

*The Newspaper of The Essex and Southend-on-Sea Joint Constabulary.*

## Hunt of Everest Tackles H.Q.



TWENTY years after he was the leader of the successful expedition to Mount Everest Lord Hunt, Chairman of the Parole Board visited Police Headquarters last month. The purpose of this expedition was to explain the prison parole system, under which certain prisoners may be released before the end of the term to which they were originally sentenced, to members of the Force and to get their reaction to it.

The selected audience included personnel from each division including all the federated ranks and a frank and useful exchange of views took place. Lord Hunt is pictured arriving at Police Headquarters.

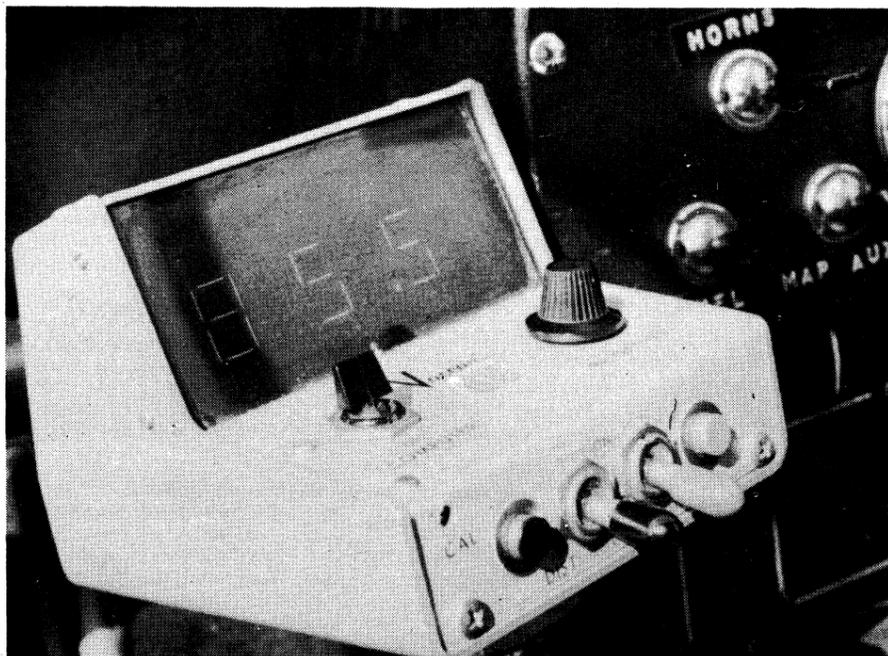
### PERMANENT UNDER SECRETARY VISITS HEADQUARTERS.



AFTER A VISIT to Chelmsford Jail in the morning and lunch with the Chief Constable, Sir Arthur Petersen, Permanent Under Secretary of State, Home Office spent an afternoon at Headquarters and Chelmsford Police Station during August.

His tour of H.Q. began, as these visits will, at the Cadet School where he was met by senior officers concerned with training. Our picture, reproduced by courtesy of Essex Chronicle, shows from the left, the Chief Constable, Sir Arthur, Mr. C. Kelly, A.C.C., and the Cadet Commandant.

## Electronic device to aid enforcement.



A close-up of the VASCAR apparatus showing the visual indicator screen from which the operator can gain an immediate reading of the suspect vehicle's speed.

THE LATEST piece of equipment — described in some quarters as a box of tricks — to be brought into use to promote law and order on the roads was unveiled at Headquarters last month.

Its name, Visual Average Speed Computer and Recorder, has naturally, being American, shortened to VASCAR. It will make easier and safer the task of detecting drivers who break the speed limit.

No matter in which direction the suspect vehicle, or the police car is travelling, the computer measures its speed over a set distance and comes up with an immediate average speed which can be read off a screen.

And this revolutionary device fits easily into a patrol car and weighs only 8½lb. VASCAR was developed in the United States in 1966 and is widely

used by forces there. Essex-Southend have been evaluating the apparatus for Home Office, have given it trial runs on behalf of other forces, and will be the first to use it operationally.

Chief Supt. Harry Smith, in charge of Traffic Division, says that because of the cost of the device, £580 each, the force will not embark on a major installation programme just yet. Only one is currently in use, mainly in South Essex.

Mr. Smith said that warnings would be issued at first together with a leaflet explaining the equipment. "We feel that the more people who know of this the greater will be its deterrent value," he said. "We are not out to fill the courts."

Constable Dave Jennings, who has used the apparatus says of the reaction of motorists clocked by VASCAR, "I wouldn't say they were hostile — more amazed."



The interior view of Dave Jennings' patrol car shows the centrally mounted computer occupying only a small space and within easy reach for the driver to operate. Pictures by Essex Chronicle.

## EDIVIEW

## Maplin and the Force

ANY CONSIDERATION of what Maplin will mean to the Force must be coloured by the situation of the individual. Policemen stationed at Harlow may view the project with some detachment though they may be peripherally involved depending upon the route of the access motorway. At Clacton there is the prospect of eventually being close to the landing flight path.

But it is those policemen currently serving south of the Crouch and who have bought homes there who are immediately affected. Residing as we do at South Woodham and Canewdon on the banks of the Crouch we must confess to some personal involvement but have tried to stay close to fact on the centre pages.

From a purely professional point of view the possibility of an establishment fifty per cent rise in our strength should be greeted with enthusiasm. Over the period Maplin will take to complete and come to full working, normal retirements will take most of our present "white collar" officers out of the Force. With a possible drastic increase in our strength over this period the opportunities for advancement will be even better than in the bonanza time of the 1969 reorganisation.

But it will be a time of upheaval, of scrambling about, policing mushroom towns of fifty thousand souls from "temporary" premises — older officers will remember the wooden huts — because Maplin's growth will inevitably be faster than ours.

Neither the Defenders of Essex nor the apologists for Whitehall should consider they have an ally in The Law. After all the "Strategic Plan for the South-East" accepted by the Government in 1971 envisaged a population growth of 270,000 for South Essex, not far short of the "Maplin induced" figure, so we do not think too much should be blamed on the project. We might have had all the upheaval anyway — and still could even if Maplin is killed.

But what a challenge!

## A game of chance

ONE ALWAYS wonders with inventions like VASCAR, featured on page one, whether the marketing experts first think up a memorable and easily pronounceable abbreviation by which to call it and then invent a name to justify the letters, or the other way round. But this is a chicken or egg question.

Either way we cannot help but think how far removed is the Visual Average Speed Computer and Recorder from the early days of motoring when policemen would lurk round corners armed with a stopwatch. It seems a pity that such sophisticated and costly aids must be thrown into the fight to save the motorist from himself when the money and time could be spent — as irate motorists still tell us from time to time — more profitably, perhaps, in fighting serious crime.

The trouble is that in the stopwatch era the business of catching speeders became a game of chance between the police and drivers and the Englishman's love of gambling has kept it at this level ever since. No doubt sociologists have a clever phrase for it but most people do not look upon speed regulations as real law and consider defying them not as real lawbreaking.

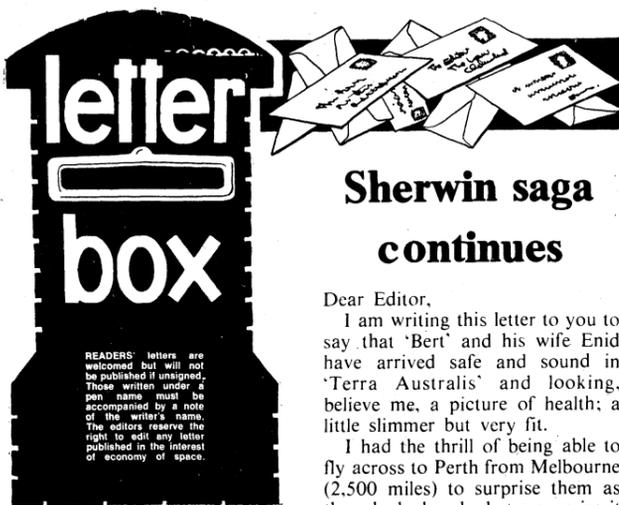
Perhaps the new apparatus will help — though it can do no more — to take some of the chance out of speeding. At present the motorist knows he is safe unless the police are on his tail. In future such peace of mind will be denied him. As Constable Jennings said, motorists checked by VASCAR were not hostile, "more amazed."

Quite clearly a strenuous publicity campaign can be very effective. If Mr. Driver has in the back of his mind the thought that he may be VASCARED from some unlikely direction every time his speed goes over the limit perhaps his efforts to comply with the law will be a little more strenuous.

## Charity begins at home

HOPE FOR THE future will be fostered among supplicants to this year's promotion advisory board by the fact that the promotions featured on the back page of this issue are made from Force personnel. The two positions not yet filled, those of chief inspectors at Maldon and Southend, have been advertised but still within the Force only. A far cry from the days when every post was put on offer nationwide and when far more seemed to come into the Force on promotion than went out. In these difficult times in the promotion field it is good to know that charity still begins at home. And again, it makes the buzzes and rumours so much easier to start when things are more predictable.

This column should not be interpreted as expressing the policy of the Chief Constable nor that of the Police Federation, and the views may be those of the writer alone.



## Uncle Bill doesn't love him

Dear Chief Instructor,

I am writing to you from a quiet corner of my lonely beat because I feel that you are the only one I can turn to. You did say that I would find that my shift sergeant would be a constant source of help to me but I don't know where I've gone wrong.

I was always brought up to hang my coat on the floor or the nearest table but my sergeant doesn't seem to agree with this. He found my uniform coat lying on his sergeants' desk and he almost exploded.

I haven't been able to find my coat since.

When I explain that he weighs 20 stone and thinks nothing of dealing with five yobs together at the same time, you will understand that I have no alternative but to shiver on nights. My sergeant is known by all and sundry as Uncle Bill but he doesn't treat me like a nephew.

Please help me — an early reply would be appreciated especially as Autumn is nearly here.

Your ever zealous ex-student  
Now known as Eiegl the bleeding  
Bugle (This is what he calls me.)

