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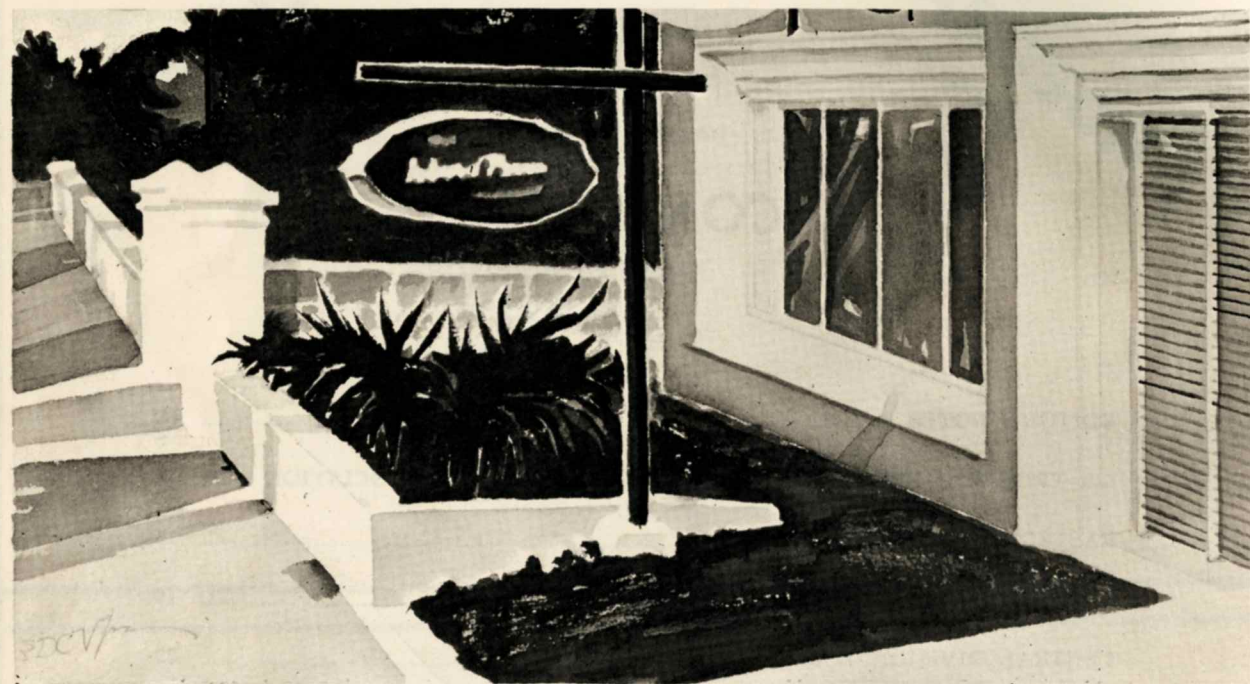
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## EDITOR'S NOTES

The period which has elapsed since the publication of our last issue has been memorable in more ways than one.

On the 25th. of May, Major General Sir Julian Gascoigne, K.C.M.G., K.C.V.O., D.S.O., C.B., completed his tenure of office as Governor and Commander-in-Chief of the Islands and was succeeded by the Right Honourable John Roland, Baron Martonmere, who arrived in the Colony on the 15th. of June. We take this opportunity of welcoming His Excellency and Lady Martonmere to the islands and trust that their stay with us will be a pleasant one.

The conclusion of the Lisbon-Bermuda Race, held under the aegis of 'Operation Sail' in connection with the New York World's Fair, was probably the most spectacular event in recent years. Residents and visitors were provided with a never-to-be-forgotten sight when the stately windjammers visited the islands for a period of one week before heading for New York. In this issue we include an illustrated article concerning the visit — the format is such that it can be easily detached for reference purposes if so required. We are indebted to Mr. Ron Mankhe of the Bermuda News Bureau and to S.R.J. Logan and M.L. Wood of Criminal Records Office for their assistance in the way of photographs and information for this article.

From a police point of view the major item of interest was the passing of the Police Act, 1951, Amendment Act, 1964, which was assented to on the 18th. of July. This act was eagerly awaited by members of the Force in the hope that it would correct existing anomalies in conditions of service. Whilst concern and disappointment have been expressed with regard to certain provisions of this legislation, some progress was made in certain areas, particularly in respect of stabilising rental deductions for police quarters and the separation of the Force from the Civil Service. The latter was long overdue in view of the vastly different working conditions apparent between the two services. The Executive Body of the Police Association is to be commended for its stand during the long, and at times frustrating, negotiations over the past two years. Despite the progress made, serious anomalies still remain and we sincerely trust that these will be corrected without undue delay in order that the public may be assured of the services of a contented and efficient Police Force.

### COVER PHOTO

*The Danish windjammer "Danmark" approaching the starting line off St. David's Island to take up position for an informal race to New York which had been arranged between the vessels which had participated in 'Operation Sail' held in connection with the New York World's Fair.*

PHOTO BY M. L. WOOD



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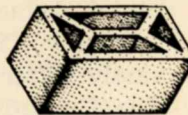
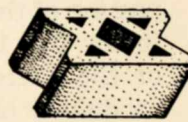
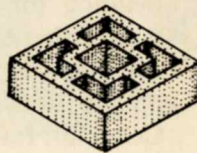
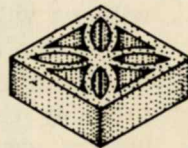
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## 4th TRIENNIAL CONGRESS, INTERNATIONAL POLICE ASSOCIATION

By T. Willis

On Sunday, 24th. May, I arrived at Blackpool to represent the Bermuda Section of the Association at the Fourth Triennial Congress of the International Police Association. I had spent the previous night in Manchester as the house guest of Ted Able, the Associate Secretary for the Atlantic Islands.

The venue of the Congress was the Imperial Hotel ballroom and the proceedings were commenced by the documentation of the various delegates and we met, in many cases for the first time, various people with whom we had corresponded for so long. Greetings were exchanged with varying degrees of enthusiasm, the bow and handshake of the Japanese, the back slapping of the Germans and the excitability of the Latin delegates. We were issued with badges denoting our names and countries and, depending upon the colour of the badge, the language spoken by the individual concerned. The gathering became noisier and more vociferous as more and more people arrived. I was pleasantly surprised to meet representatives from Canada, Australia and Hong Kong whom I had previously met on travels in 1963. Eventually the management asked us to 'retire' after we had all toasted each other in ten languages and as many varieties of refreshing beverages — at that stage it certainly looked as if there wasn't going to be any lack of friendship at this particular congress.

The first session for the delegates was opened on 25th. May by Dr. T. Mommsen, the International President and the proceedings were conducted through the medium of a four language interpreter system. When the roll call was taken and the various messages of greeting had been delivered, a Press Conference was held, most of the delegates were interviewed and the inevitable photographs were taken. Following an excellent lunch at any one of five different restaurants, the afternoon was devoted to individual meetings of National Sections. Having acquainted myself with the feelings of the British Section and others on certain aspects of the agenda, I joined the

Canadian Section and listened to their views. These meetings proved very helpful to me later on when the various reports were voted upon. Following dinner a social evening was held in the Winter Gardens Ballroom, this proved to be a great success and was the forerunner of a series of late nights.

The Congress was officially opened the following morning in a hall crowded with delegates, observers, wives and friends. Mr. P. Matthews, President of the British Section, paid tribute in his opening speech to the founder of the IPA, Arthur Troop. The latter must have been very happy indeed to see thirty two countries officially represented and five others unofficially represented. The Association, with a total membership of approximately 40,000, had come a long way since he started it.

Mr. W. F. C. Best, the First Vice President, then introduced the official guests — the Earl of Derby, Sir Edward Dodd, the Mayor and Mayoress of Blackpool, Mr. E. N. Bebbington and the Chief Constable of Blackpool. The Earl of Derby then opened the Congress and Dr. Mommsen made a suitable reply.

Sir Edward Dodd then read a message to the congress from the Home Secretary, Mr. Henry Brooke. This proved to be an unexpected and pleasant surprise for everyone and it is indeed gratifying to realise that the Association had the support of persons of high office in the British Government.

The first official working session was opened by Dr. Mommsen. Obituaries to former members, Messrs. Kalickinsky, Kauffman, Insoll, Swallow and Hodge, were then read and a tribute was paid to the late John Fitzgerald Kennedy, the assassinated President of the United States of America.

Following the reading of the minutes of the previous Congress, held at Oslo in 1963, the acceptance of three new national sections was proposed, Malta, Columbia and Argentina. The proposals were put to a vote and recognition was granted to the new sections.

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The International Secretary - General, Arthur Troop, then spoke on the progress of national Sections and was followed by M. J. Ternet of France who used the theme of 'Quality not Quantity' in a talk of recruitment of IPA membership.

On Wednesday, 27th. May, Mr. Bebbington, one of Her Majesty's Inspectors of Constabulary, presented a paper entitled 'Current developments in the Work and Organisation of the Police in the United Kingdom'. The talk proved most interesting and the speaker's observations that 'to try to condense nine hundred years of change into three quarters of an hour is no easy task' was certainly true. Later the same morning a delegates working session covered such items as recommendations, messages and minor problems. A discussion was held on a proposal by the German delegate that the Association hold an exhibition in Hanover in 1966.

The working session was followed by the election of the International Executive Council and the following persons were elected to serve following a vote by the twenty four countries represented:—

President—Mr. W. F. C. Best (U.K.)

First Vice President—Mr. G. J. Seppenwolde  
(Holland)

Second Vice President—Dr. A. Piatti (Italy)

Third Vice President—Mr. G. A. Hollgvist  
(Norway)

Secretary-General—Mr. A. Troop (U.K.)

Assistant Secretary-General—Mr. E. C. Loats  
(U.K.)

Treasurer—Mr. M. Logean (Switzerland)

During the course of the afternoon a flag raising ceremony was held on the Blackpool Promenade in which a representative from each country, wearing his Force uniform, raised the national flag on the country concerned. The Manchester City Police Band played the I.P.A. anthem and other incidental music during the ceremony and the Press had a field day taking photographs which later appeared in the daily newspapers. I raised the Bermuda flag and paraded in the Bermuda Police summer uniform — whilst I was the only policeman wearing shorts, I was also the coolest as it was the hottest day of the week and other representatives were wearing uniforms of heavier materials. That evening the

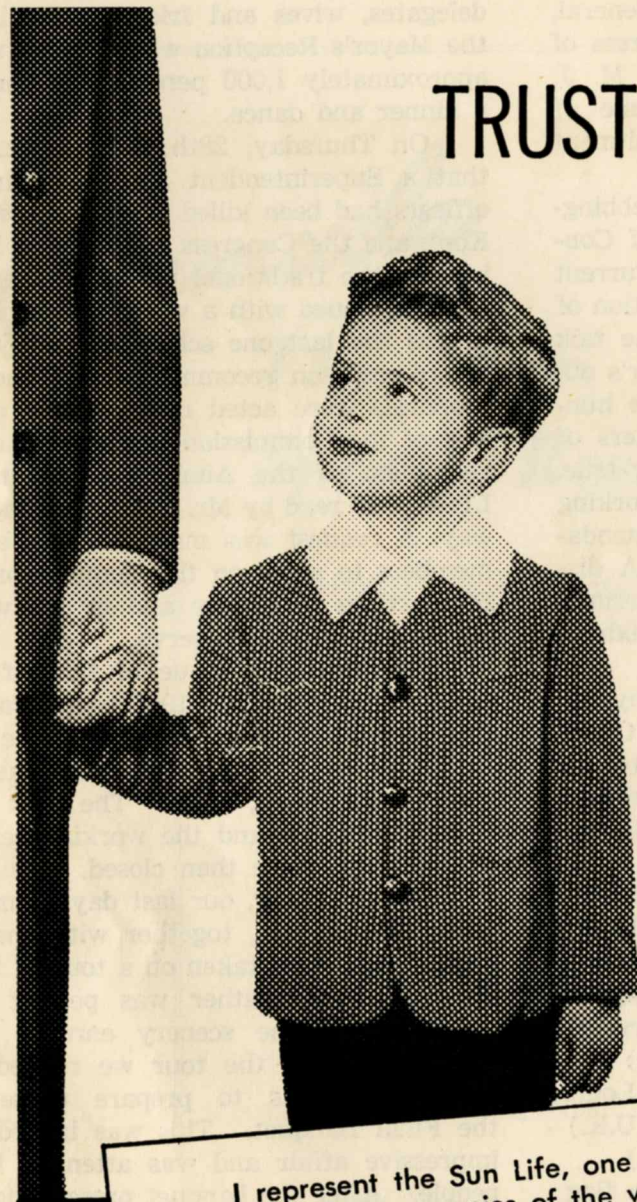
delegates, wives and friends were invited to the Mayor's Reception which was attended by approximately 1,000 persons and consisted of a dinner and dance.

On Thursday, 28th. May it was learned that a Superintendent and two other police officers had been killed in gun battle in Hong Kong and the Congress paid tribute by standing for the traditional period of silence. We then continued with a working session and, as it was the last one scheduled, many reports, sub-commission recommendations and general proposals were acted upon by the delegates. One of the Commission Reports, 'Further Development of the Aims and Objects of the I.P.A.' was read by Mr. E. O. Hjellemo of Norway. A request was made for two additional members to serve on the Commission and M. B. Martinez of France and myself were proposed and elected to serve.

The date and venue of the Fifth International Congress for 1967 was arranged for The Hague, Holland and that of the Seventh International Executive Meeting was set for 1965 in Barcelona, Spain. The final speeches were then made and the working sessions of the congress were then closed.

On 29th. May, our last day, fourteen bus loads of delegates, together with their wives and friends, were taken on a tour of the Lake District. The weather was perfect for the occasion and the scenery enroute magnificent. Following the tour we retired to our respective hotels to prepare ourselves for the Final Banquet. This was indeed a most impressive affair and was attended by 1,700 people. After the banquet presentations were made to the host country by the various national section representatives. Following the presentation we adjourned for dancing to the music of the Liverpool City Police Band and the Edinburgh City Police Pipe Band until 3.00 a.m.

It was at this stage that Friday and Saturday merged into one, suitcases were packed, farewells exchanged and we parted to make our way to our various countries. It was the end of a very successful congress and one that has done much to promote and advance the Association throughout the world through the medium of our motto 'SERVO PER AMIKECO!'



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## DIVISIONAL NOTES.

The pace of life is leisurely in St. George's. Any display of physical activity is regarded with almost blank incomprehension by the denizens of the town and the exponents of such activity all looked at with askance. The atmosphere is one of prevarication and it can be devastatingly insidious. The urge to indulge the streak of laziness in most of us is well-nigh overwhelming though not without its compensations. Who would seriously want to work hard, when that work can be laid aside temporarily and time taken to delight the senses by indulging in that titillating pastime—girl-watching. A day rarely passes without one seeing at least a dozen deliciously contoured females go bouncing by the Police Station. The diversity of movements produced by the various portions of the female anatomy in motion literally defies the laws of gravity. It is poetry in motion. The marvelous part of it all is that we have a natural built-in appreciation of such delights, an appreciation that never seems to dull, and it certainly serves to make life more worthwhile, stirs imaginations that would otherwise be lost in a labyrinth of boredom. Perhaps there is something to be said for the lazy life in 'Ye Olde Towne'.

We hear so much nowadays about the Urwick Currie Report that one is tempted to spend some time in St. Brendan's Hospital

in the hope of finding, or should I say retaining, sanity. The proliferation of doubts, speculations, hopes, fears, opinions and contradictions expressed, the gloomy forecasts of the pessimists and cheerfulness of the optimists, makes one wonder why we have not gone crazy. The ability of a human mind to accept sanely so many contradictory viewpoints and remain stable is truly remarkable.

Some new faces arrived in St. George's within the past few months but it seems they are not fated to remain with us long. The word has come down the line and they are packing their bags in preparation for a sojourn in the western end of the islands. A pity in one way, as many of them had established those liaisons so necessary to the well-being of red-blooded young men. However, I cannot see them leaving their hearts in St. George's and languishing their time in Somerset. Variety is the spice of life and the gentlemen in question are by no means backward.

When a new Inspector takes charge of a division his subordinates tread warily, weighing and measuring until they have him categorized. This done the division returns to normalcy, whatever that is. Inspector 'Mac' is an old hand, of course, and knows what he wants. I have no intention of discussing him as an Inspector, it is not within my province.

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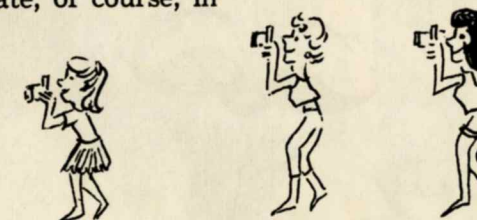
However, he has shown one characteristic which is somewhat intriguing and which has benefitted the division in little ways. Inspector 'Mac' acquires things. He takes periodic trips to Headquarters and Operations and these trips have proved fruitful on many occasions. There may be a comfortable chair lying on its lonesome here, a new clip-board tossed away there, an electric floor-brush waiting to be borrowed — little things that improve the amenities in St. George's. He never finds these items, they apparently cross his path. Like I said — intriguing.

