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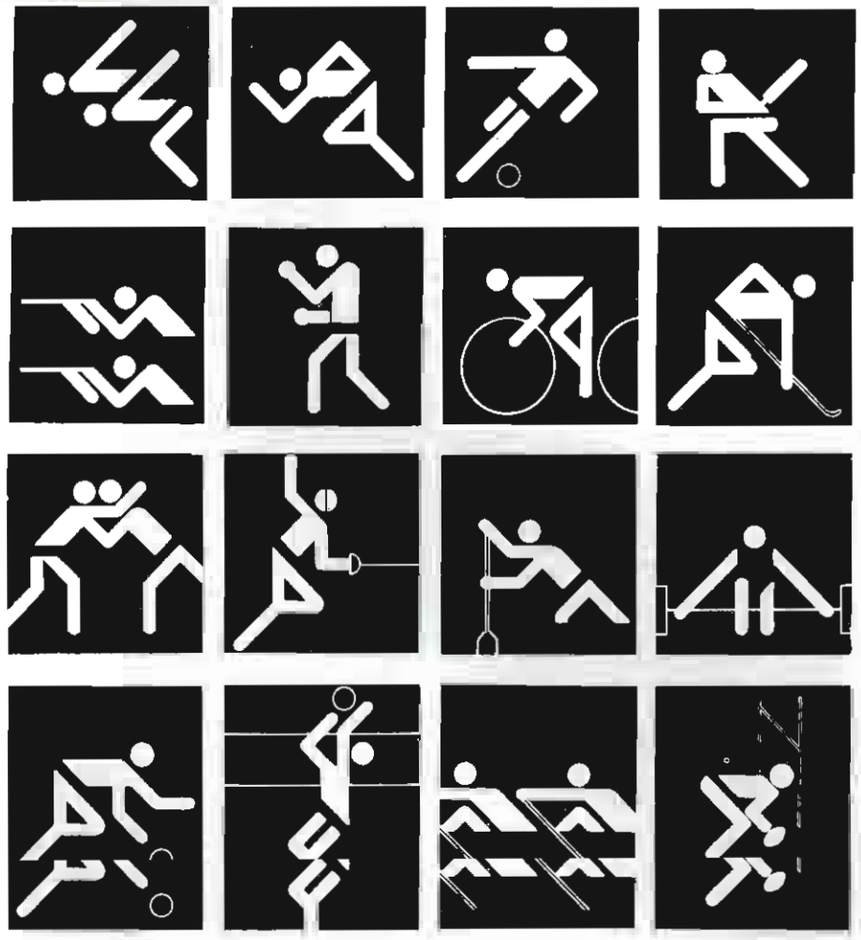
INTERNATIONAL POLICE ASSOCIATION

OFFICIAL JOURNAL OF IPA NEW ZEALAND SECTION

Vol. 16, No. 1
March, 1982

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Editorial

"Will I See You There?"

As I am putting the final touches to the copy material for this journal, I am mindful of the fact that we have our sixteenth AGM in early April of this year. This time, as will be seen from details in this issue, the meeting is being held in Napier, 2-4 April.

As a member who has travelled to a few of our past AGMs now, I have slowly formed the impression that the average IPA member does not feel they should concern themselves with these meetings. This is a sad state of affairs because important as the AGM is, it really represents far more of a social gathering than the two hours or more it takes to complete.

I would like to take this opportunity to assure members that these functions are not organised primarily for the benefit of the executive arm of our association. Indeed, I know that if only more members travelled to these annual functions they would almost certainly return the following year. As may be expected the host branch generally puts in a lot of effort to make these gatherings a success and as a result there are nearly always extras enjoyed by people attending, that would not normally be available if travelling in the normal course of events.

If you feel you have any difficulties with accommodation, which is always a worry, just mention it on your registration form. You will be assured of all the assistance Napier can offer you.

If you feel you or your family are in need of a short break away from work/home why not take advantage of this opportunity. Remember also

If you feel you or your family are in need of a short break away from work/home why not take advantage of this opportunity. Remember also that you are going to be among friends. An added bonus this year is that the Police Golf Championship follows on after the meeting.

By the time you receive this journal time is likely to be getting a little short for booking, but most policemen can normally be counted on to find ways and means of contacting other policemen urgently.

If you haven't already done so, be a devil, make a quick decision and find out now if there is a place for you in Napier this April.

Derek Cantelo.

CLOSING DATE

CLOSING DATE
JUNE ISSUE — MAY 1st

Cover Photo: "Mounted branch" NZ style? Constables Diane Raitt, Sandy Hayden and Carole Reidy.

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LOWER HUTT

Dear Derek,

How's this — at last some snippets from the Hutt! Even the weather has been good. Lower Hutt has said good-bye to Brendon Cody who has transferred into the Wellington CIB. Heather Silk is going on a month's holiday and then she leaves us for Wellington Team Policing.

Lawrie received a call from Edward and Alice Wellington Team Policing.

Lawrie received a call from Edward and Alice Thebo from Detroit last night and they intend visiting the Hutt tomorrow. They will be staying the night in Wainuiomata and then returning to Auckland. Also expected are the Davies from England. At the moment they're apparently undertaking a campervan holiday of New Zealand. We will look forward to meeting these visitors. Meanwhile, Brian Courtney and his family are spending a fortnight in the sunshine of Fiji, growing tanned and lazy before tackling the job of painting their house on their return.

As some of you will be aware, 22 policemen from Lower Hutt including two ladies were involved in what is becoming an annual event — the run for the Hospice. This year they were nicknamed "The Plod Squad" and their route went from Rotorua, Hamilton, Taumarunui, New Plymouth, Wanganui and then home to Lower Hutt. They received tremendous support from the public as well as the police stations en route and raised a record $22,000 for the Te Omanga Hospice. A worthy cause. This year the Lower Hutt Fire Service, Ambulance Service and even some representatives from the media were all involved. The grand parade into Lower Hutt featured the Dog Section, the Police Pipe Band and the honorary Mounted Branch! It was a grand finale to a grand charity run.

And, last but not least news of my Ch. Knightellington Rogaiya (Imp. U.K.). She scooped the pool again for 1981 achieving Top Saluki (N.Z.), Top Saluki (Australasia) and Top Sighthound for New Zealand. Dog shows are certainly a way of seeing the country!

That's it for now. More news next time.

Carole.

P.S. Alice and Ed Thebo did make it to Wellington for an overnight stop and took the place by storm, literally, with the strongest wind gust up to 78 knots. But even then they were highly delighted with their visit and are not the first to ask why friends 'up north' try to discourage visitors from coming south. Our guess is that they will be back but it will be to see the South Island and spend more time in and about Wellington.

Curly question of the period. From time to time visitors ask some strange and unexpected questions but when showing Ed Thebo the residence of the US Ambassador he suddenly asked "What does the Ambassador do?" Apart from exclaiming "Pass" has anyone got a job description for an Ambassador?

WELLINGTON

From 30 December to 5 January, Youth Aid Section in Wellington were visited by South Yorkshire Police Constable and IPA member, Hazel Maher, who was travelling round New Zealand and other Pacific countries on a Churchill Fellowship grant. As part of her study of police and juveniles, she worked with Youth Aid in Wellington, Porirua and National Headquarters. A trip on the police launch, and a night patrol with the Diplomatic Protection Squad were also arranged. Public interest in her comparisons of British and New Zealand methods of dealing with juveniles resulted in an interview with the 'Evening Post'. We hope that although she was kept busy, she enjoyed her stay in Wellington.

Roly Hermans.

SOUTHLAND

I hope everyone had an enjoyable festive season and the committee extends its greetings for the New Year. The weather is on the improve, but sometimes we still manage to get two seasons in one day.

Logan Alderson and his family have transferred to the sun in Motueka — best wishes.

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On the social scene a night out was organised in December to see the Leo Sayer show, and those who attended thoroughly enjoyed themselves.

The region hosted a visitor from the South Yorkshire Coast, Hazel Maher. She was touring NZ on a Churchill Fellowship Award dealing in Youth Aid type work. A tremendous job of showing the Queenstown area to Hazel was done by Gavin Jensen. Keep up the good work Gavin.

The region has been pretty quiet with a number of members taking their holidays and heading for the sun.

John Lardner from the Christchurch region will be out of the country from the 29 March-9 October visiting England. If any member wishes to contact him his address will be c/- Miss J. Wyatt, 38 Cheyneys Ave, Canons Park, Edgeware, England.

AMUSING ANECDOTE

Southland Times, Dec. 1981.

OBLIGING

Invercargill's constable-criminal relationship should be the envy of every other centre in the country.

Yesterday, a police van transporting prisoners who had lunched at the youth institution back to the courtroom, ran into mechanical problems.

Who got out to push the troubled vehicle to the side of the road — twice? The prisoners.

Who remained seated at the wheel? The lone constable on escort duty.

And who dutifully climbed back inside the van once their good deed was completed? The prisoners!

ers!

AUCKLAND

Hello again readers, it's that flea bitten old mutt back again, with the latest from the Auckland region. Before we start yapping again I thought that I had better make mention of the terrific spell of fine weather that we have been having here in Auckland over the past couple of months. Maybe that has encouraged the rash of visitors that seem to have appeared in our region of late. But more of them later. Firstly, congratulations to Brenda and Richie Donald on the arrival of their son (a bouncing 10 lb plus in old Imperial weights), hope he brings you both years of enjoyment. Talking of sons, Greg McManus has a boy just joined the NZ Police Cadets latest intake into the Police College at Porirua. I know that there will be another "good keen policeman".

Now then onto visitors to the region and again Greg McManus comes to the fore, with mention made of a visitor from the Royal Ulster Constabulary, Brian Fyffe, here for a short "look see". The name Fyffe brings to mind the great efforts of Alan Fyffe, Sgt O/C of Public Counter at Central and his very able assistance with various unexpected visitors from overseas. Your help is appreciated Alan. Including our most recent chap from Germany, Ronald Meyer, who managed to spend a few days with the boys on the Deodar, cruising the Waitemata Harbour. "It's hell out there chaps!" Ronald works with the Water Police in Germany.

Ted and Alice Thebo from Detroit, spent the evening with Peter & Barbara Burridge, after a short tour of the North Island. The Thebo's obviously really enjoyed themselves, particularly in Wellington where they stayed with Sec. Gen. Lawrie Philpott. Boy oh boy, what a change to have spent some time here during our summer after the rigors of the North American winter. I see that the snow was so heavy in Detroit that even the snow ploughs were stuck!

Presently we have in our midst Dick Piland from Oregon, USA, being taken care of by Peter Ward and family. Dick is on attachment for a few days with our Police Department and has planned a pretty extensive trip throughout NZ.

Talking of trips around the country, anyone seen a Mr & Mrs Davies from the United Kingdom. Our association arranged for them to hire a Campavan for a period until the end of February, but unfortunately, although they collected their van, haven't been seen since.

Our chairman, Peter Burridge, is off to Treasure Island for a well earned holiday. He and his wife Barbara (both ex tropical people) just can't wait for those hot steamy tropic nights and warm seas. Almost enough to make a dog pant at the thought of them enjoying themselves!

Last but by no means least, that stalwart of the IPA, Nora Crawford, ankle still sore (from a drop too much?) from her accident at the Auckland region's Christmas function at the Waipuna Lodge. A really enjoyable "do" attended by some fifty odd members and friends. Nora is off overseas again, so enjoy yourself Nora and we mere mortals look forward to hearing the news upon your return.

Well that's your lot for now folks. Look after yourselves.

"Bloodhound Bill".

HAWKES BAY

At last some news from the Hawkes Bay.

We are getting things arranged for the 1982 AGM in Napier and by all accounts an interesting weekend is in store (see article elsewhere in magazine).

Golf: The 1982 North Island and NZ Police Golf Champs are to be held in Hastings commencing on Sunday, 4 April with a practice round at the Bridge Pa course in the afternoon. Two rounds on Monday and Tuesday. These champs coincide with the AGM of the IPA in Napier and will be a good chance for members to combine the two events. Entry Forms

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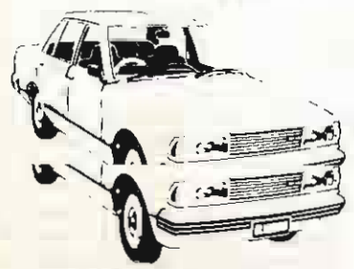
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The only member to travel away has been Larry Hooper — two weeks in Noumea. Steve Anderton is planning a holiday in Rarotonga in February.

Mike and Shirley Wright recently married. Congratulations, it might stop you eating blue vein cheese, Mike!

Gary Condon now in Masterton CIB on promotion. A loss to Napier, and a gain to Waiarapa rugby too. Being in First Division, they'll need his help.

Max Jones, Hastings now the Hawkes Bay rugby coach. Blue Dunstan still recovering from the glory of HB rugby personality of 1981.

Dale Wallis and Ross Pinkham still surfacing from sports books after winning the Napier sports quiz.

After four years of dodging courses Ross Pinkham has finally visited the new college for his sergeant's course.

Adrien Ingpen (Brownie) recently resigned to live in Dannevirke and is into the antenatal care of pregnant sows. Rumour has it that it is so hot in Dannevirke that she has to put sun tan lotion on to stop the pigs getting burnt. Dave Hornblow, Pat Belcher, Graham Walsh and Murray Harkness all resigned.

Mike and Betty Cull, Malcolm and Lynette Lochrie and Ross and Viv Pinkham recently had additions to their families.

District Commander Bill Hollinshead retires on 28 March. Full career in both UB & CIB. Has spent last seven years of this service in Hawkes Bay. Best wishes to Bill and wife Annis in their retirement, from last seven years of this service in Hawkes Bay. Best wishes to Bill and wife Annis in their retirement, from IPA members. May you have a long and happy retirement.

WHANGARE!

Well I gues the best place to start is with the births and there has only been one since the last magazine that was to Peter and Lynn Scott a son, their first after two girls, well done Scotty.

There have been no new engagements or any marriages though there are a few planned for early next month, so will catch them in the next issue.

Sadly we have one death in the area Sen. Sgt A. H. Brannigan a well known member of the Police. Sympathy is extended to Mrs Brannigan.

Johnno at Dargaville is off work at the moment with a bad back, he has been in hospital for some time and will be off work for a while longer. I have been informed that it wasn't a lack of a groundsheet that caused the problem either. Get well soon though I think that the other staff at Dargaville are missing you.

There have been a few comings and one going in the area. The Scotts are moving to Red Beach where Peter will take up duties as O/C Orewa.

As a replacement we are getting John Scott-Davidson. Well at least his section will not have to remember a new name. We also welcome Glenda Newlands from Hamilton, Grant Rowlands from the college and Jack and Janine Davie. Janine comes to us from the college and Jack from Porirua via the Sydney to Hobart yacht race.

We also have a new face at Kaikohe. Welcome to the area.

Things have been fairly quiet on the social scene over the holidays but we have Waitangi Day coming up fast so may have some action then. We will be hoping that it's not too bad though.

Think that this catches up with all the happenings from up here, see you next issue.

Barbara W.

Lament by a Discontented Cow at the Artificial Insemination Centre

Oh I've given birth to a heifer; of pride and of milk I am full.
But it's sad to relate that my lactical state was not brought about by a bull.
But it's sad to relate that my lactical state was not brought about by a bull.
I've never been naughty I swear it, in spite of the calf I have born:
Like Farmer Brown's tractor, I'm virgo intacta; I've never had a bull by the horn.
How drab are the farm yards and meadows; the paddocks seem empty and grey.
Now the one bit of fun in the year's dreary run, has by science been taken away.
And if what I've heard is the truth Sir, unnatural to all though it seems,
A cow's female passion is all out of fashion, and Ferdinand's naught but a dream.
I know that the farm is a business in which we must all pull our weight.
Well I'd pull and I'd pull for a strongly built bull, but this phoney business I hate.
No bull has ever caressed me; I've not had the ghost of a binge.
I've never been loved — just brutally shoved by an awful great brass bound syringe.
It mustn't be thought that I'm jealous; there are things that a cow mustn't say.
But these Army land women who handle our parts still get theirs the old fashioned way.

