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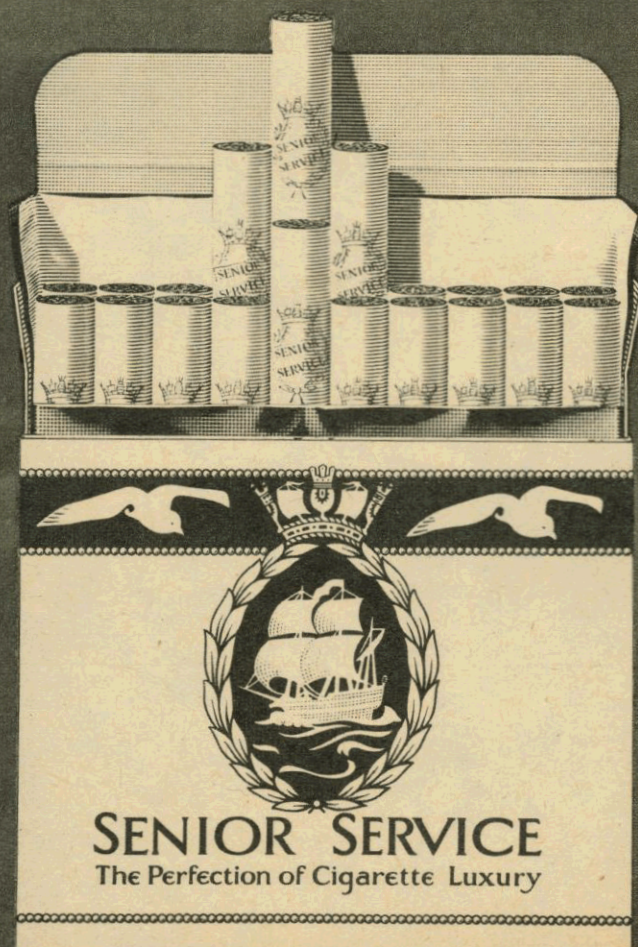
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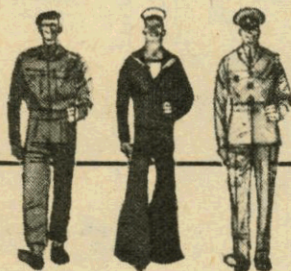
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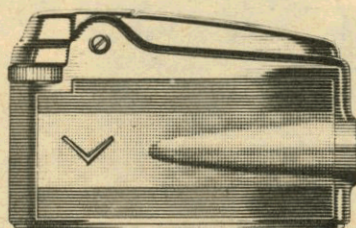


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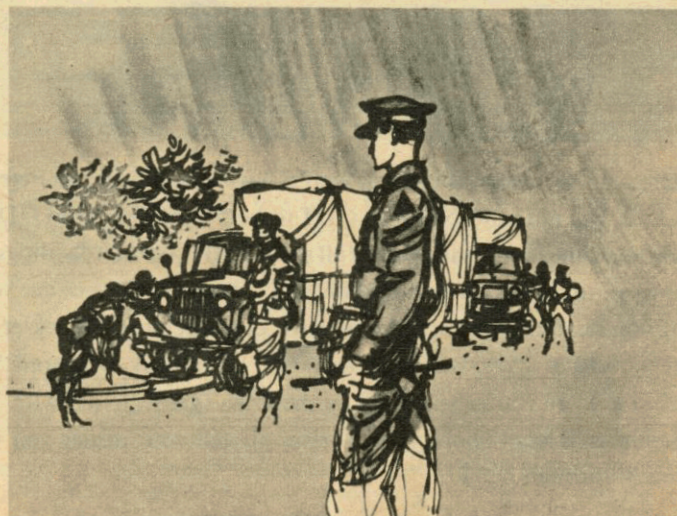
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THEY'RE AT HOME ON LAND AND SEA

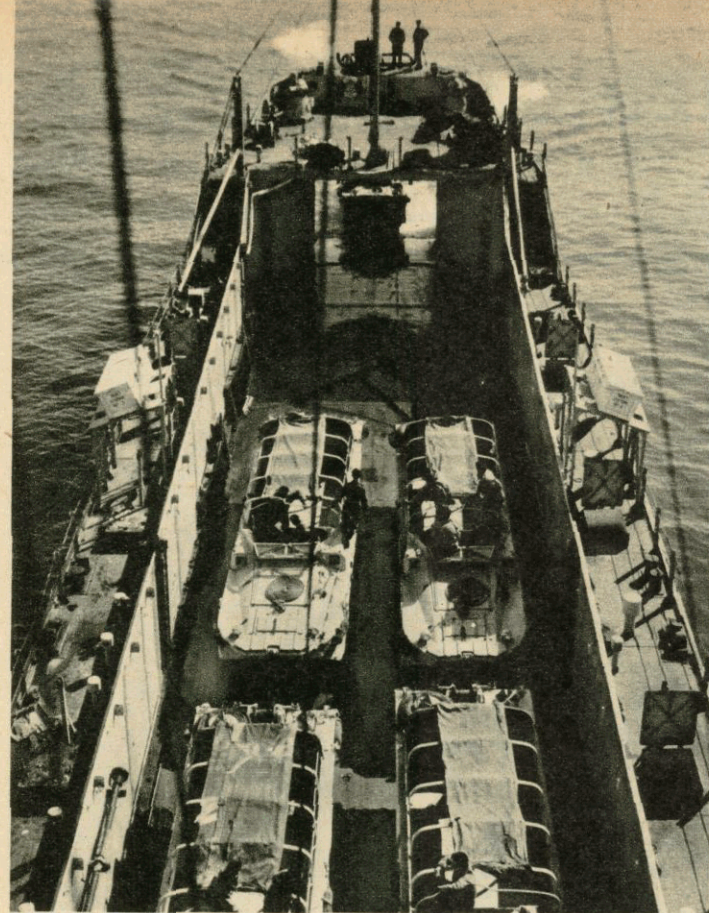
On the North Devon coast the Regular Army's only amphibious unit—18 Company, Royal Army Service Corps—keeps alive the techniques of beach maintenance and, in another role, stands by for flood relief

SHEDDING water like their namesakes, two DUKWs nosed out of the sea. The wash of thrashing propellers died away and the amphibians' tyres bit into the sand as the DUKWs climbed the steeply shelving beach.

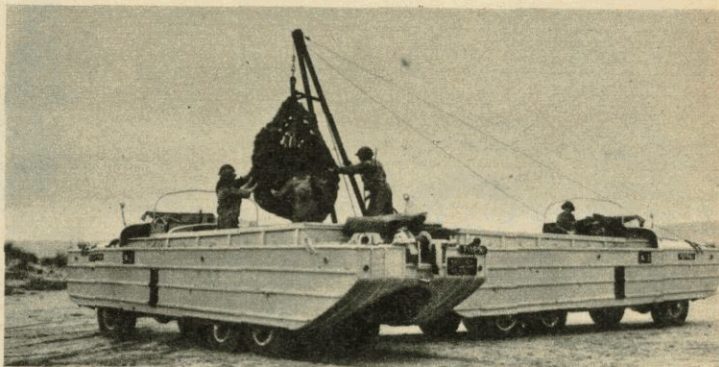
Topping the crest, they drove forward on to level ground. Within seconds the crews—men of 18 Company Royal Army Service Corps (Amphibious)—were operating a derrick on the leading DUKW, trans-shipping a netted load of ammunition boxes from the hold of the other amphibian.

The soldiers were practising, near their camp in North Devon, one of the tasks which their unit—the only amphibious company in the Regular Army and a part of the Strategic Reserve—might have

OVER...



Left: A crow's nest view of the DUKW's "mother" ship. A fifth amphibian is climbing the ramp to join those high and dry on the landing craft's tank deck.



Above: Semaphore is essential for communication at sea. This message reads, appropriately, "amphibious." Below: A netted load, hoisted by the DUKW's own powered crane, is trans-shipped ashore.

to carry out in an emergency operation.

Across the Taw estuary, other DUKWs and a tracked landing vehicle busily wove patterns in the sea as they circled a Royal Army Service Corps tank landing craft, drawing alongside the 1000-ton vessel and popping in and out of her open bow doors like chickens at their coop.

Because of their heavy commitments, particularly in supplying the Royal Artillery Guided Weapons Range in the Hebrides, 76 Squadron's landing craft make only infrequent visits to North Devon. When they are there 18 Company makes full use of the opportunity to practise its war-time roles.

The DUKW crews rehearse their drills for going aboard: approaching the bow doors at just the right speed and allowing for wind and currents, driving up the steep ramp without fouling the doors (which would put the landing craft out of commission for perhaps

months) and parking on the tank deck.

Then they learn to follow each other quickly into the sea—time wasted in an assault landing might be fatal to them or to their parent craft—and practise orderly and rapid moves alongside in the amphibians' task of carrying men and stores to the beach.

As a unit of the Strategic Reserve, 18 Company has to be ready to go anywhere at short notice to maintain a force over beaches or where port installations have been severely damaged. In an amphibious assault the DUKWs may land men and their support weapons when landing craft are unable to beach, and evacuate casualties.

DUKW's can land immediate reserves of stores for the assault troops and maintain them over the beaches, off-loading from cargo ships and trans-shipping the stores to lorries for carrying to inland dumps.

The DUKW driver, a lance-corporal, is

THE American-made DUKWs were first used by the British Army during the invasion of Sicily when 230 of them were allotted to Royal Army Service Corps companies of Eighth Army, for putting urgent stores and anti-tank guns ashore. The amphibians later ferried stores across the Straits of Messina (pictured left) and took part in the landings at Anzio and Salerno.

In Italy and Burma the DUKWs were invaluable for river crossing. During the Normandy landings 11 companies of DUKWs were engaged, mainly in ferrying stores and evacuating casualties.

The DUKW is a standard United States Army 2½-ton GMC chassis with a boat-shape hull built round it. The 34 horse-power, six-cylinder engine gives the DUKW a maximum speed of 50 miles an hour on land and 5½ knots at sea. It weighs 6½ tons and will carry 2½ tons, 26 men or 11 stretchers.

a key man in an amphibious unit. Handling a 31ft. long, 8ft. 3in. wide vehicle on the roads is an acquired art, but 18 Company demands much more of its drivers than that. Every driver joining the Company undergoes a six weeks' course on handling and servicing a DUKW ashore and afloat, operating its powerful stern winch and the amphibian's own crane, its "A" frame. Then he learns flotilla drill, knots and splices and semaphore, which is used, as the DUKWs have no radio, to control their movements in the water.

The driver also has to know the rule of the road at sea, to wrestle with tides, winds, charts and buoys, take a compass reading and handle cargo, and drive, ashore and afloat, a tracked landing vehicle.

Artificers, too, break new ground as they come to grips with bilge pumps, propeller shafts, seacocks and all the other technicalities of an equipment which is as much a boat as it is a lorry.

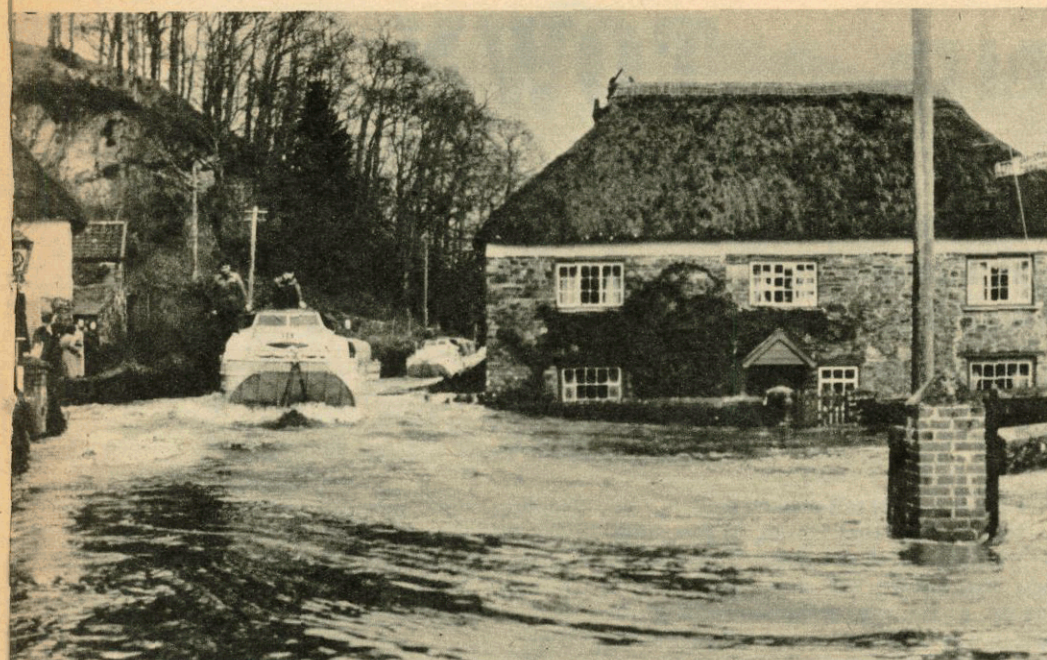
Officers and non-commissioned officers learn all these skills and in addition must become adept in controlling the movement of DUKWs ashore and afloat.

The Company is rarely short of opportunities for practical training. From its camp at Fremington, between Barnstaple and Bideford, there is always a road drive to the training area, where landings and transshipments are practised on the beach at Westward Ho! and in the sand dunes of Braunton Burrows.

In summer 18 Company trains with other units of the Regular Army and helps units of the Territorial Army and Army Emergency Reserve in assault landing training.

The Company also keeps active the techniques of amphibious maintenance over beaches and tries out new amphibians, such as the Canadian RAT, the American tracked LVT P5 and other American wheeled amphibians.

Oddly, the DUKW has never been re-



The DUKWs of 18 Company played a major part in relief work during the disastrous floods which hit Devon, the unit's adopted county. Here, two amphibians move into the stricken village of Umberleigh.

placed despite the years which have elapsed since its yeoman service in World War Two. This produces a very large headache for 18 Company and its Royal Electrical and Mechanical Engineers Workshop as spares become more and more difficult to obtain. The DUKW has not been in production for some years and the Company's amphibians are kept going by cannibalisation and improvisation.

Training and exercises in North Devon are not the DUKWs' only jobs. A detachment has worked at Rhu, in Scotland, helping to supply the Hebrides Guided Weapons Range, and last year a platoon spent a month in the North Sea and Northern Norway on a NATO exercise.

Recently, 18 Company entertained 30 North Devon policemen, taking them out in DUKWs to a tank landing craft for a sail along the coast. This was not merely a jaunt, however, for the unit and the police work in close co-operation during floods. The Company has flood commitments in Devon, Cornwall, Essex and the Severn Valley.

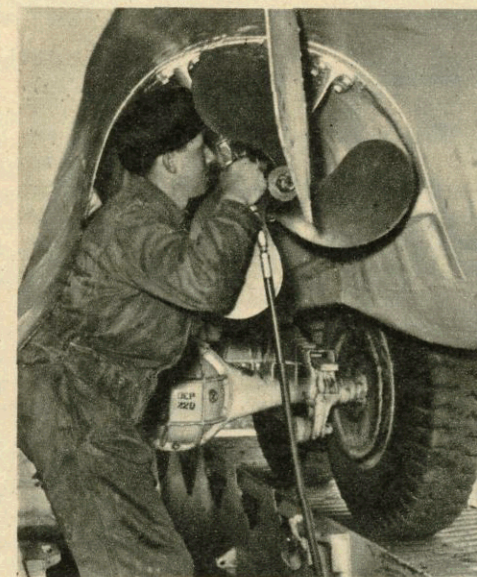
Last year 18 Company earned Devon's thanks for the part it played during the disastrous West Country floods. At Taunton and Tiverton the amphibians delivered food and water to stranded householders. A dozen DUKWs made a 50-mile dash to Exeter to spearhead rescue operations after five feet of water had swept through the city's streets.

The were commanded by Lieutenant A. A. R. Stephens, a former policeman and son of a retired lieutenant-colonel. He and his men rescued a hundred girls who had been trapped for nine hours in a factory.

Fremington Camp came into being in World War Two when men were trained there for the Normandy landings, and later housed the Amphibious Warfare School. It was also used by the American Army, at one time as a hospital.

The camp, in the grounds of the old Fremington Manor, is now to be rebuilt at a cost of £400,000. Work will start in 1963. Another £200,000 is being spent on current reconstruction of the camp at Instow where amphibians are tested.

PETER N. WOOD



The Company's drivers and men of the REME Workshop learn to grapple with propellers, seacocks and bilge pumps. Power greasing, applied here to a propeller shaft, eases maintenance.

THE history of 18 Company, Royal Army Service Corps, goes back to 1878 when it was formed as 18 Commissariat Depot. In 1889 it became a supply depot company and three years later saw service in South Africa.

In World War One it was a horse transport company and early in World War Two served with the BEF in a motor ambulance role. After Dunkirk the Company went to the Middle East as a motor transport unit until 1946.

A year later 18 Company was re-formed as a divisional transport company, but again went into suspended animation. In 1950 the Company changed its role for a third time, re-forming as a water transport company.

During the next seven years 18 Company was active in the East Coast area, operating a ferry service between Chatham and Sheerness during the disastrous East Coast floods.

The present chapter opened in June, 1958, when 18 Company was again re-formed to become the Regular Army's only amphibious transport company.

SOLDIER to Soldier

THE revelations made to a Parliamentary Committee, about the reasons why an increasing number of recruits buy themselves out in the first three months of their service, provide much food for thought.

Last year 2072 Regular recruits—13.9 per cent of the total and more than four times the percentage figure for 1957—bought their release, half of them in the first month.

Although there is no evidence that men join up for free board and lodging for three months, some who are temporarily out of work enlist to see what the Army is like and then decide that soldiering is too hard a life.

There are even some parents who force their sons to join up and then buy them out when they think the Army has made men of them, a dubious initiation into manhood which costs the taxpayer £160.

Most of the blame, it seems, lies with Mum. According to an assistant adjutant general at the War Office the critical time is the first week-end leave when the recruit goes home "gets his feet under the table and Mother makes a fuss of him... they make a little hero of him and all the hard words that were possibly said in the past are forgotten. £20 is produced and he buys himself out."

More, then, must be done to persuade Mum—and Dad, too—that the Army offers a young man an exciting, adventurous, well-paid and worthwhile career.

In spite of the excellent publicity material the Army puts across on television, in the Press, recruiting posters and attractive literature and by throwing open its barrack gates to the public, SOLDIER suspects that many thousands of parents are woefully ignorant of what the Army has to offer.

Hands up those parents who know, for instance, that an Infantry recruit signing on for nine years receives a minimum of £6 9s. 6d. a week, with free food, free accommodation, free clothing, 30 days' paid leave a year and many facilities the civilian does not enjoy. And how many know that a sergeant (minimum pay £11 4s. a week) can retire after 22 years' service, when still young enough to obtain a civilian job, with a weekly pension of £3 11s. and a lump sum of at least £550?

The first step in stemming the flow of recruits who buy their discharges is soon to be taken by limiting the period in which they may opt out to the third month. This wise move, which will ensure that recruits give the Army a fair trial and do not make hasty decisions to leave, should go a long way towards solving the problem.

Equally important, the Army must become even more attractive and make sure that every civilian knows about it. More could be done, perhaps, at unit level to keep the Army in the public eye in the way that The Green Jackets Depot does by inviting young men to join up "on approval" at week-ends.