The tourist season is here and a large number of the female of the species simply must have a photograph of a 'Bobby'. They come into the station with winsome smiles and imploring looks to borrow a policeman for this purpose. We are fortunate, of course, in

having in St. George's a very handsome Sergeant, with big blue eyes and long female-provoking eyelashes. Whenever he is present these bobby-hunting photographers invariably select him as their subject. He is an obliging fellow and always accedes to the innumerable requests with a most engaging smile, which only serves to upset the equilibrium of these susceptible females even more. Many of us are patiently waiting for that long-distance call from Hollywood, which will tell us that another policeman has made good in civvy-street.

The above is my swan-song as Eastern Divisional correspondent and faintly, like an distant echo, I can hear the voice of my esteemed editor muttering, "He should have sung sooner"

Osh.



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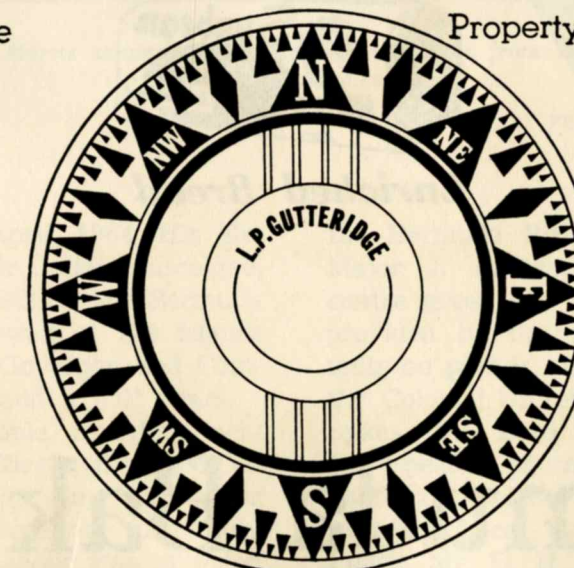
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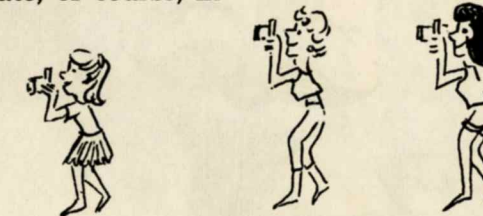
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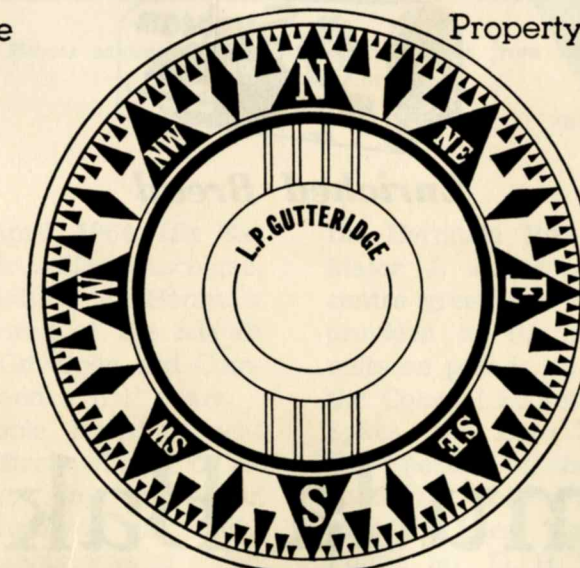
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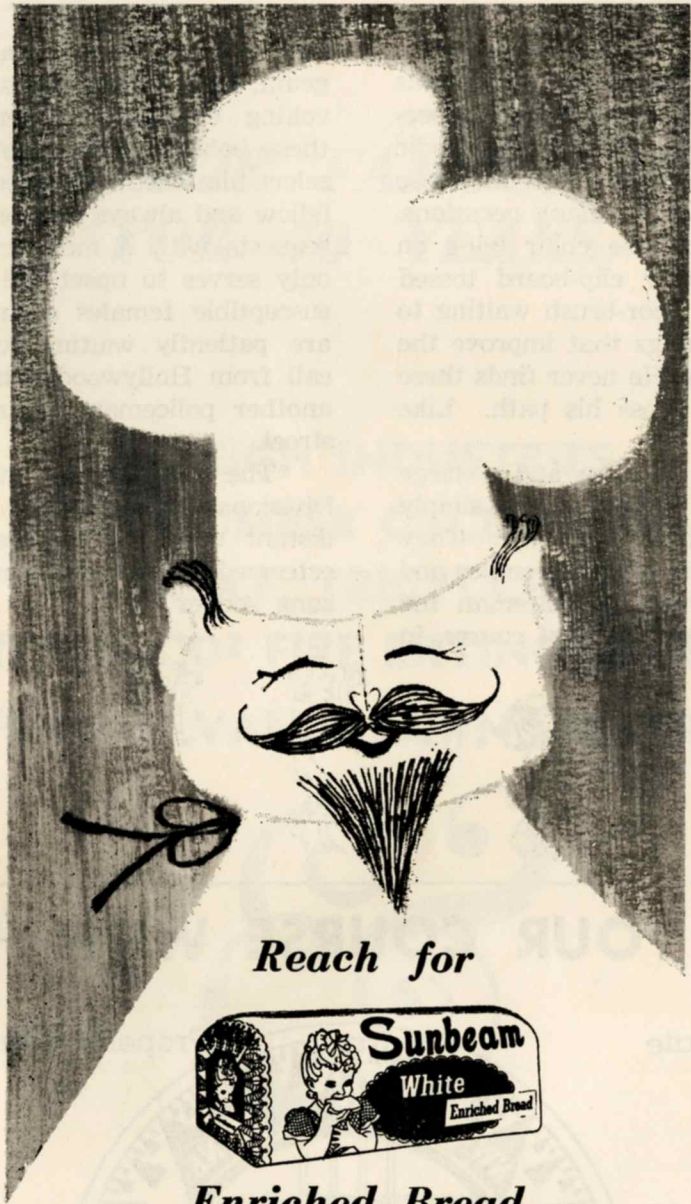
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## THE DEPARTURE OF MAJOR-GENERAL SIR JULIAN GASCOIGNE



*Sergeant K. R. Morris salutes as His Excellency alights from the state landau at the ceremonial area.*

PHOTO BY BERMUDA NEWS BUREAU

On Saturday, 25th. April, 1964, His Excellency Major General Sir Julian Gascoigne, K.C.M.G., K.C.V.O., C.B., D.S.O., left Bermuda soil after taking his farewell of the islands over which he served as Governor and Commander-in-Chief for four and a half years.

A large crowd of people, including local dignitaries and Service Officers, thronged Albuoy's Point, Hamilton, for some time prior to the arrival of His Excellency and Lady Gascoigne. A guard of honour was provided by units of the Bermuda Militia Artillery and

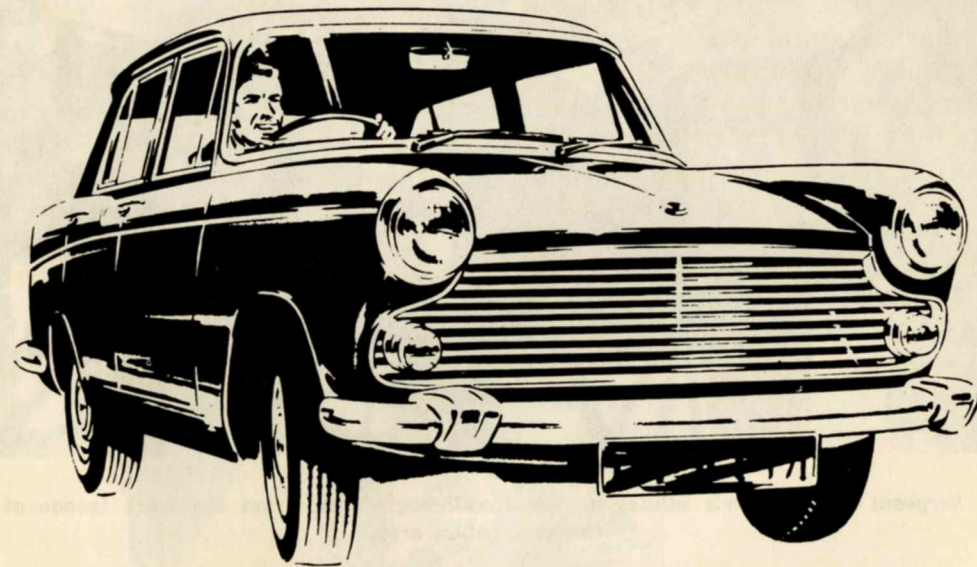
the Bermuda Rifles under the command of Major J. A. Marsh. The troops lined the centre green and music for the occasion was provided by the massed bands of the two units on parade. Dignitaries present included the Colonial Secretary, the Honourable J. W. Sykes, the Lord Bishop, the Chief Justice, the Speaker of the House of Assembly, Sir John Cox, Colonel J. B. Tucker, Officer Commanding Local Forces, the Commissioner of Police, Mr. G. H. Robins and senior British, Canadian and United States service officers.

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His Excellency and Lady Gascoigne arrived at the ceremonial area in an open landau escorted by police motor-cyclists in ceremonial uniform. On alighting from the landau His Excellency took the Royal Salute and was then greeted by the Mayor of Hamilton, Mr. G. A. Cooper. Wearing full dress uniform of the Grenadier Guards, the Governor then inspected the guard of honour and returned to a position near the waterfront where he received an official farewell address from the Mayor who paid tribute to His Excellency and Lady Gascoigne for the contribution they had made to the cultural, educational and sporting life of the Colony. In his reply, the Governor expressed his regret at leaving the Colony and its inhabitants. Commenting on his tenure of office, he said that it had been marked chiefly by an advance towards more democratic government and pointed out that whilst problems were bound to emerge as a result of this advance he had every confidence that they would be solved with the usual common-sense for which Bermudians were renowned.

His Excellency then took his final Royal Salute and mingled with the assembled guests. Following a final handshake with the Mayor he boarded a Royal Navy barge and acknowledge the cheers of the crowd. The barge then headed for HMS Ursa which was waiting in Hamilton Harbour to take the party to the Civil Air Terminal. Later that afternoon His Excellency and Lady Gascoigne left the Colony by air for the United States and Canada prior to returning to the United Kingdom.

The Governor, who was first appointed to Bermuda on 30th. November, 1959, was born on 25th. October, 1907 and was educated at Eton and Sandhurst and was commissioned in the Grenadier Guards in 1923. He attended the Staff College, Camberley during 1938 and 1939 and commanded the 1st. Battalion, Grenadier Guards. He commanded the 201 Guards Brigade during the North African and Italian campaigns and was wounded in the latter. Between 1947 and 1949 he was Deputy Commander of the British Joint Services Mission (Army Staff) in Washington. He was G.O.C. London District and Major General commanding the Household Brigade from 1950 to 1953 when he retired.

During his tenure of office His Excellency played an active part in the cultural, social and sporting life of the Colony. A keen sailor, he participated in the Bermuda-Newport Yacht Race and was a crew member of the 'Doncherry' when the vessel, which was in a strong position to win the race, was dismayed when about three quarters of the way to Bermuda. In addition he was an enthusiastic and competent skindiver having been instructed by Mr. Harry Cox, one of the Colony's foremost exponents of this underwater sport. In this respect His Excellency availed of every opportunity to explore the picturesque depths of the local waters and in particular to investigate many of the numerous galleons and other vessels which have been claimed since the early seventeenth century by the treacherous reefs which surround the Islands.





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 Bahrain Police Force, Bahrain  
 Barbados Police Force, Barbados  
 Barcelona Traffic Police, Spain  
 Basra Port Authority, Iraq  
 Bergen Police, Norway  
 Bermuda Police Force, Bermuda  
 Bewachungsdienst, Dr. Frisch, Vienna, Austria  
 British Solomon Islands Protectorate  
 British South Africa Police, S. Rhodesia  
 Brunei Police  
 Cape Town Traffic Police, Western Cape  
 Central Investigating Bureau, Union City, New Jersey, U.S.A.  
 Ceylon Police, Ceylon  
 City of Waco Police Dept., Waco, Texas  
 Commonwealth Police, Canberra, A.C.I.  
 Corpo de Policia de Seguranca Publica, Macau  
 Corporation of the Town of Bowmanville Police Department, Bronte, Ontario, Canada  
 Cyprus Police Force, Cyprus  
 Dacca Police, Pakistan  
 Dartmouth Police, Dartmouth, Nova Scotia, Canada  
 East Bengal Police, India  
 Federation of Malaya Marine Police  
 Federation of Malaya Police Force  
 Fidelity Guards (Pty.) Ltd., Transvaal  
 Gallione Detective Agency, Bergenfield, New Jersey, U.S.A.  
 Garda Siochana, Eire  
 Ghana Police Force, Accra, Ghana  
 Gibraltar Civil Police, Irish Town, Gibraltar  
 Greinen, August, Jr. Associates, Bogota, New Jersey, U.S.A.  
 Hong Kong Police, Hong Kong  
 Industrial Security Service, Melbourne, Australia  
 Iraq Police Force, Iraq  
 Jamaica Constabulary, B.W.I.  
 Jordan Police Force, Jordan  
 Kenya Police Force, East Africa  
 Land & Marine Police Departments, Govt. of Trinidad & Tobago, B.W.I.  
 Lebanese Police, Lebanon  
 Macao Police, China  
 Madrid Traffic Police and Security Police, Spain  
 Malta Police, Malta G.C.  
 Mauritius Police, Mauritius  
 Melbourne Night Patrol, Melbourne, Australia  
 Vigilanza Urbana, Milan, Italy  
 Wellington Police, New Zealand

Michipicoten Township Police, Michipicoten, Ontario, Canada  
 Municipal Investigation Bureau, New Jersey, U.S.A.  
 New Zealand Police Department, New Zealand  
 New Waterford Police, Nova Scotia  
 Nigeria Police, Lagos, W. Africa  
 Northern Rhodesia Police, Lusaka  
 North Borneo Police, Borneo  
 Nyasaland Police, Nyasaland  
 Oslo Police, Norway  
 Paramaribo Police, Surinam  
 Peruvian Police Force, Peru  
 Police Department, A.C.T., Australia  
 Police Department, Melbourne, Australia  
 Police Department, Perth, Western Australia  
 Police Department, Veracruz, Mexico  
 Police Department, Adelaide, S. Australia  
 Police Force, Georgetown, B. Guiana  
 Port Credit Police Department, Ontario, Canada  
 Port Elizabeth Traffic Department, Union of South Africa  
 Preston Police Department, Ontario, Canada  
 Pretoria Traffic Dept., S. Africa  
 Quatar Police Force, Quatar  
 Sarawak Constabulary, Sarawak  
 Schefferville Police, Quebec, Canada  
 Singapore Police, Singapore  
 Singapore Marine Police, Singapore  
 Singapore Harbour Board Police Force, Singapore  
 Somalia Police Force, Somalia  
 South Africa Police, Transvaal, S.A.  
 St. Kitts Police, St. Kitts, B.W.I.  
 St. Lucia Police, St. Lucia, B.W.I.  
 St. Vincent Police, St. Vincent, B.W.I.  
 Standard Bank of S.A. Ltd., Rosebank Branch, Transvaal, S.A.  
 State of Mexico Police Department, Toluca, Mexico  
 State Police Estado Aragua, Venezuela  
 Swaziland Police, Swaziland  
 Syrian Police, Syria  
 Tanganyika Police, Tanganyika  
 Thai Police, Thailand  
 Town of Montreal West Police Department, Montreal West, Quebec, Canada  
 Township of Humberstone Police Department, Port Colborne, Ontario, Canada  
 Township of Thorold Police Department, Thorold, Ontario, Canada  
 Township of Toronto, Cooksville, Ontario, Canada  
 Traffic Department, Mexico City  
 Trinidad Police, Trinidad, B.W.I.  
 Whitby Police Department, Whitby, Ontario, Canada

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I have just completed reading my efforts over the past six years as Central Divisional correspondent, and I have used some variety of opening gambits during that time not to mention the "guff" which followed them.

In the last issue I commenced a policy of "Pen Pictures" of more recent arrivals or persons worthy of special mention in the Division. May I hasten to mention that the "worthiness" of the candidates is not always on behalf of their "bobby-business" activities. I have done a little research and have come up with the two following recent arrivals, or characters, whichever you consider may have been their qualification for inclusion.

Constable 195 DOURIS I. H. — who joined the Force on 28th September 1963, and was posted for 3 months holiday at "Uncle Roy's Bramble Hill Academy", more officially known as Bermuda Police Training School. He was then posted to Central and has served with distinctiveness e'er since earning himself such loving nom-de-guerres as "Count Lambretta", and now carries after his name the initials "T.S.T.F.T. (D.S.)" which being freely translated denotes his position of "Teacher of Snooker To Female Tourists (Douris Style)". He also carries the eminent distinction of

NEVER having been seen On or Off without a book under his nose. I am amazed that a figure and stature as this can attract so many "dolls" into the snooker room. In addition to all these hectic activities 'The Count' was also a member of the cast of the Police Drama Group's production of "Long and the Short and the Tall" in early 1964 and plays an exceptionally fine game of soccer — an attribute which is sadly lacking consistency in the case of his erstwhile 10 colleagues of the 63/64 ilk.