WE DO not know who this letter was really intended for, but it fell on our desk and gave such a graphic picture of life "downstairs" in a certain seaside station of the Force that we print it as an object lesson to all young men who hang their coats on uncle's desk. — Ed.

## Perspicacity: is it enough?

Dear Sir,

Are your readers aware that the prison service engage in cunning ploys to confuse young constables.

We had a prisoner, a van and a civilian driver.

We are probationers and therefore insist on being molly-coddled and wet-nursed as every one claims we are anyway — so, all we had to do was to turn to the civilian driver and say, 'Pentonville.'

Now rumour has it that this civilian driver was once a lance corporal — and they don't come much higher than that!

At Pentonville the prison officer informed us that the warrant was made for Pentonville. We awarded him 10 merit marks for PERSPICACITY and started to make the required 'handing over' noises. Then he said, 'This is Wormwood Scrubs mate.' We then made a most intelligent remark — we are two bright young probationers, one time Hedgethorpe's Bright Young Things so we were bound to say something intelligent. We said, 'Are you sure?' (How was that Mr. Hedgethorpe?) He wasn't going to fool us, trying to tell us that Pentonville was Wormwood Scrubs, but he still wouldn't take our nice prisoner. Then we had a problem. What could we say to the civilian driver? It was no good saying 'Pentonville', because obviously he thought that's where we were. But we did try it and it worked, obviously all prisons to him are Pentonville and eventually one is bound to arrive at the right prison.

Signed,  
THE PRISON ESCORTS

THIS plaintive cry came to us partly in connection with other work we do part-time at Headquarters. This little tale just goes to show that intelligence will

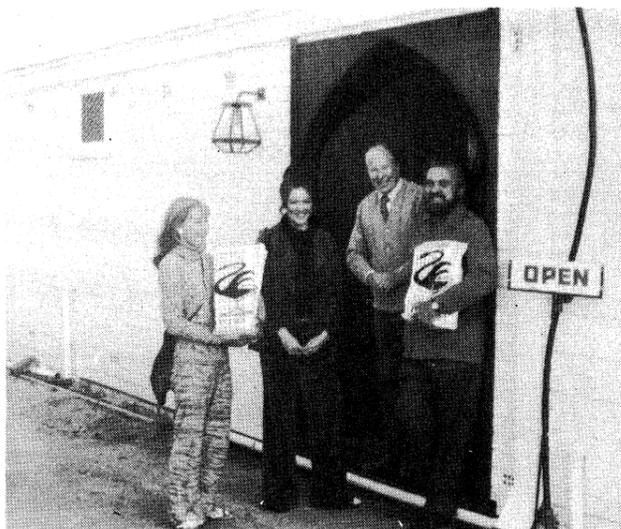
## Sherwin saga continues

Dear Editor,

I am writing this letter to you to say that 'Bert' and his wife Enid have arrived safe and sound in 'Terra Australis' and looking, believe me, a picture of health; a little slimmer but very fit.

I had the thrill of being able to fly across to Perth from Melbourne (2,500 miles) to surprise them as they docked and what a surprise it was and a great re-union for us all. They struck the usual red tape re the vehicle landing — it had to be sprayed against bugs and any other foreign matter before they could use it here in Australia.

They were very thrilled at being here and we had a great time sight seeing — we visited a winery and sampled some of the local brews and vintages. Bert was very taken at the price of a bottle of vintage port (\$1.20) about 50 pence sterling, but I assure you our local wine is terrific and can stand up to quite a lot in the world. From Perth they were going to head down to the south west corner of Australia



Bert and Enid stocking up at the Valencia Winery in Western Australia.

to places like Banbury, St George's Sound, Albany, Esperance, Koolgardie, Kalgoolie (famous for gold), then back to Perth. Then off up north to Geraldton, Broome, Wyndham, Exmouth, Kununurra on the Orde River (a government project for growing cotton), then on to Darwin, then south to Alice Springs, Ayers Rock etc. There we will meet again for I am on holiday in September and we will meet in the Alice and have a few beers and travel the outback a while.

They, Bert and Enid, have had a fantastic trip and just hearing them

talk is like a travelogue unfolding, the people they met have been wonderful to them and they have made many friends so far and no doubt by the time they leave Australia they will have made many more.

I have enclosed a couple of photographs that you may find useful to let their many friends in the force know that they are still very much with us. The picture of Albert and Enid was taken outside a winery in Western Australia (called Valencia) and they are holding some of our purchases. I have also enclosed one of the jolly old war horse they are travelling in to show that it has made the journey very well.

I have many friends in the force here in Australia and they are looking forward to meeting Bert. I am connected with scouting here and I know most of them through this. I was hoping that Bert and Enid would have been here in Melbourne to see our Gang Show (Ralph Reader) which we are putting on in the month of August; it is our 21st show and it would have been a great thrill for me to have had a member of my own family in the audience to see it.

On going back through this letter I seem to have raved on but I do hope you will be able to glean something out of this. So without much more ado I shall close this episode of the Sherwin Saga — with every good wish to you and the rest.

Yours sincerely,

JOHN SHERWIN.

P.S. Many thanks for the papers they have been well read.



Old faithful resting before tackling the outback.

## PUBLICATION

Due to staff courses and holidays, future issues of THE LAW will be printed on the following dates:

October 8

November 5

## Only two grounds left for Sid, Glad and Butch

FOR THE PAST sixteen years Sid and Gladys Millington have been collecting. It started off as an interest of their son Steven and it developed into what one might call a mania.

Collecting what? Anything to do with league football teams. A room of their house is now taken over by their collection of programmes, badges, pennants, rosettes, cuff-links, ash trays and even a pair of knickers with the Tottenham emblem embroidered on the leg.

Sid retired from the Southend Borough Force in 1966 and prior to his retirement had been a keen football player having represented his force on numerous occasions.

Now working for Custom and Excise in Southend he keeps his interest in the game and has a man

## Clock-watching will remind Geordie of HQ



As published in last month's Law Geordie alias Mrs. Margaret Whiteman has retired. Our picture shows her receiving a clock from Mr. Kelly, A.C.C., with the Deputy Chief Constable, Mr. Duke and the Headquarters Canteen Manageress, Mrs. Hehn, looking on.

Mrs. Whiteman said, "I shall be sorry to leave but the time must come for all of us to go. Every time I look at the clock it will remind me of all the good times and good friends I have made whilst at Headquarters."

Mr. Kelly, in making the presentation said, "It will be a great loss to the canteen staff and many officers have lost the presence of a good friend in Mrs. Whiteman, but we hope that she will visit us from time to time so that we don't lose touch.

the grounds that he and his family have been to. Yes even the dog, 'Butch' goes along, and is probably the most avid canine football supporter, having visited every first division football ground except two.

The grounds, Stoke and Newcastle, the Millington family hope to visit in the forthcoming season.

covering every league team. Their oldest and one of the most prized is an Everton programme from 1908. The total number of programmes at the last count passed the 14,000 mark and they are still on the look out for more.

Sid, who lives at 8 Vickers Road, Eastwoodbury, Southend, is always pleased to hear from collectors of similar items and has many

# Warm work reorganising Qatar Police

**Ch. Insp. Terry Rands writes on his Persian Gulf trips**

IN NOVEMBER, 1972, and April, 1973, I was seconded to the Foreign and Commonwealth Office to accompany, as his Staff Officer, Mr. E. Gregory, M.B.E., Assistant Chief Constable (Operations), Thames Valley Police, to Qatar, to advise on the reorganisation of the Qatar State Police.

The State of Qatar (pronounced "gatter") is a peninsular approximately 100 miles by 40 miles which borders with Saudi Arabia and the United Arab Emirates and juts northwards into the Arabian Gulf to the east of Bahrain. The whole area is virtually barren wilderness with negligible rainfall. The climate is exceptionally hot and humid in the summer and relatively mild in the winter.

During our first visit each day was very pleasant, like a hot summer's day in this country, but on the second visit the temperature was always 90 deg. plus in the shade occasionally rising to over 110 deg. F.

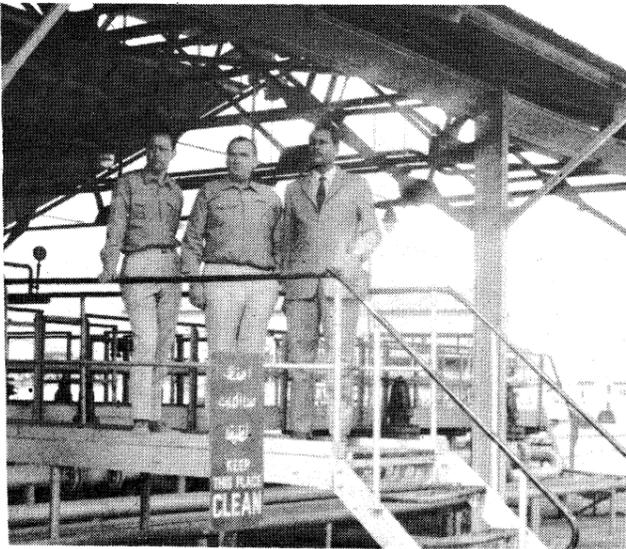
Qatar declared itself an independent sovereign state in September, 1971, and in February, 1972, in a bloodless coup, power was transferred to the present ruler Shaikh Khalifa bin Hamad Al Thani.

The population is estimated at 115,000 of which 80,000 live in the only town of any size, the capital, Doha.

The state is very wealthy, the oil fields continually pouring forth the highest quality crude oil in the world.

## Organisation of the police

Overall security of the country is maintained by the Public Security Department comprising the Police, Air Arm, Sea Arm and the Army.



The author and Mr. Gregory visit an oil installation to assess security.

The Qatar State Police was, and still is, paramilitary in nature and has an establishment of nearly 3,000.

The Commandant of Police is Shaikh Hamad bin Jassim Al Thani, the 24-year-old nephew of the Ruler. His cousin, of similar age, is Commander in Chief of the Army.

