

Other forms of press and publicity are important: video and still cameras are used to record proof of events; politicians and the media need to be kept informed of Cruise activities; press cuttings from both local and national press need to be collected. Cruisewatch speakers go out to local groups, conferences, workshops and meetings.

Court cases are followed closely by Cruisewatch, keeping in touch with the people concerned, and enabling them to contact others. Whenever Cruise has gone to a new area a local meeting is held especially for those who have become involved for the first time. Regular open meetings are also held in many different locations across the south.

If you wish to take part in some form of Non-Violent Direct Action, especially at the dispersal site, get together to form an *affinity group* so that you can think ahead in terms of *legal observers* and *telephone contact numbers*.

For people who live at too great a distance to become involved regularly but who would like to do other forms of nuclear tracking :- Polariswatch tracks warhead convoys between Coulport (near Glasgow) to Burghfield (Reading) each month. Contact: *Janet Convery, CND, 22-24 Underwood St., London N1 7JG.*

CANUC (Campaign Against Namibian Uranium Contracts) monitors the transportation of illegally obtained Namibian uranium for the BNFL plant at Springfields (Lancs). This occurs in container lorries from ports like Liverpool and Southampton, and sometimes in furniture vans. Contact: *CANUC, PO Box 16, London NW5 2NX.*

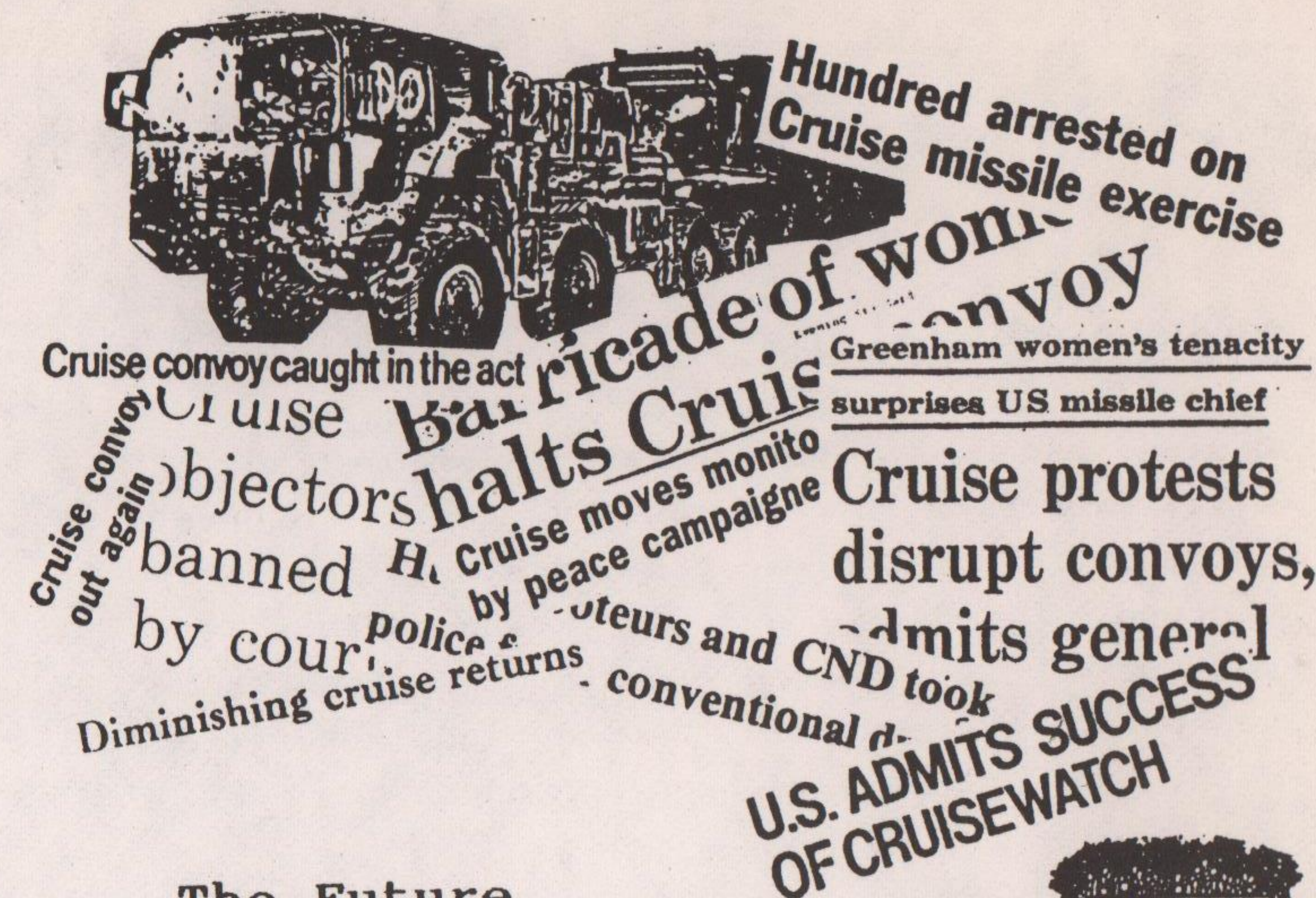
At Molesworth construction was due to start in November 1985. Cruise resistance there is growing rapidly. Contact: *Old School, Clopton, Kettering, Northants.*



