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Australian Army commanders' diaries
Infantry units

Item number: 7/4/6 PART 2

**Item: 4 Battalion Royal Australian
Regiment**

Annexes

[1-31 Mar 1966]

RESTRICTED

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4 RAR

STANDING ORDERS FOR OPERATIONS

NOVEMBER 1965

RESTRICTED

4 RAR
Canberra Lines
Terendak Garrison
MALACCA

// Nov 65

4 RAR STANDING ORDERS FOR OPERATIONS

The attached orders apply from the time of receipt.

C. H. Han f
Capt
Adj 4 RAR

DISTRIBUTION

A Coy (2)
B Coy (2)
C Coy (2)
D Coy (2)
Sp Coy (2)
Adm Coy (2)
Mor Pl
Sig Pl
A Tk Pl
Aslt Pnr Pl
11 Indep Fd Sqn
HQ 28 COMWEL Inf Bde Gp (2)
HQ Aust Army Force FARELF
CO
2IC
Adj 4
IO
QM
MTO
RSM
File
Comds Diary (2)
Spare (5)

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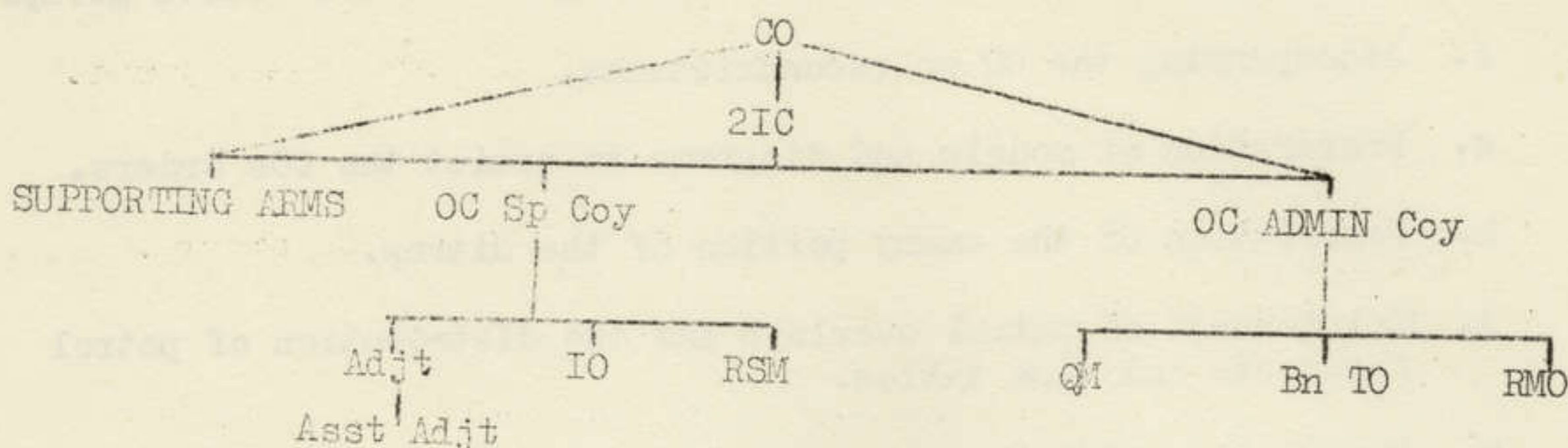
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CHAPTER 1 - ORGANISATION

SECTION 1 - DUTIES OF STAFF AND OFFICES

Staff Diagram

1. A diagrammatic layout for the chain of command to operate in operations is as follows:



Duties of the Staff

2. Second In Command. The Bn 2IC is responsible for the following.
- Understudy the CO.
 - Commanding the reconnaissance party during a withdrawal.
 - All battalion administration. In operations issues instructions through OC Adm Coy.
 - Co-ordination of the duties of both OC Sp and Adm Coys.
 - Harbouring the battalion.
3. OC Sp Coy. The OC Sp Coy is responsible for the following.
- Supervision of the operation of both the Battalion and the Intelligence Office.
 - Acting as company commander for the Battalion Headquarters group.
 - Formulation of patrol plans.
 - Fire planning in the absence of Arty advisers.
 - Production of the TC plan.
4. Adjutant. The Adjutant is responsible for the following.
- Commanding Officer's G staff officer.
 - Preparation of orders and instructions regarding operations and moves of the battalion or sub-units.
 - Organisation and control of the command post.
 - Co-ordination and supervision of the flow of information on the forward and rear radio links.
 - Production of all SITREPS.
 - Production of the duty officer roster which must be published no later than one hour before last light.
 - Reception of visitors.
 - Honours and awards.

5. Intelligence Officer. The IO is responsible for the following.
- a. All intelligence matters within the battalion.
 - b. Provision of maps and air photos.
 - c. Organisation and function of the intelligence office.
 - d. Maintenance of the Commander's Diary.
 - e. Map marking and topographical briefing at the COs orders group.
 - f. Accompanying the CO on reconnaissance.
 - g. Preparation of models and diagrams to assist the COs orders.
 - h. Compilation of the enemy portion of the sitrep.
 - j. Maintenance of patrol overlays and the distribution of patrol forecasts and task tables.
 - k. Preparation of the area for the COs orders together with the reception of officers involved.
6. OC Admin Coy. The OC Admin Coy is responsible for the following.
- a. All 'Q' matters.
 - b. Provision of the following daily maintenance needs of the battalion:
 - (1) Ammunition
 - (2) POL
 - (3) Supplies
 - (4) Ordnance Stores
 - (5) Engineer Stores
 - (6) Water.
 - c. Preparation and implementation of the administrative plan.
 - d. Preparation of the ADM AND LOG paragraphs of operation orders and administrative instructions.
 - e. Preparation of the administrative portion of SITREPs.
 - f. Repair and recovery.
 - g. Feeding and disposal of prisoners.
 - h. Salvage.
 - j. Air re-supply.
 - k. Co-ordination and supervision of the flow of traffic or the forwards and rear administration net.
 - l. Casualty evacuation in accordance with priorities allocated by the RMO.
 - m. Strength states and casualty returns.
 - n. Burial of the dead.
 - p. Postal arrangements.
 - q. Chaplains.

