

JUNIOR

MERCURY

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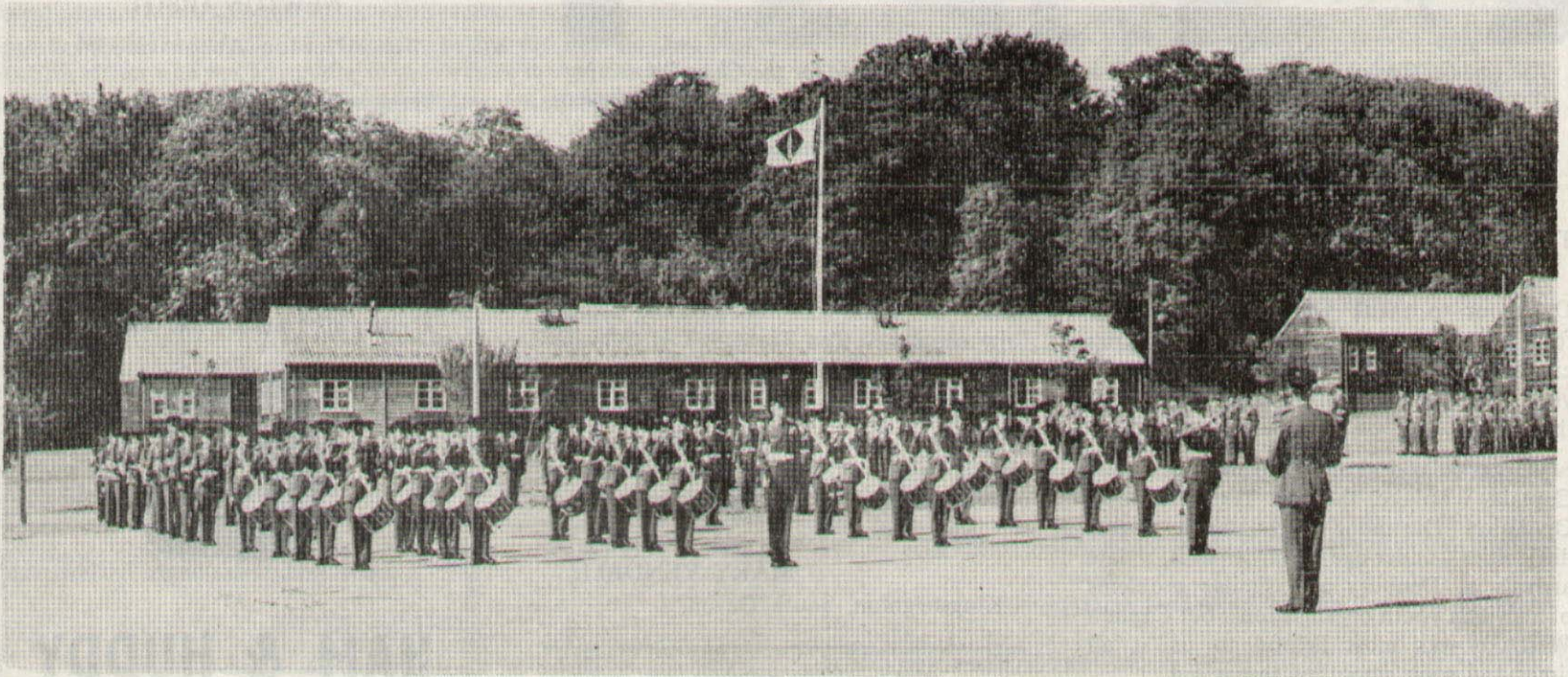
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The Journal of the Junior Leaders Regiment, Royal Signals, Denbury Camp, S. Devon

Bath Tattoo

A team of 80 Junior Leaders from Junior Squadron will be giving a display of Physical Training to music at the Bath Tattoo, over the period July 23rd-28th. The team will be marched into, and out of, the arena by the Regimental Corps of Drums.



THE REGIMENTAL CORPS OF DRUMS

by Sgt. Stockham

FRANCISCA TROOP ISSUE

At the end of last term a new Squadron was formed. This is the first issue devoted to a Troop of Montgomery Squadron. It is appropriate that it should be Francisca Troop, at present the senior troop in Montgomery Squadron.



The vast St. George and Dragon project in stained glass and concrete for the Chapel is nearing completion. Here we see Mr. Peter Tysoe working on a panel in his workshop. "Junior Mercury" congratulates Mr. Tysoe, on his election to the Council of the Devon Guild of Craftsmen and on his recent, very successful, exhibition at the Building Centre, London.