This broadsheet may give the impression of efficiency and organisation - but in fact what Cruisewatch has achieved is the result of the spontaneous actions of many diverse individuals. Cruisewatch methods are often haphazard and reliant on luck - and certainly perseverance - everyone simply keeps their eyes and ears open. Above all, Cruisewatch is not a clandestine or paramilitary organisation - there are no leaders or official posts. Cruisewatch is completely open, the aim is always publicity, not secrecy: blowing the cover on the secrecy and security which are essential to these rehearsals for nuclear war.

Ordinary citizens have shown that it is possible to have an effect on the military machine, and to change people's acceptances of 'nuclear defence'. Remember that Cruise does not need to have our consent - just our silence.

Contact **Cruisewatch** : PO Box 28
Newbury
Berks RG14 7QZ
Cruisewatch Account No. 11149091
Midland Bank Newbury (sort code 40/34/12)

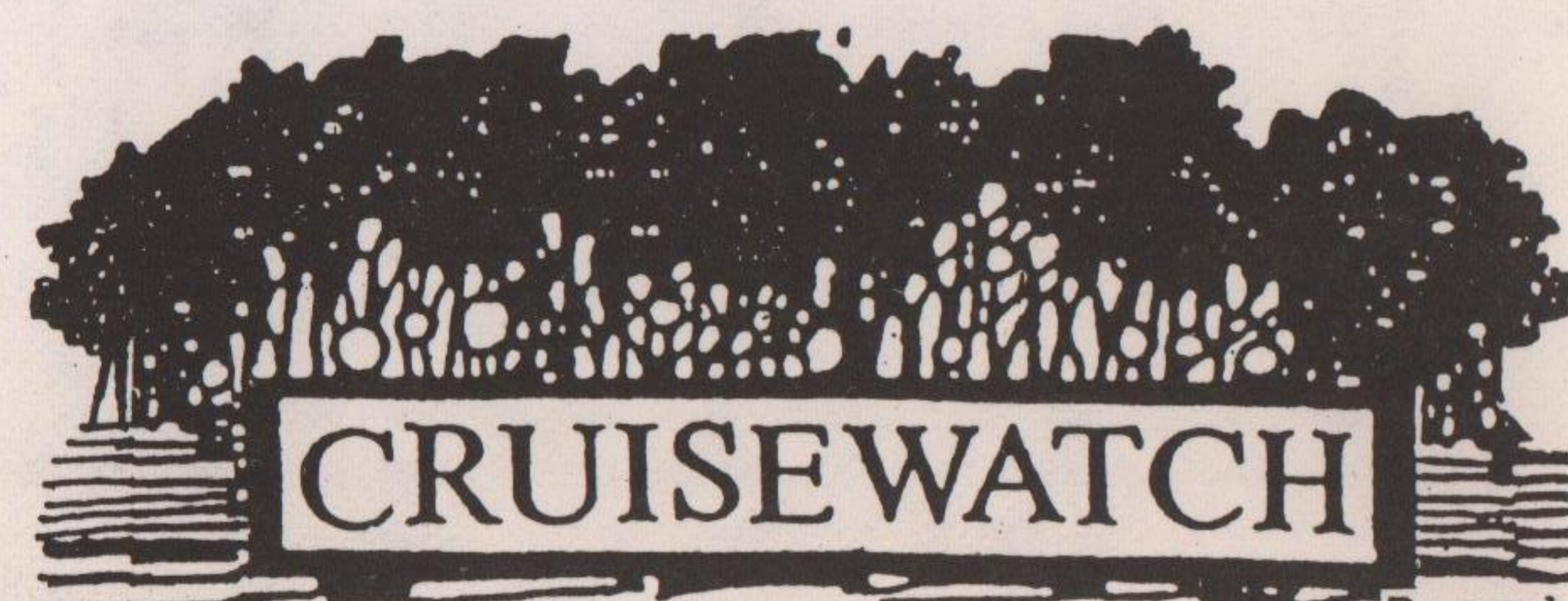


The Future

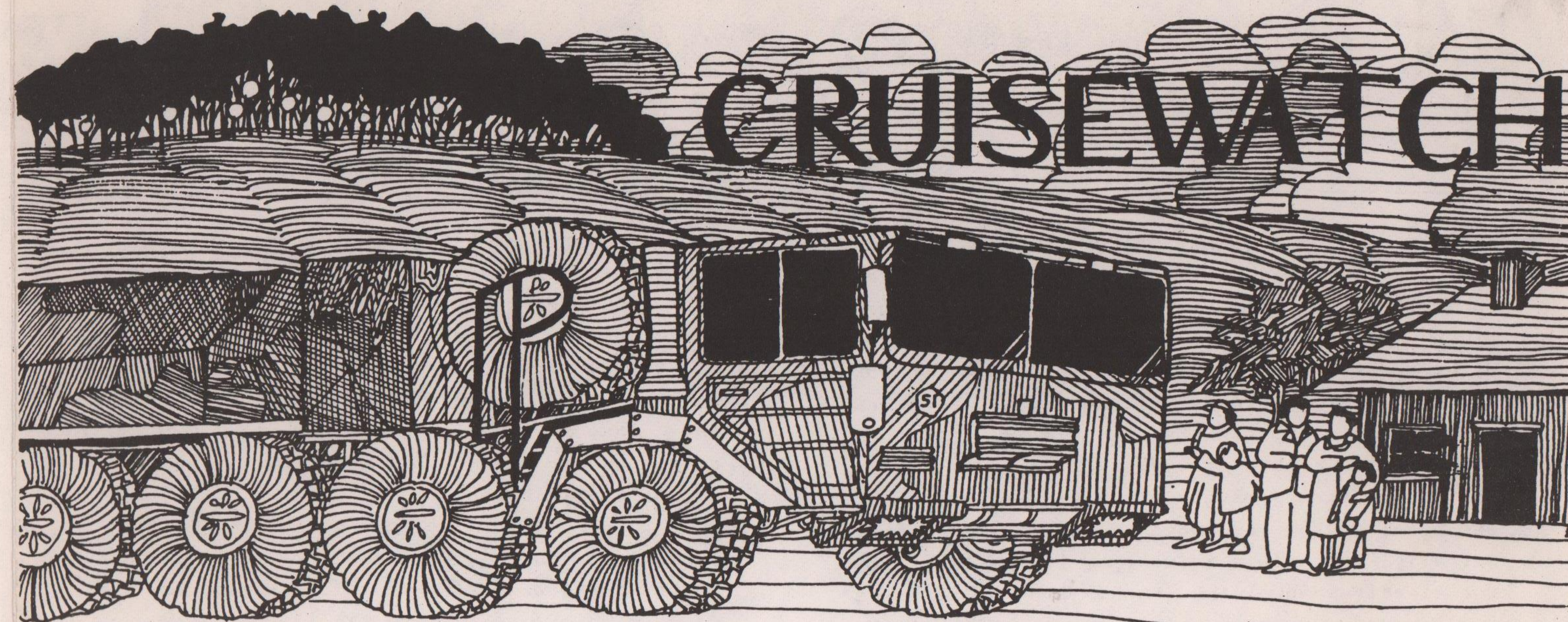
Until now Cruise convoys have come out on average once a month in the dead of the night. We must be prepared for the possibility of larger or multiple convoy excursions, some occurring during the day. Monitoring now has to be for longer hours during the night at Newbury; daytime watches there and at other relevant bases need to be set up. Local Cruisewatchers keep a keen eye on possible Cruise associated movements and potential dispersal sites in their own areas. The 'Cruise Spotters Guide' leaflet is useful for identification of Cruise vehicles.

From the late summer of 1985 into the autumn individual Cruise vehicles exercised on Salisbury Plain and at Longmoor. Sneaking around in covert half-operations is an important way for the USAF to catch up on its training schedule disrupted by Cruisewatch.