7. Assistant Adjutant. The Assistant Adjutant is responsible for the following.
- a. Production of Routine Orders and Personal Occurrence Returns.
 - b. Education.
 - c. Pay.
 - d. Investigations.
 - e. Processing all routine administrative correspondence reaching the battalion.
8. Signals Officer. The Signals Officer is responsible for the following.
- a. All signals matters within the battalion.
 - b. Command of the Battalion Headquarters group in the absence of OC Sp Coy.
 - c. Assists the Adjutant in the CP when required.
9. The RSM. The RSM is responsible for the following.
- a. Detailed layout of Bn HQ.
 - b. Acting as second-in-command to OC Sp Coy for the defence and administration of Bn HQ.
 - c. Ammunition re-supply under direction from OC Adm Coy.
10. RP Section. The RP section is responsible for the following.
- a. Sign posting the battalion area.
 - b. Implementation of the TC plan.
 - c. Route marking.
 - d. Guarding PWs.

SECTION 2 - OCCUPATION OF BN HQ

Organisation

1. The headquarters is organised into four groups for defence, movement and administration. They are:
 - a. CP group.
 - b. 1 Sector.
 - c. 2 Sector.
 - d. 3 Sector.
2. The CP Groups consists of the officers, NCOs and specialists such as signallers and intelligence duty men required to fight the battalion at the halt and on the move. The CP group provides the following basic offices.
 - a. The Command Post.
 - b. The Intelligence Office.
 - c. The AQ Office.
3. 1 Sector - Basically this sector consists of those members of Bn HQ not required in the CP Group, supplemented by drivers and stretcher bearers. It is commanded by the Bandmaster or in his absence the RP Sgt.
4. 2 Sector - All those members of Sp Coy not deployed or involved with the CP groups are located in 2 Sector which is commanded by CSM Sp Coy.
5. 3 Sector - Those members of Adm Coy not concerned with the AQ office or the Rear Adm area are located in 3 Sector which is commanded by CSM Adm Coy.

Command and Control

6. The Bn HQ organisation is similar to that of a rifle company with four platoons. It is commanded by OC Sp Coy who has the following chain of command.
 - a. RSM performs all duties of Coy 2IC with the additional duty of the responsibility for detailed defence of the HQ.
 - b. Sector commanders perform the dual duties of platoon commanders and platoon sergeants.
 - c. The Sgt Clerk performs the duties of platoon Sgt for the CP group. No platoon commander is necessary as this group has no responsibility for defence. It is the focal point which has to be protected by the sectors.
7. Control of the Bn HQ groups is exercised as follows.
 - a. On the move, by radios whenever they are available or when possible by visual signals.
 - b. At the halt, by the use of line between each sector commander, the RSM and the CP.

SECTION 3 - MOVEMENT OF BN HQ

General

1. Whenever possible the HQ moves across country, clear of tracks and on high ground. To produce maximum efficiency in staff work it is planned to halt the HQ in its overnight location by 1500hrs daily.
2. The rate of movement of the HQ is dictated by the volume of radio traffic. Whenever necessary the CP group halts the headquarters until it is free to move again.

Cross Country Movement

3. The HQ moves on three parallel axis in accordance with orders issued by OC Sp Coy. The layout shown in Annex B is diagramatic. The determinant factor between axis is a minimum of one visual distance.
4. Protection during short halts is achieved by moving into the "box" formation. As shown in Annex C. This drill consists of:
 - a. Sector commanders are ordered to box.
 - b. The centre sector halts, remainder move forward in line with centre sector.
 - c. That part of the centre sector in front of the CP group forms extended line across the front linking with the two flank sectors.
 - d. That part of the centre sector to the rear of the CP Group performs similar actions to link the rear of the two flank sectors.
 - e. Flank sectors face out.

Track Movement

5. Track movement is avoided unless speed is essential. When unavoidable no special procedures are adopted apart from attempting to obtain security for the CP group.

Air Movement

6. To minimise time wasted, it is essential that the headquarters be organised into standard aircraft loads and all members know their chalk numbers.
7. Correct groupings to ensure security of landing and marking of landing sites, fly out in accordance with the COs priority is the responsibility of the OC Sp Coy.

