



FIGHTING FORCES OF RHODESIA

***THE BACKGROUND... AND THE
PRESENT STATE OF VIGILANCE***

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,450 Nitro 3½"
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,460 Weatherby
,500/0,465 3½"
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8 x 68S RWS
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Rhodesians Worldwide

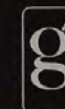
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FIGHTING FORCES OF RHODESIA

THE BACKGROUND . . . AND THE PRESENT STATE OF VIGILANCE

by
COLIN BLACK

★ ★ ★

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Rhodesians Worldwide

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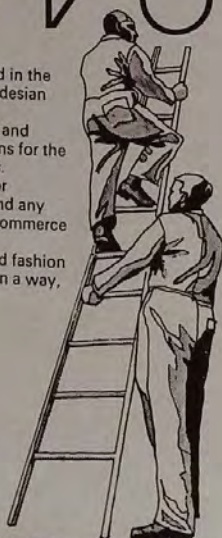
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May, 1974.

IT'S NOT ALL FUN & FASHION SHOWS



David is also deeply involved in the more serious aspects of Rhodesian life. Denims & twills for overalls and industrial clothing. Tarpaulins for the rail & road transport services. Industrial beltings, canvas for awnings, tents and chairs, and any number of other fabrics for commerce and industry. So you see it's not all fun and fashion shows for David... which, in a way, is a pity!



DAVID WHITEHEAD

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"WE ARE ALL OF ONE COMPANY"

IN a military story of restricted length it is neither possible nor practicable to include detail which, while of importance and interest to a unit, might mean little to the civilian reader. Also, there are many facets to the military complex, and some, of necessity bred by security, cannot be polished too brightly.

The Rhodesian Army and Air Force have distinguished records over varying periods of time. The latter evolved from the Army, which in turn had developed from the country's oldest armed corps, the British South Africa Police.

Today, each service plays its own role, but there is increasing collaboration in safeguarding Rhodesia from external attack and internal lawlessness.

FROM the Occupation by the Pioneer Column—a para-military force—in 1890 until the present state of emergency against terrorist incursions Rhodesia has always had a proud military record.

Her men and women fought against bitter odds in the Matabele and Mashona rebellions. Her columns rode in the Anglo-Boer War of 1899-1902 and went to the relief of Mafeking. Thirty-five per cent of her adult white manpower joined in Britain's war against the Kaiser and his allies in World War I, moving regiments to South West Africa and East Africa, with groups of individuals serving in many famous British regiments on all battle-fronts. The marching of the 1st Battalion of the Rhodesia Regiment in South West Africa surpassed even that of the celebrated Light Division in the Peninsular War more than 100 years earlier. But by 1918 the young country had been denuded of young and middle-aged men who had flocked to the war. It was a sore loss of manpower for a land badly needing development, although there was some compensation in the numbers of ex-servicemen, mainly from Britain, who settled in Rhodesia in the immediate post-war years.

In World War II, Rhodesia was the first Commonwealth country to send troops outside her borders, and, in August 1939, the Southern Rhodesia Territorial Air Unit sent two flights of aircraft to Kenya to take up battle-stations. They became No. 1 Squadron S.R.A.F. and, when absorbed into the Royal Air Force, became No. 237 Squadron with which so many famed airmen were associated.

The casualty lessons of 1914-18 were remembered in 1939, and instead of raising conventional infantry battalions Rhodesia sent well-trained contingents and specialist groups to the British, Colonial and (later) South African armies, until there was hardly a regiment, air squadron or naval unit across the battle-fronts of the world which did not have Rhodesians on their strength. Of the 9 001 white men who went on active service in World War II no fewer than 2 665 were commissioned. The percentage of officers and senior N.C.O.s in the total

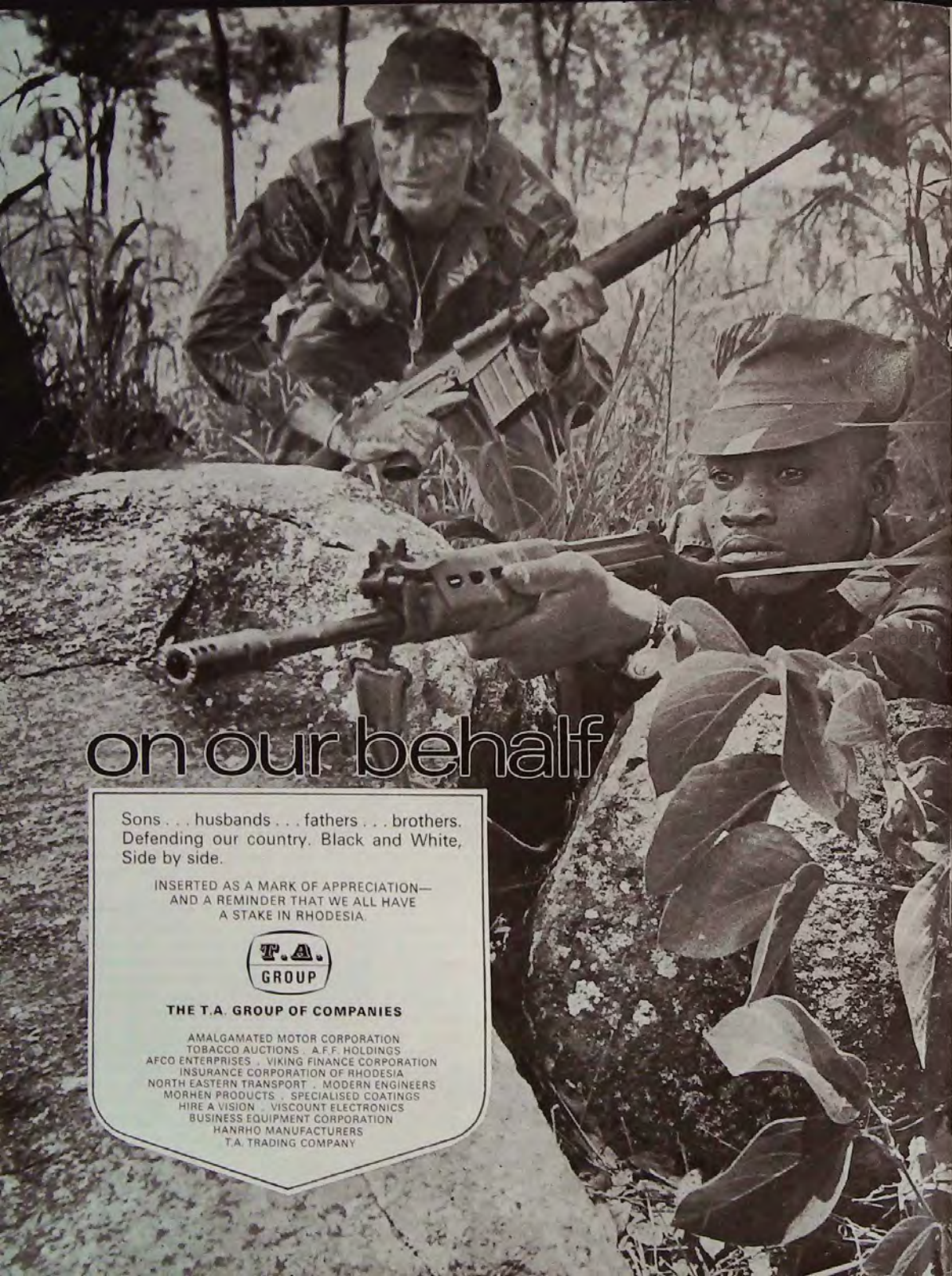
was more than 60. Six hundred and eighty-two Southern Rhodesians of the total of 9 001 were decorated.

A Rhodesia Native Regiment had been formed during the 1914-18 war, and in 1940 the Rhodesian African Rifles started training, later moving to East Africa and Ceylon and fighting in Burma. In 1952 a detachment of 400 men from this regiment went to aid Britain "for employment in Egypt's Canal Zone", and four years later the battalion, then a unit of the Federal Forces, was fighting Communists in Malaya, earning splendid commendation before returning to Rhodesia in 1958.

The basis of Rhodesia's military formations had been the British South Africa Company's Police, which had accompanied and safeguarded the Pioneer Column. Police garrisons had been left at Macloutsie, Fort Tuli, Fort Victoria and Fort Charter to keep open the line of communications. Policemen and policemen-turned-farmers and prospectors served in the rebellions, took part in the Jameson Raid, fought in the Anglo-Boer War, in World War I, and at the same time served the cause of civil law and order. They provided the nucleus of men for Southern Rhodesia's Staff Corps, and many helped in the establishment of the Rhodesian African Rifles, as well as providing strong contingents of experienced personnel for the administration of occupied enemy territory in North Africa.

Rhodesia has always been served well by her "Saturday afternoon soldiers", the Territorial battalions and ancillary units which are being used more and more in the present fight against a terrorism spawned internationally and aimed at the erosion of law and order in an area of Southern Africa vital to the defence needs of the West. Once again the essential development of a country, still young by Europe's standards, is being hindered but, whatever factional differences might be, the Rhodesian of today is determined not to submit to external pressures exerted for a variety of reasons by evil men. In the words of the late Admiral Sir Campbell Tait when he was Governor of Rhodesia: "We are all of one company."

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on our behalf

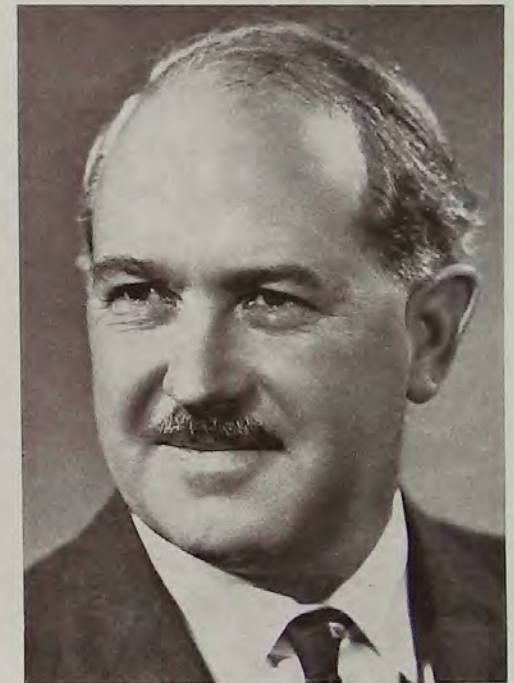
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—THE MINISTERS' MESSAGES—

"In these times of stress the British South Africa Police needs all the men it can get. The position, however, is improving since National Service training was applied to the Police. When we get the personnel we will be able to post more police to various stations and thus reduce the working hours which the ordinary policeman is having to do at the moment.

"The introduction of the extended period bonus has produced extremely encouraging results in reducing the retirement rate, and with the new pay exercise the flow of recruits has increased considerably, so that, if this flow continues, in the not too distant future we could see the Force up to strength.

"I want to say one thing.

"I cannot speak highly enough of the efficiency and dedication to duty of the British South Africa Police. And I say also: The country owes a great debt to every policeman, in town or in the rural areas, who for a long time has been working under the most trying conditions."

The Hon. D. W. Lardner Burke, I.D., M.P.,
Minister of Justice and of Law and Order.

"The long and honoured history of the Rhodesian Army and Air Force has been fully maintained and certainly enhanced in recent years. Rhodesians always show up well under pressures.

"From all quarters, and from many people outside Rhodesia, from all over the world, I have had nothing but praise and respect for the calibre, efficiency and, above all, the tremendous enthusiasm shown by all ranks of our Forces—Regular, Territorial and Reserve.

"The keyword of the Forces is 'Stability'. It applies to all arms, and is a vital factor in the current world situation of uncertainty.

"The fighting men have had to face constant calls in the last year, with a consequent dislocation and disruption of their domestic lives—and their businesses—and, for the most part, they have accepted this in good spirit. However, I still want more men for the Army!

"I have no doubt that there will be no relaxation until such time as we have eliminated terrorism in Rhodesia."

The Hon. J. H. Howman, I.D., M.P.,
Minister of Defence, of Foreign Affairs and
of the Public Service.



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Mounted escort of the British South Africa Police at the opening of Parliament — the perfection of smartness. "A different affair from to-day", said Colonel Selwyn Hickman, a former Commissioner, when he recently recalled the escort in which he rode as a recruit for Rhodesia's first Governor, Sir John Chancellor. "RSM Jock Douglas ordered us to wear 'clean khaki' — in those days we had no ceremonial uniform".

WHILE the history of Rhodesia is generally and conveniently accepted as having begun with the Occupation in 1890, the country's famous police force, the British South Africa Police, counts its history from the previous year, the year in which the Charter was granted to the British South Africa Company and recruiting began, far from the borders of Rhodesia, for the B.S.A.C. Police.

The force so established numbered 500 men, under the command of Lieutenant-Colonel E. G. Pennefather of the Inniskilling Dragoons, and they trained in the role of mounted infantry at Macloutsie in Bechuanaland, the headquarters of the Bechuanaland Border Police. The Pioneer Column was formed and trained at the same time and, at the end of June 1890, the Column, escorted by

the majority of the Company's police set out for Mafikeng, crossing into Matabeleland on 6 July.

By mid-September, 10 weeks after leaving Macloutsie, weary but intact, the Column reached the site of what is now the busy modern city of Salisbury, capital of Rhodesia, raised the flag and named the place Fort Salisbury — in honour of the British Prime Minister of the day.

On 1 October, when the Pioneers were disbanded, the task of the British South Africa Company's Police was not done; indeed, it had barely started. The duties for which the force had been raised were not only to protect the Pioneer Column but also to introduce a system of law and maintain it, in a country which until then had known no law but the savage will of the Matabele kings.

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During 1891 the strength of the Company's police was reduced and a new force came into being, the Mashonaland Mounted Police.

In the early years of white settlement the Matabele continued to raid into Mashonaland for slaves, wives and cattle, in defiance of the Company's administrators. These raids became more daring and culminated in an attack on the settlement at Fort Victoria. It was this attack which decided the Company to occupy Matabeleland, and three columns, one from Salisbury, another from Fort Victoria and the third from Bechuanaland, converged on the royal kraal at Bulawayo. On their approach Lobengula set fire to his capital and fled northwards. He was pursued by Major Allan Wilson, and there followed the epic stand of the Shangani Patrol when Wilson and his 33 officers and men, unable to retreat across the flooding Shangani River, was surrounded and annihilated by Lobengula's warriors. Lobengula himself died a short time later, Matabeleland was occupied by the Company and a further police force, the Matabeleland Mounted Police was formed.

In December 1895, Dr. Leander Starr Jameson set out upon his raid into the Transvaal, taking with him most of the police in the territory. The Matabele seized the

opportunity to rebel. It is estimated that 17 000 Matabele, armed with 2 000 Martini Henry rifles and much ammunition, in addition to countless muzzle-loaders, joined the rebellion. The force of police available to control them numbered 48.

In 1894 a body of African police, named the Matabeleland Native Police, had been formed. This force, 150 strong, was armed and operated under the direct control of Native Commissioners. When the Matabele rebelled, 50 per cent of this force defected, taking their arms with them, and it was clearly necessary to disarm the remainder. It was not until 1897 that a further attempt was made to form an African police force. Three hundred men were recruited, all from territories beyond the borders of Rhodesia, mainly from Northern Rhodesia but also from places as far away as Zululand and Zanzibar, for service in Mashonaland.

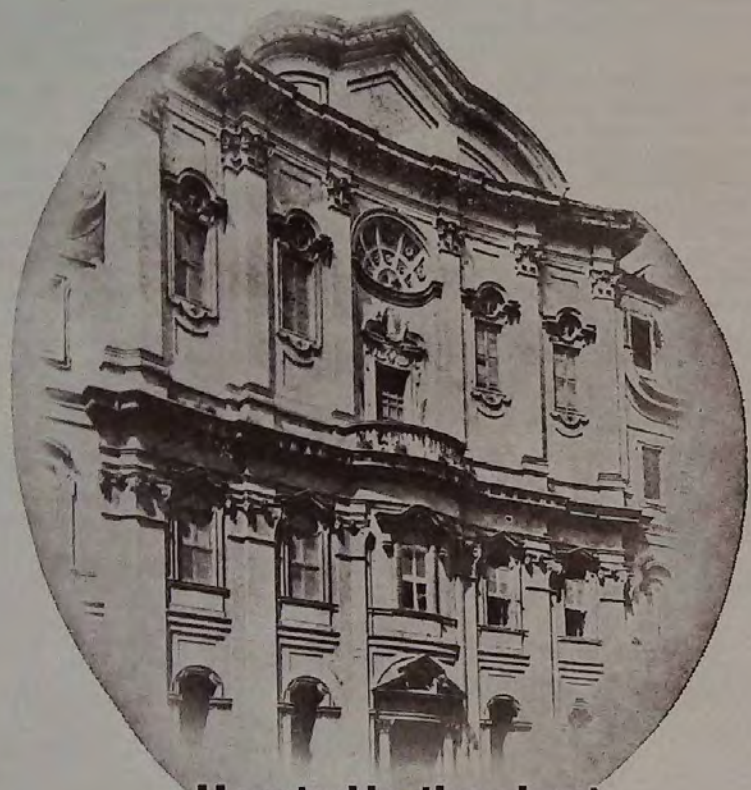
The Matabele rebellion was followed immediately by a similar uprising in Mashonaland and the lightning massacre of 119 Europeans and many loyal Africans. Again the administration was caught unprepared, and during the early stages of the rebellion the police confined their activities to defence and rescue operations. One of the most notable of the rescues carried out at this time



Mr. B. G. Spurling, I.C.D., C.B.E. Commissioner, 1958 — 1963.



Mr. F. E. Barfoot, I.D., C.B.E. Commissioner, 1963 — 1968.



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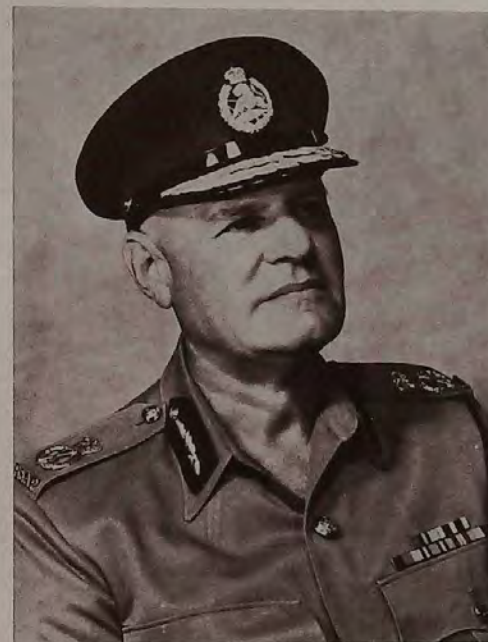
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Mr. J. Spink, I.C.D. Commissioner, 1968 — 1970.

was that performed by Lieutenant R. Nesbitt of the Mashonaland Mounted Police, who rescued the inhabitants of the Alice Mine at Mazoe, escorting them through rebel dominated country to the safety of Fort Salisbury. For the part he played in this rescue Lieutenant Nesbitt was awarded the Victoria Cross and so became the first member of the Force to achieve this distinction.

In the years following the Mashona rebellion, the Force extended the stabilising influence of the law over the whole country, while its members doubled as surveyors, road-builders, telegraph linesmen, veterinary inspectors and, indeed, founders of many tiny settlements which today remain as the centres of thriving agricultural and mining districts.

In 1896 the title of the Force was changed when the word "Company's" was dropped. Further reorganisation of the Force in 1903 led to local Africans, from Matabeleland as well as Mashonaland, being recruited up to an establishment of 500.

In 1909 all the police forces established in Rhodesia, the Mashonaland and Matabeleland Mounted Police, the municipal forces which had been formed in Salisbury and Bulawayo known as the Southern Rhodesia Constabulary, the Bechuanaland Border Police and the



Mr. S. F. S. Bristow, C.L.M., P.C.D. Commissioner, 1970 — 1974.

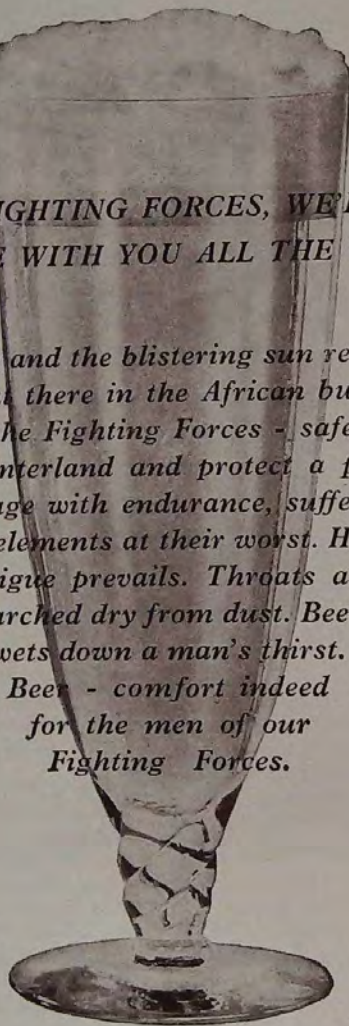
British South Africa Police, were amalgamated into a single force under the command of Major C. V. Drury as first Commissioner.

During World War I members of the British South Africa Police entered the conflict early when a small party marched along the Caprivi Strip and captured the German post of Schuksmannsburg. Other members were seconded for service with the Southern Rhodesia Service Column, under the command of Colonel Murray, and the Rhodesia Native Regiment, and both these units served with distinction in the East African campaign. During this campaign Lieutenant F. C. Booth, a member of the Force on secondment to the Rhodesia Native Regiment, was awarded the Victoria Cross for his gallantry in rallying his men and rescuing a wounded comrade under heavy enemy fire.

It was in the years between the two world wars that the more enduring and solid traditions of the British South Africa Police were built up—traditions based on integrity, fair-mindedness and indiscriminating attention to the service of all sections of the community. The white and black policemen, patrolling together, became a familiar—and friendly—unit to hundreds of thousands of Africans in remote corners of Rhodesia who otherwise

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might have regarded the police as a purely urban phenomenon, to be held in awe and even, perhaps, in fear. As a B.S.A. Police publication says: "These traditions have not been built on moments of glory but on the broader foundation of a myriad instances of matters of little moment beyond a limited circle, dealt with tactfully, forthrightly and with dispatch."

During World War II 150 members of the Force were seconded for service with the occupying forces in Central and North Africa, Southern Europe and with the Rhodesian African Rifles in the Burma campaign. The absence of these men and the virtual cessation of recruiting during the war years caused a serious depletion in the strength of the Force and prompted the formation of a branch of the B.S.A. Police which survived the peace and is now regarded as essential to the efficient policing of Rhodesia.

This was the Police Reserve, comprising men and women who, when the day's work was done, donned uniform and went to their local police stations to assist the hard-pressed regular policemen. The Police Reserve has grown in strength and efficiency since 1945 and, at the present time, every police station in the country can call upon the services of a well-trained body of men to assist in times of emergency.

In 1960 the African Field Reserve was formed, complementary to the European section, and these men—messengers, house servants, factory and farm workers—suffered abuse, violence, intimidation and even death without wavering in their resolve to assist in maintaining law and order in Rhodesia.

One stumbling block in the way of the early establishment of a truly civil police force in Rhodesia was the shortage of finance and manpower which necessitated the British South Africa Police playing its part in the defence of the country. Throughout the major part of its story members of the Force have been trained both as policemen and soldiers. Possible untoward effects of such a policy were largely overcome by strict adherence to the practice of all policemen performing their normal duties unarmed. In this way the Force was able for many years to double as an unarmed civil police force and as a trained and armed (though small) standing army. It was not, in fact, until 1954, after Southern Rhodesia had become associated with its two northern neighbours, Northern Rhodesia and Nyasaland, in a federal form of government, that the B.S.A. Police relinquished military responsibilities. On the break-up of the Federation at the end of 1963, responsibility for the defence of Rhodesia did not revert to the Force.