Our numbers and effectiveness need to grow each time the convoy moves, to maintain and increase the pressure for withdrawal of these weapons.



December 1985



Cruisewatch is a network of people from all walks of life, including CND members, Greenham Women and other peace campaigners from across the south, south-west and Midlands of England - part of the international campaign against Cruise missile deployments.

Monitoring Cruise convoy dispersal exercises shows that the USAF cannot achieve the declared objective of Cruise 'melting into the countryside'. Simply by the witnessing and frustration of its movements, this military plan has been made impossible. This has increased public awareness of the dangerous situation that these preparations for nuclear war represent.

Cruisewatch started from a handful of people who would not accept Cruise even after its arrival. Like the protests at the Greenham Common Women's Peace Camp, Cruisewatch actions will not stop until Cruise is sent back. Every exercise so far has been tracked, with protests at each dispersal site. Simple, effective, non-violent methods are the key to all our forms of protest.

This broadsheet explains more of what Cruisewatch does.

About Cruise missiles

Cruise missiles are small (21ft x 2ft, 1 ton) and are designed to be undetectable in flight, as they also closely follow ground contours. These missiles have pinpoint accuracy and are designed to hit Soviet military targets as part of the NATO first use strategy. American Cruise missile convoys consist of four launchers (each of which can fire four missiles), two control vehicles and up to sixteen support vehicles. Each Cruise missile can have the explosive power of 16 Hiroshima bombs. The total yield of each convoy is therefore equivalent to 256 Hiroshimas.

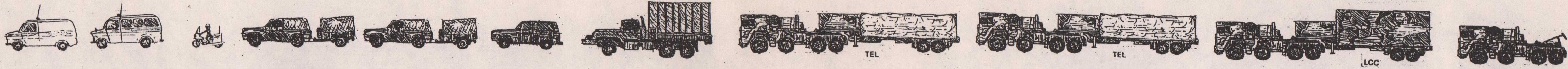
With these military vehicles travels a large Police escort of at least fifteen Transit vans with motorcycles, control cars/vans and other unmarked vehicles. The entire convoy, which stretches to over a quarter of a mile in transit, is capable of 50mph. on good roads. Despite their size, Cruise launchers and control vehicles are still driven along winding country roads often having to cut across corners and over verges.



Cruise is an entirely new breed of weapon and as such has had a destabilising effect on East/West tension. *Realise too that every time a Cruise convoy leaves Newbury the Warsaw Pact has no choice but to go on Nuclear Alert.*

When the convoy leaves

Each night of the week Cruisewatch cars monitor the exit roads from Newbury. When the convoy leaves, women at the camps around Greenham give the alarm. Then, using CB and telephone, Cruisewatch relays further information about the direction of the Cruise convoy and its police escort. Some Cruisewatch cars follow by the same or a parallel route, reporting back regularly on the progress of the convoy. By this time hundreds of people on the Cruise 'call out tree' have been alerted. A presence of cars and people quickly develops to watch the routes close to the military land chosen for dispersal. Some of this 'reception committee' follow the vehicles to their hiding places, avoiding police and military cordons.