Constable 142 BURRELL B. L. — who hails from Guildford, England, came from the Surrey Constabulary where he served for (I think) approximately 2 years. He came here for the usual reasons — broaden experience, change of scene, and most important — to do some work. With regard to the second and third points I know he has succeeded — but am not sure what experiences he has previously because he blushes too easily for any of the others. His many accomplishments include a fine line of acting (in the last Police productions), first as a soldier in "Long and Short and Tall" and more recently as a "bumbling" and "blushing" author in "Monday Next", which unfortunately for him had a broken

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run, but although the malady lasted several days his absence from the cast only lasted one night, a very creditable performance being given by "Pete" Gough at short notice (5 minutes). The following night was made more interesting and suspense-giving, in particular for the cast, whilst all and sundry wondered if "Bernie" was going to be able to organise his appearances onstage and "flying visits" to the "abode of John" in such a manner that the two did not clash. A strange coincidence has just occurred — Bernie just walked in the office — and upon being asked several searching questions as to his antecedents and present "offduty" activities — added to the fact that the desk is littered with past numbers of "THE" magazine he realised what I was doing. His greatest wish now is to be able to have his revenge in the next issue. I'm afraid he has to join the queue.

The tempo of Central has been accelerated of late by the arrival of the Newport-Bermuda Yachts — as has the amount of extra duty available. In connection with the yacht races we were loaned a Marine Board vessel to supplement "Blue Heron" on Harbour Patrols — just as well really — because the "Old Lady" pulled another of her stunts and packed up on the crew, so the lads were reduced to plodding around the yachts at the amazing speed of 7 knots. Rumour has it that even the pramdinghies with good old fashioned muscle power were leaving them cold. In furtherance of the "tempo jazz", we have also had a change of "brass" on the Division — **Inspector Ball** arrived from "Pornographic Publications" to take over the reins of the teeming metropolis. We welcome Inspector Ball to Central — which I understand is about the only section of the Force he had heretofore not graced with his presence, having come here from the Palestine Police in 1948. He had previously served as a Sergeant in Western, then Inspector in charge of that Division, later Eastern, from whence he moved to H.Q. There, amongst his other official activities, he tracked down such classics as were considered too blistering for Bermuda's already blistering climate. We also welcome to the Division (and the Force) Constable **Heathcote, Sherratt, Johnson and Bermingham**, all of whom have decided to "throw in their lot" with us since the last issue.

Having dealt with the credit or income side we must not forget to bid a fond farewell to the outgoers. A name that immediately springs to mind is **Barry Nelson** who leaves in a couple of days for the beauties of Walsall, Staffs, and whose presence will be sadly missed.

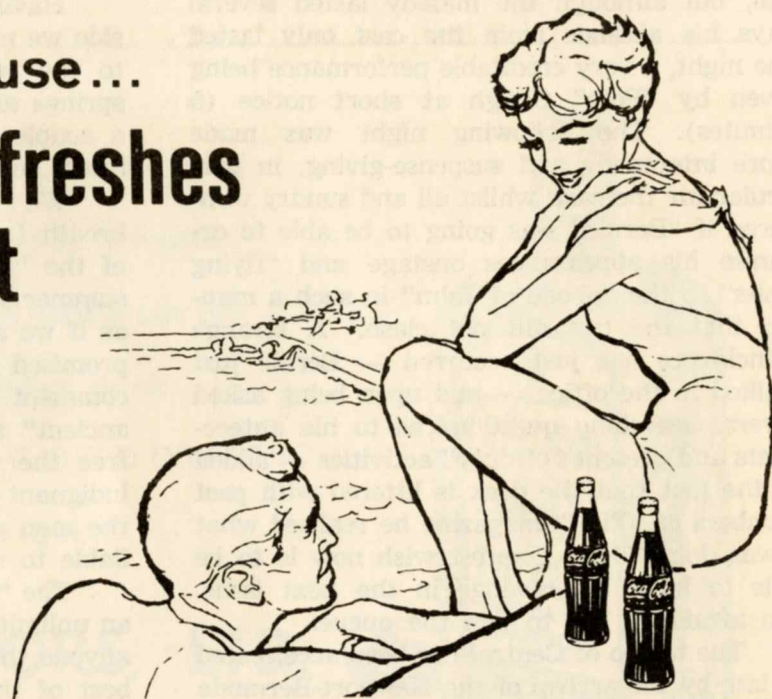
We STILL eagerly await with bated breath (and empty pocket-books) the decision of the "Gods on The Hill", who go on their summer vacation in a couple of weeks. It looks as if we are destined to remain as the "most promised Police Force in the world. Further comment in this column on this "thorny and ancient" subject would, I feel, only serve to free the writer "temporarily" of his highly indignant feelings on the subject and render the men who remain after he left (abruptly) liable to more "Curried" fare.

The "au fait" set these days seem to have an unlimited supply of "Elephant jokes" to tell anyone they can buttonhole, unfortunately the best of these invariably may only be told at stag parties. One of the exceptions is the one about the best way to halt an elephant stampede — "Dial trunks, and reverse the charge". Of course if all else fails one can always trot out the hoary chestnut about the policeman who arrested a man for Offensive Words because he called him "A \*\* \*\* Limey ", and in his evidence gave the reason for arrest as "I was offended your Worship, because I am not a Limey, but an Irishman". Our congratulations to Chief Inspector **Nixon** (the boss), on being chosen for the Senior Staff Officers' Course at the Scottish Police College for the coming 3 months. We wish him every success.

"Sandy"

Our congratulations go to Constable **Brian Malpas** and Detective Constable **Michael L. Wood** for winning Certificates of Excellence in the Kodak International Colour Competition. The photographs of five successful Bermudian entrants were sent to the World's Fair in New York. Wood and Malpas were both presented with a bronze medal and certificate.

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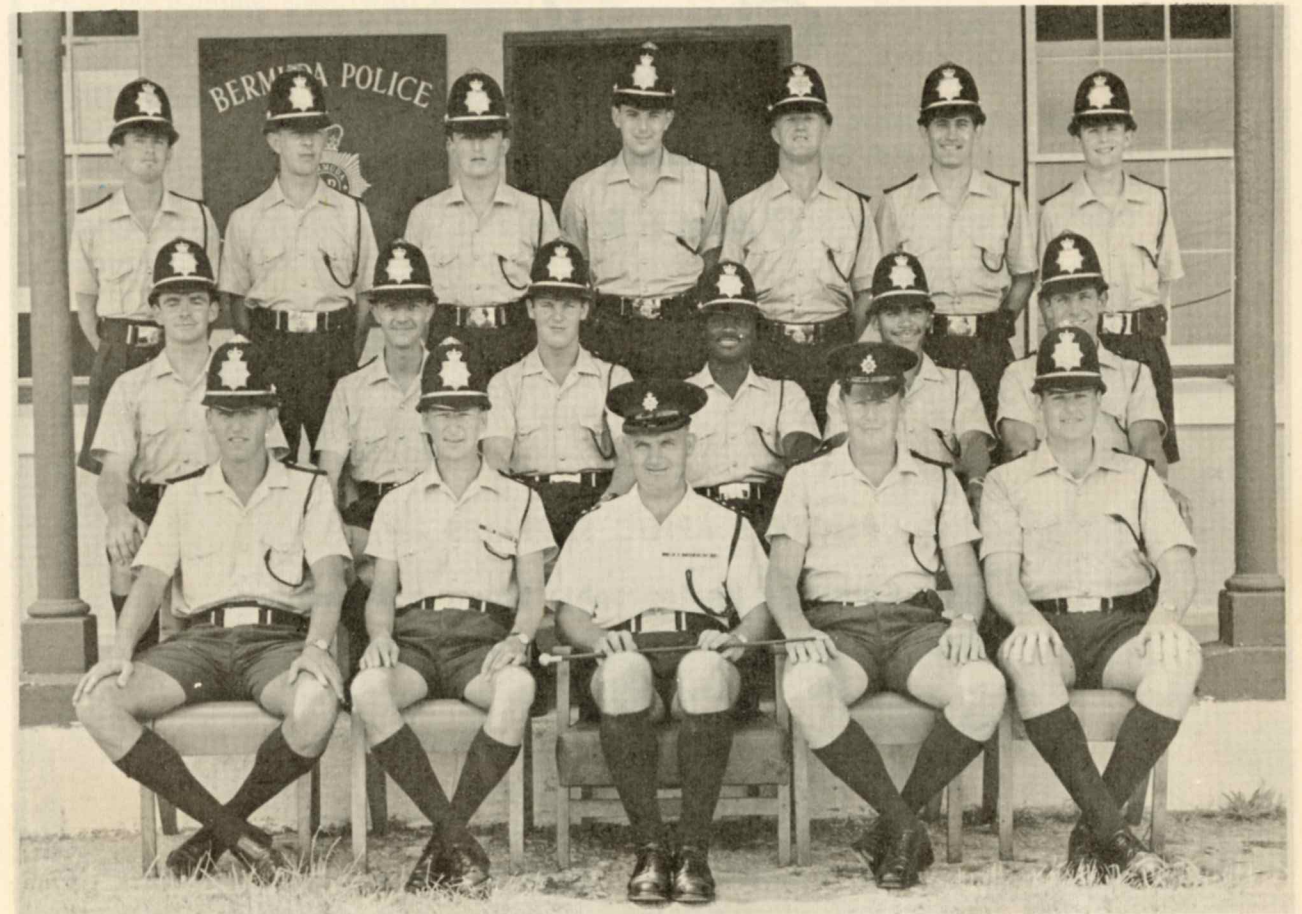
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## TRAINING SCHOOL NOTES



The 5th. Basic Training Course commenced on 6th. July 1964 and will conclude on 3rd. October 1964. Fourteen men, all new to the Police service, twelve from Britain and two local Bermudians, are in the Class.

**Edward Raymond Banks**, aged 22 years, of West Hartlepool, County Durham. Previously a clerk, whose hobbies are football, rugby, swimming and weightlifting.

**Duncan McKay Batchelor**, aged 24 years, of Dundee, Scotland. Previously a carpenter, whose hobbies are tennis and football.

**Peter Michael Duffy**, aged 22 years, of Maidstone, an Insurance Clerk.

**Keith Robert Dunmore**, aged 21 years, of Saltash, Cornwall. Previously a student, whose hobbies are swimming and rugby football.

**William Fox Galloway**, aged 21 years, of Dundee, Scotland. Previously a clerk, whose interests are football, cricket and athletics.

**Michael Robert Hill**, aged 23 years, of Plymouth, Devon. Previously a shipwright, whose hobbies are football and sailing.

**David Frederick Long**, aged 24 years, of Ipswich, Suffolk. Previously a pilot in the Fleet Air Arm and a Radio Controller for the Automobile Association. Plays rugby and cricket.

**James Miller**, aged 24 years, of Rothesay, Scotland. Previously an apprentice accountant in Local Government, his hobbies are golf and badminton.

**David Bernard Mulhall**, aged 21 years, of Romford, Essex. Previously a schoolteacher and interested in most forms of sport.

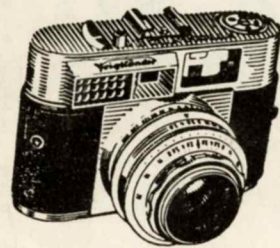
**Peter O'Shea**, aged 24 years, of Ormskirk, Lancashire. Previously a progress chaser with the Ford Motor Company. Interested in football and cricket.

**Wayne Norris Maxwell Perinchief**, aged 22 years, of Pembroke Park, Bermuda. Brother

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of Constable 60 Perinchief. Previously has worked on building sites, with a local 'Skiing School' and as an orderly at the King Edward VII Hospital.

**Walter Christopher Somers**, aged 22 years, of Killarney, County Kerry, Ireland. Previously an Air Ministry Constable in England. His interests are boating and golf.

**Delwyn Roger Trott**, aged 25 years, of 'Claytown' Bailey's Bay, Bermuda. At local

schools and McGill University, Montreal until 23 years of age. Returned to Bermuda and has had several occupations before joining the Police. Well known in local cricket and football circles.

**Gordon Arthur Weller**, aged 21 years, of Tunbridge Wells, Kent. Previously a Cypher Officer in H.M.G. Communications Bureau. Main hobby is wireless telegraphy.

**R. P. C.**



Police detachment, Queen's Birthday Parade on 13th June, 1964.

PHOTO BY M. L. WOOD

## BOOK REVIEWS

### "SERVICE WITH A SMILE"

or

### "I KID YOU NOT"

By H. M. Saunders

A delightful pamphlet dealing with the intricacies of artificial insemination. The author is well versed in the subject having had many years of experience in the field. If this 'Do it Yourself' system becomes popular it is intended to publish revised editions annually on 1st. of April.

Published by the Angora Press.  
Obtainable at H.M. Stationery Office (telephone orders received courteous attention).

### "HOW TO MAKE MONEY WITHOUT REALLY TRYING"

By Airwick & Hotstuff

The story of how a profit of £17,000 can be made from a 40 cent investment. This publication graphically indicates how a good knowledge of words and the ability to manipulate them pays dividends which surpass those of gilt-edged stocks.

Obtainable from the House on the Hill.  
Published in conjunction with the U.S. Department of Labour.

### "THE LOST MONA LISA"

By H. G. Reubens

Great train robberies, art gallery thefts and Sunday droppings — full of suspense, broken frames and the mystery of who 'stole' the painting. This book is definitely recommended for all HQ. staff as it gives many tips on how to counter the 'Monday Morning Blues.'

Published by the Bleak House Press.  
Obtainable from the Room at the Top.

30

### "STRIPES ARE THE THING"

or

### "I COULD HAVE DONE WITH THE MONEY"

By Marjorie Wainwright

The biography of a young woman who achieved success overnight only to find that she was carrying more weight on her shoulders the following morning. However, this story has a happy ending as the authoress had the good fortune to read official matter before spending her extra salary.

Published by Count Pennies Press  
Obtainable at any Government Department.

### "HAVEN'T TICKET WILL TRAVEL"

By J. W. Starbuck

An interesting and soul-rending story guaranteed to leave the reader in suspense as it did many Civil Servants. Each page holds the reader spellbound as the tale unfolds of a group of people marooned on an island anxiously awaiting news of the plane which is to take them back to civilisation.

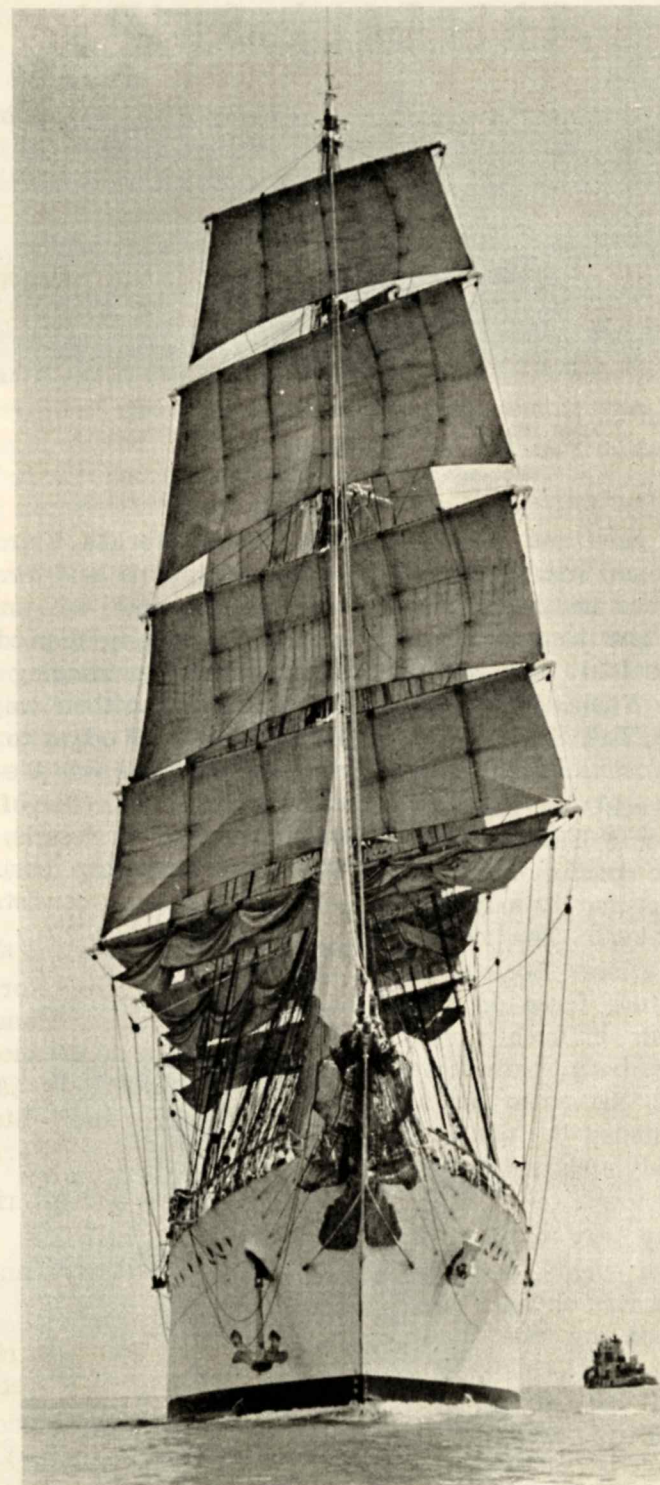
Published by Margarine and Meadow Agencies.  
Obtainable at the Civil Air Terminal Book Stall.

### "JUST ONE OF THOSE THINGS"

By Ancient Mariner

A spicy sea saga of the Tall Ships race with Tawau outstripping Foxtrot II for the Commissioner's Stakes. The salty radio log, included as an appendix, should not be read by children.

Published by St. David's Diversionary Press.  
Obtainable at any Five Fathom Wholesale Store.