Mr. Peter Sherren, O.L.M., P.C.D. The new Commissioner of Police.

On February 7, 1974, Mr. P. D. W. R. Sherren succeeded Mr. Sydney Bristow as Commissioner of Police. Born in France and educated in England, he went to South Africa in 1937. He joined the BSA Police before World War Two, in which he served, and then was seconded for service in the Civil Affairs Branch of the Middle East Forces. Since June 1970 he had been Deputy Commissioner responsible for crime and security. During his distinguished career he was awarded the Colonial Police Medal for Meritorious Service in 1959 and the Rhodesian General Service Medal in 1969. Two years ago he was awarded the Police Cross. He also holds the 1939-45 Star, the Italy Star and War Medal. As a young man Peter Sherren was a keen sportsman and competed in Junior Wimbledon. In the BSA Police he has done much to encourage the impressive sporting record of the Force.

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"Passing sweet are the domains of tender memory", said William Wordsworth in 1817. "Not bleeding likely" said the Rhodesian soldier from 1914 to 1974. How many thousands of soldiers have passed through (and sweated in and around) Salisbury's Drill Hall in the past 60 years? And how many have staggered or been removed from the adjacent "Rat Pit"? It was in the Drill Hall that "Bomber" Harris, of Royal Air Force fame, after World War Two blew again a bugle which he had sounded when he served with the Regiment in World War One. To this military establishment in the heart of Salisbury came King George VI in 1947. Other famous men have been there — Wavell, Montgomery, Mountbatten . . . The word "Royal" has been removed from above the lion guarding the main entrance.

THE RHODESIA REGIMENT

Rhodesians Worldwide

THE historical background of the Rhodesia Regiment is traced from Cecil Rhodes's Pioneer Column.

This Corps, formed with Major Frank Johnson as Unit Commander, occupied Mashonaland and arrived at what is now Salisbury on 12 September, 1890. Later, the citizen-soldiers were formed into various volunteer units, the first of which was the Mashonaland Horse.

During the Matabele War of 1893, the Mashonaland Horse was replaced by local volunteer units, such as the Victoria Rangers, the Salisbury Horse and Raaff's Rangers from Tuli. These units were actively engaged in putting a stop to the Matabele raids into Mashonaland. The occupation of Matabeleland and the amalgamation of the two provinces resulted in the formation of Southern Rhodesia and proclamation of the name "Rhodesia" on 3 May, 1895. The defence of Matabeleland was entrusted to a new Regular military unit, the Matabeleland Mounted Police, which was disbanded as a result of its deployment on the Jameson Raid.

The Bulawayo Field Force was formed at the time of the Matabele Rebellion in 1896, and two of its members, H. S. Henderson and F. M. Baxter, were awarded the Victoria Cross for gallantry in action.

Other volunteer units raised during the 1895-96 period of the Mashonaland Rebellion were the Rhodesia Horse Volunteers, the Salisbury Rifles and the Umtali Rifles. All these units combined in 1898 to form the Southern Rhodesia Volunteers (S.R.V.). This Regiment remained in being until 1926, when it was embodied into the Rhodesia Regiment in terms of the provisions of the Defence Act, 1926.

The first unit to bear the title "Rhodesia Regiment" was formed for service and commanded by Lt.-Col. Plumer, in the South African War, 1899-1902, at the instance of Col. Robert Baden-Powell, then Commander-in-Chief, Rhodesia Frontier Force. The Rhodesia Regiment was engaged in the Relief of Mafeking and the Battle of Eland's River.

In 1914, at the outbreak of World War I, the 1st and 2nd Rhodesia Regiments were formed from the S.R.V. and civilian volunteers. The 1st Rhodesians saw service in German South West Africa alongside the South African forces, and in 1915 embarked at Cape Town for the United Kingdom, where members of the Regiment were subsequently dispersed to O.C.T.U.s and the King's Royal Rifle Corps. The 2nd Rhodesians were forced to return to Rhodesia in 1917, due to the high ratio of casualties suffered in action in German East Africa. The

An empire founded in 1892 prepares for the 21st Century

Thomas Meikle came to Rhodesia in 1892. In his lifetime he turned a store into a nation-wide chain; one hotel into a national network. He bought land and cattle, became a timber merchant; his companies mined for gold, raised beef and agricultural produce. In a generation, Thomas Meikle created an empire. And the reins were picked up by the next generation expanding the group's interests into tea estates and textiles. Today, Meikles' great organisation epitomises the vigorous growth of a young and dynamic country. In every avenue of endeavour there is no letting up. In the Meikles Hotels group exciting developments are taking place. A total investment of more than \$10 million is envisaged in the near future to bring the group's total of beds throughout the country to nearly 1 200. The group's new projects, renovations and extensions to existing hotels stretch from Hills and Victoria Falls to the Eastern Districts. Work has started on a 200-bed hotel next to the existing Cecil Hotel in Umtali.

The group also manages Bumi Hills Safari Lodge and the new Rainbow Hotel at Victoria Falls. In Salisbury, eventual plans call for a major complex including the hotel, shops and offices on land owned by the group in the vicinity of the existing hotel. Meikles Store in Salisbury has been refitted and modernized. In Bulawayo, Gwelo, Marandellas, Umtali, Wankie and Fort Victoria, store renovations are under way. The group has expanded its interests in the supermarket business. There are now four supermarkets in Bulawayo, two in Salisbury and supermarkets in Fort Victoria, Marandellas, Umtali, Wankie, Gwelo and Chipinga. The group also operates a chain of rural African stores and a wholesaling operation. In furniture and carpeting, tea, foods, textiles, timber and property, as well as a wide field of other investments, Meikles plans for tomorrow. Thomas Meikle's work goes on towards the future with faith and boundless energy.



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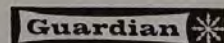
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unit was disbanded in Salisbury for lack of reinforcements from Rhodesia's small male white population at that time. Many 2nd Rhodesians, however, re-enlisted into British units and saw further service in France.

In 1929, King George V approved the transfer of the Colours of the 1st and 2nd Rhodesia Regiments of World War I, together with the Great War Honours, to the Rhodesia Regiment of today. These Colours are now safeguarded in the Anglican Cathedral in Salisbury.

In 1926 the 1st Battalion, the Rhodesia Regiment, was formed in Salisbury with a detached Company in Umtali and, at the same time, 2nd Battalion, the Rhodesia Regiment, was formed in Bulawayo with a detached Company in Gwelo. Both these units saw service in Nyasaland during the emergency in 1958-59.

At the outbreak of World War II in 1939, by arrangement with the Government of the United Kingdom and in order to avoid casualties (the small youth population of Rhodesia being a limiting factor) and also in order to make the best use of the high leadership qualities of Rhodesians, some 4 000 members of the Rhodesia Regiment saw service, many with distinction, in every theatre of the war in various British and Commonwealth Forces. Two Battalions were retained, however, for the defence of Southern Rhodesia.

In 1955, National Service was introduced to Rhodesia by the establishment of a training depot at Llewellyn Barracks, under the command of Lt.-Col. R. Stone. The Depot, Rhodesia Regiment, puts a recruit through his basic military training and thence on to extended National Service in the form of specialist training and border control duties. On leaving the Depot, the citizen-soldiers are then drafted initially into the 1st, 2nd, 4th and 10th Battalions.

THE YOUNG SOLDIERS

On 14 January, 1973, J. H. (Jimmy) Mitchell died in Salisbury. He was one of the first executive officers of Lonrho when the late Sir Digby Burnett, head of the organisation, was a much respected figure in the land. But Jimmy, with many a tale to tell of his younger days, probably remembered best of all the time he served in the 2nd Rhodesia Regiment in East Africa in 1917, because he was—as a fit and youthful but very weary Rhodesian—on scouting duty with F. C. Selous, internationally famous hunter and the scout of the 1890 Pioneer Column, when he was shot through the mouth and killed by the Germans. Also in that regiment was the late Geoff Fountain, probably the youngest Rhodesian to go into World War I.

Between 1956 and 1960, during the Federation, the 3rd and 7th Battalions, the Royal Rhodesia Regiment, were formed. These units, based in Northern Rhodesia, were disbanded on the break-up of the Federation in 1963. (The prefix "Royal" had been granted to the Rhodesia Regiment by King George VI during the Royal Visit in 1947 but was dropped after Rhodesia had declared Independence in November 1965.)

In 1960, the 4th, 5th and 6th Battalions, the Royal Rhodesia Regiment were formed. During 1961, the 8th and 9th Battalions were formed, and in 1964 the 10th Battalion was formed.

Today, the Rhodesia Regiment operates mainly in the Zambezi Valley on border control duties and in counter-insurgency operations against terrorists. Their task: the internal security of Rhodesia.

The history of the Rhodesia Regiment, it has been seen, is closely interwoven with that of the country from the earliest days. In recognition of this, the 1st Battalion has received the Freedom of the City of Salisbury, the 2nd Battalion has been honoured with the Freedom of the City of Bulawayo, and the 4th Battalion has been granted the Freedom of Umtali.

The new badge of the Rhodesia Regiment is a Maltese Cross (a link with former affiliation with the Sixtieth Rifles), surmounted by the Rhodesian Heraldic Lion supporting an ivory tusk, with the centre of the cross depicted by a crown, a reminder of the honour "Royal".

The colours of the Regiment are black, red and green. Battle Honours are "The Great War, 1914-15", "South West Africa, 1914-15", "Kilimanjaro", "Behobeho", "East Africa, 1915-17" and "The Second World War".

★ ★ ★

THE RETORT COURTEOUS

In the dead of the Gambian night the twin-hooded headlights of the Brigadier's car picked out a Rhodesian sergeant-major leaning on his rifle as the 2nd Gold Coast Regiment halted for 10 minutes in the closing stages of a 25-mile march through the jungle. The Brigadier left his car, peered at the C.S.M.

"Who are you?" he asked.

"Company Sergeant-Major Munro, 2nd Gold Coast Regiment, sir," said Donald Munro of Bulawayo.

"Munro—Munro? Should I know you?"

"You . . . well should. I've been in this . . . outfit for three . . . years!"

Exit silent Brigadier.

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Wings Guard Our Country



Air Vice-Marshal E. W. S. Jacklin, C.B.E., A.F.C.



Air Vice-Marshal A. M. Bentley, C.B.E., A.F.C.

RHODESIA'S Air Force exists as a result of a somewhat confused gestation and a very uncertain birth. The date on what might be described as its birth certificate reads 28 November, 1947, for this was the date of the official beginning of the Force as a regular defence unit. But the event occurred as a direct result of actions taken 13 years before, in the mid-1930's.

In an era of sabre-rattling in Europe and of military expansion around the world generally, the Parliament of Southern Rhodesia made a gesture of support towards Britain. On 23 April, 1934, the Member for Bulawayo North, Colonel Brady, introduced a loyal motion that a contribution should be made to help the Royal Navy in its defence of the British Empire. The House approved the motion enthusiastically, and the sum of £10 000 was allocated to the cause. The Imperial Defence Committee, however, said that a more practical use could be found for the money in the provision of an air training unit to be established in Rhodesia. And so the De Havilland company was commissioned to supply aircraft and undertake the elementary training of pilots. Military aviation was to start making its mark upon the country's history.

The Air Unit was established on a Territorial Force

basis as part of the Rhodesia Regiment, and the training of its members began in November 1935, at Belvedere Airport, Salisbury. The first course of six trainee pilots attended instructional periods at week-ends and on Wednesday afternoons. Their aircraft were Tiger Moths, popularly held at the time to be so safe that they would crash only if deliberately flown at the ground.

Two important steps were taken to ensure a future for the new air arm. In 1936 provision was made for airmen to join the Permanent Staff Corps of the Southern Rhodesian Defence Force as Regulars, and the first course of apprentices was sent to Britain for technical training.

Major Dirk Cloete, then Director of Civil Aviation, commanded the new unit as Staff Officer, Air Services, for the next two years. Of the apprentices, who received



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their training at R.A.F. Halton, three subsequently played vital parts in the growth of the Air Force and retired at senior ranks.

In 1937 six Hawker Hart biplanes were bought from the Royal Air Force and two experienced flying instructors were obtained from the same source on secondment. The aircraft arrived from the Middle East in crates and were partly assembled at Salisbury's police barracks. They were then towed by mule-teams to the new military airfield at Cranborne, where the assembly was completed. The wooden crates were used to build the first Mess!

On 13 May 1938, the first course of six Rhodesian pilots received the Wings which still incorporate the national coat-of-arms as a central design. Later in the year they were to prove themselves by flying the next batch of aircraft to Rhodesia. This time it was six Hawker Audax biplanes which were ferried to Salisbury from the R.A.F. base at Heliopolis, Egypt, in September.

Major Cloete retired and was succeeded in 1939 by Lt.-Col. C. W. Meredith as Officer Commanding Air Sections and Director of Civil Aviation in Rhodesia. Three Gloster Gauntlets were acquired in April 1939, and more pilots were awarded their Wings. But the war clouds were looming and it was soon clear that carefree week-ends at Cranborne were over. The Territorial Force members of the Air Unit were called up for full-time service in August 1939, and by the end of the month the aircraft were on the move. Ten pilots (among whom was Lt. E. W. S. Jacklin, later to become the first post-war Chief of Air Staff) and eight aircraft left Salisbury on 27 August to fly to Nairobi—constituting the only aerial force available to the Imperial authorities in East Africa. Within a few short years the 1935 decision to divert Rhodesia's contribution from naval to air power had been amply justified!

Nairobi was merely a staging post on the route north, for within two or three days all the Rhodesian aircraft had been moved to the Northern Frontier District on the Abyssinian border. On 19 September, 1939, the Air Unit officially became the Southern Rhodesia Air Force, and the flights on service in Kenya were designated No. 1 Squadron of that Force.

Then came the lull of the "phoney war". However, the time was well spent in developing operational tactics and in learning the terrain.

In Salisbury, the declaration of war had brought a flood of young volunteers for military service. Three "war courses" were recruited in rapid succession and were given basic flying training to solo stage on the Tiger Moths, before being sent to R.A.F. schools in Iraq to complete training to Wings standard. In the first of these war courses recruited in September 1939 were both the recent Chief of Air Staff, Air Marshal A. O. G. Wilson,

and the present Secretary for Defence, Mr. J. A. G. Parker.

Three famous squadrons now come into the story.

In April 1940, all Southern Rhodesia Air Force personnel were absorbed into the Royal Air Force and No. 1 Squadron was redesignated No. 237 (Rhodesia) Squadron. As a tribute to its preparedness, it was allowed to adopt the motto *Primum Agmen in Caelo*—"The First Force in the Sky". The Italians entered the war in June and fighting broke out along the Abyssinian border. "A" Flight provided air cover during the battle around Moyale, while "B" and "C" Flights patrolled the Somali border. In September 1940, the Squadron rejoined for a move to Khartoum, and two months later it received Westland Lysander aircraft to replace the Hardys with which it had been equipped.



Air Vice-Marshal A. H. Hawkins, C.B.E., A.F.C.

Four months later one flight was re-equipped with Gloster Gladiators, and, in April 1941, the Squadron moved to occupy Asmara after the Italian surrender. Further moves took it to Wadi Halfa in June and Kasfareet in August, and then its attention was turned towards Libya and the Western Desert.

A proud place in the community

The British South Africa Police has a proud reputation of unbroken service to Rhodesia since 1890, when under a Royal charter, the British South Africa Company was empowered to "establish and maintain a Police Force".

However, the modern organisation which is the BSAP of today bears little resemblance to the force of 1890, but nevertheless is a direct descendent of that early band of mounted rifle-men who helped to preserve law and order at the birth of Rhodesia.

Today, as in the

past, the unswerving dedication and friendliness of its members is a familiar sight to all Rhodesians, particularly in the country districts where he is regarded not so much as "keeper of the peace", but

part of the community. The BSAP is now a modern and highly trained Force, constantly developing and keeping pace with the rapid growth of a young country it is dedicated to serve and protect.



**You're somebody in the
British South Africa Police.**

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Rhodesians Worldwide

Clockwise, from 9 o'clock, they are: No. 1 Squadron—Speed and Courage; No. 2 Squadron—Strike from Above; No. 3 Squadron—Swift to Support; No. 4 Squadron—Seek and Strike. Anti-clockwise, from 7 o'clock: No. 5 Squadron—Find and Destroy; No. 6 Squadron—Aspire to Achieve; and No. 7 Squadron—Fight Anywhere and Everywhere. The motto on the Force badge is *Alae Praesidio Patriae*—"Wings Guard Our Country".

By November 1941, No. 237 Squadron was equipped with Hurricanes and was embroiled in the see-saw battles with the Afrika Korps and the Luftwaffe. In February 1942, it was ordered back to Ismailia in the Canal Zone before travelling farther east. The next year was spent covering the Iraq/Persia sector, with the Squadron operating from such bases as Mosul, Kermanshah and Kirkuk. In March 1943, it returned to the Canal Zone, where its role was changed from army co-operation to fighter reconnaissance. A long spell of operations across North Africa followed, during which the Squadron moved progressively westward.

April 1944 saw No. 237 Squadron equipped with Spitfires and based first at Serragia and then at Kalvi, on Corsica, while it operated against the enemy in Northern Italy and Southern France. But with the war obviously coming to an end, the Squadron was gradually losing its all-Rhodesian nature. It became increasingly difficult to replace personnel who had completed their operational tour, and after two more moves to France and Italy, the Squadron was eventually disbanded in 1945.

The second squadron was 266. In August 1940, No. 266 Squadron was officially designated a "Rhodesian" unit

and it was decided that aircrew from Rhodesia should be posted to it. The Squadron had originally enjoyed a short life in the Balkans just after World War I, having been formed on the island of Lemnos as a seaplane unit in 1918, and disbanded at the Black Sea port of Petrovsk the following year.

No. 266 Squadron was re-formed at Sutton Bridge, England, in 1939, before moving to Wittering. Equipped with Spitfires, it fought through the Battle of Britain, and was designated Rhodesian in the midst of that battle. Until 1942 the Squadron operated in a variety of roles, including that of interdiction over enemy-occupied France. Re-equipped with Typhoons, it moved to Duxford and then to Warmwell. By 1943 the Squadron had moved to Harrowbeer in South Devon, whence it conducted fighter sweeps of the Channel and Northern France.

As part of the Second Tactical Air Force, the Squadron took part in the D-Day invasion and then moved into France. It continued to provide close support for the ground troops as the advance across Europe proceeded, and the winter of 1944 found the Rhodesians at Antwerp. After the German surrender, No. 266 returned to England

FIGHTING FORCES OF RHODESIA

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FIGHTING FORCES OF RHODESIA

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for a short refresher course before flying back to take up duties with the British Army of Occupation at Hildesheim, Germany. Its Continental stay was to be short-lived, however, for No. 266 Squadron was disbanded at Hildesheim in August 1945.

From the early months of the war Rhodesians of many aircrew categories had been finding their way into Bomber Command, and in 1941 it was decided to concentrate them as far as possible and designate No. 44 Squadron as a "Rhodesian" unit. The Squadron had had a long history and also had early connexions with Rhodesia. It was formed in 1917 with Sopwith Camels and its primary role then was the defence of London against German air attacks. At the time its commander was a Rhodesian—who, as "Bomber" Harris, subsequently became Commander-in-Chief of Bomber Command.

He had served as a bugler with the Rhodesia Regiment in World War I, and when he returned to Salisbury after World War II for a sentimental visit he was given a bugle at the Drill Hall and he nearly shifted the roof from the rafters!

The Squadron had been disbanded after World War I but was re-formed in 1937. It subsequently adopted a badge featuring a Rhodesian elephant and incorporating the motto *Fulmina Regis Iusta*—"The King's Thunderbolts are Righteous".

In common with most Bomber Command units, 44 Squadron had many casualties and many changes of personnel. Nevertheless, they secured a place in history. The Squadron was involved in the daylight Lancaster attack on the Schneider works at Le Creusot, and also carried out the famous Augsburg raid. Six Rhodesian Lancasters with a high proportion of Rhodesian crews hedge-hopped across Germany in broad daylight on 17 April, 1942, to demolish the Messerschmitt-Diesel factory at Augsburg. The attack was led by Squadron Leader Nettleton, whose aircraft was the only one to return. He was awarded the Victoria Cross for this daring raid. Later, he was killed in action.

The Squadron's last offensive operation was a raid on Hitler's lair at Berchtesgaden on 25 April, 1945, although it was subsequently used to evacuate prisoners of war from Germany. No. 44 Squadron operates to this day as a bomber squadron of the Royal Air Force's Strike Command, and still retains the original badge featuring the elephant. The word "Rhodesia", however, has been taken from its title.

There were many more Rhodesians who played their part in other Air Force units and in other theatres of operation. During the six years of war the total numbers of Rhodesians in Air Force blue stood at 977 officers and 1 432 other ranks. Of these, 498 were killed, at a proportion of one man in every five who went to war. No fewer than 228 airmen received decorations or awards.



Air Marshal A. O. G. Wilson, I.C.D., O.B.E.

One further casualty of the war was the Air Force itself—certainly as far as Rhodesia was concerned. No. 1 Squadron of the Southern Rhodesia Air Force had been turned into 237 Squadron, which had then been disbanded. The training element of the old S.R.A.F. had been absorbed into the Royal Air Force and had become the nucleus of the huge Rhodesian Air Training Group. But, in doing so, it had lost its identity. The R.A.T.G., now under the command of Air Vice-Marshal Sir Charles Meredith, K.B.E., C.B., A.F.C., was essentially British in nature and in operation, and to all intents and purposes the Southern Rhodesia Air Force had simply ceased to exist.

But the vacuum was soon to be filled. Men were trickling back to Rhodesia after being demobilised from the British services. Some of them rejoined the Southern Rhodesia Staff Corps, generally at very lowly ranks, and it was from this nucleus that the Air Force was to rise once again.

Many of the ex-Air Force members of the Staff Corps itched to re-establish military aviation, but the prospects were not promising. There was no money, there were no aircraft, and even the original S.R.A.F. buildings at Cranborne had been appropriated for use by immigrants and by various Government departments. However, the

enthusiasts cajoled and persuaded, and eventually they attracted to their cause Sir Ernest Guest, then Minister of Defence, and Colonel S. Garlake, C.B.E., who was Commander of Military Forces in Southern Rhodesia. The result was the provision of a budget of £20 000 and the instruction to form an air unit. The financial grant was woefully inadequate, but there were almost limitless reserves of enthusiasm and resourcefulness to call upon. Within an oil-stained, petrol-soaked bowser shed set aside for their use at Cranborne, the small group started planning a viable programme for a new Air Force.

Under the leadership of Lt.-Col. E. W. S. Jacklin, the dozen or so officers and men of the unit set about acquiring some aircraft. The Royal Air Force contributed a war-surplus Anson, and then a major salvage exercise started. The men went on forays through old R.A.F. maintenance depots and even old scrap dumps. Tools, raw materials, spares, supplies and even trained personnel filtered through to the little unit at Cranborne from all over the country. Eventually, using basic tools and equipment, the unit had rebuilt six scrapped and abandoned Tiger Moths.

On 28 November, 1947, the *Government Gazette* carried a notice establishing the Air Force as a Permanent Unit; this was the beginning of the Rhodesian Air Force of today. The six rebuilt Tigers were joined by six Harvard trainers bought from the Rhodesian Air Training Group, and later there were 12 more Harvards obtained from South Africa at nominal prices.

Money and resources, however, were still very short. The tiny Air Force continued to "improvise" and its personnel came to be regarded with justifiable suspicion by those who had material or equipment which could in any way be of use on an airfield. The work paid off in gradual expansion; more ex-Air Force personnel joined the unit and gradually a varied selection of aircraft was acquired. By 1951 a Leopard Moth, a Dakota, Rapides, Ansons and Austers had been collected from a variety of sources, and the unit operated with a small regular element and one active auxiliary squadron—No. 1 Squadron.