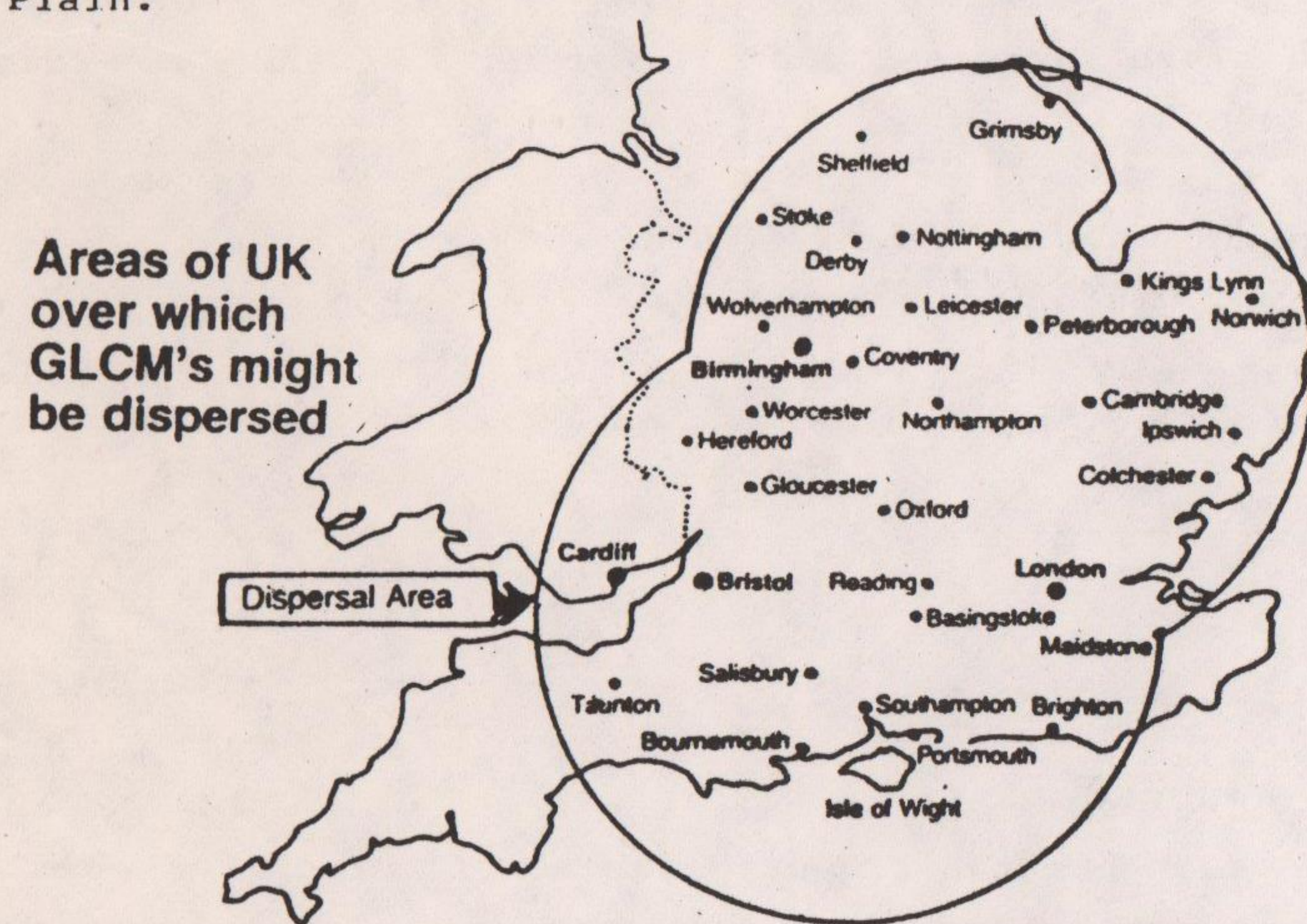


Where the Convoys go



So far the exercises have taken Cruise to RAF Lyncham (Nr. Swindon), Longmoor (Petersfield) and to Oxford, but most commonly to Salisbury Plain (Wiltshire). Salisbury Plain is a vast unfenced area of military land covering 90,000 acres, containing roads, villages, heathland and woods, and is crossed by many tracks, paths and other public rights of way. For the Military, there are firing ranges, tank tracks, parachute and missile dropping zones and military camps. Normally the plain is used by the British army for exercises involving tanks and helicopters and ground movement of soldiers. Much of the land is farmland and rarely disturbed wild.

Since 1911 military byelaws have governed access to the Plain. In 1982 the MoD changed these byelaws to make trespass there a criminal offence. Currently, attempts are being made to prohibit public access to further areas of the Plain.



How Cruise Hides



When the convoy goes onto the Plain it hides usually in a copse of trees, sometimes with support vehicles in other adjacent copses. A fence of barbed wire is rapidly erected around the edge of the copse. Inside this compound the Americans camp and set up the missile system. To stem the flow of 'unwanted intruders' British soldiers guard both inside and outside the wire, using night sights and thermal imaging devices, as well as trip flares and searchlight helicopters. The same soldiers, with the aid of the 'MoD Plods', patrol a wide area around the copse, including the roads, checking on the Cruisewatch presence.

Whilst Cruise is out



A permanent watch on the copse or site is maintained day and night from vantage points near and far, by people in cars and on foot. 'Walk-ons' have proved to be an important part of the monitoring and protest. From these a constant check is maintained on the position of the launchers. As soon as the O/S grid reference for Cruise is identified, it is sent out on the telephone trees.