To Lieut. Col. A. Holifield, M.C.

SIR,—I am writing on behalf of Operation Dartmoor to thank you for allowing our four patrols to enter this year's Ten Tors expedition and to congratulate you and your staff on the superb organisation of this event.

In particular I should like to thank your Captain Westlake, the Ten Tors Secretary. Operation Dartmoor encountered several difficulties—under-age participants, late arrivals at Denbury and similar problems of a civilian youth organisation—but Captain Westlake was most helpful to us at all times and soon smoothed things out.

This was our third year with Ten Tors and already our members are looking forward to next year's expedition.

—Yours, etc.,

M. J. PASSMORE,

Instructor for Operation Dartmoor.

Dear Colonel Holifield,

I am writing on behalf of the Ashburton Girls "B" Team who took part and successfully completed Ten Tors 1963 at Whitsun.

My patrol and I would like to congratulate you on yet another well organised expedition. We would also like to thank all those concerned for their help and consideration which was appreciated.

—Yours, etc.,

MARY YENDELL,

Kingsteignton, South Devon.

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PLAIN SPEAKING

by The Commanding Officer

There is a story about a baby girl who one day uttered her very first word. Her mother, thrilled at the baby's efforts, called in the child's father and said "Just think, she's spoken her first word." "Yes," said the father, "and just think, from now on she'll never stop talking until she dies."

The point I want to make is that, whether we are talkative or reserved, all of us spend a great deal of our waking hours either talking or listening. We talk or listen far more often than we read or write and yet, incredible as it may seem, although we receive hours of instruction at school in reading and writing, normally we receive none at all in speaking. As a result many people speak so badly that even their fellow countrymen have difficulty in understanding them, and their choice and pronunciation of words is appalling. This presents a considerable problem in organisations such as the Army where members are drawn from all parts of the British Isles. It is of particular importance in Royal Signals where so often, either on the radio or telephone, messages have to be passed verbally. I remember during the war the case of a Scottish officer who was attempting to pass a voice message to a Cockney operator and having no success whatsoever. After ten minutes the Cockney

lad had a brainwave. He sent the cryptic message "Wait, will fetch interpreter" and put his relief operator Sandy McTaggart on the set, and the message was received in a flash!

I would not for one moment wish to condemn dialects—indeed they are an essential part of our British heritage. I do consider, however, that there is a need for Junior Leaders to use their period at DENBURY to lose their extremes of accent and to cultivate a more standardised pronunciation and vocabulary. At the same time Junior Leaders should try to improve their speech by discarding all unnecessary phrases. Remember that brevity and clarity form the basis of good spoken English. I once asked a Junior Leader if he liked Adventure Training. "Well," he replied "I sort of like it in a way you know. Yes, I think myself it's quite nice." What he meant was . . . "Yes."

Alan Holmes

In an interview with "Junior Mercury" the Commanding Officer made the following points:—

AIR CREW SELECTION

It is intended that suitable Junior Leaders from DENBURY will be given the opportunity of taking aircrew selection tests to determine their suitability for service as fixed wing and helicopter pilots in the Army Air Corps. Candidates passing the tests will be registered as potential pilots and will be called forward for pilot training later in their service. The basic requirements for aircrew are a high level of intelligence, a good knowledge of mathematics and general science, an understanding of mechanical matters and an ability to co-ordinate, brain, eye and limbs. In addition a very high medical standard is required.

TRADE BOARDS

Arrangements are in hand for a trade board to be assembled at DENBURY over the period July 10th, 11th and 12th. It is hoped that about 40 Junior Leaders will qualify as BIII Radio Operators or COMCEN operators. Those qualifying who are not nominated for continuation training at the Training Brigade Royal Signals will be posted direct to regular units from DENBURY, after leave.

CHAMPION SQUADRON TROPHY

The Officers Mess has recently purchased a large silver Bengal Tiger. The Tiger is being mounted on a wooden plinth and will be awarded each term to the Champion Squadron.

SUMMER CAMP

Plans for the summer camp at PENHALE are almost complete. Dates of the camp will be September 7th—15th inclusive. It is proposed that base camps for canoeing, sailing, rock-climbing and trekking will be established on Bodmin Moor and in the Falmouth Area.

RADIO DETACHMENTS

The 12 mobile radio stations, which have been authorised on the new establishment are expected to arrive at DENBURY in the next few weeks.

AMBULANCE

A new civilian type ambulance is being issued shortly to the Regiment to replace the existing heavy W.D. model.