INTERNATIONAL POLICE ASSOCIATION

CONFERENCE

NAPIER

2nd-4th APRIL 1982

FRIDAY, 2 APRIL

6.45 p.m.	Check in at Napier Police Club for **Registration**.
7 p.m.-9 p.m. (approx.)	**Annual General Meeting**.
9 p.m.-?	**Refreshments** at Napier Police Club.

SATURDAY, 3 APRIL

9.30 a.m.	**NEC Meeting** at Napier Police Club.
10 a.m.	**Arrangements for those not attending the NEC to tour Napier district.**
12 noon	**Luncheon.**
Afternoon	At completion of NEC **Wine Trail** in Napier & Hastings visiting the Glenvale, Mission, McWilliams Te Mata & Vidal's Wineries.
6.30 p.m.	Followed by a meal at **Vidal's Restaurant**.

SUNDAY, 4 APRIL

Morning	**If possible, a mystery air trip** for those willing and able! Farewells. Own arrangements to visit tourist spots in Hawkes Bay — **Marineland, Aquarium & Nocturnal House** with Kiwis. A chance to pick up **fresh fruit & vegetables** from the many roadside stalls.
Afternoon	Practice for **NZ Police Golf Champs** at Hastings.

Registration Form

Annual General Meeting International Police Association

New Zealand Section

The 16th Annual General Meeting of the New Zealand Section of the International Police Association will be held in Napier. Friday, 2 April to Sunday, 4 April.

Would members please register as soon as possible. This will help our committee, and save disappointments. A full calendar of events is published in this Journal.

Name:.....

Address:.....

I will require: Billeting/Motel/Hotel Accommodation, Caravan Park.

Accommodation Booking: Double Room/s — Single Room/s from

.....(date) to.....(date)

I will be accompanied by ..... Adults, ... Children.

I will be accompanied by ..... Adults, ... Children.

I shall be travelling by air/bus/car/rail.

I wish to be met at airport/rail/station. (Advice details at later date.)

I do not wish to have accommodation booked, I will be making private arrangements for my stay. My address will be.....

.....Telephone .....

Please find enclosed Registration Fee of $5.00.

Please forward Entry Form for NZ Police Golf Champs .....YES/NO

Signature:.....

Please send completed form to:
Const. Mark Devon, Police Station, P.O. Box 245, Napier.

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Access 152

Letters to the Editor

Dear IPA Friend,

As National Travel Secretary of the Belgium Section, I address this letter to you for making contact with your country.

I ask you if possible, can you send me an edition of your IPA magazine? In my function as National Travel Secretary it is very good to have contact and information about travelling, hobbies, etc.

Will you give my regards to IEC delegate Owen Jacobson. I was with him in Italy in 1979. I was the delegate for Belgium in Italy.

I hope to be coming in 1986 to New Zealand, with the congress in Australia for your celebration 20 years IPA and 100 years New Zealand Police.

I hope that you will send me your IPA magazine.

Yours faithfully, with IPA greetings,

The National Travel Secretary IPA Belgium,
Paul G. De Munster.

Journal posted.

Editor.

Dear Derek,

I'm a member of IPA (No. 1135) and also a collector of badges, shoulder flashes and hats from Police forces round the world. However I am only a beginner, and my collection is not very big at all. I would like to contact other collectors to see if they could assist me with contacts overseas, especially

would like to contact other collectors to see if they could assist me with contacts overseas, especially countries other than Germany and USA where I already have some good contacts. Any information or assistance would be greatly appreciated. Many thanks.

C/- Youth Aid Section, Wellington Central Police, P.O. Box 693, Wellington.

Regards,

Roly Hermans.

As you know Roly, this Journal travels to many different countries. I have included your letter, and possibly some collector may respond.

Editor.

Dear Sir,

I have recently had occasion to peruse the Autumn 1981 copy of the British Section's IPA magazine "Police World". This magazine is of a high standard, but to my mind at least, certainly no better than our own IPA magazine. Be that as it may, I was particularly struck by the editorial comment. It dealt with a letter sent out by the Regional Secretary of No. 11 Region in the United Kingdom. the subject of the letter — apathy — that is of IPA membership.

The subject is to my mind one of the most important and challenging problems, our section of the IPA has to deal with! From the editorial I quote:

"Talk of apathy is nothing new to IPA . . . Those who work so hard and do their utmost are bound to be disappointed when others are not carried along by their own enthusiasm and individual response varies from meagre support to nothing."

The editorial goes on to suggest that the reasons are various, but that communication is the all important factor at issue. We in New Zealand are indeed fortunate to have an IPA magazine of such a high standard (particularly in recent years) but the problem is that the publication is quarterly. Not that we could afford to produce the magazine more frequently, but more to the point, do we receive sufficient local content. Just maybe our membership is also apathetic in this field as well?

From a personal point of view, I seriously wonder just how many members have made application for your position as Editor or for that matter my own as Travel Secretary? Who ever or what ever the response I sincerely trust that the advertisements for those positions in the last magazine will not meet with the usual apathetic attitude that seems to pervade our Association.

Yours faithfully,

Peter C. Burridge.

Peter C. Burridge.

I'm sad to say Peter that they did. Applications zero.

Editor.

Dear friend,

First of all I'll take this occasion to express my thanks for sending to me constantly your interesting IPA magazine, which I personally appreciate very much for the great amount of information. This year I have taken with me even from your magazine one article about the impressions of an USA travel of one of your members and I thought it may be useful for me on my way to the IEC meeting at Washington and further travelling there in the States. By the way, please, could you transmit my best greetings to my friend Neville Trendle.

The reason for my writing, however, is a request of my President Jurgen Klos. He said to me, that most of the national magazines he is receiving with the exception of that of New Zealand. So I ask you to take measures that he and the Secretary General of the German Section is getting in the future your interesting National magazine. The address is: IPA

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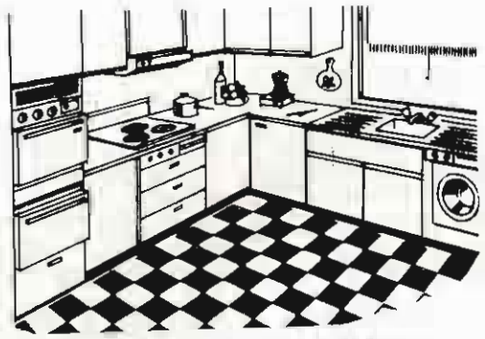
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Maybe it's interesting for you, I'm writing this letter while outside there is a beautiful winter landscape and snow is falling. In this spirit I'll end now with best wishes for a joyful Christmas and a very happy New Year.

Yours sincerely,

Max Dallmaier.

Journal now being forwarded.

Editor.

Dear 'Kiwi' Members,

Just how to start a letter to you all is somewhat of a problem to 'address' all you members of the New Zealand Section. for one to put down onto paper what I want to express has always been a drawback for me. As I do not want to offend anyone, and I find it almost as hard as to refuse a drink! One of my troubles(?) is to speak straight or as the saying goes, call a spade a spade, and this is somehow in many cases out of fashion these troubled days, don't know about you 'down under' but here in Europe it's just that. Well here goes . . . Our Association, to my way of thinking is like a large family, so I will not say, brother, sorry ladies I almost forgot my poor manner, and sister, so will just say, a better word perhaps is, relatives. I seem to get always the 'borrowing types', don't know about you all there? I know to read other National Section's Journals of the IPA, and what have you, if first you can get hold of them, is hard, as to many of us the 'strange lingo' they are printed in, one has to have a host of dict-ot them, is hard, as to many of us the 'strange lingo' they are printed in, one has to have a host of dictionaries, but with the latest Journal I got from the Hong-Kong Section, I gave up and went on the beer! What's all this got to do with me, you may say, have a little patience and read on PLEASE, as I feel like your Editor wrote me in one of his letters to me, 'it's a great help if people help to bridge the gap' as your Section, well let's be honest, seems as if you are the 'last outpost' far from everyone and guess this can give certain persons the feeling that they are cut off from the rest of the world. Thus I have offered my help, such as it is, by means of trying to get and send more news from this part of the world, items of which I hope will be of interest to you all there.

I know there may be many of you who like members here in Italy say, 'Why the devil should I read all about this and that, when I have not got the possibilities of visiting this or that foreign section', or taking part in certain events. I must agree with you on this point, BUT, I'm sure many would be interested, or would be in the future perhaps. Yes, there are too many miles between you and others, and these miles to bridge costs money, too much in fact. This does not mean that you cannot be interested, otherwise you would not still be a member of the Association . . . The hard work your Editor puts in getting news for you all, needs some reward, and I think like me, he is 'content' if half of you members show an interest with the news that he and others have got for your information. As a member of the IPA, you should know what is happening within the Association, because, it is YOUR association, and only by your interest can it carry on, as the same in any other section. Yes, I agree with anyone who just wants to pay their subscriptions and leave it at that, but is this a real member? I do not think that the Association only wants your money, but think it wants your interest as it takes or tries to, hold your interests regional, international and what have you. I know perhaps like here in Italy, there are members who take no interest in functions, etc. only wish to show their membership cards in pubs and such like places, as being an international 'type'. The position in which you live or do duty makes you feel perhaps lonely and out of the 'picture'? Well remember one can be lonely even in the largest cities, I know being from London, England. YOU are a member of the IPA, and are just as important to the Association, as, let's say, the International President. I do not stick my neck out at saying this, as at a meeting here the International President said to a certain person, who did not know him, 'Tell me sir, what is your rank?' to which Dr Homma said I'm a member of the Association and do not class myself different from any other member'. So may I dare to make a suggestion across the miles that are between us, try and take part in anything (if possible) that your branch or section is holding, I cannot see into your pockets, as this in the long run, is what counts. but then make yourself holding, I cannot see into your pockets, as this in the long run, is what counts, but then make yourself known, both regionally or internationally. Let people know about YOU. There must be something that interest you (no comment on my part!) or can think out something of interest for your sections journal, or mine for that matter! After all that's what our motto is 'Servo-per-Amikeco'!

Having taken the risk of getting more wooden splinters in my finger nails by scratching my head, which on top is very thin these days, what to write you next. I know this letter may seem long, but then with the postal rates being what they are, one has to try and get their money's worth! Oh yes, where I'm writing this from, have a look on a map of Italy, TRIESTE, right up the top of Italy, a border city with Yugoslavia. You may never have heard of it, but think maybe some of your 'elders' know of it. As during the end of the last war this city was 'liberated' by the New Zealand Division (although yours truly helped also?), so you see there is already 'ties' between 'us'. Although with a hope that your Editor may be in a position of giving me some space to print some items, articles and what I can get hold of, which I think will be of interest to you members there.

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To those of you who maybe in a position of thinking of visiting us here in Italy, well in this region, I can assure you're real welcome, we have much to offer you in the way of 'tourist sights' (and plenty of bottled types) an item which is not put into any real tourist guide is drinking hours, 24 hours only, yes 24! Perhaps one maybe even now thinking of visiting Venice, I must warn you to hurry up, as now the city every high tide is sinking, last count the city was over 3 feet under water, I was thinking of asking to start an under water pub, but when I said this, I don't know why, but was shown the road out of the city! Near Venice is a hotel which gives a good real concession to visiting IPA members at a place called JESOLO, just across the lagoon from Venice itself, anyway cheaper than staying in the city of Venice. From Jesolo one can reach the city by road and water (no not swimming).

If one can visit us here, I can promise you that you will not regret it, we cannot or will not promise you 'post affairs' you know at what I mean, cold (yesterday's) soup served up by waiters in evening dress (at lunch) and prices as if you have an oil well at the end of your garden. What we can promise you is true and honest hospitality, with simple and truly felt friendship of a family type, dining and wining with the simple folks, who, when they shake your had, one can feel the expression, glad to meet you and not a handshake just out of courtesy. One can then say the language problem, recall that the Italians 'speak' also with their hands, so if one cannot talk the lingo, here there is always someone who can and help out, what you cannot speak, then draw, the lingo, here there is always someone who can and help out, what you cannot speak, then draw, act, make an expression, anything goes, and believe you me, there are some very good results to be had this way.

I feel I have perhaps dwelt too much on this subject of 'visits', but have not forgotten those who cannot or do not wish to visit this part of the globe, to these I would just say, you have the address, you have the interest, well let us know, if we can we will be only too willing if possible to assist you with your 'requests' as with anyone that can visit us, with honesty and sincerity.

To close, send every good wish to you and yours, not only on behalf of myself, but with fingers crossed, say, everyone here in this Region. All the very best to you all 'down under', look after yourselves.

Yours more than sincerely,
Servo-per-Amikeco,

Chick Grounsell.

The above letter written with warmth, and a genuine offer of hospitality will surely prick more than the odd conscience.

Editor.

Dear Ed,

In November my son Carwyn and I spent four weeks in the USA, this is my fifth trip there and as usual I was treated marvellously by all we came into contact with especially those members of the IPA.

Over the years I have made many friends in the US, both IPA and non IPA members, but I don't believe anyone can beat the continuous hospitality dished out by the IPA members of Region 6. To mention a few like La Verne Fuller, Joe & Sue Race, Ralph & Erlinda Larriva and new but really active members Bob & Connie Dabney in the southern part of Region 6, Texas.

I had never been to Texas before and thoroughly enjoyed what I saw and especially the people I met there. Bob & Connie were our hosts on the Gulf of Mexico at a small place called Baytown which is situated about 40 miles south of Houston. Baytown is set in the second largest oil refinery area in the world and is very flat and mighty close to sea level, hence their constant awareness of the hurricane damage that has been done and may be done in the future . . . god forbid!

I also visited South Florida, Miami area where I'd been 17 years previous. This area has changed socially and at present has a very bad crime problem . . . there's plenty to see but frankly at this time I wouldn't recommend it.

New Zealanders are one of the most prolific visitors that Region 6 in particular hosts on the West Coast of the USA particularly in the Los Angeles area. From time to time some of our members have failed to observe the basic host rules that are laid From time to time some of our members have failed to observe the basic host rules that are laid down. Americans generally forget these "oversights" but I urge future travellers to think a little at times. Region 6 being a gateway city hosts 100s of IPA members from all over the world, so I'd hate to see our name ruined by somebody just not thinking.

Regards,

Peter Williams, No. 193.

To The Kiwi Bunch,

Howdy and happy holidays.

Because you're special as you are, this New Year greeting travels far. To wish much happiness for you, over the Christmas period and the whole year through.

Our good mate, Sgt Pete Williams, is carrying back this message to you folks "down-under". We just had a great visit with him and his ten-year-old son.

Our family is happy and well, and living the good life in good old Southern California. We just purchased 7.2 acres of land near Salem, Oregon (get your maps out) for our future retirement home. It is beautiful open country, with lots of clean air, open spaces and fantastic scenery . . . so needless to

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Well . . . let's see — the Family: Cindy is going to make our next "passage" come true . . . she is having a baby in February and we will be official grandparents; Melinda and Keith are married and living in Springdale, Arkansas; Jeff is still on his tennis scholarship at Chapmas College in Orange, California; Buck is going to Long Beach City College and working in a ski shop.

Other than that, life is going on smoothly. Just returned from ten days holiday in the Northwest . . . another great trip and lots of fun and adventure.

Please stay in touch and keep us posted on the "haps". Thank you for all your cards and letters . . . so good to hear that you're all doing well and taking good care of those "kiwis" . . . be good to yourselves, you deserve it!

All the very best for the New Year.

Susie & Joe Race.

Dear Sirs,

The International Police Association, United States Section, Region Sixteen (Baltimore Metropolitan Area) will host an International Friendship Week on August 15 to August 21, 1982. Two active members from each of the National Sections, as well as two active members from each of the 23 Regions of the United States Section are invited to participate.

Instructions

1. There will be a registration fee of $65.00 payable before June 15, 1982. Seven nights lodging, meals, entertainment and tours are included. Lodging will be in the Maryland State Police Academy. Due to logistical requirements, this invitation is open to members only — **no spouses**.
2. Region Sixteen will provide transportation to the programme site from Baltimore Washington International Airport and back to the airport.
3. Each participant must bring their summer uniform as there will be a number of functions requiring them.
4. The programme will include visits to the Federal Bureau of Investigation National Academy, the White House, the Capitol Building, tours of Washington D.C., the Baltimore Police Headquarters, Maryland State Police, Baltimore County Police Headquarters and many other points of interest.