SECTION 4 - DEFENCE OF BN HQ

General

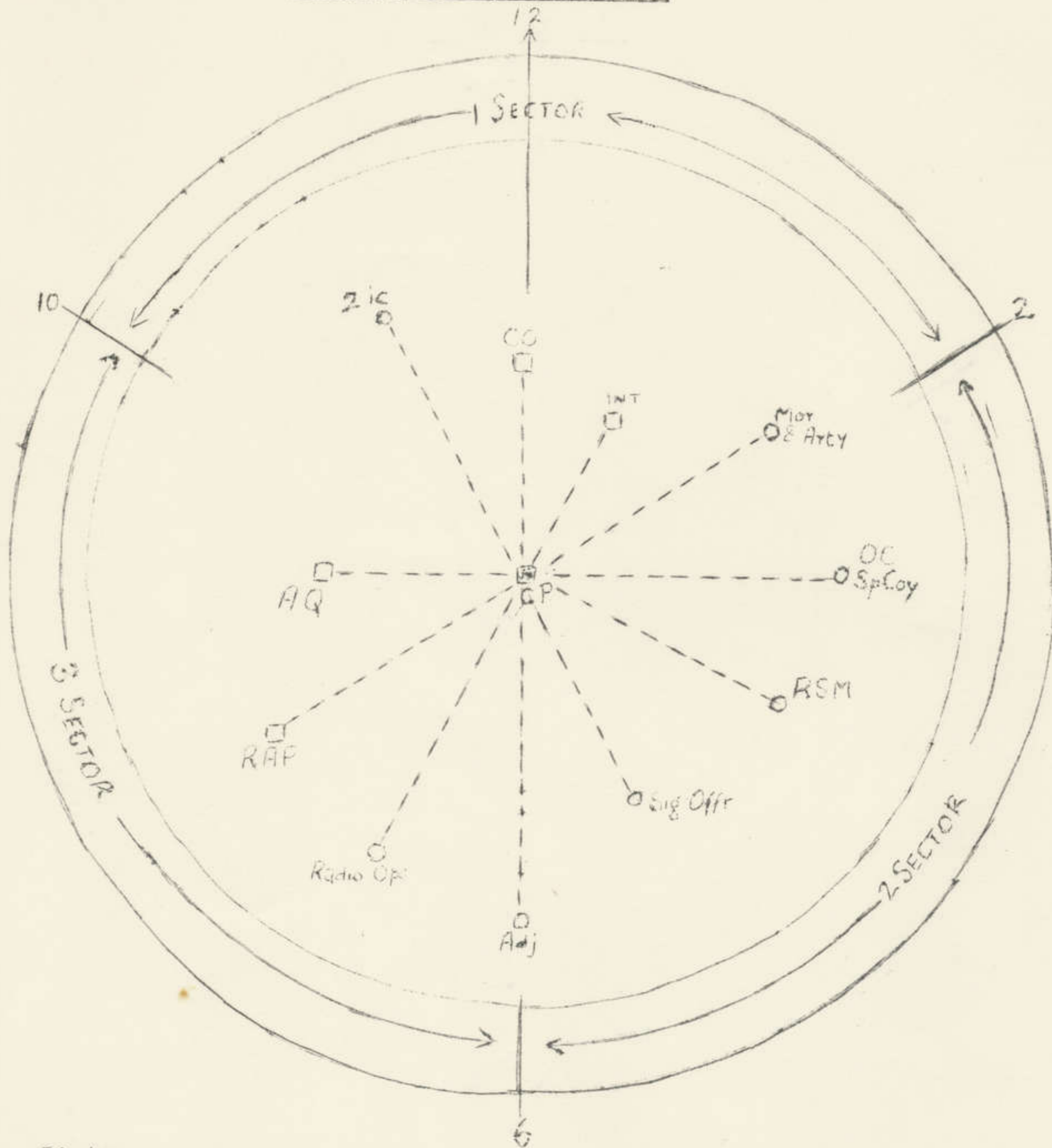
1. Protection on the move and at short halts is afforded by the use of the "box" formation.
2. Layout for defence. Attached as Annex 'A' is the layout for the defence of the headquarters. This will be adapted during the co-ordination period by the RSM.

Procedure

3. To minimise the time required for the HQ to be operating efficiently at the halt, a simple harbour procedure is used. Each of the groups within the CP Group and sector automatically moves to its position with relation to 12 o'clock and a set number of paces from the centre of the clock, which is the CP. As soon as all troops are in position sector commanders report to OC Sp Coy and then clearing patrols are dispatched. When sentries have been posted, the RSM tours each sector with its commander and co-ordinates the local defence. Any additional troops available (e.g. mortar or pioneer sections) are placed where possible in sector areas complete, dependant upon sector strengths and defence weakness.