The Sailing Club at Shaldon.

by LT. KNOWLES



FROM NEW ZEALAND

Dear Editor,

Now that we are settled, we should like to take this opportunity to accept Lt. Col. Holifield's invitation to write to the "Mercury" and let you know how we are faring.

After many enquiries we decided that it was impossible to "work your passage," especially to a place as distant as New Zealand, so to save time, if not money, we took flight with BOAC and landed in Auckland on Good Friday.

We stayed there a week deciding which part of the country offered the best prospects and then moved into this rapidly developing northern town. We worked in the forests for a fortnight and then, three weeks ago, by the grace of our bank manager and the help of his contacts, took over this small restaurant on the main street.

The proprietor, a proud old Yugoslav, said that he would give us a week's trial to see if we came up to his high standards of cooking, service and cleanliness, and agreed to sell to us on the second day.

So at present we are working a good hundred-hour week, own the oldest established restaurant in the town and are doing very well.

This is a wonderful country.

Our belated, but sincere thanks to Major Rogers and his staff, War Office and RAEC, for the grand send-off they gave us at the 'Jolly Sailor,' Ogwel, and to all who helped make our stay at Denbury a fine experience.—Yours, etc.,

JOHN HOPSON and GEOFF PILLING.

Marsden Cafe, Whangarei, Northland, New Zealand.



THE WILD WEST DANCE—STAMPEDE MUSIC BY THE "DOWNBEATS."

More pictures by J/Sig Woodford, page 11

THE FRANCISCAN BROTHERS

Six o'clock sharp and Captain Zodiac jumps for safety as the Troop rushes up to the counter and demands cheese-and-chutney rolls and hot-dogs "wiv." Mary begins pouring the tea. Bandy Russell and Morgan the Pirate happily lash the table-tennis ball all over the snooker table. Meanwhile, Tony Drewitt fascinated by this exciting match pours tomato ketchup on his roll, dips it in his tea and slowly pushes the cheese-chutney-ketchupy sodden mess into his left ear.

Francisca Troop has, of course, taken over the Church Army Hut because it is our nearest friendly neighbour. The response has been bright new lino and furniture and we very much appreciate the pleasant surroundings for our evening skoff. While anyone has a tanner and four big brown pennies for a cup of char and a cheese-and-chutney roll, the matey atmosphere of the Church Army Hut awaits.

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BANDY RUSSELL,
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REMINISCENCE OF TEN TORS—FRANCISCA PATROL

After some strenuous and vigorous training had been accomplished the troop "Ten Tors" team was finally selected. Members of the team included J/Cpl. Russ Russell, J/L/Cpl. Nobby Clark, Podge Baird, J/Sigs. Taff Buller, Sandy Wells, plus myself.

The great occasion dawned on us bringing blue skies and glorious sunshine. On arrival at Haytor the fanfare was sounded, followed by a speech and the Ten Tors prayer. The routes were handed out and we began to plot our course. Meanwhile Taff, who is a member of D/Yates' merry blowers had to perform a quick change from "scarlets" into Ten Tors clobber, during which time the remainder of the team made final adjustments to their boots and smallpicks. By half-past seven we were pounding along the road towards the moor. We followed the winding roads uphill and downhill until we reached the moor entry point at 0932 hrs. When our route card had been stamped we hastily made our way onto the moors.

Ninety minutes later we were at Fox Tor. A new bearing was taken and away we went to the second tor. The boys had not found their second breath, and progress became rather slow. Some distance to the left I noticed Beaufighter and Romulus Troops moving in single file. As the team passed the china clay works, we exchanged greetings with Quadrant Troop who had paused for a rest. The sun was beating down and my shirt was literally wringing with sweat. In attempting to avoid the hills we wandered slightly from the bearing which delayed our estimated schedule. Nevertheless the whole party checked in at Sharp Tor at three minutes to two. Leaving Sharp Tor we descended into a valley where we were relieved to see a stream flowing past a copse. Nearing the babbling brook we sank to the ground and spreadeagled ourselves on the grass too exhausted to speak. Realising that time was against us we had a quick refreshing mouth rinse and staggered to our feet. A short time later a steep slope confronted us and after the ascent the boys criticised and cursed the wretched thing for being in our way.