For information and registration, direct all mail to:

International Friendship Week,
c/o William F. Rochford, Chairman,
Baltimore Police Department,
601 East Fayette Street,
Baltimore, Maryland 21202
United States of America

Note: *If any member is interested in the above invitation, I would suggest contact with the NZ Secretary General in the first instance, as clearly there is room for two active members only.*

Editor.

Vacancy

Editor I.P.A. Journal

Applications are invited from members for the Position of Editor for the International Police Association Journal. The current Editor is now well into his fifth year of duties, and feels that it is "time for a change".

The position is open to all ordinary members who are financial. The Editor is a member of the National Executive Council.

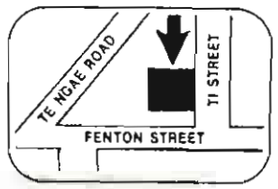
The duties are varied and interesting, and include the collating of all copy material, and editing of same.

Entering into correspondence with members both in New Zealand, and overseas; liaising with the Government Printer and Journal Publisher; together with general duties associated with the production of a magazine.

It is preferable for an Editor to be an Auckland resident, but not necessary. The new Editor will be appointed for a minimum period of two years. Assistance will be available initially from current Editor. All replies to Secretary General, Lawrie Philpott. C/- Police Station, Lower Hutt, in the first instance.

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1278 MURPHY, Philip Anthony, 145 Donald Street, Karori, Wellington.
1279 WRIGHT, Warren John, 52A French Street, Masterton.
1280 ADAMSON, David Patrick, 117 Driver Crescent, Porirua.
1281 GREENWOOD, Mark Douglas, 2/50A Taharoto Road, Takapuna.
1282 PUGH, Kevin Donald, 11A Hanlon Crescent, Devonport.
1283 HOLDEN, Neil Richard, R.D.2, Marton.
1284 OSTEN, Judith Rowena, Foxton Line, Longburn.
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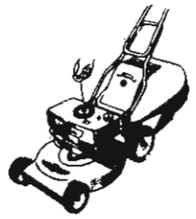
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A Trans Tasman AGM

For a few years now I have been writing about the funny side of all aspects of our AGMs. For a change I thought I would sneak up on our Australian "couzzies" to see what goes on at their AGMs. To avoid a Security Council crisis I will not 'poke the borax' too much, but humorous incidents there were, quite a few involving me, so let's not be secretive.

Apart from a 'change of horses' at Sydney and a 'pit stop' at Perth while on a world tour in 1975, I had not set foot in Australia since January 1946 so it was good to hear the Kookaburra laughing again. On two occasions they woke me with their early morning raucous laugh and I wondered if they were just trying out this visiting Kiwi. Our 747 SP (SP does not mean special passengers!) left Wellington airport 15 minutes early which at first I thought was typical Qantas efficiency or maybe those Australians were keen to get Rita and me into their clutches, but I have heard since that when our 747 was approaching the airport to pick us up, it is alleged to have made a low approach over the suburb of Newlands. The residents are not amused by such happenings so I suspect our 'driver' may have evacuated Wellington as soon as he could. We left a cold wet day behind and looked forward to some beautiful Queensland sunshine but surprised we were to climb down the steep stairs to the Brisbane tarmac Queensland sunshine but surprised we were to climb down the steep stairs to the Brisbane tarmac in drizzly rain. The explanation is simple — we were 30 minutes early and sure enough the rain stopped while we were being "processed" — we were not to see rain again for 15 days, so round one to the Ockers.

To meet us at the airport was the first of the Queensland smilers, Syd Loane (yes, he's related to Mark, the Wallaby footballer) guardian of the University, Secretary General of Australian IPA and friend of many. Next day we were in the hands of another smiler, the lovely Narelle Henderson. Then on Moer smilers, Tony Brady, Paul Nunan, Bob Western, Frank Blake (if you can see up to his face), but then Brisbane would not be Brisbane unless you have met John and Margaret Van Vegchell.

On Tuesday it was time to hit the road so we caught a bus (or is it coach in local language) to Maryborough. Nice trip, got mixed up with Army vehicles on manoeuvres, a bush fire started about the time we passed through. The morning 'watering hole' was a nice little town called Gympie and inevitably there was a souvenir shop right next to the bus stop. We were told that if we missed the bus, there would be another one along at the same time tomorrow. The bus goes right through to Cairns, a long way as the kangaroo hops or the Mercedes bounces but we did not relish the idea of two more full days on the bus so opted for the terrific hospitality of Verna and Lindsay Jarvis for we were now in the Jarvis — Hoeter — Hervey Bay teritory and loving it except the gale force winds which we were led to believe were specially laid on for us Wellingtonians — no comment. Many seasoned travellers will not believe this but we bought souvenirs at a shop in Hervey Bay which were actually made on the premises. IPA have a very nice caravan here for hire, sleeps six, all necessities and so close to the beach you could be in the sea before realising you have your bikini on back to front or not on at all.



The Big Pineapple with accompanying Banana guarded by Constable Narelle Henderson and Rita Philpott.

But this is also pineapple country — pineapples to the right of you, pineapples to the left of you, the land of Golden Circle, at 10 for $1 you eat, drink, sleep, dream, grill, roast lovely pineapples and when you are sick of them you can eat homegrown bananas by way of a change — no wonder Queensland is a popular place to retire to.

Now we must hurry down to the great Surfers Paradise for the AGM and the first thing that strikes you is the size of the place. The second was the gale blowing off the sea — Wellington was never like this! Our room was on the 18th floor of 22 storey building, the second motel south of ours was 30 storeys while immediately south they were digging

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Midday barbecue at South Stradbroke Island. Food cooked by ex-patriot Maoris and being eaten by (L to R) Rita Philpott, Margaret Hoeter and Lindsay and Verna Jarvis.

the foundations in **sand**, for a proposed 42 storey motel — I hope they never get an earthquake on the Gold Coast. Not much noticed in the way of fire escapes either. Complete registration, ID photo, meet all and sundry, lubricate the tonsils and wash the dust down — so rushed, I missed (a) the selling of souvenirs, T-shirts, etc. and (b) the bus to the Mayor's reception. But we were not alone, local chairperson, Veronica, who was to make the reply speech, also missed the bus so we went in her car and nearly got lost instead. The Mayor talks in millions of dollars and means it. His civic building is palatial and somehow I think his architect must have seen our Beehive or at least has had lunch with its architect. More drama on the return to the motel because nine of us entered the lift with a carrying capacity of ten, but it refused to go past the 9th floor, in fact it refused to do anything at all including opening the doors. Conditions were not the best after 30 minutes and to add insult to injury, it was claimed that "nine or more big burly cops had overloaded it." Perhaps a couple of the five men may have been a little rotund, but he would be a gallant gentleman who would dare to say that the four women were in the heavy class. The delay cost us our evening meal but we survived to attend the AGM. My co-representative, Howard Ireland told you all about the AGM and NEC meeting in our last journal so I will not bore you with repetition but you will be interested to know that Carole Tubnor of Gosford, NSW is now the Australian Associate Secretary for New Zealand and I am confident that Carole will be an asset to our members. Also if you think our executive is spread too far from Auckland to Invercargill then just think of our neighbours, whose President lives in Perth, whose Vice President lives in Adelaide, whose Treasurer live in Melbourne and the Secretary General and his Assistant live in Brisbane — surely the most far flung executive in the world.

Monday was dispersal day and it meant an all-day-on-a-coach trip down to Newcastle; the two notable events being, crossing the state border at Tweed Heads where one side of the road is in Queensland while the other side is an hour ahead in NSW and the petrol is about five cents a litre cheaper. The other event being the Newcastle welcoming committee of Dale Kemp and the ever laughing Pat O'Brien, both in uniform which made our fellow coach passengers' eyes pop. Our short stay of 1½ days in this friendly city was very pleasant, made most enjoyable by the hospitality of Margaret and Dale Kemp, Margaret and Tony Stephenson, Anita and Richard Face and of course Pat O'Brien. Unfortunately we could not take to the water as the Police launch was pre-booked for the Assistant Commissioner and a Judge who you will probably agree would have some sort of preference over me. If you are visiting NSW don't overlook Newcastle or think of it as a comfort stop or watering hole — it's well worth a visit. It has plenty of history, some very good beaches (two nude), some interesting scenery and a beautiful cathedral on a hill overlooking the city.

Newcastle is connected to Sydney by the 'FLYER' — a comfortable two class train, but three hours for the 100 mile journey hardly brings it into the category of a flyer. Improvement is on the way by means of electrification. Top marks, though, for the loud speaker system on this train — it's the first I have experienced on any travel system, air, sea, road, rail, waiting rooms, etc. that I could hear clearly and understand.

road, rail, waiting rooms, etc. that I could hear clearly and understand.

The welcoming committee at Sydney Central Railway Station comprised of two members of the



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Lawrie Philpott 'afloat' in Newcastle with Tony Stephenson 'standing by' while Richard Face (left) whose residence it is and Pat O'Brien get wet inside as well as out.

NSW Railway Police who were a great help and certainly knew their way around those platforms. One of them is engaged to a New Zealand girl — obviously a man of good taste.

So this is beautiful, big, bustling Sydney and we had the one taxi driver in all of Sydney who did not know where Bourke Street is until I told him and we still had to walk one block. Sydney means shops to women, patience to men. On Thursday and Friday we had a lot of both so on Saturday, for a change, we went shopping. Centrepoint is the current "IN" place to eat — it is a four level building or structure perched or balancing on top of a 22 feet diameter 'pole' reaching 1,000 feet above street level. Two of

'pole' reaching 1,000 feet above street level. Two of

the levels are revolving restaurants so while you are eating you may look straight down and see the whole of Sydney in the course of an hour. All a little frightening especially when I saw a flash of lightning at one stage and then while awaiting the lift to return to terra firma I read this notice on the lift door "In case of fire — do not use lifts". The notice does not mention an alternative but perhaps they issue you with a parachute! While in Sydney we had the pleasure of meeting IPA member Johanna Suchy but she was busy looking after the US Vice President so once again we were out-ranked. On the Sunday we met the executive of Sydney IPA and a barbecue had been arranged to entertain a hockey team from Hong Kong and ourselves, but there was only one problem, the hockey players became the lost tribe of Hong Kong and because of other interests did not show up. It started to rain anyway.

So that was Australia '81. I found that the phones will take a NZ ten cent piece. I noticed some strange letters on vehicle registration plates such as NZP, NZR, but although I saw one with HIS on it I did not see any with HER, to make the perfect two-car family. I think the Australian and NZ Sections will get on well together no matter what other Trans Tasman difficulties there may be, but please do not mention under arm bowling.

This year, 1982, the AGM will be held in Melbourne, squeezed in between the Victorian Football League final and the Melbourne Cup. In 1983 the host city will be the capital itself — Canberra which is quite young for a city and was built as a diplomatic move half way between Sydney and Melbourne.

move half way between Sydney and Melbourne.

IPA Recruit Wing Prize

For several years now a prize has been donated by the NZ Section of IPA to the Police College and it is awarded to the recruit gaining highest marks in general studies in each Recruit Wing.

"The choice of first in general studies as the recipient of the prize seems particularly appropriate for the International Police Assocation," states the Commandant of the Police College, Supt Cummings, "since the subject emphasises character and communication skills. The topics covered during this aspect of their course includes: Police History, Police Ethics, Interviewing, Crisis Intervention, Notifying Next-of-kin, Public Speaking and Community Relations."

The prize was originally in the form of a book but is now an IPA wall plaque. The IPA was officially represented at a graduation for the first time when the first recruit wing to train at the new College at Porirua graduated on 17 December 1981. Our Secretary General represented our Association on this occasion and we hope to have our President or a member of our Executive at future Recruit Wing Graduations.

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The following article was submitted for publication by the executive director for the NZ Water Safety Council, Mr M. L. Frohlich.

As the great majority of our readers are Policemen/women, I felt that apart from being interesting it might even prove to be of practical help at some stage.

Editor.

New Zealand Water Safety Council

MEDIC ALERT

Late last year Mr Michael Frohlich, executive director of the New Zealand Water Safety Council, attended the water safety programme of the National Safety Congress held in Chicago. Hypothermia, drowning and the "cold water connection" were the subjects of the first major presentation which released new information concerning the cause, effects and treatment of hypothermia.

During the Congress Mr Frohlich was invited to join the recently established International Hypothermia Founation, which is funded by the American Government and aims to encourage and coordinate research into hypothermia. Membership of the Foundation comprises internationally recognised and respected medical and research specialists from America, Canada and England, including Drs Nemiroff and Hayward referred to later.

Mr Frohlich envisages that his role with the Foundation will be to assist with the publishing of research findings and publicity to ensure wide distribution.

The following article was given a general release last year and has since appeared in a number of newspapers and magazines. It was compiled from the Handbook of Cold Water Survival prepared by the United States Coast Guard. The Water Safety Council has a responsibility to make this information available to the public. However, the Council feels that members of rescue and para-medical organisations, and members of the medical professions, should not only be made aware of the significance of the "cold water connection" in the New Zealand situation, but also to be alerted to specific procedures and treatments recommended by doctors specialising in medication and therapies for victims of cold water immersion hypothermia/drowning and "apparent" death.

THE COLD WATER CONNECTION

Cold water can kill, or in an unknown number of instances, cold water can prolong life. This is the conclusion indicated by the results of research into hypothermia conducted at the University of Michigan School of Medicine and at the University of Vancouver, British Columbia.

Dr Martin Nemiroff of Michigan, a specialist in pulmonary medicine, and Dr John Hayward of Vancouver, one of the world's authorities on hypothermia, are two of the key researchers into the "cold water connection" an investigation into the causes, effects and treatment of hypothermia.

Their studies to date indicate that some drowning victims, especially younger people (less than 20 years) removed from cold or cool water (less than 21°C or 70°F) **may not** be dead and **may** be revived with no lasting impairment to the mind or body.

Research shows that there are three basic types of drownings:

1. "Dry" drowning — water is inhaled causing the larynx to close. The victim's lungs never really flood with water and death is actually due to asphyxiation. "Dry" drownings account for some 15% of all drownings. Victims are frequently found floating on the surface of the water and they are usually the most easily revived.
2. "Wet" drowning — water is inhaled and floods the lungs.
3. "Near" drowning — a victim survives a drowning incident or is subsequently revived, but fails to seek prompt medical attention. Six to eight hours after the incident the victim dies from pulmonary oedema (water inhaled during the incident is absorbed by the lungs into the bloodstream causing often fatal complications). Many of these subsequent deaths go unreported as drowning related fatalities.

Prior to these studies complete recovery from an immersion accident was felt to depend on the length of immersion, the adequacy of cardiopulmonary resuscitation (CPR) and hospital aftercare. Critical immersion time has been considered four minutes or less, after which brain damage and brain death would occur.

In cold water (less than 21°C) however, critical immersion time may be much longer, especially for victims less than 20 years of age. Even after ex-

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tended periods of immersion in cold water, and the apparent cessation of vital life signs, a complete recovery **may** be made.

Most persons rescued from cold water "near" drowning, show the typical symptoms of death — no apparent heartbeat or pulse; cyanotic (blue) skin colouration; no detectable respiration; fully dilated pupils (opened) and stiff, cold muscles.

The studies reveal these symptoms do not always mean the victim is dead. They can indicate the body's way of increasing its chances of survival through the **mammalian diving reflex** (MDR in medical jargon). This reflex is most evident in marine mammals such as whales, seals and porpoises which have the ability to remain submerged for lengthy periods, up to half an hour in some species.

In the diving reflex blood is diverted away from the arms and legs to circulate at a very slow rate between the heart, lungs and brain. What oxygen remains in the blood goes to the brain where it is most needed, and it can be sufficient to sustain life in "suspended animation" or the "metabolic icebox".

The cold water connection with the mammalian diving reflex works in two ways —

1. In humans the MDR is involuntary and the response seems to be triggered by facial reaction to cold water stimulation.
2. Cold water immersion rapidly cools down the body and slows the metabolic rate.

