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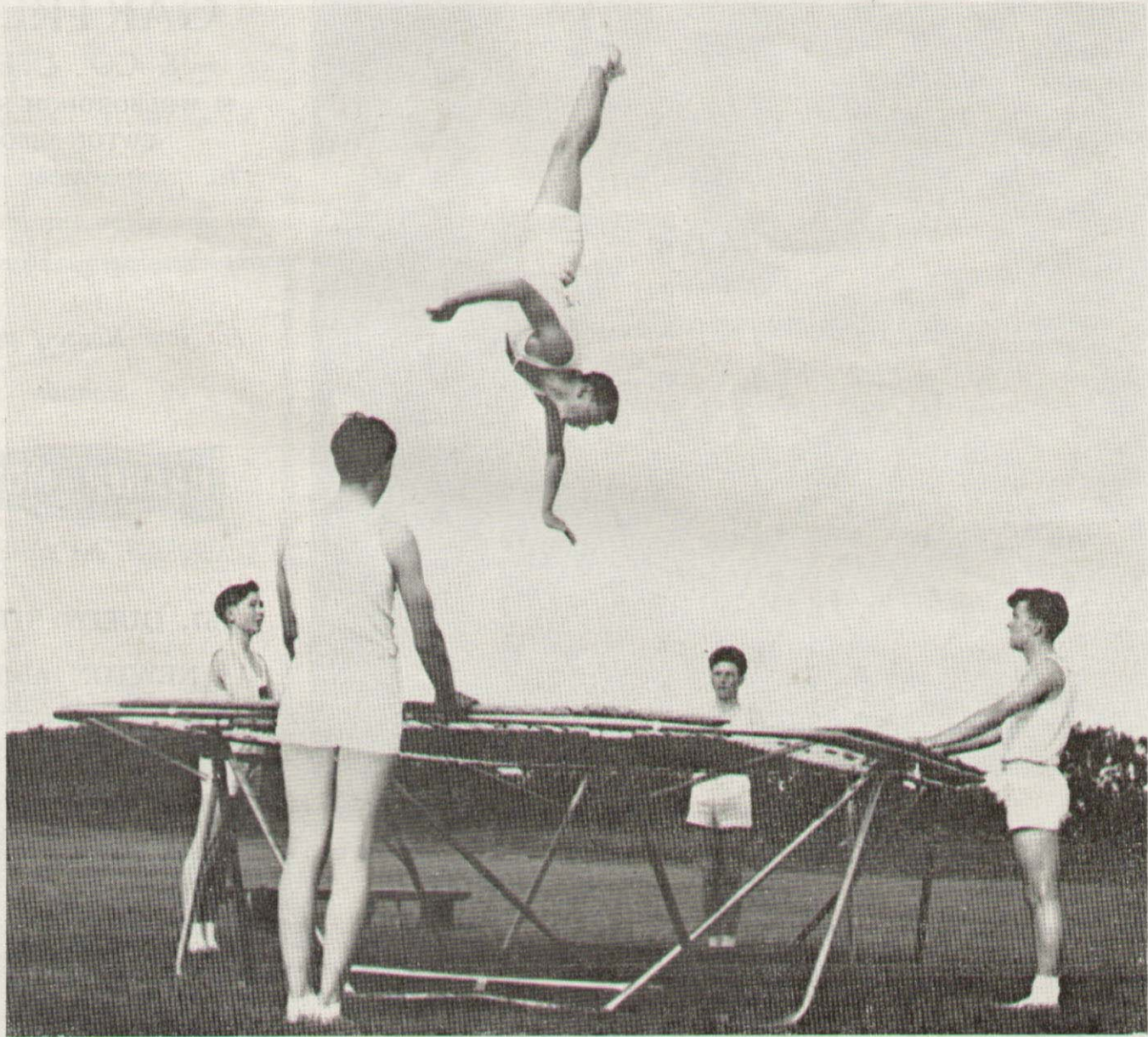
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*Photograph by Capt. Finch*

Junior Lance Corporal Robertson (White Spear Troop) performing a "Barani" on the trampoline.

## JAVELIN TROOP AND 22 SIGNAL RGT. ISSUE

OUR NEW COMMANDING OFFICER :—Lt. Col. D. E. HIGGINS, M.B.E., Royal Signals.

(SEE PAGE 3)



by Sgt. Stockham

The Army Art and Crafts' Exhibition 1964. A few of the magnificent entries from the Regiment. We shall include a short list of prize winners in our next issue.

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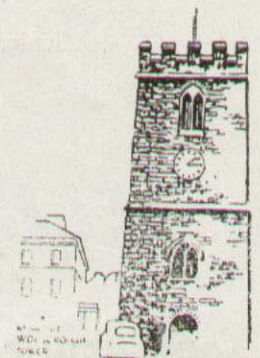
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## FROM ADJUTANT TO COMMANDING OFFICER

Some six weeks ago I took over command of this Regiment from Lt.-Col. Holifield.

This to me is a great honour and pleasure, as I served in this Regiment as Adjutant from 1955 to 1958. I have watched with great interest the Unit's reputation grow over the years and am now very impressed with its standing within our Royal Corps of Signals.

As to the future, we have now been finally promised the swimming bath which is to be built in the upper drill shed, by October of this year. This swimming bath will, of course, be heated so that all-the-year-round swimming can take place.

On the 1st September we take over another playing field and this should provide us with all the necessary space we require.

Efforts are being made to bring a new look to our trade training and new equipment to effect this change is now arriving in the Regiment.

Our efforts in the Amateur Radio field are to be expanded. All the new radio receivers are now in the Regiment and the transmitters are expected before the start of next term.

I have already been most impressed with the Regimental reputation amongst the general public in Devon, also by the help and support given to the Regiment by the Parents of our Junior Leaders. Your help and generosity make the work of the Regiment so much easier.

Our Regiment here has a very fine record and it must now be my task to carry on the very fine work of my predecessor Lt.-Col. Holifield.

*D. E. Higgins*



Lt.-Col. D. E. Higgins, M.B.E., Royal Signals.

Photo by Sgt. Stockham.