WHEN the bugle blows reveille the 1st Battalion, The Green Howards, in Germany, turn over and settle down for another five minutes' kip, untroubled by the thought of a rampaging orderly sergeant.

Yes, it's happened at last. In The Green Howards there'll be no more compulsory crawling out of bed at reveille. As long as they complete their room duties satisfactorily and are on parade at 0815 hours the men can get up when they like.

It's enough to make an old soldier turn in his grave, but The Green Howards—officers, warrant officers and NCOs, too—are all in favour of the idea. "It's high time the Army treated us as responsible adults," says one man.

Perhaps it is, but will letting them stay in bed help them to stand on their own feet?

AND A TOWN WILL RISE IN THE DESERT

"Old Aden, like a barrick-stove that no-one's lit for years and years" was how Kipling thought of the place. But soon the troops there will live in a modern town built in the desert

Below: An architect's drawing of the junior ranks' club for armoured units in Little Aden Cantonment. There will be two such clubs and a garrison club, with a 25-metre swimming pool.

IN the desolate, salt-soaked desert at the foot of the Jebel Ishsan, in the south-western tip of the Aden Protectorate, a new Army town will soon begin to rise, bringing a modern architecture and the Western way of life to an age-old part of the world where little has changed since Biblical days.

Housing 1300 troops and their families and containing all the amenities the British

soldier needs, the new town—to be called the Little Aden Cantonment—is the most imaginative building project in the Army's history. It will cost £5 million to build and is planned to be completed by the end of 1963.

The new town—complete with a church, school, hospital, swimming pool, cinema, clubs, playing fields, electric street lighting and metalled roads—will stretch for more than two miles along the foot of the Jebel Ishsan, backing on to the scree- and rock-covered slopes that rise to 700 feet and overlook the Gulf of Aden. It has been so designed that married quarters—there will be 313 of them—will benefit from the prevailing cooler winds and will obtain the maximum amount of shade from each other.

The troops will occupy 11 three-storey barrack blocks (eight housing 87 men each and the other three 66 each), which will have wide verandahs and be equipped with a rediffusion radio system. They will live six or seven to a room, corporals having their own separate rooms. Sleeping quarters will be air-conditioned to keep temperatures down to 70 degrees Fahrenheit.

Officers' married quarters will be two-storey houses, some detached and others semi-detached, while other ranks' families will live in single- and two-storey homes and 11 blocks each of six flats. The bedrooms in all the quarters will be air-conditioned.

The focal point of the new town will be the Church of England church, the tower of which will rise to about 90 feet. It will seat 150 people and below its main floor will be a church hall. Nearby will be a garrison club, containing a 25-metre swimming pool, the NAAFI families' shop and local enterprise shops and an outdoor cinema to accommodate 500.

There will be no shortage of clubs and messes. Elsewhere in the Little Aden Cantonment will be two junior ranks' clubs, an other ranks' social club, two officers' and two sergeants' messes.

The children's school, to include a large assembly hall, gymnasium and playgrounds, will eventually have room for more than 300 primary and 170 secondary school pupils.

There will also be a ten-bed hospital, a hostel for schoolteachers and members of the Women's Voluntary Services, a 94-line telephone exchange, workshops and offices, garages, an education centre, a fire station, a large number of sports pitches, a gymnasium and a squash court, a pavilion and four firing ranges.

A landing strip and hangars for the Army Air Corps will be built outside the new town



This model shows the new desert town nestled at the foot of the Jebel Ishsan. Key: 1. Barrack blocks. 2. One of the junior ranks' clubs. 3. The 90-ft. church tower. 4. Garrison Club and swimming pool. 5. More barrack blocks. 6. The other junior ranks' club. 7. Cinema. 8. NAAFI shop. 9. School. 10. Married families' quarters.

and a village for local servants will be erected at the eastern end of the cantonment.

Stone will be quarried locally for the masonry walling. Concrete blocks, which will be used for all buildings, will be made on the site from aggregate crushed from stone and crushed rock "sand" quarried five miles away. Paradoxically, the sand on the site, which is impregnated with salt, is unsuitable for building purposes.

Partly because the high humidity in Aden quickly rusts steel and partly to reduce subsequent maintenance, most of the metal components and fittings in the buildings will be of aluminium.

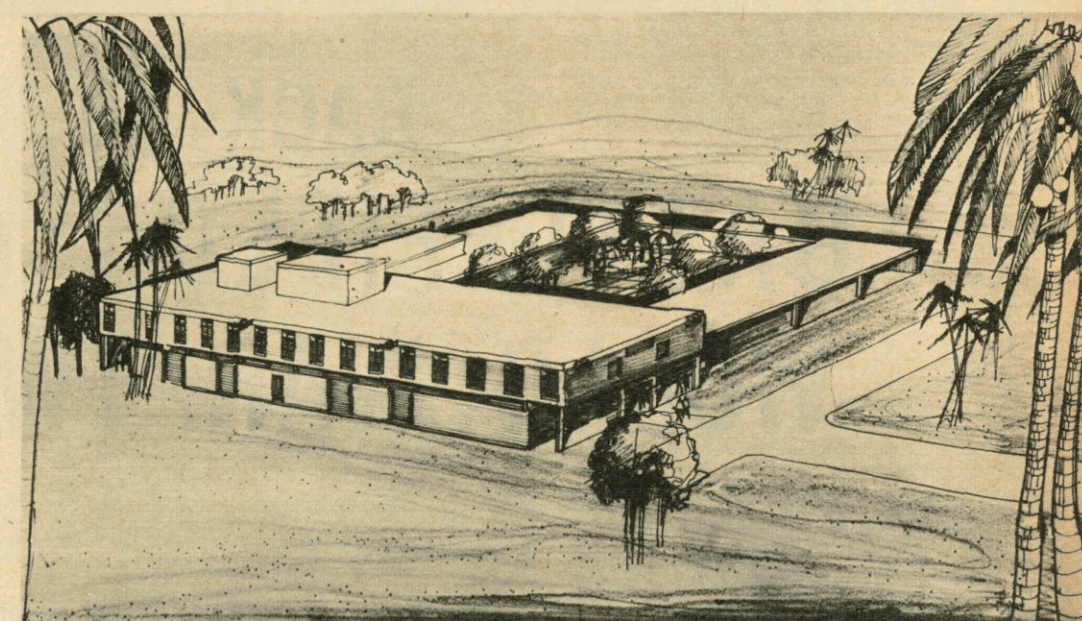
An electric power supply will be installed but families will cook with butane gas, stored in containers and piped into the houses. (Most of the Army's housewives who have cooked with butane gas in other overseas stations say they prefer it to electricity or coal gas.)

The present water supply—through a six-inch pipe from a nearby oil refinery—will also be improved so that hot and cold water will be available all the year round in all homes and most other buildings.

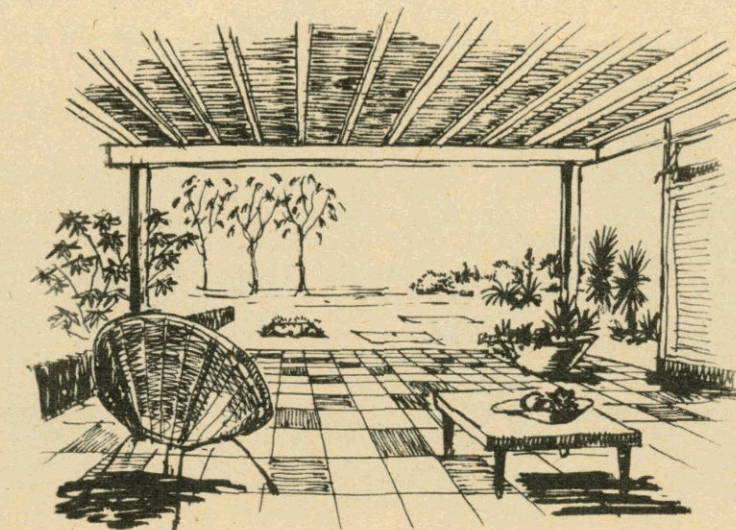
Plans have also been made to spend several thousand pounds on a landscape gardening scheme so that flowers, trees and shrubs will flourish in the Army's desert town. Parts of the site will be treated to prevent salt water rising, an irrigation system will be installed and soil will be brought to the site to make garden plots in the paved patios which will be constructed outside married quarters. Dwarf walls will also be built to help keep out sand and to help relieve the monotony of long-distance views.

The Little Aden Cantonment—its sectors and roads will be named after famous battles and generals—has been planned, and its buildings designed, by Farmer and Dark, a London firm of architects, in association with the Director-General of Works at the War Office. Work on the new town is scheduled to begin this summer and all barracks should be ready for occupation early next year.

E.J.G.



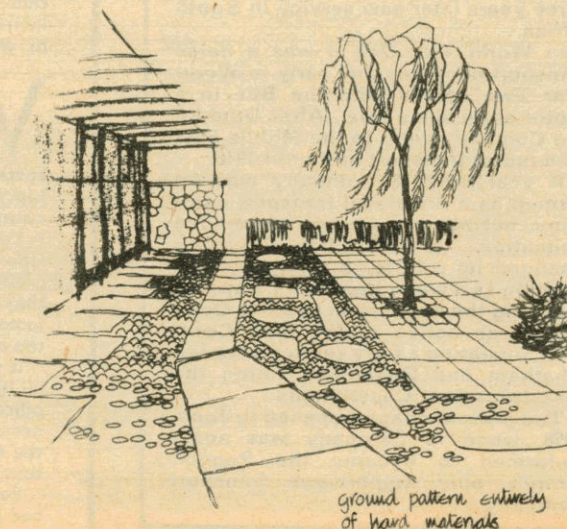
Above: An architect's sketch of one of the two sergeants' messes. Note flat roofs, louvered windows and garden court.



patio with random pattern paving

Left: The landscape gardening scheme will include garden plots and paved patios with dwarf walls to keep out the sand-laden wind.

This is how the gardens of the married quarters will look eventually. The desert will be irrigated and hundreds of tons of soil will be used to make garden plots in which trees, shrubs and flowers will bloom.



ground pattern entirely of hard materials



BACK TO BATTLEFIELDS OF WORLD WAR TWO



Over the desert near Mechili, where their fathers and elder brothers fought nearly 20 years ago, The Devon and Dorsets charge, with bayonets fixed, an enemy strong-point.

A 25-pounder gun detachment of 42 Field Regiment, RA, gets on target. The Regiment found batteries for both sides in this desert exercise.

A DRIED-UP wadi near Mechili echoed with the shouts of The Black Watch as they bayonet charged an enemy outpost.

The enemy fled—and were mown down by the machine-guns of armoured cars racing over the desert in clouds of choking dust. Farther back, a battery of 25-pounder guns opened up, swamping the enemy's forward positions as the reserve Infantry battalion—The Devonshire and Dorset Regiment—launched its assault.

British troops—nearly 4000 of them from the 3rd Independent Infantry Brigade Group in Cyprus—were in action again in North Africa, carrying out a tough, realistic exercise over the Libyan battlegrounds of nearly 20 years ago, where Eighth Army and Rommel's Afrika Korps fought some of their fiercest duels. It was one of the biggest exercises in North Africa since World War Two.

The men of 3rd Independent Infantry Brigade Group—The Black Watch, The Devon and Dorsets, 42 Field Regiment, Royal Artillery, Sappers and supporting arms—had come to Libya from Cyprus by air and sea, bringing their vehicles and weapons and hundreds of tons of stores and equipment with them. Their opponents—1st Battalion, The Royal Scots, 94 (New Zealand) Battery, of 42 Field Regiment, and Sapper units—had taken up their positions by the time the invaders arrived.

Under a scorching sun and hampered by high winds which raised huge sand clouds, the attackers advanced from Tmimi

As the sun sets, armoured cars leading a convoy of trucks advance across the desert near Tmimi, throwing up clouds of fine sand dust as they go. More than 3500 troops took part in the manoeuvres, the biggest held in the Libyan Desert for many years.



Above: An earlier generation of British soldiers knew the ubiquitous desert Arab, too. Here, a lance-corporal does business, exchanging a tin of jam for eggs.

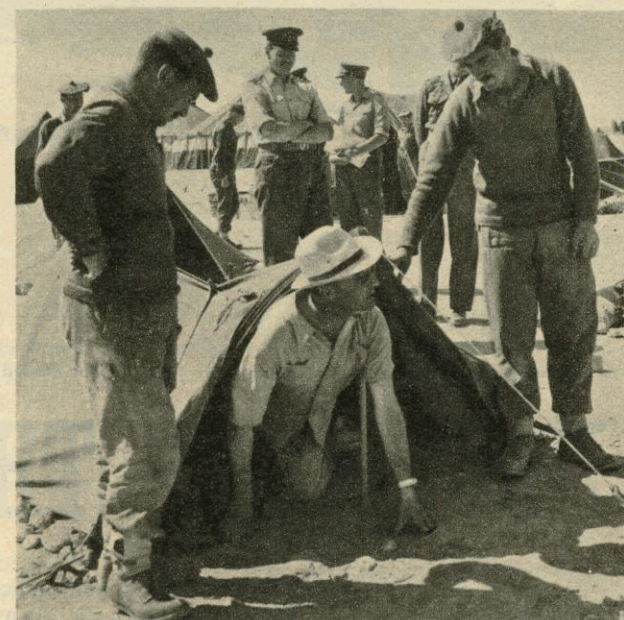
along the route followed by Eighth Army to Mechili, passing on their way the ghostly relics of World War Two—piles of rusted petrol tins and burned-out hulks of tanks and armoured cars. For five days they made their way against heavy opposition to Port Bugassul, their final objective and, after a two-days rest—turned round and fought their way back to Derna.

For those who had travelled the same route two decades ago—among them Regimental Sergeant-Major S. Page, of 42 Field Regiment, and Staff-Sergeant Harold Benton, Royal Army Ordnance Corps—there was much, besides the relics of war, to remind them of their battles with the Afrika Korps.

The sandstorms, the broiling sun and the freezing nights sleeping underneath trucks, the food out of "compo" packs, the severely rationed water, bogged down vehicles which had to be dug out by hand, the sudden appearance from nowhere of an Arab anxious to barter eggs for tins of meat and packets of tea: it was as if nothing had changed.

The only difference, said one who had fought with Eighth Army, was that there was no real fighting—and nobody was sorry about that.

A Palm Sunday service in the land where palm trees grow in abundance. Men of The Devon and Dorsets, like the troops of Montgomery's famous Eighth Army used to do two decades ago, hold an open-air prayer meeting in the early morning.



Left: The man crawling out of a two-man bivouac is the War Minister, Mr. John Profumo, who believes in seeing for himself how a soldier lives in the desert. Mr. Profumo saw the closing stages of the 3rd Independent Infantry Brigade Group's desert exercise.



A new helicopter, the Scout, joins the Army Air Corps this year. A Royal Electrical and Mechanical Engineers team works at the factory, simplifying servicing



Like the French *Alouette*, the *Scout* has a skid undercarriage and a gas turbine engine which is completely in the open and therefore much easier to service. A bench seat behind the pilot can be folded back for freight.

THE ARMY IRONS OUT THE SNAGS

Senior Technician M. Hicks, RAF, and Artificer Sergeant-Major B. Bennett, REME, both of the Central Servicing Development Establishment, examining a gadget which tests the level of the main rotor blades as they revolve. The tolerance is small.



THE Army's new helicopter, the *Scout*, is coming into service with the Army Air Corps this year. And the *Scout* should be just what the Army wants.

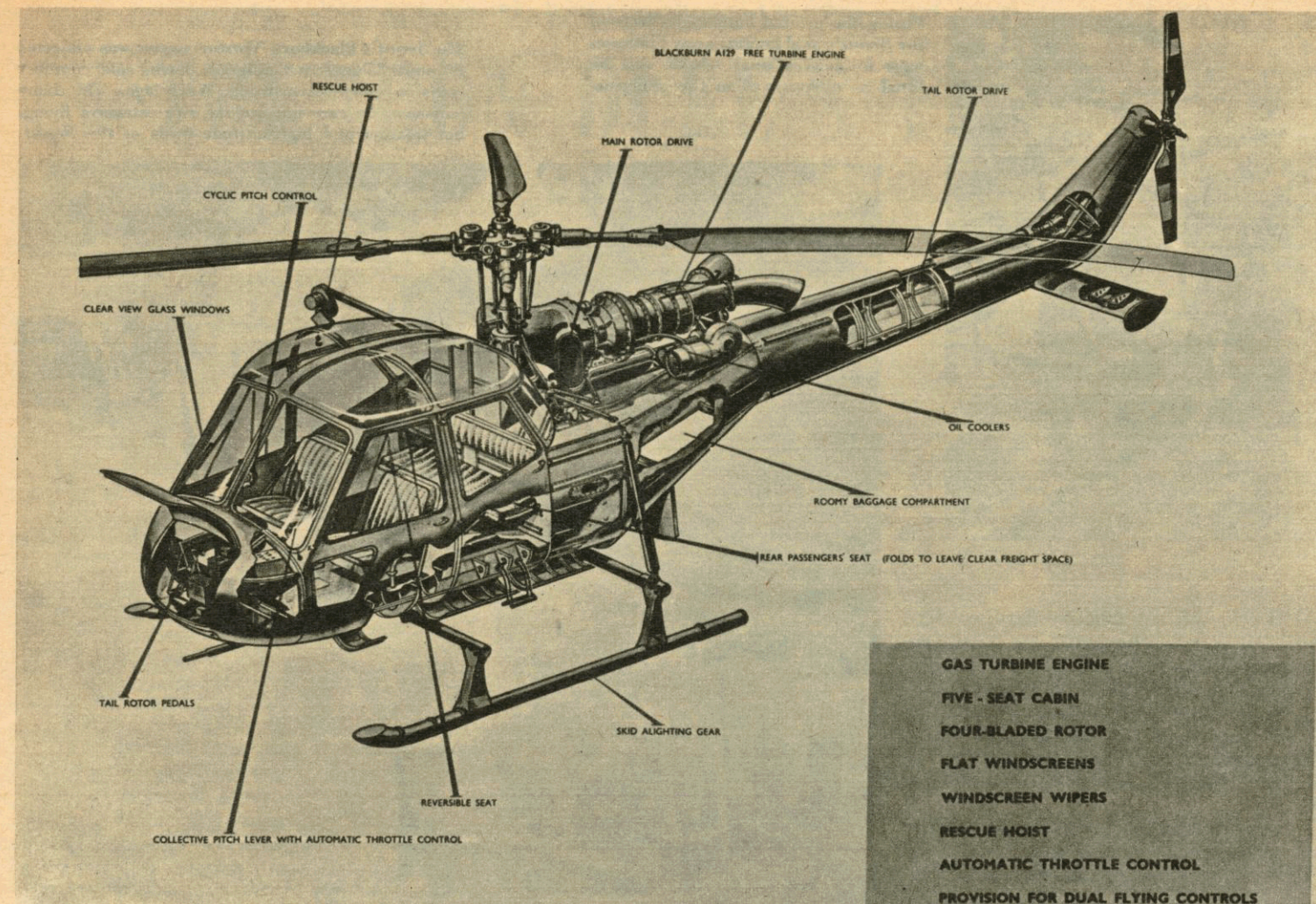
It has been designed that way and at every stage of design and production the Army has been there, in the drawing office, in the test chambers and on the shop floor, to make sure that the *Scout* will fill the bill as its general purpose helicopter.