In a cold water drowning therefore, brain damage and brain death do not always result from an oxygen deficiency because the cooled brain requires much less oxygen than normal, only enough to keep the body functioning at a very slow metabolic rate. The colder the water temperature, the more profound the mammalian diving reflex seems to be, and perhaps, the more protective of the brain.

Dr Nemiroff suggests the MDR is strongest in infants and small children and contends that it is first experienced by babies at birth: when the baby emerges from the womb during labour and the oxygen supply from the mother is reduced, a shock-triggered reflex slows down the baby's metabolic rate until the infant is born and stimulated to breathe on its own.

The diving reflex is a protective mechanism for casualties of cold water immersion but its symptoms may suggest to a rescuer that the victim is dead. When a water accident victim with a deathlike appearance is rescued from cold waters, especially if the victim is young, these symptoms should be discounted — successful resuscitation **may** be possible and should be attempted.

Three examples from the Michigan studies outline cases in which immersion times were estimated at 15, 20 and 38 minutes respectively. Vital life signs were minimal or absent in each case but all victims responded to CPR administered immediately, and later hospital treatment.

In each case follow-up observations indicated normal mental and physical health and development. Two of the cases concerned male and female infants, one and two years of age. The third case, one of the best documented, concerned an 18 year old youth who remained submerged for 38 minutes. He went on to be an A-pass student.

In view of this evidence the researchers strongly recommend that in all drowning cases where a victim is found in a relatively short period of time (less than one hour), in cold waters —

Do not assume death
Begin resuscitation
Transport to hospital immediately.

Dr Nemiroff advocates positive and sustained CPR and moist warm air inhalations to restore respiration and the body's core temperature to normal and suggests that if a casualty is going to respond to this treatment vital life signs should become apparent as the body approaches its normal internal temperature. He contends that the usually accepted signs of death are not valid if the body is cold and cites cases where casualties have been revived even when "brain death" was indicated by EEG readings. In one case a three year old child appeared to have died twice — once in the pool and once in intensive care — and yet the child was revived and his subsequent development has been normal.

Not all these spectacular resuscitations have been easily achieved. While some victims of "dry" drowning have made rapid recoveries others have required extensive treatment after resuscitation.

Not all these spectacular resuscitations have been easily achieved. While some victims of "dry" drowning have made rapid recoveries others have required extensive treatment after resuscitation.

Once respiration and circulation are restored a variety of complications may continue to endanger the patient but these can be controlled and corrected in most cases.

Medical researchers feel it may be the cold core temperature, even more than the diving reflex, which saves cold water drowning victims, and further studies are being undertaken to clarify this theory.

Whatever the results of further research, some facts are sufficiently well established to give hope where once there was none.

Do not assume death.
Begin ressuscitation.
Transport to hospital immediately.

New Zealand coastal waters are fairly cold, rarely rising above 21.1°C (70°F) even in summer. The water temperature of inland lakes and rivers is also cold. Therefore drowning accidents in this country usually will be associated with cold water and may include cases where the "cold water connection" has operated, through MDR and deep chilling,

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to preserve life in suspended animation — albeit for a limited period of time.

Given that the three basic criteria — age, immersion time and water temperature — can be met, or assessed with reasonable certainty, death should not be assumed in the case of a cold water drowning victim, despite the presence of the six conventional signs of death.

Hypothermia alone can produce cyanosis, cold body temperature and muscular rigidity. The effects of apnea and bradycardia, activated by MDR, may indicate the other signs — no pulse, no respiration and fixed, dilated pupils.

The four minute limit is still a working rule for "brain death" in many emergency situations — but not for a cold water drowning. The drop in core temperature associated with a cold water immersion reduces oxygen requirements quite dramatically. An internal temperature of 28°C (82.4°F) cuts the oxygen needs in half. At 18°C (65°F) oxygen needs are only 22 per cent of normal.

Members of rescue teams are urged to obtain, and pass on to para-medical personnel, accurate information regarding the victim's age, immersion time and water temperature, whenever these factors indicate that the "cold water connection" may be operating. Rescue breathing, or better still CPR, should be begun immediately as the protective mechanism of MDR ceases to operate once the victim's face is clear of the water. Transfer to a hospital should be a priority.

Those in charge of a patient — surf life savers, ambulance officers or other para-medics — should continue positive CPR even if there is no response. Oxygen should be given if available. Re-warming should not be attempted by rescuers or para-medics. The extreme chilling of a patient calls for specialised re-warming techniques best left to the emergency team at a hospital. Handle the patient gently and concentrate on maintaining a steady CPR rhythm.

The treatments and procedures recommended here are outlines only. More specific information is itemised in "Cold Water Near-Drowning" a slide-tape presentation prepared by the International Association of Dive Rescue Specialists (USA) which is aimed at rescue organisations, para-medics and ambulance officers.

The New Zealand Water Safety Council has copies of this audio-visual and interested parties are invited to contact the Council to arrange screenings.

New Zealand Water Safety Council, C/- Dept Internal Affairs, Private Bag, Wellington. Telephone: 726-556.

KT6D

KT6D

(The following article was written by John Harley. John is a Los Angeles S. O. Sgt at Santa Clarita Valley Station and an IPA ham radio operator.

IPA RADIO CLUB

There are currently about 550 members of the club throughout the world, with about 50 in the United States. The club was founded in Germany and they still have by far the highest membership. There were only about a dozen members in the US four years ago. At that time Vince Gambino (Treasury Dept/WB4QJO), Lee Graves (Montana Highway Patrol/WA70BH), George McLelland (CHP/WA6QBI), and myself began actively recruiting new members. Vince Gambino is considered the driving force that got the US section going. He is currently assigned to our embassy in Rome. The US section is now run by Tom Jenkins (Monroe PD, Michigan/WA8VDC). The IPA net meets every Sunday on 21.410 KHZ at 1100 hrs. PDT. Many new IPA members have been recruited through contacts in the Radio Club and new Radio Club members are always welcome. Efforts are being made now to enroll about 800 Japanese Police-Hams into the Radio Club and the IPA by a member of the German section, Heinz Schlutow (DJ8RK).

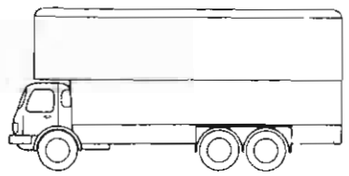
Each year a different section of the Radio Club sponsors a two day contest during which members see how many other members they can contact. This year's contest is being sponsored by the US section on November 7 & 8.

Joining the Radio Club consists of nothing more than checking into the net on Sunday. There are no dues and no paperwork. IPA hams interested in more information on the club — the upcoming contest, roster of all members world-wide, etc. — should send a self-addressed business size envelope with 35c postage to Tom Jenkins, WA8VDC, 3327 Cloverdale W.B., Monroe, MI., 48161.

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In March 1981, due to ill-health, my doctor advised me to take at least a three month break or else. On discussing this with my wife later, she said to me "Pack your bags and go back to Wales and see your relatives." I thought to myself that this would be an excellent idea.

Between March and my departure from New Zealand, it was then a matter of corresponding to the known relations to advise them of what was taking place. These relations then amounted to two. That is an uncle and a brother. I had not seen or heard of these since 1940, until some four years ago when I was contacted by a person who captained my hometown Llanelli just after World War II. He advised me that my uncle had played in the same team as him and that they were very good friends and resided near each other. Later, my uncle, after gaining contact with him placed me in touch with my brother.

Anyway, arrangements were made, correspondence sent, and departure day arrived. My wife, family and friends travelled to Auckland Airport to see me off. I attempted to appear cool and calm, but internally, I was very excited and really looking forward to this reunion in the UK. At last . . . farewells having been made I boarded British Airways plane ward to this reunion in the UK. At last . . . farewells having been made I boarded British Airways plane 'City of Liverpool'. Departed from Auckland to Melbourne, then to Perth, where there were stops for an hour before departing for Bombay, where it was anticipated we would stay for an hour for refuelling, etc. Due to engine trouble we remained in Bombay for four hours, before departing for Heathrow, London.

Two hours flight from London, and what feelings I had. Excitement and apprehension. Excitement, as it would mean that this would be the longest period that I would have spent in the UK since becoming a Regular Soldier in 1948, having joined from the Gordon Boy's School, a military school for orphans of servicemen killed in action, etc.

Apprehension, as I knew that I would not recognise my brother when I met him as it had been too long since we had last met, before being separated without choice.

Apprehension also, meeting my uncle, auntie and their family, plus three sisters and another brother whom I had not seen or heard of since 1940. My thoughts also went back to 1939 and 1940, especially 1940 when I entered the military school. I could remember the country of my birth, Wales, as being black with coal slag heaps, like small mountains, and black smoke issuing forth from steel and tin works all the way from Llanelli to Cardiff. I kept wondering from stories I had heard from returning visitors, what Wales was really like. Had it changed in anyway? Were the Welsh people changed, etc? How would I be accepted by my family members after such a long time.

Then at last, touch down at Heathrow. Pick up my luggage, pass through documentation and then absolute puzzlement. Where was Customs. A passenger on board my flight then told me that if I had nothing to declare, just follow the green line. If I had anything to declare follow the red line. Having mainly presents for my relations, I decided that I had nothing to declare and therefore followed the green line and within a few short minutes I was aboard a London Transport bus to Victoria Terminal. The cost then was £2.00 (NZ$4.00 approx.). From there I made my way to Hutton in Essex where I was to spend five days with friends with whom I have kept up correspondence since 1958, and with whom I boarded while in the Fire Brigade for a short period during my discharge from the British Army and enlisting in the New Zealand Regular Army. Again, apprehension. But this was short lived, and a very listing in the New Zealand Regular Army. Again, apprehension. But this was short lived, and a very happy reunion was had.

During this short initial stay, I made contact with IPA members in Essex. They invited me to the Metropolitan Police Sports Club, in Chigwell, Essex, and what excellent company and surroundings of this very delightful and beautiful sports club. From what I understand, this was an old manor given to the Metro Police to be used as a sports club. I do not know the size of the grounds, but you can imagine what it must be like, when it has an outdoor bowling green outside the main doors, two squash courts, two tennis courts, a 9-hole golf course, two soccer fields and a rugby field, plus the other grounds for just walking or what have you. Inside, on the ground floor a large bar, with ample room, a theatre which is used also as a conference room, and upstairs a dining room and other amenities. The atmosphere among members is very friendly and I was made very welcome. Many thanks to Swanie and Dot Edwards, and your friends and a very special thanks to Irene and Dave Massey, who were my hosts. Irene and Dave invited me to their home for a meal and I was introduced to their family, two very nice young ladies, and my sincere thanks to them also. Dave

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Massey put me in touch with Gwyn Wigley of Kentish Town Police Station. Gwyn, in fact is retired but is employed in the Administration Office of Kentish Town Police Station.

From Essex, I travelled back to London where I met Gwyn Wigley and his charming wife Pam. They both entertained me, and showed me around and during conversation it was very interesting to find out a little about Pam's background. Prior to her marriage to Gwyn, Pam had a very exciting career. Her maiden name was Chamberlain. Pam was a member of the famous 'Bluebell' dancers, and later became resident dancer at the London Palladium. She was later associated with Bruce Forsyth, in the TV programme 'Beat the Clock' and later involved with such comedians as Harry Secombe, Michael Bentine (The Goons), Norman Wisdom and many others. On the death of her father she managed his business, until it got on top of her and later sold these. She then applied to join the Metropolitan Police as a Policewoman or Traffic Warden and had decided that whatever came first she would join. Her application for a Traffic Warden arrived first and this is the job she then took, where she met and married her husband Gwyn. Pam has since left this job and is now employed elsewhere. A sincere thankyou to you both for your kindness to me.

While in London, I went to Woolwich Depot the 'Home' of the Royal Artillery and my old Depot before departing overseas on Active Service all those years ago.

Many changes had taken place, but it still appeared the same to me. Arrangements were made to assist me to Dunkirk and Arnhem to visit my father's and uncle's graves, which I had never seen, and I was on my way again to the Guards Brigade Records Office, off Horse Guards parade. My visit there completed I boarded my train for Aldershot to visit my sister-in-law and brother who was in the Parachute Regiment. On my arrival, I was met by my niece whom I had never seen and my sister-in-law, who then advised me that my brother was now stationed in Scotland with his Battalion on garrison duties. I spent two very pleasant days with this side of the family before departing to Chichester in Sussex to visit the depot of my other regiment in the British Army, The Royal Military Police, known as the 'Redcaps'. I had never been to this depot, as when I left it was in Woking, Surrey. However, I was pleased to meet two of my ex-RSMs, and later presented the Corporals Club at the depot with the NZ Police plaque which was very well received.

Again, using my Britrail pass (an excellent travel document purchased in NZ and saves a large amount of money) I was at last off to the land of my birth. The train stopped at Cardiff, and I disembarked here before continuing my journey to Llanelli, to pay a very nostalgic visit to The Arms Park. What changes there have been since I can recall it last in 1948. And I can say without any fear of doubt, that this is the finest rugby ground in the world. On board the train again, and on peering out over the Welsh countryside I was amazed to find no slag heaps, no filthy black smoke belching forth from factories, but clean, green hillsides. I could actually feel tears in my eyes and a large lump in my throat to see my country in this manner, something I had never previously seen. The houses exactly as I recall them, in rows close together, and even saw the women scrubbing their front door steps, and the houses freshly painted and clean looking, cleaner looking than I recall them from the old days.

Change trains at Swansea and on the last leg of the journey and really excited by this time. People from Llanelli, and surroundings boarding and speaking in Welsh. I was very surprised to find that even after all these years, when I have had no real contact with my language that I could understand what they were saying. Speaking it however, was a different matter. At last Llanelli, and standing on the platform my uncle and auntie. What a welcome, I can't describe it, but very emotional indeed. Into the car and off to Burry Port/Pembrey five miles west of Llanelli where I was originally born and where my uncle still resides. Fantastic, it seemed that with very few changes that I had never been away all these years.

During my three weeks stay there prior to departure to Scotland, my relations drove me around the Welsh countryside and up to Aberystwyth. What a beautiful country, in full bloom, with rich green paddocks, rich red soil, the Welsh villages and towns clean, and the people as happy as they can be. The saddest part was to see the 'For Sale' signs on houses, which have been empty for a long time, with probably no hope of them being sold due to lack of employment.

Up to the Rhondda Valley boyo, where my last recollection was of coal mines, etc., and visiting the miners clubs for drinks on Sunday (the pubs in those days were closed). Today, it is beautifully green with only about 60 collieries open compared to the old days of about 700. Then to Aberfan, the scene of a disaster in recent times involving school children being smothered by moving slag while they were attending school. A sad visit, probably because the Welsh are more sentimental than most people and have never had an easy life.

Back to Pembrey, and walk about the village meeting and talking to people, on the street, in the local pub and in their houses. It came as a great surprise to me to find the number of elderly people who remembered me, before I even introduced myself and recalled me in the village as a boy before my forced departure. When I asked how they recognised me the reply was virtually the same 'We knew

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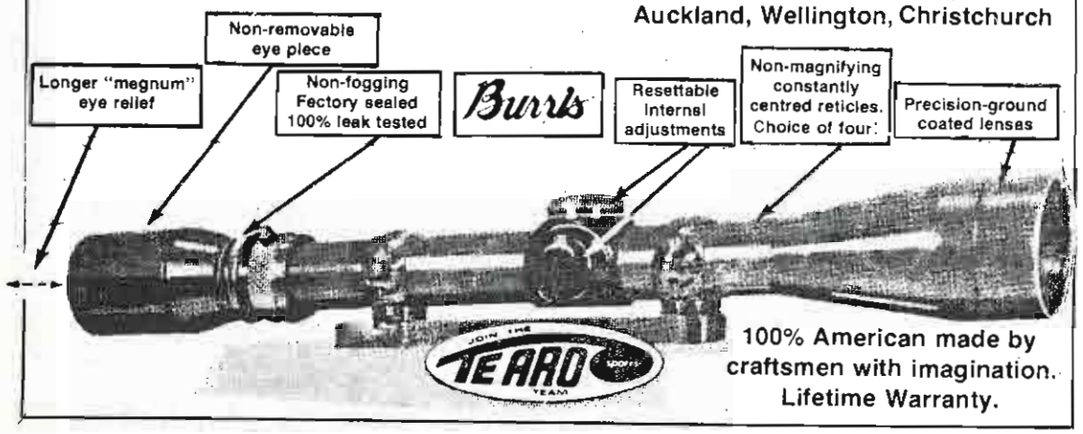
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your father boyo, he was a very smart soldier and you look like him.' These type of meetings with these sincere people made me feel very humble and very wet eyed. I visited places I used as a boy and met other lads of my age with whom I went to school pre-war, and got into the usual trouble of children, and quite a lot was discussed between us over a pint about the old days and the present. To fully appreciate this you would have to be a Welshman. Later I was introduced to Glyndwr King a Sergeant in the Dyfed Constabulary, stationed in Llanelli. He is an IPA member and this later resulted in my being invited to an IPA function in Llanelli where I was introduced to other members including Chief Superintendent Evans of Aberystwyth and his good lady, Det. Chief Inspector Derek Davies stationed at Haverfordwest and his wife and Bob Campbell.