Lt.-Col. G. Proudman, M.B.E., Royal Signals, Commanding Officer of 3 H.Q. and Signal Regiment Royal Signals, inspecting Iron Troop at Denbury. Lt.-Col. Proudman is escorted by the Commanding Officer and Lt. Charles Prince, O.C. Iron Troop. 3 H.Q. and Signal Regiment are, of course, the affiliated unit to Iron Troop.



by Sgt. Stockham

Lt.-Col. Proudman presenting the Commanding Officer with a magnificent trophy which will be awarded to the winner of the Obstacle Course Competition which is held at the end of each term. On the right of the Regimental Photographer's picture is RSM G. Schofield of 3 H.Q. and Signal Regiment.



by Sgt. Stockham

## ATHLETICS '64

Some fine action photographs by Major  
Jack Woodcock, M.B.E. (Ret.).



### MYSTERY DESTROYERS FROM THE AIR

Hurricane "Flora," which struck Haiti in October 1963, caused 2,000 deaths and devastated the island. In Cuba, winds of 85 m.p.h. and torrential rain are reported to have wiped out half the island's crop.

The energy generated by a hurricane can be up to 300 times the electric power production of the United States. Thus it is not surprising that American scientists are making intensive efforts to discover how hurricanes work, and also, if possible, how to stop them. The U.S. National Hurricane Research project emerged after hurricane "Carol" brought chaos to Long Island and New England on August 30th, 1954.

Eight years of intensive research have produced much new information. The origin of hurricanes remains highly mysterious. They are huge whirlpools revolving round a small, still centre, the "eye." The lower part of a hurricane is an upside-down version of the vortex.

A hurricane thus represents a huge vortex of warm air. The mysterious thing is that it forms in storm areas where the air is normally colder than the surrounding atmosphere. Several attempts have been made to modify hurricanes by "seeding" them with silver iodide, round which the crystals quickly form. Thus the seeding produced an effect—quite a spectacular one. But no one is yet sure how to interpret it. However, theoretical calculations suggest that, to have any effect, silver iodide generators would have to be dropped steadily for at least 12 hours.

One hope is that the weather satellites will provide a lot more information about these mysterious and destructive storms. One of the "Tivas" weather satellites has photographed a peculiar square-shaped cloud associated with a forming hurricane, which could not be appreciated from ground level or from an aircraft. The muddle may be solved in the next few years. Only then will it be possible to assess the chances of countering these most violent of atmospheric phenomena.

A. GLOSSOP,  
(White Swan Troop).

### OLD BIKES AND CRONKS

Before I joined the Army I used to rent a building with some friends of mine at home. In the building we had some old motor-bikes, a go-cart and a car. We called the building "The Brewery," and at weekends we would all go down and pull some of the bikes to pieces, and build others up with the spare parts.

Before I left home we had about sixteen motor-bikes, and about seven of these were in running order.

We first started this pastime for amusement but after a few months we found it to be very profitable. We had people down through the week to buy a few spare parts for their vehicles, and more and more people used to hear about us and come down.

Some week ends we used to go around to local scrap merchants and buy old engines or motor-bikes for next to nothing and strip them down and sell the parts to some of our customers. We would make anything from two to five pounds a week which would keep us in cigarettes and help to buy another engine. Mostly, on Sunday afternoons, we would ride our bikes around fields and woods and fix any minor repairs which had been overlooked whilst repairing them.

We had an old car given us by a friend's father, and although it was very old and corroded in places it had been kept under cover and went fairly well. We used to take turns in driving it down an old lane and back again. The lane led to a field and we used to have great fun racing up and down the old lane with nine or ten boys hanging on the back. We eventually sold it for scrap because my friend and I smashed it up whilst driving it round a very sharp corner of the lane. The corner was completely covered by a layer of sand. Two at a time used to see how fast they could take the corner, but we didn't quite make it because, at high speed, the corner was very slippery. My friend was driving and I was sitting up on the and he got in a bad skid on the corner and crashed it. I ended up more or less under the front seat. We climbed out very shaken but had a laugh over it afterwards. We discovered that we had bent the chassis, the petrol pump and numerous other things were broken, so we decided to sell it. It was great fun but a pity about the car.

We had tremendous fun at The Brewery and we all used to enjoy ourselves.

When I left home we sold all the motor-bikes and the go-cart to the local boys who were interested and sold all the scrap metals which we had collected up through three years to the local scrap yard. We made quite a lot of money out of it and found it to have been a very worthwhile pastime.

J. HALL,  
(White Swan Troop).



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**THE MID-SUMMER DANCES**



Junior-Lady Brenda Jones and an unknown Junior Signalman with extraordinary expressive shoulders enjoy some mid-summer madness. Photo by Sgt. Stockham.

Profile of Junior Signalman Frank McDonough (Quadrant), the popular "Rhythm Guitar" of the Downbeats by Sgt. Stockham.



WO1 W. T. Leeson, Royal Signals, our new R.S.M., recently arrived from 19 Signal Regiment, Singapore, discusses a piece of sculpture in the Art Studio. Photo by Sgt. Stockham.

**PETER WHAPHAM, B.A.**  
 Mr. Whapham, Lecturer in Liberal Studies and Editor of "Junior Mercury" for the past two years, has been appointed to a new lectureship with the County Borough of Bournemouth.  
 The Regiment would like to take this opportunity to thank Mr. Whapham for his services to Royal Signals, and to wish him the very best of luck in the future.

*Alan Cookley*  
 Editor.

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# COMMUNICATIONS IN A

by "PEGASUS"

The following article is intended to give all ranks of the Regiment an insight into some of the communications problems which exist in a Parachute Battalion and which are therefore outside Royal Signals' jurisdiction and experience.

First it must be realised that, despite what the popular Press may say, parachute battalions are not superhuman 'shock' troops but merely infantry with a rather sophisticated means of transport on to the battlefield. The fact that they set themselves much higher standards of fitness and training is really neither here nor there!