By this time the Berlin Blockade, the clamping of the Iron Curtain across Europe and the onset of the Korean War emphasised that the preservation of peace was to be more a matter of armed preparedness than of wishful thinking. Once again the Southern Rhodesia Government made a contribution to the defence of the Commonwealth; this time it was in the form of two fighter squadrons. Twenty-two Spitfires were successfully ferried to Rhodesia from Britain (in spite of dire predictions and a certain amount of betting from a number of British aviation experts), and full-time flying training was re-introduced in the form of the "Short Service" training scheme.

In 1952 the Force moved from Cranborne to Kentucky Airport, which subsequently became the huge airfield



Air Marshal M. J. McLaren, O.L.M.

"Our operational concept is based on the joint participation of the security forces and civil administration," said Air Marshal M. J. McLaren, Commander of the Rhodesian Air Force, when he addressed a Commissioning Parade at the School of Infantry, Gwelo, in February. "'Jointry', a term recently coined in military circles, does not, however, come easily; it needs to be interpreted at all levels. We need far-sighted officers who look beyond their own Service . . . a spirit of willingness to work together."

Air Marshal McLaren said it was vital that all members of the Services should know how each Service functioned, and it was gratifying to know that within a few days of their commissioning the young Army officers would be attending a counter insurgency air orientation course at Thornhill and would be flying with the Air Force.

* * *

COMPARATIVE RANKS OF THE RHODESIAN AIR

THE RHODESIAN AIR FORCE	OF			
	AIR MARSHAL	AIR VICE-MARSHAL	AIR COMMODORE	GROUP CAPTAIN
THE RHODESIAN ARMY	OF			
	LIEUT.-GENERAL	MAJOR-GENERAL	BRIGADIER	COLONEL
THE BRITISH SOUTH AFRICA POLICE	OF			
	C. COMMISSIONER	DEPUTY COMMISSIONER	SENIOR ASSISTANT COMMISSIONER	ASSISTANT COMMISSIONER
NON COMMISSIONED				
THE RHODESIAN AIR FORCE	OF			
	STATION WARRANT OFFICER (BADGE IN COLOUR)	WARRANT OFFICER CLASS (I)	MASTER TECHNICIAN	WARRANT OFFICER CLASS (II)
THE RHODESIA ARMY	OF			
	REGIMENTAL SERGEANT MAJOR	WARRANT OFFICER CLASS (I)	NO EQUIVALENT RANK	WARRANT OFFICER CLASS (II)
THE BRITISH SOUTH AFRICA POLICE	OF			
	NO EQUIVALENT RANK	CHIEF INSPECTOR	NO EQUIVALENT RANK	INSPECTOR

AIR FORCE, RHODESIAN ARMY & BRITISH SOUTH AFRICA POLICE.

OFFICERS' RANK STRUCTURE

WING COMMANDER	SQUADRON LEADER	FLIGHT LIEUTENANT	AIR LIEUTENANT	AIR SUB LIEUTENANT	
LIEUT - COLONEL	MAJOR	CAPTAIN	LIEUTENANT	SECOND LIEUTENANT	
CHIEF SUPERINTENDENT	SUPERINTENDENT				

Rhodesians Worldwide

NON OFFICERS & OTHER RANKS STRUCTURE

						NO BADGE OF RANK
MASTER SERGEANT	FLIGHT SERGEANT	SERGEANT	CORPORAL	SENIOR AIRCRAFTMAN	LEADING AIRCRAFTMAN	AIRCRAFTMAN
						NO BADGE OF RANK
COLOUR OR STAFF SERGEANT	SERGEANT	CORPORAL	LANCE CORPORAL	NO EQUIVALENT RANK		TROOPER
NO EQUIVALENT RANK	NO EQUIVALENT RANK					
NO EQUIVALENT RANK	NO EQUIVALENT RANK	SECTION OFFICER	PATROL OFFICER 3 YEARS SERVICE OR MORE	PATROL OFFICER UNDER 3 YEARS SERVICE	NO EQUIVALENT RANK	NO EQUIVALENT RANK

jointly used by New Sarum Air Force Station and Salisbury International Airport. This was the Air Force's first permanent home and it was the first time that it had occupied buildings and facilities specifically designed for its purposes. The expansion continued in 1954 with the acquisition of Vampire fighter/bombers and Provost piston-engined trainers. Seven more Dakotas and two Pembroke were acquired to replace the Ansons and Rapides and further aircrew and technicians were recruited. By the beginning of 1956 the Air Force boasted four active squadrons; two Vampire fighter squadrons, a transport squadron and a flying training squadron.

The Federation of Rhodesia and Nyasaland was formed and, in its turn, caused some major changes within the Air Force. The title was changed to Rhodesian Air Force, and then Queen Elizabeth conferred the "Royal" prefix. As the Royal Rhodesian Air Force, the unit forsook its Army ranks and khaki uniforms and adopted ranks and uniforms similar to those of the Royal Air Force. But the major change of the Federal inception was one of scope and responsibility. From being a minor, self-contained Force preoccupied with territorial defence, the R.R.A.F. was now responsible for the defence of the Federation as a whole, and was also to acquire a wider responsibility as a part of the Royal Air Force's potential in the Middle East.

In 1956, Thornhill airfield was reopened after R.A.T.G. post-war closure, and work was started on the reconstruction of the runway and the installation of G.C.A. radar equipment. During 1959 Canberra jet bombers and Canadair C4 transport aircraft were acquired. The Royal Rhodesian Air Force was obtaining the potential it would need to make its contribution to Commonwealth defence.

Rhodesia acquitted itself well enough to gain an envied reputation for efficiency among the Royal Air Force units in the Middle East. From 1958 the R.R.A.F. fighter squadrons regularly took part in R.A.F. operations against dissident elements in the Arabian peninsula. During these detachments they established the reputation for having to fly all their aircraft in one big formation early in the morning so that the R.A.F. technical records staff would finally believe their recurrent "100 per cent serviceability" reports!

The reputation was enhanced by Rhodesian transport support to the British Army during the Kuwait crisis of 1961 and during the Kenyan flood-relief exercise of the same year. Again, the Rhodesian bomber squadron acquired an increasing reputation from its first training visit to R.A.F. bomber squadrons in Cyprus in 1959. By the fourth and last visit in 1963, the squadron had developed its skills sufficiently to win the coveted Middle East Bombing Trophy from under the noses of the R.A.F. units—most of whom operated newer aircraft and more sophisticated equipment.

Then the winds of political change blew away many of the old ties and loyalties, many of the old treaties and

responsibilities. The role of the Air Force was going to change again. In the face of threats to her own security, Rhodesia would be forced to abandon any thoughts of external responsibilities, and would have to concentrate once more on territorial defence.

In 1961, Air Vice-Marshal "Ted" Jacklin, C.B., C.B.E., A.F.C., the "father" of the modern Air Force, retired from the service and was replaced by Air Vice-Marshal A. M. Bentley, C.B.E., A.F.C. A Volunteer Reserve of officers and airmen was started to provide a pool of essential skills throughout the country. The V.R. today consists of a well-trained, enthusiastic and efficient support for the Regular Force.

In 1962, a squadron of French Alouette helicopters added a badly-needed vertical support and rescue capability, and the following year a squadron of Hunter jet fighters added strike potential. By the break-up of the Federation the R.R.A.F. had achieved a workable balance of potential spread through its squadrons. In the aftermath of the Federal dissolution a number of aircraft were relinquished and there was a small reduction of manpower, but the Air Force was largely unaffected. Its control, however, automatically reverted to the Southern Rhodesia Government.

During the next two years the R.R.A.F. followed a training programme aimed at improving territorial defence procedures in concert with Police and Army authorities. The first signs of terrorist activity became apparent along Rhodesia's borders, and the country's Forces adapted their methods to deal with the threat.


In 1965, Air Vice-Marshal Bentley handed over to Air Vice-Marshal H. Hawkins, C.B.E., A.F.C. The new Chief



A Hunter aircraft with its range of armaments, not all of which are carried at the same time.

A message from the Commander of the Army to Rhodesia's youth:

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Rhodesians W

of Air Staff had little time to settle himself in before the Anglo-Rhodesian political confrontation came to a head. On 11 November, 1965, Rhodesia declared herself to be an independent sovereign state and soon the economic war of sanctions was started.

For an Air Force whose aircraft and equipment were almost entirely British, the situation presented some major difficulties. Not only was the R.R.A.F. prevented from purchasing new equipment in its traditional markets, but it was also cut off from overhaul and repair facilities and from a valuable recruiting area. Once again ingenuity and improvisation proved their worth, and under the impetus of the needs of the moment the difficulties were gradually overcome.

New methods and new thinking reduced expenditure and improved efficiency—often with startling results. One post-Independence invention reduced the cost of starting a jet from \$10 to 30 cents, replacing imported materials with a local engine and extending the life of the starter system in the process!

Quite how Rhodesia's Air Force has managed not only to survive but to maintain operational efficiency under the restrictions of sanctions is a mystery which is baffling aviation authorities around the world.

One of the early triumphs in the economic battle was the acquisition of yet another squadron of aircraft. Light transport and reconnaissance aircraft, they arrived in large, unmarked wooden crates—which might account for the application of the local name "Trojan". They were assembled and were quickly in service, for by now the Air Force had its sights set. In co-operation with Army and Police personnel on the ground, the Force carried out border patrol missions and effectively dealt with all terrorist incursions.

In 1969, Air Vice-Marshal A. O. G. Wilson, I.C.D., O.B.E., succeeded Air Vice-Marshal Hawkins as Chief of Air Staff—in time to preside over the most recent change to the status of the Force. In March of 1970 the "Royal" prefix was dropped, and the official title of the Force became Rhodesian Air Force. In the same month the new aircraft roundel was adopted, and in April the new Force Ensign incorporating the roundel was unfurled for the first time. Badges of rank were also changed to incorporate the Rhodesian lion design.

On 25 May, 1974, the Rhodesian Air Force as a whole received the Freedom of the City of Salisbury. The presentation was in "recognition of the proud record of the Air Force, and of its honoured traditions and proud achievements and in its continuing defence of our country which has contributed so notably to the welfare and peaceful progress of all our people".

★ ★ ★



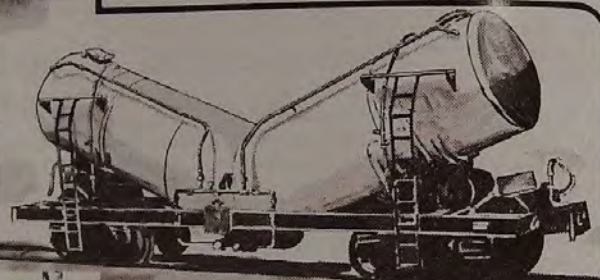
Three types of aircraft used by the Rhodesian Air Force.
Top to bottom: Canberra B2, Alouette 111 and DC3.

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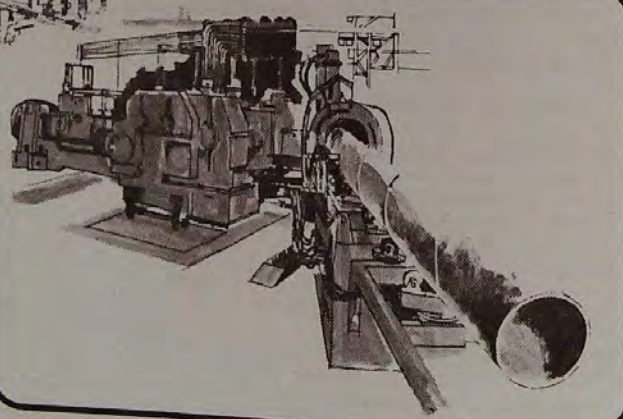
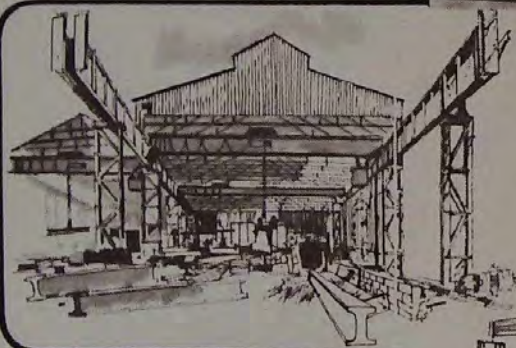
From this . . . one of the first dropside trailers made by More Wear in 1953



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FIGHTING FORCES OF RHODESIA

PAGE 32

Change in Call-Up Programme

ON 7 February, 1974, the Ministry of Defence, in emphasising that the role of the military forces was changing largely from a defensive to an offensive one, announced that the Government was embarking on a new call-up programme.

In part, the statement read: "The Security Forces require an increased number of trained men, and as a result an unduly heavy burden is being placed on the Territorial battalions and the Reserves. The Government is, therefore, embarking on a call-up programme in which the first phase will be to double the National Service intake. To enable school leavers to complete their military training before settling down to adult life, they will be called up to undergo their National Service training as soon as possible after they leave school.

"Furthermore, it is intended to call up for periods of up to a month, principally for protective military duties, those men above the age of 25 who at present have no military commitment and who have lived in Rhodesia for five years or more.

In addition, a second battalion of the Rhodesian African Rifles will be raised to augment the Regular Army.

"The Ministry of Defence will shortly announce an incentive scheme which, it is hoped, will encourage young men who have completed their National Service training to volunteer to serve in the Army for an additional year.

"In building up the strength of the Regular Army and National Service forces through these measures, Government is giving high priority to reducing the frequency of the emergency call-up of the Territorial Force and Reserves."

PAY increases announced in October 1973 quickly produced a queue of recruits for Rhodesia's armed forces. The Rhodesian Air Force said that applications for technical vacancies had almost doubled the previous year's total, and many ex-Regulars were returning, because for the first time the new salaries equated with those in "Civvy Street".

The B.S.A. Police were pleased with the flow of overseas recruits, who had previously provided a fifth of the intake. As with the Air Force, many ex-members were returning. The Army, too, reported heavy enquiries from overseas, many from applicants who were highly qualified. In all three Services men who were about to retire or resign changed their minds.



Mr. Wickus de Kock, I.C.D.

The appointment of Mr. Wickus de Kock, Deputy Minister of Justice and of Law and Order, as "Minister of Security", followed the announcement of the increase in Rhodesia's military forces to change their major role from one of defence to attack. Directly responsible to the Prime Minister, Mr. Ian Smith, Mr. de Kock will be in close contact with the commanders of the security forces and, as a "link man", with the heads of the appropriate civil Ministries.

"Dad's Army" came into the limelight when more than 100 members of the Reinforcement Holding Unit—men in the age group 38 to 48—started training in Salisbury before being posted to the Zambezi Valley to release younger men "for more exacting work". Most men in the R.H.U. were old hands at soldiering.

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FIGHTING FORCES OF RHODESIA



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THE ARMY COMMANDERS



Major-General S. Garlake, C.B.E. 1947 — 1959.



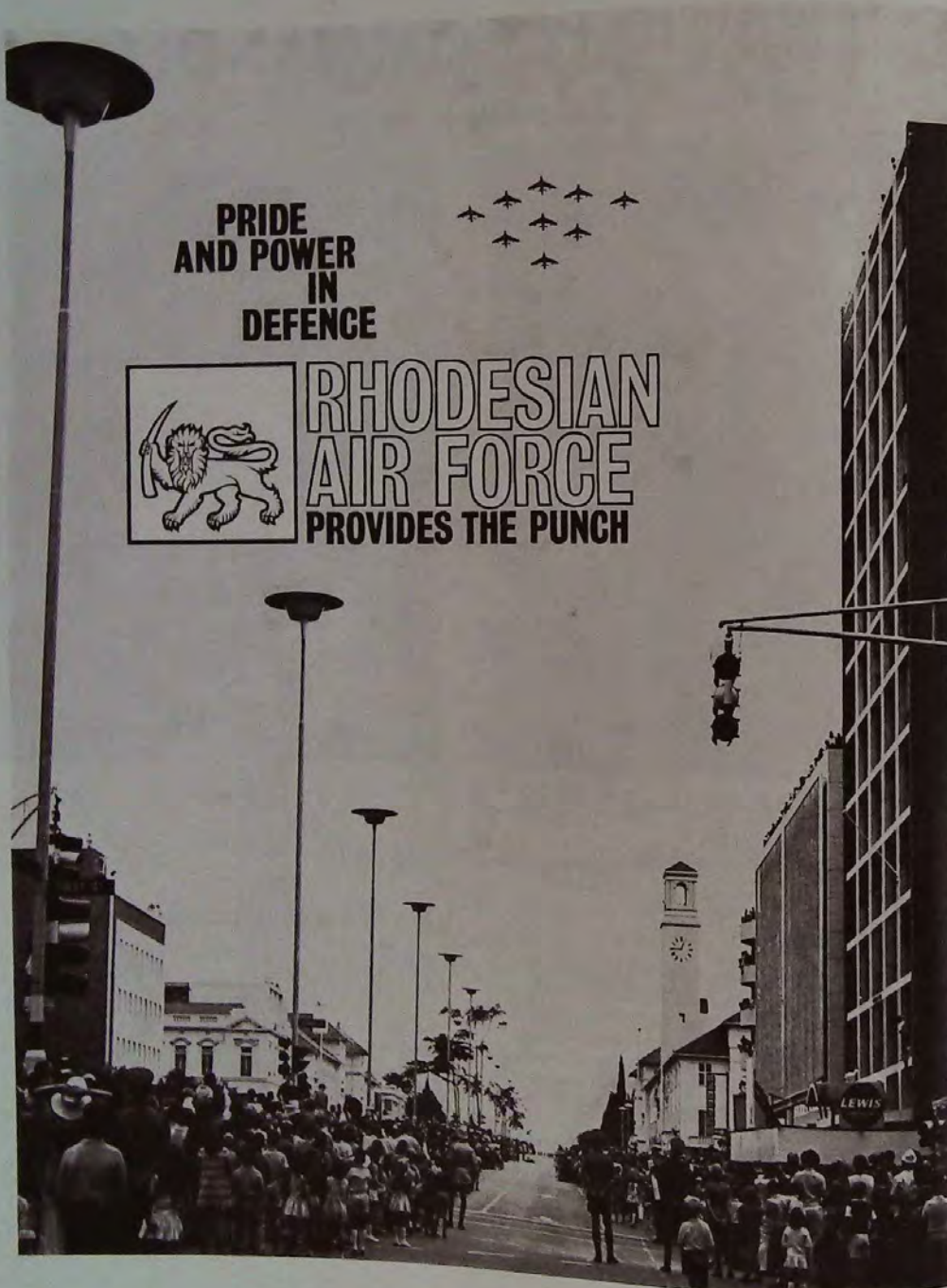
Major-General R. E. B. Long, C.B.E. 1959 — 1963.

LIFE MEMBERS

TEN signatures appear on the roll of Life Members in the Officers' Mess at King George VI Barracks. They are those of Sir Herbert Stanley, late Governor of Southern Rhodesia; Sir Robert Tredgold, a former Minister of Defence and later Chief Justice; Lieutenant-Colonel Laurence Holbech, then Comptroller to the Governor and first Commandant of K.G. VI; Lord Malvern, first Prime Minister of the Federation of Rhodesia and Nyasaland; Major-General Storr Garlake, the first officer to hold that rank in the Federal forces; his successor, Major-General R. E. B. Long; Sir Roy Welensky, second and last Prime Minister of the Federation and Minister of Defence; Major-General J. Anderson; Major-General R. R. J. Putterill; and Lieutenant-General K. R. Coster, who retired in 1973.

ANTI-TERRORIST RELIEF FUND

THE Terrorist Victims Relief Fund was established on 19 January, 1973, under the patronage of Lt.-Col. H. B. Everard, I.C.D., D.S.O., T.D., with Mr. A. G. Calder as chairman. The objects of the Fund are to raise money, accept gifts and bequests, and administer the Fund for the assistance of any person whatsoever, including non-Rhodesian residents who have suffered as a result of terrorist activity in Rhodesia. It is a non-Government fund, entirely dependent on public donations, and it provides relief over and above that included in the provisions of the Victims of Terrorism Compensation Act No. 14 of 1973, with the emphasis on the human and social problems arising from terrorist action.



The Rhodesian African Rifles

THE 1st Battalion, the Rhodesian African Rifles was formed in Salisbury in 1940 and became part of Southern Rhodesia's contribution to the war effort. Today it is the oldest and largest unit in the Rhodesian Army, highly trained and well experienced in anti-terrorist warfare.

In 1940 there was no shortage of willing volunteers. Recruits came from two main tribes, the Mazezuru and the Amandebele.

Chris Owen quotes this Japanese tribute to the R.A.R.: "The enemy soldiers are not from Britain but are from Africa. Because of their beliefs they are not afraid to die, so even if their comrades have fallen they keep advancing as if nothing had happened. They have excellent physique and are very brave, so fighting against these soldiers is somewhat troublesome."

It is worth noting that one of the officers involved with the raising and training of the Battalion was from the South Wales Borderers, with which, 17 years later, the Battalion was affiliated.

The Training Depot was built at Borrowdale, outside Salisbury. The officers, drawn mainly from the B.S.A. Police and the Native Department, were well qualified to serve with African troops. The Commanding Officer was Lt.-Col. F. Wane, who had been Second-in-Command of the Rhodesian Native Regiment during World War I in East Africa.

In 1942, the Battalion carried out large-scale exercises in the Eastern Districts which culminated in a return march from Marandellas to Salisbury, in which 48 miles were covered in 12 hours. It was on this march that R.S.M. Lechanda, D.C.M., M.M. (formerly of the King's African Rifles), sat down and died outside the gates of St. George's College in Salisbury.

The Battalion left Rhodesia at the end of 1943 for final training at Moshi in Kenya, where it became part of 22 East African Independent Brigade.



Major-General J. Anderson, C.B.E. 1963 — 1964.

The Battalion, commanded by Lt.-Col. G. Goode, trained with 82 (West African) Division in India before entering Burma with the 22 (E.A.) Independent Brigade. It was with this brigade that the Battalion fought in Burma in the Arakan offensive, and it was there that it saw all its wartime active service.

The Battalion's first action was in April 1945, against a determined enemy in incredibly difficult country. This action formed part of the advance by 22 (E.A.) Brigade along the Tanlwe and Taungup, which involved operating through some of the worst country in Burma, during the hottest and most trying time of the year. The Japanese, although withdrawing, were fighting a stubborn rear-guard action on ground of their own choosing, with the result that the Battalion suffered heavy casualties. In spite of this, the Battalion gained a reputation for determined and effective action, maintained its cheerfulness and high morale at all times, subsequently earned the battle honours "Taungup", "Arakan Beaches" and "Burma". Tanlwe Chaung is celebrated as Regimental Day on 25 April each year.

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The Battalion returned to Rhodesia in 1946. As all its soldiers were volunteers, on their discharge the Battalion was virtually disbanded. It was decided, however, not to destroy the Battalion and a nucleus was retained. Then recruits began to join once more, although the Battalion was not operational, having only one company trained as infantry. The remainder were involved in the Empire Air Training Scheme, providing guards and carrying out other duties with the R.A.F. stations at Heany, Thornhill and Kumalo.

Past members of the R.A.R. will recall most of these references, some of which have been taken from Christopher Owen's story, "The Rhodesian African Rifles" (Leo Cooper Limited, London).

"This is the last askari regiment left in the continent of Africa—the only Battalion which still has African soldiers commanded by white officers and N.C.O.s."

What was the famous equation in the Battalion —
"Order, counter-order, disorder = BOREDOM!"

In 1941, Major Jack Peel-Nelson, formerly of the Royal West African Frontier Force, started a bugle band in order to improve the recruits' parade-ground drill. To the Battalion came Harley Brims, from the Royal yacht *Britannia*—and a little later the Battalion had its Regimental march, "Sweet Bananas".