Aircraft development today moves ahead by leaps and bounds but, conversely, the path from prototype to production model can be long and tortuous. So much so that the uncharitable have described modern aircraft as obsolescent before they leave the drawing board.

Not so the *Scout*. From the issue to the manufacturers of a specification to production aircraft coming off the assembly line, has taken less than two years. And the Army Air Corps will have a helicopter which, operating anywhere in the world, can be used as a maid-of-all-work.

Simple, quick servicing has never been a manufacturer's priority, but to an Army in the field it is an essential. So, throughout the design and development of the *Scout*, a small Army and Royal Air Force team has been sitting in the Saunders-Roe works at Eastleigh, near Southampton, suggesting modifications which will make maintenance easier.

This project team is an offspring of the Royal Air Force Maintenance Command's Central Servicing Development Establishment, an organisation which plans servicing routines and the provision of tools and spares for new aircraft, and produces maintenance manuals. In the development stages the unit co-operates with manufacturers to minimise and simplify servicing.



The three Army members of the Saunders-Roe team—a captain and two warrant officers of the Royal Electrical and Mechanical Engineers—are all serving in the Army Air Corps and form, as a Maintenance Advisory Group, a link between customer and manufacturer. Similar groups work on each new Army equipment, but this is the first time that the Army has been represented in the development stage of an aircraft.

The Army and Royal Air Force work together on the *Scout* because, although the helicopter will be flown by the Army Air Corps, the Royal Air Force is responsible for major maintenance tasks. The two Services use the servicing schedules which are written and produced by the Central Servicing Development Establishment.

The value of this close contact between maker and user is evident from the results. For example, a toe-hold in the *Scout's* fuselage was big enough only for a shoe. It was enlarged to hold comfortably the toe of the

largest Army boot. In the original design, access panels in the rear fuselage were secured by a total of 35 screws. It took 25 minutes to remove them for inspection. The firm agreed to fit quick release fasteners.

When the team discovered that the freight compartment's riveted floor sill had been badly damaged while the aircraft was still in the fitting shop, Saunders-Roe agreed to use a heavier gauge metal screwed to the floor and easily replaceable.

One modification suggested by the Services team meant a major re-designing of the fuselage so that cables could easily be withdrawn and replaced. Another major change involved lubricants. The prototype *Scout* required seven different lubricants—these have now been reduced to one oil, serving both the engine and transmission, and one grease, thus reducing servicing time and simplifying the supply problem.

The *Scout* has been designed to need far less servicing than most other helicopters.

Its engine, a Blackburn *Nimbus* free-turbine, is completely in the open and easily accessible to a fitter standing by the aircraft. The engine can be changed in three hours, a fifth of the average time for a large helicopter.

The maintenance team's work does not end in the factory. While two *Scouts* undergo intensive trials at the Army Air Corps Centre, Middle Wallop, another will be under test this summer, in semi-tropical conditions, in North Africa. With this *Scout* will be the team's officer, Captain A. G. T. Davies, of the Royal Electrical and Mechanical Engineers. From North Africa he will accompany the aircraft to the French Alps for its high altitude trials.

Captain Davies, one of the Army's tallest officers (he stands 6ft. 7in. in his socks), joined the Central Servicing Development Establishment team in February this year. He previously commanded 653 Light Aircraft Squadron Workshop in Cyprus.

OVER...

IT'S AN ALL-PURPOSE MACHINE

OVER 40 *Scouts* have been ordered by the Army from the Saunders-Roe Division of Westland Aircraft, Ltd. The aircraft will meet the Army's need for a general-purpose helicopter which can be used in the Army Air Corps' reconnaissance or liaison roles.

The *Scout* will carry four passengers or three-quarters of a ton of cargo, or a stretcher in a casualty evacuation role, and can also be used for supply dropping, hoisting, carrying underslung loads, air observation and photography, and for road traffic control.

For the first time the Army will have a helicopter with power controls and a winch which can take off with a full payload at 7000 feet and fly in temperate, arctic or tropical conditions.

Fitted with a Blackburn *Nimbus* lightweight turbine engine, the *Scout*, its makers claim, has a range of 288 miles with maximum load, and a cruising speed of 122 miles an hour. It can carry 1500lbs on the hook or 1000lbs in the cabin, in which a bench seat for three passengers folds back to make room for freight, and is able to hover at 17,800 feet.

The passenger's seat alongside the pilot can be

turned round for a medical orderly to look after stretcher cases.

When the *Scout* lands, on its skid undercarriage, the main rotor blades can be folded back along the fuselage and the aircraft camouflaged in only five minutes.

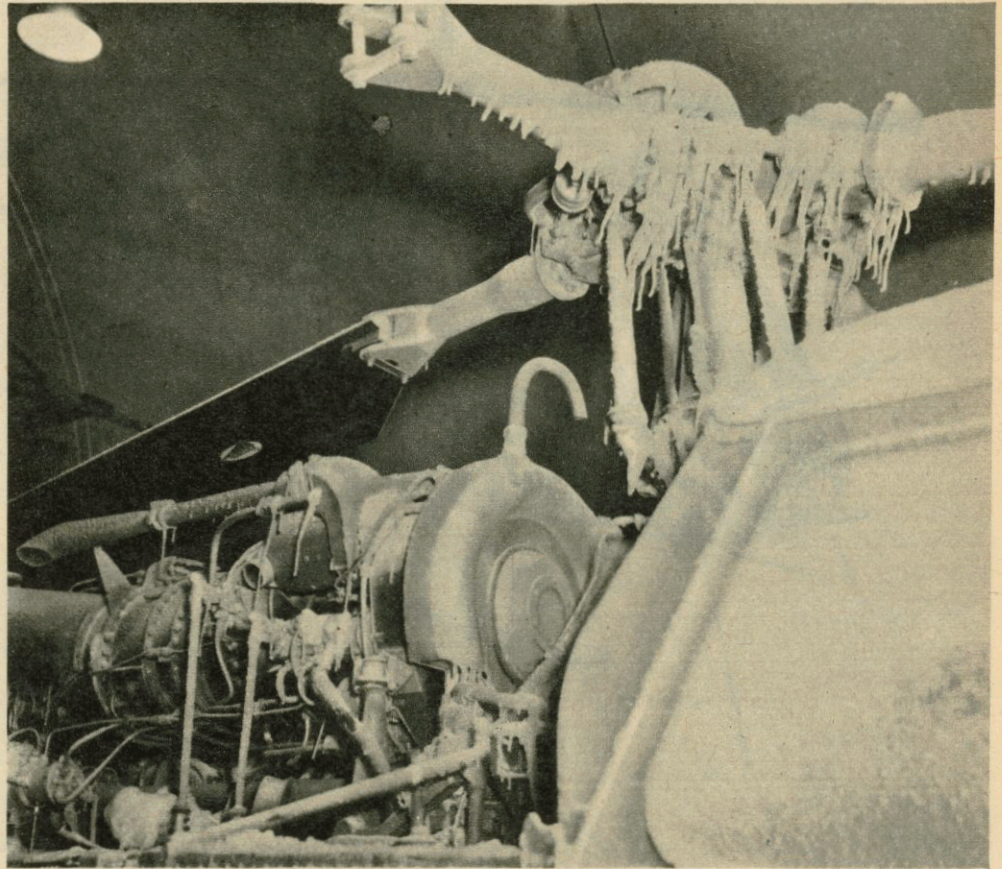
The *Scout's* prototype, the P 531 Mk 1, made its maiden flight in August, 1959. The aircraft was later named the *Wasp*, then the *Sprite*.

Shopping guide: The *Scout* costs about £68,000. The *Beaver* fixed wing aircraft, also coming into service this year with the Army Air Corps, costs £30,000.



Fitting the ground handling wheels to the *Scout's* skid landing gear. Flotation bags or conventional wheels can be fitted as alternatives to the skidgear.

The *Scout's* Blackburn *Nimbus* engine was subjected to minus 35 degrees Centigrade during cold chamber trials at Vickers-Armstrong, Weybridge. The Army will soon be carrying out its own intensive flying, hot weather and high altitude trials of the *Scout*.



His two warrant officers, Artificer Sergeant-Major B. Bennett and Artificer Sergeant-Major R. J. Mayl, both changed from vehicle to aircraft artificers on the first conversion course in 1957 and have both served with light aircraft squadron workshops. The fourth member of the team is Senior Technician M. Hicks, of the Royal Air Force.

Their job will end only when the *Scout* is in service and every snag discovered in factory and flying trials has been ironed out.

PETER N. WOOD

1 HOUR AGO 125 MILES AWAY

1 hour ago these troops were at base camp a hundred and twenty five miles away. Now they are being dropped into the battle area from a Westland *Scout*, fully equipped and fresh for the tasks that lie ahead.

Without refuelling, the helicopter can then return to base with any badly wounded personnel who need urgent hospital treatment.

These are only two of the roles in which the British Army can use the Westland *Scout* helicopter when it shortly comes into service with them.

A 5/6 seat general purpose machine the *Scout* is powered by a 970 s.h.p. Blackburn A129 free shaft turbine engine and is capable of speeds up to 126 m.p.h. with loads of 1500 lb.



WESTLAND the great name in **HELICOPTERS**
WESTLAND AIRCRAFT LIMITED · YEOVIL · ENGLAND
Incorporating Saunders-Roe Division, Bristol Helicopter Division and Fairey Aviation Division

History was brought up to date for 24 British soldiers when they went to Portugal and followed . . .

IN THE IRON DUKE'S FOOTSTEPS

UNTIL a few weeks ago The Peninsula was just another name in the history books to 24 soldiers serving in 1 Petroleum Reserve Depot near Wimborne, Dorset. Now it will always remind them of 25 exciting days spent crossing Portugal in the steps of the Duke of Wellington's advance 150 years ago.

Drawn mainly from the Royal Army Service Corps, but including men of the Royal Electrical and Mechanical Engineers, Royal Pioneer Corps and Army Catering Corps, the expedition was led by its instigator, Captain M. J. P. Chilcott.

Landing at Setubal, after a four-day voyage from Devonport in Royal Navy minesweepers, the party split up into three sections, each of one officer, a non-commissioned officer and six men, commanded by Captain Chilcott and Second-Lieutenant R. D. Mitchell, both of the Royal Army Service Corps, and Second-Lieutenant A. B. Simms, Royal Pioneer Corps.

From Setubal the adventurers marched via Lisbon to Torres Vedras where, as guests of the City, they were lavishly entertained. They were shown over the museum, which contains many battle flags and relics of the Peninsular War, and the Fort of Sao Vincente, now being rebuilt by Portuguese Sappers. Exploring the battlefield at Vimiero, Captain Chilcott unearthed a Peninsular War British bayonet.

A three-day march, via the Iron Duke's headquarters at Cartaxo, took the British soldiers to the Portuguese Cavalry School at Santarem where another reception included thoughtful provision for the footsore and an English meal of steak, eggs and chips—with whisky!

The next objective was Leiria, another three-day march away. En route the party visited the national shrine where rest Portugal's Unknown Soldier and many of her kings and queens. At Leiria the British were presented with a regimental pennant by the 7th Infantry Regiment, a unit particularly proud of its citations by Beresford and Wellington, and of its World War One battle honour, Neuve Chapelle.

The last lap took the party to Coimbra where they were entertained by the Portuguese 12th Infantry Regiment. Then they went by train to the battlefield of Bussaco and on to Guarda, described by Wellington as the strongest defensive position he ever saw. Hosts at Guarda were the 7th Battalion, The Cassadores, crack Portuguese mountain troops.

The British soldiers marched over 200 miles across Portugal, averaging about 15 miles a day. Much of their route lay over mountain tracks and across rough country, testing not only endurance and stamina, but map and compass reading. Each man carried 60lbs. of kit. Food, bought strictly within ration allowance, was cooked en route.

"Everything went wonderfully well and the expedition was a great success," Captain Chilcott told SOLDIER. "Portuguese hospitality was fantastic. No wonder the Portuguese are our oldest allies."



On the battlements at Alcanede Private David Russell surveys an old battleground through binoculars. With him (left to right) are: Cfn. Ian Rennie, REME, Driver James Wallis and Private John Morris, both of the RASC.



Right: At Pombal, some 30 miles from Coimbra, Pte. J. Spooner, ACC, prepares a hot meal while Private John Morris chops wood for the section fire.



Dvr. J. Wallis does running repairs to the blistered feet of Cpl. J. Jackson, during a halt on the three-day march to the Portuguese Cavalry School.

Left: Second-Lieut. A. B. Simms, RPC, goes to the aid of an over-burdened washer-woman in a village near Leiria.



GALLANT STAND AT LAKE INDAW

A GALLANT action in which the 2nd Battalion, The Royal Leicestershire Regiment, routed a much stronger force of Japanese in Burma 17 years ago, has now been commemorated in a graphic picture by Terence Cuneo, Britain's outstanding painter of the military scene.

The picture (reproduced above) vividly portrays the climax of a four-day battle behind the Japanese lines in March, 1944, after the Battalion—part of Brigadier Bernard Fergusson's 16th Infantry Brigade in Major-General Ord Wingate's famous Chindit force—had marched some 450 miles from the Ledo Road, in North Burma, to raid the enemy's lines of communication in the Indaw area.

On their gruelling trek through the jungles and swamps the Royal Leicesters were supplied entirely by air, heavy equipment was carried by mule, and ponies were used to transport the sick and wounded.

The Battalion reached its objective at the end of March, cut the road and for three days

held it against incessant Japanese attacks by more than two battalions from both the north and the south. On the afternoon of 28 March the Japanese launched another determined attack up the edge of the Indaw Lake and were heavily defeated.

It is this action which is portrayed in Mr. Cuneo's painting. The Japanese are shown advancing across open ground from which they had earlier deliberately burned the high grass and in consequence suffered heavily. On the edge of the jungle on the right and in the foreground the Royal Leicesters are seen spraying the enemy with rifle and Bren gun while *Mustang* aircraft of the United States Army Air Force—directed on to their targets by white smoke bombs fired by the Infantry and by Royal Air Force officers using mule-borne radio sets (bottom left)—bomb and machine-gun the Japanese.

In this action, typical of many fought by the 2nd and 7th Battalions of The Royal Leicestershire Regiment, both of which served with the Chindits in 1944, the

Japanese lost 130 killed and wounded. The 2nd Battalion lost two officers and ten other ranks killed.

Mr. Cuneo obtained information for the painting from men who took part in the battle and made his first sketches on a stretch of burned heathland at Cobham, Surrey, which closely resembled parts of the scenery at Indaw, with the aid of men of The Royal Leicestershire Regiment and The Parachute Regiment dressed as Chindits and Japanese. The painting now hangs in the Leicester City Museum and Art Gallery.

This is the third in a series of paintings Mr. Cuneo has completed for The Royal Leicestershire Regiment. The other two show the winning of the Victoria Cross by Lieutenant J. C. Barrett, of the 1st/5th Battalion, in World War One, and the repulse by the 2nd Battalion of German paratroopers in Crete in 1941 (see *SOLDIER*, July, 1959).

SOLDIER'S front cover picture was taken by Staff Cameraman Frank Tompsett.

COMRADES AND KAMERADEN

"STILLGESTANDEN!" shouted the Feldwebel. A hundred German—and ten British—soldiers came to attention as history was made on a West German Army barrack square.

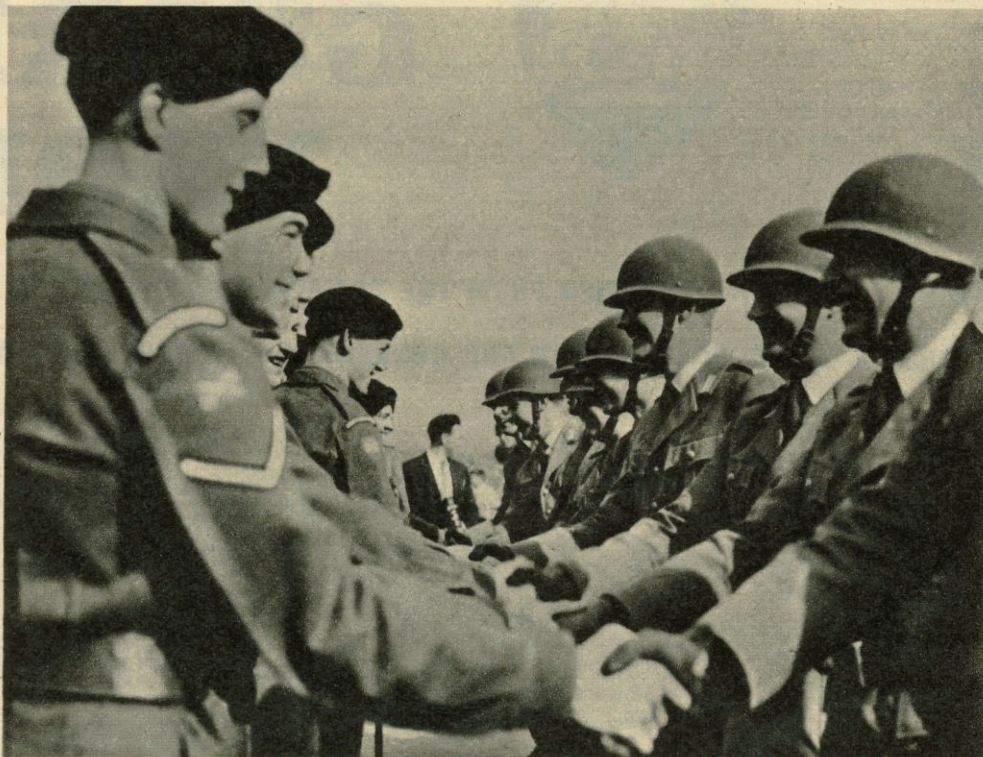
The British soldiers were volunteers of The Green Howards, from the 1st Battalion's "B" Company, serving a nine-day attachment to 3 Company of 203 Panzer Grenadiers.

It was the first time a British unit had lived and trained with the German Army, using German weapons and equipment, and the first of an intended series of exchanges between the two NATO armies aimed at improving international relationships on a soldier-to-soldier basis.

The Green Howards were ceremonially welcomed by Lieutenant-Colonel Karl Bless, the Panzer Grenadier Regiment's Commanding Officer and a war veteran of the French, Russian and Italian campaigns. Then they got down to busy days of hard training—battle tests, mounting and dismounting from armoured vehicles and a night exercise under canvas with digging-in and a dawn alarm.

Back in their own barracks, the British soldiers (surprisingly, perhaps) admitted a new tolerance for their own "square bashing" as essential for a discipline not always apparent among the Grenadiers. They thought themselves better fed than the Germans and missed particularly the Women's Voluntary Services, canteen facilities and afternoon sports.