Having said this it can now be appreciated that a parachute battalion's equipment is basically the same as a normal infantry of the line battalion. The same sort of weapons, radios and vehicles are used, but where a normal infantry battalion can count on having something like 70 vehicles of its own accompanying it into battle, a parachute battalion must exist on 12 quarter-ton Landrovers, each with a half-ton trailer, dropped with the troops by parachute. In particular, thinking as we are in terms of communications, a normal infantry battalion has an establishment for 20 Mk. 8 Landrovers FFR. A parachute battalion has however, only three of these useful vehicles, and has not therefore the capacity to make general use of the new and more powerful radios in current issue to the infantry battalion, e.g. the C.42. However, as will be explained shortly, full use is made of the three FFR Landrovers which are available.

This shortage of vehicles has one main effect within the parachute battalion and several subsidiary effects, as far as communications are concerned. The main effect is quite obvious and is that all the battalion's radios, with the exception of the three vehicle stations, must be manhandled all the time. In addition, the three vehicle stations must be capable of being manhandled at a moment's notice, in the event of the vehicle breaking down, etc.

The subsidiary effects of few radio vehicles are: (a) little space is available for spare radios and other signal stores; (b) few dry batteries can be carried for re-supply purposes; (c) little space is available for the carriage of charging sets, should these be required.

It goes without saying that a parachute battalion's communications are dependent on radio (net working), all other types of communications systems being too heavy and bulky to manpack.

The basis of the system used is therefore the basic infantry manpack set which is the SR A41 Mk. 1. This set is used on the battalion command set and, to a limited extent, on the company command set. It is hoped that the SR A40's at present used on the company command set will soon be replaced by the A41, the A40 having insufficient effective range for satisfactory working, even within a company.

To back up the VHF battalion command the SR 62 is used to provide a stand-by HF Net to come into operation should working ranges become too great or as an electronic counter measure, i.e. if the VHF Net is jammed. When the SR 62 is used it too must be in the manpack role, in conjunction with the 12-volt AHC portable acid battery. As this battery has an effective life of under six hours, battery charging then becomes an acute problem.

At this stage it must be explained that all manpack radios and manpack wet batteries are packed in the man's personal weapons container, at the airfield before take-off. The soldier then parachutes with his equipment, weapon, radio and rations, etc., strapped in his container, round his middle. However, once in the air the container is lowered to the end of a 15-foot nylon rope to leave the man unencumbered for his actual landing.

Once on the ground it is possible to have the battalion command net fully established, using the SR A41, within seven minutes of the first man leaving the door of the first aircraft. If however, 62 sets are being used, the time lag is considerably longer as set and battery carriers must team up on the DZ. Naturally these two men jump adjacent but this does not in fact guarantee that they will land close to each other on the DZ.

Once the battalion command set has opened up, the problem is for each operator with a set to find the officer for whom he is to operate. This is done to a set drill but, of course, takes time to carry out in pitch dark. For example, while this is going on,



Above: A Javelin-style boat emerges from the mould.

Below: Let battle commence. Blake and Scott come to grips on the chess board.



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# PARACHUTE BATTALION

## (JAVELIN TROOP)

drivers and spare operators are hard at work preparing the vehicles which have been parachuted, for normal use once more.

It must be explained that a Land Rover FFR, having been parachuted, is not available as a radio station until a considerable amount of work has been put into it. However, it can be driven within seconds of landing so, if necessary, the manpack operator can merely sit on the back with his manpack set until such time when he can properly rig his vehicle radios.

At this stage we can examine just how the three FFR Land Rovers used by parachute battalions may be employed. These three vehicles are normally, allocated to the following 'appointments': Commanding Officer's Rover, towing a half-ton trailer loaded with spare signal stores; Adjutant's Command vehicle towing the Command Post trailer; Signal Officer's vehicle towing the R. Signals rear back to Brigade detachment in a C11/R210 trailer. Into each of these three vehicles are fitted, or it is planned to fit, depending on which of the three parachute battalions is under discussion, the following radios: the SR C13, the SR C42 and the SR B47. These three sets are interconnected by harness and broadcast both manual and automatic is possible. All sets are 24-volt and draw power from the Land Rover engine. However, one bank of batteries is carried for emergency operation, connected in parallel with the engine.

As it happens these three identical set ups in each of the three vehicles is used in three different ways, but the case of the Commanding Officer's Rover only is quoted to give an example of the amount of flexibility possible. In this case the radios work as follows:

- (a) The SR C13, this being the HF set, is used to work either direct onto the Brigade Command Net, or onto the Guards Independent Company (operating in Ferret scout cars) net or on to battalion HF net, if one exists.
- (b) The SR C42 is used to work to the battalion VHF Command Net, while the Commanding Officer is vehicle borne. If, however, the CO should require to walk a change to the manpack A41 is made necessary.
- (c) The SR B47 is used to provide a stand-by vehicle VHF set and also to help provide the special facilities required by the CO if manpacking the A41.

In these circumstances the A41 may prove to be inadequate and the procedure used then is to work the A41 with the CO to the B47 in the vehicle, on a private frequency and to broadcast this signal over the C42 which has remained open on the battalion VHF Command Net. Thus the manpack station

retains, in effect, the highpower output of the vehicle C42. The signal from the A41 can also be revitalised through the C13 and thus on on to any HF net, which includes therefore, the possibility of a skywave link.

Thus it is quite possible for the CO, using his manpack A41, to speak direct to the Brigade Commander, who may be many miles away. It should be appreciated that many other combinations are possible with this range of equipment giving, with just three vehicles mentioned, a large flexibility potential.