**LIBER . . .**

PHOTO BY M. L. WOOD

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# THE TALL SHIPS

By J. C. P. Hanlon

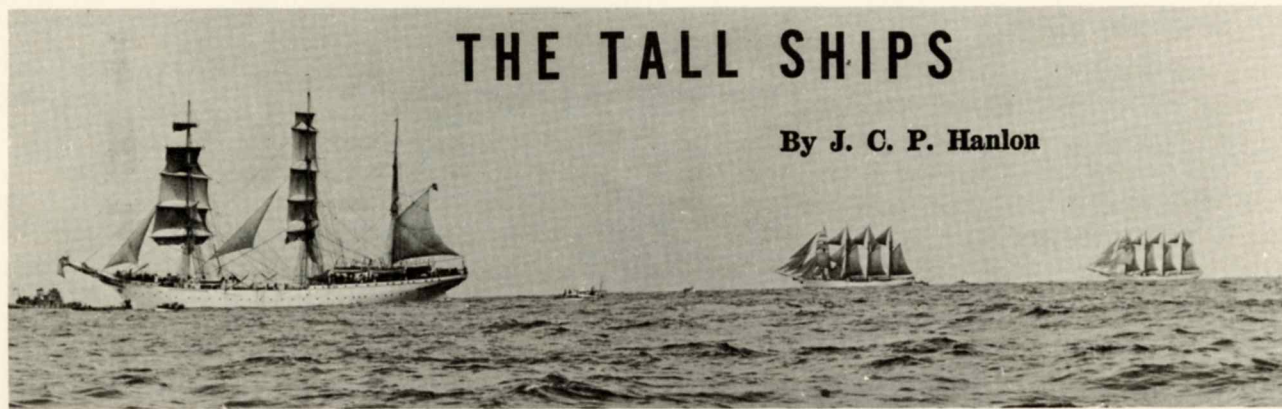


PHOTO BY M. L. WOOD

*"I must go down to the sea again, to the lonely  
sea and the sky  
And all I ask is a tall ship and a star  
to steer her by"*

JOHN MASEFIELD — 'SEA FEVER'

Between the 24th. of June and the 7th of July, 1964, the harbours and waters of the Colony presented a unique and truly spectacular panorama to residents and visitors alike. The occasion was a threefold one — The Biennial Newport-Bermuda Yacht Race—the Non-Mariners Race — The 'Tall Ships' Race from Lisbon to Bermuda.

The presence of 135 yachts of all sizes bobbing gently in the waters of Hamilton and St. George's harbours at the conclusion of the Newport-Bermuda Race was merely a fitting introduction to greater things. The comic antics of the local Non-Mariners Society, a group which annually venture forth on the waters of Hamilton harbour in such wondrous 'non-vessels' as four-poster beds, bath-tubs, coffins, toilet ensembles, etc., served to add a humorous note which heightened the nautical atmosphere which was already apparent in the Colony.

Without wishing in any way to detract from the splendour of these events, and the efforts of their organisers, it was obvious that the Tall Ships Race provided the most awe-inspiring sight ever witnessed in local waters since the early days of the Colony and turned the islands into a photographer's paradise. In what could well be the world's last great gathering of full rigged sailing ships and yachts, Bermuda and its people were presented with a never-to-be-forgotten sight.

The fleet, which consisted of twelve ships, left Lisbon on the 5th. of June to participate in 'Operation Sail' held under the aegis of the

New York World's Fair. Having set their courses, captains and crew pitted their wits and skill against the unpredictable Atlantic and their equally unpredictable competitors, faced adversities ranging from illness to flat calms and sailed their way across some 3,600 nautical miles of ocean to Bermuda. It is understood that this was the first time in history on which a formal race of square rigged ships took place. The vessels, which participated on a time handicap basis and were divided into three classes, consisted of —

**Class I** (Square rigged ships over 500 tons)  
"Christian Radich" (Norway), "Gorch Fock" (West Germany), "Danmark" (Denmark), "Juan Sebastian de Elcano" (Spain), "Sagres" (Portugal), "Libertad" (Argentina), "Sorlandet" (Norway) and "Statsraad Lehmkuhl" (Norway).

**Class II** (Fore and aft rigged ships, 50 tons and over)  
"Corsaro II" (Italy) and "Tawau" (United Kingdom).

**Class III** (Fore and aft rigged ships under 50 tons and over 30 feet at the waterline.  
"Merlin" (United Kingdom) and "Peter von Danzig" (West Germany).

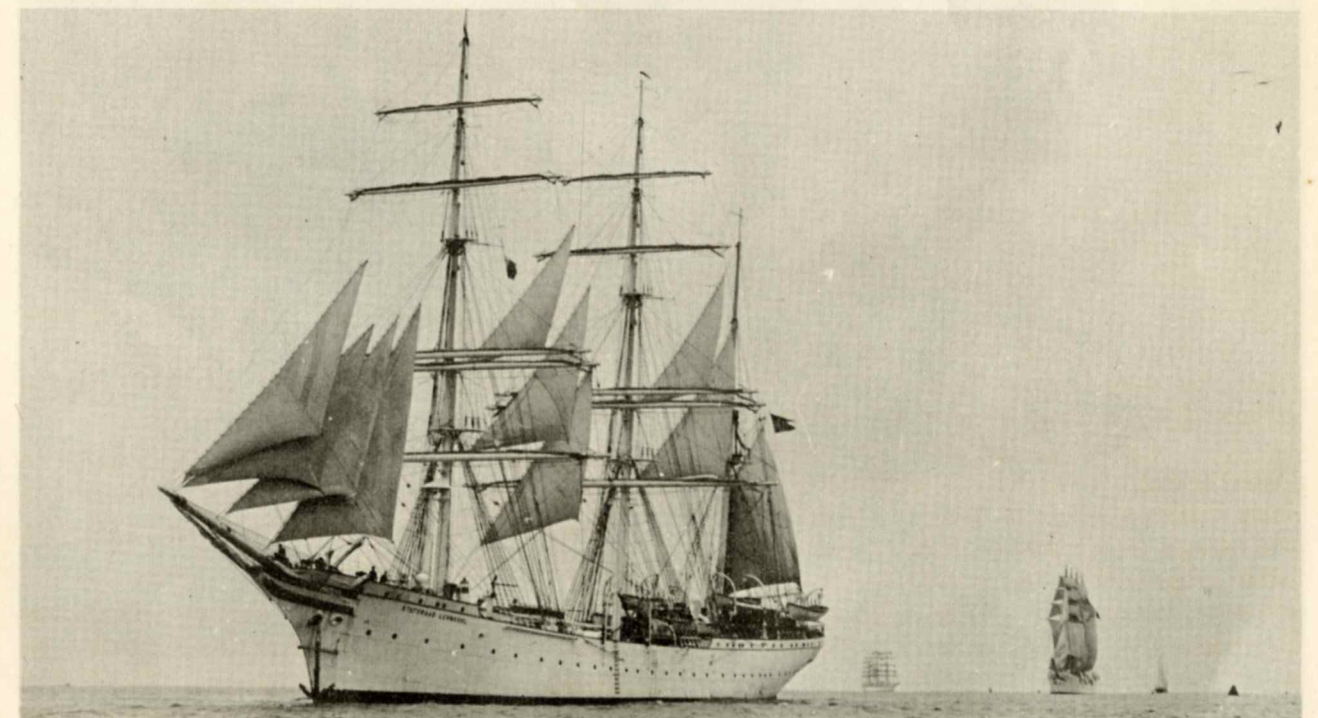
Bermudians are keen sailors and it was, therefore, only natural that local interest intensified as the race progressed. The feeling of suspense was further heightened by the fact that little news was received in the early stages apart from occasional reports of sight-

ings by other vessels and aircraft passing through the general area. Eventually radio contact was established with some of the vessels but this proved to be the exception rather than the rule. It had been anticipated that captains would radio their positions at noon each day, however, many preferred to maintain radio silence rather than give away information regarding a favourable position or weather conditions which might prove of benefit to their adversaries. The first radio contact occurred on the 10th. of June when the Norwegian ship "Sorlandet" gave her location as being off Palma and the British entry "Merlin" reported that she had been forced to put into Madeira as her skipper, Sub-Lieutenant **J. L. R. Williams**, R.N., was ill. On the 19th. of June it appeared as if the "Danmark" was leading and some 250 miles ahead of her nearest rival the "Juan Sebastian de Elcano". The position changed two days later when it was learned that the British yawl "Tawau", commanded by Captain **J. E. Myatt** of the Royal Artillery, was leading — subsequent reports during the following days placed the vessel in an equally favourable position. "Tawau", a 52 ton yawl, carried a crew of 17

including 18 year-old **Anthony Russell**, a Metropolitan Police cadet.

As the vessels approached the islands interest increased and it was anticipated that the British entry would be first across the finishing line situated off St. David's Head at the eastern end of the Colony. The news regarding the position of the various ships gave rise to a flood of rumours and counter rumours. No information had been received of the Italian entry "Corsaro II" and speculation was rife as to whether or not she was in a good position and keeping quiet about it.

The suspense finally ended at 0442 hours on the 26th. of June when "Corsaro II", under the command of Commander **Ugo Foschini**, crossed the finish line on a corrected time of 20 days, 20 hours and 12 minutes. When asked why he didn't radio his position, the smiling moustachioed captain blandly replied "The radio was broken". The remaining Class II entry "Tawau" crossed at 0605 hours on the 28th. on a corrected time of 21 days, 15 hours and 59 minutes. The third of the smaller ships, the "Peter von Danzig", arrived at 0737 hours on the 29th. on a corrected time of 23 days, 15 hours and 7 minutes.



"Westward ho" — part of the fleet under sail off St. David's Island

PHOTO BY S. R. J. LOGAN

The appearance of the square rigged Class I vessels was heralded by the arrival of the "Gorch Fock" which passed the finish line at 1432 hours on the 29th. having completed the 3,600 mile voyage on a corrected time of 24 days, 6 hours and 2 minutes. The otherwise joyful occasion of her arrival was marred by the fact that search and rescue operations were being conducted in the area by United States Forces searching for survivors of two U.S. military planes which had collided and exploded on hitting the water a few days previously.

The remaining ships of the fleet arrived as follows:—

"Danmark" at 1734 hours on the 29th, followed by the "Christian Radich" at 2036 hours and the "Libertad" which finished at 1702 hours on the 30th. The remaining vessels "Sorlandet", "Statsraad Lehmkuhl" and "Juan Sebastian de Elcano" arrived the following day. The Portuguese entry "Sagres", which had been amongst the leaders in the early stages of the race only to disappear like a ghost, broke radio silence at 0920 hours on the 30th. and said "Sagres has given up; proceeding by motor".



Framed by the bow of the U.S.C.G. "Eagle", the Danish windjammer "Danmark" leaves Bermuda waters for New York. PHOTO BY BERMUDA NEWS BUREAU

In addition to the vessels participating in the transatlantic race, a number of others made their way independently to Bermuda to rendezvous with the fleet for the voyage to New York. These included the Indonesian 310 ton steel barque "Dewarutji," the Chilean four-masted schooner "Esmerelda", the United States Coast Guard Academy barque "Eagle", the U.S. Naval Academy schooner "Freedom" and yawl "Royono", The Tabor Academy schooner "Tabor Boy" and the Merchant Marine Academy yawl "Mariner" which had raced down from Newport. The 191 foot "Dewarutji." left her home port on the 26th. of February and sailed via Ceylon, Somaliland, the Red Sea and the Suez Canal to the port of Split in Yugoslavia where she remained for one month having new sails fitted before heading for Bermuda via Casablanca and Morocco. She carried a crew of 40 cadets, 10 trainees and 11 officers and will have been away from Indonesia for about one year by the time she returns to her home port.

Wednesday, the 1st. of July, the date on which the vessels were due to enter the Great Sound and Hamilton harbour, was a perfect



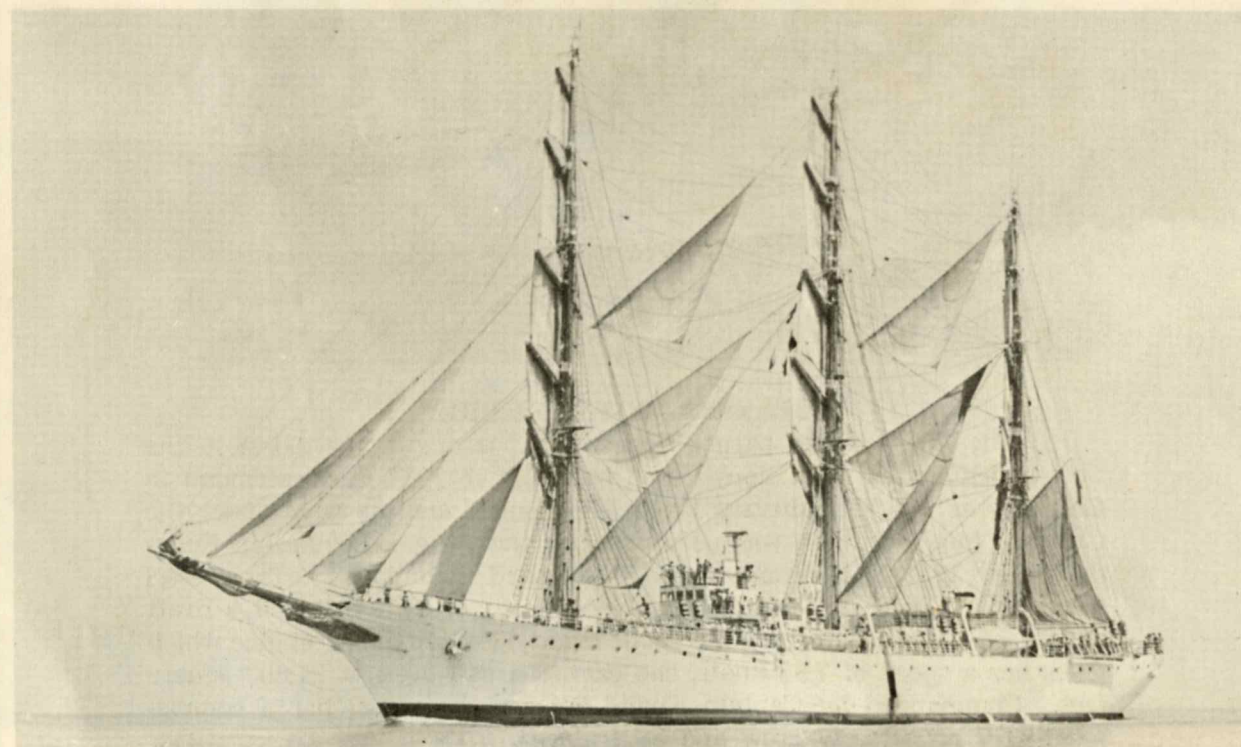
**"STATSRAAD LEHMKUHL"**

The three-masted barque-rigged vessel is one of the oldest in the fleet which visited the Colony. She was built in 1917 at Wesermund in Germany as the "Grossherzog Friedrich August" and operated under the German flag until she was purchased by the Bergen Schoolship Foundation in 1922 and renamed the "Statsraad Lehmkuhl". The vessel weighs 1,701 tons, is 279 feet long, has a beam of 41.5 feet and a draft of 17 feet. Powered by a Norwegian made diesel auxiliary engine which gives her a speed of 7.98 knots, she carries a sail area of 21,660 square feet. Commanded by Captain Eivind Ottesen the vessel has a complement of 7 officers, 17 crew and 88 trainees.

day in every respect for this historic occasion. Nature co-operated to the fullest extent to ensure that the event was viewed under the most favourable of conditions. A bright sun shone overhead, the water presented a vivid contrast of colours ranging from deep blue through turquoise to light green and a refreshing light breeze wafted white clouds across an otherwise blue sky. All thought of work was forgotten as spectators, including classes of schoolchildren under the supervision of their teachers, waited at various vantage points along the rocky northern shoreline of the islands to catch a glimpse of the ships as they made their way along the coast. When the windjammers came into view they presented a magnificent and unforgettable sight as they moved majestically across the placid waters like regal ghosts of a bygone era. Bermudians have long been associated with the sea and have built their own stately ships in which they sailed as both merchantman and pirate; consequently they are often inclined to take things for granted — however, in this case they watched enthralled as the various ships glided silently along the coast. The sight was

one which could not but impress even the most seasoned mariner and many hardened old salts puffed contentedly at their pipes, squinted across the water, surveyed the scene and turned around to look at the 'landlubbers' with a glance that seemed to say "What price steam now?"

Following each other at intervals of approximately fifteen minutes, the ships passed along the shoreline towards their rendezvous in the Great Sound. Spectators moved from place to place, ever seeking a better vantage point, to view the unforgettable procession which moved slowly past evoking memories of a vanished age. Cameras clicked, ciné-cameras whirred and binoculars were focussed repeatedly, as each ship came closer to the shore, to catch the action of the crews as they moved with enviable agility, born of long practice, through a veritable maze of rigging. Small craft moved across the waters carrying the more fortunate spectators within closer camera range and were dwarfed as they closed with the windjammers; light aircraft, chartered by professional photographers and magazine agencies, droned lazily overhead, descend-



Gliding gently over the water one of the stately ships makes her way to the starting line.

PHOTO BY S. R. J. LOGAN



The Norwegian "Statsraad Lehmkuhl" gets under way off St. David's Head.