The badge of the R.A.R., "a Matabele shield upon which is laid a stabbing assegai and a Mashona spear, crossed, under a vertical knobkerrie", was designed by A. Bayliss, Government draughtsman.

14 August, 1943: The Governor, Sir Evelyn Baring, addressed the Battalion at Borrowdale Camp—"Officers, non-commissioned officers and other ranks of the Rhodesian African Rifles, you are about to leave Southern Rhodesia to fight for the King..." Near pandemonium! Recruits poured in—and all the deserters returned as the news reached the rural areas!

During 1949 A, B and C Companies again became operational and sub-units provided demonstrations at various T.F. camps of training. In 1951 B Company became Support Company and its soldiers were trained on the three-inch mortar, Vickers machine-gun, and six-pounder anti-tank gun.

At the end of 1951, Egypt abrogated the Canal Treaty of 1936 which resulted in terrorism and a lack of civilian labour in the Canal Zone. Some 400 officers and men



"Lance-Corporal Induna," mascot of the 1st Battalion, The Rhodesian African Rifles, on parade.

were sent to Egypt in January 1952, in a general duty capacity. The draft did sterling work assisting the Royal Engineers in road construction and later carried out guard duties on important installations, returning to Rhodesia in November 1952.

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In 1953, at an impressive parade in Salisbury, Her Majesty the Queen Mother presented the Battalion with the Queen's Colour and Regimental Colour. The Colours were the first to be given to the Regiment, and this was probably the first time that a regular battalion in Rhodesia had received Colours at the hand of Royalty.

Borrowdale Camp at Salisbury was on leased land, so it was decided to move the Battalion to Heany, where it would be able to have a permanent Regimental Depot of its own—Methuen Barracks. The old R.A.F. station at Heany was renamed Llewellyn Barracks and became the training depot for National Servicemen.

In 1954 the Battalion was invigorated by the news that it was to go to Malaya in early 1956 to take part in operations against Communist terrorists. This was part of the Federation's contribution to Commonwealth defence.

The tempo of training stepped up and the number of volunteers increased. The accent was on internal security operations which included patrolling, ambush drills and

a general toughening up. All 1955 was spent on vigorous exercises, forced marches and the endless firing on the ranges, and at the beginning of 1956 the advance party flew to Malaya to prepare for the Battalion's arrival.

In early April, the Governor-General, Lord Llewellyn, took the salute at the Battalion's farewell parade and, on 9 April, 1956, the Battalion marched through the streets of Bulawayo on the first stage of its journey to Malaya.

Malaya, 1956-58: After a period of training and acclimatisation at the Far East Training Centre at Kota Tinggi in Johore, the Battalion mounted its first operation on 4 June, 1956, and completed its last on 19 January, 1958. Throughout the period the Battalion operated in deep jungle in North Johore, an area notorious for the sympathy the civilians had for the terrorist movement. Good results at that time in Malaya depended on information: not much was forthcoming. However, the Battalion killed 10 terrorists, captured two and through its intensive patrolling compelled the five members of the Labis branch of the Malayan Communist Party to surrender.

Rhodesians Worldwide



Major-General R. R. J. Puterill, C.B.E.



Lieut.-General R. R. Cosier, I.C.D., O.B.E.

◀ *Markets are people—people are minds—
to get your share of the market you must
first get your share of the mind.* ▶



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The Sporting Scene

CORRIDOR of MEMORIES

IN the British South Africa Police Sports Club in Salisbury you walk down a corridor of memories covering nearly three-quarters of a century.

There are more than 120 framed photographs of Police teams from the earliest days to the present—and they form a splendid record of what a single club has done for sport in Rhodesia.

Start in the office of the Secretary, M. B. "Butch" Buckley. In a frame are (i) an original Club badge, old gold lion on blue ground, with the letters B.S.A.P. and the word Club, presented by Major A. Ockendon, O.B.E., M.C.; (ii) an original Force blazer, white, with black piping and the B.S.A.P. lion in black on the pocket, presented about 1928 by the late Lieutenant Culver; and (iii) a blazer, blue and old gold, striped like the regimental tie, which was still in use in 1938, given by W. Hughes-Halls, M.B.E. (No. 939, and still living in Highlands). After World War II the current blue blazer with gold badge was adopted.

The Club was officially opened by the Governor of Southern Rhodesia, Sir Peveril William Powlett, on 15 August, 1955. Membership is restricted, and only serving members of the Force and their wives, members of the Police Reserve, and persons in close association with the Force are eligible for membership. The sporting facilities are regarded as among the finest in Southern Africa. In the main, revenue comes from subscriptions and ground hire: it is not generally known that there is no Government subsidy whatsoever.

There are five ground playing areas for rugby, soccer, hockey and cricket, plus an international athletics track, swimming-pool, bowls greens, tennis and squash courts, and a basketball court. Badminton is played in the gymnasium. The Club also has a popular and testing 18-hole golf course with its own club-house. At Lake McIlwaine there is an excellent yacht site and club-house, with swimming-pool and other amenities. Other sections include angling (certain dams around Salisbury can be fished) and car rallying. Since 1957 the Police grounds, with good seating accommodation, have been used regularly for international rugby and cricket matches.

Police rugby has had its ups and downs, but for many years it was a power in the land, and the teams won the Edwards Cup so many times it almost became a monopoly. There were many "characters" in the pre-war years,



WHUMP! A straight right in the gymnasium. Below: Up-up-up! Police rugby forwards go for the ball in a line-out.



when the side was probably at its strongest level. J. J. "Ginger" Lardant, long a scrum-half who also played for Mashonaland and for Rhodesia against Dr. Ross's Wallabies in 1934, was never at his best unless mauling



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with an opponent twice his size. With him were "Tiny" Charles, John Salt, Reg Lowings, Andy Braes, Mike Gelfand (now a university professor), Jack Wood, Ralph Robinson, Nimmo, Bill Coetzer, "Piki" Reynolds, Tom Naude, Tug Wilson (a later player, ex-Lions) and "Butch" von Horsten. One of the team photographs in the Hall-of-Fame shows three future Commissioners—"Slash" Barfoot, Jimmy Spink and Syd Bristow, who has just retired. The new Commissioner, Peter Sherren, played tennis for Police over the years and is still active in league competition. A former Commissioner, B. G. Spurling, was also no mean tennis player, with the safest pair of hands on a cricket field and able to hit a golf-ball a mile!

Basil Spurling, with what has been described as "bull-dog tenacity" and the belief that "whatever you can do I can do better", worked heroically to provide many of the sporting amenities now available to the Police Sports Club members. A stickler for correct dress on the sports field, he had a sharp tongue for any player who erred in this direction.

In cricket, Police moved over the years between 1st and 2nd Leagues like a yo-yo, but they had their moments. There was the late Jock Simpson, responsible for laying the first Police turf wicket. There were Terence McCormick, Bill Gilfillan, Don Giles, Pat O'Reilly (who had a throwing arm second only to Colin Bland's and whose bowling was as swift as his returns to the wicket), "Tickey" Shewell, "Butch" Buckley and Peter Langan, the spin twins, Tommy Bannister, Denis Marshall, Ken

Miners, Pat Kelly, Bob Schonken, Tony Marrillier and Tony Nicholson, now opening bowler for Yorkshire. In the 1932-33 side was the R.S.M. R. P. Derham ("The Laughing Cavalier"). Among the next season's players was Trooper R. E. B. Long (now a retired Major-General). In 1939 the XI included the late Graham Rolfe and Trooper Alec Hampshire (not unknown in the Eastern Districts and other areas). Denis Marshall and Dave Perkins still turn out for friendly cricket, and the Deputy Commissioner, Len Jouning, is regarded as quite the most under-rated leg-spinner in these circles.

The list of good sportsmen is endless. In soccer, the famed Jimmy Blatherwick, R.S.M. of great renown, was appearing as long ago as 1901. Bodle and Appleby, both Commissioners, also played, as did Bugler, R.S.M. Douglas, Sergeant Simpson, Hampton, De Lorme, Jimmy Veitch and McCormick. The year 1950 was outstanding for Police soccer, for the side won every possible trophy and championship. There were the natural ball players like Basil Taylor and Roy Coop (both to die of short illnesses after polio), and Keith Rawson, Bill Buchanan (an outstanding striker for Rhodesia in the late 1940's and early 1950's), Johnny Johnson, and the later generation of Pat Kelly, Nobby Clark and Peter Coombes.

For some years the Police water-polo team rode the crest of the wave in the Mashonaland senior leagues. Among the stars were Norman Nimmo, Buckley, Podmore, Duncombe, Jack Wood (now Chief Immigration Officer), Buchanan and Killick from the 1940's and



One of the cooler jobs for the Police at Kariba.



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1950's, and Fletcher, Nortje, Dalziel, Johnson, Moores, Stewart and young Nimmo of the present era. An ex-member. Ken Borain, in 1970 was the fastest man through 100 metres of water in Southern Africa. In 1966-67 the Club won the Mashonaland 1st League, and in 1967-68 collared the 1st and 2nd Mashonaland Leagues and the Osler and Malpas Cups.

Rowing came later, but in 1962 Police oarsmen won the O. B. Bennett Rose Bowl at Kitwe, and were winners of the Senior Coxed Fours at the Rhodesian rowing championships.

From the yachting section, Crossley crewed with the late David Butler in the Flying Dutchman class in the 1964 Olympics at Tokyo.

In athletics, John Winter and Ron Trangmar brought national honours to the Force (the former being killed in a car accident in the United States in the 1950's), as did Mike Lambourn.

In bowls, Norman Ballinger has twice been Rhodesian singles champion. In the boxing ring, Nimmo, Tug Wilson, the Gillott brothers, and Larrie Farren and Willie Court have achieved fame in Rhodesia and South Africa.

Few national or provincial women's hockey teams have been without some of the Police girls like Aileen Coetzer, Di Fynn, Denise Woodiwiss, Georgie Lindeque, Judy van Rensburg and Joan MacDaniels.

Graham van der Veen, who served in the Force for three years, became Natal Open golf champion. Captains of the golf section for many years were Guy Hetherington, who also did much for junior golf in Rhodesia, and Bill Buchanan, himself no mean swinger of a club.

Playing circumstances have changed in recent years, and throughout Rhodesia there is no guarantee that a week-end's programme of sport will not be disrupted by the evil antics of people to whom the word is unknown. The calls of duty to "the sharp end of the country" are endless, and the difficulties which members serving in rural areas always had to face for training and transport have been magnified tenfold. But sport in the B.S.A. Police will continue to flourish, for the main incentive—the drive from the top itself—continues unabated.

Crisp comment by a Regular officer, when lecturing to recruits in 1939 and interrupted by a muttered "Dulce et decorum est pro patria mori":

"Bull! It's your duty to see that the enemy dies for his!"



Early days at Cranborne, soon after the first Officers' Mess had been built from the wooden crates in which the first aircraft, in kit packages, had been delivered.

AIR FORCE "INTERLOPERS"

IN the early days of aviation in Rhodesia (and in many other parts of the world), Air Force units were generally interlopers who took over, inhabited and used facilities previously provided for some other purpose. Farm-barns provided hangarage for small aircraft, while paddocks became airfields, and outhouses were transformed into workshops and offices. But eventually the need for sophisticated facilities forced a change, and airfields and bases had to be planned and built for specific types of operation.

New Sarum was the first Rhodesian Air Force establishment to be so constructed.

The land on which the Station was built was part of a parcel of 75 000 acres awarded to William Harvey Brown, an American-born member of the 1890 Pioneer Column. Brown named the area "Bunker Hill", and farmed it while also establishing a reputation in civic affairs. He was a member of the Legislative Council, Deputy Mayor of Salisbury, and finally Mayor in 1909-10. After Brown's death in 1913 the land was sold and renamed "Arlington Heights". It kept the name until 1942, when it was again sold; this time to a Mr. A. J.

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Jackson, who changed the name to "Kentucky"—presumably because of family connexions with that State. Thus William Harvey Brown's original stake in Rhodesia retained its American connexions through more than 50 years of farming.

By the late 1940's it was clear that aviation needed a permanent base near Salisbury. Operations by civilian airlines and by Rhodesia's tiny military force could be expected to increase, and the existing airfields at Belvedere and Cranborne were both too small and too close to the city centre to be developed properly. So the decision was taken to establish a completely new airfield well away from the expanding city, and eventually the farm Kentucky was selected as the best site.

Work started on the military section of the airfield, and by early 1952 the aircraft and technical support services were moving in. On 31 March of that year the new Air Headquarters and Technical Headquarters moved into their accommodation at what was then named New Sarum. Although the new name broke with the area's American tradition, it derived from a much older civilisation. Salisbury's English counterpart, the county town of Wiltshire, had for centuries used the name of Sarum, and the nearby Royal Air Force station had been named Old Sarum. It was therefore appropriate, in view of both similarities in nomenclature and of connexions with the Royal Air Force, that the Rhodesian airfield should be called New Sarum.

Although Air Force Headquarters have now moved to a city location, New Sarum is still the principal Rhodesian Air Force establishment. It provides facilities for three squadrons of aircraft with widely differing roles; it also has the Technical Ground Training School, which is responsible for supplying the whole Force with a steady stream of young technicians. Here, too, are the Air Force's Central Equipment Depot and the multitude of offices and workshop facilities which are vital to the support of the flying squadrons.

Rhodesian TRIBUTE TO S.A.A.F.

"THE ideals, traditions, comradeship and way of life found in an Air Force cannot be equalled in any other profession. These remain an integral part of us for all time, no matter where we may live and irrespective of the many and varied careers we may follow on completion of our Air Force service. This

spirit is a strong one, founded on mutual trust and respect between the men within an Air Force and between men of differing Air Forces in times of war and peace.

"I want to say how highly the South African Air Force is regarded by all members of the Rhodesian Air Force. The S.A.A.F. is a proud Force which has fought with valour and dignity in many theatres, both during the last war and subsequently in Korea. The present strength, balance and efficiency of the S.A.A.F. has, without doubt, done much to ensure the relative peace and stability that exists in our part of Africa today.

"We are fortunate in that our armed forces are well trained and well disciplined. Our successes are increasing daily. Let us not, however, be complacent, as has been stressed so many times before. The fight against terrorism and terrorist incursions will be a long one. We will undoubtedly suffer some losses, but let us also be assured that inevitably we will succeed. Terrorism can and will be eliminated.

"Our countries face a common threat and share a mutual aim in eliminating terrorism from our soil for all time. Without divulging any state secrets, I am able to assure you that there is considerable understanding and interchange of ideas at all levels of government and between the armed services, naturally including both our Air Forces, and this interchange of ideas covers the fields of tactics, techniques and kindred subjects. Elements of the South African Police are providing valuable assistance in policing certain areas of our Northern borders, and they work side by side with our own Security Forces."

Air Marshal M. J. McLaren, OLM, Commander of the Rhodesian Air Force, speaking at a South African Air Force Association dinner in Salisbury at the end of 1973.



Picture from the past, when the Southern Rhodesian Air Force still used Army ranks: Left to right — Lt-Col. E. W. S. "Ted" Jacklin, Major Keith Taute (first Rhodesian to win the DFC in World War Two), and Captain A. O. G. "Archie" Wilson.

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Lieut-General G. P. Walls, O.L.M., M.B.E.

COMMANDER OF THE RHODESIAN ARMY

"The terrorists infiltrating Rhodesia's northern borders have come short, to use the troops' expression, and have been forced to switch to a policy of intimidation and fear," the Commander of the Rhodesian Army, Lieutenant-General G. P. Walls, told the annual convention of the Rhodesian Memorable Order of Tin Hats. "Many good Rhodesians have died or been maimed because they stood for genuine freedom, but by this policy the terrorists are slowly but surely destroying any alleged cause they claim as theirs."

Calling on ex-Servicemen to "start counting the score of what has gone right—the good things that have happened or have come from the anti-terrorist campaign", the General warned: "I'm not pretending that we have no troubles... We have a long way to go before we restore completely law and order and the authority of the people of Rhodesia throughout our land."

MODESTY of the SILENT SOLDIERS

MODESTY is the key-word in many of the reports from units on which this story of Rhodesia's fighting forces has been based. What could be more to the point than the final paragraph of a "brief history" of the 1st Battalion, the Rhodesian Light Infantry: "For the past few years the Battalion has borne the brunt of border control operations in Mashonaland and has been engaged in numerous most successful operations against terrorist gangs that have infiltrated into Rhodesia."

The men of the R.L.I./S.A.S. will probably regard that as the understatement of 1973!

In 1960 it was decided for the first time to include a Regular European battalion in the Army order of battle, and No. 1 Training Unit was established at Brady Barracks, Bulawayo. This unit not only provided personnel for the battalion which was formed later but also provided personnel for C Squadron, the Special Air Service and the Selous Scouts, a reconnaissance squadron.

The 1st Battalion, the Rhodesian Light Infantry, was officially formed on 1 February, 1961, and this date is recognised as the Regimental Birthday.

In the latter part of 1961, the Battalion, having just returned from operations on the Northern Rhodesia-Congo border, moved from Bulawayo to new barracks at Cranborne in Salisbury. In 1964, the organisation and role of the Battalion was changed from a conventional infantry unit to a Commando Battalion, and the wearing of the Green Beret was introduced. Colours were presented to the Battalion on 19 June, 1965, by the Governor, Sir Humphrey Gibbs, on behalf of Her Majesty Queen Elizabeth II. On 27 June, 1970, the Regimental Colour was trooped before the Prime Minister, Mr. Ian Smith.

In July, 1972, the Defence and Employment Company was formed at Inkomo Barracks, to provide a demonstration platoon, defence platoons for formation Headquarters and static guards for military installations. Initially, the Company recruited into its ranks a number of NCO volunteer instructors from the 1st Battalion, Rhodesian African Rifles, to train new recruits. Training started on 1 July, 1972, and the first batch of recruits passed out as trained soldiers on 29 September. The unit started providing static guards on 1 October. Later, this African infantry company, with European officers, was renamed the Rhodesian Defence Unit (RDU), and now comprises a Company Headquarters and four defence platoons.



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VOLUNTEER RESERVE

- I. The R.R.A.F. Volunteer Reserve is formed to provide an additional source of trained manpower to support the R.A.F. Regular Force in an emergency.
- II. Primarily, such an emergency is conceived as being an internal security situation within the Federation. It is becoming increasingly apparent, however, that a potential external threat to the Federation could develop across our northern, and later perhaps across our eastern and western borders. It is not possible for the present Regular Force to provide all the necessary manpower to meet the developing situation.
- III. The importance of an adequately manned, organised and trained Volunteer Reserve cannot, therefore, be overstressed.
- IV. The aim is to organise and train the Volunteer Reserve to the point where it can give immediate and wholly effective assistance to the Regular Force in an emergency.

Extract from first policy directive issued on 17 August, 1961.

Signed by Air Commodore H. Hawkins for Air Vice-Marshal Bentley.

At the second meeting of the Standing Joint Committee of the V.R., on 23 August, 1961, it was decided that local unit establishments should be compiled for Woodvale (Bulawayo), Umtali, Blantyre (Nyasaland), and Ndola and Lusaka (Northern Rhodesia).

RHODESIA'S small European population dictated the financial considerations that limited the number of Regular officers and airmen who could be employed. This naturally meant that there were trained officers being used in administrative capacities who could, in an emergency, be flying aircraft. The same applied in a smaller way to Regular trained airmen. It was thought at the time that under operational conditions these Regulars would revert to their trades and branches, thus leaving a number of vacancies, and it was planned that the Volunteer Reserve would fill these vacancies.

The man chosen to raise and lead the Volunteer Reserve was Charles Green, an ex-Royal Air Force fighter pilot of great repute and an experienced administrator. He became Group Captain and Officer Commanding Volunteer Reserve.

Headquarters were in Dolphin House, Salisbury, and recruiting was started from there to cover both Northern and Southern Rhodesia. Two Regular officers, Wing Commander Dickie Bradshaw and Flight Lieutenant Don Holliday, flew to Lusaka to install an operations centre for use and training by Volunteer Reserve members there.

Units were formed and gradually most centres of the Federation were serviced by V.R. units.

Group Captain Green then had to relinquish his command due to pressure of personal work and his place was taken, as an interim measure, by Wing Commander Chris Hudson.

He was replaced by Squadron Leader Graham Smith (promoted to Group Captain), who found teething troubles a-plenty. Many men, war memories still fresh, joined with understandable ardour, but it was found that some were inclined to use the Reserve as a club for reminiscences and war stories rather than as an operational unit. These "old warriors" had to go.

Time soon proved that the original concept needed drastic change. There was a definite need for V.R. members to become specialists in certain operational branches and, when necessary, to serve in the field in these capacities. Thus the concept changed and the V.R. became a



The insignia of the Rhodesian Air Force inside the aircraft roundels.

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viable Air Force Unit specialising in certain fields that were not covered by the Regular Force.

Under any type of mobilisation there would be a need to activate a number of formations and units in the field. The Regular Force, with its limited numbers, would have had difficulty in coping with the situation, and so today V.R. personnel are trained in specific roles, to operate in the field next to Regular personnel.

V.R. squadrons are based on all major cities in Rhodesia and also in some of the more heavily populated farming areas, thus ensuring the maximum use of available manpower.

The current terrorist threat demanded an increase in the V.R. establishment to meet this new commitment, and it is safe to say that few "bush" airfields have been activated either in past or present operations where the V.R. has not helped in manning and administering them.

The Administrative Commander of this type of airfield is usually a V.R. officer. He has vast responsibilities; from the mundane complexities of pay and allowances to the more ticklish problems of discipline, housing, feeding and welfare, to name some. With him will be the Intelligence and Operations personnel, V.R. officers and airmen who, closely integrated with the operational flying side of operations, are a vital factor in the successful running of an operational airfield.

With a wide field of responsibility, the Security Section has the vast job of "making safe" all operations emanating from the airfield.

There are many other jobs, mundane sounding but nevertheless just as essential, such as Field Supply and Air Movements, all of which need specialists.

Pay tribute, finally, to the men who should be at the top of the list—the volunteer pilots.

A senior officer has said: "These indomitable spirits, so few in number, so great in the time they give, are a key factor in the continuing efficiency of the squadron in which they serve."

The Volunteer Reserve could not survive without an efficient administrative service, provided by the O.C. V.R. (now Group Captain O. D. "Ossie" Penton) and his Staff Officers, whose responsibility it is to organise and guide the necessary training programmes so that the Volunteer commitment to the Regular Force is maintained overall. Training, whether it is in the field or the lecture room, is essential for the "part-time" airman who must re-orientate himself from the civilian to the efficient military "cog" in a complicated machine.

It is the end of the day. The businessman, the executive, the manual worker or the craftsman, arrives home and tosses his hat or case into the corner. And to his wife—that patient person who through the centuries has seen her man go off to war—he says: "I've got to go to the nether regions tomorrow, so I'll want an early breakfast—say 0530."



More aircraft of the Rhodesian Air Force. Top to bottom: Hawker Hunters, Vampire and Provost T.52.

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School of Infantry

THE origins of the School of Infantry are diverse and must be traced from the Gwelo Camp through the Corps of Instructors at Number 1 Training Camp, the Leader Training School, Southern Rhodesia Training School at King George VI Barracks and Gwelo, Central Africa Command Training School and the School of Infantry. All the training tasks carried out by the School of Infantry today were carried out by the above units at various times, and their history thus forms part of the story of the School of Infantry as a leader training and instructor training establishment.

The piece of ground on which the School of Infantry was built was used as a parade ground by the Gwelo Volunteers, a mounted infantry unit, in the 1890's.

In 1913 Territorials trained there in a tented camp and in 1914 the camp was used to train men for the East African campaign and the Western Front.