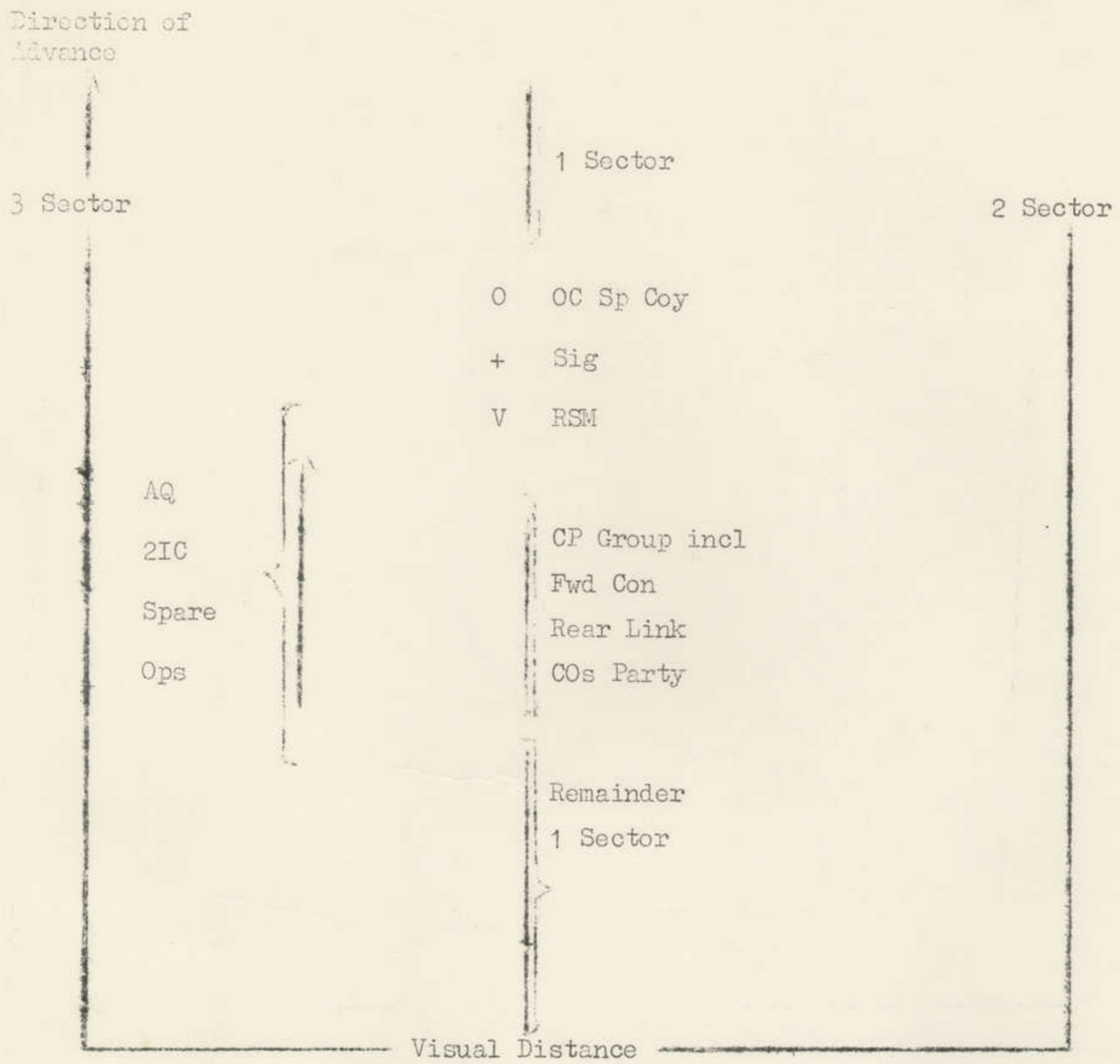
SECTION 5 - RESERVED

SECTION 6 - RESERVED

DIAGRAMATIC LAYOUT OF BN HQDistances

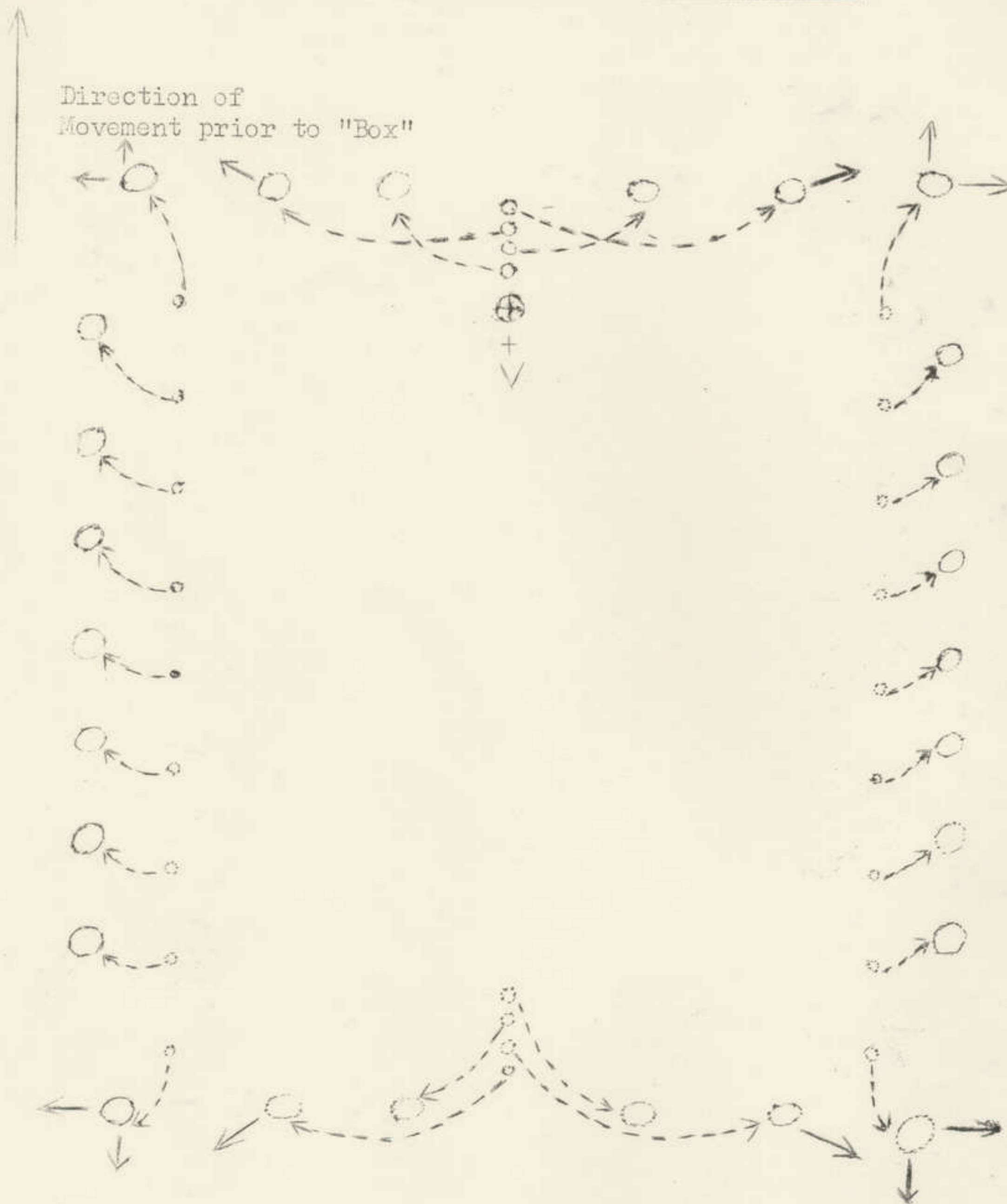
1. 10yds to CO, Int Office and AQ Office.
2. 15yds to remainder CP Gp.
3. Minimum 40yds to sector perimeters.