The Force, as in this country, is organised in territorial and specialist divisions but includes both the Prison and Fire Service. Ranks too are similar but with a preference for military terminology and with the additional ranks of Corporal and Warrant Officer.

There is a distinct division between officers and other ranks. The officers are recruited direct to the rank and whilst British officers still occupy the key positions, there is a rapidly increasing trend to replace them with Qataris.

## Conditions of service

The conditions of service of officers and other ranks vary considerably.

The "other ranks" are mostly foreigners from Pakistan, Saudi Arabia and other Middle East States. The majority of these are shurti (Constables).

The shurti work the three basic shifts with no days off. They are allowed several weeks holiday each year which tend to be saved and taken at the end of their three-year contract of service.

From time to time manpower difficulties are experienced which are resolved by what the Qataris call "double up" for which there is yet no equivalent Arabic term. If additional men are required the retiring shift of such numbers as are necessary are kept on duty for another eight hours for which they receive no additional pay or time off.

Pay for the shurti is not high but a direct comparison with a constable's pay in this country is difficult because of the "extras" provided in Qatar and the general standard of living experienced and expected by them. Suffice to say that I do not think that any constable in this force would change places.

The shurti live in barracks where they are provided with a bed and a metal trunk in which to store their belongings and clothes. Food, accommodation and transport are free.

The uniform is similar to our own but is likely to change soon to a lightweight khaki.

## Uniform branch

The majority of uniform officers perform static guard duties outside Embassies, fuel installations and the like — internal security naturally being of first priority.

On checking daily parade states it was found that the number of shurti shown under the heading Prison varied from day to day.

7.11.73: 7.45 p.m. All Saints' Hall, Maldon.

19.12.73: 7.45 p.m. Christmas concert, H.Q. Assembly Hall.

A word or two about our bandmaster George Prior, B.E.M. Born April 25, 1918, at West Ham, he was christened George Albert Aloysius Prior and at the age of 14 joined the Coldstream Guards as a drummer boy.

From that lowly position he graduated as an Army musician with the Brigade of Guards and joined the band of the Irish Guards in 1938.

During the last war he saw active service with the Guards in North Africa, Italy and North-West Europe. He became Band Sergeant Major and conductor of the Irish Guards band in 1955 and held that position until he retired from the Army in 1968.

George's father was also a Coldstream Guards musician for 40 years. Both his sons are in the

Assuming that duties and therefore the number of officers deployed would be constant this apparent anomaly was queried. The explanation was that the officers were not on prison duties but were actually in prison for transgressions against the discipline code.

Police patrols as we know them are carried out by a newly-created Strike Force which, with a fleet of brand new Mercedes 230 saloons, provide the response to the newly introduced 4444 (999) emergency system.

Until the Strike Force was created day to day policing of the capital was largely in the hands of the Traffic Division.

## Traffic Division

The Traffic Division is responsible for all matters in



relation to road traffic including the issue of driving licences, vehicle licences (£1 per annum) and the testing of vehicles — each time a vehicle is sold it must be inspected for roadworthiness by the police before being used on the roads.

Driving tests for the public are also conducted by the police.

We were told that 25 per cent of all accidents in Qatar involved vehicles belonging to the Public Security Department. It did not take long to find out why.

Acknowledgement of rank by saluting is practised to a far greater extent than in this country. Whilst driving in an official car from Police Headquarters to the city centre we saw travelling towards us on the crown of the road a car, the driver of which was dangling his left hand out of the driver's window indicating his intention to turn left across our path. Traffic in Qatar moves on the right. The driver on seeing us approach was in somewhat of a dilemma. His instinct for saluting was obviously stronger than that of self preservation because, without any further ado, he smartly swung his right hand from the steering wheel to the side of the head in a very smart salute. He and his car passed us and the junction mercifully maintaining a straight course.

On another occasion we were asked by a Traffic Superintendent if we would like to watch him test a potential traffic motor cyclist.

The test took place in a yard at the rear of the Traffic Divisional Headquarters. The shurti concerned was given instructions in Arabic and then commenced to ride his motor cycle in a figure of eight, never moving out of second gear and giving at appropriate times slowing down and turning signals. After some three to four minutes the test ended and we were told that he had passed.

In answer to the question as to what criteria were used in judging passes and failures we were told quite simply that he had passed because he had not fallen off.

Police driver training was therefore a priority and following recommendations to the Commandant of Police an Inspector from the West Yorkshire Constabulary returned with us to Qatar in April and is in the process of establishing a Qatar Police Driving School.

The general low standard of police driving was all the more surprising considering that when an accident happens involving a police vehicle the driver's liability is assessed and he pays a proportionate amount of the cost of repairing the police vehicle.

There are other hazards. On Mr. Gregory's first day in Qatar he was



The author and Mr. Gregory with officers at Dukham, the focal point of the oil fields. The uniform is the usual "winter" uniform jackets being discarded in the "summer".

assigned a driver who was observed by the Commandant to drive out of the Fort at a fast speed. The driver was promptly put in jail and was not seen again for several weeks.

Traffic Division officers deal with the usual types of offences. One particular power is of interest. When the rider of a moped, motor cycle or cycle is reported for a traffic offence the vehicle is seized by the Traffic Officer and only returned to the owner at the conclusion of court proceedings.

## C.I.D.

The C.I.D. was organised on usual lines with back up scenes of crime officers.

The crime rate though increasing was not high and the detection rate running at 80-90 per cent gave no cause for concern.

## Port and Marine Division

The suppression of illegal immigration and smuggling is carried out by the Port and Marine Division using a fleet of dhows of various sizes. Sails have been discarded in favour of large Perkins diesel engines giving the large

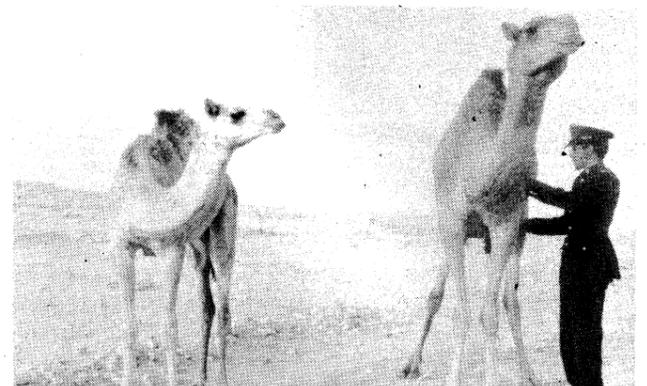
some difficulty as it was necessary at all times to use the services of an interpreter. To assist them a radio operators manual was produced in Arabic much of which was drawn from the manual produced by this Force.

The operation of the personal radio scheme represents the completion of only the first phase of a programme which, when completed, will provide Qatar with a most up to date communications system using equipment not yet introduced fully into the United Kingdom.

## Conclusion

The object of the visits to Qatar was to advise on the reorganisation of the police force. The intention was not of course to create a U.K. based police force but to advise on basic police techniques.

In just 2½ months there is a real limit on what can be achieved. However, all we set out to do was in fact done including — the introduction of a personal radio scheme in the capital; the planning of the national VHF network with a well equipped Command Room; the establishment of a Police



Camels are a real traffic hazard. If hit, their bodies, being very top heavy fall on to car's bonnet and thence through the windscreen, usually with fatal results to both camel and car occupants.

clumsy looking vessels a good turn of speed.

Driving School; the complete revision of initial training; the appointment of a Transport Officer to deal with the large vehicle fleet; the establishment of a 999 emergency system (in fact a 4444 system); the building of communications/traffic posts on the main road routes; the equipping of traffic and other patrol vehicles with standard cones, fire extinguishers, signs, first aid boxes, flashing lights and Bardic lamps; and a host of other minor changes most of which were readily acceptable to the Commandant of Police.

Apart from their official nature these visits provided a unique opportunity to live in an Arab country for a prolonged period thus gaining an insight into a way of life so different in pace and style to our own, and experiencing the excellent hospitality of the people of Qatar.



Mercedes predominates in the traffic.

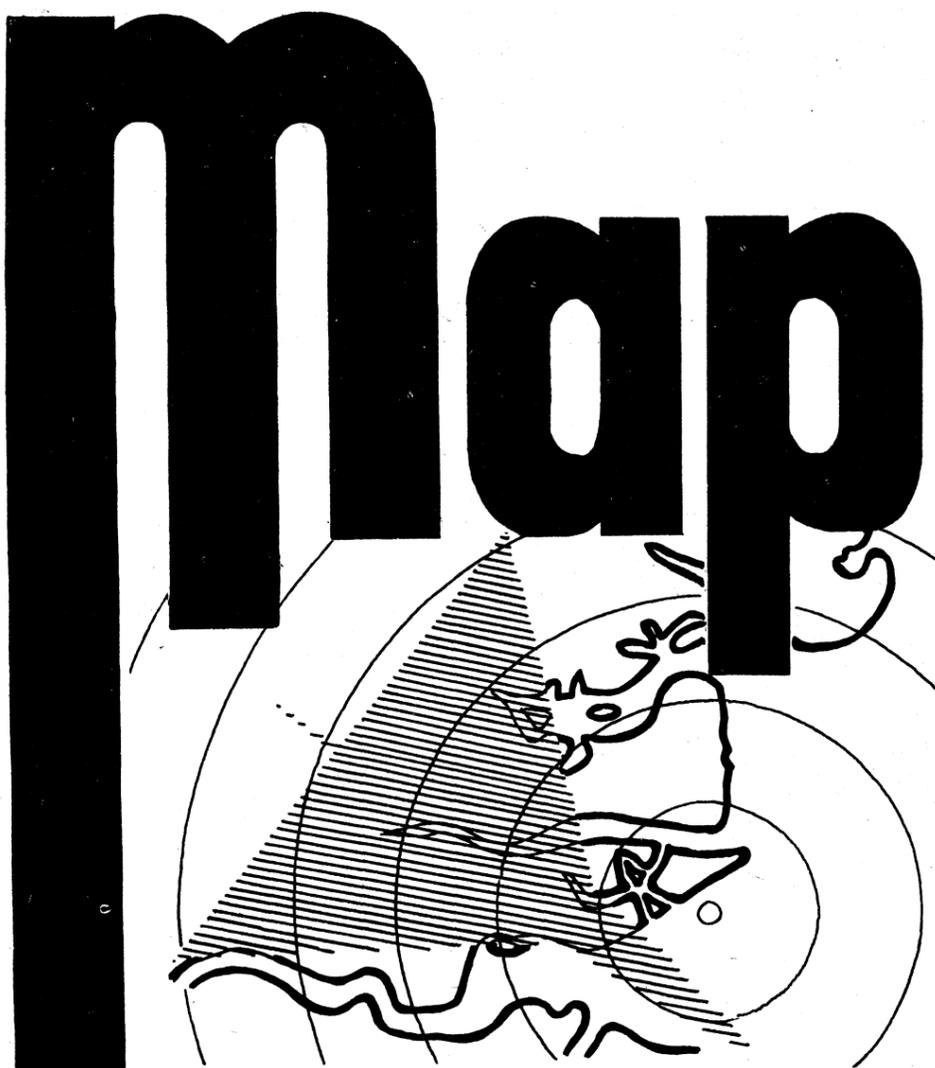
# Band

notes

by Harry Rossiter

I DO NOT have anything of "note" to report upon during the traditional holiday month of August when so many of our