From 1919 to 1935 the camp was used for Territorial and Cadet Camps. In 1938 the Gwelo Times noted that the happy troops were drawing five bob a day and a quart of beer!

At the start of World War Two, with No. 1 Training Camp in Salisbury and No. 2 in Bulawayo housed in a nucleus of existing buildings at the respective show-grounds, Gwelo Camp, so to speak, fell into disuse. Some buildings, however, were put up about 1942, following the establishment of a Leader Training School in 1941. In that year, also, the first Rhodesian commandos started their rigorous training there, with the emphasis on complete physical fitness, unarmed combat, and the study of enemy methods of warfare.

In 1944 a cadet camp was held at Gwelo, and in 1946 the camp became a supply depot for the Royal Air Force station in the area. The next year a company of The Rhodesian African Rifles was stationed there as a garrison.

From 1946 to 1954 Territorials and cadets trained at the camp: for the next two years it was occupied only by guinea fowl and baboons. Then in 1957, the Central Africa Command Training School was set up.

IN July, 1972, the Defence and Employment Company was formed at Inkomo Barracks, to provide a demonstration platoon, defence platoons for formation Headquarters and static guards for military installations.

Initially, the Company recruited into its ranks a number of NCO volunteer instructors from the 1st Battalion, Rhodesian African Rifles, to train new recruits. Training started on 1 July, 1972, and the first batch of recruits passed out as trained soldiers on 29 September. The unit started providing static guards on 1 October.

Later, this African infantry company, with European officers, was renamed the Rhodesian Defence Unit (RDU), and now comprises a Company Headquarters and four defence platoons.

THE STRONG "BACK-UP" FORCE



Group Captain
Charles Green,
D.S.O., D.F.C.

THE creation of the Air Force Volunteer Reserve was one of the brighter decisions in a Rhodesian world still somewhat dull after the devastation of World War II.

"If anyone doubts the value of volunteers in a national military effort, look at Israel. That small state would have been smashed long ago without the terrific effort produced by all its people.

"And Rhodesians—especially the post-war newcomers—should remember that Rhodesia has been the only country in the once-great (and now eroded) British Empire and Commonwealth which had to introduce conscription to keep its volunteers out of the Services, in order to have enough men and women available to keep their shoulders to the wheels of industry and commerce.

"As first C.O. of the R.A.F.V.R., I can say now I felt that it would be stupid not to use the latent ability of so many experienced airmen from World War II, when it was essential that our small Air Force should have a strong back-up force. The matter had been raised with Ted Jacklin, and was strongly supported by Barney Benoy, who had to fight many people over the idea, the cost and the control of the V.R. Raf Bentley, and Harold Hawkins, when they in turn succeeded Jacklin as Air Vice-Marshal, really got the V.R. going. The volunteers came in on their own time, quite willing to forget their war-time ranks, and much praise is due to these 'old sweats' who got the scheme off the ground. Many of them have gone, but the important factor—continuity of effort—remains, so that today the R.A.F.V.R. is a vital part in the Rhodesian military machine."

Group Captain Charles Green.

Comment in *The Bateleur*, the Rhodesian Air Force magazine: "News from V.R. Squadrons is like Lake Mllwaine—drying up (and sometimes not too clean)."

THE VICTORIA CROSS

An open letter to
Brigadier The Rt. Hon. Sir John Smyth,
BT., VC, MC, MP.

Dear Sir John,

It is an incredible fact that not one Rhodesian or South African holder of the Victoria Cross is included in your book "The Victoria Cross, 1856-1964".

I have just read the shorter edition published in Britain in 1965 by Frederick Muller Limited, for which the dust-jacket claims: "Sir John records all the V.C.'s which have been awarded from the Crimean War to the present day and also points a graphic picture of many of the circumstances under which the award has been gained."

You do mention an airman born in Johannesburg who won his Cross with the Royal Air Force, but omit any reference whatsoever to the gallant men I list below, all of whom once lived or still live in Rhodesia.

R. C. Nesbitt—of the Mazoe Patrol, 1896.

H. S. Henderson and F. M. Baxter—with the Bulawayo Field Force, 1896.

John Sherwood-Kelly—formerly of the B.S.A. Police, with the Royal Inniskilling Fusiliers in World War I.

W. F. "Mannie" Faulds—at Delville Wood, 1916.

R. V. Gorle—with the Royal Field Artillery, at Ledeghen, 1914. He became Serjeant-at-Arms in the Rhodesian Parliament.

F. C. Booth—formerly of the B.S.A. Police, in East Africa, 1917.

G. R. "Toys" Norton—with the Royal Hampshires, in Italy, 1945.

Other names, encountered while I have checked the facts for this letter, are also missing from your story. This

may have been a deliberate move to reduce its length, but the omission of all Rhodesian and South African holders of the Victoria Cross would seem to be more than coincidental.

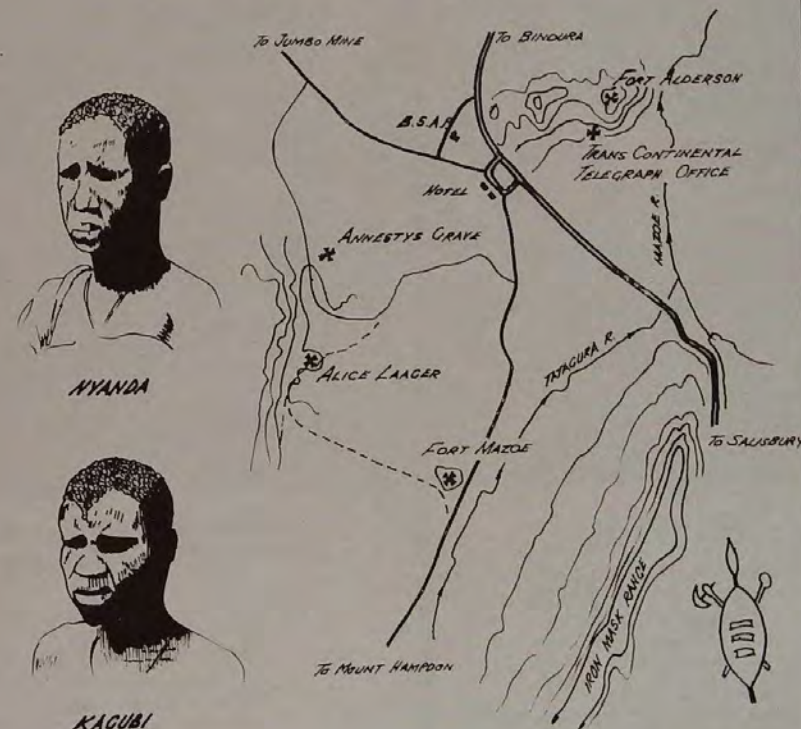
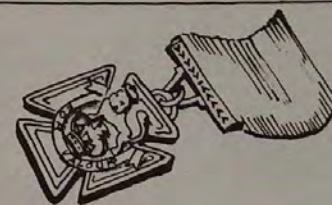
Yours sincerely,
Colin Black.

MAZOE PATROL

This, in outline, is the story of the Mazoe Patrol of 1896, in which the Victoria Cross (top, right) was awarded to Captain R. C. Nesbitt of the British South Africa Police (bottom, right). It was specially drawn for "Fighting Forces of Rhodesia" by John Waterhouse, then Section Officer, B.S.A. Police, Mazoe, as a condensed version of an original drawing which hangs in the Mazoe Inn (prop. Wally Walters). Nyanda and Kagubi (centre, left) were the instigators of the Mashona Rebellion, planning to receive all loot after the murder of the settlers. When the rebels attacked the Alice Mine on 18 June, two postal employees, Blakiston and Routledge, made a dash for the Trans Continental Telegraph Office (upper, right) and sent a distress message to Salisbury. Both were killed by the rebels on returning to the Alice Mine. A small patrol, under Dan Judson, was sent from Salisbury, and then a second and larger one, under Randolph Nesbitt. The rescuers fought a dramatic and heroic running battle along the old Mazoe Road, the survivors reaching Salisbury on 20 June. Late in 1897 Nyanda and Kagubi surrendered, were tried, and were hanged, their remains being scattered. Nyanda's stronghold of 1896 is still in the granite hills on the south-eastern side of the Mazoe Dam.

COLIN BLACK, who writes this story of Rhodesia's Fighting Forces, is an ex-journalist, wartime soldier, Civil Servant and public relations practitioner who came to Salisbury from South Africa at the beginning of 1939 to work on the *Rhodesia Herald*. During the war he served in East Africa, Italian Somaliland, Abyssinia and West Africa with the Gold Coast Regiment and, later, with the Gordon Highlanders in Italy, Syria and Palestine. From 1949 to 1955 he was Public Relations Officer and, during Federal days, Information Attaché at Rhodesia House, London. His duties took him to countries as far apart as Norway and Yugoslavia and to most of those between.

Mazoe Patrol
June 1896



NYANDA



KAGUBI



T.G. ROUTLEDGE



J.L. BLAKISTON



CAPT. R.C. NESBITT V.C.

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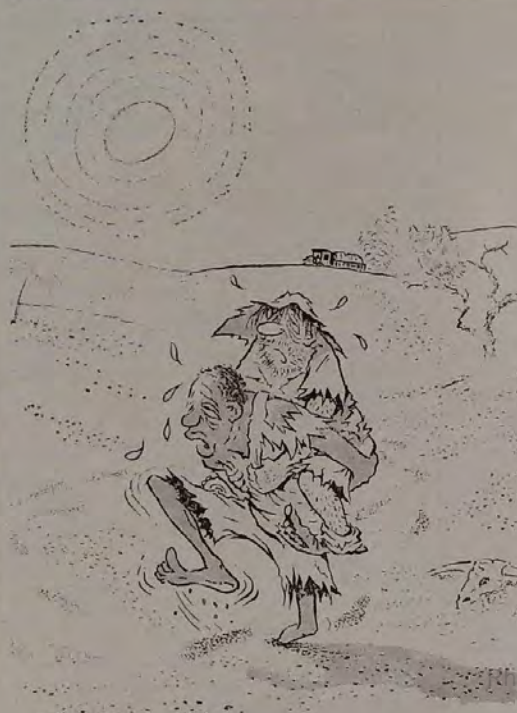
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Salute to P.A.T.U.

LATE in 1966, due to increased terrorist activity, Police Anti-terrorist Units were formed. They quickly made a name for themselves.

These units were specially trained in reconnaissance and intelligence-seeking roles, but at the same time were armed and well capable of defending themselves.

Each unit, or "stick", consists normally of four European and one African policeman, all volunteers, from the Regular and Reserve branches of the Force. These men, once chosen, form a team and as such remain together throughout all aspects of training and operational work. In the early days of P.A.T.U., men were trained by Chief Superintendent A. E. F. Bailey, of Long Range Desert Group experience, and by Auxiliary Inspector R. Seekings, D.C.M., M.M., late of the 1st Regiment, S.A.S., who is still a member of the P.A.T.U. training staff.

Members of P.A.T.U. undergo intensive training. Police Reserve members being trained at week-ends or at

such times as they can be released from their employment. Training covers a wide range of subjects and includes bushcraft and map-reading; camouflage and concealment; patrol formations and immediate action drills; radio communications and ground to air co-operation and, most important of all, weapon handling and the accurate use of the weapons with which they are equipped.

These Police Anti-terrorist Units are necessarily composed only of very fit men. In the normal course of events, they patrol for up to a week without re-supply. Self-contained, the "sticks" carry out much of their work on foot, in some of the most hazardous conditions and in all weathers.

The role of P.A.T.U. is a wide and varied one, containing the basic characteristics of searching out and locating terrorist elements in a particular suspect area and at the same time performing the role of policeman in reassuring the local population and investigating any crimes that may be reported to them.

It is this dual function of the trained fighting units, which at the same time is capable of filling the recognised police role, that makes P.A.T.U. invaluable in any counter-insurgency operation.

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Remember the Ex-Serviceman

TOWARDS the end of World War I, about 1917-18, a number of senior officers of the British armies realised that something would have to be done about the thousands of wounded soldiers who were being discharged. A new factor was appearing. Wounds, especially from heavy artillery, were preventing men from working at all.

Regimental associations were formed, but financially they could not cope. After a lot of discussion among the generals, Earl Haig was asked to form an association to deal with the awkward situation. He contacted General Smuts and, in February-March 1921, a meeting was arranged with representatives from all the countries of the Empire.

Rhodesia had already laid its own foundation with the creation of "The Comrades of the Great War" (in which a big part was played by J. J. Seagrief, who is still living in Salisbury). Also still in Salisbury is another veteran, B. H. Seymour Hall.

In March 1921, the British Empire Service League was formed. Branches were set up all over the world. Rhodesia was represented at the talks by Major C. Duly and Captain W. H. Kimpton. Headquarters of the B.E.S.L. (Rhodesia) were established in Bulawayo and are still there. Most towns also formed branches.

Collection of funds for helping distressed ex-servicemen started immediately. The Flanders Poppy became the League's emblem. In 1928, manufacture of the poppy started in Bulawayo. As a founder member of the League, Rhodesia was a very active unit. The Prince of Wales visited Rhodesia in 1925; in 1928 the B.E.S.L., after much organisation, persuaded the Government to start a land settlement scheme for ex-servicemen; in 1929, Sir Abe Bailey made a gift of farms to the B.E.S.L. (This scheme was carried further after World War II, and a note printed in December 1947 said that 400 men had been put on the land, while another 150 were being trained). April 1929 saw the foundation of the Women's Auxiliary. Its members soon proved their worth, fund raising and hospital visiting being their specialities, while, during World War II, generous hospitality was offered to all troops stationed in Rhodesia. Work was ever increasing in caring for ex-servicemen in distress—and continues to this day, for the veterans of earlier wars have been joined by many "types" from the last war (some of them in circumstances which would appal the public conscience were the details to be disclosed). Current demands on the Special Relief Fund set up in 1928 are heavy, and the Legion is always looking for new members.

In 1966 the annual conference, held in Gatooma, changed the name from British Empire Service League (Rhodesia) to "The Rhodesia Legion". Its creed states: "We know no barriers. Our assistance is available to all.

irrespective of their service or unit, their rank or race or where they served, including the Merchant Navy, the Red Cross and similar organisations." In terms of a recent amendment to the Legion's constitution, Rhodesian ex-Regulars and their dependants are eligible for assistance back-dated to 1 January, 1946.

THE general question used to be: Where do flies go in the winter time?

The Rhodesian question now is: Where do the generals go in their retirement?

In general, into the petrol filling station sector of commerce.

Lieutenant-General Keith Coster, former General Officer Commanding, the Rhodesian Army, has joined with Air Marshal Archie Wilson, former Chief of Air Staff, the Rhodesian Air Force, to run two petrol stations on the Enterprise Road at Chisipite. Major-General "Dooley" Garlake, Rhodesia's first military commander of that rank, once worked at the same stations. Brigadier Theo Passaportis, recently retired, is running a petrol station at Mabelreign. Rhodesia's second general, Bob Long, went from H.Q. to a dairy herd at Borrowdale Brook.

Said Major-General "Sam" Putterill, now growing fruit at Juliasdale, to General Coster: "You could sell some of my fruit at your petrol pumps."

"Yes," said Keth Coster, "... 'Putterill's pippins'."

"And what about 'Archie's artichokes'?"

Major-General "Jock" Anderson is now believed to be watching mulberries grow in Norfolk, England.

ON 18 January, 1974, it was announced that the President, the Hon. Clifford Dupont, had granted the Police Reserve Long Service Medal to 180 members of the P.R. (including the Minister of Lands and Natural Resources and of Water Development, Mr. M. H. H. Partridge).

The awards (by Provinces) were:

Manicaland	18
Mashonaland	35
Matabeleland	37
Midlands	20
Salisbury	52
Victoria	6

Twelve awards were also made to former members.

FORENSIC SCIENCE TRACKS THE TERRORISTS

FORENSIC science is used by police forces throughout the world as an aid to investigation. Examination of a crime is the responsibility of the police—and not of Sherlock Holmes, “private eyes” or crime reporters, no matter how exciting their fictional exploits sometimes are.

The B.S.A. Police Forensic Science Laboratory, established in January 1963, and already honoured with an international reputation, is primarily concerned with identifying the traces of material which might be left by the criminal at the scene of the crime or taken away by him. These traces can be almost anything—fibres, dust, paint fragments, glass fragments, traces of plant material, inflammable liquids—you name them, the “Lab” processes them.

There are few cases in which the criminal escapes.

Many methods are adopted for identifying these materials, and the techniques used are mainly those in use all over the world. The subject is so large that it would be unreasonable to expect the investigating officer—who is the man on the spot—to appreciate the value of all possible evidence; hence, good liaison between police and laboratory staff is essential. (This liaison is, in general, the weakest link in forensic science. It does not matter how efficient and well-equipped the laboratory is, if the man on the spot does not find the material the laboratory cannot operate. However, the degree of co-operation achieved in Rhodesia is very high compared with that in Europe and the United States.)

In more recent years, a proportion of terrorist activity has had to be treated in the same way as more conventional crime, and evidence of this has had to be produced in court. Any one of the whole range of forensic science procedures might be needed to establish evidence of guilt in particular cases.

Look at two examples.

In the one case, arms were carried by terrorists for a great distance and then abandoned. After they were arrested, it was possible to connect the terrorists with the weapons by identifying the clothing fibres which were sticking to the rifle-slings with the clothing of the people who had been carrying them.

Secondly, after an explosion in a building, there were some fragments of cardboard found which differed from

the ceiling-board used in the room where the explosion took place. These small fragments were gathered together and were found to be part of the cardboard-box in which the explosives had been contained. Fitted together, the box bore a label which was a useful lead for the investigator.

From a forensic science point of view, petrol-bombs, in spite of being destroyed on detonation, can provide much information. The sand from the site, the wick and the petrol used are all identifiable.

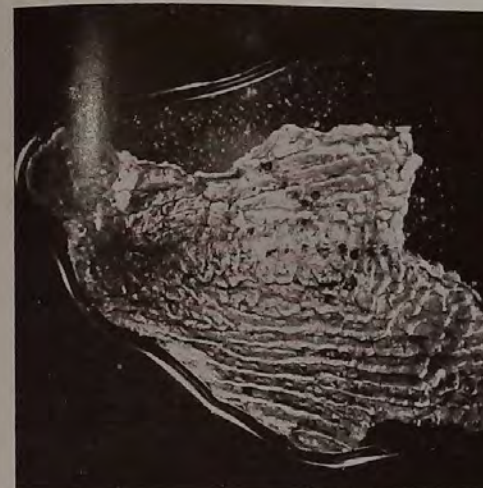
Look at the illustrations on these pages.



Saboteurs loosened the fish-plates on a section of railway line. One of the men was a bit careless in handling the bolts and nuts, some of which had been daubed with old blue paint. The right half of the picture shows a fragment (highly enlarged) of paint taken from a bolt, the left half a matching fragment of paint found under one of the suspect's finger-nail.

“And your headlight was full on?”
“Yes, your worship.”

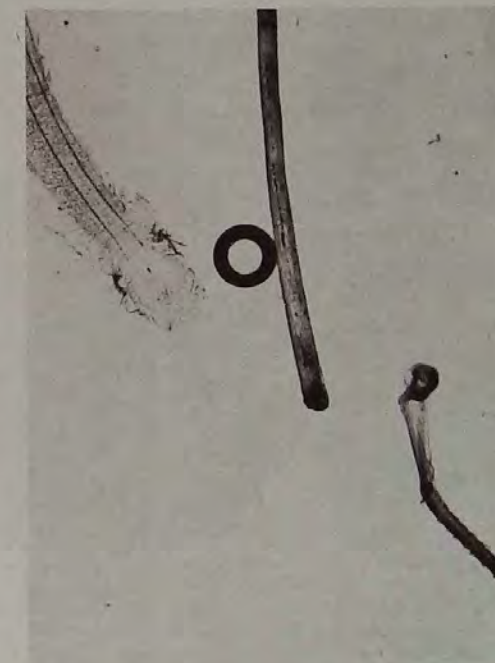
Actually, it was. One of the drivers in a two-vehicle head-on collision alleged that the other vehicle's lights had not been on. This micro-photograph shows that the filament, which burns at a temperature above that of the melting point of glass, had been white-hot at the time of the collision, with the result that fragments of glass from the shattered lamp had fused to the filament and can be seen as pale blobs against the dark wires. (See picture at right.)



The smash-and-grab thief was a bit enthusiastic in sticking his hand through the broken window. When he ran he left behind a piece of skin from his thumb. When he was caught the skin on the glass matched perfectly the skinless area of his damaged thumb.



Human hair grows unevenly. When it comes out of a pore, it grows, becomes dormant, grows again. If pulled from a human head while dormant, it could look like the specimen on the right of the picture, with the root (a hardened jelly) showing clearly. When dead, the hair (centre) is a featureless line. Sometimes an active hair comes out of the pore with the sheath (left) still around the root. African head hair is more firmly rooted than European hair, and the sheath often comes out with the root.



One week-end an African male took a 17-year-old girl for a walk in the veld. He then tied her hands behind her back and kicked her to death—with his fancy week-end shoes. When the girl was missed, suspicion fell on the man, as he had been seen with her, but the Police could prove nothing, as no body had been found and the man strongly denied that he had done his companion any harm. Six weeks later the girl's body was found. The suspect was pulled in—at a week-end. Between the sole and toe-cap of his fancy shoes were found four hairs, including one with the sheath around the root, which were microscopically proved to have come from the dead girl's head.

THE NEW POLICEMEN . . .



RECRUIITS to the British South Africa Police are given an outline story of the Force to read, learn and at all times remember.

This is the summing-up.

"The post-war years have seen no diminution in the traditions of the Force earlier established. These have, if anything, under vastly more difficult conditions, been added to. Problems never previously envisaged—in traffic control, crowd control, strikes and civil commotion—have been handled unobtrusively and with restraint. At the same time, the British South Africa Police has kept pace with advances in the fields of transport and communications. The horse has reluctantly given way to the motor-cycle, the high-powered motor-car and the aeroplane, but a strong link with the past is retained in that every recruit is taught to ride, and the B.S.A. Police continues to provide mounted escorts on ceremonial occasions."

And the summary says: "The value of police dogs in the prevention and detection of crime was early appreciated and, at the present time, every police station in

"All recruits are taught to ride. . ."

Rhodesia can quickly be provided with assistance from this branch of the Force. Other specialist facilities include a fully equipped forensic science laboratory, staffed by a team of trained scientists, ballistics and questioned documents experts, and sub-aqua investigation teams."

"**T**HE new system," said the senior Police officer, "is an instant success. Very good material is coming in, from all walks of life, with many persons who have completed a degree or other course of further education, and who can see the advantages of working in small groups and at small centres throughout Rhodesia."

He was speaking of the first intake, in July 1973, of 42 men who had applied to do their national service with the British South Africa Police. It was the first time this choice had been offered to men called for national service, and the response had been gratifying. The officer said: "Only responsible and, as far as possible, reasonably mature men will pass through our selection process."

. . . AND THE NEW SYSTEM



Members of the first intake of National Servicemen who chose to do their training with the BSA Police instead of the Army or the Air Force being taught the workings of the FN rifle.

Earlier in 1973 the Minister of Justice and of Law and Order, Mr. D. W. Lardner Burke, had said that the successful applicants would undergo a concentrated basic training course for about three months and, if satisfactory, would then be posted to police stations throughout the country to complete their 12 months' service.

The Police system aims at an annual intake of 300 men. The applicants can be married or single, must be educated to "O" level and with a successful pass at this standard, meet the same physical and health standard as set for Regular Police members (though there is a slight relaxation in eye-sight standards), and must be aged 18 to 25 inclusive. They must also hold a driver's licence for a light motor vehicle. After completing one year full-time national service with the Police they must be willing to join the Police Reserve and serve until at least 38 years of age.