DIAGRAMATIC LAYOUT OF
BN HQ - CROSS COUNTRY MOVEMENT



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BOX FORMATION FROM CROSS COUNTRY FORMATION



Legend

- ← Arc of responsibility
- Position prior to Box
- ⊙ Position in Box
- ←-- Route to position
- ⊕ OC Sp Coy
- + Sig
- ∨ RSM

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CHAPTER 2

SECTION 7 - COMMAND POST ORGANISATION

Personnel

1. During active operations the CP, Int and AQ Offices will be manned as follows:

<u>CP</u>	<u>Int</u>	<u>AQ</u>
Adjt	IO	OC Adm Coy
G Clerk	Int Sgt	QM
Int Rep	Int Dutyman	TO
Forward Control Sig		Clerk
Rear Link Sig		Forward Adm Sig
Sentry		Rear Adm Sig.

2. During the period between stand down and stand to the G, Int and AQ will be centralized in the CP which will be manned by the following:

Duty Officer	(Adjt Roster)
Duty Sig	(Sig Offr Roster)
Clerk	(Sgt Clerk Roster)
Sentry	(RSM Roster).

3. Duty Officer.

- a. Availability - Adjt
Sig Offr
IO
OC Mor Pl
OC Tracker Pl
OC Pnr Pl
QM
TO.

b. Relief - periods of duty will be arranged by Adjt. Sentries will be used to warn oncoming duty officers so that the CP is not left unmanned.

4. Other Ranks.

a. Clerks - The Sgt Clerk will maintain a roster from the following:

Sgt Clerk
Cpl Clerk
Int Sgt
Int Cpl
Int Dutyman (2)
Orderlies (2).

Change overs will be staggered with the Duty Offr to avoid both being relieved at same time.

b. Signallers. Arranged by the Sig Offr.

c. Sentries. Arranged by RSM.

Construction of CPs

5. This will be co-ordinated by the RSM but the following will generally apply:

a. G and AQ CPs to be constructed by Pnr or Tracker Pl attached with assistance of CP Group. CP specification are at Annex 'A.

- b. Int office by Int dutymen assisted by a work party detailed by ILM.

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SECTION 8 - RECORDING OF BATTLE INFORMATION

Battle Maps

1. The following maps will be maintained at Bn HQ.
 - a. Master Ops Map. (large scale). Maintained by Int Sec. This map is to show the latest information on enemy. own troops, sp fire, LSs etc.
 - b. CO Battle Maps (large scale) maintained by the Int Sec. This map is a duplicate of the Master Ops Map.
 - c. Working Map. Maintained by CP officers and duty officers.
 - d. AQ Battle Map. Maintained by AQ Staff showing outline operational situation and detailed administrative situation.
 - e. Ptl Maps. Maintained by CP staff.
 - f. COs Recce Map. Maintained by Int Section. Map must show enemy positions only.
 - g. Air photo maps and mosaics maintained by Int Sec.

Recording of Radio Messages

2. All radio messages will be recorded by operators as follows.
 - a. Radio operators will record in detail all incoming and outgoing messages in their radio log books (F/Sigs 1).
 - b. Each incoming message will be ticked by the operator when its contents are passed to the officer responsible for the net.
 - c. All outgoing messages will be written in the Radio Log Book and ticked by the operator when they have been passed.
 - d. During quiet periods the G Clerk will extract the main points of the days activities from the operators log book and enter them in duplicate in the operational log. The original copy will be forwarded to the IO to provide detail for the Commander's Diary.

Battle Message Board

3. The battle message board will be kept in the CP and provide for.
 - a. All in and out messages.
 - b. Copy of the operational log for the preceeding 24hrs.
 - c. Issues and sitreps.
 - d. Current OCs and Adm Os.
 - e. CP Duty Roster,
 - f. Patrol programme and reports.
 - g. HF programme.