Bob later attached himself to me and we had some good times together. At the function I presented them with the NZ IPA desk stand which they thought very unique indeed, and I was later presented with an IPA and Police Federation ties. I was also introduced to the Vice President of the Swansea Branch of the IPA, and was later invited to attend a function in Swansea, but due to unforseen circumstances I could not attend. Mr Evans is in charge of the Police in this area, and it is one of the largest Police areas in the UK. While there, they had very difficult problems with 'Hippies' who were squatting on land which was privately owned, and which apparently they return to each year. This mainly because of the mushrooms which grow in the area, but when eaten give hallucinations similar to LSD. Even when Uniformed men can't go to the Police areas when eaten give hallucinations similar to LSD. Even when I left some three months later, the Police were still involved with these no hopers, and due to the riots which had taken place in other parts of the UK they had to be very careful.

I discussed these riots later with members who had been involved in Brixton, Liverpool, Birmingham, and I was later amazed to read in the papers, plus on TV the amount of criticism made against the Police in these areas, by Council members who were also members of the Watch Committee. The Watch Committee in the UK was set up over a hundred years ago when the Police were first introduced by Sir Robert Peel. They are there to observe what the Police are doing and in fact to ensure that the job is done correctly. However, the local politicians have tried to make political use of the riots by stating that the Police over-reacted to the situation, and that the Police were anti this and anti that.

On my departure the Chief Constable of Birmingham was still being refused to give his submissions on behalf of his men to a public inquiry into the actions of his members. Many members felt they had been let down, and secondly, that they were being used as 'tools' by these people.

Departure time again and this time to meet my brother in Edinburgh, Scotland. On this visit as my Britrail pass had expired I travelled by National Coaches, from Llanelli to Cheltenham, then to Scotland. A very nice, cheap way to travel. My one complaint with this is, that because of the travelling time involved, a driver is only allowed to drive for four hours with a half hour break. The break is made at a regular motorway halt where you can obtain a meal and drink. However, due to other coaches, etc. which are also at the same places it is usually impossible to obtain a relaxed meal or even purchase one due to the amount of people waiting.

However, I duly arrived in Scotland and went to Redord Barracks, Edinburgh where my brother was stationed. What a meeting. He went off duty immediately where he is employed as O/C the Sergeant's Mess and took me to his home which is situated in Longstone near the Edinburgh prison. A delightful area, with a river flowing through outside his home, and near a quaint pub. After settling in, it was visit time to his friends.

This resulted in my later meeting with IPA members of the Lothian-Borders Police stationed in Edinburgh, namely Allan Turner, Inspector George Lusty in charge of Police Training, Mike O'Reilly and John Gunderson. I presented George Lusty with a desk plaque and NZ Police cap badges, and they in turn presented me with their cap badges and a wall pennant. I later went to Georges residence where I met his delightful wife and two lovely sons. Between them all, and especially George, I was shown around their Police HQ in Fettes Avenue, and later dined with George and his family. Many thanks to George who took time away from his job to conduct me on these visits, as I am aware that he was a busy man.

Many thanks as well to Allan Turner, and Mike and John, as through these members — I was invited to Hawick Rugby Club, which is the club of Andy Irving the Scottish and Lions Fullback. I was also shown the sights of Edinburgh, and what struck me was the cleanliness of this city. I even overheard tourists from many parts of the world remarking how clean it was.

During my stay in Edinburgh, I went to the Royal Scots Greys Museum in Edinburgh Castle. This was during the Edinburgh Festival Week when the castle holds its annual Military Tattoo. I met the curator of the Museum and introduced myself, and he in turn showed me a medal which I had sent them for their Regimental Museum some three years ago, and which is now on public display. The medal is unique to the Regiment and when I had first contacted them about it for information, they advised me that they had heard of it but had never seen one, so this resulted in my sending it to them.

I watched the Tattoo and this brought memories of my Regular Army days, and a touch of nostalgia.

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Three weeks later, back to Essex again by coach. This time I paid £10.50 for a single ticket from Edinburgh to London on Cotter's Travel Coaches. A nine hour journey with one stop of an hour, which gave time for a decent relaxed meal. The difference from other coaches being, that on board there is video TV, taped continual music, toilets, and a hostess service. The seats can be reclined backwards for further relaxation. Again, the price was excellent compared to other coaches in which there was none of these luxuries and you could not recline the seats backwards. Other coaches charge £8.50 single or £17.00 return (double) whereas Cotters charge £10.50 single and only £19.00 return. Compare this with travelling by train at a return fare of nearly £70.00 with half this cost being a single ticket. Anyone travelling to the UK in the near future, and travelling around I strongly recommend Cotters Coaches which leave Gloucester Road, London at 9.45 a.m. each morning (both North and South) and again at 10.30 p.m. each night.

While in Essex I contacted my old Regiments and this resulted in a trip to Dunkirk and Arnhem. Very moving for me as I was very close to my father when I was young, and this was the first time I had ever seen his grave since he died of wounds at Dunkirk in 1940.

Back to Essex, where I was unable to meet Dave Massey this time, so off again back into Wales. Travelling over this countryside, I was very impressed with the cleanliness and greenness of the whole country generally. What with the old Tudor, and other historical buildings and houses, it makes it a country very hard to beat for sheer beauty and his-and other historical buildings and houses, it makes it a country very hard to beat for sheer beauty and history anywhere in the world. Back in Wales, more meetings, visits, etc. and then again back to Scotland.

After another two weeks, I was there when the Rumanian rugby team arrived to play three matches in Scotland against Edinburgh, South at Melrose and Scotland at Murrayfield. I had heard they were training at Murrayfield so off I go, to watch them. I was very surprised, as except for myself and the officials there were no others present. I talked to the management about the future All Black tour of Rumania and France and they were looking forward to this. Armed with my camera I took some photos of the team in action, watched all the time by their Secret Police. This I can assure you was very unnerving. I asked the management if I could return the following morning to obtain autographs (having forgotten my pen and paper) and was told it would be in order. However, next day, the Secret Police quietly gave me the message to 'push off', which I did.

Saturday, with my brother and his son, off to Myreside a suburb of Edinburgh to watch the game against Edinburgh. Not a memorable game, but remembered by myself for something else. Sitting in the stand I felt a slightly cold breeze blowing through, and did not take much notice of this during the game. However, on leaving, I found that I could not walk due to the thighs and cheeks of my anatomy having been frozen. With assistance I was carried from the ground to a (I was assured anyway) Scottish doctor. The surgery I found was a pub, and the doctor was the publican who prescribed a Scottish medicine assured to assist the circulation. I found this to be true and never having liked this Scottish medicine, I found that it did the trick initially, but I also found that while in the company of Scots, you can also suffer a loss of memory. However, I made new friends from this incident and friendship is something you cannot buy. On Tuesday in company with these friends I went to Melrose to watch the Rumanians play South. This is near the borders of Scotland and very pretty as well. Another game not remembered much, then on the Saturday to Murrayfield to watch the Test. Again not a good game, possibly due to the weather.

Another all too short week with my brother, then time to depart and head again for the land of my birth. I left my brother with very sad feelings, wondering whether I would ever see him again, due also to the fact he is due to leave the Army in January 1982 after 23 years service with the Parachute Regiment, and taking up civilian employment.

A couple of weeks in Wales again with my relations and again a sad farewell, wondering whether I would see them again as at present they are now approaching their 70's. Back to London and to Gwyn and Pam. We discussed Police duties generally between the two countries and also discussed pen-and Pam. We discussed Police duties generally between the two countries and also discussed pensions after completion of service. In this field there is a vast difference between us. In the UK a member usually serves for 25 years, to qualify for a pension. He/she can remain if they wish to complete 30 years service. However, what I found was this. On completion of 25 years service, the members leave with a lump sum in the hand of £18,000 tax free with a pension of about £60-£80 per week (NZ$120 to $160 per week). If any member has a slight heart attack, say after 21 years service, he is immediately discharged on medical grounds and gets exactly the same amount financially as if he had completed the full 25 years. If he has served under 21 years, and has a similar complaint, he is discharged with a receipt of £20,000 tax free with a pension for life accordingly with what service he has completed. When I explained the set up in NZ in comparison they thought it was shocking. In many areas they have set up rehabilitation courses to assist these members to obtain outside employment suitable to them. This is followed up regularly by Welfare Officers, who visit them to see how they are getting on and to assist in their being placed in employment where required. This is vastly different to our members, who

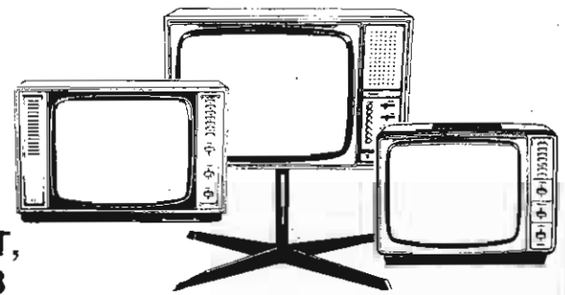
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if discharged on medical grounds, are virtually forgotten, unless you keep contact with members known to you, like myself. I feel it is time that more was done for all members who have to leave the job through no fault of their own. In some cases a member maybe injured after only a short period of service and who cannot qualify for anything further, and so what happens to him and his family. It is time for the Department to be more realistic and look at these problems, and possible rehabilitiation courses, plus cutting down the length of service for members to a more realistic one.

By this time, I was ready to depart for home. The summer weather had been beautiful, but now it was wet, cold, and miserable. Departure time at last, and due to lack of finance I could not return via Hong Kong as originally planned, so decided to head straight for good old NZ. Boarding the aircraft at Heathrow I happened to look at the name of the plane. You wouldn't believe it 'City of Liverpool'. I thought to myself, "oh no, not again". However, we managed to leave Bombay and I thought we are nearly home and no trouble. However, no such luck, engine trouble at Perth. This resulted in a stay at a Perth Hotel, which was very comfortable, and for which I thank British Airways, and being 20 hours late on arrival at Auckland. Coming in to land it was very nice to see the land of 'The Long White Cloud', and to be with my own NZ family again.

For myself, a long trip, very tiring, a lot of travelling about the UK, a lot of visiting, but worth every minute of it. I cannot express my feelings what it is like to meet relations after all these years, but more than once I had tears in my eyes. To meet new friends who are members of the IPA, who made me welcome, and others who were ordinary members of the public. I have all the addresses and I intend to keep in touch with them.

Prior to my departure, I purchased quite a number of the IPA desk stands, and all these have been either presented or given to other IPA members who have assisted or helped me in some small way. I have presented others with cap badges of the NZ Police, and I can assure you that these are always well received. Out of my own personal Police collection I am now in the process of forwarding items to the Edinburgh Police Museum for their collection via George Lusty, as well as later purchasing NZ Police wall plaques to forward over. If anyone has any spare wall plaques they would be appreciated as it would save me some finance in purchasing them.

Health wise, this trip has helped me enormously, and having suffered a breakdown and four heart attacks in the past six years, I can assure anyone it was worth it to me. It has been a long time since I can remember when I was more relaxed and now I hope to try and obtain employment in some vocation again, although to date it had not been successful (70 jobs and refused each one). However to me it is a challenge and I have not been one to give in too easy.

My advice to any IPA member travelling overseas, no matter where, is to purchase IPA gifts which are very cheap price wise, and present them where you think you need to. You will be surprised how well they go down. It is not the value of the gift, but the sincerity in which you give it which makes it worthwhile. The friends you make cannot ever be replaced by anything, and it always pays to keep a close contact with them as I am now finding.

Thankyou IPA for the space in the Journal for this, and although I am no literary genius I hope this has explained something of by 'Return to the valley boyo'.

Taffy Jones.

The Policeman

The public generally are schizophrenic to their policemen in that they turn two faces toward him. Ben Whittaker who wrote a very good book on the subject describes it this way.

Ben Whittaker who wrote a very good book on the subject describes it this way.

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We welcome official protection yet resent official interference.

We employ him to administer the law yet ask him to waive it.

We resent him when he enforces a law in our case yet demand his dismissal when he does not do it elsewhere.

We offer him bribes yet denounce his corruption.

We expect him to be a member of society yet not to share its prejudices and values.

We admire violence, even against society, but condemn force by the police on our behalf.

We tell a policeman he is entitled to seek information but ostracise informers.

We ask for crime to be eradicated but only by sporting methods.

We expect him to cut corners to fight crime without being willing to share the responsibility.

We criticise, fail to support, and deceive him but cannot help depending upon him.

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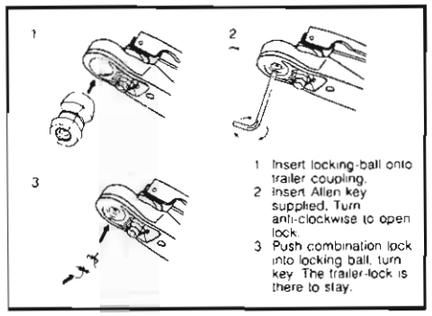
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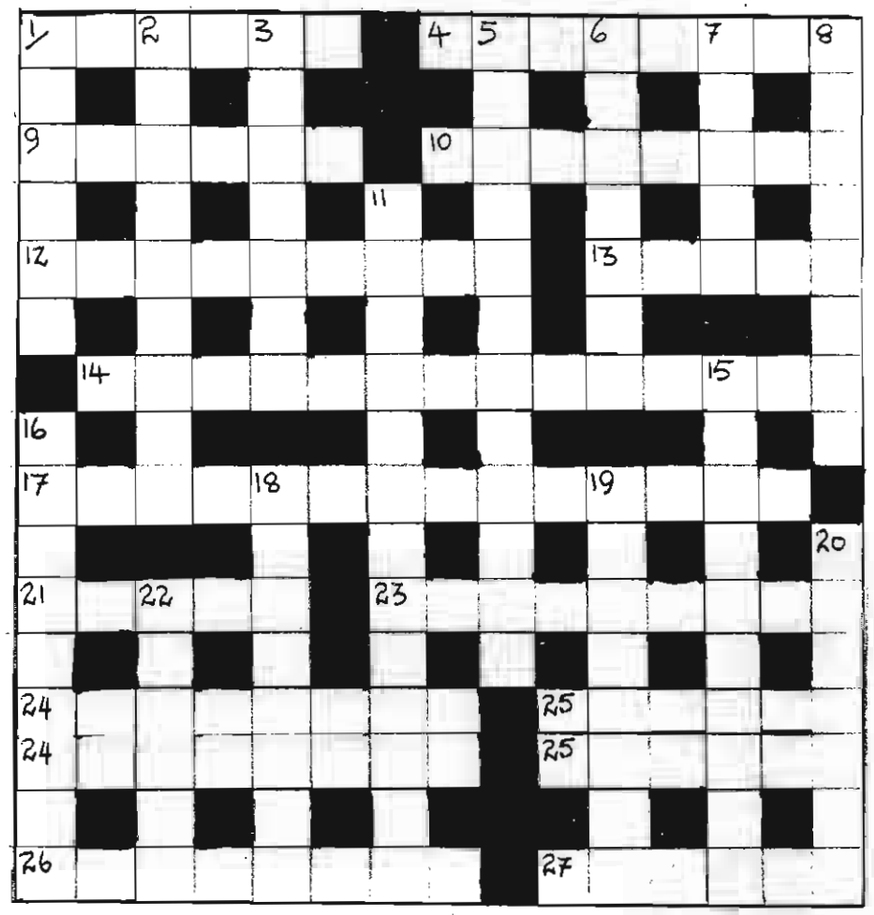
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Crossword No. 109



ACROSS

1. The only pastimes left in the vessel. (6)
4 & 1 Down. A vegetable that could put puss in trouble in the right ship. (8 & 6)
9. Corrupt Tom and Robert with a note? (6)
10. Sounds like he is eating away with a saw. (8)
12. Can a slave ruin the whole world? (9)
13. Sounds simple like a fist. (5)
14. To meet again makes a condition truer perhaps ? (14)
17. She's weak so get the nuns into tend her. Maybe? (14)
21. Do not reject the late king's sunburn. (5)
23. Did they preserve the real madam? (9)
24. Did Eddie cane the boy to hold it back? (8)
25. Desmond was seen behind the Digger's resort. (6)
26. Calmly he suffered the delay then put his set in. (8)
27. Do they grow on the organ in the dentist's surgery? (6)

● **Answers on page 53**

DOWN

1. See 4 across.
2. They are not used in riots inside. (9)
3. Its inside the reinforcements. (7)
5. Are they the adroit rulers of the country magazine? (5 & 7)
6. Cain's at his devilish best. (7)
7. The pick of the best. (5)
8. Is the N.C.O. spreading his wings out? (8)
11. Its boundless but keeps Sam cool in the train. (12)
15. Did the native have a clean ride up north? (9)
16. Do they put a slur on their character when they grab the loot? (8)
18. About Tom and Robs act please withdraw it. (7)
19. My first wife was a specimen, e.g. with ample attributes. (7)
20. Where to eat in the times session festival. (6)
22. He and Ada get in front somehow. (5)

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Newsletter No. 4/81

NEW SECTIONS

1981 saw the admission of the first new Section for several years. Now that the momentum has started again, let us keep it going. As the President pointed out at the IEC meeting in Washington, it is the responsibility of **ALL** existing Sections to foster and encourage the formation of new Sections.