The pace became so slow that it wasn't until half past four when Trowlesworthy came into view. So far this stretch had been the most shattering of all and the first signs of fatigue and weariness were beginning to show amongst the patrol. Instead of attempting to reach Great Mis Tor before eight o'clock, a decision was made to camp below Gutter Tor near a stream on the border of the bivouac camping area. Our sleeping bags were unrolled and inserted into large polythene bags which served the purpose of groundsheets. Nobby attended to the cooking while the rest of us gathered ferns and bracken to insulate the sleeping bags from direct contact with the ground. After enjoying a delicious meal it was suggested that we should all have a mug of hot Bovril. Water was fetched while Nobby looked for the Bovril. We began to grow impatient just as Nobby glanced up at us and dismally said, "I can't find it." "What!" came a reply in chorus and a frantic search into every small pack was made. Finally we all came to the conclusion that "good old" Nobby had lost the Bovril somewhere between the last three tors. Cold cruel eyes glared at Nobby as he looked around trying desperately to think of a suitable excuse for we all knew that the Bovril was packed in his smallpack! Although we were all disappointed (as we were all Bovril addicts), we turned the incident into a joke. We were all snuggled into our sleeping bags before 2100 hours.

After an exceptionally comfortable night we rose at 0450 hours and cooked breakfast, which was very filling. By 0605 we were crowding around Sgt. Leslie's tent on Combeshead Tor. With the thought of a Ten Tors medal fixed in our minds, we spurred off towards F.E.P.1. It was still very early when we skirted across the lower slopes of North Hessary Tor, overlooking the track junction where the Final Entry Point was situated. The further we walked, the more enthusiastic the patrol became and at 0755 hours S.S.M. Stuckey welcomed us in at Great Mis Tor. After a quick

"swig" of water, we set off for Lydford Tor. A large mire kept our pace to a minimum and after fifty-four minutes walking from the previous check point, we arrived at Lydford. Spending only a few minutes for a short rest, we gathered our breath and sped off to Longford Tor which we reached in 20 minutes flat.

Sittaford Tor was next, and time was on our side. The sun had risen high in the sky and not a breath of air stirred the baking moorland. We stopped to soak our necks and faces in the East Dart River, then continued walking steadily until we eventually checked in at Sittaford. From here we made our way to the North Teign River, crossed it, checked our bearing and trekked uphill, heading for a gate in a stone wall; keeping a cairn to our right and descending slightly we saw Watern Tor. After the route card was stamped we relaxed and ate the last of our food.

At 1220 hours we left Watern Torland descended into a gully where we passed Beaufighter and Romulus Troops who were having a "brew-up." Then we began a gradual ascent to Hangingstone Hill where we stumbled into a team which appeared to be lost. They watched us take a bearing and waited until we started walking before tagging on behind. Thirty minutes later we walked into the letter box at Cranmere Pool, where we rested for several minutes. Every time we stopped for a rest or drink the "Brylcream" boys did the same, making sure to keep about twenty yards away! It was obvious that they were following and every so often we would call to them "Hold it, fellows, we're stopping here for a rest," or "Ready boys, we're going now."

At last Hare Tor came into sight and realising how close we were to success, a wave of excitement and determination gripped us. With the last tor in sight our confidence began to strengthen, but the distance was extremely deceptive due to the many valleys. Gradually Hare Tor grew and grew; as it did, our pace quickened.

(Continued on Page 11)

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inspect J/Sig. Aggrel's carving of a ferret in
the company of the Director of Army Education.

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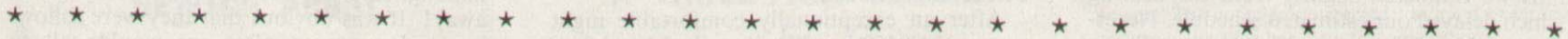
How to get a Francisca Tattoo!

BY

FRANCISCA!



L/C. Blakeney and Corporal Russell enjoy a Sunday swim.



THE FRANCISCANS

St. Francis loves all God's creatures and all God's creatures are we.

First, number one you might say, is Captain "Sooty" Colman, Chief of the Franciscans. Our drilling is either extremely good and therefore needs no correcting or (which is more like it) so bad that our Number One must, in horror turn his back and practice his cricket shots on the square.

If, on walking around Franciscan Troop lines you see a thin-faced crop-haired character shuffling his sandals, dressed in a long rusty cassock, counting his beads,

then you have met "Monk" Helliwell. Christened by SSM. Hammerton, "Monk" can often be seen at 1030 walking up to toll the angelus in time for NAAFI break.

Of course, round about any nosh time "Bubble" was very much in evidence tucking in to the odd half-dozen pasties followed by a vat of stew and a couple of syrup duffs. But alas, only "Squeak," J/Sig. Gough, remains with us. He used to be seen as a tuft of hair appearing over the top of "Bubbles'" quart tea mug but now is recognised by being the only walking beret at Denbury.