State of Communications Board

4. This will be maintained in the CP by the Signals Officer.

Comptroller's Diary

5. This will be maintained by the IO.

Ack Register

6. Each office will maintain its own ack register.

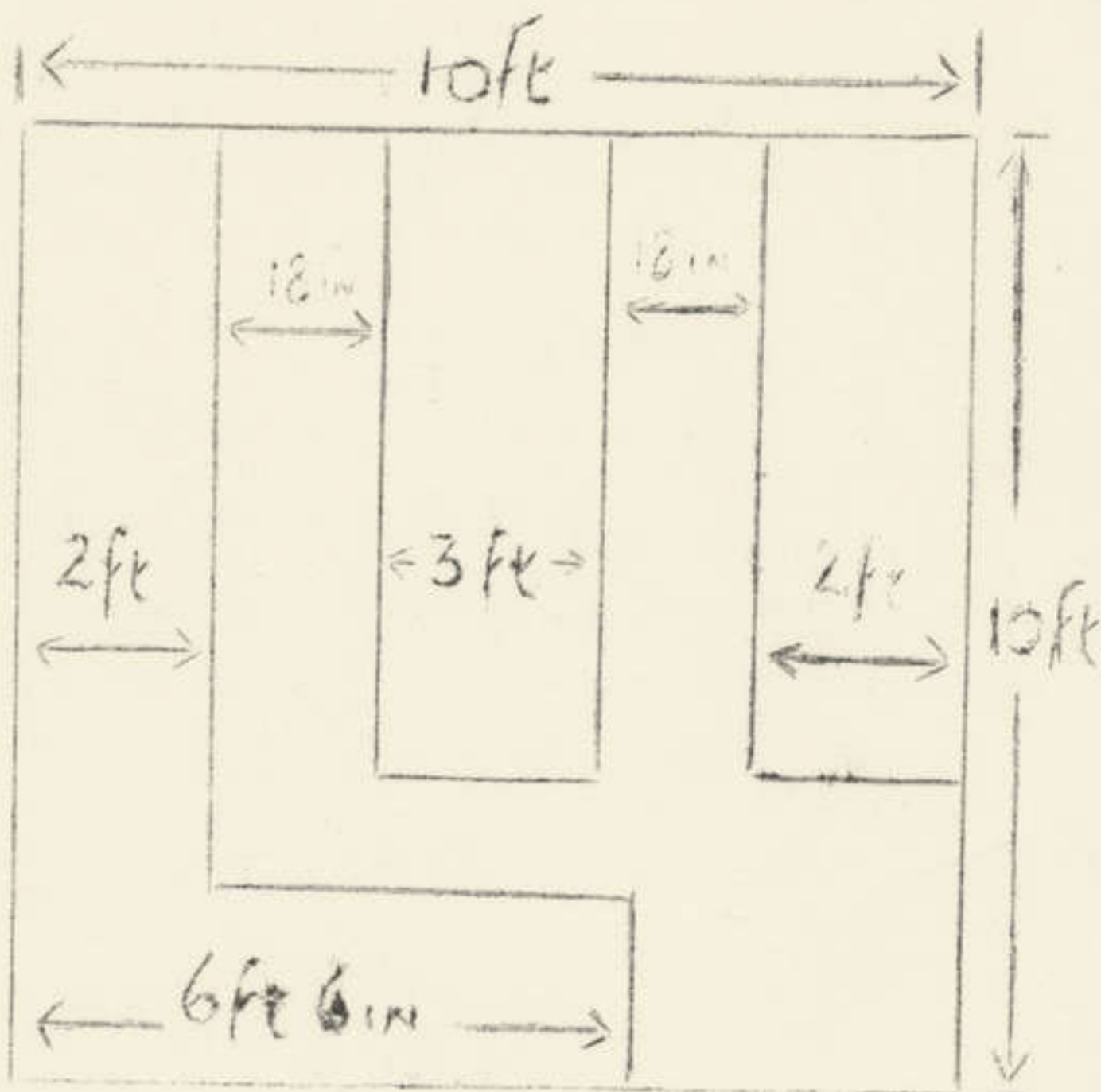
Returns

7. A schedule of G returns is contained in Annex 'B'.

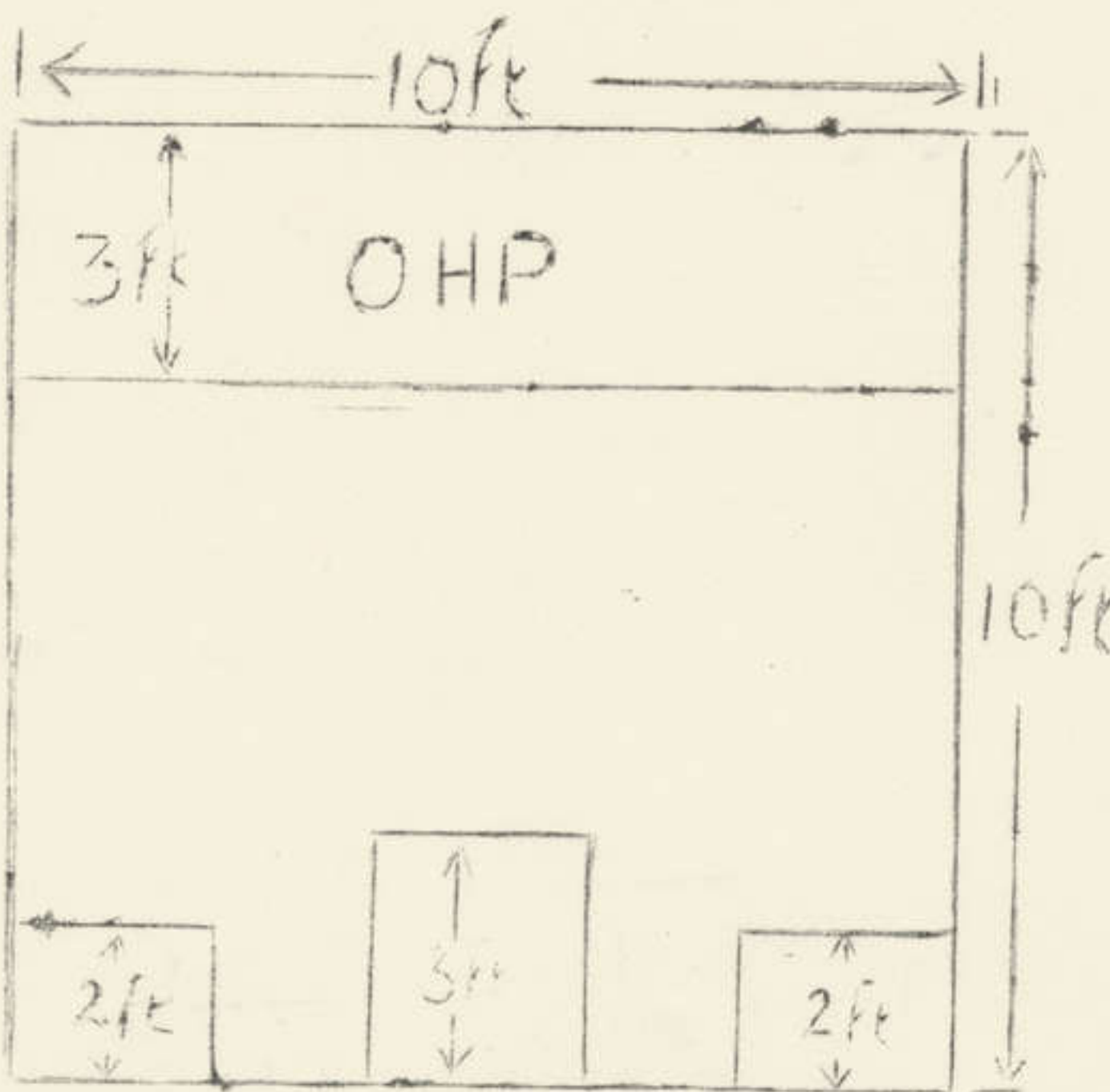
SECTION 9 - RESERVED

SECTION 10 - RESERVED

DIMENSIONS BN CP



PLAN A A



Notes:

- 1. Not to scale.
- 2. Dog leg entrance required at AA.

"G" RETURNS/REPORTS

Serial	Report/Return	Form	When Rendered	By Whom Rendered	Action By Bn HQ	REMARKS
1	Sitrep	Msg	0630 hrs and 1830 hrs daily and at other times when sit changes	Rifle Coys and Indep Pls under Bn con	Compile and fwd to Higher HQ by 1700 and 1900 hrs daily	See App I for detail
2	Locstat	Msg	Fol change of loc	As above	compile and fwd to Higher HQ	To be confirmed in normal SITREP
3	EN First Ident	Verbal	Immediately	Rifle Coys, ptls, pls under bn con	Consolidate and fwd to Higher HQ	As above.
4	Ptl Reports	Verbal fol by written report	On completion of all ptls	All ptl comd	Consolidate and fwd as required	See Annex B to Chap 4
5	Recce Report	Verbal, confirmed by written report	As ordered by Bn HQ	As ordered	As above	Trace, marked map or diagram to be att to written report.
6	SITREP COLREP COLREP	Verbal	As Occurring	All rifle coys and indep pls under Bn con. Also ptls	As above	See App 2 for detail
7	Crash air rep (crashed ac report)	Msg	Immediately occurring	Rifle Coys, Ptls indep ptls under bn con	Fwd to Higher HQ	See App 3 for detail
8	Hostile ac (hostile ac report)	Msg	Immediately occurring	As above	As above	See App 3 for detail
9	Page Im'os	Msg	Continuous	As above	Consolidate and fwd as required	Sketch or Trace to be att to report.

(a)	(b)	(c)	(d)	(e)	(f)	(g)
11	Laying of mine fds	Msg confirmed by written report	When commencing mine fd laying	Rifle Coys, Aslt pnr pl	As Above	See App 4 for detail. Reports to be sent are (a) Intention to lay (b) Mine fd record (c) Indication of laying (d) Completion of laying (f) Any changes (g) Report of lifting.
11	Lifting of mine fds	As above	When gapping, lining or lifting	As Above	Consolidate and fwd to Higher HQ	See App 7 for detail