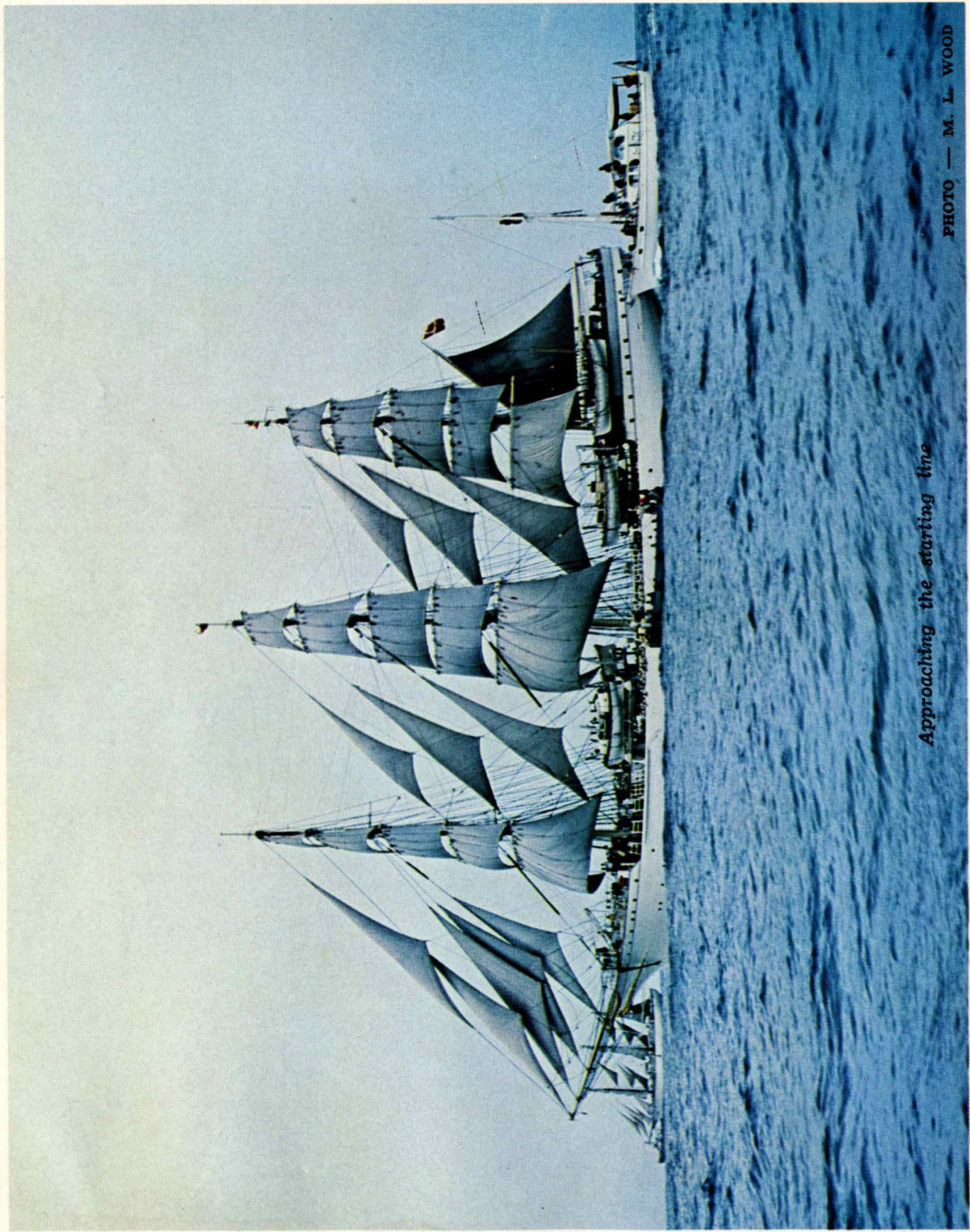
PHOTO BY BERMUDA NEWS BUREAU

ing every now and then to give the cameramen and writers a better vantage point from which to capture the grandeur of the scene below and preserve it for posterity in print and picture.

The fleet eventually made its graceful entry into the Great Sound, passing between H.M. Dockyard at Ireland Island and Spanish Point, and proceeded towards the harbour. A host of small craft scurried around the smaller islands to give their passengers a better view of the scene and vessels in port sounded their sirens in a spontaneous salute from the steamships to their sailed sisters. The windjammers glided silently to their moorings, cadets and trainees moved swiftly and efficiently about their appointed tasks, sails were furled and the rattle of chains echoed across the water as anchors were dropped and the fleet came to rest in its sheltered haven.

During the following week the streets and roads of the Colony were thronged with sailors—uniforms of navy blue, white, grey, olive and light blue blended colourfully and created an international atmosphere as their

wearers walked along gazing into shop windows and, in true mariners' fashion, smiling at every pretty girl they passed. The inevitable camera was to be seen everywhere and the police officer directing traffic at Heyl's Corner was a favourite subject, due no doubt to the fact that it was probably the first time many of the sailors had actually seen a policeman wearing the traditional bobby's helmet with navy blue shorts and full length stockings. The days that followed were hectic ones for the crews as they availed of every opportunity presented in the way of sightseeing and entertainment. Many functions were arranged by the Bermuda Trade Development Board, the Mariner's Club and other organisations, bus drives, sailing in the Harrington Sound, dances and many other events ensured that our visitors enjoyed their stay. The people of Bermuda seemed to take the sailors to their hearts and their hospitality knew no bounds. It became quite a common sight to see parties of sailors comfortably ensconced on the lawns and verandahs of local homes, conversing with their hosts. The language barrier seemed to



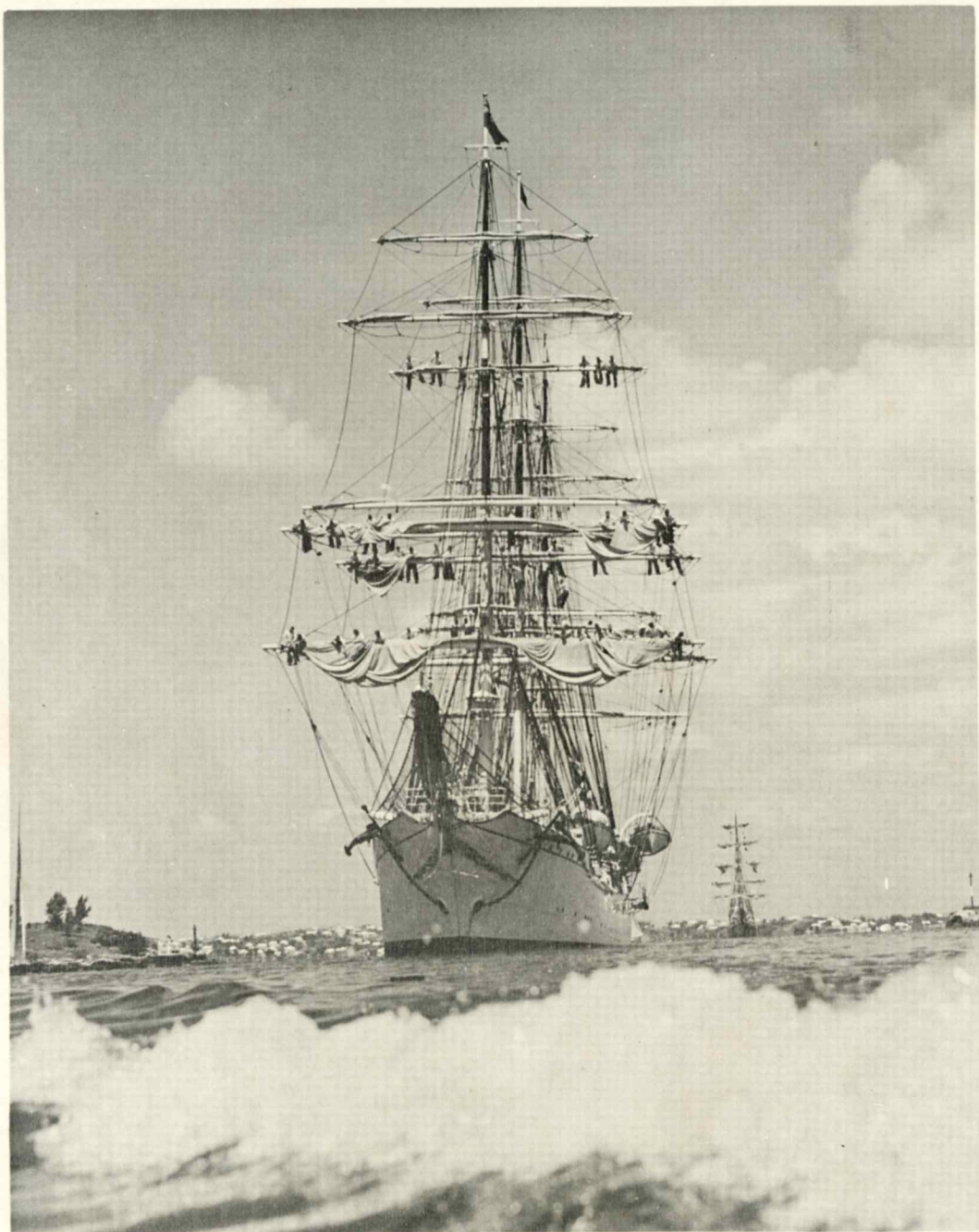
*Approaching the starting line*

PHOTO — M. L. WOOD



*The Argentinean frigate "Libertad"*

PHOTO — S. R. J. LOGAN



**"DANMARK"**

A frequent visitor to the Colony, the 790 ton three-masted vessel has an overall length of 213 feet, a beam of 32.8 feet and a draft of 16.4 feet. Owned by the Danish Government and built at Naskov in 1933, she has a sail area of 15,565 square feet and is powered by a diesel auxiliary engine capable of developing a speed of 7.67 knots. Commanded by Captain Knud Hansen, the ship has a complement of 8 officers, 11 crew and 80 trainees.

PHOTO BY BERMUDA NEWS BUREAU

present little difficulty, on the occasions when it did, all that was required was a few gesticulations, a smile and some sign language and comprehension dawned for host and visitor.

The visitors who really captivated their hosts were the young trainees, ranging in age from 15 to 17 years, from the Scandinavian schoolships "Danmark," "Christian Radich," "Statsraad Lehmkuhl" and "Sorlandet". The youngsters, many of whom are no doubt destined to command their country's merchant vessels in future years, had no difficulty whatsoever in making friends with the civilian population and their infectious smiles overcame all language barriers. Shrieks of merriment echoed and re-echoed across the harbour as they jumped from their ships for a swim in the warm waters after a hectic spell of racing up and down the rigging and masts each morning. When their liberty launches came ashore they scampered on to the dock with the agility of monkeys and headed for various hotels whose management had given them the use of the swimming pools. Despite their youthfulness the trainees conducted themselves in an exemplary manner while ashore as also did the rest of the crews. In what was almost an accident free visit, one youngster, 15 year-old **Hans Prestø** of the "Statsraad Lehmkuhl" sustained what was probably the strangest injury of all. Hans and a friend from the "Christian Radich", 16 year-old **Harry Samuelsen**, were taken to the Government Aquarium and zoological gardens by the writer and were absolutely fascinated by the antics of the monkeys. Hans made the acquaintance of a mischievous monkey which stole his silk when the youngster came within reach. Displaying agility rivalling the animal, Hans successfully retrieved his property but only at the cost of having his finger slightly bitten. The injury proved of no consequence, however, as was proved later that afternoon when the youngster nimbly climbed to the yardarm of the flagpole at Gibbs Hill lighthouse, much to the consternation of his host until he realised that this performance was literally child's play when compared to climbing the rigging of a windjammer at sea. The following day Hans was taken on a tour of Police Headquarters and Operations Unit, his main interest seemed to be in photography and he returned to

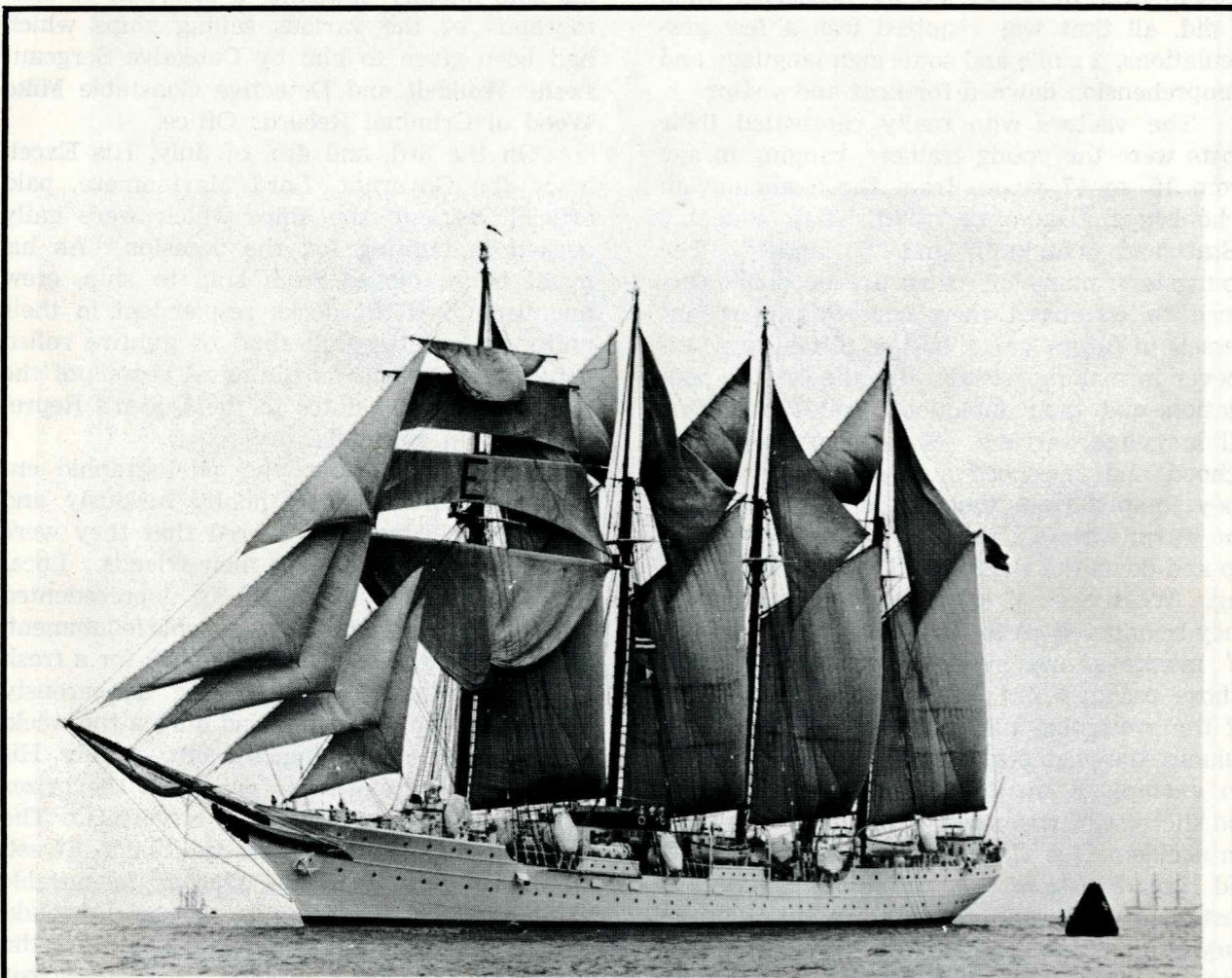
his ship happily clutching a selection of photographs of the various sailing ships which had been given to him by Detective Sergeant **Leslie Waddell** and Detective Constable **Mike Wood** of Criminal Records Office.

On the 3rd. and 4th. of July, His Excellency the Governor, Lord Martonmere, paid official visits to the ships which were gaily decked in bunting for the occasion. As his naval barge moved from ship to ship, crew members lined the decks resplendent in their uniforms and the dull thud of gunfire rolled across the harbour as the naval vessels of the fleet fired their salutes to the Queen's Representative in Bermuda.

In the meantime, the photographic enthusiasts pursued their hobby furiously and small craft owners discovered that they were indeed very popular with their friends. Local camera and film stores did an unprecedented business in film and photographic equipment, one store had to send to New York for a fresh supply as stocks were running dangerously low due to the heavy demand during the week.

On Monday evening, the 6th. of July, His Excellency the Governor presented the prizes to the captains of the various vessels. The ceremony, which was held on Front Street, Hamilton, proved to be another memorable event. The massed bands of the Bermuda Rifles, the Bermuda Militia Artillery and the Bermuda Pipe Band paraded along the street in full dress uniform under floodlights and performed numerous intricate drill manoeuvres on the march. Crew members from the participating ships lined the street in formation behind standard bearers carrying the national flags of the countries concerned.