Then there is "Happy" Taylor, who has never ever been on time for Education, "Chimp" who lives on bananas, "Honk" "General" Emmot of Waterloo and Blenheim, "Bandy" Russell of Epsom and Newmarket fame, "Penguin" Telford, and many, many more.

We all know that when Sgt. Tony Markham wags his head his beret takes flight, and I would say to him in closing: "Bags of ompittypoo with the regulation pause of 2-3."

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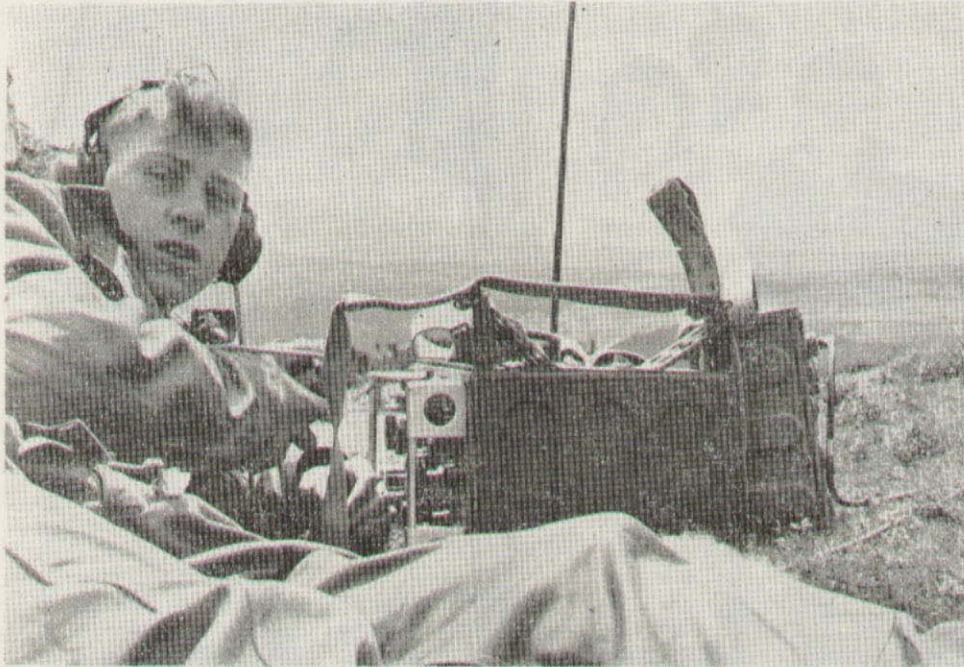
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J/Sig. Philip Kirk on confidence training.



From left: J/L/C. Happy Taylor, J/Sigs. George Morris, Phil Kirk, Trev Borck, Brummy Underhill, Sgt. Markham, J/Sig. Smiler Wells.



J/Sig. Ginge Peters of St. Ives, the Troop's star hockey player.

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“A SCHOONER VOYAGE FROM THE EAST”

A THREE-PART SERIAL
by
LT. MIKE BYGRAVE

This is the story of a voyage from Singapore to Malta in a small sailing vessel. The “Taurua” (Polynesian for “Morning Star”) is a gaff rigged schooner. She left Singapore for the South Coast of France skippered by Major L. D. Line and with a crew of four: Lieut. Mike Bygrave (mate), S/Sgt. Fred Orr, Leading Aircraftsman Dick Leston, and Miss Patsy Gaze.

Having tackled the treacherous Sunda Straits, “Taurua” sailed past the volcanic island of Krakatoa into the open sea. After 38 days of sailing and 3,500 miles, Mahe—principal island of the Seychelles—was spotted. “Taurua” berthed at Port Victoria.

PART 2— IN THE DOLDRUMS!

The next morning we moved the ship to a quieter mooring where we made her safe. This operation complete, the skipper and I were strolling along the quay when we heard the hooter sounding on the customs building, heralding a ship entering harbour. Looking out to sea we saw a pretty white ketch flying the USA Yacht ensign coming into harbour under power. The coincidence seemed too good to be true and we waited for her crew to come ashore.

The skipper, an American called Bob, was sailing round the world going Westabout, and he had picked up his present crew in New Zealand. The two boys, Harry and Jim, were aiming for England and the girl cook, Camille, was heading for Europe, and then England. We chummed up quickly with the crew of “Svea” and soon talk of a race to Aden was in the air. The competitive spirit was soon dampened when we remembered that there would be the Doldrums to cross, with two or three hundred miles of no wind. “Svea” had a more powerful engine than “Taurua.”