# How will it effect the

If the Maplin development takes place, then the Force will have a very difficult and changing role ahead of them.

A document issued by The Department of Environment in July states that "the first stage reclamation of the Maplin and Foulness Sands will provide about 5,900 acres for a 2 runway airport and 2,500 acres for a proposed deep-sea oil terminal and container berths." It continues, "if the airport is ultimately developed to a four runway airport a second stage reclamation could bring the total reclaimed area to about 18,500 acres."

Planning is based on the

premise that Maplin will be connected to London's proposed primary road network, that is the London Orbital route (M16), by a new motorway, which "must be in use by the time the first runway comes into operation", and by a "high speed public transport link", officialese for a railway.

The document, known as "The Maplin Project—Designation Area for the New Town—a consultative document", describes South East Essex as it is now and the current planning policies for the area.

Planning is envisaged for a total population growth of

270,000 by the end of the century, which is after all, the next twenty seven years.

The document states that present estimates it is suggested that it would be reasonable to take the necessary preparatory planning forward on the basis that an additional 250 - 300,000 may have to be provided broadly during the last two decades of the century, over and above the growth envisaged within the present local development plans.

Certain areas have been designated to be left undeveloped due to their special value as permanently open land. But other areas will come large scale urban developments, built to the high environmental standards.

For example the areas of the Roach basin would be the early New Town of London and together with pocket building land around Havering and Hawkwell, these could accommodate a population of nearly 200,000.

Thus the village of Chingford, at present part of the Havering beat, with a population of 1,300 would become a glomeration of buildings numbering 70,000, with an area aside for industry and an area designated as 'local space'.

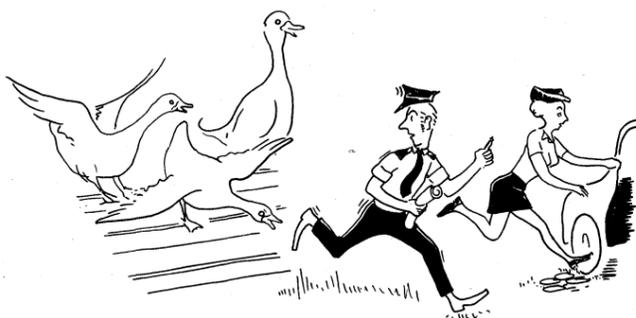
The effects of Maplin will first be seen by the start of construction work on the

# in!

## Safari to darkest Thundersley

FRIDAY, 17th AUGUST was a memorable day for the crew of J13. The early turn crew of a traffic driver and Wpc (who wish to remain nameless) had an informative message to deliver. The address was, however, rather vague, but was eventually traced to a caravan behind some stables in Thundersley. J13 drove into the stables and left their vehicle to make enquiries with two girls cleaning stables about 75 yards the other side of a large gate. The girls gave directions which involved the crew returning to their vehicle.

On walking back the crew soon became aware that they were being followed. A quick survey



of the situation revealed a group of about 10 noisy geese making great speed behind them. Sensing trouble the crew increased their speed, the crew moved faster but still the geese were making up ground rapidly. By this time the crew were walking at a speed which would win them first prize in any race. However, the geese were now snapping at their legs. On reaching

the gate and opening the catch they realised the gate opened towards them which forced them to reverse into the geese before squeezing through the gate. However, by this time one of the geese was pulling at the Pc's trousers. At last out of the gate a sigh of relief was breathed, but only a moment later it was realised the geese were coming through the

bottom of the gate and were now quite angry. The crew made a dash for their vehicle and leapt in, securing doors and windows. This whole spectacular was watched by the stable girls who seemed more than slightly amused at the incident.

The crew's brush with animals was not to end there. Later whilst attending the scene of a burglary, an Alsatian dog, belonging to the complainant, who had failed to catch the intruder, decided to sink his teeth into the Pc. The nurses at Southend General know where the bite was, but the Pc refused to disclose the location, however, it was noticed the officer is reluctant to sit down!

### National Association of Retired Police Officers



by Bert Brinkley

#### Public service pensions

It was announced in the daily press on Saturday, August 18 that increases in Public Service Pensions had been agreed to take effect on December 1, 1973. The increase will be 9.3 per cent. This was foreshadowed in our last bulletin and the increase also relates to widows, and dependants and is due to an increase, based on the change in the retail prices index between June 1972 and June 1973. This increase is very acceptable but with the ever-increasing cost of living it seems the pensioner will never catch up. Quite a considerable amount is already swallowed up in the cost of living, not to mention the Income Tax man. However, the Public Service Pensioners Council is striving to find a more suitable calculus in determining the increase in relation to the real purchasing power and to this end we are ever hopeful.

#### Annual Conference, 1973

A Committee Meeting is being held on August 25 to discuss the agenda for the Conference and your delegates, Walter Pope and Stan Joslin, will be briefed with our views. We know they will give a good account of their stewardship and a brief resume of their report will be included in our next column in "The Law" in due course.

It is too early to assess the numbers who will be attending our "get-together" on September 29 but it is hoped that at least 100 pensioners and their wives will be able to make it. Unfortunately the Chief Constable and Mrs. Nightingale will be abroad and therefore unable to be with us, but the Deputy Chief Constable, J. Duke Esq., and Mrs. Duke, will be our guests.

I have received a request from ex-Det. Chief Insp. Stan Edwards, who runs a Security Management Consultants Service for casual and

part-time security personnel or Store Detective personnel. The request is also open to ex-policewomen who might like a little store detective work on occasions. Mr. Edwards operates throughout Essex and also across the border in Suffolk.

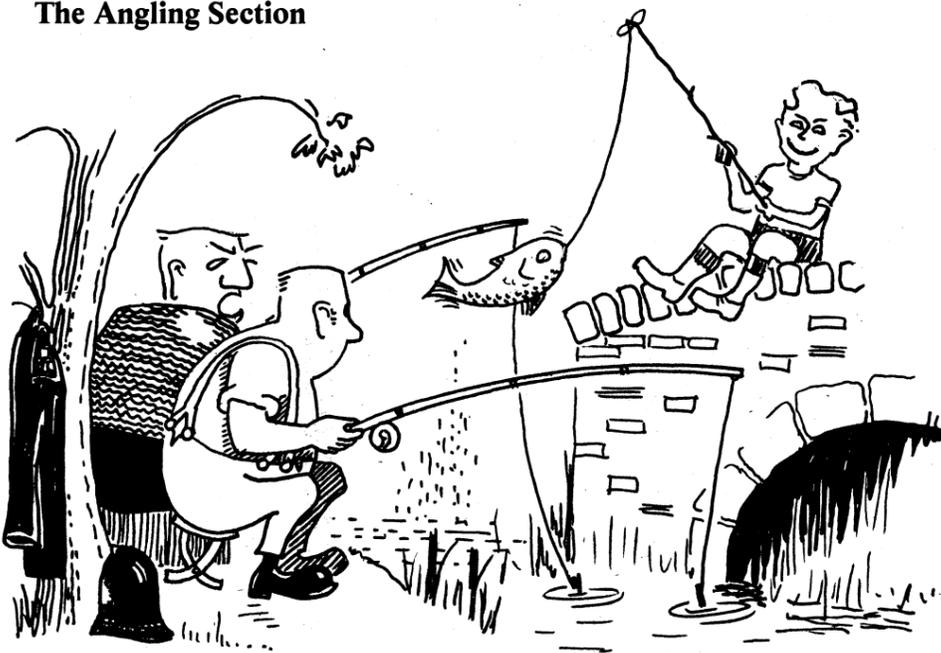
Anyone interested should contact him at 10 Queen Anne Gardens, West Mersea, Colchester. CO5 8BJ (tel. West Mersea 3395). By the way Stan tells me he is registered with the Essex County Council as an employment agency, also for V.A.T.!

Our member who raised the question of accommodation at the home was not satisfied with the replies received and the matter has again been referred to the Joint Branch Board of the Police Federation and I understand from the Secretary that this question will be discussed at the next meeting when the position will be made quite clear. What is not generally realised is the police officer of today may be the police pensioner of tomorrow.

#### Delayed action

AN IRISH caller to Woolworth's said, "You had better get out quick, I have planted a bomb that will go off at 12.30." "But it's five to one now", replied the manageress. After a pause the Irish voice said, "Alright then, you had better make that 2.30."

#### Joint Force Types No 50 The Angling Section



There ought to be a law against bent pins.

The Law in some guesswork because seems



ONCE again the Force received new members returning from Ex-G.P.O. employee Peter Dishforth and was followed by Heysman, an ex-R.A.F. airman. With other occupations. Industrial Radiographer and pictured are from left to right

# Force?

most of which is farm land at present.