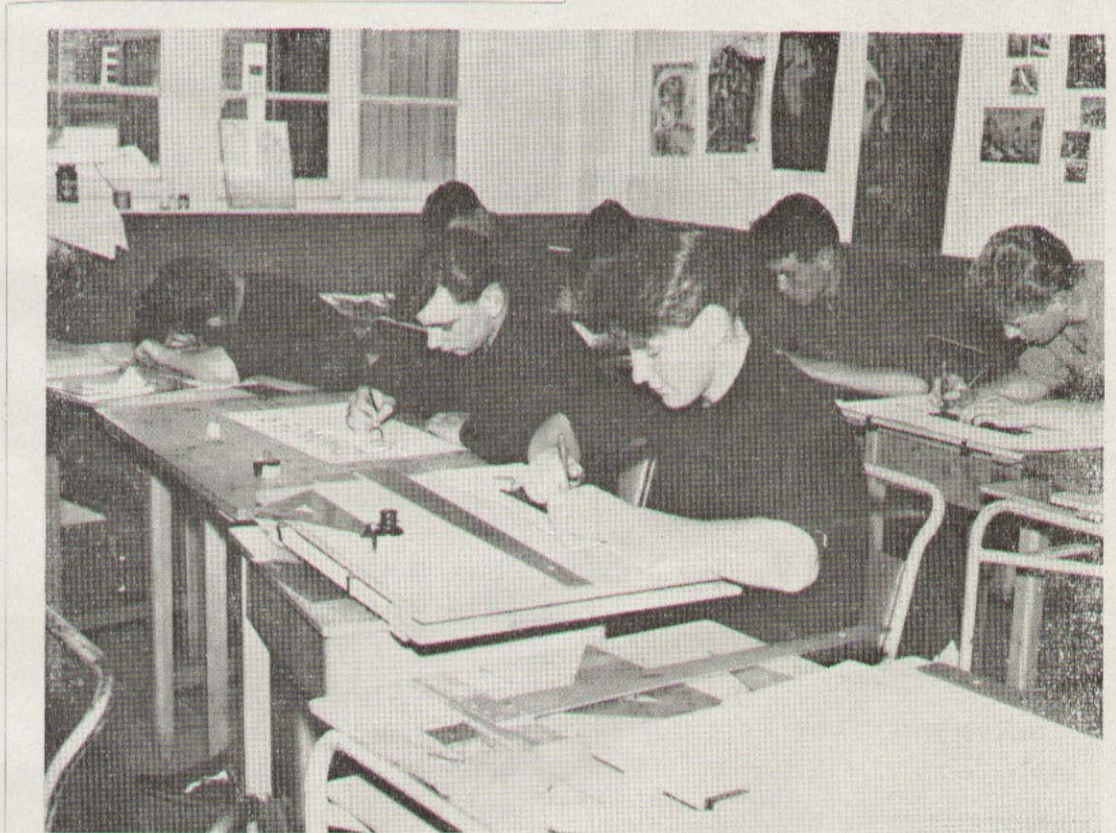
The three radio vehicles are also fully exploited in that when they are static their engines are tapped to charge the 12-volt 22 AHC batteries used by the 62 sets and also to provide command post lighting. This has been found to be more effective than the 300-watt charging set.

In conclusion, it is emphasised that parachute battalions make their communications work not only by the ingenious use of equipment and full exploitation of vehicles, but also by a high standard of equipment maintenance in the field coupled with operators being thoroughly trained.



Above: J/Sig. Blondie Blackmore smashes a winner.

Below: Some very fine art work is produced by Javelin Troop (see also page 2).



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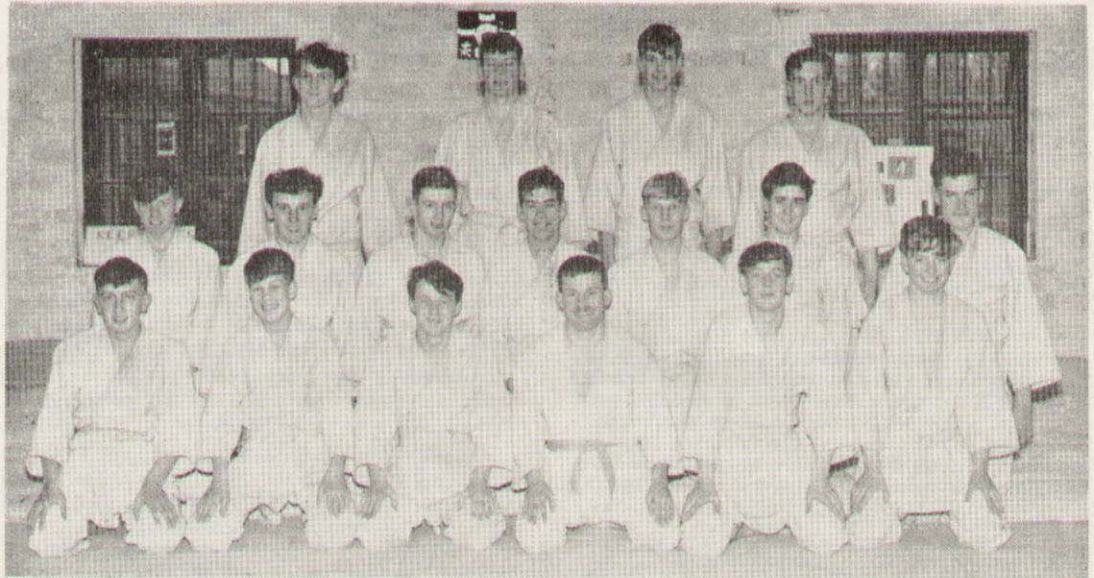
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## JUDO

I am a member of the Regimental Judo Club, which has in all about twenty members. The Instructor is Sergeant Leslie, who is a green belt. We also have an orange belt, four yellow belts and about twelve white belts, as well as a number of beginners who are as yet ungraded.

In November we hope to enter the Army Junior Championships, but before that we have another grading. A grading means that those members who wish to progress through the range of belts are tested in knowledge of throws, Japanese names and, on top of this,

take part in a number of contests. We have a boxing ring which we use as a mat at the moment but we hope to get a new and genuine Judo mat very soon.

The last grading Sergeant Leslie went on he was unfortunate enough to break his arm and therefore he cannot come on the mat as yet. This means that we have to practise on our own. We have a good club and hope to build up a reputation in the world of Judo in the Army.

J/Sig. JOYNES.

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The Regimental Pipers on the Hoe during Plymouth Army Week.

Photo by Sgt. Stockham.

Dear Editor,

Although I have revisited Denbury since I left Francisca Troop in January, I thought that some of your readers may be wondering how I am getting on.

I am at present one-third of the way through the Pilot's Course here at the Army Air Corps Centre, having just qualified to fly Chipmunk aircraft in 60 flying hours.

The Chipmunk is only a trainer, and would not normally be used in service flying, but it has many creditable features. For example, it is fully aerobatic and is cleared for spinning, which one has to practice. The normal aerobatics taught are the loop, barrel roll, stall turn, steep and maximum rate turn.