After ten days in these tropical islands of delight, with technicolor sunsets even MGM could not rival, we were ready. We had our steering gear in order, the engine running, and we were ready for the sea. For the last night we motored “Taurua” and “Svea” around the island and anchored off the hotel, where Geary had laid on a dinner party for both crews.

We watered ship next morning, and sailed that afternoon. We still had about 400 miles of Ocean left before the Trade Winds died and we ran into the

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Doldrums. "Svea" sailed away from us that first night and we did not see her for two days. It was our policy to always have a quiet first night at sea, and so we had little sail set. The next day we set every stitch of canvas possible, which amounted to 2000 square feet, and began to crack on at seven knots. On the fourth day out we sighted "Svea" at dawn, and had caught her by midday. She was wearing "twins" only. By now the wind was falling, and we knew that there would be little more sailing until we were North of the Equator again.

"Svea" became impatient by the end of the day, and Bob roared past us under the power of his diesel motor, shouting that he would like to see the Pyramids in Egypt before they had crumbled away. This was the last we were to see of them until Aden.

The following night the winds failed and we were in a glassy sea. We dropped all sail, and slept until daylight. When we awoke we found ourselves surrounded by friendly porpoise and spent a few hours playing with them. By mid morning a gentle breeze had got up, and we were under way again, with porpoise criss-crossing our bows with the precision of a Display team. We left them that afternoon, and set a course for Africa. The wind was short lived, and we were soon using the motor.

The African coast was sighted just a week out from Mahe. We then set a course Northwards for Cape Guardafui, the Horn of Africa, where we turn Westwards for Aden. We rounded the Cape two days later, and a fair breeze again appeared, and set us on our way to Aden. Once again engine failure was discovered, this time because of burnt-out exhaust valves. However, the wind remained fair for the passage up the Gulf of Aden. Ships became more frequent now, as over a thousand of them use the port of Aden each month.

We entered Aden harbour just 14 days after leaving Mahe, and to our delight were allotted a berth alongside "Svea" on the Admiralty jetty. We soon made friends with the Officers and men of HMS "Chilcompton" a minesweeper of the 9th Squadron. They offered us baths, shower and hospitality that we were able to return in only the smallest degree. The Army too, looked after us well, and our stay in Aden was marred only by the sickness of Fred.

Some six hours before we were due to leave Aden, Fred was taken ill with blood poisoning. This was a blow, as "Svea" had left the previous day and we did not want to leave Fred behind. We decided to wait and a week later Fred was released from the RAF sick bay. We set sail once again within hours of having Fred aboard.

We sailed into a fair breeze, which by next morning was building up into what appeared to be a gale.

Again the wind was astern, and with only one twin set we made seven knots up the Rea Sea. In four days we covered 600 miles, and were North of Port Sudan before our wind failed. We should now meet the prevailing North Westerly head winds, but to our surprise there was no wind at all. The sea was absolutely calm. We began motoring, and for the next nine days we managed only a few hours of sailing. We motored on up the Red Sea and into the Gulf of Suez. We reached Port Suez after leaving Aden 13 days previously. "Svea" was anchored at the entrance to the Suez Canal having been there only three days. We had made up four days on her in a fortnight, and claimed this as proof that we had the faster ship.

The next leg of the voyage was to be the 87 miles of the Suez Canal to Port Said. The regulations governing a passage of the Canal are very strict, and no vessel may proceed during the hours of darkness unless it can carry a searchlight capable of illuminating both banks for a distance of over 1000 yards ahead. This would have been impossible for a boat as small as ours, and so we had to spend a night at anchor in Ismailia.

The larger ships proceed in the canal at 7½ knots and convoys pass in the Bitter Lakes about 30 miles North of Port Suez, and in a special passing cut of the canal about 25 miles South of Port Said. As we were unable to proceed as fast as the steamers, we set off at the end of a North bound convoy at 9 a.m. one morning. Vessels under 100 feet in length carry an unqualified pilot, called a "patron." Our "patron," whose name was Mahmud, had 12 months previously piloted Wander III with Eric Hiscock of BBC TV's "Adventure" fame. Mahmud took us as far as Ismailia where we spent the night anchored off the Suez Canal Yacht Club in Lake Timsah. The next day a second patron took us on to Port Said where we ran into Egyptian officialdom at its worst. Here we had a policeman permanently stationed on board, and two coastguards, who tied their little boat alongside and begged cigarettes from us all day. We were warned by our shipping agent not to talk about Israel, and if any of us had ever been there not to let the authorities know. We were checked by the Army and the Police, and also the Customs. We quickly completed our routine maintenance and left for the freedom of the open sea. Malta was to be our destination.