The proposed motorway, for which there are six suggested main routes, the shorter of which will run for 25½ miles through the Essex and Southend-on-Sea Police District, and this route is the least likely to be chosen, due to the high cost of building it.

Of the other four, two are impracticable, when one takes into account what has been planned for the areas involved, and the remaining two are slight variations on a theme.

Taking a corridor 100 yards in width, across Essex from the outer London area to Maplin will account for another large acreage of land.

Now let us examine what will be the problems confronting the Police Service.

With a rise in the population of South East Essex on the numbers envisaged in the Government document, it will be necessary to recruit another 1,300 police officers for this area alone, a figure greater than half the Force establishment at present.

This calculation is based on what should be the present ratio of Police officers to members of the public, approximately 1:550. It is, in fact, about 1:620.

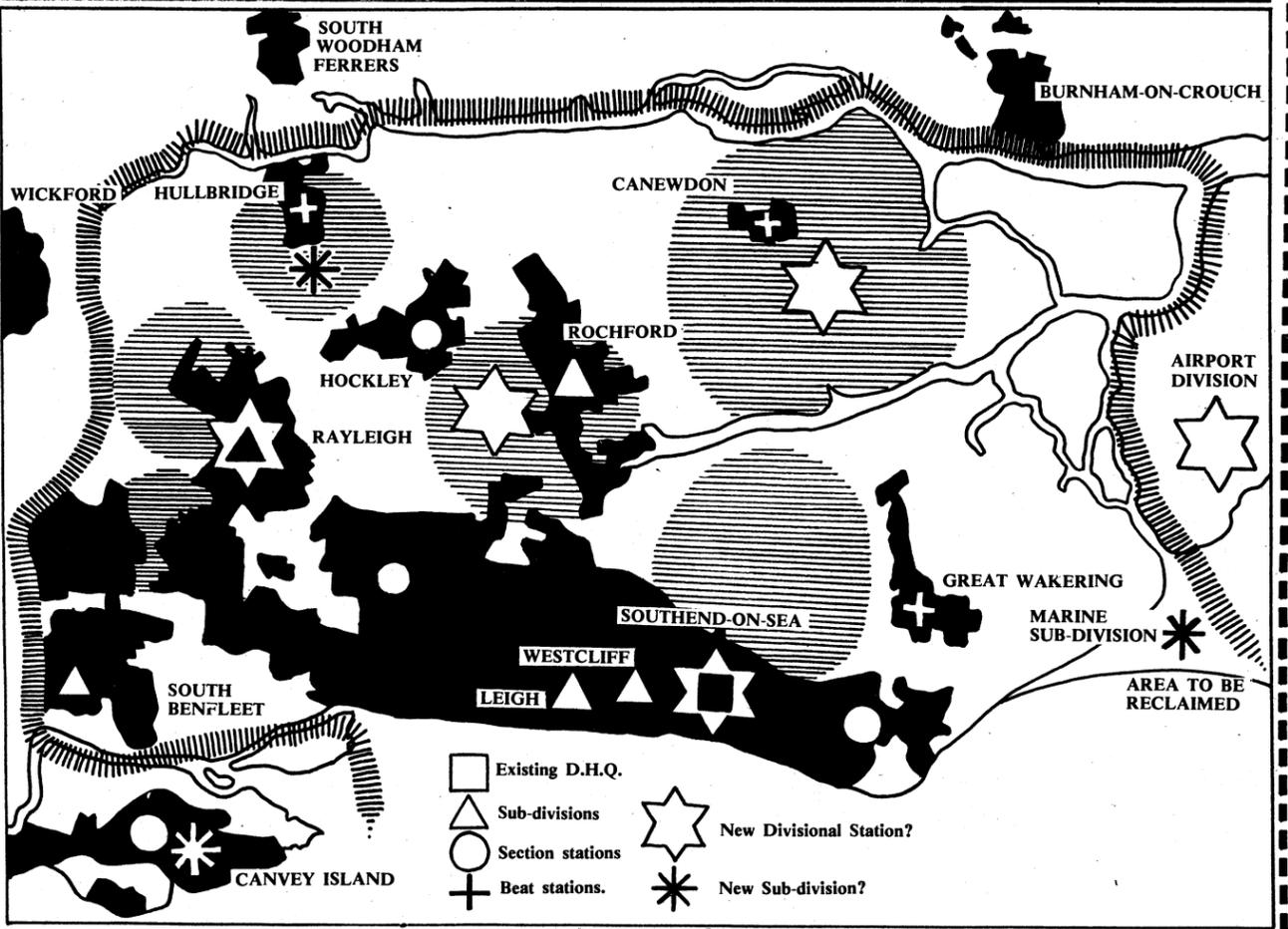
In 1972 the overall increase in the Force strength was 97 and this was a particularly good year for recruiting.

Being optimistic and working on this figure, to reach anywhere near the number required in the Force, not taking into account the natural growth of population in any other area of the County, it will take nearly fifteen years to reach this figure, without taking account of the growth of other parts of Essex.

With numbers such as these to be accommodated in offices and housing one must consider the Force planning for these eventualities.

At Rayleigh there is to be built a new Divisional Headquarters which will be in operation by 1976. In planning this building the Force Research and Planning Department, as they do in all proposed Police Offices, consider the future as well as the present. In fact, they have to attempt to foresee what will be required in fifteen years' time, and therefore have planned a station of very modern design which will be the pride of the Force. Although this building is only just past the planning stages the possibility of Maplin Airport was considered, without reference to the Government Consultative Document. Consequently the figures respecting the population this station would serve are lower than is now envis-

## WILL JET CITY COVER S.E. ESSEX?



THE DEPARTMENT of the Environment's consultation document refers to this area as the Southend peninsula. This is the "designation area for the new town," shown on our map surrounded by the heavy hatched line.

The map shows existing built up areas in black and

existing police premises are indicated by various symbols described in the key.

The shaded areas are way as is a sub-division for those designated for development. Building on this scale could well require a reorganisation of divisional boundaries.

Will the large stars show the locations of new divisional headquarters at Rayleigh is already under way as is a sub-division for Canvey so we are not far wrong in those cases. Will the British Airports Authority and Port of London Authority forces be

no more by then? Perhaps the Force will have a Maplin Airport Division and a Maplin Marine Sub-division.

As we have said before all this is guesswork. Planning Department won't be drawn — indeed they have had little time yet. Perhaps, it may never happen.

# Indulges inspired work — nobody to know

aged for the area.

To meet an unknown need a token provision has been made in the Building Programme for a start to be made on a new "Maplin" Station in 1978/79. Present intentions are that it should be a sub-divisional station but further consideration will have to be given to this.

Similarly housing difficulties will be a problem to be met when, and if, Maplin becomes a reality.

At present the Force are building a few houses in the

South East and whilst most of the members of the Force residing in this area already own their own houses, land is continuously being sought by the County Council and the Police Authority for building purposes.

However, such will be the need for accommodation that a great deal will have to be rented from the New Town Corporation until the Force can build or purchase enough for the requirements of the Police in the area. This has been Force policy in the case of Basildon and Harlow New Towns.

Having spoken about the buildings that will be required for the general policing and housing of those who are to

do the job, how will the organisation of boundaries take place? This is a matter of conjecture and numerous permutations of ideas could be made.

Will there be one massive Divisional Headquarters with sub-divisions the size of our present divisions, or will indeed, this part of the County break away, become a Metropolitan area and form its own Police Force? This seems unlikely.

Although the motorway has been mentioned in this article nothing has yet been said about its policing.

On the recommendations of an ACPO working party which advised the Home Office of the Policing of Motorways, a formula was tabulated which

gave the density of police to a mile of motorway.

It was suggested that between the hours of 8am and 12 midnight there should be a minimum of one police car to every ten miles of road; and between the hours of 12 midnight and 8 am there should be at least one car to every 20 miles of road.

Working on the premise that for each car a minimum of six officers would be required to give a twenty-four hour coverage and that the approximate length of the Maplin motorway within the Force area is 30 miles, it will need 28 men and 5 cars for the necessary coverage. There would be the necessity of supervisory officers and all the extra back-up staff. This sort of staff would come from the new establishment referred to above.

There are on the stocks plans for a new traffic sub-divisional station on the A127 at Rayleigh but one must take into consideration that the motorway is not the conventional type of motorway. As with any other motorway the necessary police posts would have to be provided.

The policing of the Port of London is the statutory responsibility of the PLA police who have already started to consider what will be necessary if a new deep-water port is built and the Chief Constable has been consulted. Similarly the policing of the airport would be the responsibility of the British Airports Authority. Nevertheless, some additional duties, e.g. special branch work would fall on the Force.

The establishment of such a complex would require emergency disaster planning on a scale which we have not yet experienced. There is no reason to believe that it is beyond the capability of an efficient force, working in conjunction with other services.

Naturally, this will cost a lot and there is no present reason to believe that the financial basis of the service will be altered. The ratepayers of Essex will still have to find half the money. However, the County will no doubt be more prosperous — we hope.

The decision whether or not the project shall go ahead is not for the police; if it does the Force will respond readily to the newest and greatest challenge in its history.



g has had a boost with 14 raining School. omack was top student at e in second place by Alan ft fitter. ying from Police Cadet agehand, the new recruits

Back row: Bill Clark (Billericay), Neil Bartley (Corringham), Keith Sewell (Rayleigh), Pete Womach (Harlow), Alan Heaysman (Chelmsford). Middle row: Stuart Webb (Rayleigh), Rick Mathews (Westcliff), Mick 'Jojo' Brown (Grays), Keith 'Ferret' Mower (Southend). Front row: Pat Kirby (Westcliff), Laurie Pipe (Benfleet), Chris Farmer (Epping), Mick Edwards (Epping), and Roland Arais (Grays).