These N.S. patrol officers are paid on similar lines to the Army and the Air Force, but the Police have no

promotion system and therefore salaries are increased after certain periods of efficient service. (The system of all National Servicemen being grouped under the one title of Patrol Officer National Service has drawn much support from the N.S. men themselves.)

Their training course at Morris Depot, Salisbury, is on similar lines to that of a Regular member but is more condensed and does not cover equitation. The course includes diverse subjects, including Law and the Police; typing; radio procedure; first-aid; foot-drill; unarmed defence; musketry; anti-terrorist operational training; and court attendance.

When posted to stations and commands, the Patrol Officers "will be used to best advantage in Regular Police duties and with a commitment to the Police Anti-terrorist Units (P.A.T.U.)." They will wear uniform identical to the Regular member's but with an N.S. shoulder-flash. Members stationed in the districts will wear a green shirt which has been designed for the N.S. man. For the first three years after their National Service period the N.S. policemen will have to meet some Police Reserve duties to fulfil certain legal requirements.

Picture from the Past



Field Marshal Lord Wavell inspecting a Guard of Honour composed entirely of non-commissioned officers at Government House, Salisbury, in 1948. With him are the Guard Commander, Captain Jack Des Fountain, MC, and Lt.-Col. Bob Long, MBE, then GSO 1.

THE BLACK WATCH & THE KING'S MEN

A FAMOUS soldier's tribute to Rhodesians who were scattered so widely on secondment to units of the British Army appears in Brigadier Sir Bernard Fergusson's book, "The Black Watch & The King's Enemies" (Collins), and it is quoted here with his permission. (Fergusson is now Brigadier the Lord Ballantrae, G.C.M.G., G.C.V.O., D.S.O., O.B.E.)

"The Black Watch has no affiliated unit in Southern Rhodesia, but the Regimental Association has a flourishing branch. And in the surviving Regular battalion of the Regiment there is a trophy held by the company best at drill, and presented by those Southern Rhodesians who served in the 2nd Battalion during the war.

"In May 1940, there disembarked at Suez a contingent of men from Southern Rhodesia, come to reinforce General Wavell's army. They were for distribution among

various units in the Middle East; they were of good stock and high calibre; and none can have been better than the two officers and forty-two other ranks who came to the Regiment. Their commander was Captain Gerald Barry, M.C., formerly of the Coldstream, who had settled in Rhodesia when he left the Army. He was well above the age at which an officer was liable to recall to the Colours, yet he came; and of the Battalion's first three engagements he was the only man to take part in them all as an officer. (Richard Boyle served with another unit in Crete; 'Big Jim' Ewan was not commissioned until after Somaliland.)

"Most of the forty-two other ranks were in due course commissioned, and of these only two or three came back to the Battalion. Some were killed coming away from Crete; nine in the sortie from Tobruk. It is appropriate that their trophy is given for drill; for the virtues of stoutness and steadiness and smartness which good drill induces were theirs in full measure. So were the virtues of courage and comradeship."

Later Lord Ballantrae was to write to this editor and say: "I am now Colonel of the Black Watch, and in that capacity, when visiting our 1st (and now only) Battalion in Hong Kong last October, it fell to me to present the Drill Cup presented by the Southern Rhodesians in the Regiment to the winning Company. So you see they are still remembered."

"I have just looked up Jock Addison in 'The Book', and see that he was commissioned in the 4th (City of Dundee) Battalion in December 1915. What a splendid story you told me about him and Wavell!

"The Rhodesians I remember best with 2nd Black Watch are Waghorn (ex-Police, I think), Gray and Cochrane. I see Roy Welensky whenever he comes to this country. Our single 'native' Rhodesian Regular officer is Richard Fleming, from whom I hear occasionally."

Lt.-Col. Berowald Innes, writing in the Regimental magazine, *The Red Hackle*, said after a visit to Salisbury for a Black Watch reunion organised by Richard Fleming, who farms south of the Hunyani: "I cannot help concluding by saying that as a visitor from Britain one feels ashamed to think that our politicians, in conjunction with such as the U.N. and the World Council of Churches, are doing their best to try and disrupt the economy of this most peaceful and progressive country."

"With a fair knowledge of what really goes on in Rhodesia, as opposed to U.K. style propaganda, one can safely say, come what may, that the guts and spirit of the old brigade which dealt with Hitler lives on with those of their successors in Rhodesia now, and that the same fate awaits any who may try to disprove it, as they are increasingly finding to their cost."

Colonel Innes listed the Rhodesians whom he met at the reunion. They were: 2nd Battalion—Richard Fleming, Salisbury; Spiro Divaris, Salisbury; Jack Gray, Bulawayo; John Godfrey, Salisbury; Tim Hay, Salisbury; Leo Ross, Salisbury; Gordon Sims, Salisbury; Jimmy Taylor, Salisbury; Raymond Waghorn, Darwendale; and Trevor Wright, Bulawayo. 4th Battalion—Bob Cook, Salisbury; and Jimmy Dawson, Salisbury. 6th Battalion Salisbury; —Denis Ford, Umtali. Ex-Regulars were: Neil Ewing, Bulawayo; David McKinlay, Salisbury; George Scott, Triangle; and Bob Young, Salisbury; and Ken Sibbald of Salisbury, who served with the 1st Battalion in Korea.

EDUCATION—AND HOSPITALITY!

THE Rhodesian Army Educational Corps was formed on 1 January, 1964. Its roles are the primary education of African soldiers to A.C.E. 1st Class; further education for selected African soldiers; primary education of African soldiers' children to Grade VII; academic instruction for Officer Cadets; training African soldiers as clerks; the maintenance of Army libraries; setting and marking A.C.E. I and A.C.E. II examinations; to provide textbooks and tuition for individual courses; the education of European soldiers up to G.C.E. "O" level; the production and distribution of the Army magazine; responsibility for all language training; and the setting and marking of the Current Affairs paper for the Captain-to-Major promotion examination.

It might be noted that the compiler of this publication, when Federal Director of Press and Public Relations, was asked by the General Officer Commanding to set and mark the local part of the Current Affairs examination. This was done, in great secrecy, for three years—but near the end of the Federation something must have leaked, for the examiner, whenever he visited the Officers' Mess at K.G. VI, was besieged by groups of young captains offering hospitality on a frightening scale!



Vice-Admiral Sir Peveril William-Powlett, Governor of Southern Rhodesia from 1954 to 1959, inspecting the Territorial Guard of Honour at the opening of Parliament. The Guard Commander was Major W. R. Ferris. Behind the Governor was Major-General Storey Garlake, General Officer Commanding, Central Africa Command.

1903—1974

POLICE TRAINING DEPOT

THERE is little on record about the establishment of the B.S.A. Police Depot as a training institute, but the Commandant-General's orders for 5 October, 1903, showed that there would be 11 troops of B.S.A. Police, each a complete and separate unit with an inspector in command. One was to be the Depot Troop, to which all recruits would be posted on enlistment. It would be held in reserve in case of emergency and would supply all drafts needed to keep the district troops up to strength. The order said that before being posted to a District Troop "every recruit will be put through a thorough course of military training, and will at the same time receive instruction in Criminal Law and Police duties at the Depot".

This was the birth of the present Morris Depot, named after an ex-Commissioner, Brigadier J. S. Morris. The first Commandant to be appointed was Sub-Inspector H. Chapman (1 October, 1903), following the amalgamation of the Mashonaland and Matabele Divisions. He served in this post until 1905.

From that time the Depot has trained Regular European recruits for service in the District and Urban commands and, more recently, women police and National Servicemen.

African Police were absorbed into the Company's Police soon after the Occupation and for many years were known as the "Black Watch". After the Rebellions, only aliens were recruited, mostly from the Angoni, Yao, Ila, Bemba and Tonga tribes, although several cannibals from the Congo were also attested!

The African Police training camp at that time was at Lorelei Farm, east of the present Coronation Park on the Umtali road. About 1908 the camp was moved to its present site and became the main training camp for African Police, although there was another camp in Bulawayo. During World War I the camp accommodated the 1st and 2nd Battalions, Rhodesia Native Regiment, and there is a cemetery of 28 graves of the victims of the 1918 influenza epidemic.

This depot, now the Tomlinson Depot, named after Lt.-Col. A. J. Tomlinson, is the only training camp for African members of the Force. It runs courses for cadets, women constable recruits and constable recruits, as well as being the home and training ground of the Police Band and Support Unit. It also provides advanced training and promotion courses.

Both depots have developed considerably since the early days, although some of the original buildings are still in use. Tomlinson has developed into a large complex housing some 3 000 people and is equipped with its school, sports fields, canteens, recreation rooms and an assembly hall. In Morris some of the old stables have been replaced with modern and well equipped stable blocks to cater for the 55 horses used for equestrian training, displays and mounted escorts.

Training courses vary in length. Regular Patrol Officer recruits have approximately four and a half months, which is followed by a two-week course at driving school. Should equestrian be included in the syllabus, the course is extended to six months. Training covers many subjects, including physical training, unarmed defence, foot drill, law and police duties, road accident investigations, counter insurgency training, weapon handling and range work, first-aid, radio procedure, riot drill and typing. Visits are paid to magistrate's courts, the mortuary, forensic science laboratory and Government departments.

Women recruits also train in Morris Depot for two and a half to three months. Much of their training is the same as for men—physical fitness, instruction in foot drill, unarmed defence and the use of fire-arms. They also study radio procedure, map reading and community development, with the emphasis on law and police duties and typing.

National Servicemen are put through a three-month training course, more condensed than that of the Regular recruits, with the emphasis on physical training, law and police duties and counter insurgency training.

African recruits at Tomlinson Depot take a course of 24 weeks, during which they are taught law and police duties, first-aid, radio procedure and general knowledge. On the physical side they have P.T., swimming, boxing and endurance tests. They are trained in riot drill and the use of the Greener shot-gun.

In both depots there is much emphasis on physical fitness, and recruits are able to enjoy swimming, squash, tennis, soccer, rugby, athletics and volleyball.

The courses for cadets are very much shorter, lasting about five weeks. Instruction is far less comprehensive than that given to Patrol Officers, but includes P.T., foot drill, swimming, unarmed defence, weapon handling, law and police duties, radio procedure, road accident procedure, finger-prints and first-aid.



Colonel A. S. Hickman, Commissioner of Police, inspecting the Askari Platoon at Police Headquarters. With him are Captain H. D. van Niekerk, and (behind) Lt. Col. H. Jackson, later "Compot".

AN uncommon feature of the story of the British South Africa Police is the part the Force has played in the maintenance of law and order not only in Rhodesia but throughout Central Africa.

In the early years of this century members of the Force formed the nucleus of the Northern Rhodesia (then Bartoseland) Police and the Nyasaland (now Malawi) Police. Contingents of the B.S.A. Police have served in what were Northern Rhodesia, Nyasaland, Bechuanaland and Kenya, assisting the police forces of these countries to maintain the law in the face of violent outbreaks. On three occasions contingents were flown to the Northern Rhodesia Copperbelt to assist in containing what today is euphemistically called "industrial

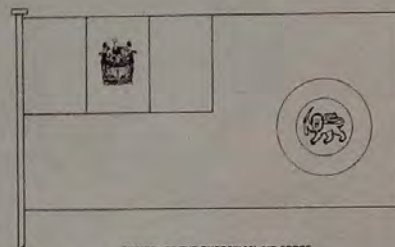
unrest", and a team of trained investigators went to Kenya to help the police there during the Mau Mau emergency.

The Force now operates from a network of Provincial and District Stations, controlled overall from Headquarters in Salisbury. In addition to normal urban beat, and remote rural area foot patrols, the Force has, in the past few years, formed and trained Regular and Reserve police anti-terrorist units (P.A.T.U.) which have, since 1964, carried out continuous counter-insurgency patrols along Rhodesia's borders with great success.

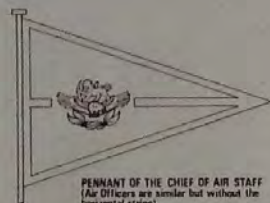
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RHODESIAN AIR FORCE

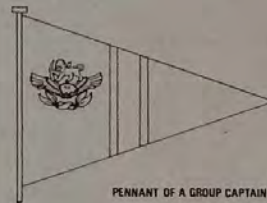
FLAGS AND PENNANTS



ENSIGN OF THE RHODESIAN AIR FORCE



PENNANT OF THE CHIEF OF AIR STAFF
(Air Officers are similar but without the horizontal stripes)



PENNANT OF A GROUP CAPTAIN



PENNANT OF A WING COMMANDER



AIRCRAFT AND CAR FLAG OF THE C.A.S.
(Air Officers are similar but without the gold braid edging)



STATION COMMANDERS CAR FLAG



PENNANT OF A SQUADRON LEADER

THE AIRMAN AND THE BIRD

We have a kinship, you and I,
We know the secrets of the sky,
We know the thrill of sheer delight
That comes from cleaving air, in flight,
We two, detached from mortal things
Can rise upon untrammelled wings
And thread our way through stars and clouds
Above the world of streets and crowds.

God gave the freedom of the sky
To you. But now I too can fly,
I too can skim the tops of trees,
Can sail the billows of the breeze,
Can race the wind, can dip and soar
And span the sea from shore to shore.
Sing on, sweet songster of the air,
I too know what it's like up there.

from The Bateleur,
Magazine of the Rhodesian Air Force.

THE MANY FACES OF THORNHILL

"By His Excellency the Governor of His Majesty's Colony of Southern Rhodesia . . . I do hereby grant unto SAMUEL JEWELL, hereinafter called the Proprietor, a piece of land containing 453 Morgen and 537 square rods, being the farm THORNHILL . . ."

THESE are the opening words of a document, dated 1939, which marked the end of 13 years of unremitting toil for Mr. Jewell. He came to Rhodesia in 1926, and worked until he was able to buy his land from the Government for 25 shillings an acre.

The Government was seeking three sites in the Gwelo district for the establishment of airfields for the Rhodesia Air Training Group. The provision of such bases was Rhodesia's main domestic effort towards the defence of the Empire during the war years. The area finally chosen comprised a large portion of the farm "Thornhill", with a part of the farm "Glengarry", the latter being owned by Mr. Tom MacDonald. In 1940 this land was commandeered from the farmers and a nominal rental was paid. (Outright purchase of the area followed after the war, when Mr. Jewell received £8 an acre for prime arable land!) The base was ready for occupation early in 1941.

On the morning of 24 March, 1941, the first two trainloads of young men arrived at Thornhill. They could not have realised that they were the first few in a continuous flood which was to last for four and a half years. For these men Rhodesia was a quiet back-water far away from the harsh privations of the European war. One of the major problems to be overcome by the first Station Commander, Group Captain J. S. Chick, was the maintenance of morale in a situation far removed from the glamour and excitement of the front lines. In this he was supported by the warm hospitality extended by the people of the Gwelo district.

The production of trained pilots continued at a constantly high flow. Batches of some 30 L.A.C. pilots graduated at fortnightly intervals. By the war's end 1 810 pilots had received their Wings at Thornhill, having recorded about 314 000 flying hours. These figures speak for themselves in terms of effort by both the ground and air crews.

In September 1945, the Station closed for some months, until it reopened as No. 3 Navigational School the following year. For the next seven years, it was just another of the many overseas postings available to a

Group Captain K. A. S. Edwards, Officer Commanding, Thornhill.



Royal Air Force airman, and there was a high turnover of personnel.

In 1953 it was again decided to close the Station—and to hold a closing-down sale! Housewives flocked in from miles around to snap up vast quantities of linen and cutlery at absurdly low prices, while many highly complex pieces of technical equipment were simply sold to the highest bidder. Among the legends of Thornhill is one about the reputed burial of a large cache of valuable tool-kits at the time of this closure, but the "treasure" has never been found.

During these early post-war years, the Rhodesian Air Force was being re-established as a separate fighting force, its primary task being Imperial Defence. As it expanded, it became clear that Salisbury's New Sarum air base would be unsuitable for flying training with the establishment of the civil air terminal. Once again, Thornhill was to be opened.

Easter 1956, saw the arrival of some 40 men, led by Squadron Leader Doug Whyte, who commanded both the Station and No. 4 Squadron, its only unit. The sole task of the new unit was the initial training of pilots on the recently-acquired Provost aircraft. The pupils then returned to Salisbury to complete their advanced flying training on Vampire jets. The first to be trained under this new scheme were the cadets of No. 9 Course, who were subsequently presented with their wings by H.M. Queen Elizabeth the Queen Mother, in 1957.

Following major reconstruction of the airfield and dispersal area, the Vampires were moved to Thornhill in 1958, in order to consolidate all flying training in one locality.

The first detachment of aircraft and men actively to take part in Imperial Defence operations left Thornhill during 1958, bound for Aden, which was then a British Protectorate. Subsequently, several squadron detachments were made to Aden and Cyprus as annual training

exercises, and these continued until 1963. Visits were made to the Station during these years by the Royal Air Force, the French Air Force and by a number of other friendly Air Forces.

At the break-up of Federation, the era of close co-operation with the Imperial Defence scheme ended, and the need for a sharper focus on internal security arose. It was not long before air-strikes were made against infiltrating terrorists in the Western Matabeleland area. A number of similar air-support operations were carried out by Thornhill-based aircraft in the early days of terrorist infiltration, and the resident Squadrons still remain poised to meet any threat.

If one of the original airmen of 1941 were to wander into the precincts of Thornhill today, he would find little changed geographically. The essential corporate spirit of Air Force life is also unchanged, save that it may be expressed in a less demonstrative fashion than was the custom during the wartime years. The neat rows of standard-issue headstones in the Gwelo Cemetery bear silent testimony for those who would reflect on the cost, in terms of human effort, of the making and the preservation of peace during Thornhill's history.

One Woman's War

CAN one person disrupt an Air Force base? The late Mrs. Jeannie Boggie tried to do so, when she fired the first shots in her life-long war against the progress of military aviation. And yet the reason for her antagonism was not as simple as one might imagine: she became an opponent of flying after seeing a Harvard crash on her farm. The result of low flying, it killed a very young pupil pilot. The event affected her deeply and she resolved to do all in her power to deter low flying in her vicinity. She used the fairly standard complaint that her farm was situated immediately below the approach to the runway—and it would seem that her chickens would never synchronise their egg production with the intermittent roar of low-flying aircraft.

As the years rolled on, the enmity between Mrs. Boggie and the Air Force became legendary both in scope and frequency. Because of her reputed ferocity, no figure in uniform would dream of approaching her homestead. However, towards the end of her life, in the early 1960's, the C.M.C. of the Airmen's Mess, Cpl. Antel, took courage and invited her to a Mess dance. Her answer was to protest that she had mislaid her false teeth. Cpl. Antel promptly removed his own false teeth, slipped them into his pocket and promised to escort her in that condition. To this she happily agreed, and it appeared that she thoroughly enjoyed the evening!



From top to bottom, these four aircraft of the Rhodesian Air Force are: Tiger Moth, Harvard, Pembroke and DC-4.

THE POLICE RESERVE



This Land Rover was being driven by a CID officer in the Mount Darwin area when it struck a land mine. Remarkably, he and his passengers were only slightly injured.

"This Outstanding Contribution"

IN a letter addressed to all members of the Police Reserve, dated 13 December, 1951, the Officer Commanding, Police Reserve, Lt.-Col. M. G. Fleming said: "In a young and developing country such as Rhodesia there is always the need for citizens to face up to the fact that there is much to be done that does not come within the limits of the ordinary working day, and if the desire is that Southern Rhodesia shall establish leadership in the development of Central Africa, it must be based on its citizens' response to the various duties that need to be performed, but which limited facilities make it impossible for the State to shoulder."

These comments emphasised the need for a Police Reserve which, in fact, was an established organisation already 12 years of age at the time the letter was written.

The Police Reserve was created on 1 August, 1939, by the publication of *Government Gazette* 330, issued in terms of section 18 of the Defence Act, 1926. Members were attested for "Continuous" or "Temporary" duty, and 108 men are recorded as having joined in the first Reserve Force Order published. The same order records the appointment of Major H. H. Rochester, formerly a Regular police officer, as Officer Commanding, Police Reserve, with the rank of Chief Superintendent.

At the outbreak of World War II, a further class of duty—Emergency—was introduced. Members taken on for such duty were to be found in the rural areas and were only to be signed on for any emergency duty which might occur. Their services were never actually used.

The Continuous duty men were fully employed. They were responsible for guard duties at key points in urban centres and along lines of communication, internment camp duties and, in some instances, were employed in Police offices. They were paid for their duties.

Members attested for Temporary duty helped the Regular force in urban areas as and when they could. They were paid only when the duty exceeded four hours in any one day.

When the war ended, the Reserve was gradually reduced in strength and the Continuous duty units were stood down.

In 1948 there was an expansion of the Reserve, with a division of men into two sections: A and B Reservists. The A Reservist had more to do than the B Reservist. Both sections were used in the urban areas.

"The Reserve . . . is essentially a volunteer organisation providing an outlet for public spirited citizens with a high sense of personal responsibility for safeguarding the internal security of the country."

B.S.A. Police Circular.

In 1954, after a general review of the Police Reserve, the C Reserve (now known as the Field Reserve) was set up. Men only had to attend one day of training during a year but had to be available for call out in an emergency. These men were to be located in the rural as well as the urban areas. Assistant Commissioner C. W. H. Thatcher was appointed Chief Staff Officer (Police Reserve) and a Regular Inspector was appointed to administer Police Reserve in each province.

At this time (1954) many of the old military rifle platoons were no longer active, and they were disbanded and taken over by the Police Reserve. Some men transferred to the new organisation. The rifles and existing rifle ranges of the district platoons were also taken over by the Police Reserve, and interest in rifle shooting was revived as part of the activities of the rural reserve units.



Try that for a scent, boy. An African Police handler with his Doberman checking for clues after a burglary.

In 1956 it was agreed that the B Reserve, performing only four hours' duty a month, was an uneconomic proposition and the section was disbanded, members transferring either to the A or the Field Reserve. These two sections are the basic units of the Police Reserve today, although there have been further divisions within the organisation.

The differences between an A Reservist and a Field Reservist should be explained.

An A Reservist is issued with normal police uniform. A Field Reservist has only utility uniform—a blue battle-dress type riot kit or camouflage suit. The A Reservist does at least 16 hours' voluntary duty a month. This usually consists of helping the Regular police in day-to-day work. The Field Reservist attends occasional training sessions during the year and is placed on duty only when occasion demands.

In times of emergency, the A Reservist relieves the Regular policeman from his routine tasks, so that he can be used to deal with whatever situation has arisen. The Field Reservist helps the Regular—in the field—on such an occasion.

Recruits all join as Field Reservists, although some transfer immediately to the A Reserve, to the Air Wing or to some other specialised unit within the Reserve framework.

The year 1960 was one of political disturbances. African townships were the scene of rioting and violence, and the need for increased police activity was great. The African Police Reserve was formed. Because of intimidation and political activity, the enthusiasm of Africans for the new organisation was in doubt, but these fears were unfounded, and the response from the ordinary African man-in-the-street was good. The African Field Reserve continues today as a strong and efficient organisation.

The African reservist attends training every other month, performs limited duties patrolling the townships if needed, guards important installations, and generally assists the Regular force wherever needed. His uniform is the blue riot dress as worn by his European colleague.

Men of the Police Reserve are also to be found in Police Anti-terrorist Units (P.A.T.U.) throughout Rhodesia. The men who form these units are volunteers who undergo considerable extra training with the emphasis on guerilla warfare. Their task often takes them to remote areas of the country where climatic conditions are particularly trying. To be a member of P.A.T.U. requires perhaps even more dedication than in other sections of the Police Reserve.

In 1960, the Women's Field Reserve was formed. Members help with administration in the Police Reserve; they operate radio-sets; they run control rooms, and do many tasks which would otherwise have to be done by men.