**PART 3—
MALTA—AND THE
CHRISTMAS GALES!**

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THE DRUM MAJOR'S REVENGE



GCE EXAM

Candidates for this examination have no longer to sit at Taunton. Denbury Camp is now an Examination Centre for the Cambridge GCE Examination, and 40 candidates have just completed the June/July question papers. They had the following choice of subjects: Mathematics, Physics, General Science, Geometrical and Mechanical Drawing, World Affairs, English, French, German.

INTER EXAM

It is now unnecessary to pass both English and Mathematics at the same Intermediate Examination. From next term, the General Paper will be split into the new "Background to Current Affairs" paper and the General Science paper.

HISTORY

* CORPS OF DRUMS ROYAL SIGNALS

The Corps of Drums were re-formed in 1955 with nine members but soon gained popularity and rocketed to fifty; the present strength is ninety. All drummers are volunteers and few have any musical knowledge at all. We also have a file of Pipers bearing the crests of the local towns and the Royal Banner presented by H.R.H. The Princess Royal, Colonel-in-Chief, Royal Signals.

The drummers were kitted out with Scarlet Tunics and the latest rod tension drums in 1960 and are the only Junior Leaders Regiment to be so equipped.

We have been honoured to play for H.R.H. The Princess Royal and H.M. Queen Juliana of the Netherlands in Nijmegen, and many fetes in Devon, Somerset and Gloucester.

The Corps of Drums came third in the All Army Junior Leaders' Bands in 1961, and hope to attain a first before long.

As a point of interest somewhere in the world there are over seven hundred ex-band boys from Denbury.

It is hoped that next year the drums will appear in the Royal Tournament "Beating Retreat."

Our Fanfare Trumpeters have for the last five years sounded Fanfares for Her Majesty's Judges at Exeter Assizes. The Regimental Corps of Drums appears by kind permission of Lt. Col. A. Holifield, MC, Royal Signals, under the direction of Drum Major A. J. Yates, BEM. "Drums"

FROM "SCREW-GUNS"

Smokin' my pipe on the mountings, sniffin'
the mornin' cool,
I walks in my old brown gaiters along o' my
old brown mule.
With seventy gunners be'ind me, an' never a
beggar forgets,
It's only the pick of the Army that handles the
dear little pets—

For you all love the Screw-guns—the Screw-
guns thay all love you!
So when we call round with a few guns, o'
course you'll know what to do—
Just send in your Chief an' surrender—it's
worse if you fights or you runs;
You can go where you please, you can skid up
the trees, but you can't get away from the
guns!

(Rudyard Kipling 1865-1936).

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Francisca Ten Tors Team

REMINISCENCE OF TEN TORS

(Continued from Page Three)

One could sense the real pleasure and purpose of Ten Tors at this stage and all those "bad moments" and "ill feelings," which were constantly mingling within the patrol during the first few hours of the expedition, disappeared. Only half a mile to go, the time nearly three o'clock. We clambered up the final slope and approached Hare Tor faster than ever and then our

boots clashed with rock—we were on the tor. Our card was stamped while our eyes scanned Willsworthy. Minutes later we were jogging down towards the fluttering flags, skipping the small rocks which lay in our path. All our worries and problems faded away as we had our moments of glory. As we stepped under the "Finish" flag, we were overwhelmed with pride, something had been achieved and once again Francisca was in the picture.

J/Sgt. EMMOTT.



Left: Kohima Pete collects a willing scalp. Below: Squaw Black-eyed Susan twists around the totem.



**ODEON
NEWTON ABBOT**

Thursday, July 11 for seven days
Glenn Ford Hope Lange Charles Boyer

All this and Money too

(A) Technicolor Panavision
1.55 5.15 8.35 (Sunday 4.30 7.40)
Ronald Howard June Thorburn
THE SPANISH SWORD
(U)
3.50 7.10 (Sunday 3.15 6.25)

Thursday, July 18, for seven days
A Great Walt Disney Programme
Brian Keith Tommy Kirk Kevin Corcoran

SAVAGE SAM

(U) Technicolor
1.35 5.10 8.50 (Sunday 4.45 8.10)
Jean-Pierre Aumont Herbert Lom
THE HORSE WITHOUT A HEAD
(U) Technicolor
3.20 7.00 (Sunday 3.15 6.35)