The working day consists of four or five periods at Ground School and the remainder of the day flying. The ground subjects are Navigation, Meteorology, Principles of Flight, Engines, Aircraft and AVF Recognition, and Airmanship.

After a written examination set by the R.A.F. I shall pass on to the second part of the course, Elementary Helicopters.

It is an intensive course but, without doubt, the best

in the Army.

If anyone is keen to become a pilot, there is plenty of preparation to be done before applying for selection. One should have at least reached the standards given in A.C.I. 370/61, and preferably above. For successful applicants, it is then plain hard work, but well worth the effort.

The Corps will soon have its own flights, and will need plenty of Royal Signals pilots to man them. If anyone is interested, work for the qualifications now and, remember, you can get a lot out of this course, and will then be able to give more to the Corps.

I hope to continue to revisit Denbury from time to time, and will be pleased to advise anyone who wishes to become a Corps pilot.

Please convey my best wishes to all at Denbury.

TONY MARKHAM.

Sgt's Mess, A.A.C.C.,  
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## JAVELIN TROOP and 22nd SIGNAL REGIMENT

One of the very few regiments which has been in Germany since the end of the war is 22 Signal Regiment, the Thrusters, now the 1 (BR) Corps Radio Communications' Regiment. Commanded by Lt.-Col. A. R. Wythe, the Regiment has a history which starts with its foundation in 1914. It was called 22nd Divisional Signal Company and was part of the Signal Services of the Royal Engineers. Before disbandment in 1919 the unit served in France and Salonika and its means of communications included pigeons.

The seeds of the present-day Regiment were re-awakened in Wales in 1943 and the reformed unit was called 11 Air Formation Signal Regiment. From its birth, until its change of name, this unit served with the Royal Air Force and was responsible for field to field communications and the complicated communications within each air station for which it was responsible. At the end of the war the Regiment moved to Celle and continued its RAF communications role. In 1948 the Regimental Headquarters was at Buckeburg and the sub units were spread all over Germany; the area for which the Regiment was responsible stretched from Berlin, westwards to Sylt and as far south as Austria and Southern France.

The most eventful and hectic period of the after-war years was the part the Regiment played in the Berlin air-lift; throughout the operation the Regiment was working to full capacity.

In 1951, when the RAF in Germany became known as 2nd Tactical Air Force, the Regiment was still working at air fields. In December 1959, the role of the Regiment was changed from Air Formation Signals to that of a Corps Signal Regiment (Radio) and it was re-named 22nd Corps Signal Regiment. It moved to share barracks with 49 Fd. Regt. RA—then known as 41 Fd. Regt. RA, in Lippstadt.

The following year, 1960, was a busy year and it was not until the autumn that the Regiment was complete. During the spring and summer 1 and 2 and 244 Air Support Squadrons joined the unit and such important details as the Officers' and Sergeants' Messes were completed. By autumn the Regiment was "fit" and was honoured by a visit by Her Royal Highness the Princess Royal accompanied by Maj.-Gen. Morrison, C.B.E. In December, Lt.-Gen. Sir Charles Jones, K.C.B., C.B.E., M.C., Commander 1 (BR) Corps, visited the Regiment and was shown round by Lt.-Col. Knowles who commanded at that time.

Being a Corps Unit the Regiment find that they work harder than many other units. Whenever there is an exercise the Regiment, or a sub unit of it, is "in the field" and during the exercise season this means that officers and men have little time to spare.

Javelin Troop is affiliated to 22nd Regiment, and the Regiment has presented the Troop with two shields and a Troop pennant. In addition, 22nd has presented the Junior Leaders' Regiment with a banner.

22nd looks forward to close liaison with Javelin Troop.

### MEET SOME OF JAVELIN TROOP

*First on the list is Captain Field,  
From the last Ten Tors he has not healed,  
His latest craze is aeroplanes,  
With loop-de-loops through window panes.  
Our troop sergeant's name is Jones,  
He does his drill in loud deep tones,  
When taking drill he sweats on dressing,  
We leave the square—Oh! What a blessing!  
Our boy troop sergeant "Super Nose,"  
Flaps and flaps like a flight of crows,  
Parade at eight, we're out at seven,  
His voice is heard all over Devon.  
A local lance-jack, Scott, comes after,  
He's always gay and filled with laughter,  
His singing beats against the brain,  
So we shout "Stop! You'll drive us insane."  
Next on the list comes our mate Al,  
He's our cook but still our pal,  
He sits on his bed all quiet and shy,  
But with the girls, Oh my! Oh my!  
Our mate Pete is always there,  
Tall and skinny, fuzzy hair,  
Upon his bed he'll lie all day,  
Dreaming of next Saturday.  
The hiker of the troop is Blake,  
His favourite food is cherry cake,  
He romps across the moor with glee,  
Looking for a cherry tree.  
The comedian of the troop is Cloake,  
He's always there to crack a joke,  
But when he has to sweep the floor,  
He hides behind a locker door.  
Next on the list comes cheese man Zeke,  
He's tall and thin, pale and weak,  
On seeing cheese he jumps for joy,  
And shouts "Oh boy! Oh boy! Oh boy!"  
The singer of the troop is Jeff,  
He cannot sing and is tone deaf,  
His only assets are his lips,  
Which he pins together with cycle clips.  
The bravest of the troop is Howard,  
In point of fact he is a coward,  
His clothes are rather 'with it' now,  
And when in town the girls say "Wow".  
Now comes Joyne's the talking man,  
His new nickname is Pirate Dan,  
When doing judo he's not bad,  
But he's only a white belt, so terribly sad.  
The athlete of the troop is Glen,  
He's the fittest of the 'G' troop men,  
From Yorkshire to Durham he said he once ran,  
And he's commonly known as the "slag heap man!"  
You all know Sas, he's been to Wales,  
He'll drive you mad with all his tales,  
When chatting girls he's never slow,  
He's like the Beatles, all go man go.  
Next we have young Willie Leaman,  
Who thinks he is the troop's great he-man.  
Not only is his strength in vain,  
Right in the neck he gives us pain.  
We've finished off this Hall of Fame,  
As Shakespeare said, "What's in a name?"  
Our motto is, "We shall not yield,  
To Sergeant Jones nor Captain Field."*

E. SMITH.

*On behalf of my wife and myself we would like to convey our sincere thanks and appreciation for what you have done for our son. Now that he is in man's service we are quite sure he will remember Denbury camp in years to come and we will too.*

*Many thanks for his reports which we looked forward to at the end of each term.*

*To Javelin Troop Officers and N.C.O's, to the ones he looked up to for guidance in all his work and comfort, a Mum's and a Dad's thanks.*

*All good wishes to you and all your staff.*

*Yours sincerely,*

"A PARENT"

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### SHARK FISHING WITH JAVELIN TROOP

Of the many activities in Devon, Javelin Troop seems to have taken part in the lot. One of those which stick in my mind the most is the day one particular boat owner dared to let us hire his boat and go shark fishing at Torquay.