## HOW FAR WILL MAPLIN RAISE POLICE STRENGTH?

THE POPULATION of the Essex & Southend police district in June 1972 was 1,316,780. Estimates of the likely population in the year 2000 vary but a figure of 1,930,000 is possible, a rise of well over half a million. This allows for the "Maplin induced" increase and also a continuation of the "natural" Essex growth which runs, even now, at something like 100,000 per year.

Our figures below show possible police increases to match population on present police-public ratios. We have no access to official forecasts and our figures are guesses. We have ignored the possibility of regionalisation because Essex will still need the same strength whether it is a separate Force or some sort of sub-unit.

	Present Establishment	Strength on 31.7.73	Possible extra strength by 2000	Possible Establishment in year 2000
Chief Officer .....	5	5	3	8
Chief				
Supt. ....	11	12	5	16
Supt. ....	24	26	12	36
Ch. Insp. ....	58	63	20	78
Insp. ....	98	101	40	138
Sergeant .....	382	377	100	482
Constable .....	1762	1551	1120	2882
	<b>2340</b>	<b>2135</b>	<b>1300</b>	<b>3640</b>

## SPORT

# Essex Walking League title falls to Police

AT ILFORD on August 8th the Walking Section brought to an end their most successful year's competition ever by winning the Essex League. They did it with a flourish too, coming from behind on the last event of a year-long struggle having been in second place since last autumn.

The occasion was the Ilford A.C. one-hour race and both Mike Eldred and John Hedgethorpe took the chance to exceed the section's previous best for an hour, Mike now holding the new mark of 7 miles, 391 yards.

## Team depleted

Less successful was the section's attack upon the Southern Counties Track team title. Having finished second, unexpectedly high, in the semi-final, only six walkers were available for the August final.

So, after strong, competitive walking had kept Police in second place all afternoon, the last race could not be contested and the team slipped to 4th. But fourth place by a depleted team is a great encouragement for future seasons. This contest could be won next year.

Over the year the section has contested the remarkable total of 93 races, an average of 2 races almost every week. Contests as far away as West Germany and Glasgow have meant long hours of travelling but the degree of success in these far places has meant that the blue stripes have become well known.

## Championship medals won

Twenty championship races have been raced, seven at national level, two Southern, six Essex County championships and five police title events.

At a national level the juniors (18-21) finished 2nd and youths (16-18) 3rd. Denis Sheppard took 3rd place in the Southern and 2nd in the Essex junior track championships; Mike Eldred won a bronze medal in the Essex senior 3000 mts., and John Hedgethorpe a bronze in the county 50 kilos. The team placed third in the Essex 20 miles and 4th in the Southern "Garnet" Cup race.

## British Police colours

In Police events Hedgethorpe and Ron Hammond were selected for British Police, the former was

champion veteran and provincial walker in the Police Long Distance Championship where the team took third place.

In a sport where competition is continuous the end of a good season merely marks the start of the next. What of the future?

September sees the start of the 1973-74 Essex League campaign, also the month when Police will challenge, through Hedgethorpe and Daymond, at the ultra long 100 miles distance. In October the juniors will contest the national championships at Sheffield hoping to do better than last year's silver medals.

## This month

August was an odd month. Towards the end in a 3 miles at Brighton, Denis Sheppard recaptured some of his recently lost form in taking 4th place in a junior event, while Hedgethorpe showed his strength in a senior 20 kilos.

Unhappily the following week his strength ran out at a critical point (10 miles to go) in the London to Brighton and he fell out. But Barry Daymond walked perhaps his best race ever.

Starting steadily at the back of the field he held himself to a firm schedule and pushed through to beat 10 hours for the 52½ miles — no mean feat with the 100 miles just around the corner, and one which should improve his confidence.



A LONG way from Big Ben where the race started, Barry Daymond arrives on Brighton promenade in under 10 hours for the 52½ miles. Behind are his handlers, Denis Sheppard and Ian Brown.

AT the end of the football season for 1971-72 Grays Sports and Social Club committee were faced with a proposal that a second team be organised in the Division to enable all those officers not good enough for the successful Southend Wednesday League Team to partake of this sport.

After some deliberation monies was spent on providing full strip and equipment and entry was gained to the local Thurrock Association Sunday League Division Four.

The team manager, P.C.

# Grays win sportsmanship trophy

## As football kicks off again, reflect on the impact of good manners on the field

Bowman, was elected and made responsible for all arrangements.

After numerous defeats early on in the season the team settled down and a few successful results were gained, but at no time did the spirit of the team sag.

At the completion of the season the team found themselves with

only seven wins to their credit out of 22 fixtures, and with a goal tally which to say the least was not very good.

It was obvious that no league honours were to be had but P.C. Bowman and other officers were invited to the league's annual presentation dinner and dance and

much to their surprise Grays Police were presented with a trophy for the most sporting side in the league.

This surely must prove that even on the sports field Police/Public relations can be improved even though, at the time, the Police are the under-dogs.

could only earn two third places.

Peter Taylor carried off the 100 mts in 13s by two yards. He has been unfit for the past month and this was a good effort into the wind. Steve Reynolds and Martyn Fayle went out in the heats.

The 200 mts was closer, but again Taylor got home by a half yard in a goodish 23.8s. Reynolds was 4th in 25.5 and Fayle 5th in 25.8. In the 400 mts Mick Barlow seemed to have 2nd place well under control but a fast finish by Mike Sear (3rd) almost caught him, both clocking 56.4s.

Andy Down lapped the field in the 5000 mts looking very strong — he is in training for the Harlow Marathon in October — and was timed at an encouraging 15m 43.8s. Finally John Hedgethorpe put on his kit and also encouraged himself with 7m 41.6s as a guest in the mile walk.

Relay results were: 4 x 100mts (Fayle, Reynolds, Sear, Taylor) 3rd in 48.3s; 1600mts medley (Reynolds, Sear, Down, Barlow) 3rd in 4m 12.2s.

Whilst throwing the Javelin for Ilford Athletic Club in a Southern League Match at West London Stadium, W.P.C. Ann Ellingford produced a personal best and a Force record with a throw of 122ft. 4½ in.

## Athletics

A SMALL athletics team made the annual pilgrimage to Norwich on August 23 for the police sports and met opposition from as far away as Derby and Nottingham.

Four of the six team members came away with individual prizes but as the opposition seemed to have been saving themselves for the relays the squad in combination

## Life saving

A GOOD fifth place in the Benyon Shield lifesaving competition at Reading on 10 July was one of the best results by the Force team for some time.

This event is hard, being swum in the Thames and perhaps less importance is put upon the rituals involved than in indoor pool competitions.

The team members were Insp Scott, captain, Pc's Burrows, Travers, Bird, Coleman. They scored 502 pts, against 550 by winners, Hampshire. Fifteen teams took part from forces as far away as Gloucester and Leicester.

Birken 22-19, Cable 28-14, Turner 16-24.

The Shell Club were the next to meet the Force at their ground at Corringham. The old enemy of the Police side let them down, in as much as once again they got off to a very slow start and then gradually pulled back the deficit but to no avail, the final result being a win for the Shell Club by 77-74. Scores: Police skips named) Parker 11-22, Turner 20-13, Birkin 26-13, Daldry 17-29.

Saffron Walden Bowls Club visited Headquarters on 23rd August when they lost to the Force team by 66 shots to 77.

## Walk raises funds

A CHEQUE for £392 was handed to the Force Sports Club last week by Supt. Helen Welburn head of Women Police. This sum was the result of the policewomen's ten miles sponsored walk along Southend front during the summer, organised with the intention of replacing some of the money the Club advanced towards expenses in the national hockey and netball competitions.

The policewomen's teams will shortly begin their 1973-4 campaigns in these sports.

## BOWLS

The Bowls fixtures continued with a match on 2nd August against Colchester West End, played at Headquarters. The Colchester team leapt into an early lead and were six shots clear after five ends. By ten ends the Police side had reduced the lead to one shot and from then on a close game resulted in the Colchester side winning overall by one shot. Scores: (Police skips named) Cable 21-17, Stibbards 18-17, Turner 16-10, Horne 11-23.

On 8th August four triples from Surrey Constabulary were entertained at Headquarters. This game produced some

## Essex League Team Scores

1. POLICE	1509
2. Ilford A.C.	1461
3. Southend A.C.	1397
4. Woodford Green A.C.	1202
5. Basildon A.A.C.	983
6. Newham A.C.	360
7. Essex Beagles	162

## Individual Places and Scores

1st, L. Mockett (W.6n & Met. Police), 391; 2nd, J. Hedgethorpe, 374; 4th, D. Sheppard, 284; 5th, B. Daymond, 271; 13th, K. Mann, 159; L. Berry, 118; R. Hammond, 102; M. Eldred, 99; A. King, 93; T. Williams, 88; I. Brown, 46; M. Faulkner, 36; L. Britt, 32; B. Jones, 26; G. Matthews, 23; P. Blois, 15; M. Thornton, 7.

## Ilford Hour Race: 8.8.73

12th, M. Eldred, 7m 391 yds. (Force Rec.); 13th, J. Hedgethorpe, 7m 271yds.; 17th D. Sheppard, 6m 1567yds.; 20th, L. Berry, 6m 1512yds.; 25th, K. Mann, 6m 1009yds.; 28th, B. Daymond, 6m 916yds.; 39th, I. Brown, 5m 1260yds. 42 started.

## Southern Track Final: 18.8.73

(3000m) 7th, D. Sheppard, 14.50; 8th, M. Eldred, 15.10. (10000m) 7th, J. Hedgethorpe, 51.38; 12th, B. Daymond, 59.38. (2000m) 5th, R. Sheppard, 10.39; 7th, I. Brown, 10.59. Team placed 4th.

## Welwyn 10,000m: 21.8.73

4th, J. Hedgethorpe, 51.11; 11th, D. Sheppard, 54.55; 16th, B. Daymond, 57.23. 22 started.