In 1971 a Women's "A" Reserve was established in Salisbury and Bulawayo. Volunteers from the Women's Field Reserve in each centre transferred to the A branch, and they now perform normal police duties to the same scale as their male counterparts.



The Prime Minister, Mr. Ian Smith, accompanied by Paul Todd, inspecting the armoured cars on the 25th anniversary of the formation of the Police Reserve. Centre: George Abrahams (formerly of The Nigeria Regiment, Royal West African Frontier Force), and David Leslie, both of whom commanded the PR at different times.

The Air Wing, formed in 1957, consists of Reservists who own an aircraft which they hire to police for duty purposes or who have access to such an aircraft. Air Wing members are either pilots—the holders of private pilots' licences who have passed a Police flying test—or observers—members with an aptitude for flying who have passed a Police navigation test or who hold private pilots' licences but who have not passed a Police flying test. Members of the Air Wing are issued with their own distinctive uniform and with flying kit. The aircraft are used for observations, radio relay, courier and miscellaneous flying duties.

Other specialised units of the Reserve are caterers, reconnaissance units, radio sections and transport and supply sections.

The Special Reserve was also established in 1960. This is an organisation designed to guard key points and residential areas, relieving Regular police and Police Reserve from static duties. Its members are usually older men who are unable to join other reserve forces but who want to do something for the general security effort. They receive no uniform and no pay, and they attend only periodical training lectures. They have no entitlement to police facilities offered to members of the General Reserve.

ANATOMY LESSON

The scene: No. 2 Training Camp, Bulawayo Showgrounds.

The date: 1940.

The action: Recruit squads marching past the Training Officer, Captain "Shorty" Crossland, to various lectures.

Captain Crossland: "Sergeant, halt your squad and bring me that man crossing the far side of the parade ring."

The sergeant collected the lone wanderer and doubled him 200 yards to where Captain Crossland stood outside the Armoury.

"Number, rank and name!" barked the Training Officer.

He got them.

"Did you see me standing here?"

"Yessir."

"Why didn't you salute?"

"Your back was turned when I first saw you, sir."

"I want you to understand, very clearly," said Captain Crossland, "that an officer's arse is as much a part of that officer as his face."

"THE LORD CREATED THE SAPPER"

BEFORE 1929 there is no record of an engineer unit being raised in Rhodesia, although Royal Engineers were active during the Mashona rebellion in 1896. In 1929 Mr. P. H. Haviland (subsequently Colonel, O.B.E.) was commissioned into the 2nd Battalion, Rhodesia Regiment, in Bulawayo. He had previously served as a commissioned officer in the South African Brigade in France in World War I and was a civil engineer.

*When the Waters were dried an' the
Earth did appear,
('It's all one,' says the Sapper),
The Lord He created the Engineer,
Her Majesty's Royal Engineer,
With the rank and pay of a Sapper!*

*from Rudyard Kipling's Inclusive Verse
(Hodder and Stoughton, 1939).*

In the early 1930's, after serving as Adjutant, he was responsible for the formation within the Battalion of what was known as the Military Engineers, a voluntary unit giving training on Sapper work. This unit was thus the forerunner of the Rhodesian Corps of Engineers.

On the outbreak of World War II, Capt. Haviland was recalled from the Reserve of Officers to take command of the Sapper Training Unit in No. 1 Training Depot at Salisbury Showgrounds and, as a Major, commanded the first Sapper draft to be sent from Rhodesia to the Middle East. These men embarked in *Karanja* at Durban on 14 April, 1940, as part of the first Middle East contingent of Rhodesian troops, some 700 strong. It had been agreed before the outbreak of war that Rhodesians would be dispersed and not employed as a single entity. This policy had been adopted for two main reasons, the first being the high calibre of the Rhodesians who could best be employed as commissioned and non-commissioned officers, and the second being the manpower loss which could have crippled Rhodesian development had a single Rhodesian formation been wiped out.

Drafts were sent to Royal Engineer units and for O.C.T.U. training. Two officers and 43 other ranks were posted to 57 Field Company, R.E., while Major Haviland

took command of a Regular unit, the 12 Field Company R.E., an exceptional honour for an overseas officer at that stage of the war.

In the *Karanja* draft was Corporal J. E. White, also a civil engineer in the Irrigation Department, who was commissioned in the Middle East, saw Field Company service and subsequently commanded the R.E. Training Depot in the Canal Zone as a Lieutenant-Colonel. He was mentioned in despatches for his services in the Middle East. Major Haviland was also mentioned in despatches and, after illness, was posted to take charge of training Sapper reinforcements at the R.E. Base Depot in the Middle East, being subsequently seconded to East Africa Command to organise Sapper training there and to run courses on tactics and combined operations. He was recalled to Rhodesia at the end of 1943 to take up an appointment as Director of Irrigation.



Rhodesian Sappers building a bridge in the Mazoe Valley during an exercise in "improvisation."

After the breathing space given by the ending of World War II, East-West tension built up, culminating in the Berlin airlift. There was a reappraisal of Rhodesian strategic commitments and Colonel (later Major-General) R. E. B. Long, Chief of Staff to the Commander Military Forces, told Lt.-Col. White that he would form a Territorial Sapper unit to be called the Southern Rhodesian Engineers. There were no Regular Sapper personnel in Southern Rhodesia at that time.

On 1 February, 1949, Lt.-Col. White was appointed to command the S.R.E. and the first two officers were commissioned—Major (later Lt.-Col.) T. L. Coffin and Capt. (later Major) J. S. Colman. Other officers, W.O.s

and N.C.O.s with previous wartime experience were recruited to form a nucleus, initially in Salisbury.

Sapper training started in Bulawayo in 1950 and 50 all ranks drawn from both cities went into camp at Inkomo.

An airstrip was built to take Harvards of the Southern Rhodesian Air Force. The first plane to land was an Auster piloted by Major (later Air Vice-Marshal) Bentley with Col. White as a passenger.

Intensive training continued through the years. The emphasis was on individual Sapper training, and at S.R.E. H.Q. at Old Cranborne the men learned dry Bailey bridging, mine-laying and clearance, and the construction of field machines. To meet civil needs, Bailey bridges were built over the Umgusa River near Bulawayo in 1951; in 1954 another bridge carried the Salisbury water supply line across the Hunyani Poort Dam spillway, and in 1955 a deviation bridge was built near Mazoe. A regimental establishment in 1952 consisted of three field squadrons and a field park troop, with a total strength of more than 400 all ranks. In that year, too, a regular adjutant was seconded from the Royal Engineers (Capt. T. W. M. Ely, who was succeeded in 1954 by Capt. G. C. Negus, R.E.).

In May 1954, Col. White, who was also acting O.C. Troops, Mashonaland, died. He had played a magnificent part in launching the unit and his loss was greatly felt by all who knew him or had served under him. His name is commemorated on a plaque at the Jack White Dam on the Grassland Research Station, Marandellas. He was succeeded by Major Coffin, who was promoted to Lieutenant-Colonel in August that year.

In 1956 the Government announced that the Territorial specialist units would be placed in "suspended animation" (to all intents disbanded).

By 1957, however, it was clear that Sappers would have to be an integral part of any military force and the Corps of Rhodesia and Nyasaland Engineers came into being on 1 April, 1957. This consisted entirely of works detachments split up throughout the main barracks in the Federation, responsible for the maintenance of military buildings and some new building projects which were within their capability.

Once more the need for field or combat Engineers became evident, and in 1961 2 Field Squadron was formed which was a Territorial unit staffed by a nucleus of Regular officers and N.C.O.s.

With the end of Federation, the Corps was reorganised into two engineer squadrons which were composite units, consisting of Regular European and African soldiers, Territorial members and Reserve members. In addition, the units were given a dual role of both works services and combat engineering. It was at this stage renamed the Southern Rhodesia Corps of Engineers.

Following U.D.I., the Corps was again renamed and is now the Rhodesian Corps of Engineers. It consists of a directorate (at Army H.Q.), a School of Military Engineering, a National Service Field Troop, and three Engineer Squadrons, with a strength of about 30 officers and 675 all ranks, including the Territorial members.



A cheerful beginning to a sad ending: These Rhodesians embarked in Salisbury for the flight to Malaya (the first four from the right are De Haast, Fitzgerald, Salt and McCulloch) and arrived safely. Later, the Hermes aircraft crashed in Britain and three of the Rhodesians' "crew" — the two pilots and the radio engineer/steward — were killed. The hostess escaped.

East Africa, 1917

WE have bid farewell to the Rhodesians. They came to us two years ago. Their stay amongst us, for our part, was all too short. Everywhere they have been to the fore. Everywhere they have been a credit to the Empire. They've played a vast part in the occupation of the territory we have won. They've played the game all through, won our hearts and, what is more difficult to do, won the hearts of our Indian troops. Rarely, if anywhere, can you find such an alliance as has sprung up between the Baluchis and Rhodesians. Their send-off from Morogoro was unique, as was the Address sent by the same unit after an action, some time ago. Well!—They've done their job and returned to their country but not without leaving us a fair percentage of officers to carry on for them. That's a feather in their cap, too!

Extract from "Doings", 1 May, 1917, and quoted by the new Rhodesia Legion Magazine.

Drugs—Deportation—Illicit Gold Buying
Thefts—Forgery—Violence—Housebreaking

CRIME AND THE C.I.D.

A SMALL detective force existed in Rhodesia before 1911, but it was only in 1913 that a properly constituted Criminal Investigation Department, with its associated branches, was formed and became an integral part of the British South Africa Police. In addition, the Department had to deal with matters outside crime and also covered immigration until this became a Federal Government responsibility about 1954.

Chief Superintendent J. C. "Joe" Brundell, O.B.E., K.P.M., later to become the first Officer Commanding, Criminal Investigation Department, interested himself in immigration about 1914, and was thereafter charged with the responsibility of framing the immigration laws of Rhodesia which, with minor revision, are still in force today. In the early days this legislation ensured the selection and entry into Rhodesia of suitably qualified immigrants, members of the C.I.D. doubling in their duties, vetting and checking immigrants and detecting undesirables—a function in which they are singularly adept.

The realisation that finger-print identification was an essential function of any police force resulted in the establishment of a finger-print bureau about 1907; today this bureau has a collection of nearly 400 000 copies of finger-prints.

Members of the C.I.D. are drawn from the ranks of the Uniformed Branch, the current requirement being at least 12 months' service. Once accepted, both European and African members face a 12-month probation, during which they undertake a wide selection of detective duties.

At the end of this period, having displayed the requisite qualities, the member is confirmed within the C.I.D. and remains in the Department for the rest of his service, which will include periodic duties in the Special Branch.

The Officer Commanding, C.I.D., holding the rank of Senior Assistant Commissioner, controls his Department from C.I.D. Headquarters, Morris Depot, Salisbury, where he is served by four officers responsible for the operations of the Forensic Science Laboratory, Central Criminal Bureau (Finger-prints), Criminal Records Office, Fire-arms Registry, Deportations Section, General Records Office, Scenes of Crime Section and Questioned Document Examiner.

Working closely with the Forensic Science Laboratory is the Questioned Document Examiner. Forgery today is

big business; this section examines suspected forged documents, the comparison of handwritings and the identification of latent prints appearing on questioned/suspect documents following certain chemical processes.

In a recent case a number of cheques stolen from hotels in Salisbury were identified as having been made out by one person, which resulted in a co-ordination of cases and an eventual arrest.

Counterfeit notes of foreign origin are often found in Rhodesia. Large losses to the public occasionally occur, such as when a number of forged Bank of America travellers' cheques, valued at \$12 000, were put into circulation throughout Rhodesia by three Italian criminals in September 1969.

The Central Criminal Finger-print Bureau, manned by both Regular and civilian members, is responsible for the checking and subsequent identification of all arrested persons from whom finger-prints have been recorded. Using the Henry system of classification, the Bureau now has a collection of 400 000 finger-prints, dating back to 1907. The Bureau enjoys an interchange and reciprocal circulation of finger-prints with other police forces in the world, and an average of 4 000 prints are processed monthly.

Closely associated with the Bureau are the Criminal Records Office and the Scenes of Crime Section, the former housing information about all known and active criminals in Rhodesia, their techniques and methods of operation, wanted persons, details of identifiable property stolen and much of assistance to the investigating officer. The latter section maintains a single finger-print collection of active criminals and undertakes finger-print examinations at scenes of crime and the subsequent comparison of finger-prints lifted from these scenes with prints currently on record.

The importance of this section was underlined by a recent case in which a house servant manually strangled and assaulted his employer's wife. With no identification of the servant available, a member of the Scenes of Crime Section undertook a systematic finger-print examination of crockery and cooking utensils within the home, and by lifting all the servant's 10 finger-prints individually was able to search the full set in the Central Criminal Bureau, ultimately identifying the servant as a man with a criminal history.



Above: *THE OBVIOUS* — A Police dog-handler and a B-car pause to compare notes. And, below: *THE NOT-SO-OBVIOUS* — Roofspotters watch an inquisitive (and possibly acquisitive) pedestrian trying a car's door handle. Locked or unlocked?



Also at C.I.D. Headquarters is the little-known Deportation Section, which repatriates criminals from other countries who have been convicted of specified offences within Rhodesia. Once deportation proceedings start, fullest details of the person are sent to his country of origin for identification and acceptance. Once acceptance is received, a Warrant of Deportation is sought from the Minister. From time to time deportees return

illegally to Rhodesia, and the Section has to seek their arrest, prosecution and further deportation. About 295 criminal deportees are evicted from Rhodesia in this manner each year.

The General Records Office at C.I.D. Headquarters houses information on all persons who have come to Police notice and it is used as a source of general information, carrying about 75 000 files.

As criminality is not confined to any one country, Rhodesia continuously corresponds with countries around the world about fugitive criminals, the tracing and identification of persons and the location of stolen property. During 1972, C.I.D. Headquarters corresponded with no fewer than 31 foreign countries on a total of 2 409 occasions. Despite political differences, this work was conducted without rebuff or unpleasantness, emphasising the simple fact that when there is a common cause divorced from political overtones a favourable response will most often be achieved through established police networks.

Provincial Criminal Investigation Officers command the provinces of Mashonaland/Salisbury, Midlands, Matabeleland, Manicaland and Victoria, being directly responsible to the Officer Commanding, C.I.D., for all serious crime occurring in their areas. In all provinces other than Mashonaland/Salisbury and Matabeleland, P.C.I.O.'s double as Provincial Special Branch Officers, being directly responsible for the Special Branch functions within their area. This responsibility is a separate one in the larger provinces. Responsible to the P.C.I.O.'s are the smaller centre C.I.D. detachments under the command of a Detective Inspector.

In the larger centres the Criminal Investigation Department is segmented into sections relating to investigations into cases of fraud, crimes of violence, drug trafficking, property offences, illegal gold trade, etc., while each office maintains its own comprehensive criminal records system.

Being a somewhat specialised section, only Bulawayo and Salisbury operate Fraud Sections which deal exclusively with intricate and complicated fraud cases and allied offences, which require a degree of specialised knowledge. In general, these sections are responsible for the investigation of all serious types of frauds, forgeries, theft by false pretences, theft by conversions and contraventions of the Hire Purchase, Companies, Insolvency, Customs and Excise, and Exchange Control Acts, together with various other statutes where an element of falsitas or misrepresentation is a feature.

Close liaison is maintained at a high level with the many branches of commerce, Masters of the High Court, the Reserve Bank, commercial banking organisations, financial institutions and local accounting practices.

Recent developments in Southern Africa and elsewhere emphasised the need for individual nations to control their foreign currency reserves. Rhodesia is no exception, and C.I.D. Fraud Sections are often engaged in probing such contraventions.

A Rhodesian case involving the abuse of more than two million dollars meant more than seven months' intensive work by a team of men, many of whose enquiries were made outside the country. An index to the complexity of this work is the fact that the gross value of the transactions inspected are often expressed in hundreds of thousands of dollars.



Twenty years ago the British High Commissioner in Salisbury, Mr. J. M. R. (now Sir Ian) MacLennan, visited RAF personnel serving with the Southern Rhodesia Air Force and was taken on a flight in a Vampire trainer by Flight Lieutenant (now Wing Commander) John Upton (left), who is now General Manager for Meikle's Hotels.

The "trusted" employee, the work shy, the "con man"—all find their way to the offices of the Fraud Section.

The world trend of the younger generation turning to drug abuse led to a specialised section within the framework of the C.I.D. being formed in Salisbury in February 1971. Rhodesia's main problem is the drug Cannabis Sativa, or dagga. The plant grows naturally throughout the country and supplies of the drug are plentiful. There have also been many cases of the abuse of amphetamine-type drugs and hallucinogenic drugs such as LSD.

As a direct result of the formation of the Drug Section, many more persons were arrested for drug offences during 1971, and this trend continued through 1972. A disturbing aspect was the large proportion of offenders who were under the age of 21.

To curb drug abuse, new measures were introduced, including, in 1970, a total prohibition on possession and

supply of hallucinogenic drugs such as LSD; and in 1972 there was new legislation to control the supply and availability of amphetamine-type drugs. Since 1972, there have been few, if any, offences involving amphetamines.

The dagga problem remains. In September 1973, sophisticated apparatus for the manufacture of hashish, a concentrate of the active ingredient from the dagga plant, was recovered in Salisbury. The previous month, an African in the Shabani district was arrested with 45 kilograms of dagga which he had cultivated. The black-market value of the dagga was probably \$42 500.

The Drug Section does not only catch offenders; prevention of crime is a primary aim, and the section keeps close liaison with Government Ministries, and with public and private bodies, with education programmes and other preventive measures.

The Crimes of Violence Sections investigate a broad spectrum of cases ranging from murder and serious sexual crimes to statutory offences such as possession of pornographic material and nuisance and indecent telephone calls.

Some of these cases include the murder of an elderly European man in Hatfield on the night of 26 April, 1972. The deceased was found dead by house servants at 6 a.m. the next day. He had been tied up and strangled. It was clear that housebreakers had forced an entry, attacking the deceased, who lived alone, before stealing much property. Finger-prints were found near the point of entry into the house; local knowledge suggested an African housebreaker who had previously operated in this area; and his record plus finger-prints were obtained. By 10 a.m. that morning a C.I.D. finger-print expert, working on the veranda of the house, had compared and identified the prints. Three accused were arrested within 24 hours of the initial report.

On 28 October, 1972, a municipal pay roll of about \$90 000 was stolen. The three accused, two Europeans and an African, were arrested within 48 hours and all except \$100 of the stolen money was recovered.

Far from dropping investigation once the culprits have been arrested and convicted, the section concentrates on the "follow-up", tracing additional participants—especially in acts of terrorism and violence—from names unsuspectingly dropped, information passed on, or a detailed pattern of events being established.

The investigation of illicit gold and emerald dealing is the responsibility of the Gold Section, its object being to detect and prevent the illegal trafficking in gold which could cause much harm to the national economy. Regular visits are made to gold-producing mines, security is checked, and reports of illicit possession and dealing are fully investigated. As this type of crime is difficult to detect, great reliance is placed on "trapping" procedures, which are rigidly supervised by officers of the section and are acceptable to the Courts.

Perhaps the least glamorous is Property Section. Nevertheless, it is a very important facet of the C.I.D.

work and one which probably carries the largest load at any one time. Charged with the investigation of all serious property crimes in the form of house-breaking, thefts, thefts from cars, cycle thefts, theft of car parts, and various statutory infringements, this section has more members than any of the other sections. The arrest of a gang of 14 Africans, known as the Soweto Gang, resulted in the clearance of 135 cases of housebreaking within the Salisbury suburban complex.

The lame, the lazy, known criminals, known suspects and potential criminals are all constantly checked and watched by the Property Section, while regular visits are made to second-hand goods shops, known outlets for stolen goods, the self-employed cycle repairers, scrap metal dealers, taxi ranks, bus owners who travel in the outlying districts, for it is here that the shred of information on which the Section relies sometimes originates. Detection is 90 per cent hard work—with a little luck sometimes thrown in.

With the continued influx of the indigenous African to the urban areas, it has been necessary to invoke the Vagrancy Act in the repatriation of known criminals to their tribal areas. This is one of the many preventive measures used by the Criminal Investigation Department and one which may have a marked effect on the efforts to check property crimes within Rhodesia's towns.



Field Marshal Lord Montgomery greets his former Chief of Staff 8th Army, Major General Sir Francis de Guingand (who was OC Troops Nyasaland in 1930-1931), in Salisbury after World War Two. The flow of famous commanders to Rhodesia after 1945 was clear tribute to the small country's outstanding war effort.

Fide et Fiducia

The Most Popular Parade of All

BEFORE the formation of the Federation the pay and records of the Southern Rhodesia Staff Corps were administered by a Finance Branch of Army H.Q. Federation saw the transfer of the 1st and 2nd Battalions, King's African Rifles, and the 1st Battalion, Northern Rhodesia Regiment, from East Africa Command of the British Army. As these battalions operated on the British Army pay system, Lt. E. J. Templar was detached from the Finance Branch to Command Pay Office, Nairobi, to learn the British system.

To help the Federal Army, a Royal Army Pay Corps team travelled by road from Nairobi in April 1954, bringing the pay records of the K.A.R. and N.R.R. battalions. Personnel attached to the Finance Branch were: Southern Rhodesia Staff Corps—Lt. Templar and W.O. I E. A. Law; R.A.P.C.—Major J. H. P. Pittham, O.B.E., Lt. V. T. Bratton, Sgts. K. Osborne and C. Finnie, and L/Cpls. A. S. G. Hardy, A. Frost, A. Simmonds and T. Baglow.

On 1 December, 1954, Command Pay Office, Central Africa Command, was formed and took over the functions and responsibilities of the Finance Branch. Lt. Bratton and Sgts. Osborne and Finnie were released from the British Army and attested into the Rhodesia and Nyasaland Staff Corps. L/Cpls. Hardy, Frost, Baglow and Simmonds, as National Servicemen, returned to England for release at the end of 1954. Hardy subsequently attested into the R.N.S.C. in 1955.

The Rhodesia and Nyasaland Pay Corps was formed on 4 October, 1957, the motto *Fide et Fiducia* and badges similar to the R.A.P.C. being accepted by the corps in recognition of affiliation to the R.A.P.C. When the Federation ended officers chose to serve as follows:

Rhodesia—Lt.-Col. Bratton, Major Law, Capts. Hardy and Hopkins, and Lts. W. G. Leen, M. W. Leighton and E. J. Jackman; Zambia—Capt. D. R. Rhodes, and Lts. C. A. E. Parsons, W. H. Smallman and P. J. Saunders; Malawi—Lts. J. F. Faithful and N. H. R. Weir; British Army—Lt. G. Gadd.

The Command/Chief Paymasters have been Lt.-Col. Pittham, Major C. B. Turner, Lt.-Col. Bratton, and the present Director of Pay, Lt.-Col. Hopkins.

Extract from 237 Squadron's Orders, circa 1942:
"Found: one five-pound note. Will the owner please form a queue outside the Orderly room."



Precision maintenance in a Rhodesian Army Service Corps workshop.

CONSULT THE HEBREWS

Private "A" was a tough soldier who had spent more time in the "glasshouse" than in action. No military gaol could hold him, and the Corps of Military Police regarded him as its least popular customer. One day in Bombay he was sentenced to three months' hard labour, with four days a week on bread and water. He didn't like the sentence and the M.P.s didn't like his behaviour. At meal-times his platter of bread and water was pushed through a cut-away at the bottom of the door, for no one really knew what Private "A" might do if the door were opened carelessly. To prove their point, the M.P.s used to put the bread in the water before "serving" the meal. One day an M.P. came to the R.S.M. (now Doug Cox of Salisbury) and reported that Private "A" was trying to beat the door down and was shouting endlessly.

"What's he shouting?" asked the R.S.M.

"I don't know—I had just shoved his food under the door when he started—it sounded like 'Hebrews 13 flipping 8'."

"Hebrews 13 flipping 8?"