A few minutes later a few of the hardier members of the Troop, including myself (a'hem!) came out of the dustbins and various other hiding places to see what it was all about. After a few kindly words from Captain Field we decided he was on the level and we volunteered to go. Then came the facts of the matter. "It will cost you 15/-," we were told. Back into hiding, lads; but no! Mick Raybould had seen the light and was pleading with us to go. "Look, lad," he said "fifteen bob's worth of fags less a week won't kill you." All moist with tears by this great speech obviously thought up by a genius, we decided to cough up our money and go. Having arrived back from the pay office with our fifteen shilling casual, we paid up and were all set to go.

We booked a call for six o'clock on Sunday morning, an unearthly hour if ever there was one, but it had to be done. Sunday morning arrived with a bang. Sgt. Batten, the Troop sergeant, beat the early call bloke to the barrack room and we had to be content with his soft, gentle, howling voice to help raise us from our slumbers. Gregg Moger wanted to chicken out at the last minute because his bed was too warm but Sgt. Batten soon showed him the floor.

After dressing we trotted up to the cookhouse at 6.15 to have breakfast and draw haversack rations. What a cheery sight greeted us when we opened them; two hand grenades, one high explosive sandwich, a bar of chocolate, a treble twisted banana and a bit of cheese po . . . but we didn't argue, we could always use them as bait.

At 6.30 we made our way to the M.T. square to catch one of the Regiment's three-ton chariots. Moger had to be different from the rest of us. Instead wearing a blue balaclava, he turned up in a Robin Hood hat, and looked more like a twit than a shark fisher. When the truck arrived at the M.T. square we all had a go at frightening it away and, having to write off one three-tonner, we changed trucks and Sgt. Batten let the duty driver drive.

The truck reached Torquay in one piece and after grinding to a halt about half an inch from the quayside we jumped off. One of the first sights that met our eyes was this beautiful girl (I mean, shark fishing yacht). We immediately thought it was ours but we found out it wasn't. At that moment a bloke came up to us and told us that our boat was on the other side of the quay. We looked across and saw what looked like a cross between a rowing boat and a motor boat. "Do we wear life jackets?" we asked, because the old tub looked as if it would sink at any moment. We all rushed across and jumped aboard, taking care not to fall through the bottom.

After waiting for a while the crew came on board plus one woman. Our immediate reaction was that she was thrown in with the fare but she turned out to be one of the crew's wives.

After a few words from the skipper warning us not to wreck what was left of the boat, we cast off and headed for the open sea. We chugged out of Torquay harbour somewhere around nine o'clock and that got me worried because it was eight o'clock when we left the quayside. I think that explained why we were overtaken by two rowing boats.

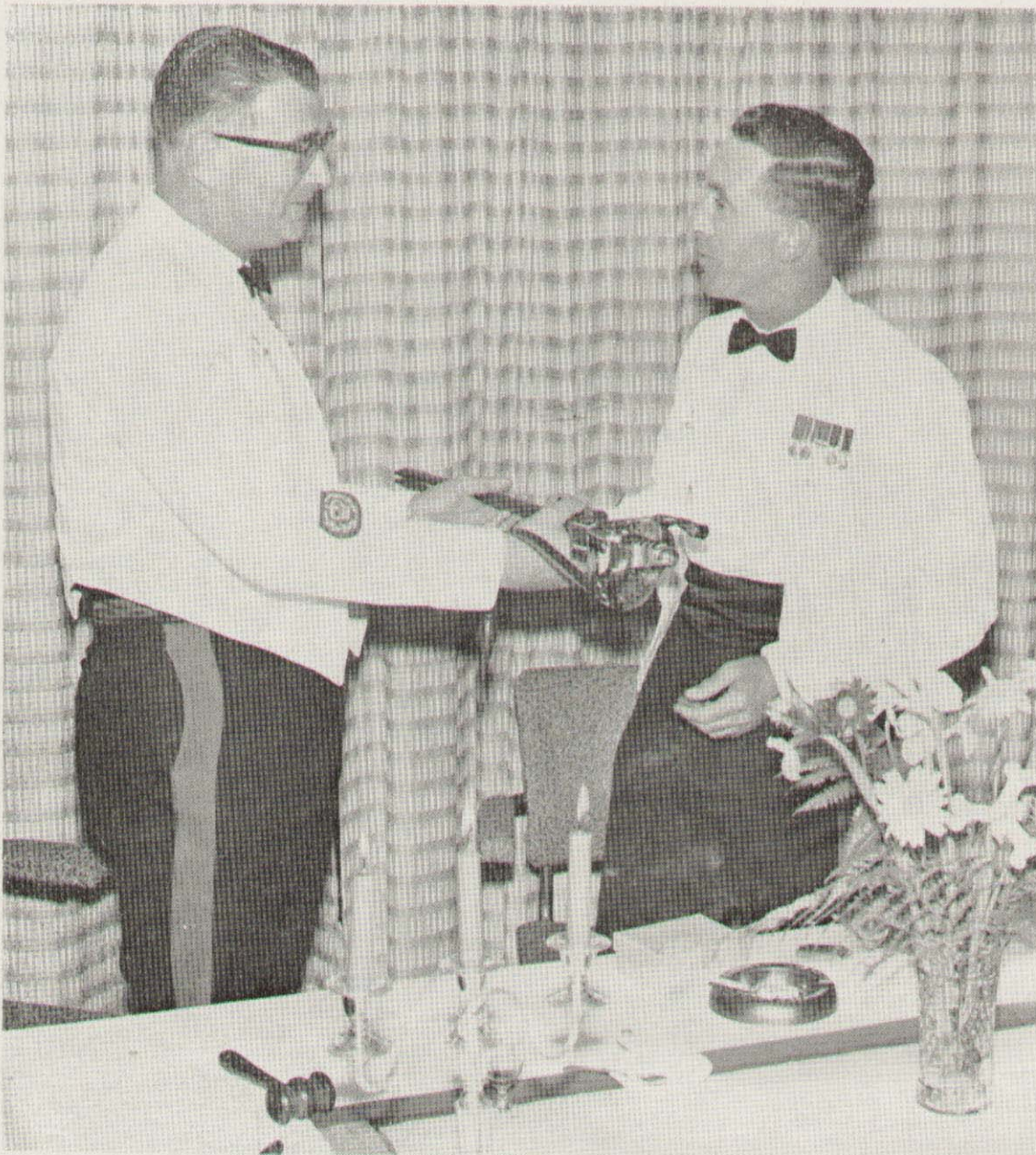
Having arrived at what seemed to be a good place for sharks, the old tub stopped her motors and we started straight away to sort out our lines and bait. "Throw your lines overboard," was the next order given, and Rob Young did just that, he threw his whole line over. "Diffi" one fishing rod.