Thursday, July 25, for seven days
Dirk Bogarde James Robertson Justice
DOCTOR IN DISTRESS

the latest "Doctor" comedy in Colour (A)
2.50 5.50 8.50 (Sunday 4.50 7.50)
Edgar Wallace's
THE 20,000 KISS
(U)
1.35 4.30 7.30 (Sunday 3.30 6.30)

Thursday, August 1, for seven days

**WALT DISNEY AGAIN
HAYLEY MILLS radiant in
SUMMER MAGIC**

(U) Technicolor
Burl Ives Dorothy McGuire
1.35 5.05 8.35 (Sunday 4.45 8.10)
Jack Carson
SAMMY THE 'WAY OUT' SEAL
(U) Technicolor
3.25 7.00 (Sunday 3.15 6.40)

Circumstances may necessitate alterations to these programmes.

We have special **MORNING MATINEES** for Boys and Girls each Tuesday commencing July 30 until September 3. Doors Open 9.30 a.m. These are in addition to our normal Saturday morning Club performances when Doors Open also at 9.30 a.m.

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★ SWIMMING ★



SWIMMING CLUB

The emphasis during this term has been on Water Polo. Our main aim has been to produce a good Junior Water Polo side with the Army Junior Water Polo Championships in mind.

After several enjoyable practices with the staff team and the Newton Abbot club side, the team under the captaincy of J/SSM. Clifton travelled to Taunton to play the Junior Leaders RASC in the first round of the Championship. Although the team acquitted themselves well they lost to a much stronger side, 13-1; this unexpected total was due to the mature play of the RASC's side's captain and centre-half, a full Army player. On the credit side outstanding games were played by J/L/Cpl. Campbell in goal and J/Sig. Bowers, a new-comer, at centre-half.

The Regiment was represented by J/SSM. Clifton, J/LCpl. Campbell, J/Sig. Smith 958, J/Sig. Bowers, J/Sig. Regan, J/Sig. Robertson, J/LCpl. Sharpe, J/Cpl. Cooper, J/Sig. Daly and J/Sig. Bracken.

Left: The first method of rescue.

Centre: Inspiration: The operator expands the patient's lungs.

Right: Expiration: The operator forces the air out of the patient's lungs.

The more recent "mouth-to-mouth" method of resuscitation is also taught.

(All pictures by Francisca Troop)

The combined Staff/Junior side programme has been interrupted due to the unexpected closure of the Torquay Baths in the middle of the term. This has meant the cancellation of several games arranged with local clubs.

On July 5th the Regiment defend the 43 Div/Dist Championship at Taunton. Success will again mean a trip to Aldershot to play in the Southern Command Championships.

LIFE-SAVING

After the success of the Life-Saving group of the spring term it is intended to offer training for the Bronze Medallion of the Royal Life Saving Society as a hobby next term. This will take place during hobby time on a Monday and Tuesday evening. Training will take place on one or other of these evenings at the Torquay Baths.

D.L.

FRANCISCAN LIFE SAVERS

During the opening weeks of last term, a Life Saving Club was formed under the guidance and instruction of Lt. Lang.

Francisca being one of those troops always willing to have a bash at almost anything took an admirable interest in the proceedings with the result of several enthusiastic Franciscans appearing in the clubroom requesting to be members of the hobby. Classes assembled once a week to learn the land-drill movements and basic theory. The group's progress was excellent and club members took a serious and diligent interest in this healthy strenuous activity. Regular visits were made to the Torquay swimming baths where we could put our land drill into action.

Our knowledge of releases, rescues and resuscitation increased bringing us nearer to the final examination. Naturally the Franciscans were amongst those who qualified for the Intermediate Certificate and Bronze Medal.

Two members of the troop will be taking the R.L.S.S. 'Award of Merit' in the very near future. J/Sgt. EMMOTT.



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FISHING AND SHOOTING

B.S.A. .22 Rifles and Meteor Airguns.
Webley Airguns and Pistols.
Original Airguns and Pistols.
Airgun Pellets.
Shot Guns, 12-bore and .410.
Shot Gun Ammunition; .22 Ammunition.
All principal makes of Fishing Tackle; Sea, Salmon and Trout, Coarse Fishing.

INDOOR GAMES AND TOYS

Dart Boards and Darts (Unicorn, Dorwin, etc.)
Meccano, Hornby Dublo, Hornby Clockwork, Dinky and Corgi Toys; Bendy Toys. Bayko. Lego.
Table Tennis Equipment.
Revell, Airfix, etc., Plastic Construction Kits and a large selection of Indoor Games and Toys for girls and boys.