"Yes. I don't know what it means—but that's it—'Hebrews 13 flipping 8'."

The R.S.M.—for once—had an idea.

"Get me a Bible," he said.

It's there for all to read—Hebrews, chapter 13, verse 8: "Jesus Christ, the same yesterday, and today, and for ever."

THE RHODESIAN ARMY MEDICAL CORPS

BEFORE World War II the Medical Corps in Rhodesia hardly existed. With the outbreak of hostilities in 1939 it was decided that Rhodesia would provide a Base Hospital, and this was formed under the command of Lt.-Col. J. Wakeford and moved to Nairobi, where it became No. 2 (S.R.) General Hospital. This hospital remained in East Africa from 1940 to 1943, after which it returned to Southern Rhodesia and was disbanded.

For the rest of the war Rhodesian personnel served with various medical units throughout the Commonwealth, many with distinction. At the war's end two medical companies were formed on a Territorial basis, one in Salisbury, the other in Bulawayo.

When the Federation of Rhodesia and Nyasaland was formed in 1953 the Staff Corps as such, together with the medical element, was embodied in the Rhodesia and Nyasaland Staff Corps.

On 8 February, 1957, the Rhodesia and Nyasaland Medical Corps was formed under the command of Major R. H. Bathgate-Johnston, T.D. The Corps had the responsibility of providing medical cover to all units of the Federal Army. The Territorial medical companies were disbanded in 1956 and the members attached to various T.F. units.

In December 1957, the Corps was affiliated to the Royal Army Medical Corps and, until the break-up of the Federation in 1963, enjoyed a very happy association. Co-operation was excellent and the R.A.M.C. provided much in the way of medical officers on secondment and training facilities. Visits were also exchanged between the respective heads of the two Corps. This connexion was broken after U.D.I.

The end of the Federation saw the end of the Rhodesia and Nyasaland Medical Corps and the formation of the present Rhodesian Army Medical Corps.

Commander of the Corps was Col. R. H. Bathgate-Johnston, who had been promoted to that rank in Federal days. He was in command until the day of his death (9 February, 1973), being succeeded by the A.D.M.S., Col. J. W. Drummond. Lt.-Col. J. F. Ainslie became the new A.D.M.S.

The Corps still provides medical cover for both the Army and Air Force. In the latter case a certain degree of autonomy exists, for medical personnel on secondment wear Air Force uniform. Overall direction, however, remains in the hands of the D.M.S.



Good food is as important to the fighting man as is first-class equipment. Rhodesia's front-line troops receive a carefully balanced diet of fresh and tinned rations, and even in the most difficult conditions can expect to get something "tasty and nutritious."

COMMENT BY CLARK

TO an appreciative audience at an annual Combined Services dinner at Meikle's Hotel in Salisbury U.S. General Mark Clark, former Commander of the 5th Army in Italy, said: "I know that not everyone here tonight is a Rhodesian, but there were many Rhodesians in the 6th South African Armoured Division—and I want to say that this was the finest division in my army."

Then he told the story of his nightly visit to General George "Blood and Guts" Patton, who was in disgrace for striking a soldier whom he had accused of cowardice.

"George was living in a small villa. I dropped in for a scotch-and-soda, and we spoke about the battle which I was to launch the next day.

"Mud in your eye!" said Patton. "I hope you make a monumental cock-up of your attack!"

"Why?"

"Because they'll relieve you of your command and then give me your army!"

The Importance of . . . TRANSPORT and SUPPLY

IN 1888, Sir Redvers Buller, Quartermaster-General of the British Army, decided to organise a new Army Service Corps as a fully military Corps concentrating on the problems of transport and supply. His idea withstood the test of two major wars and many minor ones, and has been adopted by most of the Commonwealth armies as well as the Rhodesian Army.

In 1893 the Matabele rebelled and Captain Donovan, A.S.C., who was game shooting in the area at the time, joined a force organised to suppress the revolt; he can thus claim to be the first member of the Corps, from which the Rhodesian corps has developed, to see active service. When the second revolt took place in 1896 Lt. W. E. Barnes, A.S.C., was sent to organise re-supply for the local troops. He was killed in action and was succeeded by Lt.-Col. Bridge.

In 1941 the Southern Rhodesia Supply Corps was formed and on 16 July, 1941, the Coloured Motor Transport Depot was opened; it was disbanded in 1943. The year 1944 saw the formation of the Southern Rhodesia Electrical and Mechanical Engineers.

On the formation of the Federation a large expansion programme was undertaken and the reorganisation of Corps and Services was completed. As a result, the Supply Corps, the Electrical and Mechanical Engineers and the Ordnance Depots were amalgamated and on 4 October, 1957, the Rhodesia and Nyasaland Army Services Corps was gazetted.

On 1 January, 1964, the Corps reverted to its old name, which has subsequently been renamed the Rhodesian Army Services Corps. In 1965 the Depot, the Rhodesia Army Services Corps, was formed and the Services Training School at Llewellyn Barracks was formed in 1966. The Corps now comprises a Services Depot, a Services Training School, seven Supply and Transport

Platoons, an Air Supply Platoon, two Ordnance Depots, two Workshops and a Workshops Platoon, and three Brigade Light Aid Detachments.

THE story of Depot Army Services Corps, which was formed in 1965, covers the historical development of Inkomo Barracks, the units that have comprised it, and many changes in name. The area of Inkomo Barracks consists of farming areas 20 miles north of Salisbury known as Easingwold, Easingwold II, Killie-more and Rosetta. It covers about 20 000 acres.

In 1923 the area was farmed by the Templeton family who built two farm-houses which are still standing. One of the buildings is used as the camp hospital. In 1939 the area was bought by the Southern Rhodesia Government and became a bombing and artillery range and training area.

After 1945, this military training area was used by Territorials for their annual camps. In 1957 the area was designated Central African Training Depot (African), and Inkomo Garrison started to grow with the first construction of permanent buildings. The camp was then used for training African recruits for the Army (less the R.A.R.), and also for T.F. training.

In 1965, Inkomo Garrison became Depot Army Services Corps, with responsibility for training all African recruits for the Army (less the R.A.R.), the administration of all Rh.A.S.C. troops detached to brigades and units throughout the Army, and local administration of other units now situated at Inkomo. Inkomo Barracks, as it has now become, is the permanent home of a supply and transport company, a company of R.A.R., and the Army School of Education, as well as being Depot A.S.C. and foster accounting unit to all units stationed there.



Highly trained men of the SAS on a river exercise. The team consists of the frogman for underwater work, the saboteur (generally used on land), and the "getaway" paddler.



Air-Army co-operation: Troops of The Rhodesian Light Infantry being put into a hot spot from an Alouette.

FIREARMS IDENTIFICATION

THE life or liberty of a suspected person in a case of death by shooting may depend entirely on the ability of a Police Force's Fire-arms Examiner to determine what kind of weapon did the shooting, or whether a fired cartridge-case or bullet did or did not come from a certain weapon.

In Rhodesia, since the start of terrorist activity in December 1962, the work of the B.S.A. Police Fire-arms Examiner has broadened considerably. Not only does he determine whether a bullet or cartridge-case has been fired from a certain weapon but he also visits the scenes of terrorists attacks, land-mine incidents and places where explosives have been used.

At one site that was examined a total of 665 cartridge-cases were recovered. This figure for one scene is unheard of in other countries. Examination of these cases showed that they had been fired from one R.P.D. machine-gun and six A/K 47 rifles.

Cartridge-cases recovered from both Police and Army contacts, or murders or attempted murders, are often unaccompanied by weapons. The Fire-arms Examiner has to determine (i) what types of weapons have been used in the contact or murder; (ii) the numbers of different types of weapons used; and (iii) if these weapons have been used in any previous terrorist attacks. This information helps the Joint Operations Command to keep track of the movements of various terrorist groups.

Although the A/K 47 rifle, S.K.S. rifle, M 52/57 rifle and the R.P.D. light machine-gun fire the same calibre ammunition (7.62 mm M 1943), each weapon leaves a mark on the cartridge-case which can identify it as having been fired from one of the weapons. It is therefore comparatively easy to group the fired cartridge-cases into different types of weapons used. However, when determining how many weapons of one type have been used, it is necessary to use the comparison microscope. The various marks from one cartridge-case from each batch are then photographed and this helps greatly with future identification when the same weapon is used at another place.

All fire-arms recovered at terrorist contacts are test fired, and these cases are photographed and compared with outstanding cases. If an accused is captured with a weapon that has been fired at previous scenes, test cases from this weapon are compared under the comparison microscope with outstanding cases, and if a positive comparison is made a photo-micrograph is taken and prepared for use in the Court.

THE QUARTERMASTER'S STORE

The main roles of the Central Ordnance Supply Depot are: the issue of all ordnance stores, clothing and equipment, weapons, controlled stores and ammunition: the issue of fresh and dry rations, including the manufacture and issue of ration packs (known in the field as "rat packs"); and the receipt of all boarded stores in the Army requiring their repair, sale, destruction or salvage.



Remember these officers of the Southern Rhodesia Armoured Car Regiment? The picture was taken at Helwan, near Cairo, in 1943, after their transfer to the South African forces.
Back row, left to right: Waller Short, Robin Marr, Jim Huxtable, Baffie Dugmore, Philip Lamb, Charles Cooper, Ken Hay, John Spicer and Colin Shaw.
Third Row: John Elvy, Peter Green, Jock Anderson, Freddie Wade, Jack Wathen, Bill Harnden and Jack Ballard.
Second Row: Dr. Ken Davey, Alec Tait, Barney Benoy, C. V. King, Bombay Wells, Jim Sharp, Vic Arnold, Chas Hall and Reg Hambrook.
Front Row: Bob Shackleton, G. G. Moore, Del Delaney, Ray Crowther, Leo Ross, Hamish Wilson, Phil Cumming, Arthur Ridley and John Cooper. Harry Bloom and Guy Noble are missing from the group.

THE SCHOOL OF SIGNALS

It is no exaggeration to say that the efficiency of Rhodesian signallers in the early days of World War II did the men themselves no good! Once an Allied unit had acquired Rhodesian signallers it was loth to let them go—and promotion, therefore, was slow. In no other branch of the Service, possibly, could such a situation have developed, where ability was appreciated so much that the individual suffered.

In 1939, signallers trained at the Police Depot in Salisbury. In the field, in the high Inyanga mountains, they used helio (so it was reported) over something like 70 or 80 miles—a distance probably exceeded only in India.

Signal training in the Rhodesian Army is now divided into Regular and Territorial Force, National Service and technical. To achieve this, the School of Signals is divided into three wings: Communications and Tactics Wing, National Service Wing and Technical Wing. The Unit was formed on 1 July, 1962. Before, Regular and

National Service signal training was carried out in a number of different places.

After World War II the first training undertaken was on the formation of the National Service Training Depot. The first intake started training in November 1955, and the signal training wing, which was known as T.F. Signal Training Troop, was commanded by Captain O. D. Mathews. The O.C. was assisted by a nucleus of Regular staff and the Troop trained National Servicemen and Regular personnel.

The first Regular signal training was carried out by the Signal Wing of the School of Infantry at K.G. VI Barracks. This was commanded by Lieutenant N. I. Orsmond. In late 1960 it was moved to Inkomo Garrison.

On 8 February, 1957, the Rhodesia and Nyasaland Corps of Signals was formed; later, on 1 January, 1964, it became the Southern Rhodesia Corps of Signals. On 1 July, 1962, the School of Signals was established at Brady Barracks with Major W. D. de Haast as the first

Commandant. On the Unit's formation date, T.F. Signal Training Troop was disbanded and under Captain J. O'Connor became Basics and Tactics Wing of the School of Signals. It became then, and still is, responsible for National Service regimental and corps signal training.

On 1 August, 1962, 1 Command Signal Squadron Signal Training Troop under Captain I. M. Hume was moved from Inkomo to become Radio and Line Wing of the School of Signals. The Wing has ever since undertaken all arms Regular and T.F. signal training. On 1 July, 1963, the first technical course started under Captain J. E. Coaton. This marked the formation of the Technical Wing. On 1 June, 1966, W.O. I C. J. Stuart-Steer became the first R.S.M. of the Corps of Signals and was posted to the School of Signals. On 1 July, 1969, the names of Radio and Line and Basics and Tactics Wings were changed to Communications and Tactics Wing and National Service Wing respectively.

THE GUNNERS

"The artillery," said Stalin, "is the god of war." Mao Tse-Tung was to elaborate on this with his maxim that all power comes out of the muzzle of a gun.

Rhodesian gunners, like their South African counterparts, were among the best in the world in the 1939-1945 war. Theirs was a proud background.

In 1890 the Pioneer Corps had an Artillery Troop armed with two 7-pounder guns which were taken over from the Bechuanaland Border Police and which came



Brigadier C. E. Lucas Phillips, famed author of such best-sellers as "The Escape of The Amethyst," "The Greatest Raid of All," and "Cockleshell Heroes," visited the Federation of Rhodesia and Nyasaland to collect material for his book, "The Vision Splendid," and to meet again some of the Rhodesian gunners who served under him in the Western Desert. He said affectionately of them: "My bloody Rhodesians were often scruffy—but clean—and they were sometimes late for briefings, but they were always swift into actions and their gunnery was without equal."

originally from the Cape Mounted Rifles. There was constant reference to Gunners serving with the Mashonaland Force, the Victoria Rangers, the Bulawayo Field Force and the Rhodesian Horse Volunteers. The Umtali Artillery was armed with one 7-pounder, served by 15 men under the command of Lt. Fischardt.



Territorial Gunners of the 1st Field Regiment, Rhodesian Artillery, in training near Salisbury.



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Rhodesians World



Enjoying(?) the first Territorial camp at Hunyani after World War Two were (seated, left to right) Major A. Foster, Major Cecil Tones (who commanded the Southern Rhodesian contingent at the Coronation of Queen Elizabeth II in 1953), Lt.-Col. J. de L. Thompson, Major Jack French and Captain W. R. Ferris. Standing were Lt. N. Marriott, Captain Duggie Brooks, Captain Don Grainger, Lt. "Cocky" Cummings and Lt. J. Robertson.

In an article in "The Outpost" of November, 1962, Lt.-Col. A. E. Cameron described himself as "formerly a Gunner of the British South Africa Police." He reported that two guns — 2.5-inch rifled muzzle-loading, or "screw" guns — accompanied the detachment of BSA Police which left Bulawayo in October, 1898, for Fort Tuli. These guns formerly belonged to the 10th Mountain Battery of the British Army and gave service in India and Natal. They were compact, solid little pieces which were easily dismantled for transportation on specially designed saddles on mules, each gun needing five mules. The Gunners wore a distinctive red band at the top of the puggaree on their hats — and considered themselves in the elite of the Police. To-day, one 7-pounder piece is in the National Museum in Bulawayo and another was presented to Lord Baden-Powell and is at Charterhouse, his old school.

Rhodesian Gunners did their bit through the early years of the century. Artillery sections, using 12-pounder breech-loading guns, were organised in 1913 by the Southern Rhodesia Volunteers, one each at Salisbury

and Bulawayo, and these continued until the end of the war. The British South Africa Company bought two Maxim-Nordenfeldt 12½-pounder field guns and one was used by Murray's Column until it was wrecked at Kasama by Von Lettow. In the 1914-1918 war many Rhodesians served the guns in many theatres, but as individuals and not as units.

From the end of that war little was heard of Rhodesian Gunners until 1939, when in April, following the visit of the Prime Minister, Sir Godfrey Huggins, to London, it was announced that a Royal Artillery training team would soon arrive in Salisbury to establish a 3.7-inch howitzer battery, to be known as the Light Battery. Until the arrival of the howitzers the initial intake of about 40 men were trained on a gun made from a tar barrel to represent the carriage and a plank or gumpole for the piece, with an empty whisky bottle serving as a round of ammunition.

The Light Battery became a training unit and from it sprang the Rhodesian Gunners of World War Two, men who saw service in Abyssinia, the Western Desert, North

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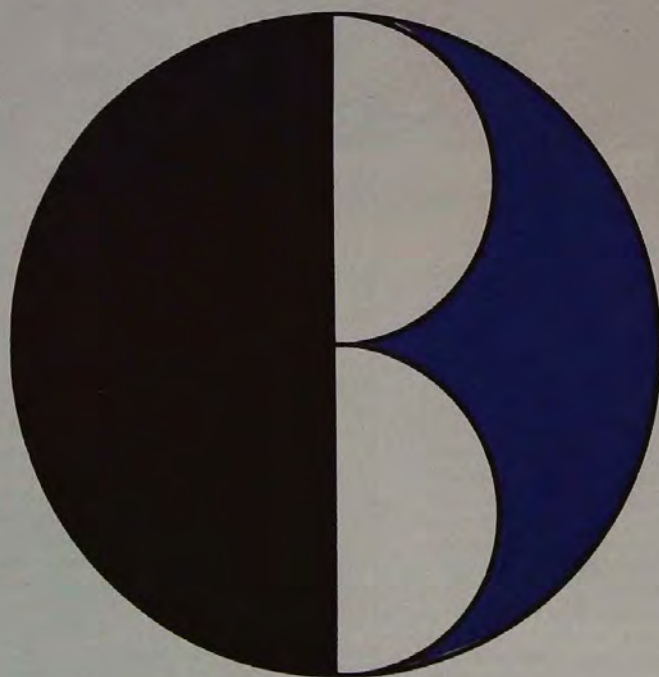
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Rhodesians World

GRANT

Africa, Greece, Italy, France, Germany, Burma and the Far East.

The first batch of 40 to leave Rhodesia joined the 4th Regiment, Royal Horse Artillery, in the Middle East. Later in 1940 Captain R. A. Wyrley-Birch led a draft to East Africa and this contingent, thanks to his persuasive powers, became the 4th Rhodesian Anti-Tank Battery, operating in Abyssinia and armed with 2-pounder guns. Major A. H. MacIlwaine assumed command of the Light Battery in Salisbury, which continued to train Gunners for the units "up north".

When the South Africans formed their 6th Armoured Division, Rhodesia, as part of the Southern Africa Command under Field Marshal J. C. Smuts, contributed one field battery which became part of the 1/6 Field Regiment, South African Artillery, and one anti-tank battery in the 1/11 Anti-Tank Regiment, South African Artillery, and these Gunners acquitted themselves with much distinction.

Just before the end of World War Two the Rhodesian Gunners in Italy discussed the formation of a Southern Rhodesia Artillery Association, and this was formed in 1945. The strong Association has broadened its objects to include support in many forms for Rhodesian artillery units. There is a close and profitable link between the Association, now called the Gunners' Association of Rhodesia, and serving Gunners who are, with much credit, carrying on traditions set not only by their fathers but by their grandfathers.

For a relatively short time in the post-war period the artillery was placed in suspension. This was too much for the died-in-the-wool Gunners, who formed a volunteer unit, the Governor-General's Troop, to keep alive the old spirit and the unit until the re-establishment of the artillery in the Territorial Force, where it flourishes to-day as the 1st Field Regiment, Rhodesian Artillery.

N.S.T.D. to DEPOT R.R.

FORMED in September 1955 as the National Service Training Depot at Llewellyn Barracks (formerly the Royal Air Force base at Heany, near Bulawayo) the N.S.T.D. trained Europeans from the Federation for the Territorial and Reserve Forces.

The first intake to N.S.T.D. was on 1 October, 1955; it passed out on 11 February, 1956, when the Reviewing Officer was Lord Llewellyn, the Governor-General. Since that date to 26 July, 1973, a total of 133 intakes have been called up and a total of 16 679 Europeans have been trained. Training consisted of 18 weeks until 1966, when it was extended to 20 weeks.



Four more aircraft used by the Rhodesian Air Force. Top to bottom: Hawker Harts, Leopard Moth, Spitfire and Anson.

ACKNOWLEDGEMENTS

The Editor sincerely thanks the Ministry of Information and the many individuals and the members of all three military Services who so willingly co-operated in providing material for this survey of Rhodesia's fighting and security forces. More detail was received than could be used in a limited format, but it is hoped to expand this national story in a subsequent publication.

In 1960 the N.S.T.D. was renamed Depot, the Royal Rhodesia Regiment. The *London Gazette* of 13 March, 1970, withdrew the title "Royal" and the unit became Depot, The Rhodesia Regiment (D.R.R.). In 1966 the period of national service was increased to nine months, 20 weeks of which were spent at D.R.R., after which the trained soldiers were posted to an Independent Company Rhodesia Regiment for the remainder of their national service.

In 1968 National Servicemen in their final stages of training at D.R.R. came into contact, for the first time, with terrorists on Operation Vermin and acquitted themselves well, capturing two terrorists.

National Servicemen play a large part, alongside the Regular Army, in the defence of Rhodesia. Officers and instructors come from the Regular Army. In 1972 the first National Servicemen were sent to the School of Infantry to be trained as instructors; these men now

return to D.R.R. to help in the instruction of other National Servicemen.

The first Commanding Officer of the Unit was Lt.-Col. R. H. Stone (October 1955 to October 1956).

In addition to training, the Unit has often been called on to provide guards and demonstrations, and has taken part in the following ceremonial parades and military tattoos: Remembrance Day Parades each year (the first attendance was 6 November, 1956); Opening of Federal Parliament, June 1956; Demonstration in Military Tattoo in Bulawayo Showgrounds, September 1957; Opening of Federal Parliament, March 1960; Guard of Honour when the body of Dag Hammarskjöld, Secretary-General of the United Nations, was brought to Salisbury in 1962; Demonstrations in the largest military tattoo held at Rhodesia Trade Fair in April-May 1963; and Opening of the Rhodesian Parliament in June 1973.

Rhodesians Worldwide

THE ARMoured CAR REGIMENTS

THE Rhodesian Armoured Car Regiment and its depot were formed on 1 July, 1972, but the establishment tables for both units were subject to detailed discussion and it was only on 18 December that the Training Officer, Major W. B. Rooken-Smith, was appointed. The Regiment (TF) less one squadron and the Depot (Regular) were housed in new barracks adjoining King George VI Barracks in November, 1973, having previously operated from one of the hangars in Old Cranborne Barracks. Once A, B and C Squadrons have been formed, one squadron could be attached to each of the three brigades if required.

The new unit had sound traditions on which to build, for the Rhodesian Reconnaissance Regiment had been formed in 1941 and after training at Umtali had moved to East Africa (Gilgil) where it was re-formed, reinforced by men from other units, including the 11th Hussars (which also provided the new Officer Commanding, Lt.-Col. J. Blakiston-Houston), and then saw service in

Abyssinia. It was disbanded in 1942, but many of its members were later posted to the 6th South African Armoured Division. After the war the SRACR again came into being, and in 1961, as a unit of Central Africa Command, the Rhodesian Armoured Car Regiment (Selous Scouts) occupied Ndola Barracks until the break-up of the Federation at the end of 1963.

The regimental badge is the head of a sable antelope facing to the right, with a scroll underneath bearing the motto "Asesabi Lutho" (Sindebele for "We Fear Naught"), adopted from the motto of The Royal Tank Regiment, which was a correction of the motto used by the first three units, "Asi Sabi Luto".

The first intake for the new unit started infantry training on 12 April, 1973, reported to RhACR Depot on 29 October, 1973, and completed their training on 18 March, 1974, then being posted to the Territorial Force.

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From the atmosphere we produce a variety of invaluable gases, including the dry 'high-flying' oxygen we supply to Rhodesia's Air Force. These jet pilots venture into altitude levels where there is insufficient oxygen to support life, so they need our oxygen to enable them to breathe normally.

And, back on the ground, there are dozens of ways Rhodox is contributing in the maintenance of the Army's equipment... particularly its transportation machinery. Rhodox Oxy-acetylene is constantly at work welding, joining, fusing and cutting, to keep the wheels moving.

Our international connections keep us way ahead on research and improvements, so we can continue to bring life to Rhodesia in so many ways.



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