UNITED KINGDOM SCHOLARSHIPS

Further to paragraph 6 of my last Newsletter of June 1981, I regret that there was a change of policy by the trustees of the Nuffield Foundation, whereby the scholarships were restricted to applicants from the countries of the British Commonwealth. Anyone interested must send a detailed application, setting out full details of themselves, their experience, what they want to study and if possible, where in the United Kingdom.

INTERNATIONAL ESSAY COMPETITION

Further to paragraph 9 of my Newsletter No. 2/81 of March last, details of the competition have been forwarded direct to National Sections by the Chairman of the Cultural Commission. The closing date was 31 January 1982.

WORLD CONGRESS, 1982

Due to this conoress beino held in June and this

WORLD CONGRESS, 1982

Due to this congress being held in June and this year's IEC meeting being held in September, there is not a full year to prepare.

This is not a full time office and I am working flat out on the Minutes of the September meeting, but I ask for the co-operation and the collaboration of all member Sections. If you know you will have something for the agenda, do not wait until the last minute and **please** make it clear what your resolution is (NOT one line!).

In case you have not got a 1982 calendar, the closing date for resolutions and for details of your delegation will be 20 March 1982.

MEMBERSHIP CARDS

Only the new type of card will be accepted internationally from 1 January 1982.

PERMANENT EXECUTIVE BUREAU

The Permanent Executive Bureau will meet at the Chateau de la Voisine, Rambouillet, near Paris from 25-27 February 1982.

YOUTH GATHERINGS

These have been arranged as follows: 1982, Sweden; 1983, Austria (subject to confirmation); 1984, Ireland (subject to confirmation).

The Permanent Executive Bureau would appreciate further volunteers so as to spread the load.

CANADA SECTION

This section regrets that it is quite unable to assist members of other National Sections to emigrate to Canada and further, it cannot assist them to find employment as police officers.

Will all national magazines please assist by repeating this warning and avoid embarrassing the officers of the Canadian Section, who are bound by their statutes not to interfere in such matters.

ISRAEL SECTION

This Section will hold its 20th Anniversay celebrations and an International Friendship Week in mid-October **1983**.

The Israel Section ask that correspondence relating to requests of different kinds from Sections and their members and/or information about visits of groups and individuals, not of a personal nature, should be sent to the official address only, if possible by Air Mail, in order to deal efficiently with each subject. The official address is: The International Police Association, Israel Section, P.O.B. 4913, 61 048 TEL AVIV, Israel.

Association, Israel Section, P.O.B. 4913, 61 048 TEL AVIV, Israel.

We regret to report that the President of this Section, David Kraus, recently suffered a heart attack but it is understood he is much better now and we look forward to him resuming his post very soon.

ITALY SECTION

The trapshooting competition at Montecatini Terme has been postponed until May/June 1982. Details from: G. S. Vigili Urbani, Via Marruota nº70, 51016 Montecatatini Terme.

NETHERLANDS ANTILLES

The Secretary General is: Mr H. J Kock, Police H.Q. Wilhelminaplein, Willemstad, Curacao, Netherlands Antilles.

Mr Jan Brok is no longer a member of the Section.

NEW ZEALAND

The New Zealand Section propose to host a "New Zealand evening" at the IEC meeting in Scotland in 1984. Full details of this will be made available in due course.

1986 is the centenary of the New Zealand

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Police and it is planned to hold an International Friendship Week, probably in Wellington, in September-October of that year.

SWITZERLAND

The 8th International Caravan and Camping Week will be held in Berne at the Eichholz site from 14-21 August 1982. Details from: Mr M. H. Straub, Secretary, International Police Association, Waisenhausplatz 32, 2011 BERN.

COUNCIL OF EUROPE

Each delegate at Washington received a copy of my report "Police Involvement with the Council of Europe".

I have since received the personal congratulations of Mr Franz, the Secretary General of the Council, on this work.

Single copies can be obtained by National Sections from this office, owing to heavy postal charges.

International Secretary General.

Dear Derek,

I received the attached invitation to attend a camp in Sweden in August 1982 which I thought may be worth publication in the next Journal. Some of our members may perchance be contemplating being in the area. I would be happy to make an inquiry for anyone who was interested. At the moment there are 4.4750 Swedish crowns to a NZ dollar.

quiry for anyone who was interested. At the moment there are 4.4750 Swedish crowns to a NZ dollar.

Howard Ireland.

INVITATION TO IPA-CAMP in Tylosand close to Halmstad on the Swedish westcoat.

Region 2, Swedish Section, invites IPA-members and their families to an IPA-camp at Tyloback course-camp on the most attractive part of the Swedish west-coast at least if you like miles after miles of sandbeaches. The accommodations consist of small rooms with two beds in each room or small cottages with four beds. Toilets, showerrooms and sauna. Large diningroom with plenty of space for dancing and other amusements. All facilities are very simple but in good shape.

Use the opportunity to spend a week in unrestrained company with IPA-friends from other countries to very favourable prices. The Swedish crown is low now.

TIME: 7-14 August 1982.

COSTS: 250 sw.crowns/person for bed in two or four-bed rooms.

Three meals a day will be served in the diningroom at extremely low prices.

Some activities are already planned, for example entertaining with dancing, excursions to the most well-known glass factories, elkphotosafare. Together we will make up plans for more activities.

However there must be a limit. We cannot manage more than 150 persons. So if you are interested send your name and address for registration as soon as possible.

If you want to know more about this call or write to our chairman Kjell Klitthammar (035- 119-100 Work or 035- 38-110 Home).

Welcome to Tylosand, Halmstad and Sweden and many new IPA-friends.

With IPA regards,

Region 2, Swedish section.

Dear IPA-friends,

Included in this letter we are sending you a description of our IPA-home "Thielker-Haus" and we beg you to affiliate them into your card-registry and to publish them in your IPA Journal. We should be very pleased to receive any IPA-friends from y1ur district.

With friendly regards,

gez. Karl Reichenberg.

**INTERNATIONAL POLICE ASSOCIATION
Bad Oeynhausen Branch
"Thielker-Haus"**

With this paper we would like to present to you the International Vacation and Recreation Centre for Police Relatives at Bad Oeynhausen-Volmerdingsen.

It is under the ownership of IPA, Bad Oeynhausen Branch and is to be claimed by all IPA-friends from Germany as well as from foreign countries.

Our IPA Branch does not rely upon the worldwide wellknown Health Resort Bad Oeynhausen to be published. It is rather our ambition to supervise in the best way many friends from Germany and foreign countries. So we will give you a lasting impression of a practical friendship.

For our guests there are 17 beds. Further we have two fully fitted up kitchens, one big living-room with TV and radio, shower-room with a washing machine and on the ground floor and the first floor there are lavatories and toilets.

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Our house is open through the whole year, all rooms have electrical heating. Next door you find a nice restaurant and a food store. To bus stop is 80 m. In this way all our friends will find a comfortable and peaceful home.

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As you see, you will have a lot of possibilities for change.

The prices in our Thielker-Haus are:

For each person	7,-DM per day
For children under 14	4,-DM per day.

These prices are including the use of all arrangements, as bed, kitchen, washing units, TV and radio, water and current.

If you have a licence, you can make use of wireless telegraphic station. If you are able to do it, you can make us of our colour photo-laboratory also. In this case you have to pay the photo material only.

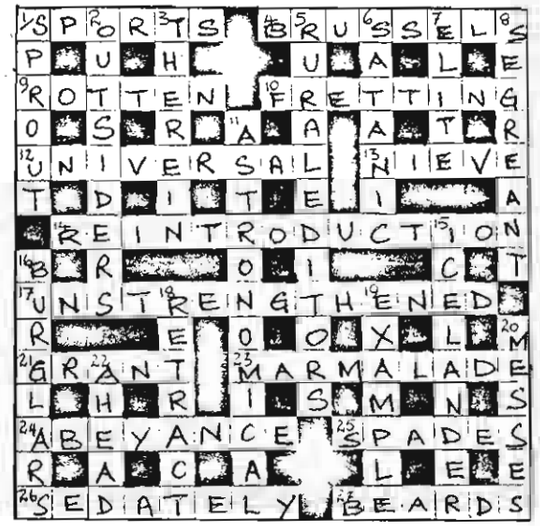
During the time from 1/10 to 21/3 and in other colder times you have to pay 2,-DM per room and day for heating.

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We all are looking forward joyfully for your visit!

The managing committee.

Crossword Answer



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Murder in Transit

Rex v Muller, 1864

When the railways began to spread across England and became increasingly popular with the travelling public, the criminals of the time were not slow to take advantage of the opportunities which the passengers and their luggage presented. Luggage thefts were common and robberies with violence occurred from time to time so that many opponents of the railways painted a gloomy picture of the prospect which faced the lone passenger in the then unlighted carriages and the dark tunnels. Trains in those days were not corridor connected (such trains were not introduced until 1890) but although men were robbed and women assaulted often enough to provide the pessimists and the hostile sections of the Press with plenty of material, the first railway murder did not occur until 1864. It was a cowardly crime and one of the most sensational of the century, partly because it concerned the railways which always had news value, and partly because of the exciting chase which led to the arrest of the murderer.

On the night of Saturday, 9 July 1864, the 9.50 p.m. train from Fenchurch Street on the North London Railway arrived at Hackney at about 10.11 p.m. Two bank clerks entered an empty first-class carriage and sat down. One immediately called the other's attention to some blood on his hand. They alighted and called the guard who made an examination of the compartment and found blood all over the cushions and on the off-side door. He also found a black beaver hat, a stick and a bag. The guard, very properly, locked the door, telegraphed Chalk Farm Station, and on arrival there told the stationmaster. The carriage was detached and sent to Bow for examination and the hat and other articles were handed to the Metropolitan Police.

At 10.20 p.m. the driver of a train travelling in the opposite direction saw something in the six-foot between Hackney Wick and Bow Stations. He stopped the train and found an unconscious, severely injured man, who was taken to a nearby public house.

The victim of what had obviously been a murderous attack proved to be Mr Thomas Briggs, chief clerk of a bank in Lombard Street. He was nearly seventy years old and died of his wounds the following night.

The bag and stick found in the compartment were identified as the property of Mr Briggs. The hat was not identified and provided an initial clue in the form of the address of the maker at Crawford Street, Marylebone. Robbery was evidently the motive for the murder because Mr Briggs' gold watch and chain and gold eye-glasses, could not be found. The publicity given to what was then a unique crime caused considerable agitation for better protection to be given to railway passengers. The Government and the bank which employed Mr Briggs offered substantial rewards for information.

The first important information came from a jeweller named, curiously enough, John Death. He gave a description of a man, believed to be a German, who called at his shop in Cheapside on 11 July and exchanged a gold chain which was identified as that of Mr Biggs.

Next, on 18 July, a Cabman told the Police (after some delay which was never satisfactorily explained) that he had seen in his house a small cardboard box bearing the name "Death" which had been given to one of his children by a young German named Franz Muller, formerly engaged to his eldest daughter. Inquiries showed that Muller had sailed for New York on 15 July in the sailing ship "Victoria".

The cabman also stated that the black beaver hat found in the train was one purchased by him on behalf of Muller at the Marylebone address. He gave the Police a photograph of Muller and this was identified by Death, the jeweller, as that of the man who had exchanged the gold chain.

had exchanged the gold chain.

ARREST AND TRIAL

Muller was now linked with the property stolen from the murdered man and with the hat found in the compartment. The mechanism of detection had functioned well. A warrant for his arrest was granted by the Chief Magistrate at Bow Street and on 19 July Inspector Tanner and Sergeant Clark left Euston for Liverpool. On July 20 they sailed for New York in the steamship "City of Manchester" and reached there on 5 August, three weeks before Muller. When Muller arrived he was arrested and searched, and in his possession were found the missing watch and a hat believed to be that of Mr Briggs.

Extradition proceedings were begun on August 26 and on September 3 the officers left for England with their prisoner. When they reached Euston on 17 September a large and angry crowd awaited them, but the LNWR Police dealt with the situation successfully.

On 27 October 1864, Muller appeared at the Old Bailey and evidence for the prosecution was given by several railway witnesses, including the ticket collector who punched Mr Brigg's ticket at the beginning of his fateful journey, by the guard of the

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9.50 p.m. train, and by the driver who found the body.

Muller's defence was an alibi, i.e., he tried to prove that he was elsewhere at the time of the murder. One defence witness stated that he had seen Mr Briggs in the compartment with two other men, neither of whom he recognised as the prisoner. Another witness, a prostitute, said Muller was with her at the material time. Prosecuting counsel said "little reliance should be placed on a clock in a brothel" although it is difficult to see what connection there could have been between a clock on the mantelpiece and what went on in some other part of the room. There was also a suggestion by the defence that the hat in the compartment might have belonged to the Cabman who could easily have been the murderer. Muller, who had a previous conviction for larceny, asserted his innocence to the end but was found guilty on the strongest possible evidence. He was publicly executed amid scenes of drunkenness and disorder which contributed to the ultimate abolition of these revolting exhibitions.

The crime aroused, and has continued to arouse, great interest for several reasons. It was the first murder on a British Railway and the pursuit across the Atlantic caught the imagination of the public in much the same way as the Crippen case fifty years later. The extradition proceedings in New York were very lively because the British were not popular in America at this time as a result of the "Alabama" incident and the trial in England demonstrated once more the weight of circumstantial evidence.

The murderer himself will go down to posterity as the prime cause of an agitation which led to the compulsory installation of a means of communication between the passenger and the train crew, as required by Section 22 of the Regulstation of Railways Act, 1868. If Mr Briggs had been able to pull the communication cord he might have been able to save his life.

British Transport Police Journal, No. 102, 1973, W. O. Gay, M.A.

IMPORTANT

Owing to difficulties being experienced with mail addressed to my residence, I would appreciate it if all IPA mail be addressed to:
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L. J. (Lawrie) Philpott, Secretary General.