During the week many more people across the country have been alerted and plan to come to a mass demonstration, usually at the weekend, which can involve a mass trespass onto military land. With local Cruisewatch backup, such as legal support, these demonstrations are an effective way to take the protest direct to the military, whilst giving an opportunity to experience Cruise in its dispersal environment. In May 1985 a thousand people came onto the Plain to protest.

Convoy return



When the convoy returns from an exercise there is often a set pattern of advance warning signs and so Cruisewatch needs to be ready. A heavy police presence on the roads and junctions for miles around, in both marked and unmarked cars is a good indication. CB radio and telephone trees are waiting for the word, with prearranged alternative channels for communication when the radio is jammed or phone lines cut.

The Cruise convoy moves to an exit from the military land where it meets the police escort convoy before roaring home. Pursuit of the convoy is made more difficult on the return by the trail of road blocks and closures left by the police. This is where knowledge of alternative routes is important.

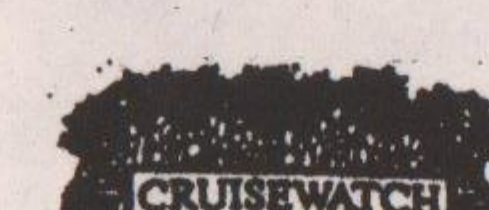
On the return journey the convoy will encounter many different kinds of non-violent protest provided by the large numbers of people alerted to its movement. These may be vigils - a presence at the roadside - or may involve other hindrances such as painting and holding up the vehicles. At Greenham itself, women go to join the protest at the gates.

- Flight complement**
- 22 vehicles
 - 2 LCCs/4 TELs
 - 16 support vehicles
 - 69 personnel
 - 1 flight commander
 - 4 launch officers
 - 19 maintenance personnel
 - 44 security personnel
 - 1 med tech

Cruise convoys contain more of some of these vehicles than shown here. The "Cruise Convoy Vehicles Spotters' Guide" has good photos of them. 20p + SAE, from POB 28, Newbury, Berks.

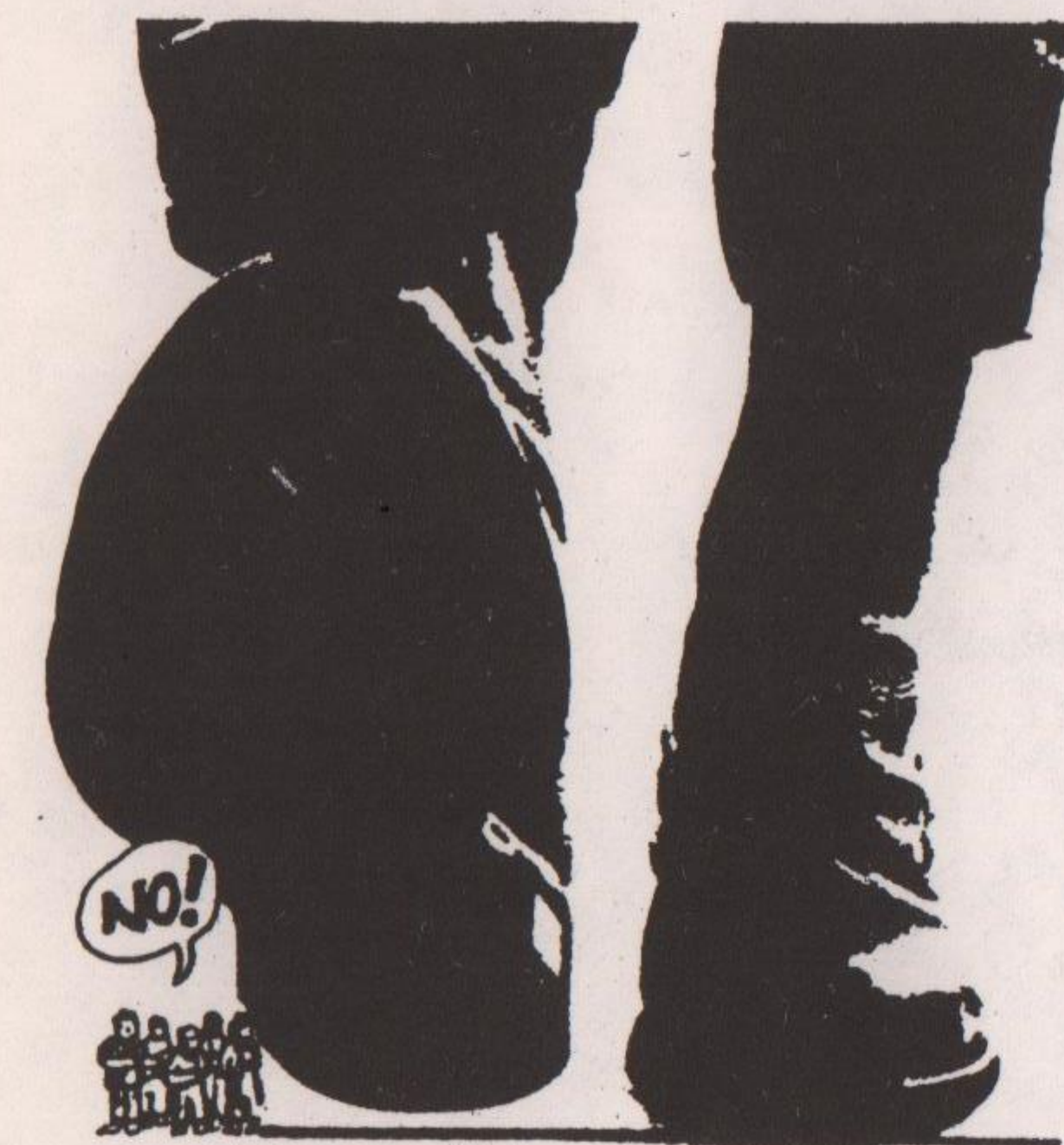
TEL - Transporter-Erector-Launcher
LCC - Launch Control Centre