## Brighton races: 25.8.73

(20,000m) 8th, J. Hedgethorpe, 112m 26s; 28th, B. Daymond, 130m 33s; (3m jun.) 4th, D. Sheppard, 25.16; 7th A. King, 26.26; 12th, M. Faulkner, 28.31. (1½m boys) 5th, R. Sheppard, 13.02. London to Brighton: 1.9.73

B. Daymond, 9hrs. 56mins.

good bowling from both sides but the Surrey players were never able to get on top of the game and eventually the Force were easy winners with a perhaps slightly flattering score of 76-61. Scores: (Essex skips named) Cass 21-13, Jenkinson 15-19, Birkin 21-13, Stibbards 19-16.

The next match against the might of Southend and District Bowling Association, on 12th August, held at Carreras Bowling Club green at Basildon produced a match which as is only to be expected, against a side of such talent and depth, turned out to be one involving a titanic struggle.

Once again the Force players took a few ends to settle down and allowed the opposition to gain a supremacy of fifteen shots after five ends.

This lead was increased to 17 shot after ten ends but had been reduced to one of six after fifteen ends.

The last part of the match was very close and the final score resulted in a win for the Association by four shots. A creditable result in such company.

Scores: (Police skips named) Lee 18-23, Stibbards 18-18,

# Season starts well for Force X1



THE Force Football team opened the season with a friendly match against Heybridge.

The standard of football was high for the first game of the season and in an even first half Heybridge took a one goal lead.

In the second half the force team tried harder and did most of the attacking. This pressure brought an equalising goal. The final result was a 1-1 draw which was an encouraging start for the team, for whom fourteen players turned up.

This was followed by another friendly match against Great Parndon, on 22 August.

The force put out a slightly weaker side than the previous week and the team had only six of the players from the first game.

The first half was fairly even with the opposition showing the occasional flashes of good football. At half time there was no score.

In the second half the opposition put the force side under a lot of pressure and finished the match with a three goal advantage.

Opening their league challenge on 1st September the Force team travelled to Brentwood, where they were outclassed for the whole of the match and with one minute to play, a scramble in the Brentwood goalmouth sneaked a point when one of the defenders put the ball into his own goal.

Following closely on this at Chelmsford the Force met Marconi's on 5th September.

A strong force team started the game off briskly and taking advantage of their superior speed Tony Bragg took a well timed goal in the first five minutes. Keeping up their pressure and, using their wings to the best advantage, were two up by half time with Bragg again scoring. This goal came from

a free kick, when John Weatherly made a dummy run for the near post, pulling two defenders away from Tony, leaving him clear to put the ball into the net.

After half time Bragg again opened the scoring in the second half when he headed the ball into the goalmouth. The opposing goalkeeper saved the ball but could not keep hold of it. Following up Bragg took the rebound and put the ball into the net.

A long clearance from Bob Scott in goal and a neat head on to the feet of Johnny Rhymes brought a clear shot which produced the final goal and a good victory against a bad tempered team, whose supporters showed as much dissent as the team.

The Force having taken three points from two matches now lie equal third in the Essex Olympian League.

## WALKING SECTION RECORDS

In only one of the 12 commoner distances raced has the record survived since 1972.

### 2000 metres:

9m 21.2s, M. Eldred (E. London), 7.7.73  
9m 28.6s, D. Sheppard (E. London), 7.7.73  
9m 59s, A. King (Vict. Pk.), 2.6.73

### 3000 metres:

13m 54.4s, M. Eldred (Oxford), 23.6.71  
13m 55.6s, D. Sheppard (Chelmsford), 31.5.73  
14m 23.4s, B. Jones (Cry. Pal.), 19.4.72

### 5000 metres:

24m 6.4s, D. Sheppard (Cry. Pal.), 7.5.73  
24m 18.6s, B. Jones (Cry. Pal.), 29.3.72  
24m 42.2s, R. Hammond (Cry. Pal.), 29.3.72

### 10,000 metres:

50m 06s, M. Eldred (Laarbruck), 25.7.73  
50m 35s, D. Sheppard (Newham), 11.4.73  
50m 42s, J. Hedgethorpe (Laarbruck), 25.7.73

### 20,000 metres:

105m 28s, J. Hedgethorpe (Laarbruck), 29.7.73  
106m 21s, R. Hammond (Chelmsford), 15.4.72  
106m 26s, M. Eldred (Vict. Pk.), 12.5.73

### 50,000 metres:

4hr 52m 29s, J. Hedgethorpe (Redditch), 4.8.73  
5hr 20m 31s, M. Blackwell (Southend), 16.5.71  
5hr 22m 55s, A. King (Southend), 13.5.73

### One hour

7m 391yds, M. Eldred (Ilford), 8.8.73  
7m 271yds, J. Hedgethorpe (Ilford), 8.8.73  
7m 72yds, R. Hammond (Hendon), 25.9.71

### Five miles:

40m 00s, D. Sheppard (Blackheath), 16.5.73  
40m 15s, R. Hammond (Wolverhampton), 16.10.71  
40m 40s, J. Hedgethorpe (Laarbruck), 25.7.73

### Seven miles:

56m 49s, D. Sheppard (Imber Ct.), 13.1.73  
57m 15s, R. Hammond (Enfield), 14.11.70  
57m 18s, J. Hedgethorpe (Hendon), 3.12.66

### 10 miles:

81m 52s, D. Sheppard (Bexley), 3.2.73  
82m 58s, R. Hammond (Chigwell), 26.2.72  
83m 53s, J. Hedgethorpe (Chigwell), 28.2.70

### 20 miles:

2hr 55m 19s, J. Hedgethorpe (Southend), 26.4.71  
3hr 00m 22s, R. Hammond (Southend), 22.4.72  
3hr 03m 54s, M. Eldred (Southend), 22.4.72

### 33½ miles (Barking-Southend):

5hr 12m 28s, J. Hedgethorpe, 13.5.73  
5hr 42m 35s, M. Blackwell, 16.5.71  
5hr 43m 13s, A. King, 13.5.73

# POLICE GET A WETTING



Pic by Rayleigh Review

THE HULLBRIDGE tug of war competition across the River Crouch took place last Sunday when a team from Southend Western Division represented the Force. The competition which is an annual event consists of the best of three pulls across the river with the losing team being pulled into the water.

The Police team entered the event together with teams from Hullbridge and Canewdon villages, and drew Hullbridge in the eliminator for the final.

After two straight pulls and a rest of ten minutes

the Police team re-entered the arena to pull against Canewdon.

Feeling the effects of the contest against Hullbridge which although won decisively took a great deal of their strength the Police team struggled against Canewdon but took the first pull after sea-sawing backwards and forwards.

However by this time they were very tired and Canewdon village took the next two pulls quite easily, dragging the Police into the water, which, luckily for them was at low tide.

## Six-a-side Victors



STAR OF THE FORCE six-a-side cricket team that contested the No. 5 (South East) Region Challenge Cup at Hastings on 4th September was Errol Greene.

No doubt spurred on by his fellow countrymen's easy victory over England in the last Test match, Errol really went to town in the five games played by the team in this competition, played in two leagues with the semi finalists being the top two teams in each league.

Essex, having beaten Thames Valley, Kent and Sussex 2nd found themselves batting against Sussex in the semi-final. This game finished with both teams having scored 89 each, but as Essex had only lost three wickets against Sussex's four, Essex were given the game.

In the final played against Kent, the Force scored 103 with Greene making 89 and Kent were all out for 46 (Nicholls 2—6).

In all Greene made a total of 404 runs being out only twice.

## HOLIDAY FUND

Great inconvenience is being caused by officers not returning the receipts sent to them with their Holiday Fund cheques. These receipts are required for production to the Auditor and should be returned immediately upon receiving a cheque. There are still a number outstanding so, please, turn out your wallets and send those missing receipts back to the Secretary, Sgt. Easlea, Holiday Fund, Police Station, Southend-on-Sea.

Officers are reminded that Holiday Fund cheques can only be cashed at a branch of the Trustee Savings Bank (London, Essex or East Anglian). They cannot be passed through officers' own bank accounts.

Continued from Page 3

R.A.M.C. staff band and their wives are members of the W.R.A.C. band that is until one of them recently left the Army for more feminine occupations. George also has a sister, Miss Phyllis Prior, well known in musical circles. So he certainly has a full musical background. For his work with the Irish Guards band he also received the British Empire Medal.

George lives at Clacton from whence he commutes each Wednesday evening to H.Q. to take

band rehearsals. He also finds time to conduct the Clacton Concert Orchestra and the Essex Yeomanry Band. So who better qualified to manage the Essex Police Band?

Incidentally, what about Mrs. George Prior? Well, George met her when he was in hospital for a spell during the war and she has been nursing him ever since. She continues nursing as a district nurse and of his musical activities her comment is: "He knows how to roll a drum, I know how to roll a bandage". Well it keeps him out of mischief.

## What's on



## Who's off

IT UPSETS me to say that the clean sheet for accidents in relation to riders of motor cycles has been stained with the blood, sweat and tears of two riders. The stories that reached me I find very hard to digest and in particular the one from Halstead Station that goes as follows:—

I Super Bugle of the 2nd Halstead Hussars do hereby certify that I tell the truth, the whole truth and nothing but a few variations. Having borrowed the 'Containers' machine I went forth into the wilderness to seek a 'knock off'. I located a point known as Fox and Pheasant Corner with relative ease insofar as I scudded a set distance on my rear quarter. It became apparent that I had attempted to negotiate a bend with the assistance of a pint of diesel fuel and had not been too successful in so doing. Now the indignity of riding with the assistance of padding does not do justice to my countenance!

The reply is, 'Dear Super Bugle' regards as always from your leader. As requested I have renamed the point on the A.604 to 'Finch and Peasant'. It hurts to say this but, I have the patent number on this excuse of diesel and therefore royalties to the tune of three pints of best D.D. will be made.

The second man to hit the headlines is our distance scout at the other Seaside.

Not to be outdone and feeling that he wasn't getting sufficient publicity for himself or his used cars and motorbikes, Honest Chopper the man from rose country (Red or White, I'm never sure) . . . anyway, Chopper did a solo spot for the populace on a Holland Marshes and he now requires a new uniform.