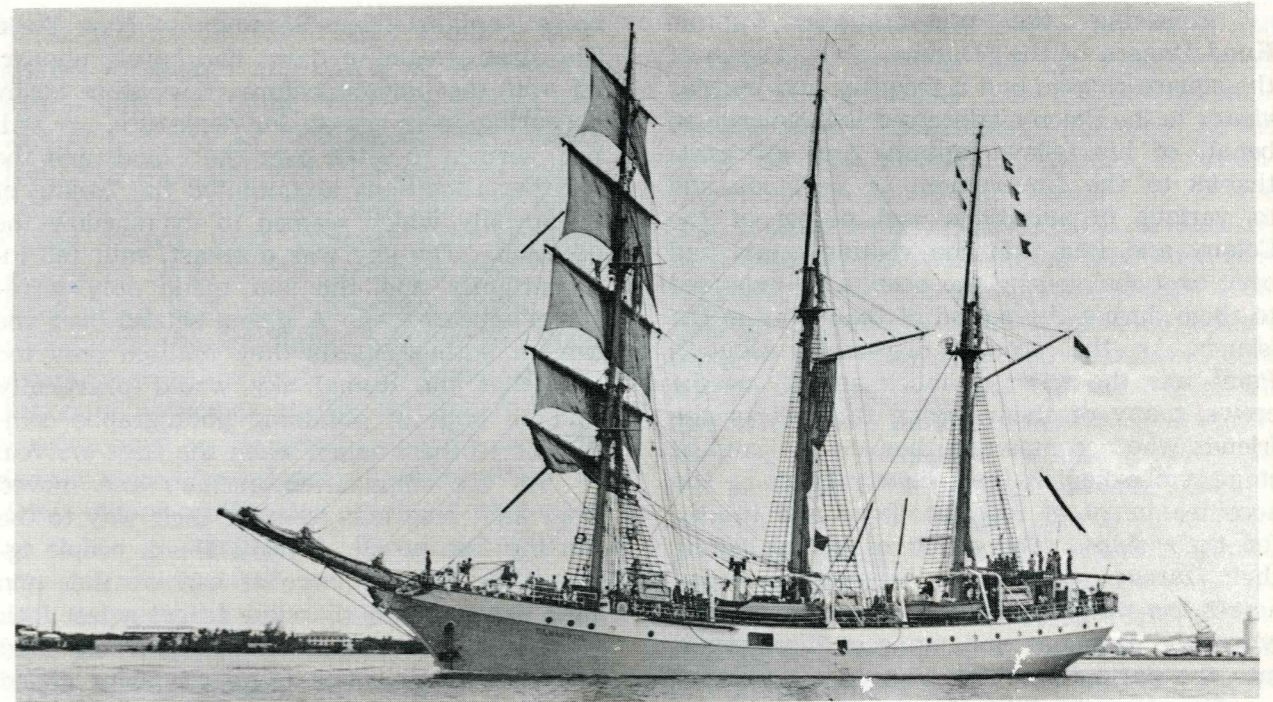
Prior to presenting the prizes, His Excellency addressed the assembled crews and the thousands of spectators who lined the streets and verandahs of many stores in the area. In the course of his address Lord Martonmere commended the crews for the exemplary manner in which they conducted themselves whilst ashore on leave. Referring to the young cadets and trainees, he said that it was gratifying, in an era in which youth was the recipient of so much unfavourable publicity, to see so many young boys behave in such a creditable fashion. In concluding his speech the Governor thanked the various Governments for permit-



**"JUAN SEBASTIAN DE ELCANO"**

The four-masted barquentine is owned and operated by the Spanish Navy and was built at Cadiz in 1928. The 308.7 foot long vessel weighs 2,221 tons, has a beam of 43 feet and a sail area of 27,940 square feet.—the largest sail area of the participating vessels—and is powered by a diesel auxiliary engine. Commanded by Captain de Fragata D. F. Javier de Elizalde Lainez, she has a complement of 22 officers, 252 crew and 104 trainees.

PHOTO BY S. R. J. LOGAN



The 310 ton, 191 foot long Indonesian three-masted barque "Dewarutji" entering the Great Sound. The vessel later lost her foremast during a storm encountered when two days out of Bermuda.

PHOTO BY M. L. WOOD

ting their vessels to take part in the race and on behalf of the people of Bermuda expressed the wish that the ships would return to the Colony in the not too distant future. The thunderous applause which greeted the last statement was a clear indication that the people present endorsed it most heartily.

The presentation of prizes then took place and the following awards were made by His Excellency :—

**1st. Corrected Time (Class I)**

"Christian Radich" — a four drawer teak sea chest containing bound volumes of sea charts donated by His Excellency the President of Portugal.

**2nd. Corrected Time (Class I)**

"Danmark" — a sterling silver tray with an engraving of the "Sea Venture" donated by the Bermuda Government.

**3rd. Corrected Time (Class I)**

"Gorch Fock" — a silver cup donated by the President of the Portuguese Sailing Association.

**4th. Corrected Time (Class I)**

"Libertad" — a silver miniature reproduction of a Viking longboat donated by the

Transocean Marine Paint Association.

**1st. Vessel to finish (All classes)**

"Corsaro II" — a silver bowl donated by His Excellency the Governor of Bermuda.

**1st. Vessel to finish (Class I)**

"Gorch Foch" — a silver bowl donated by the chairman of the Sail Training Association.

**1st. Norwegian Training Ship — Corrected Time**

"Christian Radich" — a silver reproduction of the main mast of the 'Christian Radich' donated by Mr. Fredhi (builder of ship's models).

**1st. Corrected Time (Class II)**

"Corsaro II" — a silver cup donated by the Minister of Education, Portugal.

**2nd Corrected Time (Class II)**

"Tawau" — a silver cup donated by the Sail Training Association.

**1st. Corrected Time (Class III)**

"Peter von Danzig" — a silver cup donated by the President of the Clube Naval De Cascais.

**2nd. Corrected Time (Class III)**

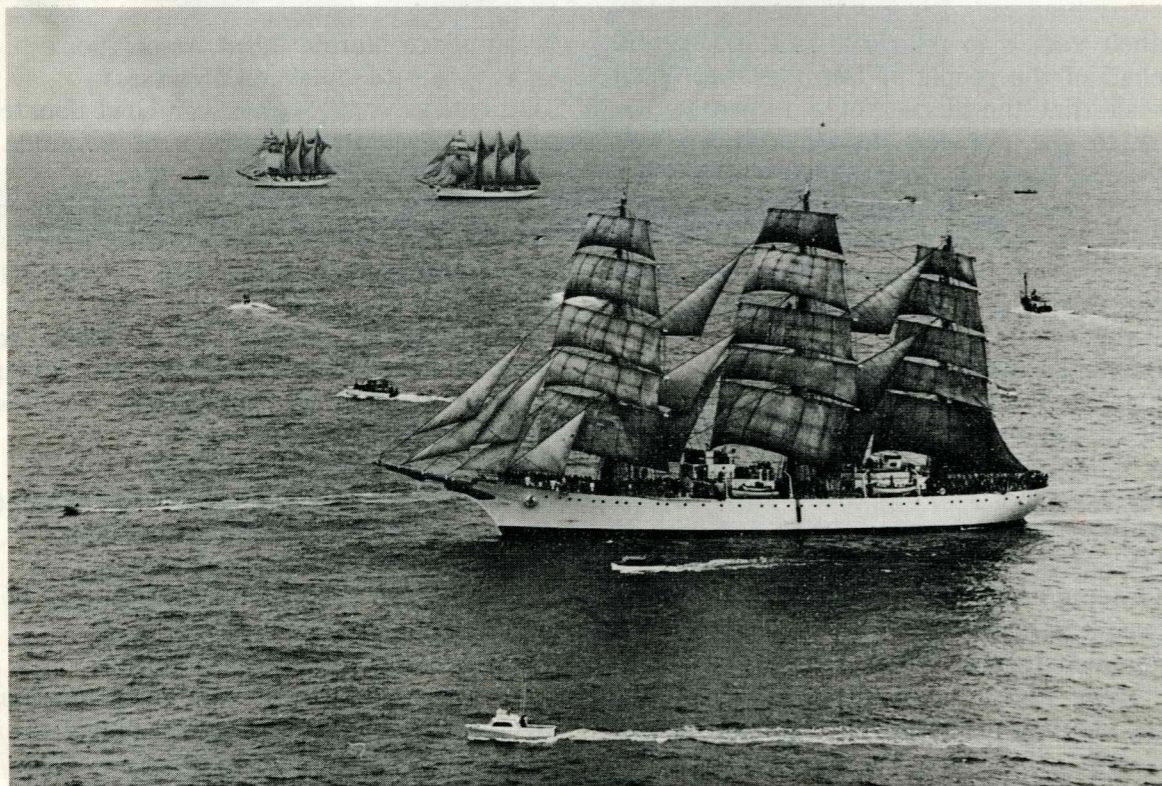
"Merlin" — a silver tankard donated by the Sail Training Association.

Following the presentations, Captain **Knud Hansen** of the "Danmark," a veteran of the square riggers and a frequent and popular visitor to the Colony, addressed the audience on behalf of his fellow captains and expressed thanks to the Government of Bermuda and to various organisations and people of the Colony and said that the visiting crews had been overwhelmed by the hospitality extended to them during the period of their stay in the islands. As the crowds dispersed, Albuoy's Point was the scene of much activity as the crews, many of them saying farewell to the friends who accompanied them to the landing stage, embarked in their liberty boats to the accompaniment of fond goodbyes and headed for their ships. The sound of voices calling their farewells in many languages echoed across the waters of the harbour ceasing only when the launches and pinnaces disappeared into the darkness.

Tuesday, the 7th. of July, was a somber day for the colony. A few days previously an informal race had been organised by the

ships' captains from Bermuda to New York. The first streaks of dawn had barely appeared over the horizon before crews were busily preparing their vessels for departure. A sadness seemed to settle over the islands and the weather conditions accentuated the feeling of melancholy which seemed to overshadow the occasion. The sky was overcast, rain fell intermittently and the sun made only infrequent appearances. A gloom settled over the camera enthusiasts as they realised only too well that the dismal sky would practically ruin all hope of obtaining photographs comparable to those taken when the fleet arrived.

As the ships lifted anchors and moved from their moorings to make their way to the starting line off St. David's Head, people ignored the inconvenience of bad weather and lined the northern shoreline to get a last look at the stately vessels whose presence had beautified these waters. As the ships glided past like ghosts, people waved from the shore and had their salutes returned by ships' crews lining the decks.



Surrounded by dwarfed spectator craft, three majestic ships head out from Bermuda for New York. Nearest the camera is "Libertad", behind her lie the "Esmerelda" and the "Juan Sebastian de Elcano". PHOTO BY BERMUDA NEWS BUREAU

A half holiday had been granted to commercial employees and staffs of government departments to enable them to witness the start of the race at 1500 hours. St. David's Head was thronged with thousands of people long before the appointed time and the roads of the Colony were jammed with assorted vehicles en route to the departure area. The Police were kept busy directing traffic and sorting out the inevitable bottlenecks which developed along the route. The heavy concentration of vehicular traffic resulted in what was described as the worst traffic tie-up experienced since the advent of motorisation in 1946. Water traffic also posed a problem for the Police as small craft of every description braved a heavy swell and scurried back and forth between the tall windjammers as they made their way to the starting line. Police patrol boats chugged endlessly across the water in attempts to restore order and ensure that the smaller vessels did not impede the progress of the square riggers making their way towards the starting position.

As the vessels motored up to the line, ardent camera fans climbed trees or hung precariously from the sides of small boats to capture on film the glorious spectacle of the tall ships under full sail. When the ships reached their previously determined positions, the starting gun boomed across the water. Commands were shouted out in many tongues, sails fell to catch the wind, crews heaved and hauled as cordage moved through countless blocks. The skeleton like shapes were transformed into sail-clad beauty and the windjammers moved majestically across the water to the accompaniment of cheers from the shore. As they moved away, small craft followed them out to sea like chickens following a mother hen and spectators lined the shores for a last lingering look at the departing fleet before heading for their vehicles to make their way homewards.

So ended the visit of the Tall Ships and nothing now remains but the memories retained by individuals and the photographic records of the cameramen. The visit served other purposes in addition to that of beautifying our harbours and waters. It proved that human beings, regardless of nationality, race, creed or political opinion can, when participating in one common purpose, forget their national differences and enjoy each other's company and hospitality and that a smile or friendly gesture can easily be the key which opens new doors leading to international understanding and friendship. It also proved that the spirit of initiative and adventure is not dead in our local youth. One boy, 16-year-old **George Farge** of Saltus Grammar School, boldly walked on board "Tawau" prior to her departure and asked if he could work his passage to New York. As the skipper later said in a press interview "He was the only one to walk aboard and ask for a passage and he got it."

It can be sincerely stated that the inhabitants of Bermuda were genuinely sorry to see the windjammers and other ships depart from their shores, however, they can no doubt find some consolation in the fact that their hospitality will long be remembered by the visiting crews and further consolation can be found when it is realised that they were privileged to witness an event which occurs only once in a lifetime. Whilst visitors to New York will also witness the spectacle of the windjammers sailing up the Hudson River, it is extremely doubtful if so many stately ships will ever again be gathered together in such a perfect setting as was provided by the Bermuda Islands.


It is to be hoped that some of the captains will accede to the sentiments expressed by Lord Martonmere in respect of a return visit to the Colony in the future — until that time arrives we wish them all 'Bon Voyage' and envy them as they go about their lawful occasions on the high seas.



... TAD

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# OPERATIONS

## DIVISIONAL NOTES

Idly thumbing through the last copy of the Force Magazine it occurred to me that a wealth of talent is hidden behind the gaunt walls of Operations Divisional Headquarters. In the magazine alone **Peter Parnell's** artistic pen provides professional standard headlines to all the Divisional Notes, together with first-class cartoons. In the literary section Sergeant **Jim McNiven's** 'Meanderings' have long been an eagerly awaited contribution and after his last effort he must surely be considered one of the leading satirists of our day, (in 'Ops' I hasten to add!)

On the sports field 'Ops' men are, as usual well to the fore. Although some of our sportsmen are gracefully reaching the veteran stage, still we are well represented in the first soccer and cricket teams. **Jim Lyons**, 'Sleepy De-Silva', **Colin Finnigan**, **George Linnen** and **Arthur Bean** are well in the running for a place in the soccer team while Jim 'wields the willow' with distinction. To Arthur Bean we offer our heartiest congratulations on being selected to represent Bermuda in the forthcoming Bermuda Football Association's tour to Iceland. This series marks Bermuda's entry into the field of International soccer and so it is indeed pleasing to have a representative of 'Ops' competing. **Tony Harper** continues to leave his competitors floundering in his wake as he flies along in a welter of knobby knees

and flowing mane on the running track. Unfortunately Tony has to shoulder sole responsibility for upholding our athletic prestige, again advancing years prove to be the stumbling block for many would-be competitors. 'Ops' cricket team scored a notable victory over the much-vaunted Western divisional team when they met recently. It is rumoured that the Inspector i/c Western has cancelled all normal duties for his cricketers until such time as they are ALL capable of following his example in belting the ball over the road into the nearby gas station.

On other matters, **Mike Lohan** has returned from burning up the Old Course at St. Andrews. It would appear he played so much golf he didn't have time to shave and now can be seen on patrol looking like a cross between Haile Selassie and Philip Harben. I can just imagine, on a dark night, some poor soul lying injured on the road after an accident looking up and seeing Mike and dying of shock or a heart attack! **George Linnen**, after a long spell in the Radio room was finally unleashed on an unsuspecting motoring public. They soon came to realise that provided they kept on the move they were fairly safe, but woe betide them if they were foolish enough to stop. Then they were quite liable to see a large blue van, driven by an almost equally large red-faced Scotsman, bearing down on

them at a fast speed. Many a driver has been forced to make a somewhat hasty exit via the passenger's door of his car only to hear the grind of metal seconds later. Until such time as mini-buses are equipped with rubber sides and bumpers George has reluctantly returned to his sedentary duties. Talking of drivers, **Bill Pratt**, 'Ops' answer to Jim Clark, requested that he should be mentioned in these notes. I asked him what he had done that was worthy of mentioning. He replied, "Well you know me, I'm always around laughing and joking". That's surely as good a reason as any I suppose.

During the past week Patrol-drivers have had the rare privilege of witnessing the arrival and departure of the 'Tall Ships'. Hamilton Harbour has provided a breathtaking spectacle, especially at sunrise and sunset, as these magnificent vessels lay serenely at anchor. Today they left our island, many of them fully rigged as they 'ghosted' down the channel to St. David's Light there to start their race to New York. This indeed was a memorable

week for sea-loving Bermuda, and it would be interesting to know how many photographs were taken during the visit of these vessels. It must truly have been a photographers paradise.

As I passed by the radio-workshop the other day the Sergeant i/c and a garage mechanic were having an altercation in the midst of a guddle of tools, wires, batteries and meters. The discussion ended abruptly, obviously without the parties concerned having reached agreement on the technical problem at issue. The parting shot was fired by the Sergeant who looked the other up and down scornfully and said, "—you are an onocentaur". The poor mechanic was none the wiser, nor for that matter was I so I checked the dictionary and to my amusement saw, — "Onocentaur" — Mythical animal, half-man, half-ass. With a little juggling of order and tense it is not difficult to see what the Sergeant meant!