The detachment, led by one of its three Regular soldiers, Corporal E. Trevelyan, found the Bundeswehr's living conditions generally more austere and its approach to soldiering more intense—with an un-

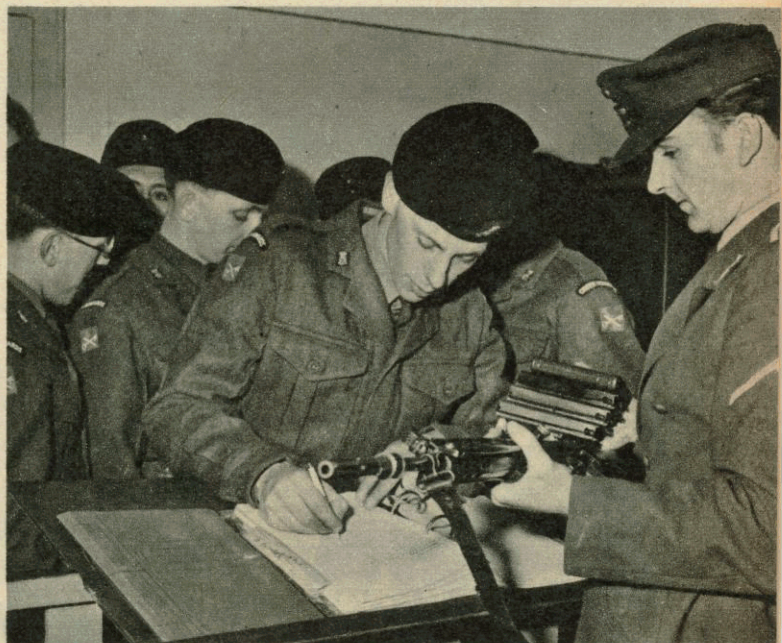


Men of the Panzer Grenadiers greet The Green Howards with a warm handshake as the British detachment arrives at the German barracks. On the left is L/Cpl G. King, a National Serviceman.

accustomed and unwelcome reveille at 5.30.

Private A. Bailey, a young Regular soldier who lost two teeth practising diving head first into an armoured vehicle and jumping out through its turret, decided that "the Germans are not better than we are in anything, and in some things are not as good."

A National Serviceman, Private G. Milburn, said this German method of mounting and dismounting—a new training for the British Infantrymen—had been "rough at the start," but, he claimed, "after three days our lads were doing it quicker than the Germans."



Life with the Germans in Bluecher Barracks seemed strange at first, but The Green Howards were soon made to feel at home. There was something familiar in signing for weapons in the German armoury!

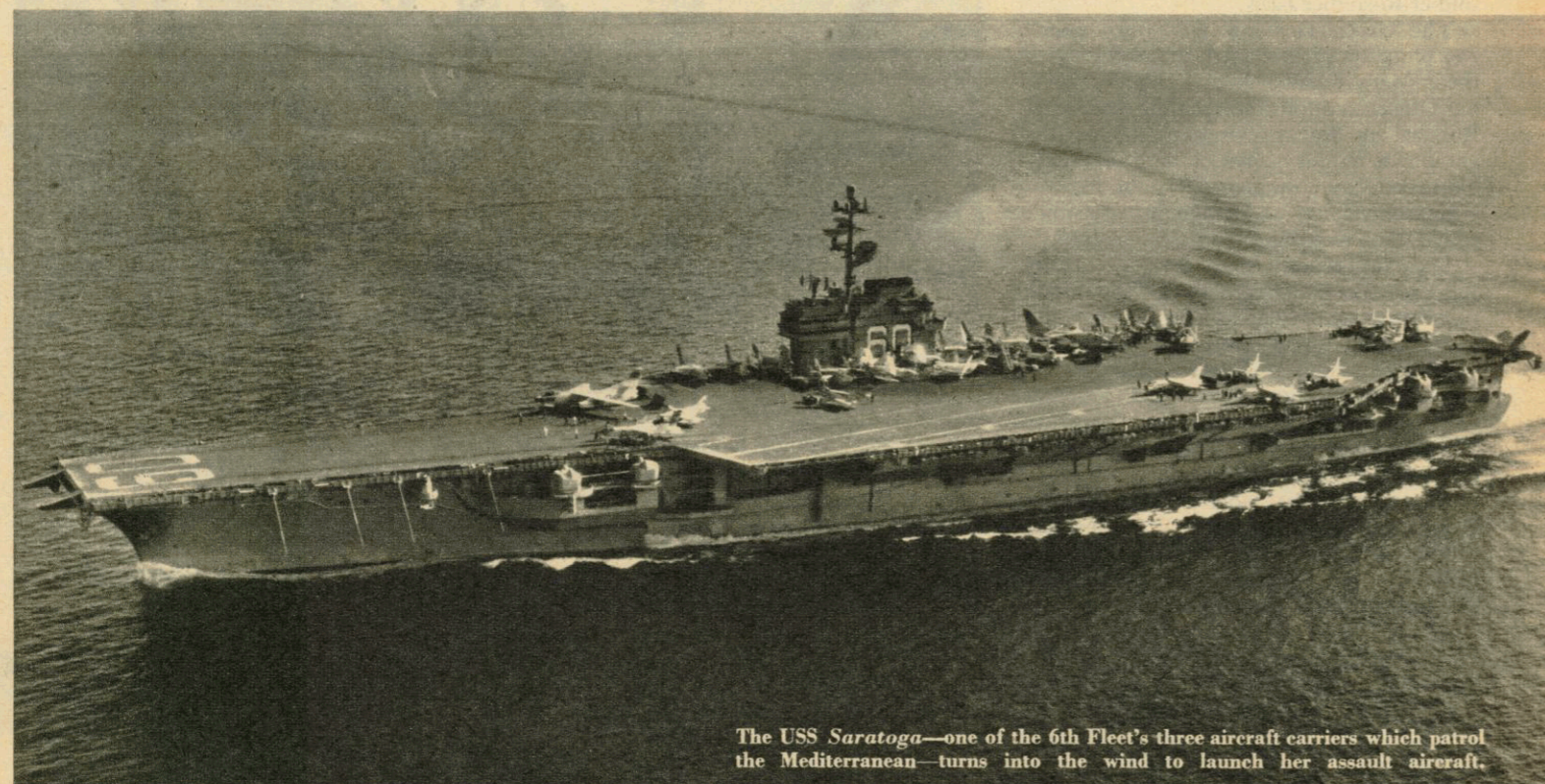
Left: The British soldiers are shown a turret gun on a German tank. The nine-day visit gave them an insight into the workings of an armoured regiment as well as an idea of life in the Western German Army.

The AFSOUTH insignia—worn as a shoulder flash—is the Lion of St. Mark, holding a sword above a book.



SIX NATIONS GUARD THIS FRONTIER

ALONG A 1700-MILE FRONTIER FROM THE RESIA PASS, IN ITALY, TO MOUNT ARARAT, THE NATO ALLIES
STAND ON GUARD WITH NUCLEAR AND CONVENTIONAL FORCES TO KEEP THE PEACE IN SOUTHERN EUROPE



The USS Saratoga—one of the 6th Fleet's three aircraft carriers which patrol the Mediterranean—turns into the wind to launch her assault aircraft.



Above: The Commander-in-Chief of Allied Forces in Southern Europe: Admiral Charles R. Brown, US Navy.

Supersonic jet fighters of the Turkish Air Force on patrol over the Bosphorus which is covered by a continuous radar system.



ONE of the lesser-known, but nonetheless vital, commands of the North Atlantic Treaty Organisation in which all three of Britain's fighting Services play an important rôle, celebrates its tenth anniversary this month.

It is Allied Forces Southern Europe—AFSOUTH, for short—one of the major subordinate commands of Allied Command Europe, the southern part of the NATO shield which faces the Iron Curtain along a 1700-mile arc from the Resia Pass, in northern Italy, across the northern borders of Greece and Turkey to Mount Ararat.

To protect this critical frontier AFSOUTH has been welded into a powerful, multi-national force which includes the atomic missile strength of the Southern European Task Force in northern Italy; the nuclear-armed United States 6th Fleet; jet aircraft of six nations—Britain, France, United States, Italy, Greece and Turkey—and the Italian, Greek and Turkish armies.

One of AFSOUTH's biggest problems in defending its vast command arises from the geography of the area. While northern Italy and eastern Turkey are relatively easy to defend, the rest of the command is composed of long peninsulas jutting into the Mediterranean which severely complicates communications by both land and sea.

Control of the Mediterranean is the key to the command's success, for without it the ground forces could not be effectively supplied and they would be exposed to attack from almost every side.

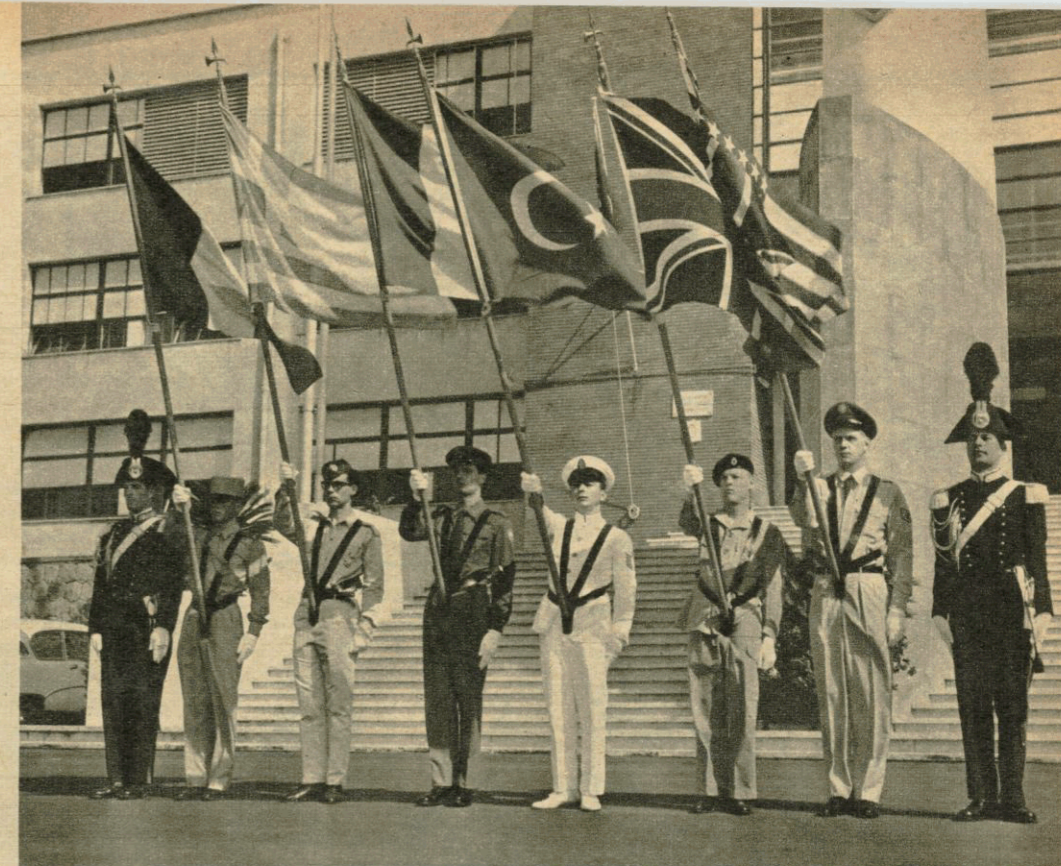
To defend his command, Admiral Charles R. Brown, Commander-in-Chief, Allied Forces Southern Europe, has four main subordinate commands. Two are land forces, one with headquarters at Verona, in Italy, the other at Izmir, in Turkey. The co-ordination of air operations is the responsibility of Allied Air Forces Southern Europe and naval operations are directed by the United States 6th Fleet. The navies of Greece, Italy and Turkey are under the command of Allied Forces Mediterranean, with headquarters at Malta, GC.

The British Army is represented at Allied Forces Southern Europe headquarters in Naples by six officers and 17 other ranks. With men of the Royal Navy and Royal Air Force, they serve alongside soldiers, sailors and airmen of Greece, Italy, Turkey, the United States and France, and their jobs range from administrative clerks to communications technicians and from draftsmen to intelligence staff.

Language is no problem for the British Serviceman for English is the headquarters' official language, but many have taken advantage of the opportunity to learn French and Italian in the headquarters' language laboratory.

Naples, a fascinating mixture of ancient and modern, is an attractive posting for British Servicemen who take sight-seeing trips to nearby beauty spots at Capri (a short boat ride away), Ischia, Sorrento and Positano. The headquarters has its own shopping centre and clubs, a cinema, a library containing 7000 books in five languages, a sports field, a golf course, tennis and badminton courts and a cafeteria.

The British Servicemen have distinguished themselves at sport, having won the North Atlantic Treaty Organisation's Sportsman's Cup for the past two years.



The six-nation Colour Party, which turns out to greet distinguished visitors, parades at the Naples headquarters, flanked by two members of the Italian Carabinieri. The Union Jack is carried by Corporal W. Booth, of the Royal Army Service Corps, who is a clerk on AFSOUTH's headquarters.



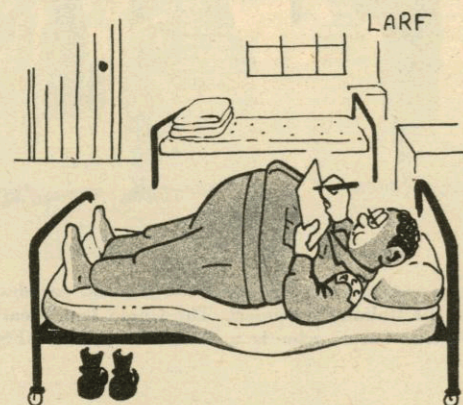
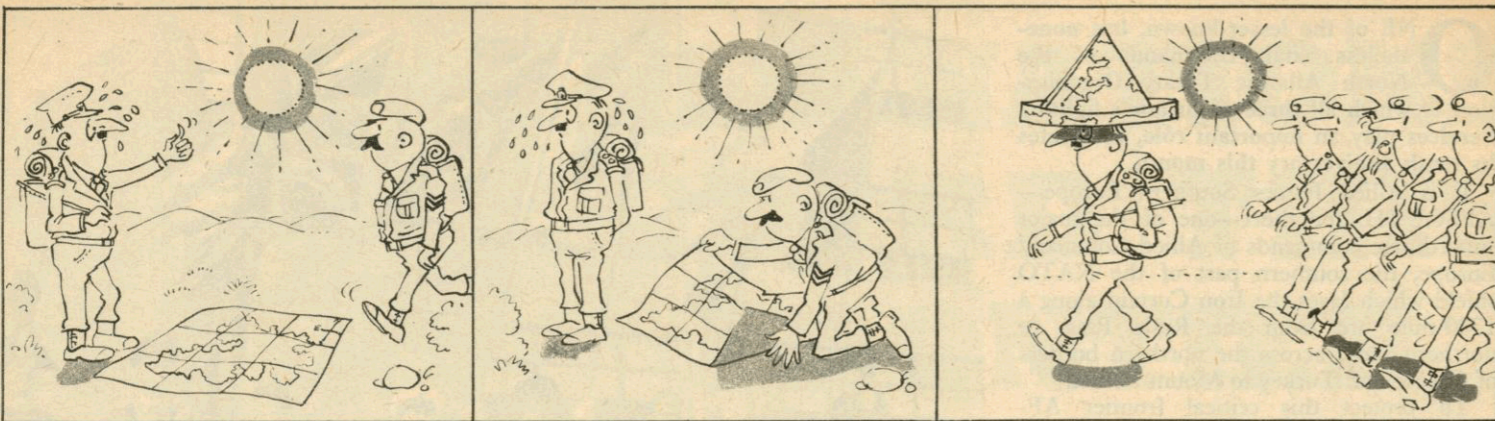
These men of the Italian Alpini, seen at training in the Dolomites, help guard the frontier. Italy has five brigades of these crack mountain troops recruited from villages in the Alps and Dolomites.



Allied co-operation: Cpl D. Dangerfield, RE (left) and SM Sgt. B. T. Witkowski, US Air Force, at work in the draftsman's office at Naples.

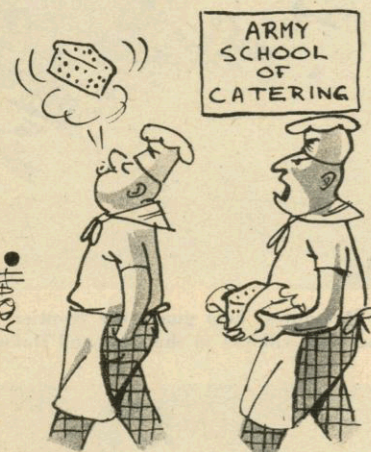


A Greek Evzoni. Today, this colourful uniform is worn only on ceremonial guards at the Royal Palace in Athens and at the village of Evzoni.



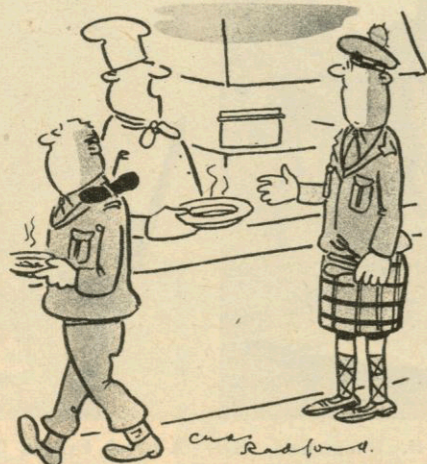
"Dear Mum, I like the Army Catering Corps..."

GRUB UP!

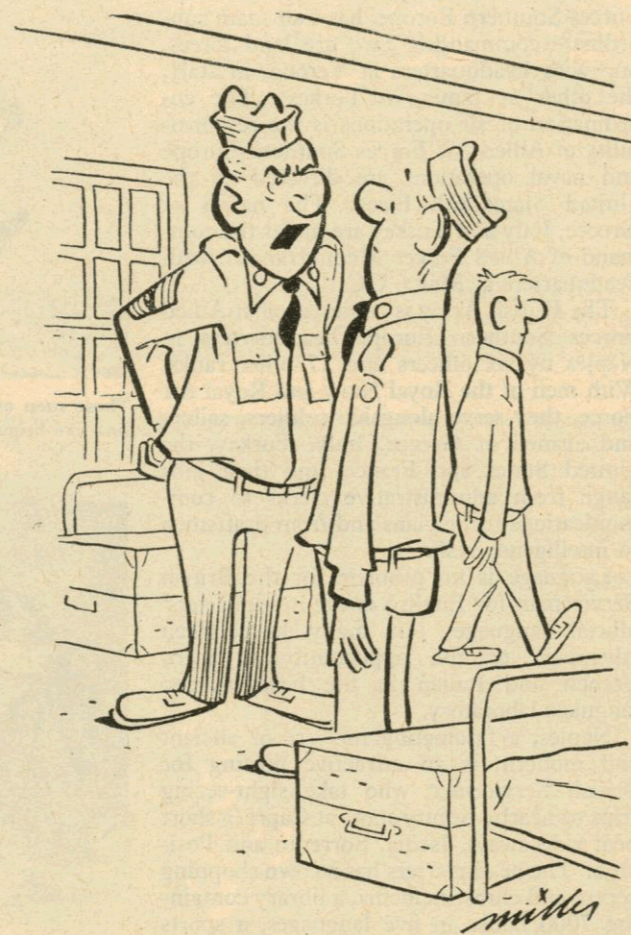


"Okay, Okay, your cake is lighter than mine..."

"I'll be glad when you go back to your own regiment. I'm sick of making porridge for one!"



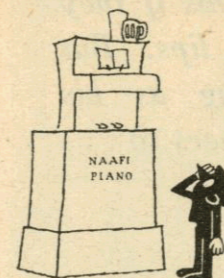
Humour



"During the last three weeks, you've been at every roll call, passed every inspection and set an example for the entire regiment to follow. Frimly, just what are you up to?"

Courtesy: U.S. Army Times

"... an honoured place in history..."