He says, 'I've got the usual bruises and 400 witnesses (Super Bugle only had two)!

Unfortunately he's been grounded but hopes to get his wings back in time for the Clacton Carnival otherwise he dips out on the Beauty Queen perks? . . .

Therefore the score is . . . Headquarters Nil. Laindon Nil. Southend Nil. Harlow Nil. Colchester two.

Its strange you know but you would have thought with the amount of noise that there was at least a whole motor cycle section at

# 'Inductionees' catch the sun



THE FIRST of the new Induction Courses arrived at Headquarters on Monday, 3rd September to start their training.

With the initial training syllabus having been drastically altered recruits will now spend one week at HQ prior to their trips to Training Centres and then, on completion of their course, will return to HQ for a further two weeks. Thus instead of having

fifteen weeks training they will have only thirteen.

The guinea pigs for the first course are: from left to right Mick Eldred (Police Cadet), Brian March (ambulance driver), Mac McGettigan (police cadet), Mick Lane (bus driver), Colin Butcher (computer operator), Ken Ward (student), Keith Watson (panel beater), Stephen Nudd (Technical Assistant), Anne Ellingford (police cadet), Anne Fitch (voluntary hospital worker), Alison Smith (secretary).

## Pf Federation Pf

### PAY

I have just received a very bulky copy of a report submitted to the Pay Board by the Joint Central Committee putting forward a case for the complete review of police pay within Stage 3 of the Government's pay policy. It is within the power of the Pay Board to recommend such a review to the Government and we shall be hearing the result of our proposition in a few weeks time.

### OVERTIME

September's pay cheque will be the last in which two additional rest day payments will be made. The Force is now 193 officers short of its official establishment of 2,340 — an unrealistic figure by present standards — and the grant of one day's leave in twenty-eight for approximately 2,100 members creates a reduction in the daily strength by 75 officers. This reduction in addition to the 193 missing officers from our authorised establishment takes us back nearly twelve months strengthwise.

The declared Police Federation policy is that all members should only work a 40 hour week and we should all look forward to achieving at least this figure provided earnings are high enough to be able to enjoy the time off. It is true to say that we are still getting the rate for the hours worked, but our lower paid members with family commitments will still find themselves with less money per month despite having a rise in salary. Extra time off will not provide sustenance or other things

## Notes



by Stan Smith

essential to improve the quality of life as we are prohibited from engaging in other employment in order to supplement our income.

With this and the shortage of manpower in mind, the Joint Branch Board have proposed to the Chief Constable that he sets minimum strength establishments at all levels of the Force and where shortages in these minima occur, they should be made up by the working of overtime on a voluntary basis. By the very nature of the job we expect to work additional hours when the need arises and the public have a right to expect at least the minimum of police cover at all times. To deny them this would be acting against their best interests, and I am glad to report that the Chief Constable is seriously considering this proposal.

### BANK HOLIDAYS

A problem which was not foreseen when the new overtime Regulations were first published is creating concern to some members of the Force. The new Regulations instruct that where more than 28 days notice has been given of the requirement of work on a day which is a public holiday or a rostered rest day, then the member concerned shall be paid overtime for the hours worked, note the word "shall". Where less than 28 days notice is given then the member has the option of having payment or time off.

Recently it seems that in an effort to give members plenty of notice so that domestic arrangements could be made well in advance, the notice of requirement to work was issued in excess of 29 days before the date. This effectively prohibited the member being able to elect to have the time off, and there are a number of officers who would wish to have time in hand — and instead of being helpful to subordinates — this unwittingly made matters worse.

We should all profit from mistakes of others and we shall be asking the Chief Constable to give an instruction to Senior Officers that when public holidays are listed be withheld until 28 days before the date in question in order that all members have the option open to them.

The problem will be especially highlighted at Christmas because where up to now it has been possible to permit in most cases, the taking of two days' leave at the holiday time, if notice of the requirement to work on one of the bank holiday days is notified prior

## The Law Shop

FOR SALE: Judo suit, large, £1.50. Unused high quality leather boots, size 11, £3.50. Apply to: Ps. R. Blackmore, 3 Fitzgilbert Road, Colchester.

to 26 November, members with no Christmas falling within the period or who have no time in hand, will not be able to have more than one day off if they work on one of the public holiday days because they must be paid for working that day and will only have one day due, and if they have the other bank holiday day off they will not have any further time due to them.

### JOB VACANCIES

Did you see the publication of a job vacancy on Force Order B.1841? This offered work as a night security officer at a Chelmsford store not yet opened for a period of eight weeks, seven days a week, fourteen hours a night, for the princely salary of £30 per week. Just imagine working 14 hours a night for a solid eight weeks without a day off. What do they think ex-policemen are — assuming they are offering the job to ex-police officers, and one must take this assumption as the vacancy is under the heading "Vacancies for retiring or retired police officers"?

The question members are asking is, "Why are these ridiculous opportunities not vetted"? Surely, just because someone offers such an advertisement, we are not bound to accept it. This is not the first degrading advertisement to be published and I would hope that a little common sense is brought to bear on this subject.

### DISCUSSION AND STUDY GROUP

Despite some ribald remarks that some Federation representatives are only so acting for their own interests, I would ask you to note that four of them have taken the opportunity — in their own time — to attend a three-day discussion and study group at Reading University so that they may better serve their members.

The four — Sergeant Rodgers of Westcliff; Constables Saxby of Walton, Howlett of Headquarters Traffic and Robinson of North Weald, will attend lectures given by such eminent persons as Mr. A. S. Baker, Assistant Secretary at the Home Office; the Rt. Hon. Frank Cousins, P.C., the former T.U.C. leader; and Mr. Richard Body M.P. on subjects such as "The Home Office and the Police", "Industrial Relations" and "The Common Market" as well as having a talk on the Police Federation by Tony Judge, the editor of the magazine Police.

### RENT ALLOWANCE

At the time of writing there is still no news of the new maximum limit having been approved by the Home Office. It is now over two months since the application was sent to them and one wonders if they have put up the shutters and gone away for the summer. All the negotiations were carried out within their recommendations so there can be nothing contentious about our claim and one can only hope that some action will be forthcoming in the very near future.

# Senior officers retire



TWO SENIOR retirements were announced this month. These were Ch Supt W. Docker who has commanded Clacton Division for several years and is going on "age limit". Mr. and Mrs. Docker will live in Hampshire by the Solent. Ch Supt Harry Smith retires with 35 years service from command of Traffic Division. Mr. Smith is going into insurance.



MAKING the long trip from one seaside resort to another will be Supt. Ray Long who is promoted to take command at Clacton. Supt. Reg Searle steps up within Traffic Division to take command on promotion.



A MERE office move for Supt George Dolby who takes over as second in command at Southend Western having commanded Southend sub-Division previously. Supt Ian Watson who moved from Traffic H.Q. Sub only recently returns to take over as Superintendent, Admin.



CH INSP Charlie Harper, currently second in command of Southend sub-Division is promoted Supt on taking command. Finally, Ch Insp Alan Gilling leaves the rest and peace of Maldon on promotion to Supt and removal to Basildon. The positions of Chief Inspector at Maldon and Southend have been advertised within the Force.



Pic. by Evening Echo

THE GUARDIAN of the inner sanctum at Southend Police Station has finally handed in her typewriter and retired.

Secretary to every Chief Constable since 1934 and after amalgamation to each incumbent of the Chief Superintendent's office, Mrs. Katie Fanfleben says, "It is a lifetime's habit not to say anything about my work or what I do. I just can't talk about it."

Although she worked at

the Police Station before the war it was after her husband was killed that Mrs. Fanfleben's work became her whole life. And at a recent party in her honour she said an emotional goodbye to the policemen she has worked with. A whole tableful of gifts and flowers marked their esteem for all the work she has done over the years.

Mrs. Fanfleben became secretary to Chief Constable Henry Kerslake

in 1934, George Crockford in 1935, Arthur Hunt in 1939, William McConnach in 1953 and Henry Devlin from 1965 until amalgamation. After this she went on to work for Chief Superintendents James Devlin and Fred Bonfield.

Throughout she guarded her senior officers from approach by the common herd with a tenacity reminiscent of Hector on the Tiber Bridge.

## Warden with a sharp eye clears up breaking offences

Traffic Warden Lou Britton has been using his beady eye again! But the results

were not a ticket on a 'poor unsuspecting motorist' but the bringing to justice of

two juveniles for a series of offences in Canvey Island and Tilbury.

Whilst on duty in Canvey Island Lou saw a young person who appeared to be frightened by his appearance. The youth stood at the roadside whilst Lou, his suspicions aroused, inspected a nearby motor car and kept the youth under observation.

A few minutes later he spotted a second youth walking along the road.

The second boy stopped with the first lad and after a conversation walked off.

Lou really had got these two under his skin and knowing that something was definitely wrong, he went back to Canvey Island Police Station when he informed the C.I.D. of what he had seen and gave a detailed description of both youngsters.

Later the two miscreants were picked up and after questioning admitted a housebreaking in the road where Lou had seen them.

They also admitted 19 other offences in Canvey Island and four in the Tilbury area, from where they had run away.

Lou has been commended by the Chief for his keenness and attention to duty.

This is not the first time that Lou has been of help to the C.I.D. for his knowledge of the local populace has often come in handy.



On 27th August last, when P.C. Laurie McKenna, Southend Dog Handler came on duty, swimming was not uppermost in his mind.

However, about 11 p.m. he found himself 'breast stroking' with a will towards a man in difficulties some 200 yards out at sea.

Laurie was assisted by P.C. Graham Harvey, but not by his dog, who presumably had thought

better of it and stayed in the van.

The two officers managed to get the man, who was by now exhausted, ashore. He was taken to Southend 'nick' where after the effects of exposure and drink had worn off he was allowed to leave.

It seems that he was swimming to the pier for a bet and of course, it seemed a very good idea at the time.

All credit to the two officers, and we are pleased to see that in true 'Man-Management' tradition, the actual swimming was left to the 'backbone of the Force'.