12	PW capture rep	Msg	On occurrence	Rifle coys and indep pls under bn con	Fwd to Higher HQ	See App 5 for detail
13	Int Rep	Msg	-do-	As Above	As above	
14	FIOT (Forward line own Tp)	Msg	-do-	Bn HQ	As Above	See Annex 'E' to Chapter 5
15	Comds Diary	C 2118	Monthly	IO	Consolidate and fwd to Higher HQ	
16	Spot Rep	Msg	On occurrence	Rifle coys and indep pls under Bn con	Fwd to Higher HQ	Immediate report on any matter
17	Personnel Daily Summary	Msg/verbal or Form 4	1030 hrs	<u>'A' RETURN/REPORTS</u> All coys and indep pls under bn con	Consolidate and fwd to Higher HQ by 1200 hrs	See App 6.
18	Priority case cas evas	Verbal/Msg	As occurring	PtIs, Rifle coys, indep pls under bn con	Org casevac through Higher HQ	See Annex 'B' to Chapter 6.

(a)	(b)	(c)	(d)	(e)	(f)	(g)
19	BURIAL Return		As required	OIC Burrial Party		
20	Civil Affairs Report	Msg	1930 hrs daily	Rifle Coys and pls under Bn con	Fwd to Higher HQ	Sub units will be told under it becomes nec to submit these reports.
21	Priority 2 & 3 Casualties awaiting evacuation	Msg or Form 5	0930 hrs	As Above	Fwd to Higher HQ by 1000 hrs daily	a. Format of Form 5 attached as App 7. b. Submitted in duplicate by Bn to Bde HQ. c. Nil returns required.
22	Daily demand	Msg or Form I	0900 hrs daily	Rifle coys, pls under Bn con	Fwd to higher HQ by 1000 hrs	1. See App 8 for details. 2. Nil returns required for sub units being maintained by air.
23	Eqpt Cas Return	Msg or Form 2	0930 hrs	As Above	Fwd to higher HQ by 1000 hrs	1. Shows losses of vehs, arms, control led stores of other op essential eqpt during previous 24 hrs. 2. See App 9 for detail. 3. Nil return required.
24	Veh cas report	Msg or Form 3	On occurrence	Rifle coys, pls under Bn con	Fwd to Higher HQ	
25	Armo expenditure return		0930 hrs for previous 24 hrs	Rifle coys and pls under Bn control.	Arrange resupply	List ammo by type and quantity.
26	OPDEM	Msg	AS occurs	Rifle coys and pls under Bn control	Fwd as op Immediate signal to Bde	An OPDEM is originated as an Op Immediate signal when the deficiency causes unserviceability of an iter(s) effects the operational efficiency of a sub unit. See App 11 for details.