In Praise Of That Naafi Piano

AIRMEN often say it is the aeroplane that wins wars. The Army backs the tank and the Royal Navy pushes the submarine.

Only the really discerning people know that, when it comes to winning wars, the NAAFI piano has an honoured place in history.

Solid and as enduring as Winston Churchill, the NAAFI piano has got to be able to take it; and no Serviceman can boast that he has sat through as many ENSA concerts as the average NAAFI piano—and without a single word of complaint.

No NAAFI piano is ever polished before delivery. It would be a waste of time. It takes about three years of active service to give the piano that matured, battle-scarred appearance and from then on it stays with its back to the wall for the rest of its life.

During this period it accumulates all those drip marks, mostly from beer, of course, but some the tear stains of homesick recruits. One NAAFI I knew had a piano with a record number of 85 beer-glass ring stains and would never play unless it had three pints of stout poured inside it first.

Some NAAFI pianos are very musical. I remember one that would always play "Roll Out The Barrel" as soon as it was opened no matter what the player was trying to knock out. There was another one up in Catterick (it's probably still there) that used to slam shut whenever Vera Lynn came on the radio and wouldn't open up again for the rest of the evening, not even when the canteen corporal swore at it.

You can tell the age of a NAAFI piano by the number of fag-end burns on the top. All along the front edge and round one side means that that particular piano has got its number dry. Round both sides and down on the ledge by the side of the keys means

that it has really got some service in and is up to all kinds of wickedness, like tripping up the NAAFI girl or suddenly falling to pieces on the top quivering notes of "Nellie Dean," when everybody is sickeningly sentimental and least expecting it.

NAAFI pianos have other uses, too! There was a young Army dental officer once who went all to pieces. Gaping into all those black cavities had done it. Wandering blindly round the camp, he slumped down at last on the piano stool in the NAAFI. Idly lifting the lid, he was faced with 48 of the yellowest ivories he had ever met in his life. He went straight back to

his dental chair and has behaved like a soldier ever since.

In case any of you are going to tell me that there are 50 keys on a piano, let me say that this piano had only two keys missing—and it was jolly lucky at that.

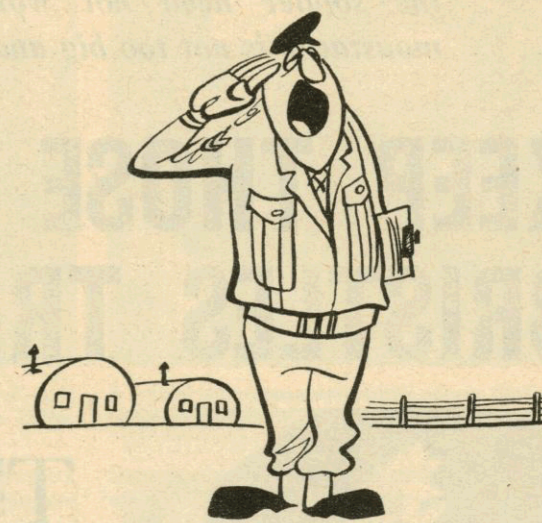
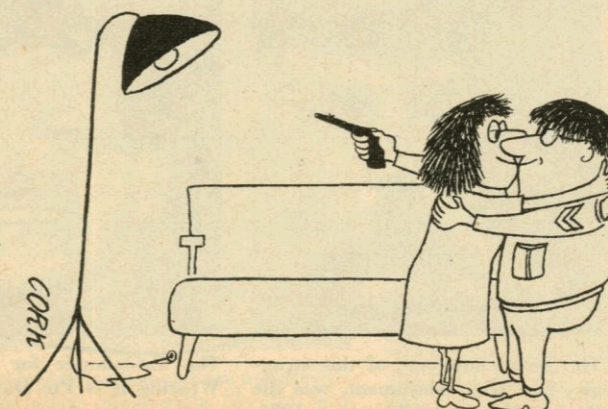
It is not widely known, because of security, what a big part these pianos played in the training of Commando troops in sabotage during the war—on the general principle that if you could destroy one of these you could destroy anything.

One piano is still spoken of with bated breath. It survived 51 surprise night attacks, took 15 hand grenades in its innards, ten Sten-gun bursts through it and four limpet mines underneath it, finishing with a Commando knife in its left foot pedal.

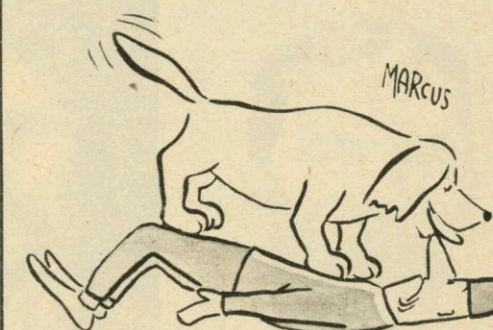
When the dust had settled the troops swore that it played better than ever, mastering the difficult passages in "Little Brown Jug" with only a slight tremor on the "Ha! ha! ha!" bits. That piano came through the war none the worse for wear, only to be thrown into a sergeants' mess. A terrible end to a glorious career!

These days of course a NAAFI piano gets a better time of it. No more guard duty all night and every night. A Western on television gives it a chance to get its head down once in a while. But it will still be standing there against the wall, one of the most friendly sights to a Serviceman and one that is always remembered with affection.

OSCAR KETTLE



"Fifty-seven absent, one on leave, seventy-seven sick—otherwise all present and correct, Sir!"



The sailor and the airman face problems if they decide to grow hair on their upper lips. But the soldier need not worry, so long as his moustache is not too big and he remembers to . . .

KEEP THOSE BRISTLES TRIMMED!



This fine face of hair, above and below the line, belonged to Pioneer-Sgt Ronald Avery, The East Surrey Regiment, who grew it in 1954.

THE President of the National Hairdressers' Federation, Mr. J. McLaren Thompson, has been getting hot under the collar about Army haircuts and moustaches.

"Nothing is more guaranteed to de-personalise a man, or woman, than the Service haircut," says Mr. Thompson, who goes on to criticise the regulations governing the growth of moustaches and beards and suggests that the Army's "archaic" attitude to hairdressing is responsible for many recruits buying themselves out.

"Moustaches, if worn, will be kept trimmed and of moderate size" is all that Queen's Regulations have to say today on the subject of moustaches in the Army.

In the Royal Air Force, the rule is slightly different: "If a moustache is worn the upper lip is to be entirely unshaved." The same rule applies in the Royal Marines.

Whether a sailor wears a moustache depends on whether he wears a beard. "When permission to grow a beard is given, the use of the razor is to be discontinued entirely, as moustaches are not to be worn without the beard nor the beard without moustaches." Furthermore, "hair, beards, moustaches and whiskers are to be neatly cut and trimmed and, so far as is practicable, uniformity in length is to be established."

Thus, of the three Services, the Army gives the individual most latitude in the matter of moustache rearing—on paper, anyway. If you want to grow a Ronald Colman or a Walrus, well, there's nothing in Queen's Regulations to stop you.

The Army gave up trying to regulate moustaches long before the hairdressers did. Files of the *Hairdressers' Journal* for the



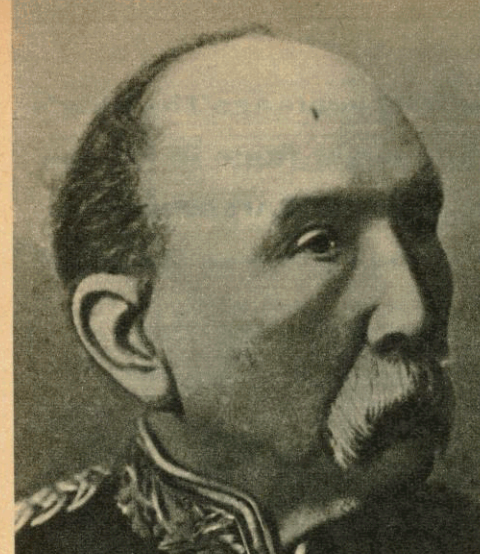
The waxed Sergeant-Major, the most military of moustaches, worn by an Irish Guards' sergeant.

early months of World War Two show that the trade was striving hard to maintain the finer points of military moustache tradition, even if the War Office was not.

The *Hairdresser's Journal* published articles on the creation and maintenance of five main styles of Army moustache: the Sergeant-Major, the Guardsman, the Captain, the Major and the General. The writer of the articles did not go so far as to say that one should wear the moustache that went with one's rank rather than the moustache that went with one's face, but that is the impression he gave. Wisely, he avoided such complications as trying to lay down the right sort of moustache for a substantive lieutenant-temporary captain-acting major.

The Sergeant-Major moustache was, of course, the waxed and pointed style still to be seen on a few parade grounds today. This pattern, according to the writer, was much favoured also by shopwalkers, emporium managers and controllers of large staffs, on the grounds that it expressed severity and commanded respect. It was worn in three lengths. The longest commanded most respect, but the short version was much recommended as denoting alertness. Detailed instructions were given on how to train, trim, comb and twist the Sergeant-Major. The recommended stiffener was Hungarian pomade but, failing that, soap was permissible.

The Guardsman was a dashing design which called for the use of curling tongs. It consisted of two juxtaposed parallelograms each swelling into a controlled bushiness at the outer end. The Captain was more closely cropped and tailored—"without a doubt the finest moustache and one that will suit all



A vintage Walrus, sported by General Sir Robert Phayre, Indian Army, who fought at Meanee, 1843.

men who have a commanding appearance." It was the type often depicted in military tailor's advertisements.

The Major was a modified version of the General, a natural large moustache as worn by many commanders in World War One. In shaping the General, the article said: "The hairdresser should always be gentle and adroit; clumsiness is disastrous."

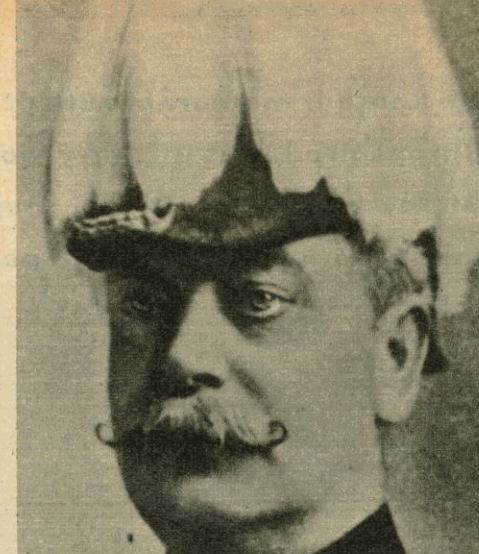
Ideally, the wearer of a worth-while moustache was expected to report daily at the hairdresser's to have it cropped or curled. Those unable, through the exigencies of the Service, to do so were advised to use a moustache trainer, consisting of a piece of damped gauze mounted on leather and strapped firmly round the head and ears. When this was removed in the morning, all that was needed was to brush the growth with a moustache brush lightly touched with brilliantine.

Apart from the Sergeant-Major, there was only one recommended moustache for the non-commissioned ranks. It was a small affair, like a very flat triangle, covering only the lower part of the lip. On being commissioned, the wearer of this moustache would naturally choose a more generous style appropriate to his new dignity.

Unfortunately, while these admirable articles were being published, the fast-expanding Army was growing any kind of moustache it fancied, irrespective of rank and tradition. Simultaneously, the Battle of Britain pilots were sporting their notorious handlebar moustaches, which shocked some of the more old-fashioned hairdressers of St. James's. The Army, too, fell for the handlebar style, notably in the Western Desert.



Modern generals favour close-cropped moustaches extending only above the mouth, like this one worn by Gen Sir Dudley Ward, C.-in-C., Near East.



This neat affair with the delicately-curved ends was worn by Maj-Gen E. A. Wood in the 1890s.

From time to time, as the war progressed, adjutants and sergeant-majors expressed their personal displeasure at ill-considered (or ill-trimmed) moustaches which came to their notice, but in general the Army had other things to do than worry about moustaches. It was sufficient if upper lips were kept stiff.

So far as is known, nobody emulated the example of General Sir Charles Napier who, on being ordered by higher authority to shave off his moustache (he was then a colonel), carefully gathered up all the hairs and sent them on to Headquarters Corfu, as evidence that he had complied with the request. Headquarters was decidedly not amused, and probably filed the moustache with his confidential documents to show what a difficult type he was.

Who started the vogue for military moustaches, anyway? The Cavaliers wore them, but the Army in the 18th century was clean-shaven. The Worcestershire Militia once put in a claim to have introduced the fashion when stationed near Brighton in 1798. They borrowed it from the Austrian Army, then the military style-setters of Europe. Before the time of Waterloo, the Guards were moustached and were complaining that officers of less glamorous arms were invading their facial privileges. On the field of Waterloo most of the British cavalry wore moustaches.

Moustache regulations varied from time to time and place to place. During the Crimean period, cavalry "swells" had their own



A typical Guardsman moustache adorns the face of Corporal of Horse T. Rockall, Life Guards, in 1949.

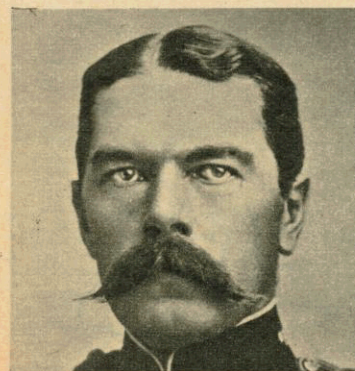
luxuriant pattern. The Guards officers about whom Ouida rhapsodised in the 'sixties curled their moustaches with expensive implements. In those days mess "rags" sometimes ended up with an unpopular member being deprived of one half of his moustache.

At the outbreak of World War One, moustaches were compulsory throughout the Army. King's Regulations said: "The chin and under lip will be shaved, but not the upper lip. Whiskers, if worn, will be of moderate length." But in October, 1916, an amendment was issued: delete "but not the upper lip."

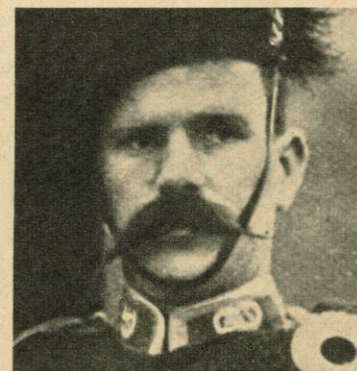
According to *The Times*, this news would be "a surprise to the older and a relief to the younger members of the Service." Civilian sentiment had been anti-moustache for some 20 years and the necessity of growing a moustache in order to beat the Kaiser had gone against the grain. *The Times* thought that to keep the upper lip clean would take less time than the niggling attentions demanded by some of the moustaches then in vogue. Why (it asked) had soldiers traditionally cherished their moustaches? Because (it answered) the moustache was regarded as a symbol of a warrior's manhood or as a terror to his enemies. In modern war, however, neither of these reasons was as cogent as of old.

In the years between the wars, film-makers used to trip up by showing clean-shaven soldiers in period films. Sergeant-majors snorted with contempt; so did hairdressers.

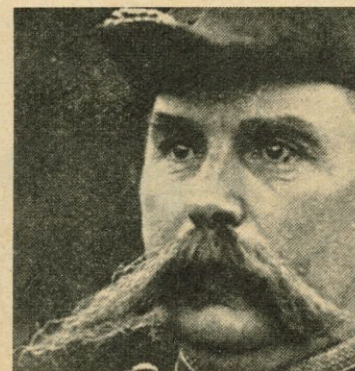
E. S. TURNER



Field-Marshal Lord Kitchener, when a general, wore this cross between a General and a Handlebar moustache.



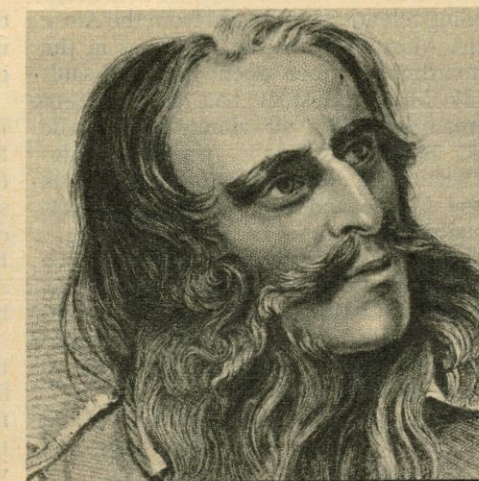
There's a touch of Handlebar, too, in the one worn by an Argyll and Sutherland Highlanders' sgt-major.



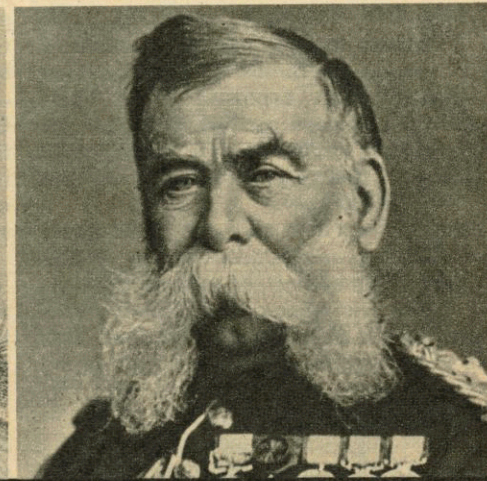
The proud possessor of this straggly, foot wide adornment, was the Provost-Marshall of Aldershot, 1896.



The flat-triangle for other ranks. Wearing it is Pte David Burnside, of the Royal Army Medical Corps.



The hairiest man in the Army in the 1800s was Gen Sir Charles Napier, who was once ordered to shave off his luxuriant growth.



Walrus moustache, mutton chops and shaven chin, worn by Field-Marshal Sir John Simmons, who became Governor of Malta.

HOURS OF GLORY: 42

On another memorable 6th of June 43 years ago The King's Shropshire Light Infantry won immortal fame in France. Bligny Hill was a forlorn hope, but the Shropshires triumphed and played a vital part in the victory on the Aisne



Hurling back the Germans at Ypres, 1915, when The King's Shropshire Light Infantry distinguished itself in support of the Canadians. In World War One the KSLI fought on almost every front and won 52 battle honours and in World War Two it earned 48 similar awards.

THE HEROIC SHROPSHIRE RE-TOOK BLIGNY HILL

UNDER a blazing June sun, 200 British Infantrymen lay in a field of growing corn near the French town of Rheims. High explosive shells burst around them, poison gas swirled about the field, and from a hilltop a mile away masses of German Infantry looked out across the crumbling Allied front.

"Re-take the hill at all costs!" The signal from Brigade was handed to the young subaltern commanding the men in the cornfield. Alone and unsupported, the survivors of the 1st/4th (Territorial) Battalion, The King's Shropshire Light Infantry, prepared to cross a mile of open ground swept by artillery, machine-gun and rifle fire, and attack a strongly-entrenched enemy.

It was a forlorn hope, but in those critical days of the Battle of the Aisne in 1918, the Allies had little to offer but forlorn hopes.

For ten days the German Army had been

grinding relentlessly forward from the Aisne to the Marne. From the first shot in the bombardment, which opened their assault on 27 May, the story had been one of German successes all along the 24-mile front. By early June the grey-clad hordes had secured a foothold on the south bank of the Marne and the road to Paris was virtually open.

The exhausted remnants of the French 5th Army seemed powerless to stem the tide, and of the five British divisions thrown into the line in its support, four were reduced to composite battalions and the fifth to brigade strength.