The fishing went on pretty successfully but we didn't catch any big ones except for the few occasional sardines. Anyway it proved one thing, that fishing makes you thirsty so we stopped for about ten cups of tea each. After our small break we really caught the big ones; mackerels, thousands of them, but still no sharks. When the time came for use to pack up and go back to harbour we all felt pretty happy, killing off innocent seagulls by giving them our haversack rations and trying to throw each other overboard.

Torquay harbour came too soon and were were soon on dry land. Safe at last! We had to wait around for transport but it didn't prove too tedious because at that time all the girls were out in force and we tried to chat a couple up but they proved to be different from fish, because we couldn't catch them.

The transport arrived and we were soon on our way back to camp, thinking up tales of how Moger had dived in and caught a whale with his bare hands and how we had to throw back the sharks because they were too small. The trouble was that everybody seemed to have gone out and when they got back we just couldn't be bothered to tell them a pack of lies.

J/L/Cpl. GLENNON.



On Friday, 29th May, a Mess Dinner was held to 'Dine Out' Lt.-Col. A. Holifield, MC, and RSM D. Haughney on their departure from the Regiment. After an excellent dinner prepared by 'Q' Hales and Sgt. Wadley, ACC, two presentations were made on behalf of the Mess members. The first, by the RSM, was a silver cigarette box to Lt.-Col. Holifield and the second by the PMC to the RSM, of a sword.

After the customary speeches the members adjourned to the bar for the remainder of the evening's entertainment. RSM Haughney was duly "Court Martialled," charged with "Deserting to the enemy, i.e. The

W.O. II (Yeoman of Signals) J. Heard presents a sword to RSM Haughney.

Officers' Mess." After all the evidence had been heard, the Court President (SSM Stuckey) found the accused guilty and sentence was duly carried out.

On 19th June the Officers of the Regiment came to the Mess for a games night, which they managed to win, but it appears that they need more practice in the Boat Race.

Finally, we wish RSM Haughney every success in his new job as QM with 41 Signal Regiment TA, and welcome his successor, RSM Leeson, and trust that he will have an enjoyable stay with the Regiment.

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## ATHLETICS 1964

The athletics season at Denbury always has a fight for survival since Ten Tors not only takes priority within the Regiment, but claims amongst its teams the athletics team. However, after the last hikers have gone, we can start athletics on our "track." It was thus with a certain uneasiness that we entertained King Edward VI Grammar School from Totnes and Newton Abbot Grammar School for our first match of the season only ten days after Ten Tors.

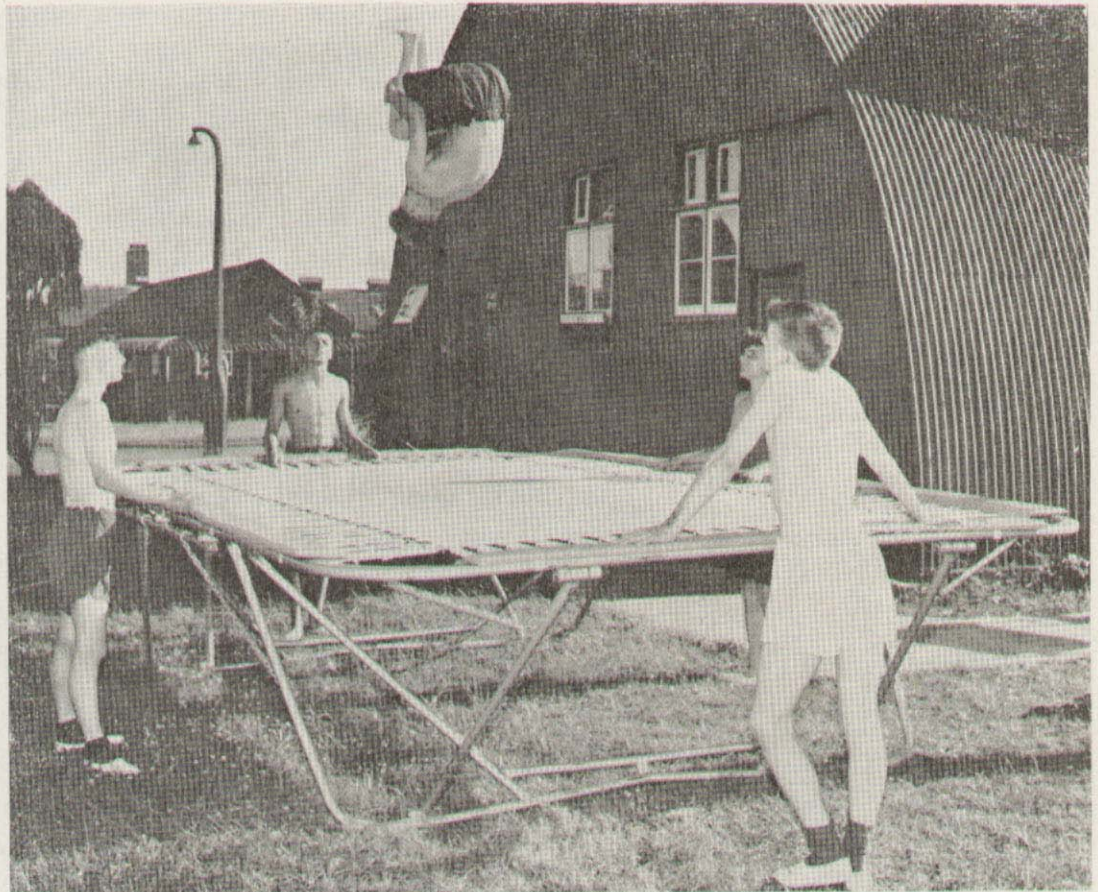
The meeting resulted in a win for Newton Abbot, who thus share two wins with Totnes to the Regiment's three in this meeting. There were few outstanding performances, but a race which held us gripping our seats was the Junior Mile, with J/Sig. Rees of Lion Troop, hanging on to the leaders for almost the whole distance and just getting the verdict at the tape. J/Sig. Drew won the Youth's mile, as was expected, since he has taken on the position of Regimental distance runner No. 1, but it was pleasing to see J/Sig. Temmen of Kohima Troop holding on right to the end and coming second. The only records broken were in the triple jump by both a Totnes and Newton Abbot competitor, and by J/L/Cpl. Parkin, of Romulus Troop who threw the Javelin 146 ft. 2 in. J/L/Cpl. Wile of Iron Troop won the youths' 440 yards in a slow time (for him) of 57.8 secs. Perhaps the best memory of this meeting was that the result depended on the last event, which is the right way to finish a meeting.