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IMPRESSIONS

If you were to have the opportunity of a sea voyage from New Zealand east-bound to Europe, would you take the short cut through the Panama Canal or the genuine sailor's way, via the treacherous Cape Horn, and maybe visit such interesting parts as Rio, Buenos Aires and Montevideo. I never had the choice of routes or ships but, as my trip was sponsored by the wartime Government, I sat back and relaxed as a 'passenger' for three whole weeks while my troop ship headed for Panama. My lasting impressions for that part of the trip to England were first, the sighting of one ship during 21 days to break the monotony of sea and sky. The second, the ancient ritual of 'crossing the line' in which every person who has not previously crossed the Equator commits an offence under some obscure lore of the sea and fronts up to a most inhumane King Neptune and his 'Court' of cut-throats, to be automatically sentenced to some diabolical punishment which is immediate, with no right of appeal, and the term civil liberties has not been heard of. The third impression was bunk making. Being a merchant ship, all bunks were made first in merchant service style but, as we were Navy types, regulations had to be obeyed and the bunks were remade Navy style. Finally, before turning in, the intending sleeper remade his bunk to suit his own wishes. The boredom of three weeks was soon to be compensated for with the three days of Panama. Small bush-covered islands in the approach of Panama may be of little use to man or beast but, for the sea-weary eye, anything that is stable and has fresh vegetation is a welcome and lasting sight. The afternoon sun added that final touch of beauty. Panama, or is it Balboa Harbour, is not much different to most other harbours — it has its interesting points like, for example, the fence between the U.S. Canal Zone and Panamanian territory and, of course, it is one of the few harbours in the world where a ship either sails out heading west or goes mountaineering by climbing out heading east. This is not as silly as it sounds for we were soon to learn how to drive a 14,000 ton passenger ship up and over a hill. It is quite simple really — just nudge the ship into a lock, shut the gate and pour a lot of water into it (the lock) and up she goes; ship, cargo, crew, passengers, cockroaches — the lot. It is just incredible to behold. If you are on deck, it feels like a giant sky hook is lifting you up. If you are below, looking through a port-hole, it seems like the world is sinking below you at three feet per minute. First, there are the two Miroflores locks, then a little further on the Pedro Miguel lock. Each lock contains two million cubic feet of concrete. It is hard to believe that, after leaving the locks, we are now cruising at 81 feet above sea level — no, our ship hasn't sprouted wings. If this engineering feat has not completely rocked you, then the Gaillard Cut, seven miles long through the Culebra range, will. To refill this Cut, you would need 100 million tons of rock and earth. The sheer walls are only 300 feet apart, which doesn't leave much clearance when you meet another ship coming towards you but pass they do, with the crews exchanging greetings and almost shaking hands. I am sure the ships hold their breath as they pass. Who wants to leave this magnificent spectacle to go down for lunch? But the Cut comes to an end and, before returning downstairs to sea level, the most beautiful part of this memorable day is about to unfold. We are about to sail through Gatun Lake. This placid stretch of water with lush tropical vegetation down to the water's edge has many islands spattered about it. Imagine if you can any vessel, but especially a large one like ours, gliding along these mirror-like waters, threading our way through these islands in the late afternoon — it is another world, just magnificent, and a scene I shall not forget. All at once, we are berthed at Colon for bunkering and a day ashore to recuperate.

The tropical and interesting waters of the Caribbean and the Sargasso Seas gave us time to reflect that to create that passage through Panama Isthmus and to separate the Americas, it was necessary to evacuate more than 360 million tons of rock and earth, cut down 12 million square yards of brushwood, drain one million yards of swamp, cut 30 million square yards of grass, maintain three million feet of ditches and provide three million pounds of quinine for health reasons.

By comparison, the Suez Canal is different in many ways — no hill climbing, no locks, no green bush, salt water in place of fresh water, in fact the only two things common to both canals were the ever-present heat and a half-way lake. But the Suez Lake is only a passing bay and if you have to pull over and wait your turn, you can enjoy a swim in water which is so salty through evaporation that you cannot sink. Although navigating Suez Canal is a wonderful experience, the scenery is vastly different and can be described in one word, "desert" — acres of it.

What a pity so few travellers now have the opportunity to experience these wonders of the world.

Lawrie Philpott.

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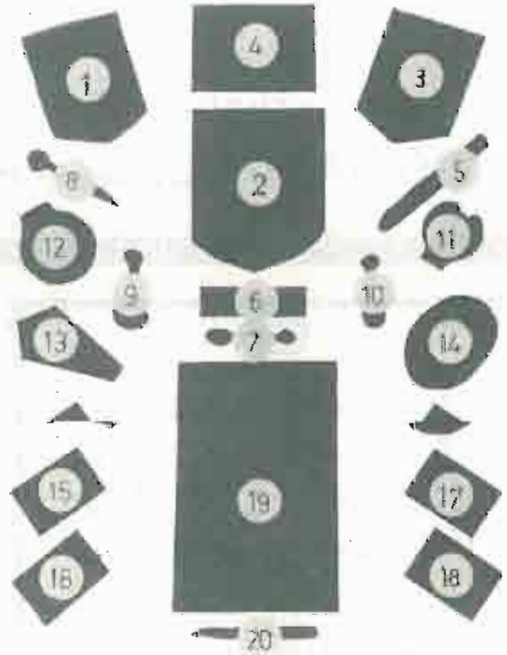
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I felt it would be doing the excellent article, by John McIver and friends, reproduced in the last Journal, less than justice not to continue it. So readers, here's the next instalment.
Editor.

The Grand European Tour in a Motor Caravan

Submitted by John McIver (Vic) and Friends
Continued. Part II.

Camping Gas:

The majority of converted motor caravans will be fitted with a bottled gas system for cooking purposes and for heating if required. The gas is mainly of two types — Butane and Propane. Both are kept as liquid under pressure and become combustible gas once the pressure is released.

When purchasing a vehicle the operation of the gas system should be checked, ensuring that hoses are not perished and that all fittings are in sound working order. You should also seek the advice of the person selling the van on how the system works. He might also give you an indication of the gas usage you might expect.

Vans sold in Britain will be fitted with either a Calor gas system of British manufacture, or with an International Camping Gas system. The latter system is preferable if you are travelling for an extended period throughout Europe because exchange cylinders are widely available, whereas with Calor gas you will need to have the cylinders refilled at a gas installation. This can be done, but from personal experience, it is often a time consuming business.

The usage rate of gas is hard to define as it varies according to the life style of the people in the vans. Most caravanners carry about two to three weeks gas supply and exchange cylinders at camping sites, service stations or gas supply agencies.

If your van has a Calor gas system and you plan to purchase additional Camping Gaz cylinders you will need to purchase a Camping Gaz connecting tap from a Calor gas stockist before leaving England. This enables the Camping Gaz cylinder to be linked to the system which is regulated to Calor gas.

There are certain laws relating to the carriage of gas cylinders in vehicle ferries and you may be required to subject your gas system to a leakage test. Also, there is a limit on the number of cylinders which you can carry. We found that port officials were either too busy or not interested in the gas supplies we had in our van.

In using a gas system you should be most concerned with safety. The Automobile Association in England has published safety rules covering the use of gas cylinders and these follow:

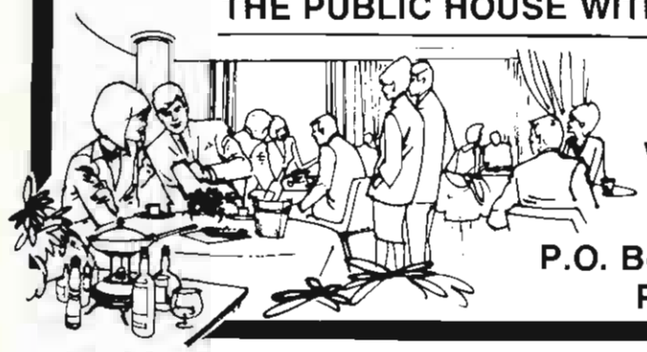
- Always use the right type and length of hose for connecting a container to an appliance. If it is not supplied or instructions are not given get the dealer to advise you.
- Replace any worn or faulty hose — do not try to repair it.
- When fitting the hose use worm-drive clips and ensure they are tight.
- When fitting the hose use worm-drive clips and ensure they are tight.
- Always use a spanner when fitting connections — finger tightness is not enough. Before fitting a regulator or other connection to a Butane cylinder, always ensure that the sealing washer is present and in good condition.
- Check for leaks by applying soapy water: the leaks will show by bubbles erupting.
- NEVER CHECK FOR LEAKS WITH A NAKED FLAME.
- Always keep containers away from excessive heat or naked flame.
- When starting up, open the container valve slowly.
- If the container is not to be used for some time, close the valve, removing the pressure regulator and replacing the valve cover if fitted.
- When changing containers make sure that the valves of both are fully closed.
- Once the pressure regulators are set they should not be tampered with. Any adjustments or repairs should be left to the dealer. Containers must always stand upright — valves uppermost whether in use or not. They should also be carried upright but not by the valve.

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- Whether full or empty, never store the containers below ground or near drains as all these gases are heavier than air and will collect at the lowest point in the event of a leak.
- Make sure there is good ventilation where gas burning appliances are used.
- When moving turn off all appliances and cylinder valves.
- Do not sleep in a room where gas containers are used.
- Permanent storage should always be outdoors. (Compulsory in Australia.)
- When fitting cylinders always check that the cylinder valve is fully closed in a clockwise direction before removing the valve, sealing cap or plug.

The price of gas varies markedly between countries and like petrol, you should if practicable, purchase supplies in those countries with cheaper prices, for example Spain. Gas cylinders in Spain too are much cheaper than in other countries. You can strike trouble in exchanging the Spanish Camping Gaz cylinders because, although they carry markings similar to International Camping Gaz, they are in fact Camping Gaz Espanola. Some countries will exchange them; in others you might be able to pass them off as International Camping Gaz cylinders. If the worst comes to the worst, you can always fill them at gas installations — those areas where you see large, round, ball-like cylinders indicating bulk gas storages.

Languages:

Australians are most deficient when it comes to foreign languages and you will observe that the average European speaks two or more tongues.

If you have learnt a language try and brush up on it before leaving — perhaps through an Adult Education course or private tutor.

It is worthwhile to buy phrase books for each language you are to encounter and endeavour to learn at least the basic greetings and how to count. You can always practise as you are driving along.

A combination of sign language, a big smile and few broken phrases will get you by in most situations. Always greet people in their native tongue — you will get a much better response than if your first words are 'do you speak English?'

CAMPING SITES:

When visiting the offices of motoring and tourist organisations obtain all the literature available on camping sites. Additionally, you might consider purchasing one of the consolidated guides to camping sites which list the majority of official sites indicating the facilities available and charges involved. The information contained in this literature is not always up-to-date so it is best when visiting a specific region, to enquire at the tourist office about the most suitable sites. Be prepared for some disappointments and frustrations — they are inevitable.

Generally speaking, it is not necessary to book at camp sites in advance and in most regions camp sites will be available if needed. If you are not able to locate a camp site, however, you are not completely stuck — you can always pull to the side of the road and see the night out.

Our approach was to use an official camping site only when we needed a full servicing — that is, hair washing, shave, clothes wash, etc. At other times we free camped which will be discussed later. The exception to this was when we visited large cities. Then we used camp sites both for convenience and for security reasons.

The standard of camp sites varies considerably and only a limited number are open throughout the year. I think without exception every capital city has a camping area available all year round, but you might check this out in the planning stages of your trip.

During the summer season all sites are open, but of course, you may encounter problems of over crowding in the more popular regions. At this time a lot of make-shift camp sites open — merely a paddock which the local farmer has opened up without facilities being provided — really more suited to the self contained caravan.

Choosing a Camp Site:

The type of site at which you choose to stay will vary according to the demands of the people on board your van. If you have children you may prefer to patronise the larger sites with diversions like swimming pools; or on the other hand, you may favour keeping away from the crowds, thus patronising those with just the basic facilities. It is a matter of personal choice and you can be guided by the information you obtain on camping sites. People you meet whilst travelling will also recommend sites to you, which is helpful.

to patronise the larger sites with diversions like swimming pools; or on the other hand, you may Charges at camp sites do not vary that much, although in some of the very popular areas, near beaches or other attractions, prices can be astronomical. Most of the guide books indicate prices, but it is advisable also to enquire at the camping site office upon arriving. Quite often the charges are displayed on notice boards at the entrance to the site.

If you are intending to stay at a site for a reasonable period take time to check out the facilities before committing yourself. Invariably you will come across other Australians inspecting the showers at a site and you will probably observe a concentration of Australians within easy reach of the shower block! Other nationalities don't seem to place as much emphasis on this facility. It is up to you whether you join the 'shower set' or tuck yourself away in a more cosmopolitan position!

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servicing your vehicle, reorganising the van, washing and other essential tasks which tend to pile up as you go along. Take full advantage of the facilities offering and don't leave until all is in order — it makes the next stage of the trip much more enjoyable.

You will find that you need a break from touring every four or five days, or more frequently with children; a day spent in a camping site provides the ideal rest period. Also, it affords a good opportunity to catch up on correspondence and background reading . . . and time to sit down with your maps and plan the ensuing route in greater detail.

Free Camping:

The idea of free camping will not appeal to everyone. To those who are prepared to stop wherever and whenever their fancy takes them, I can promise many adventures and experiences which otherwise can't be gained.

We free camped on about four to five nights each week, stopping at official sites mainly for showers. We stayed whenever we could find a suitable spot — sometimes stopping in the middle of the day if we came upon a particularly idyllic situation. A position by water is probably the most desirable, but if necessary a lay-by off a major highway will meet your needs. We found that areas attached to sports fields, beach fronts, wharves, picnic areas and forest fringes all provided suitable spots for camping. One night we spent on a parking meter in a main street in Oslo under the watchful eye of the royal guards who were patrolling the walls of the palace just near our position. At eight o'clock in the morning we had to were patrolling the walls of the palace just near our position. At eight o'clock in the morning we had to sneak out of the van to feed the meter!

Nearly always we were able to find a suitable spot without much trouble. The locals were sometimes a bit curious, but at no time did we strike any real problem. We avoided extremely isolated and lonely places and kept ourselves in a position to facilitate a quick exit if necessary.

It is good practice not to spread yourself out too much when free camping and at no time litter the area in which you are staying. A lot of people use open fires — I believe they draw unnecessary attention and more importantly, scar the countryside.

Some countries encourage free camping and set aside specific areas for this purpose. In Norway, for instance, some of the areas available are quite outstanding — open areas beside lakes, usually with a simple toilet and perhaps running water available. Some cities provide twenty-four hour stop-over areas — but these are usually designed with gypsies in mind.

MISCELLANY

Road Laws

Obviously the major difference in driving on the continent will be the change to the right of the road. Initially this may be confusing but after you have passed through your first round-about and have tackled a provincial town or two you will take it in your stride.

Most people find that the hardest part is withdrawing from the pattern of right hand driving if they return to England. The effect of these changes tends to be exaggerated and it is not as difficult as some articles would have you believe.

Throughout Europe there is a system of international road signs — but each country has some signs peculiar to it. Again, the publications put out by the motoring organisations provide good information on road laws and signs and prior to entering a new country they should be studied. As a driver you need to remain alert and have your passengers keep an eye out for signs as well.

There are many more police on European roads than in Australia and although they are fairly tolerant towards tourists, they will not condone blatant breaking of road laws. In countries such as Spain you are asking for trouble if you cross double lines or something similar. They are deadly on this type of offence and you could find yourself behind bars! or, at the least, paying a heavy **on the spot** fine.

Provided you do your homework and move carefully and cautiously through each country you will negotiate Europe safely. An occasional lapse may be forgiven but don't stretch your luck too far and play the 'I'm a tourist — they won't touch me' game. They often do and you mightn't be as lucky as you think. It could be rather difficult protesting your innocence to a stern policeman who doesn't understand a word of what you are saying.
your innocence to a stern policeman who doesn't understand a word of what you are saying.

Driving and Navigating

I have already discussed elsewhere in this book the aspects of maps, navigation and road laws. Under this heading I propose to briefly examine the driver and navigator roles assumed by people journeying in a motor caravan. In the case of single people these roles are usually shared and the unit operates on something of a team basis. For married couples the usual thing seems to be that the husband does the majority or all of the driving while the wife is appointed official navigator. The children in this latter situation provide supporting roles to the navigator and can be most useful in reading road signs, assessing mileages and the like.