In Paris, General Sir Douglas Haig and Mr. Lloyd George were discussing the evacuation of Dunkirk, and at the end of an ill-tempered meeting of the Supreme War Council, General Pershing, whose American troops were only now beginning to enter the

fray, cabled home: "The Council's attitude is one of depression. The situation is very grave."

Of the wrangling and recrimination in Paris, the weary survivors of the 1st/4th Shropshires knew nothing as they lay in their shallow trenches in the cornfield outside the village of Bligny in the early hours of 6 June. This Battalion, which had reached France nearly 1200 strong nine months earlier, after three years in the Far East, was by now reduced to 200 men.

In appalling conditions at Passchendaele they had quickly dispelled any doubts about the reliability of a TA battalion straight from the East, and at Bapaume in March, 1918, they had brought honour to their Regiment when 40 survivors had routed with the bayonet a strong German force.

The 1st/4th had been heavily engaged throughout those morale-shattering days on

the Aisne. On 4 June they counter-attacked brilliantly to regain the village of Aubilly from which the French had been driven earlier in the day and now, on this starlit night of 5/6 June, they hoped for a quiet night in their role as the counter-attack battalion.

But there was to be no rest for them. At 1.30 a.m. the Germans opened up with a barrage of gas shells of a new type (later to be known as "Green Cross"). The gas swirled suffocatingly about the field of two-feet high corn which masked the Battalion position, and as the sun rose and the heat and discomfort increased, it was difficult to prevent the young soldiers—many of them lads of 18—from removing their masks. A gulp or two of air was quickly followed by violent sickness.

At daybreak gas gave way to high explosives and to the anxious eyes peering through the corn-stalks the scene was full of foreboding. Smoke and gas covered the area, the earth trembled to the thunder of the German heavy guns, and on Bligny Hill, the key point in the whole Allied position, a fierce battle was raging.

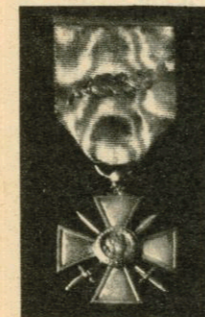
Wounded men trickling back through the Battalion position brought tales of a massive German attack. At 9.30 a.m. the 8th North Staffords and the 8th Cheshires, holding the ground immediately in front of the Shropshires, were seen retiring down the hill, fighting every inch of the way. The survivors dug in at the foot of the slope and held on grimly.

The Battalion in the cornfield, worried observers of this disaster on the hill, lay for hour after hour in the heat and dust until, shortly after mid-day, the Brigade Commander, Brigadier R. M. Heath, signalled them to make an immediate counter-attack on the hill.

Without Bligny Hill the Allies were in dire peril. The British positions could be enveloped and a large-scale withdrawal was inevitable. But to attack it now, in broad daylight, appeared to be a suicidal task.

The hill was a mile away, the advance would have to be up hill—for the most part across open ground without a vestige of cover—and the Germans were on the summit in force.

The senior officer present—Lieutenant G. W. Bright—organised the assault. His gallant band of men rose from the corn and advanced in four waves at intervals of 100 paces. For every step of the way the Battalion was under terrific fire from every



The original Croix de Guerre, pinned to the Regimental Colour by General Berthelot at a 1st/4th Battalion parade at Shrewsbury in June, 1922.

RSM D. Mahoney with the Regimental Colour bearing the battle honours and the rosette of the Croix de Guerre which is displayed on all ceremonial occasions. Immediately after the Battle of Bligny the French 5th Army presented the 1st/4th Battalion with 15 Croix de Guerre for its outstanding gallantry.

weapon the enemy possessed. Men fell, but never was the formation broken.

From the Allied guns there was not a sound. The plan was to precede the attack with a ten-minute intensive bombardment, but because of an error in timing and the speed with which the attack was mounted, the Shropshires were left entirely without support. It was not until the hill had been captured, in fact, that the first Allied gun opened up.

Miraculously, casualties were light on the approach to the hill. At its foot the Battalion paused briefly to greet the remnants of the North Staffordshires and the Cheshires. Then the anxious watchers in the British lines saw the indomitable Shropshires surge up the hill, their bayonets glinting in the sunlight.

Within minutes it was all over. The Battalion, now little over 100 strong, tore into the enemy, drove them off the hill at bayonet point and captured a machine-gun and 40 Germans.

To oust the Germans cost the 1st/4th nearly 80 men. The survivors dug themselves in and prepared to defend a front previously held by a brigade. Minutes after their recapture of the hill, the Divisional Commander, Major-General G. D. Jeffreys, signalled: "Congratulations to the KSLI on

ON the day after the fight for Bligny Hill the Divisional Commander, Major-General Jeffreys, presented the Croix de Guerre to Lieutenant Bright, Sergeant Poole and Private Greaves for their gallantry.

On 4 September it was announced that the entire Battalion had been awarded the Croix de Guerre, First Class, with Palms, and a month later the French Army further expressed its gratitude to the Shropshire heroes by selecting the Battalion to form the guard of honour to the French Premier on his entry into Cambrai shortly after its recapture.

The collective award of the French decoration was conveyed in a special order of the day (reproduced at right) by General Berthelot, commanding the French 5th Army.

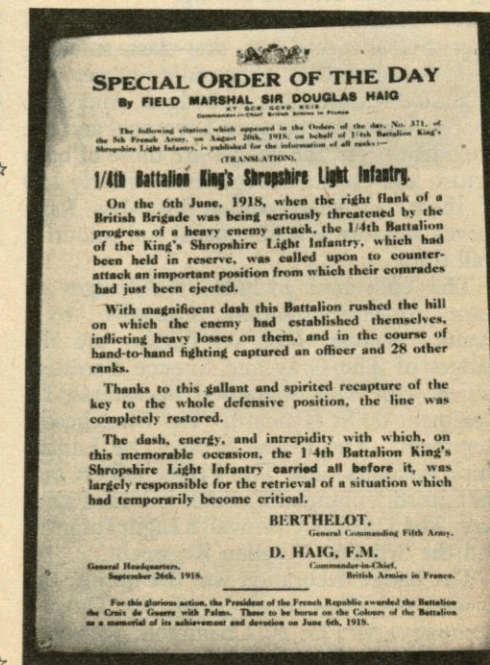
The Battalion is one of very few in the British Army with War Office permission to wear the colours of the Croix de Guerre.

their very gallant performance." A runner from the French 5th Army arrived shortly afterwards to hand 15 Croix de Guerre to Lieutenant Bright.

It was an anxious, ominous day for the Shropshires in their exposed position on the hill, enfiladed as they were from both flanks. An enemy attack must have meant their annihilation but, mercifully, no attack developed and shortly before midnight they were relieved by The Northumberland Fusiliers.

On the evening of 6 June the village of Bligny, on the French 28 Division's front, was re-taken and with this Allied success the violent Battle of the Aisne, which had cost 200,000 casualties in ten days, came to an end. Ludendorff, lured on by early successes, had smashed his army to ruins and the exhausted Allies, thanks to feats of supreme bravery such as that shown by the 1st/4th The King's Shropshire Light Infantry at Bligny Hill, had won the breathing space they needed so vitally.

K. E. HENLY



SNAP SHOTS



In the first-class smoking room, RSM R. C. M. Sowman, Sgt J. A. Doyle and Pte H. Lowndes, all of the 5th Bn, The King's Regt, TA, inspect the ship's collection of British and Canadian badges.

BADGES ON BOARD

THERE is nothing like a few regimental badges to set men talking.

That is why the 22,000-ton Cunard liner *Sylvania* has her first-class smoking room—traditionally a masculine preserve—decorated with regimental badges. And since the *Sylvania* plies between Liverpool and the Canadian ports, the badges are those of both British and Canadian regiments—nearly 150 of them, all hand-painted by Miss Rana Stryck and forming an unusual and colourful wall frieze.

The collection includes the badges of some romantic-sounding Canadian regiments. Among those on display are the badges of The Grey and Simcoe Foresters (allied with The Sherwood Foresters), Le Regiment de St Hyacinth (The Manchester Regiment), The Lorne Scots (The Lancashire Fusiliers) and The Prince Albert and Battleford Volunteers, which is linked with both The Duke of Cornwall's Light Infantry and the 3rd East Anglian Regiment.

The badge decoration was the idea of the former publicity manager of the Cunard Company, Mr. G. E. Champion, who is a keen student of military history.



No, it's not a trick picture but the real thing as a Royal Marine Commando rides his motor-cycle on the end of a rope up an almost perpendicular cliff face.

Commandos Get To The Top

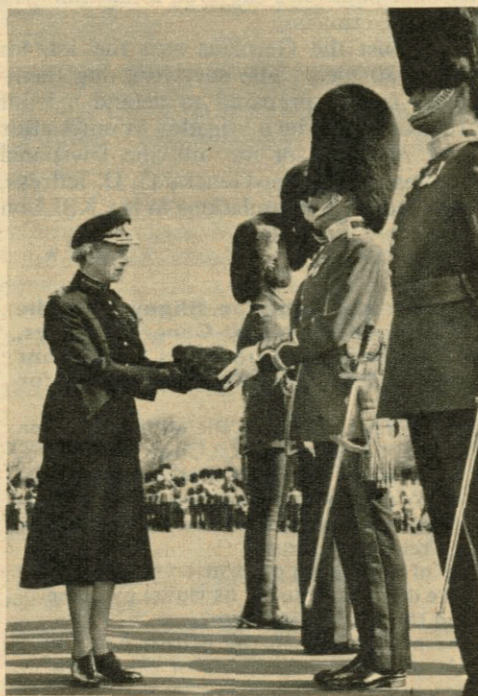
ON the sheer rock face rising almost vertically from the sea at Ghar Lapsi, in Malta, Royal Marine Commandos hauled themselves hand over hand to the top, 450 feet up.

Quickly, they unwound ropes from their shoulders and made them fast, flinging the loose ends to the waiting Commandos at the foot of the cliff. Minutes later the entire troop—from 40 Royal Marine Commando—had scaled the cliff, formed up and, with men of the 1st Battalion, The Royal Scots, had launched an attack on an imaginary radar station.

The job done, the Commandos lost no time getting away. They went down more quickly than they had climbed—sliding on their stomachs on the Death Slide—a 600-ft. long rope from the cliff top to the beach.

The Commandos were demonstrating, for the benefit of Army and Royal Navy officers, the art of a cliff assault, the kind of operation they would be called upon to perform in war. To the astonished spectators they also showed how a motor-cycle, attached to a rope secured on a cliff-top, can be ridden up an almost perpendicular rock face, how weapons and equipment can be rapidly moved up and down and how wounded men can be lowered to safety.

Before joining a Commando, all officers and men must pass a stiff cliff and rock scaling test. After basic training men can take a cliff leaders' course, which includes instruction on aerial photography, canoe reconnaissance, haulage methods and snow and mountain warfare.



The Princess Royal presents a basket of shamrock to Irish Guards officers on St Patrick's Day.

Shamrock For The Irish Guards

IN the early days of March each year Mrs. Catherine O'Keefe anxiously inspects her crop of shamrock in the little town of Rosscarbery, in County Cork.

If the crop should fail, the Irish Guards might not receive on St. Patrick's Day the three-leaved plant which, the Irish say, the Saint himself introduced to the Emerald Isle.

But in Mrs. O'Keefe's long association with the Irish Guards the crop has never failed and for many years the Regiment has received its shamrock from her, safe and sound.

This year Sergeant Daniel Cahill, who joined the Irish Guards 36 years ago, flew to Ireland to bring back the Regiment's shamrock which was presented by the Princess Royal to the 1st Battalion, the Irish Guards Company at the Guards' Depot, the Regiment's Junior Guardsmen from Pirbright and from the Junior Leaders' Battalion, the Irish Guards paratroopers from the Guards' Parachute Company and a detachment of ex-Irish Guardsmen, at the St. Patrick's Day parade at Caterham.

The shamrock presented to the Irish Guards—some was also sent to members of the Regiment serving in Cyprus, the Far East, Germany, Australia, East Africa, Libya, the Oman and Moscow—has been the Princess Royal's annual gift to the Regiment since 1925. This year she was given a gold and emerald brooch as a sign of affection from Guardsmen of the Regiment.

On the last lap of the marathon march the Gunners of 8 (Alma) Battery plod along a leafy Devonshire lane.



Trailing Their Mortars Behind Them . . .

OLD sweats who complain that the modern soldier has forgotten how to march would have changed their minds had they accompanied 85 men of 8 (Alma) Battery, 29 Field Regiment, Royal Artillery, on their recent gruelling journey on foot from Larkhill to Okehampton, in Devonshire.

Wearing battle order, carrying their personal weapons and dragging behind them trailers and trolleys laden with six 4.2-inch mortars, ten rounds of ammunition for each, radio equipment and food, the Gunners completed the 145-mile journey in five days—a feat probably unsurpassed since World War Two.

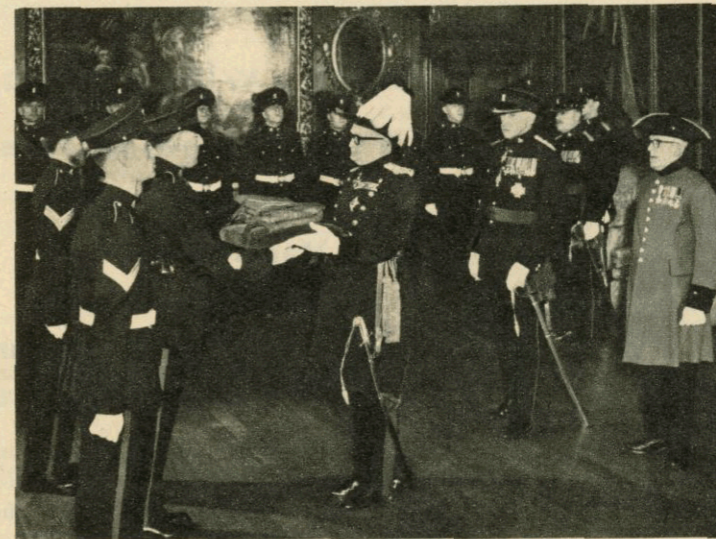
The Gunners, led by their Officer Commanding, Major J. P. Robertson, left the

School of Artillery, at Larkhill, early on a Sunday morning, and on the first two days trekked across country which was easy on the feet but made hauling the heavy equipment a tough task.

On the last three days the Gunners marched mainly along roads and reached Okehampton on schedule. For good measure they almost ran the last three miles to the firing ranges.

Each day the Gunners breakfasted at 5 a.m. and were on their way an hour later, resting for ten minutes every hour, with a 45-minute break in mid-morning and an hour's rest for lunch, and halted at 5 p.m. They slept—in blankets and groundsheet—in a barn, a granary, a flax factory, a farm and a disused country club.

General Sir Douglas Campbell hands the Colours to The Welch Regiment's Colour Party while General Sir Charles Coleman looks on.



THE WELCH GET THE COLOURS BACK

TWO famous American Colours which have hung in the Chapel and Great Hall of the Royal Hospital, Chelsea, for more than a century, have been returned to the Regiment which captured them.

They are the National and Regimental Colours of the American 4th Regiment of Infantry (now the 4th United States Regiment) which were surrendered to the 41st Regiment of Foot (now The Welch Regiment) in 1812. At a ceremony in the Royal Hospital Council Chamber they were handed over by General Sir Douglas Campbell DSO, MC, on behalf of the Governor of the Royal Hospital, to General Sir Charles Coleman DSO, Colonel of The Welch Regiment. They were then borne away by a Colour Party, destined for the Regimental museum at Maindy Barracks, Cardiff.

Soon after war broke out with America in 1812, the 41st Foot occupied Fort Detroit and a Lieutenant Bullock discovered the Colours of the 4th Regiment of Infantry in a room adjoining one in which four American officers had been killed by British gunfire.

When General Brook heard of the discovery he ordered that the Colours should be returned to the senior officer among the prisoners. Lieutenant Bullock, accompanied by a guard, marched the Colours to the prisoners' compound, where he was told by a Captain Cook that in the absence, through illness, of Colonel Miller, the 4th Regiment's commander, he was in command.

Lieutenant Bullock handed over the Colours and Captain Cook returned them, saying: "Sir, the fortune of war has placed these in your hands. They are yours."

HERFORD "HAM" ON THE AIR

IT'S a busman's holiday every Monday night for eleven men of 7 Signals Regiment, Royal Signals, at Herford, in Germany.

Their hobby is running a "ham" radio club, learning how to transmit and receive morse, build and operate transmitting and receiving sets and contact unseen friends all over the world.

The idea began a year ago when Warrant Officer Charles Buckley set up his own broadcasting station.

Other men in the Regiment now want to learn and a class which meets after duty every Monday gives them technical instruction and practical demonstrations. Both transmitter and



Warrant Officer Buckley at his "ham" radio set.

receiver are powerful enough to range the world. One night recently Warrant Officer Buckley chatted to a soldier in Canada who had picked up his signals on his car radio.

The club has one German member, Rudi Peters. In 1952 his hobby saved a man's life. Picking up an SOS that a patient at Lemburg, in Germany, had only 36 hours to live unless aureomycin could be procured from America, Peters re-broadcast the appeal and was heard by a radio amateur in Maryland, USA. This man contacted his local hospital, the drug was raced to the airport, put on an American army plane, flown to Frankfurt and rushed by high-speed car to Lemburg—just in time.

Twins On Trumpets

WHEN 1st Regiment, Royal Horse Artillery, holds a ceremonial parade, inspecting officers are apt to look twice at two of the trumpeters and wonder if they are seeing double.

Which, in fact, they are, for the trumpeters are identical twins, alike as two peas in a pod—No. 21022022 Bombardier Ronald Holmes and No. 21022023 Bombardier Reginald Holmes.

The Holmes twins were born in 1932, in Burma. They joined the Boys' Battery, Royal Artillery, in 1947, and subsequently both served in The King's Troop, Royal Horse Artillery.

The twin trumpeters sound a double call. That's Bombardier Reginald on right.



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HOW MUCH DO YOU KNOW?

COMPETITION 37

THERE are six prizes to be won in this general knowledge quiz.

All you have to do is to answer the questions set out below and send your entry to reach **SOLDIER**'s London offices by Wednesday, 19 July.

The winner will be the sender of the **first** correct solution to be opened by the Editor. He (or she) may choose any two of the following recently published books:

"The Conspirators" by Geoffrey Bailey; "The Slaves of Timbuctoo" by Robin Maugham; "Olympic Diary—Rome, 1960" by Neil Allen; "Great True Stories of the Islands" by Claude Williamson; "Water Ski-ing for All" by Walter N. Prince; "Autobiography of Cecil B. de Mille"; "Requiem for Charles" by Harry Carmichael; "Medical Block Buchenwald" by Walter Poller; "Forgive Me Lovely Lady" by Nat Easton; and a bound volume of **SOLDIER**, 1959-60.

The senders of the **second** and **third** correct solutions may choose whole-plate monochrome copies of any three photographs and/or cartoons which have appeared in **SOLDIER** since January, 1957.

The senders of the **fourth**, **fifth** and **sixth** correct solutions will be sent **SOLDIER** free for 12 months.