The 'Authorities'



Cruise has also had a destabilizing effect on civil liberties in this country as in others. On the roads Cruisewatch cars are frequently stopped by police, our CB transmissions are monitored and jammed, whilst at home some telephone systems are tapped and interfered with, and letters have been opened in the post.

In general, the most trivial of offences have been used as excuse to hinder Cruisewatch actions. More direct police aggression and frustration has, however, spilt out in the form of vehicle ramming, van and car window smashing, and the overturning of a vehicle into a ditch. In the courts trials of Cruisewatchers for trespass are regularly taking place. For 'persistent trespass' some people have now been banned for life from the whole of Salisbury Plain. In October 1984 at Longmoor trespassers were held by armed soldiers in a muddy pit



surrounded with barbed wire, sometimes for many hours of the night, before being questioned and deliberately sent on to distant police stations for release. Because most of the convoy movements occur at night and out of public view the authorities will often deny that these events ever happened.

All this harassment and attention is a firm indication of Cruisewatch's effectiveness - the MoD can never claim a dispersal exercise 'without incident'. Having said all this, however, it is important to stress that most encounters with the police and military are not on such unfriendly terms, for though Cruisewatch is a hindrance, it is respected for its determination and effective, non-violent methods.

If you want to help



The phone trees stretch up and across the country - even if you live many miles away it is important that people know when Cruise comes out. Get in touch with Cruisewatch to find out who your nearest telephone contact is. Local groups may want to take action in their own areas - protesting that Cruise is 'out on our roads now!'. Some groups arrange to come to the mass demonstrations at dispersal sites, some decide to get involved with the watching and protests on the Plain and at Newbury. The first 12 hours of a dispersal is the crucial time - there can never be too many people - Cruisewatch needs a strong presence on the first night.

If you come out in a car to do any type of watching/action it is worthwhile planning ahead for all possible eventualities. Here are some examples of useful things to take :-

- a) People - preferably no less than 2 per car
- b) Road and O/S maps for relevant areas - eg south of England and Salisbury Plain (O/S.184)
- c) Food and hot drink - essential on cold nights
- d) Warm, waterproof clothing, blankets and shoes/boots
- e) Money/cheque book - plenty of coins for telephones
- f) Contact telephone numbers
- g) Camera with flash - for pictures of convoy or police
- h) Pencil and paper - for recording times and sequences of events
- i) A torch (- batteries!)
- j) CB radio - very useful if you can get hold of one
- k) For the car - plenty of fuel, full spare can, foot pump etc.

Cruisewatch Follow-ups



The 'Cruise Resistance Bulletin', produced every two months, gives recent information on all aspects of Cruise resistance; including Molesworth / Sea-Launched / International, as well as Cruisewatch. This can be obtained from: Cruise Resistance, 61, Bloom St., Manchester M1 3LY.

(continued overleaf)