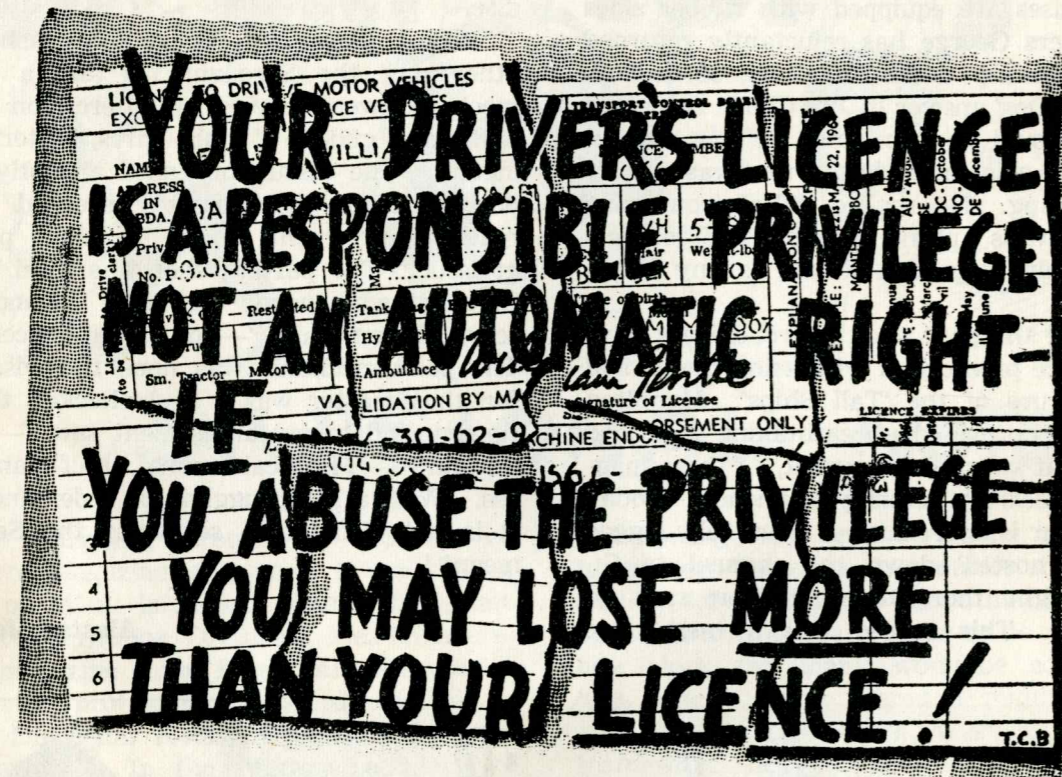
Alastair Johnson.



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**WE HAVE A DELEGATE IN U. N.**

UNITED NATIONS, May 19 (AP) — A spokesman for groups seeking full voting rights for blacks in Bermuda told a U. N. committee today that the Bermuda Police Force is really a marriage bureau.

W. G. Brown, general secretary of the Bermuda Labour Party and representing the Bermuda constitutional conference in his appearance before the U. N. special committee on decolonisation, said there were segregation policies running through all levels of Bermuda's school and governmental life.

Answering a question of the Bulgarian delegate, he said there were two Bermuda police forces.

Brown said, "The down to earth answer is that there is a shortage of males in Bermuda

and men are brought in from outside to serve on the police force. It is really used as a marriage bureau.

"The more sophisticated reply is that the British governor is responsible for internal security and he has the power of directing who shall be picked for the force."

Brown reiterated charges that only about 60 per cent of the dollar receipts from a rich tourist trade are used in Bermuda or other parts of the British Commonwealth and that there has been no accounting for where the other 40 per cent has gone. But he said he was sure that when the day comes that power is in other hands, "Britain will have an answer on where that 40 per cent is."

"Royal Gazette"



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## ARRIVAL OF THE COLONY'S NEW GOVERNOR



His Excellency the Governor and Commander-in-Chief approaching Albuoy's Point in a Royal Navy barge.

PHOTO BY BERMUDA NEWS BUREAU

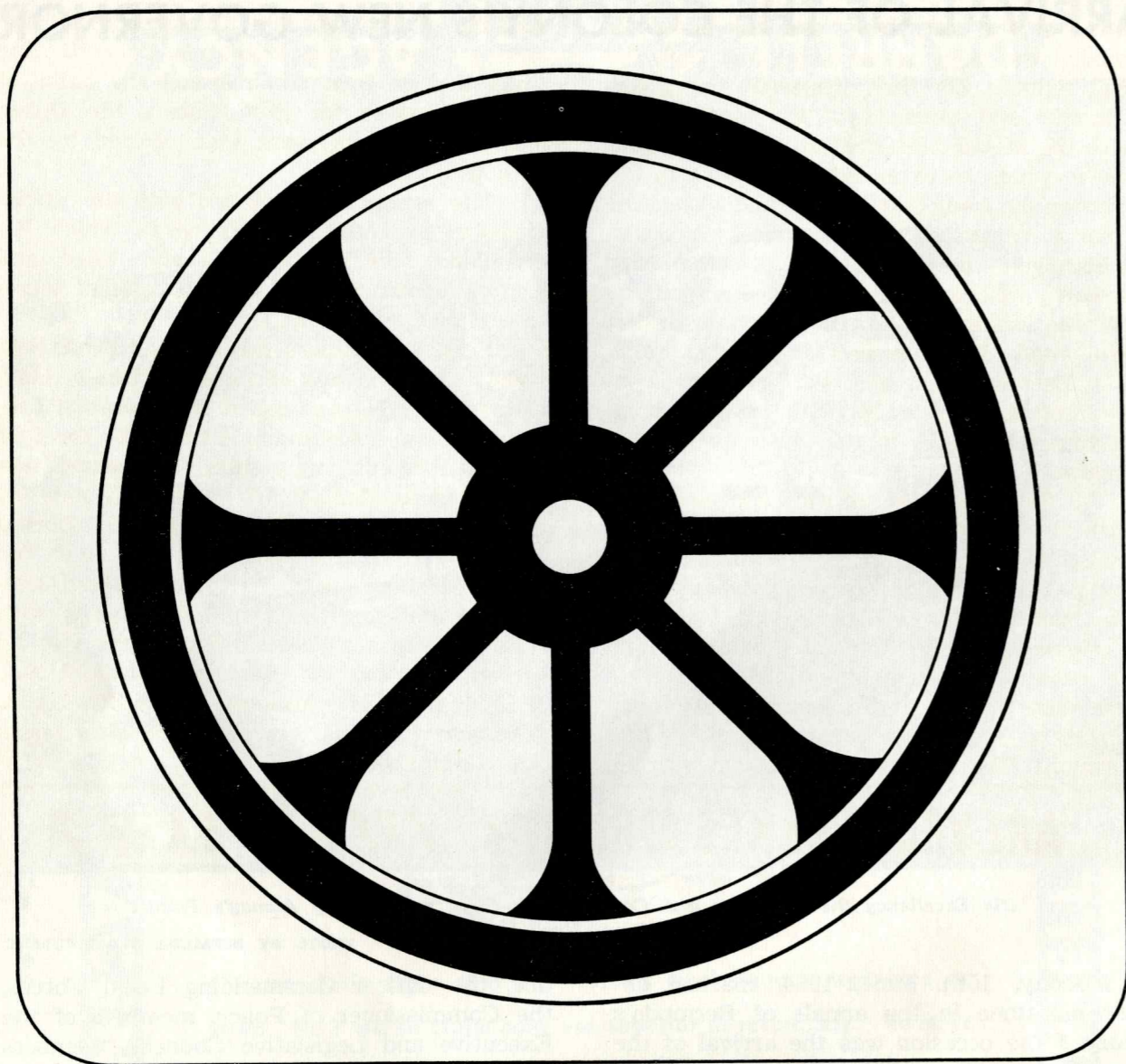
Monday, 15th. June, 1964, marked another milestone in the annals of Bermuda's history. The occasion was the arrival of the Colony's new Governor and Commander-in-Chief, His Excellency, the Rt. Hon. John Roland, Baron Martonmere, to take up his post in these Islands.

His Excellency, who was accompanied by Lady Martonmere, arrived on board the Furness Bermuda liner "Queen of Bermuda" from New York.

Large crowds gathered at Albuoy's Point to witness the ceremonies and others, including schoolchildren, congregated along Front Street. Amongst the officials on hand to welcome the new Governor was the Officer Administering the Government, the Honourable J. W. Sykes, the Lord Bishop, the Chief Jus-

tice, the Officer Commanding Local Forces, the Commissioner of Police, members of the Executive and Legislative Councils, members of the House of Assembly and representatives of the British, Canadian and United States Armed Forces. A guard of honour drawn from the Local Forces lined the Point and music for the occasion was provided by the units bands.

Shortly after 10.30 a.m. a Royal Navy barge took the Governor designate and Lady Martonmere from the "Queen of Bermuda" through the choppy waters of Hamilton Harbour to Albuoy's Point. His Excellency, dressed in full colonial uniform, stepped ashore and was greeted by the Officer Administering the Government and the Mayor of Hamilton. Mr. Sykes then presented a number of officials



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waiting at the waterfront and the Governor ascended the steps to the point and took the Royal Salute. He then inspected the guard of honour and returned to the central area where the Mayor presented an address of welcome in which he extended best wishes to the Governor and Lady Martonmere and wished the former a successful term of office. In reply, His Excellency thanked those in attendance for the warm welcome and announced his aim to serve the inhabitants of the Colony in an impartial way. He expressed his pleasure on being in Bermuda and, on a personal note, congratulated the Mayor, Mr. Gilbert Cooper, on receiving the C.B.E. in the Queen's Birthday Honours.

At the conclusion of the addresses His Excellency and Lady Martonmere met the assembled dignitaries and left the area for the Colonial Secretariat in an open landau escorted by police motor-cyclists.

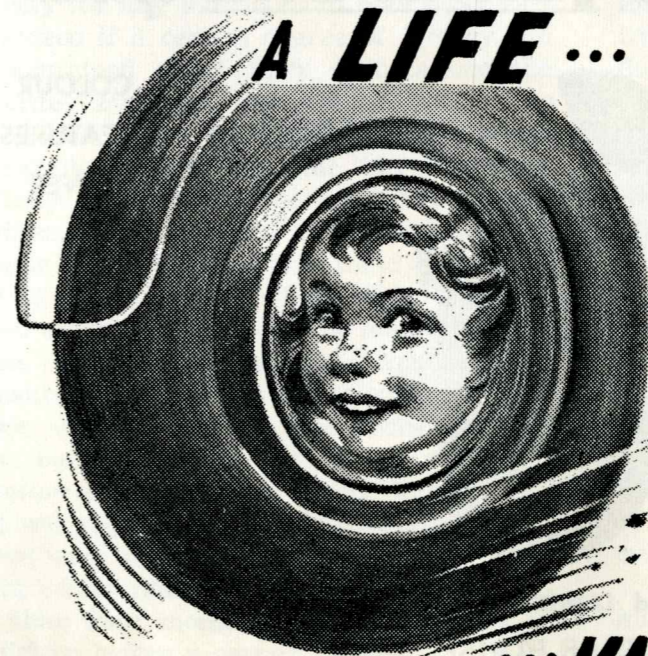
Members of the Colonial Parliament and high ranking government officials and their wives were present at the Legislative Council chamber to witness the swearing-in of the new Governor. The brief ceremony began with the

reading of the Queen's Commission by the Acting Clerk to the Executive Council. The Chief Justice then administered the oaths of office. Prayers for Her Majesty the Queen and the Governor were then offered by the Bishop of Bermuda.

The ceremony concluded with an official welcome by the Chief Justice to which His Excellency made suitable reply. Lord and Lady Martonmere then left the Colonial Secretariat for Government House.

Lord Martonmere was born on 22nd. February, 1907 and was educated at Trinity Hall, Cambridge. He was called to the Bar at Lincoln's Inn in 1929 and practiced law for four years before entering politics. He served as a Conservative Member of Parliament and for many years represented Blackpool. During World War II His Excellency served in the Royal Air Force with the rank of Wing Commander and specialised in liaison work with the United States Forces. During the War he served with the 1st. Eagle Squadron, U.S.A. A.F., and was also attached to the 8th. U.S.A. A.F. and Headquarters of the Mediterranean Allied Air Forces.

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## MEANDERINGS OF A CRITICAL COPPER



Those of us who have been with the Force during the last two or three years will have come to appreciate the power of the organisation known as a committee. Currently they appear to be formed at the drop of a hat, so to speak, and once formed they tend to spawn sub-committees with gay abandon. Their great virtue of course, is that they eliminate the necessity for any individual to take a decision and indeed if a certain degree of secrecy can be maintained about their deliberations the committee members can absolve themselves from all blame for taking any decision which is unpopular by insisting that they personally counselled against the motion which caused the dissent. I should like to feel that I scored a minor victory against this trend in the last issue of the magazine when, with a few ill chosen words, I vanquished the magazine committee. Whether or not my remarks were the cause of its not meeting prior to the publication of this number I shall probably never know, but the fact is that it did not meet. Therefore instead of our being informed of what was required of us at a committee meeting we were told via a curt footnote in daily orders. This reminded all intending contributors that they should deliver their goods to the Editor before a certain unrealistic date.

These instructions appeared to be lucid enough until one began a search for the Editor. He is a very elusive fellow these days and instead of the announcement in orders causing the formation of a well trodden path to his door, our search for him throughout the Force became a very complex affair. Invariably when one followed a rumour that had him working in such and such an office it transpired on arrival there that he had just departed on a temporary secondment (a phrase popular these days no doubt on account of its hilarity) to regions elsewhere. Indeed at one time it was supposed that he was spending his time in the well of the Supreme Court and it was with some trepidation that one contemplated our transacting the magazine's business in muted whispers in that hallowed place. All this made one long for the good old days when they used to keep the editor incarcerated behind steel doors and bars. He seemed happy enough in those days too, what with his occupational therapy of making toys and models and things and his jolly little game of chess. It was such a pity that they let him out.

To return, however, to the subject of committees I must say that in own experience they vary quite a bit. Some are much more august

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bodies than others. The committee of the P. R. C., for instance, always seem to me to be rather a stuffy lot. When they are reluctantly compelled to interview anybody they always seem to generate a certain attitude of hostility towards the person being seen by them. Similarly, in days gone by at any rate, when one applied to join the Bermuda Police one was interviewed by a hostile little committee of three. Perhaps they preferred to be known as a board, but their formula was much the same as any other committee with one of their number, obviously the president and, so it seemed, hell bent on proving it. At my interview the presiding elder was a silly old codger with a fine shock of white hair and a blustering manner about him. He bombarded me with a series of inane questions but seemed quite unperturbed with my vague answers. The whole interview was a very strange affair and it was with some surprise that I learned shortly thereafter that I was to go to Bermuda. Many years later, too late in fact, another committee elsewhere unravelled the mystery of that strange interview for me. Unsuspecting, I had been duped into having my name placed on the books of a marriage bureau and not, as I had intended, on those of a Police Force. Hence the strange questions and unusual demeanour of the old man with the white hair. He had obviously been around for quite a long time and no doubt with his great experience of affairs of the heart had shrewdly decided that I was just the type to be conned into marriage in Bermuda.

All this information only came to light recently when I came upon it in the local press. They carried an account of yet another interview, this time conducted by the United Nations Committee on Decolonisation.

Despite its pompous high sounding name one gathers that this body are quite down to earth and, so it would seem, do not overly concern themselves with reputations or credentials. Therefore recently an inhabitant of these islands, representing a rather nebulous group, cheerfully confronted this arm of world government with some strange and startling facts. The Bermuda Police Force, he informed the committee, "is really used as a marriage bureau!" This information was extracted from the erudite emissary by the Bulgarian delegate on the committee. The press item from which I culled this information is brief and to the point and does not go on to describe the participants in the discussion in any great detail. The Bermudian concerned is well enough known locally but what manner of man was the Bulgarian delegate? A kindly old gentleman, astonished perhaps at this revelation, or perhaps some vulgar communistic Bulgar immune to surprise at the behaviour of our degenerate society in the isles of rest and enchantment. Either way it apparently mattered not to our voluble emissary for he went on further to display his knowledge of the inner life of the Bermuda Police Force.

"There are two Police Forces in Bermuda" he next remarked. This came as a surprise when it was made known locally for although it has often been suspected that a certain chasm exists between H.Q. and the rest of the Force, we had never suspected that they had gone ahead and formed a separate Force of their own.

There is only one thing for it. A committee will have to be formed to go into this matter!

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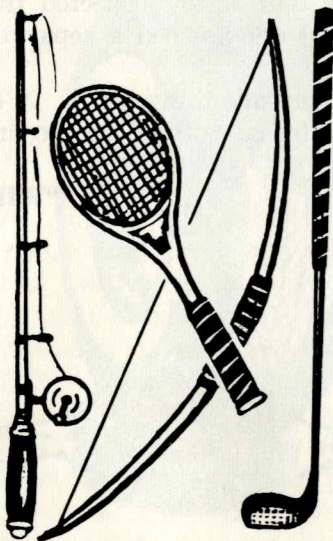
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## ~ DIVISIONAL NOTES ~

Once again we find ourselves sitting before the typewriter, paper and forefinger of each hand at the ready. Proudly headed "WESTERN DIVISIONAL NOTES", the paper seems to lie patiently waiting to be covered with newsy print. The typist, however, seems to have other ideas. He is sitting before his machine on a bright summers afternoon, stomach bursting from a good lunch and gazing out of his window trying to seek inspiration from his view of the yachts and other craft sailing lazily in the calm clear waters of the Great Sound.

The Editor gave plenty of notice for the deadline so what excuse can we offer for leaving it so late. None at all, old boy, so better make a start.

Since the last issue the Bermuda Police — Western Division Male Voice Choir was formed under the Directorship of Mr. Cecil Smith, a music teacher at Sandys Secondary Modern School, with Mr. Gerald Ray providing the piano accompaniment.

Inspector L. M. "Nobby" Clarke, who was responsible for the formation of the choir sings with the baritone section together with Harry Lister, George Garrod and Milton Cholmondeley. The Bass section is comprised of Westmore Bean, Charlie Williams, Howard Dill, Lynn Hall and Andrew Maule, whilst the first tenors are Freddie Bean, "Sonny" Roberts, 'Socks' Dill and Lawrence Rawlins. The heavy mob, or second tenors, are Lennie Edwards,

'Buck' Woods, Kevin Mc Carthy, Hubert Simons, Dave Lunn, Campbell Simons and Aaron Scott.