Soon after this meeting we all started the arduous work of producing a Regimental team, in a hurry, to compete in the Army Junior Team championships at Taunton, on Wednesday, 17th June. We had a small inter-squadron meeting in which the aim of the regiment was to run well and score points, but on no account must the Athletics Officer see the performance!

Luckily he did spot a few, such a J/L/Cpl. Hopkins, of Jerboa Troop, who ran a good 440 yards to win the Youths' race and J/Sig. Beresford, of Iron Troop, who cleared 5 ft. 1 in. in the high jump on a very cold and miserable night. J/Sig. Blackman came to the front with a jump of 18 ft. 2 in. in the long jump and revealing performances by others enabled the team to be selected for Taunton.

We all travelled to Taunton by coach with a large complement of spectators, which made a great deal of difference. We started on a high note as the 110-yard hurdles was a close race with the RASC only just getting the first place to our second. In the 110 relay we broke the meeting record with 47.1 secs. but were still beaten into second place by the Junior Guardsmen, a result which they later repeated in the 880 yards relay and 220 yards. In this last race we suffered a calamity as our third runner sped out of his box with no baton! Luckily he had enough sense to return to the box, collect the baton and the last two still managed to catch up one place.

The mile was a tactical victory for us, if not a technical one, since for three laps we dictated the race with Drew leading the field up to the last 220 yards; he finished 4th in the good time of 4 mins. 50 secs. with all the rest of the team under 5 minutes. All the time these track events were going on the pole vault and other field events were taking place. We managed equal second in the pole vault with both jumpers clearing 8 ft. 3 ins. J/Sgt. Mackie of White Spear Troop, our leading high jumper cleared 5 ft., while J/L/Cpl. Wile was putting the shot over 40 ft. to surprise the team captain, S/Sgt. Siggs, of Beau-fighter Troop. J/L/Cpl. Parkin once again broke the



Beginners learn the back somersault on the trampoline.

Photograph by Sgt. Stockham

Regimental record in the javelin with over 150 ft., while J/Sig. Knell, of Iron Troop, was far from disgraced with over 130 ft., a distance equalled by J/L/Cpl. Enoch, our leading discus thrower.

Back on the track the final event, four x 440 yards started in great excitement as a very close tussle took place lap by lap with the result very close: less than a second between all the first three after four laps! J/Sig. Lee, of Kukri Troop, just managed to hold on and win the event for us, after a very fine run by J/L/Cpl. Wills, of Beau-fighter Troop.

The meeting resulted in a win for the Junior Guardsmen with the RASC second, beating us by only 1½ points: we beat the RAC by over 30 points so were quite pleased to qualify for the finals at Aldershot.

We continued Regimental training and took on the Staff in an evening friendly match at camp. This would have been reasonable if the Staff had not had our selector on their side, who carefully split our best team so the Staff could win! The Staff team went off to Taunton and, much to the surprise of everybody, came equal second in the divisional championships. After that there was an evening for a few away at Exeter where the "local talent" was most exciting and were keen athletes! Certainly J/L/Cpl. Wile has never run faster, nor did J/L/Cpl. Orton, who came up against the county champion.

Back in the Regiment it was building up for the big meeting of the year, the Inter-Troop Athletics,

which was held in two parts: before the band went to Catterick and after it returned! It was an extremely exciting meeting on the finals' day, held in bright sunshine as three Troops battled it out for the lead. One has most Regimental athletes in it, one has as Troop officer the athletics officer and the last Troop's sergeant is the Regimental coach! It was not surprising that Kukri Troop won, but Iron and Kohima finished with equal points very close behind. Javelin Troop, with the help of two regimental sprinters, broke the record in both the 110 and 220 yards relays; in the latter both Kukri and Iron also broke the previous record. The best relay of the day was the four x 440 yards with the lead constantly changing and White Spear winning; the race best enjoyed was the mile, with Temmen hanging on to Drew all the way and almost getting the verdict. J/Sig. Blackman of White Swan assisted in breaking the record in the long jump, together with J/L/Cpl. Spencer. The triple jump was most exciting with the best jumpers all in the leading Troops, with only inches in the result; but this could not equal the quarter-inch split between Jerboa and Kohima Troops in the shot putt with over 61 ft. to the winning Troop's 68 ft. plus.

As we go to print the team is off on its last outing: to Aldershot to compete in the Army Junior Team Championships, where we hope to improve on last year's 6th position. Wherever we come we are sure to have a good time and give the Regiment a good name, with or without cups.



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