RULES

1. Entries must be sent in a sealed envelope to:
The Editor (Comp. 37), SOLDIER,
433, Holloway Road, London, N.7.
 2. Each entry must be accompanied by the "Competition 37" panel printed at the top of this page.
 3. Correspondence must not accompany the entry form.
 4. Competitors may submit more than one entry but each must be accompanied by the "Competition 37" panel.
 5. Any reader, Serviceman or woman and civilian, may compete.
 6. The Editor's decision is final.
- The solution and names of the winners will appear in SOLDIER, September.*



1. Who is the odd man out among these famous British soldiers, and why?
2. Correct this misquotation and say who wrote the original: "Water, water everywhere and not a drop to drink . . ."
3. Find the sporting stranger here (and say why): Kent, Surrey, Middlesex, Yorkshire, Northumberland, Essex, Gloucestershire, Lancashire.
4. A lazy-daisy is: (a) an 18th-century term for an indolent woman; (b) a stroke in cricket (and golf); (c) an embroidery stitch; (d) a scientific term for a booster engine. Which?
5. Name three battles beginning with the letter "L."
6. Experiments were first carried out with submarines in: (a) 1790; (b) 1620; (c) 1890; or (d) 1912. Which year?
7. Name the capitals of the following countries: (a) Finland; (b) Liechtenstein; (c) Afghanistan; (d) Borneo; (e) Thailand; (f) Jordan.

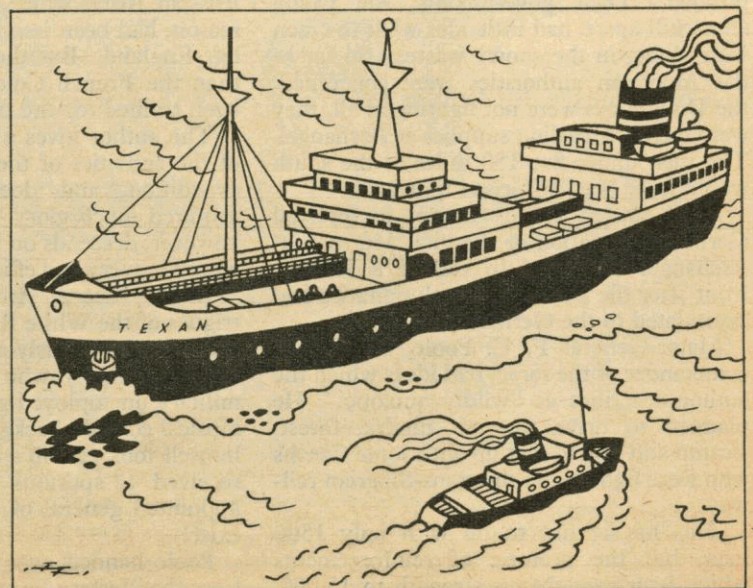
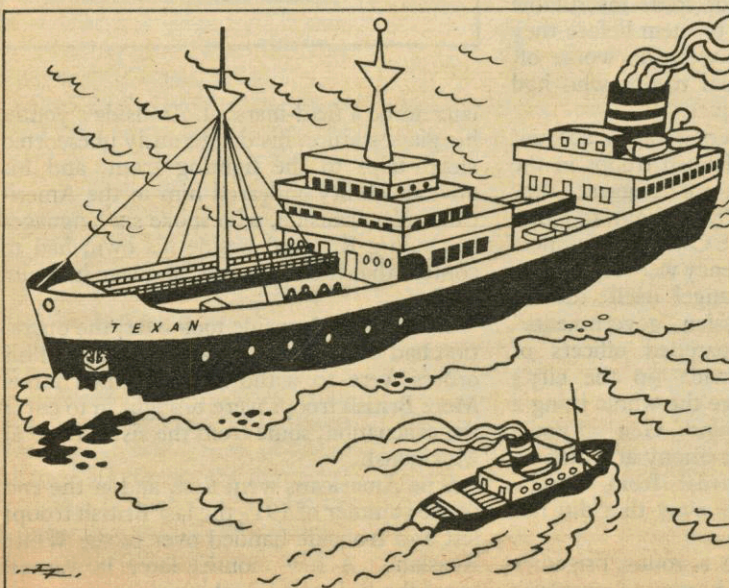


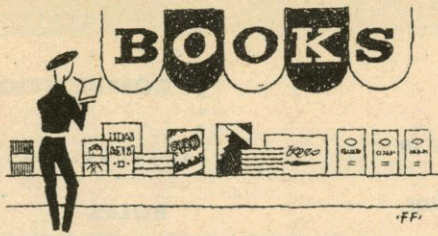
8. Who is this film actress?

9. In which kind of boat does the person propelling it face the way he is going?
10. What is the scope that: (a) Nelson put to his blind eye; (b) enables a doctor to hear heart-beats; (c) is used to inspect the inside of the eye; (d) is used in submarines; (e) forms five symmetrical images of a pattern?
11. How many: (a) poles in a perch; (b) loaves in a baker's dozen; (c) toes does a cat have; (d) holes in a British telephone dial?
12. Put these long-winded sentences into six, eight and six words respectively: (a) Enter into the conjugal state with dispatch and take your time about feeling twinges of regret; (b) a person lacking in common sense is rapidly dissociated from his legal tender; (c) superfluity of culinary artists renders worthless the consommé.
13. In which book does the character Bill Sykes appear and who wrote the book?
14. Pair these: (a) lance; (b) staff; (c) dull; (d) lining; (e) corporal; (f) course; (g) sergeant; (h) golf; (i) keeper; (j) thud; (k) silver; (l) brother's.

HOW OBSERVANT ARE YOU?

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





ANATOMY OF A LEADER

—BY ONE OF THEM

WHEN Field-Marshal Viscount Montgomery writes on leadership, ambitious soldiers from would-be lance-corporals upwards are well-advised to take note. *"The Path to Leadership" (Collins, 21s.)* is required reading for them.

Like most of the Field-Marshal's pronouncements, this book has evoked criticism, both of its style and content. Even the most ardent Monty fans must find some justification for the criticism: the book is repetitive and the author is apt to stray from the point.

On the other hand, here is one of the most successful military leaders of the century giving his views on a subject of which he is an acknowledged master. His wisdom is there for those who seek it.

His definition of leadership: "The capacity and the will to rally men and women to a common purpose, and the character which will inspire confidence."

The qualities listed by the Field-Marshal

as necessary to a leader are many, among them deep conviction, decision, courage and tenacity, sincerity, ability to dominate and finally to master the events which encompass him, interest in and knowledge of humanity.

It is almost true, he writes, that leaders are "made" rather than born. Many men who are not leaders may have some small spark of the qualities which are needed, which must be looked for and developed and trained—but except in the armed forces this training is not given. Let that be an encouragement to the junior non-commissioned officer cadres.

Field-Marshal Montgomery goes on to write of some leaders past and present. There are endearing glimpses of some of his contemporaries — Churchill being dragooned into parting with some of his

cherished paintings; Alanbrooke in tears at being ordered to abandon his men at Dunkirk, and a tribute to Sir James Grigg, who gave up a hard-won Civil Service career to become war-time political head of the Army.

When it comes to living politicians, the Field-Marshal is on tricky ground. His clear and military appreciations of Nehru, de Gaulle ("the greatest political leader of the Western World"), Tito and Mao Tse-tung seem over-simple by contrast with the complex characters these men are usually portrayed to be.

As to their honesty, trustfulness and other moral qualities, all four pass the Field-Marshal's acid test: "Would I go into the jungle with that man?"

Puzzled Soldiers In The Snow

TOMMIES, Doughboys and Bolos—these half-forgotten slang names evoke another era.

They were fighting—the British and Americans against the Bolsheviks—in the snows of Northern Russia when World War One ended. What puzzled the British and the Americans was why they went on fighting when their comrades on the Western Front had beaten the Germans and were going home.

That is why E. M. Halliday's account of the Americans in the Archangel expedition is entitled *"The Ignorant Armies" (Weidenfeld and Nicolson, 21s.)*.

It was not surprising that they were puzzled. Their governments, the young Churchill apart, had little idea what the men were doing in the snowy wastes. So far as the American authorities were concerned, the Doughboys were not fighting at all, they were merely guarding supplies at Archangel. The men under fire 150 miles to the south would have been surprised to hear it.

It all started as an attempt to forestall German occupation of the vital Murmansk-Archangel area, and to restore a Russian front after the Bolshevik revolutionaries had capitulated to the Germans.

Major-General F. C. Poole, the British commander of the force, had ideas which the author describes as "wildly quixotic." He planned to drive through tundra, forest, swamp and bog to link up with some Czechs who were fighting on the trans-Siberian railway.

This he set out to do with only 1500 men, but the promise of reinforcements which later brought his strength to 15,000.

It might not have been such a wild scheme but for the unreliability of his White Russian allies and the military genius of Trotsky, the driving force behind the Red Army.

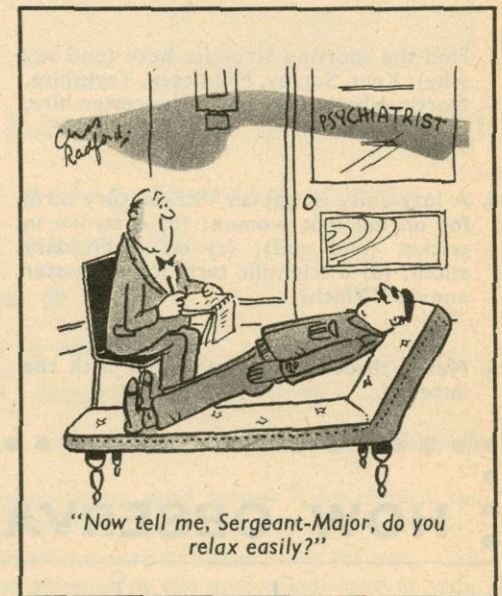
General Poole's advance was on five fronts (a sixth was also set up for defensive purposes). It was held up by the onset of the Russian winter, but fighting went on in the snow.

There was much confusion, for which the Americans blamed their senior British officers. The Americans, for example, were landed without overcoats and while American-made shells were fired at them from Communist guns, they had to make do with long rifles made in America for the Imperial Russian Army which, for some inscrutable reason, had been issued to them before they left England. But they were no worse off than the French Colonial troops who had been trained for the tropics.

The author gives a very scrappy account of the activities of the British troops in the expedition, and does not suggest they acquired much glory. Praise from all sides, however, descends on the Canadian Gunners whose bravery and efficiency were legendary.

In the base at Archangel itself, the intrigues of the White Russian "governments" and the gorgeously-apparelled officers of dubious origins who made up the city's military unemployed gave the whole thing a musical comedy background. General Poole himself took part in a ceremony at which he received a spurious medal from a self-appointed general of an army that did not exist!

Poole handed over to a young brigadier from the Western Front, Edmund Ironside—



later to be a field-marshal. Ironside's youth, his giant stature, his dangerously unescorted sleigh-trips to the fighting front, and his obvious ability endeared him to the Americans. Yet Ironside, who spoke six languages (including Russian) beside his own, had to confess that the American language had him baffled.

By the time Ironside took over, the operation had come almost to a standstill, and his orders were to withdraw the Allied force. More British troops were brought in to cover the evacuation, some from the sister-force at Murmansk.

The Americans went first, and at the end of the summer of 1919 the last British troops left and Ironside handed over to the White Russians. A few months later it was all over: the Bolos had Archangel.

Frustration On An Island

ONE of the sharpest thorns in the flesh of the Germans as they were being driven out of Italy in World War Two was the tiny island of Vis in the Adriatic.

From this last stronghold of the Yugoslav partisans in 1944, Commandos and "Jugs," as the British troops dubbed them, launched raid after raid on the German-held islands all round them and pinned down large forces of the enemy in Yugoslavia itself. Desperately short of supplies and bombed day after day, Vis held out heroically until the danger of invasion was over.

It was in Vis that Major James Rickett, of the Royal Army Medical Corps, spent the most exciting—and frustrating—part of his war. The Army sent him there to set up a hospital but gave him no equipment to do it with except a broken-down operating table,

a few dressings and drugs, the minimum of surgical instruments, some bedpans and a few primus stoves! The rest was up to him.

The way Major Rickett overcame his troubles is told by Bill Strutton in "Island of Terrible Friends" (Hodder and Stoughton, 15s.). It was an unorthodox war and Rickett had to adopt unorthodox methods to get what he wanted. First he had to break down the suspicion of the "Jugs" and wheedle out of them some of the bare essentials. He stole boxes of boots destined for the partisans and exchanged them with the "Jugs" for tents which became wards, and a goat which he traded with a naval crew for electric light bulbs, and cajoled the partisans into letting him have wooden boards which served as beds and stretchers. His orderly, Private Dawson, requisitioned a house for the operating theatre at pistol point, and the

hospital Jeep was made out of stolen spare parts. Blood for transfusions was kept buried in wine bottles!

By these and other devious means Rickett fashioned his hospital, in time to deal with the first of the many wounded and dying returning from raids. But from the British Army he received almost no help; even his plea for penicillin went unanswered.

The Terrible Friends in the title were the Yugoslav partisans, incredibly brave, fierce men and women who laughed at the idea of taking prisoners. Kill or be killed was their motto and not only in battle. Love within their ranks was not allowed and women who became pregnant paid the penalty in front of a firing squad after digging their own graves.

Major Rickett "posted" himself from Vis when a complete hospital team and equipment arrived (long after the need for them had passed) and returned only once, to get gloriously "canned" with the countless friends he had made among the partisans.

Carnage On Bunker Hill

ON the top of Breed's Hill, overlooking Boston Harbour, redcoats swarmed over the parapet of a fort. Their brigadier, too short in the leg to climb with them, shinned up a tree and swung himself over.

Inside the fort, the commander of the un-uniformed garrison yelled, "Twitch their guns away. Use your guns for clubs. Let them have those rocks in the face."

His words indicate the ferocity of the first major engagement in which Briton slew Briton in the American Revolutionary War—the Battle of Bunker Hill.

It is a story which, over the years, has been distorted by myth. One legend is that of a handful of ill-armed Americans standing up to an overwhelming force of disciplined, but stupidly robot, Regulars. In fact, it was the Americans who far outnumbered the Regulars, who by no means fought robot-fashion. Another myth is that the battle was decided on Bunker Hill. In fact, the main fighting was on and around the neighbouring Breed's Hill.

A splendidly impartial account of the battle is given by Thomas J. Fleming in "Now We Are Enemies" (Gollancz, 25s.).

On Breed's Hill the Americans built their fortification during the night of 16 June, 1775, to meet an expected British attack on ground of their own choosing. At dawn, they were still working on it when it was spotted by a Marine sentry on a warship in Boston Harbour.

The fleet began to bombard the hill, and early in the afternoon boatloads of redcoats from Boston landed on the shores below the hill. Five of them deserted immediately, but were caught. Their commander-in-chief, Major-General William Howe, spared three and hanged two, as an example to others.

The Americans whom the redcoats were to face were mostly green troops, ill-disciplined and poorly backed by staff and organisation.

On the other hand, they were led by men who had fought side by side with the British against the French and Indians and who knew the business of war.

The first shock to the Regulars came when it was discovered that the Americans were using "continuous fire," that is, firing volleys in three ranks, so that when the third one

fired the first was reloading. Twice Howe led his men into the attack, and twice they were repulsed with fearful carnage. They succeeded the third time, but when they stood victorious on Breed's Hill and Bunker Hill, 1056 men, nearly half their attacking force, were casualties, and of 250 officers, 92 had been brought down—thanks to their conspicuous dress and to colonial marksmanship. They were in no shape to follow up their victory against the fresh troops the Americans could put into the field.

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Sgt: Yes, Sir. Private Smith's on duty there, Sir.

Capt: Smith? Who's he?

Sgt: Forces Book Shop man, Sir.

Capt: Oh, yes. Always telling us how he can get almost anything he wants there.

Sgt: Yes, Sir. You would be surprised what they've got—everything in books, magazines, periodicals...

Capt: Jolly good. Well, keep 'em at-it, Sergeant.



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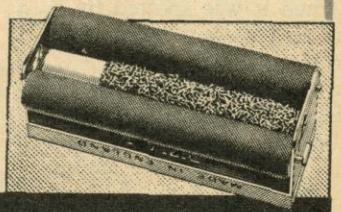
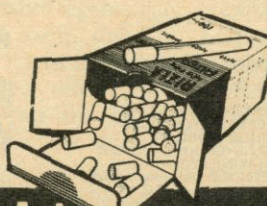
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15th/19th The King's Royal Hussars is only 500 strong but its boxing team, which includes two internationals, is the finest in the Army

THE FIGHTING HUSSARS



No, it's not a free-for-all but a bout of shadow boxing as the team warms up for some road work.

THE 15th/19th The King's Royal Hussars has acquired a new nickname: The Fighting Hussars.

The title has been well earned, for the Regiment's achievements in the boxing ring have surpassed those of any other regiment or corps in recent years, and never has a Royal Armoured Corps unit won so many honours.

In the recent Imperial Services Boxing Association championships the Regiment won three of the ten titles. Two members of the team—Trooper Bobbie Taylor and Trooper Johnny Caiger—have boxed for England; three are ISBA champions; four, Army champions; five have won 16 Army vests between them and five are Northern Command champions. Of their 176 contests—against Army and civilian teams—the 22 members of the team have won 107, probably an all-time Army record, and have travelled more than 10,000 miles.

The secret of success has been hard and continuous training. Under the guidance of the boxing officer, Captain J. S. A. Douglas, and Staff Sergeant-Instructor D. Holling, APTC (he was the Royal Army Medical Corps light welterweight champion in 1958), the team turns out before first parade on most mornings for a bout of strenuous road work, running, tree climbing, shadow boxing and gymnastics. Then it's back to the gymnasium for a shower and on parade.

Some are assistant physical training instructors and spend most of their time in the gymnasium but others have more sedentary jobs. One is a clerk, another a batman, a third a driver-operator and a fourth the assistant curator in the Regimental museum. They all meet again after duty in the gymnasium, playing team games, sparring, skipping, vaulting and strengthening their muscles and speeding their reactions on punch balls.

The Regiment's boxing success has also helped recruiting. In the past few months several civilian club boxers, attracted by excellent facilities to continue the sport in the Army, have joined the 15th/19th.

Most of the honours have been won by four men—Corporal Bobbie Mills (flyweight), Trooper Taylor (lightweight), Trooper Caiger (middleweight) and Trooper C. Marsden (welterweight).

The first three are the new ISBA champions, Trooper Marsden being narrowly defeated on points in his final title bout. All four are Army champions and they have represented the Army 14 times.

Trooper Caiger, who like many of his team-mates began boxing as a boy, won a bronze medal at the Empire Games in 1958 and has represented England three times. Trooper Taylor, schoolboy champion of Great Britain in 1952 and 1953, has also boxed for England against Ireland. Of his

160 fights since the age of nine he has lost only 29.

Corporal Mills, National Coal Board bantamweight champion in 1955 and the son of a professional boxer, has been the Northern Command title holder for the past four years. He ranks third among Britain's flyweights.