The choir, which made its debut at the Western Divisional Dance in aid of the Police Benevolent Fund has made three public appearances to date. The large crowd assembled appeared to be quite impressed with the performance as was evidenced by their applause, which was enough to put the Beatleistic types to shame. Subsequent appearances were at a dance organized by the Parent Teachers Association of Sandys Secondary School and during the opening week of the new hall at St. James Church.

I am grateful to Sergeant and Mrs. Harry Lister for giving me a start to the personal column. A daughter arrived for the Lister family in the early part of June and we wish our colleague and his wife every joy in their priceless new possession.

Congratulations go to Dave Lunn on his success in the examination at the Hendon Detective Training School, thus enabling him to carry out his duties with complete and utter confidence.

In place of Willie (Wild Bill) Mc Cracken, who was transferred to Operations, we welcome Lynn Hall to the Division. We were sorry to see the departure of Alan 'Fat' Goff, a highly respected colleague, upon his resignation. Alan returned to his native England after a short spell in the U.S.A. where he was



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able to renew acquaintances with **Colin Vincent**. Alan tells me he is not working as yet but hardly needs to as he has been following the 'nags' with some degree of success.

**Mike Cherry** returned to Bermuda after having spent an enjoyable holiday in England where he and his wife were able to show their newly born 'bouncing bubble of joy' to delighted relatives. **Jimmy Jones** also returned to the homeland after a vacation in the U.S.A. and Canada where he visited all the Police Stations and made countless numbers of friends.

I feel we must thank "Nobby" for his excellent cuisine at the Mess Barbeque — a highly successful affair. We feel sure he must have taken a course in domestic science to excel himself as he did.

Another social event which proved most enjoyable was the moonlight cruise to Hawkins Island on 26th June. **Jimmy Jones** together with Miss Latham from the Loyalty Inn were responsible for the cuisine whilst "Nobby", **Dave Lunn** and **Westmore Bean** served the drinks. Music was provided by the Donald Woods Calypso Band.

I omitted to mention in the last issue of the arrival of **Tony Watson's** fiancée, Miss Jill Spears, from England. We don't see much of Tony now but one can hardly blame her—she's a very attractive young lady.

The 'DADDY' of the Mess, **Barry 'Elmo' Rudkin**, will soon be off on vacation to England and I honestly don't know what we're going to do without him. Anyway, have a nice time, Bye, Bye, Ducks.

I'm afraid that due to the loss of sporting records I am unable to supply you with many details of these events. However, I am able to say that we beat St. George's 11—0 at rugby with two beautiful tries scored by **Malcolm Robshaw** and a conversion by **Jimmy Jones**. The main goal scorers on the soccer field were **Campbell Simons**, **Aaron Scott**, **Mike Richards**, **Willie Mc Cracken**, **Nat Chambers** and **Barry Rudkin**. **Socks Dill** once more proved his worth as a goal-keeper.

Actually our list of successes has been so great in the field of sport that upon the advent of the cricket season, our skipper "Nobby" drew his men to one side and told them to give the other teams a break for the first

few matches. It was thought that if we didn't do this the other teams might be too humiliated by their defeat to play any future matches against us. It must have been obvious to Operations that we were fooling around when we played them as it was recorded that one of our players scored 117 runs for his own team the following day. Well, you've had your chance now boys. You'd better watch out for these dynamos from Western next time.

You may have read in the last issue of how the boys at the Mess had become addicted to Corned Beef. Well I can now say that due to the scare in Scotland, they have given up that foodstuff. They had all put on so much weight from partaking of so much beef that it was decided that we should have to go on a low calorie diet. The diet sheet was prepared with the help of trained dietitians and was as follows:—

**MONDAY**

**Breakfast:** Weak Tea

**Lunch:** One Bouillion Cube in One-half Cup of Diluted Water.

**Dinner:** One Pigeon thigh; Three ounces Prune juice (Gargle only).

**TUESDAY**

**Breakfast:** Scraped crumbs from Burnt Toast.

**Lunch:** One doughnut hole (without sugar); One glass of dehydrated Water.

**Dinner:** Three grains of Cornmeal. (Broiled).

**WEDNESDAY**

**Breakfast:** Shredded egg shell skin.

**Lunch:** One half-dozen Poppy Seeds.

**Dinner:** Bee's knees and Mosquito Knuckles sauted in vinegar.

**THURSDAY**

**Breakfast:** Boiled out stains of old table cloth.

**Lunch:** Button of a Naval Orange.

**Dinner:** Three Eyes from an Irish Potato (diced.)

**FRIDAY**

**Breakfast:** Two Lobster Antennas.

**Lunch:** One tail joint of Sea Horse.

**Dinner:** Rotisserie Broiled Gubby Fillet.

**SATURDAY**

**Breakfast:** Four chopped Banana Seeds.

**Lunch:** Broiled Butterfly Liver.

**Dinner:** Jellied Vertebrae a la Centipede.

**SUNDAY**

**Breakfast:** Pickled Humming Bird Tongue.

**Lunch:** Prime Rib of Tadpole; Aroma of empty Custard Pie plate.

**Dinner:** Tossed Paprika and Clover leaf Salad.

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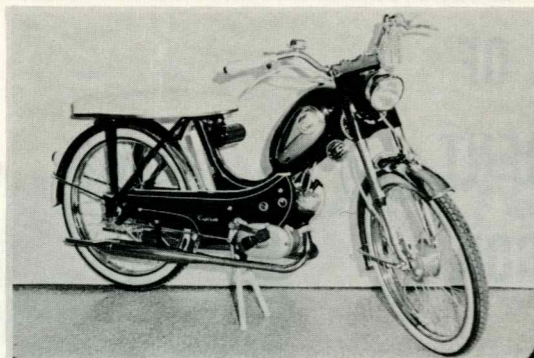
On Saturday, 4th. July, 1964, the New Zealand vessel "Rangitane" was the scene of a farewell gathering for Superintendent John M. MacGregor of the Special Branch. From all accounts the occasion was a social success in every sense of the word and rumour has it that the participating Special Branch personnel were fortunate in being able to get off the vessel before she sailed for the United Kingdom.

Mr. MacGregor, who was born in London in 1917, served with the Metropolitan Police from 1936 to 1950 and spent most of his service at "C" Division. During World War II he served with the Royal Artillery and the Royal West African Frontier Force in Nigeria, India and Burma. In 1950 he joined the Malayan Police and served as an Assistant Superintendent in the Special Branch until 1959 and was stationed at Seremban in Negri Sembilan, Kuala Lumpur and in Penang State.

In 1959 he transferred to Sierra Leone as a Deputy Superintendent and served in Bo and Freetown until 1961 when he transferred to Bermuda as the Superintendent in charge of Special Branch.

During his period in the Colony Mr. MacGregor proved to be a very popular officer and was well liked by all ranks and particularly by those who served with Special Branch. A keen amateur dramatist, he starred in two recent Police Drama Group productions, "The Long and the Short and the Tall" and "On Monday Next" which were held at the City Hall Theatre. In addition he was an active pistol shot and also a keen chess player.

We wish him every success in whatever sphere of life he may decide to enter after a well earned vacation with his wife and family in the United Kingdom.



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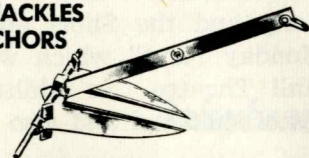
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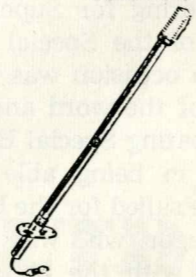
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**BERMUDA SECTION**

It is with regret that I find it necessary to commence the notes with a moan — however, I feel that I must express my concern about those members of the section who may not yet have renewed their subscriptions. It is essential that we have a strong local section if we hope to play host to visiting groups in the future. Criticism has been levelled in respect of the subscription rate of £1 per annum and the fact that we have not organised any social functions. Where subscriptions are concerned, it must be borne in mind that we are a newly formed section and our initial expenses in respect of stationery, membership cards, etc., have been high, in addition it is essential that we have some funds on hand to assist in meeting part of the expenses of delegates sent to conferences. When one considers the difference between the cost of living in the United Kingdom and Bermuda the difference in subscription rates (10/- per annum in the U.K.) is not all that great. Whilst it is agreed that the section has not organised social functions to date the reason for this is readily apparent. We live and work in a small community where social functions are arranged by many organisations. If the section holds social functions this will inevitably prove detrimental to the Police Club and we can ill afford to take such action at the present time. The advantages of membership in the association where Bermuda is concerned are mainly available abroad as opposed to locally. We have what is probably the best travelled Police Force in the world and the advantages offered by the association in this respect are considerable as

has been evidenced by the reports from members who have availed themselves of I. P. A. assistance during their travels.

The Fourth Triennial Congress was held in Blackpool in May and from all reports was an extremely successful one—we congratulate the members of the British Section for their efforts in organising it. Bermuda was represented by **Tim Willis** who was elected to serve on a commission dealing with further development of the aims and objects of the association. Tim is to be commended for the hard work he put in and his efforts have placed Bermuda on the map at last.

**Mike Woods**, who has returned from a trip to the United States and Canada, surprised us all by bringing back a wife — our congratulations and best wishes for the future Mike. He said that he spread the IPA gospel on his travels and that a number of police officers in the U.S. have become interested in the association as a result.

We are now in a position to supply members with various items of association insignia through the kindness of **Charles Matheson**, Secretary of the Scottish Section, who has afforded us the opportunity of drawing from their stock. By so doing we will be in a better position to offer insignia at more reasonable prices than would be the case if we had to order small quantities from the various manufacturers. Members who are interested in purchasing blazer badges, etc., are requested to contact me as soon as possible.

Our thanks also go to **John Coates**, the British Associate Secretary for Australia and New Zealand, for his assistance in enabling

day's washing is done in a "shilling in the slot" gadget. We have no record of where yesterday's "smalls" were hung, but the current problem must definitely exceed any facing those stalwart troops: It is the case of the Vanishing Washing. A certain new Constable employed by some mysterious body known as S. I. B. (?) was rumoured to be searching for his smock which had disappeared. Investigations are pending, but meanwhile some men have been wearing their clothes for rather a long time. I only hope the clothing appears from wherever "They" have put it!

Time has changed the sounds as well as the faces. The rattle of musketry can still be heard from the moat, but, thank goodness, the bugle no longer sounds reveille. Instead the embryo Rip Van Winkle is awoken by the constant cranking of a reluctant two stroke engine. We have from memory two pipers, four guitarists and a trombone player but have recently lost our "Cupboard-Drummer" to the Married Quarters. All these persons are urged

to function as far away from the shift worker as possible. This is because of a fact which is not often appreciated, especially so by Department of Agriculture motor-mowers and alarm-bell testers! The single man in quarters today is a quiet chap. His stereo and Hi-Fi are for his edification only, His 2 a.m. conversations only concern his interests and whether he snores or not is his own business. This is something those fine old barrack blocks cater for, but what of McBeath block, etc?

In writing this short article it is to be hoped that links have been established between the old and the new. Some of the subtleties may be more apparent to those stalwarts at present housed within these yellow walls than to the outsider, but the comparisons are definitely apparent. The long white roofs have seen a great many changes in their comparatively short life and no doubt will witness many more.

Nick Hall



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Conference Point, Heyl's Corner

PHOTO BY M. L. WOOD



Possibly the most important development on the sporting scene during the last few months occurred not on any field, court, wicket nor even on the briny among the sailing fraternity, but in the lounge of the Police Club at the annual general meeting. At this meeting the members of the club authorised the committee to go ahead with plans for acquiring a sports field of our own. A plan of a ground which might be available was shown to members at the meeting and subsequently a sub-committee was formed to go into the details of bringing this plan from the paper stage to the grass stage. Since then progress has been slow, as was to be expected, but at least we can now hope that some day in the not too distant future the club will be able to enjoy the facilities of its own field.

Another significant development occurred in a committee room elsewhere when the Bermuda Football Association selected their party to go on the forthcoming tour to Iceland. Of the three policemen who had been on the short list to make the tour **Arthur Bean** was eventually the only one selected. Whilst congratulating him on this honour I must say that I can only conclude that the omission of the other two, **Clive Donald** and **Bob Stewart** could only have been based on the fact that they are not Bermuda born. This fact would

have precluded them from playing in the first match of the three game tour since it is rated as an international fixture, Bermuda v Iceland. However there are those two other fixtures on tap and on their performances last season both might well have been confident of being among the sixteen players to make the journey. One can only hope that the selection committee were not unduly influenced by the balderdash that the soccer columnist of the Mid Ocean News saw fit to print in his paper on the subject of their position. As it is we must now hope that our sole representative gets his game in Bermuda's first ever international team.

Whilst on the subject of tours, I must congratulate the Police rugby section on their initiative in organising a tour for their team later this year. Local rugger enthusiasts have become very tour minded all of a sudden with another club, the Renegades, having very recently concluded a successful trip to New York. They bolstered up their playing roster with no less than eight coppers. These borrowed players all seem to have enjoyed themselves and from what one gathers the playing side of the tour was pretty tough whilst the social side of things was positively arduous.

Elsewhere on the sports scene the summer is quietly slipping away. The sailors are of course very active and both squash and

tennis tournaments are under way. Details of the results of these competitions will be included in the next issue.

## RUGBY

These are the final notes for the season 1963-1964 which again proved just as successful as last year. For the record, games played 23, won 17, drawn 3, lost 3, points scored for 251, against 91.

Since the last magazine notes we have played two games and taken part in the "Cunningham Cup" seven-a-side competition in which the holders, Police, were well beaten in an exciting final, 18 points to 8, by B.A.A. who got their revenge after losing to Police in the Nicholl Shield earlier in the season.

Police were again very well represented on Bermuda teams and in fact stood out in the various games. Mention must be made of our new players, hooker **Alec Forbes**, prop forward **Alister (Bronco) Lane**, three quarter **Malcolm Robishaw** and our dashing wing forward "**Taffy**" **Thomas**. A soccer player who finally saw the light, **Andy Dryburgh**, and ath-

lete **Jeff Payne**, both new-comers to the game, also did very well, as also did every one of our old players.

On the social side, the Annual Rugby Dance which was again held at the Carlton Beach Hotel on Saturday 14th December, 1963, was both a social and financial success despite many other functions which coincided with the evening.

The outlook for next season is extremely bright, arrangements are now well under way for the first police Rugby tour to Boston, U.S.A. during November 1964. Training will start much earlier to ensure that the team is fully fit and everyone is hoping that the promised "back pay" will arrive in time.

Our most serious problem as usual is a ground which is fairly central to play on, although we have been playing at Boaz Island we hope one day that we will have a ground of our own.

On behalf of the Section, I would like to thank everyone who has shown interest and especially the Commissioner of Police and Chief Superintendent F. B. Williams, who have given us their undaunted support during the season.

**John F. Bailey**



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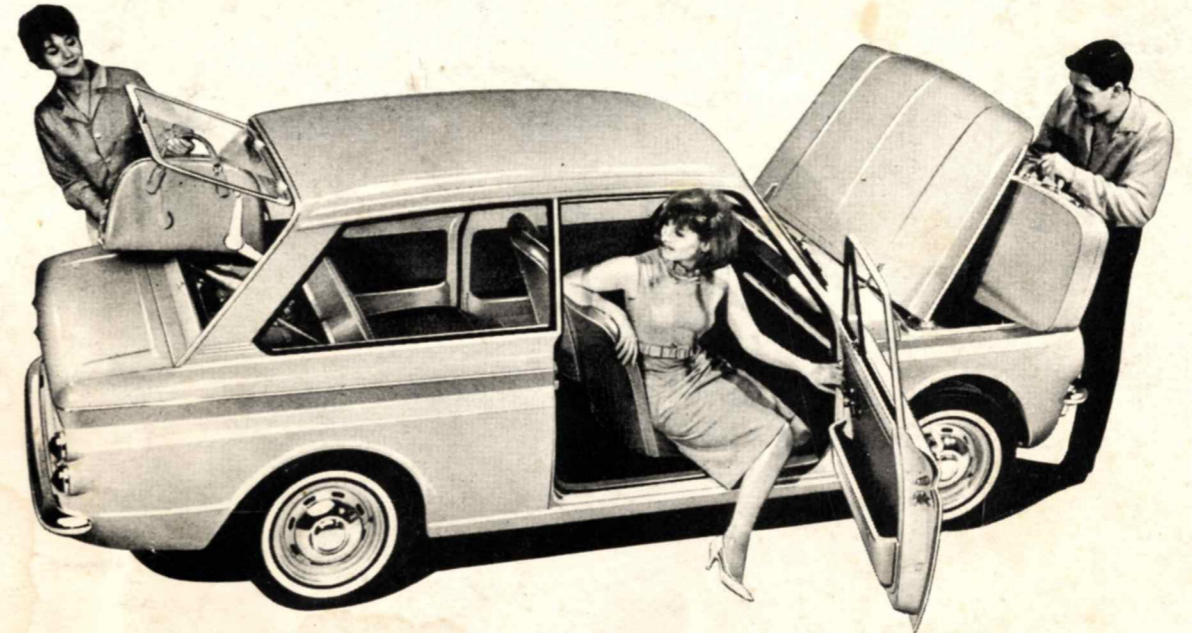
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