Undoubtedly there will be times of stress, such as when late instructions for turnings are given and it is important to realise the difficulties of both roles. It is a good practice to commence your day by running through the route you plan to undertake. The driver should understand broadly where you plan to go and it is then up to the navigator to map read and direct in more detail.

Don't attempt huge distances in any one day if

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this can be avoided. Tiredness through travelling can cause stress in itself, and besides this, you will miss many sights if your day is spent moving on the road. It should also be remembered that the driver doesn't see very much of the countryside when moving so stop at regular intervals to absorb the surroundings.

If you use auto-bahns or motor-ways you will encounter really high speed motoring and this can be somewhat unnerving. We found the German autobahns to be the most off-putting and were quite staggered at the speed of large tandem vehicles.

BORDER CROSSINGS

A regular occurrence during your travels will be border crossings. Although the passage of tourists through borders is generally smooth there will be times when you strike a snag. Our van was searched thoroughly twice — in Italy and Germany — perhaps because we were young and there is a drug smuggling problem . . . but mainly we feel because the officials were either bored or down right curious.

You will find that the border officials are mainly concerned with Green Card Insurance cover on your vehicle and that passports are either not asked for or merely glanced at. Most people look forward to having a much stamped international passport — particularly the children. I'm afraid they are doomed to disappointment as a lot of countries just don't stamp passports.

If you plan to enter a communist country you can expect a more thorough procedure. Besides insurance cover you will need visas and in-tourist documents. You should resign yourself to the fact that a border crossing to these parts will take a little time. Prior to leaving England you should ensure that all the necessary documentation has been organised and during your journey be careful to see that it does not go astray.

To facilitate movement through border posts always have the necessary documents on hand, keep as many items as possible in storage cabinets, and put on your best smiles. Check the import laws before entering a new country and ensure that if you are exceeding the limits (with food stocks you often will be), it is not obvious. I always consoled myself with thoughts of a border banquet if checked by officials. Often we had our washing strung across the side doors during a border crossing. This provided amusement and we hoped a deterent to officials who may have been planning a search.

Once through a border it will be necessary to organise currency and maps for the new region. At most major crossings adequate facilities are available, but at minor posts you may run into difficulties. Where possible it is best to organise your crossings on a weekday and at a time which will allow to find a bank if necessary.

Most border officials are casual and we expected more activity. We had a few hassles but most border crossings were a pleasant diversion.

SECURITY

Motor caravaners overseas are very susceptible to theft because of their being so conspicuous and the fact that their personal belongings and equipment represent a good haul. In some countries professional gangs have been quick to exploit this field of work.

The risk of theft can be lessened if you develop an awareness of the problem and take certain precautions. Some of the obvious ones are:

— always lock the van
— do not flaunt anything on show particularly cameras, radios, etc.
— avoid parking in dark lonely places
— avoid parking in the same place for several days enabling a movement pattern to be observed
— do not trust locals to guard your van
— avoid crowded tourist car parks
— always carry passports, insurance documents and all valuable items on your person
— leave unessential items in store or with friends before departure from England
— stay at guarded camp sites in the larger centres in preference to free camping

Thievery is most prevalent in Southern Italy, Spain and Morocco and you should be particularly on your guard in these areas. In any large city there will always be organised crime and these places also represent a threat. In the poorer areas even colourful stickers on the van may be stolen — such items being attractive to under priviledged and poor people. Also basic items such as a bucket or rubbish bin left outside the van will soon be removed.

Pilfering could be reduced if people could be more aware of the potential hazard. I have observed vans parked in lonely areas laden with valuable goods — really inviting the thief. I have also heard tales from victims who just happened to park their van in the same spot for several days leaving their van unattended while they toured the town. You do not have to become paranoid about security but just adopt a serious approach to it.

If your van is pilfered don't expect to see the items again — the chances of recovery are slim. I was told that the Police in Barcelona, Spain, told an Australian whose van had been broken into, that "Our people would not steal your goods — it's you Australians who are running an insurance racket". It is necessary to contact the Police however, to report the incident and to obtain a statement for insurance claim purposes. I have mentioned elsewhere that an insurance policy should be taken out covering your personal effects.

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TOILETS

No doubt you will leave for overseas with a high standard of toilet behaviour. Believe me, this will soon be eroded, and all inhibitions in this regard released.

In most countries facilities are adequate. Continental toilets of the style to which we are used to do not usually have seat lids. The more generally used type, however, consist of a hole in a panel which you straddle with your feet on two foot plates. This latter type are most hygienic, but bloody uncomfortable. There is no use tucking a magazine under your arm when you use this type of toilet and they are certainly not recommended for vertigo sufferers. A word of warning with flushing systems — it is advisable to push/pull and run.

Many tales are told by travellers of their experiences in toilets. In fact, while you are motor caravaning you will find that this hitherto unmentionable subject becomes a preoccupation. Vivid descriptions of toilet happenings abound and you will hear arguments on the advantages of having "starting blocks" at public toilets — all good and mainly clean fun.

If you are using campsites, toilets do not present any great problems — most sites have adequate facilities, but don't expect them to be up to the standard that you are used to.

If you are free camping you need to be a little more adaptive and innovative. Some free camping sites are equipped with toilets. On the auto routes for example there are usually lay-bys at regular intervals with WC facilities. In many countries, for example Denmark, we found the facilities quite outstanding. In all cases the men seemed to fare better than the women, which is rather absurd.

If you are free camping near a city or large town rather absurd.

If you are free camping near a city or large town you can always find a toilet first thing in the morning at a museum, gallery, or other public place. If desperate, head for the nearest tourist authority and pop the question — we did several times. Service stations are another alternative, but if you are like me, you don't like using them unless you are a customer and this is not always possible. Still, if the need is urgent there is usually a station not far away.

Always have an adequate supply of toilet paper in the van. Generally there is no toilet paper provided, or if there is, it is usually of the 'shark skin' variety.

MAINTENANCE OF THE VAN

Throughout your trip regular servicing and probably some minor repairs of your vehicle will be necessary. This can present some difficulties because of language problems and the lack of local knowledge — but with planning it can be handled easily and at reasonable prices.

Again, motoring organisations will provide good information on the location of suitable garages, the types of vehicles they service and related matters. It is wise to arrange major services in the cheaper countries and if possible to attend to minor maintenance, such as oil changes, yourself. To locate a suitable establishment use the handbook provided by the motoring organisation and if necessary, seek the advice of the camping site manager. He will speak the local language and can make a booking for you and provide directions. There is usually a garage in the area which is geared for the servicing of motor caravans. Before committing yourself to a job always obtain a quote.

As a rule we found it possible to wait around whilst our van was serviced, thus assuring that the work was carried out and avoiding inordinate delays. Generally you will need to pay in cash as travellers cheques or credit cards are not always acceptable.

Don't rely on the credit vouchers which are issued by the motoring organisations as, though they may be acceptable in some of the major centres, more often than not they cause problems. They do provide a back-up however, if your finances are at a low ebb. Don't forget though, the bill must be paid once you return to England. In some countries we observed that garages provided facilities for you to work on your own vehicle. For the mechanically adept these could be a great help.

HITCH-HIKERS

It is difficult to opine one way or the other on the subject of offering lifts to hitch-hikers. On our journey we did from time to time, take on hitch-hikers, however, we reflect on these periods with mixed feelings. It was rather amazing just how adaptable hitch-hikers were in conforming to our schedule.

If you take on hitch-hikers be prepared for a cerwere in conforming to our schedule.

If you take on hitch-hikers be prepared for a certain loss of freedom and flexibility because it is impossible not to alter your plans somewhat to conform with the wishes of the hitch-hiker. This is not necessarily a bad thing, but don't compromise your own trip and experiences. Hitch-hikers can also put a certain amount of pressure on you at meal times because they are usually travelling very light and it is not always possible for you to divert to allow them to pick up food. Obviously it is not always possible to drop off hitch-hikers at a spot which you consider suitable for camping. Other reasons to consider are those of security and the weather, because if it is adverse it is most inconvenient to have wet people with wet equipment sitting on the bed where that night you plan to sleep. Additionally, if you have an old van the weight of one or two persons does add an extra strain. On the other hand you may find hitch-hikers a good way of meeting people from various parts of the world. It is up to you, but I do suggest that you discuss the subject and agree on a principle to follow during your trip. We decided late in our journey that we would only take people a short distance — preferably in a situation when we were outside a city and had firmly decided to spend the night in a particular spot.

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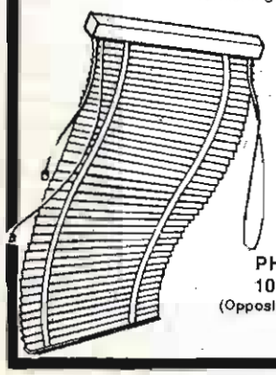
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INTERNATIONAL POLICE ASSOCIATION NEW ZEALAND SECTION

Overseas Information Form

To the Travel Secretary

I intend visiting .....
and would like information and assistance for my visit. I supply the following details:
IMPORTANT: Before filling in this form study 'NOTES' below. All answers in BLOCK CAPITALS please.

1. Full Name .....
2. Private Address .....
..... 3. Membership No. .....
4. I will be accompanied by .....
.....
5. I will leave NZ on ..... Aboard .....
6. I return to NZ on ..... Aboard .....
7. I will arrive in ..... on ..... at ..... am/pm
From ..... by .....
I will be leaving on ..... by .....
..... to travel to .....
8. I would like accommodation arranged for me and require .....
.....
9. I have arranged my own accommodation at .....
.....
10. I would like sightseeing arranged for me, I am interested in .....
.....
11. I would like to be shown Departments/meet Police Officers engaged in .....
.....
12. Other Information .....
.....
.....
.....Date .....Signature .....

This is to certify that I .....

Member No .....am financial until 31st December, 19 .....

NOTES PLEASE ENCLOSE STAMPED, ADDRESSED ENVELOPE WITH EACH COPY

4. Give full names of wife, children, etc., show sex of children.
5 & 6. Give dates, name of ship and line/flight number and airline.
7. "IN" — give name of city/town and country, "ON" — give day and date, "FROM" — give last city/town and country you stayed in. "BY" — give details of mode of transport — ship, plane or road. If visiting more than one place in any country — attach separate sheet outlining programme.
8. State type of hotel required, number of rooms, double, single, etc.
10. State whether general sightseeing or you have a particular interest — historical buildings, museums, etc.
11. State particular field of interest — fingerprints, communications, traffic, etc.
Please give plenty of notice for a reply to be received from overseas. A separate form is required for each country.

REGIONAL COMMITTEES

AUCKLAND REGION

Chairman: PETER BURRIDGE, Central Police Station, Private Bag, Auckland 1.

Vice-Chairman: TERRY COTTON, Central Police Station, Private Bag, Auckland 1.

Secretary: JOANNE BIRDLING, c/o Enquiry Office, Central Police Station, Private Bag, Auckland 1.
Treasurer: GREG McMANUS, 5 Anchor Place, Birkenhead, Auckland.
N.E.C. Delegate: GREG McMANUS.

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Chairman: STEVE ANDERTON, Police Station, Napier.
Vice Chairman: ROSS PINKHAM, Police Station, Napier.

Secretary: MARK DEVON, Police Station, Napier.

Treasurer: RON FREDERICKSON, c/o P.O.Box 1947, Palmerston North.

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Vice-Chairman: I.E.SNELL, 36 Trelawney Crescent, New Plymouth.

Secretary/Treasurer: (Vacant)

N.E.C.Delegate: I.M.GARDINER, 27C Frank Wilson Road, New Plymouth.

SOUTHLAND REGION

Chairman: KEVIN WALL, Box 808, Invercargill or 200 Bay Road, Invercargill.
Vice-Chairman: B.L.CORCORAN, Oreti Rd, Otatara, Invercargill.
Secretary: NOLA WALKINSHAW, 476 Racecourse Rd, Invercargill.

Rd, Invercargill.

Treasurer: DEREK BEVERIDGE, 32 Crewe St, Gore.

N.E.C.Delegate: R.K.HARRAWAY, 46 Galway St, Invercargill.

Invercargill.

WELLINGTON REGION

Chairman: PRESTON SHAW, Police Headquarters, Wellington.
Vice-Chairman: OWEN JACOBSEN, Police H.Q., Wellington.
Secretary: DIANNE RAITT, C/o Police Station, Box 30840, Lower Hutt.

Treasurer: ROSEMARY GIBSON, City enquiries, Police Station, Taranaki St, Wellington.

N.E.C.Delegate: N.TRENDLE.

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Regional Editor: SIMON FRIAR.
Secretary: PHIL MARSHALL

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Vice-Chairman: JOHN COOMBER, C/- Police Station, Christchurch.

Secretary: JOHN MILNE, P.O. Box 5019, Christchurch.
Treasurer: JOHN MILNE.
N.E.C.Delegate: LINDSAY HUNTER, C/- Police Station, Christchurch.

International Police Association
NEW ZEALAND SECTION
Membership Application Form

Slide fasten passport size photograph here.

FOR N.E.C. USE ONLY

Received ...../...../.....
Enrolled ...../...../.....
Ord/Ass. No. ...../...../.....
C. & B. Sent ...../...../.....

FOR REGIONAL USE ONLY

Date Received ...../...../.....
Date Accepted ...../...../.....
Receipt No. .....
Proposer..... NZIPA No. .....
Seconder..... NZIPA No. .....

PLEASE TYPE OR PRINT CLEARLY

1. Surname (block letters) .....
2. First Names .....
3. Address (home) ..... Telephone .....
4. Date of birth ..... Country of birth .....
5. Marital status: Single/Married* Family: Ages of Children (F) ..... (M) .....
6. **NZ Police Service:** Station ..... Official No. ..... Duties .....
7. Other Police Service .....
8. Date of Joining ...../...../.....
9. Retirement/Resignation Date if applicable ...../...../.....
10. Rank .....
11. Languages (written or spoken) .....
12. Specialist or academic qualifications/interests .....
12. Specialist or academic qualifications/interests .....
13. Are you willing, if necessary, to accommodate members of the I.P.A. from other countries or other parts of New Zealand?

If yes, please state what accommodation available .....

I declare that I now apply for Ordinary/Associate* membership of the N.Z. Section of the International Police Association and that I agree with the aims and objects of the said Association as laid down in the Constitution and Rules and that I shall conform to such Rules as may be made by the New Zealand Section of the International Police Association.

I will endeavour to further the work of the Association by fulfilling the obligation of membership, and submit my membership fee and will regularly subscribe by renewal fee by January 1st each year. Should I leave the Association, I will immediately return my lapel badge and Rule book to the Regional Secretary.

$10.00 JOINING. $6.00 MEMBERSHIP RENEWAL FROM 1-1-82. N.B. * Delete as necessary.

Date...../...../..... Signed .....

Complete form and send to Regional Treasurer:

AUCKLAND:
Mr G. McManus,
Central Police Station,
AUCKLAND.

PALMERSTON NORTH:
Mr Ron Frederickson,
c/o Box 1947,
PALMERSTON NORTH.

WELLINGTON:
Rosemary Gibson,
City Inquiries,
Taranaki St Police,
WELLINGTON.

SOUTHLAND:
Mr Derek Beveridge,
32 Crewe St, GORE.

WAIKATO-BAY OF PLENTY:
Mr Peter Green,
66 Enderley Ave,
HAMILTON

TARANAKI:
Vacant

CHRISTCHURCH:
Mr J. Milne,
P.O. Box 5019,
CHRISTCHURCH.

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New Zealand National Section

Date of formation: May 31, 1966.

Date of recognition: September 1966, Toronto.

Official address: Secretary-General, 43 Bledisloe Crescent, Wainuiomata, Wellington.

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Mr LAWRIE PHILPOTT, Police Station, P.O. Box 30840, Lower Hutt.

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I.E.C. Delegate:
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Supplies Officer:
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Mr HOWARD IRELAND, 36 Miro Street, Masterton.

Australia:
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Immediate Past President:
Mr BASIL JOHNSTON.

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Any member of the above Council who wishes to receive International Memoranda from the office of the International Secretary-General, please notify the N.Z. Secretary-General and his/her name may be included on the mailing list. Secretary-General, New Zealand.

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