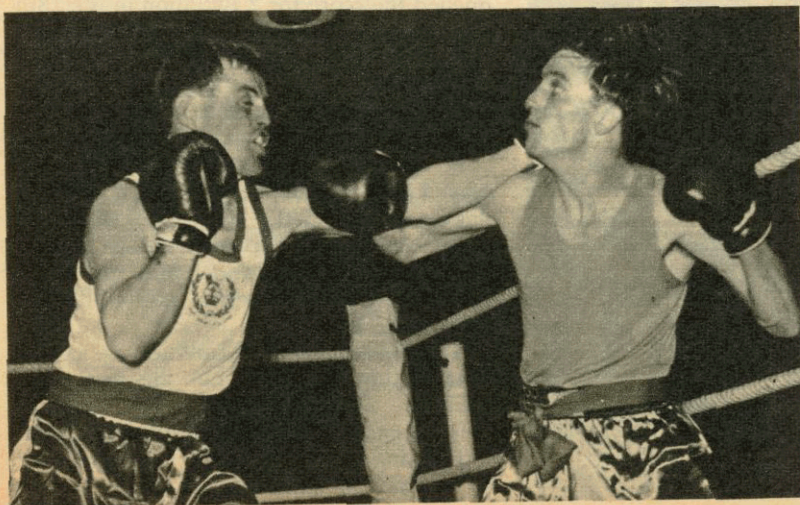
Another outstanding performer has been Trooper Mick Rosser, a Regular, who took up boxing in 1959 and won the Northern Command featherweight title at his first attempt, repeating his success this season when he also reached the semi-finals of the Army championships. He has had 32 fights and won 25, nine of them by knock-outs. He had to retire from the Regimental band in which he was a trumpeter because cut lips interfered with his playing.

Other Northern Command champions are Trooper R. Kaney (welter) and Lance-Corporal R. Clapperton (light-heavy), while Troopers D. Noble (fly) and Phil Cassidy have also boxed for the Army.

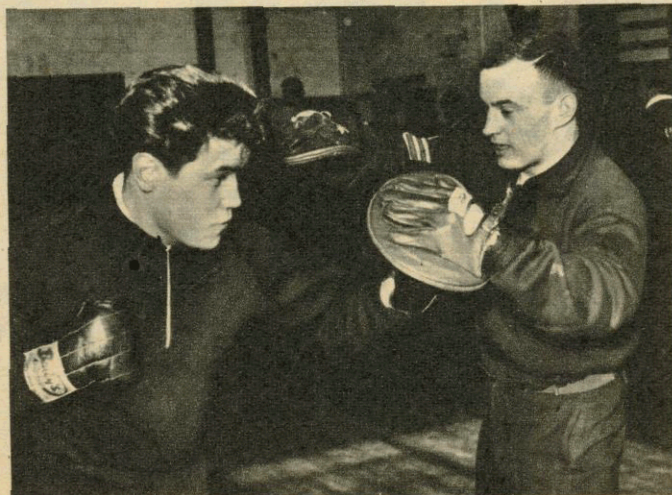
● The Army won seven of the ISBA titles, the Royal Navy two and the Royal Air Force one. In addition to the 15th/19th's three wins other victories were gained by Rifleman J. Head (feather), Private B. Brazier (light-welter), Private J. Keddie (light-middle) and L/Cpl. T. Menzies (light-heavy).

MORE SPORT OVERLEAF

Cpl. Mills goes in with both hands during his ISBA fight with Cpl. Gushlow, RAF. Mills, the son of a professional, is third-ranking flyweight in Britain.



Tpr. Marsden, one of the Regiment's four Army champions, gets a lesson from SSI D. Holling, APTC, in speeding up his punching





Private Edwards, 2 Battalion's centre-forward, opens the score by pushing the ball past the backs.

The RASC Win —And Lose

IT was an all-Royal Army Service Corps affair and the first time for 72 years that two units of the same corps had contested the final when 2 Training Battalion, RASC, beat 6 Training Battalion, RASC, to win the Army Soccer Challenge Cup at Aldershot recently.

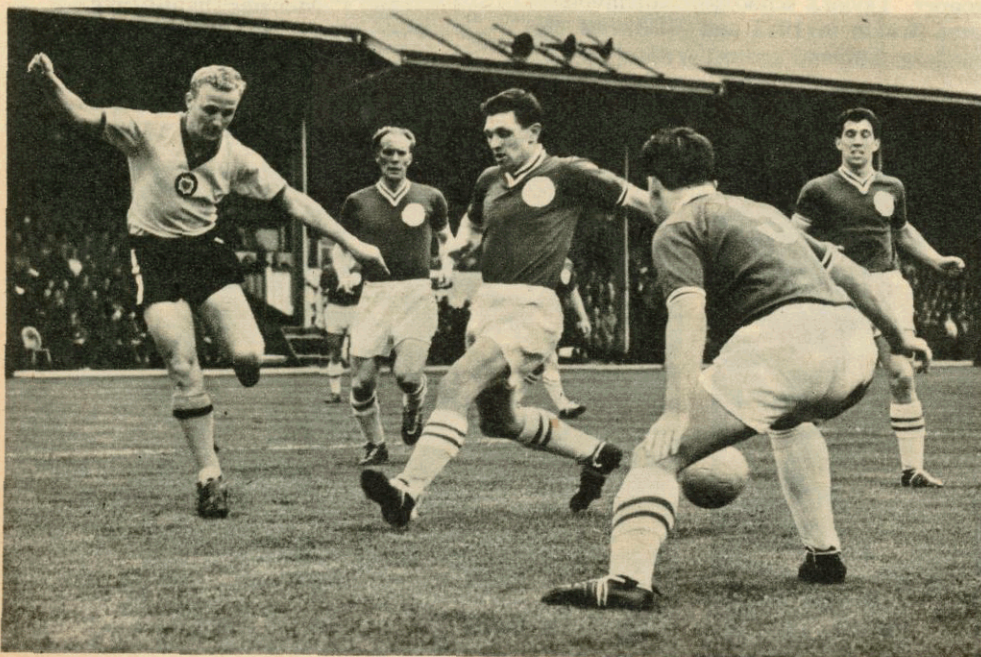
It was also an unusual victory for three

of 2 Battalion's goals were scored in extra time after 90 minutes of fast, exciting and evenly-matched football.

Oddly, too, both winners and losers will display the trophy, for 2 and 6 Training Battalions were amalgamated a few days after the match.

Although the score flattered 2 Battalion they enjoyed bursts of all-round superiority, largely through their scheming inside-right, Scottish international Private Alex Young, who cost Everton £25,000 when he moved from Hearts. The 6 Battalion defence fought doggedly but were overwhelmed in the final minutes.

Pirouetting like a ballet dancer, Pte Alex Young, the £25,000 Scottish and Everton inside forward, places the ball between the legs of Driver Charles.



This time Edwards is foiled as Dvr D. Johns, 6 Battalion's goalkeeper, snatches the ball from his feet. Johns made several brilliant saves.

Centre-forward Private Mick Edwards opened the score for 2 Battalion in the 18th minute and 6 Battalion equalised 12 minutes later through a long-distance, curling shot by outside-left Lance-Corporal H. Shepherd, which hit an upright, rebounded on to the goalkeeper's back and spun into the net.

From then until full-time both sides played fine football and each had many near misses. Then, in the 10th minute of extra time, Private Young scored from the penalty spot and Private Edwards and inside-left Lance-Corporal C. Jones, added further goals for 2 Battalion.

This was the Royal Army Service Corps' fourth Cup Final win but the first since 1937.

In seven Cup matches, including the final, 2 Training Battalion had a goal aggregate of 31 goals for and only three against.

A KNIGHT OUT WITH THE BUSMEN

ALTHOUGH still vainly struggling for official recognition, the Army chess players have lost none of the enthusiasm which founded their Association over two years ago. Lack of funds for travelling and returning hospitality severely handicap the Association, but where it is not possible to meet its members still play—by post or by telephone.

Gunner M. A. Haigh, a Yorkshire county player in Hong Kong, has 14 correspondence games in progress. Postal chess is popular, too, in Rhine Army.

Lance-Corporal P. Bateman, Royal Signals, paid his expenses from Birmingham again to play against London Busmen recently in a match which ended another season, the success of which was largely due to him and to two other new members, Captain G. B. Blight, The Devonshire and Dorset Regiment, and Lance-Corporal J. M. Dawson, a former West of England boy champion, of the Royal Army Medical Corps.

The Army drew in a 16-board match against a team which included many ex-soldiers. Among five veterans of World War One was Mr. G. Picking, who served with the Imperial Camel Corps. He watched a fellow driver, Mr. R. Marsden, a lance bombardier

Sgt W. L. Cunningham, RASC, playing Driver H. Gunning, watched by Gen Sir John Cowley (left) and Mr. M. J. McCoy, a Transport official.

of World War Two, defeat his less experienced opponent, Lance-Corporal R. Ford, Royal Army Service Corps.

Conductor Tommy Baxter, captain of the busmen's team, served 14 years in the Army and, as an officers' servant in The Rifle Brigade, looked after three officers who rose to the rank of general, including the present Chief of the Imperial General Staff, Field-Marshal Sir Francis Festing.

Playing top board for the Army team was its only woman member, Captain P. A. Sunnucks, Women's Royal Army Corps.



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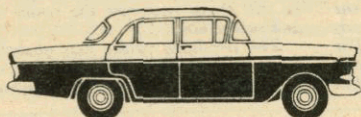
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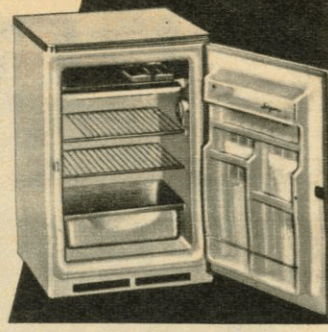
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L E T T E R S

A HOVERCRAFT BRIDGE?

From the photograph accompanying the article "Smaller—But Stronger and Swifter" (SOLDIER, April) the French Gillois Bridge, shortly to go on trial in the British Army, appears to be a cumbersome vehicle.

I suggest that the Army should consider using a Hovercraft, with a hydraulically-operated platform, as a mobile pontoon. A chain of these would span a river and its run on either side, thus using their near-perfect amphibious qualities to the full.

A Hovercraft pontoon would have many advantages. It could be swiftly moved under its own steam; positioned rapidly by finger-tip control; be independent of a river's current; be used to facilitate seaborne landings and as a river assault craft. Its hull ballast could comprise essential stores and equipment so that it would also be a load-carrier, and a "sky-scraper" of them—several on top of each other—could quickly fill a gap blown in an existing bridge.

Using this type of bridge a battle commander would have greater choice of bridge sites and the speed at which his men and their stores and equipment could cross to the opposite bank and the subsequent rapid removal of the bridge would deny an enemy time to reinforce the area.

A number of these craft could be used by each Royal Army Service Corps company and replace the present GS and combat trucks of the same load capacity—and foreign currency would not have to be spent acquiring them.—**WO II S. R. Harper, REME, Driving and Maintenance School, RAC Centre, Bovington.**

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

Anonymous or insufficiently addressed letters are not published.

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

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

the Spartans burned wood, saturated with pitch and sulphur, under the walls of the city.

Longstaff and Atteridge's "The Book of the Machine-Gun" states: "The first important land operations in which machine-guns were used with a British force were those of the Zulu War of 1879."

PRISONER'S AWARDS

Apropos your excellent article "RAF (and RN) Ribbons on Khaki" (SOLDIER, April), I would bring to your notice that an Italian naval prisoner-of-war captured at Massawa, Eritrea, in World War Two wore two ribbons of the British Distinguished Service Medal and was fully entitled to them.

This incident was fully recorded at the time in the *Eritrea Daily News*, which explained that the recipient had twice been selected for decoration by the Royal Navy in World War One on the recommendation of the Italian Navy. Instead of receiving a bar to his DSM he was awarded another Distinguished Service Medal.

It is the Italian custom to award a further gallantry medal of the same kind to the same recipient should the occasion arise, and not a bar as is the procedure in the British Armed Forces.—**R. Rimmer GC, 28 Coniston Road, Newton, Chester.**

SALUTES

Was the left hand ever used for saluting commissioned officers and, if so, when did the custom cease?—**W. Hollobone, 91 Milton Road, Eastbourne, Sussex.**

★ Until the end of World War One British soldiers saluted with either hand, with the left when passing an officer on the right and with the right when passing him on the left, so that they could look the officer in the face and avoid a possible clash of elbows. When a soldier passed between two officers he was expected, as he still is, to recognise the senior officer and salute him.

The left-hand salute was abolished in 1918, except when, from physical incapacity, a right-hand salute is impossible.

CIVIL SERVICE EXAMINATIONS

Executive Class examination for ex-Forces candidates, June 1962 (Basic grade rises to over £1,100); good promotion opportunities. Clerical Class examination for ex-Forces candidates, October 1961. Officer of Customs and Excise, 18-22, with allowance for Forces service (Basic grade rises to over £1,300)—examination in March 1962; also Assistant Preventive Officer (Customs and Excise), 19-21, with allowance for Forces service—examination in February 1962. Write stating age, Forces service, etc., to:-

CIVIL SERVICE CORRESPONDENCE SCHOOL
10 STATION PARADE, BALHAM HIGH ROAD, LONDON S.W.12

OLDEST REGIMENT

Before their recent amalgamation with The Queen's Own Royal West Kent Regiment, The Buffs were officially the Third of Foot. As they were formed in 1572, before either The Royal Scots or The Queen's Royal Regiment, why should these two regiments take precedence?—**S. J. Baker, The Lees, Folkestone, Kent**

★ The Buffs were formed in 1572 and sent to Holland, where they were paid by the Dutch and known as the Holland Regiment. They did not come under British pay until after The Royal Scots and Queen's, therefore they became officially the Third of Foot.

NICKNAMES

Which Infantry regiments have the nicknames "The Red Knights" and "The Orange Lilies"?—**John Bassiter, Canvey, Wellington, New Zealand.**

★ "The Red Knights" is an allusion to the red breeches worn by The Cheshire Regiment (22nd Foot) about 1795. "The Orange Lilies" nickname derives from the colour of the facing worn by the 1st Battalion, The Royal Sussex Regiment (35th Foot), which was raised in Northern Ireland in 1701.

A useful list of nicknames can be found in "Military Customs" by Major T. J. Edwards (Gale and Polden, Aldershot).

LAST REVIEW

Major Logan Hook states (Letters, January) that Queen Victoria held her last review of the British Army at Aldershot in 1896. Not so.

I was on parade at Aldershot in June, 1899, when Queen Victoria inspected 18,000 troops under General Buller VC. At the time the newspapers said it was intended as a warning to the Boer President Kruger. Nevertheless, the South African War began only four months later, and before victory was achieved we had to employ 450,000 troops.—**J. C. Crisp (aged 82), ex-Army Schoolmaster, 28 Norwich Avenue, Bournemouth, Hants.**

HALLAMSHIRE

Is there such a county as Hallamshire? I say it is as fictitious as Loamshire and Barseshire, but a friend says he saw an officer wearing the flash some years ago and thinks Hallamshire is in Scotland.—**T. Yeo, Bursledon, Millcombe, Exeter, Devon.**

★ Hallamshires are Territorials of The York and Lancaster Regiment and come from a district of Sheffield. They were originally raised as part of the Volunteer Rifle Corps, during the Napoleonic invasion scare, and were then known as the Hallamshire Rifles. They provided companies for the 1st Battalion, The York and Lancaster Regiment, in the South African War and became the 4th (Hallamshire) Battalion of that Regiment in 1908. A 2nd 4th Battalion was created in 1914.

There never has been a county of Hallamshire. A gazetteer published about 100 years ago says: "Hallamshire. A Lordship round Sheffield, West Riding of Yorkshire, of uncertain extent."

ARMY OUTCASTS?

One of the greatest difficulties facing Army families is the education of their children. The constant moves from school to school every time father is posted are very disturbing and a headmaster once told me that every move set a child back three months in the two most important subjects, mathematics and English.

Strangely, England provides most problems. Overseas our children are admirably catered for by the British Families Education Service. My own children have attended seven different types of school but unanimously voted their happiest and most profitable time was spent at King Alfred's School in Germany. This was a co-educational, all-in boarding school, a revolutionary idea which seems to shock many people here at home, but it worked, and the results proved this beyond all argument.

I am tired of headmistresses who say: "Oh, an Army school! Of course, she

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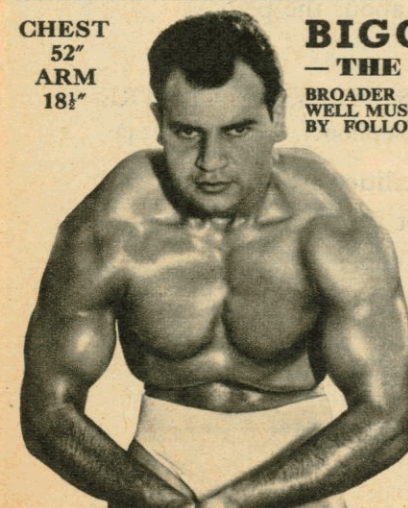
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more letters

won't be up to our standard; she'd better go down a form." No test, no questions, just the assumption that Army children are backward and ignorant.

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RAMNUGGAR VETERAN

Mention of the 14th Light Dragoons in "A Time to Remember Heroes" (SOLDIER, April) reminds me that the last survivor of the charge at Ramnuggar, Troop Sergeant - Major John Stratford, died at Wolverhampton in 1932 aged 102.

I remember seeing the old gentleman and also witnessed his military funeral. In addition to Ramnuggar he fought at Chillianwallah, Goojerat, and later in the Persian Campaign and the Indian Mutiny. Later he served as an instructor to the Staffordshire Yeomanry, retiring in 1887. His portrait hangs in the Cavalry Club at the Drill Hall in Wolverhampton.—**G. T. Lowe, 24 Woodland Crescent, Merry Hill, Wolverhampton.**

HOW OBSERVANT ARE YOU?

(See page 29)

The two pictures vary in the following respects: 1. Triangular section of foremast. 2. Windows in front of tanker's funnel. 3. Shape of anchor. 4. Hatch on port side of foredeck. 5. Men on foredeck. 6. Right-hand wave shadow at tanker's bow. 7. Height of tug's mast. 8. Tug's wake. 9. Tanker's funnel. 10. Angle of tanker's bow.

PRIZE WINNERS

There was no all-correct entry in SOLDIER's March quiz. Prizes are, therefore, awarded to those with the fewest mistakes:

1. WO II G. Gladman, 35 Base Wksp, REME, Melton Mowbray. 2. Mr. H. Harvey, Kevin Crescent, Grove Heath, Ripley. 3. Sgt R. G. Swann, A Branch, GHQ Farelf. 4. Capt. P. Warburton, D and M School, Bovington. 5. Major G. Ranson TD, Love-dean, Hants. 6. Lieut-Col. J. M. Howson, Silton House, Gillingham, Dorset.

The correct answers were: 1. Nobby Clarke; Jack Kennedy; John Profumo; Peter May, Douglas Bader, Paul Gallico, Bill Brewer, Jan Stewer. 2. Jeopardise, oscillate, serviceable. 3. Stoke, the only 2nd Division football team. 4. A plant. 5. Singapore Guard Regiment. 6. Nigel Patrick. 7. All are insects except a spider and a woodlouse. 8. Hengist; Freebody; Fast; Dry (or Mighty); Prejudice; Chain. 9. New York, Vatican City, London, San Francisco, Athens, Paris, Moscow. 10. (a) that is the question; (b) a silver lining; (c) makyth man; (d) do not a prison make. 11. (a) Defoe; (b) Thackeray; (c) Jane Austen; (d) T. E. Lawrence. 12. (a) St. Christopher; (b) St. Crispin; (c) St. Luke. 13. (a) Turkey; (b) Australia; (c) Iraq; (d) Kenya; (e) Sierra Leone; (f) Lebanon; (g) Nepal. 14. Any of the games. 15. Lieut Clifton James.

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