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SITREPS

1. Sitreps will be fwd to Bn HQ whenever the sit changes and daily at 0615hrs and 1815hrs.
2. Sitrep is to incl:-
 - a. En;
 - b. Own sit;
 - c. Adm;
 - d. General - any info not covered elsewhere.
3. The fol is an example in message form:
"Sitrep 4 (.) period 112100Z to 120745Z (.) Bn (.) locs
and ident no change (.) periodic hostile shelling of Coy area (.)
NO en ptl activity (.) Own sit (.) No change (.) Adm (.)
10 Y cas awaiting casevac from my loc (.) NFTR (.)"
4. Sitreps are classified as SECRET and will be sent op immediate, when in msg form.

NORMREP, SHELREP AND BOMBREP

1. The fol letter index will be used in reporting the above:-
 - A. From (unit)
 - B. GR of observer
 - C. Grid bearing of flash, sound or groove of projectile (say which)
 - D. Time from
 - E. Time to
 - F. GR of area shelled or bombed
 - G. No and nature of guns, mors or ac (if known)
 - H. Nature of fire (for mors and guns only-registration, bombardment, harassing)
 - I. No and type of projectile (if known)
 - J. Time period flash to bang.
2. If any serial is unknown or not applicable the letter is omitted.
3. If to be sent by radio, the only items sent in code are:-
 - (i) Grid Ref of the observer if this disclosed and OP or HQ.
 - (ii) Move of the Unit.

Example - "SHELREP ALPHA 4 RAR BRAVO 016743 CHARLIE 230 degrees to sound DELTA 1400 ECHO 1415 FOXTROT Summar GOLF Single rounds med gun HOTEL harassing INDIA 7 HE JULIET not known".

ACREPORTS

CRASH IREP

1. Reports of crashed ac either en or own will be fwd to Bn HQ as follows:-
 - a. Type and nationality of ac.
 - b. GR of crash/forced landing.
 - c. Sqn letters and ac no if visible
 - d. Extent of damage if known. Did ac land with undercarriage up?
 - e. Any info regarding the crew.
 - f. Whether tactical sit permits salvage, with or without escort.
 - g. Can crew be assisted by the observance of the crash?

Heading not known are omitted. All info is sent in clear except call sign.

HOSTAIREP

2. En attacks not fwd as a bombrep can be sent as a HOSTAIREP as follows:-
 - a. Time observed from.....to.....
 - b. Loc of place of attack.
 - c. GR of observer (in code).
 - d. No and type of ac.
 - e. Dir of approach.
 - f. Dir of withdrawal.
 - g. Type of attack (e.g. Rockets, bombs, strafing).
 - h. Damage inflicted, and if any en ac brought down GR of crash. (sent by code).

REPORTING OF MINEFIELDS

1. Interim Report

When minelaying has begun an interim report is fwd to Bn HQ as follows:

SECRET

Immediate Notification if New Minefd

Unit:-

Map:-

GR of fd being laid:-

Total no and types of mines being laid:-

Time laying to be completed:-

Gaps or lanes cut:-

Signed.....

2. Minefd Clearance

When our minefds are cleared, laned or gapped the following report will be forwarded to Bn HQ:-

SECRET

Certificate of Minefd Clearance

Unit:-

Map:-

GR of fd lifted/lane/Gap:-

It is certified that.....(no and type).....mines were lifted from the above minefd.

Date/time lifted:-

Signed.....

NOTES ON DAILY PERSONNEL SUMMARY

Attached and detached personnel

1. Personnel detached from their parent sub-unit will continue to be shown on the Daily Personnel Summary of their parent unit and will NOT be shown by the sub-unit to which they are attached.
2. Units to which personnel from other sub-units are attached are responsible for keeping the parent unit informed of any casualties, sickness etc of attached personnel.

Means of Transmission

3. Whenever possible this return will be submitted on the proforma shown and will be forwarded to Bn HQ by SDS, aircraft or hand. When it is NOT practical to submit the return by any of these means radio or telephone will be used. Procedure for submission of the return by radio/telephone is as follows.

<u>STATION</u>	<u>TRANSMISSION</u>	<u>REMARKS</u>
Originator	"Hullo 4, Form 4 message over"	Originators call sign is 4. (ie D Coy) Allows recipient time to select correct form and be ready to take message without delay.
Bn HQ	"4 Send over"	
Originator	"4 Form 4 Column Alpha C/S4"	Call sign of sub unit.
	Column Charlie - 2	
	Column Delta - 5	
	Column Exho - 1	
	- NIL	Note that
	- 2	a. no mention is made of nationality. b. names are NOT given in voice transmissions.
	Column Foxtrot - 11	
	Column Golf - NIL	
	Column Hotel - 20	
	Column Juliet - 13	

Column Lima -- NIL
 Column Mike - 2
 Column November - NIL
 Column Oscar -- ONE
 Column Papa - NIL
 Column Quebec - Two
 Column Romeo - One
 Column Sierra - Two
 Column Tango - - NIL

Note: In voice transmission the sub-unit of nationality are NOT given nor is any reference made to Part 2.

DAILY PERSONNEL SUMMARY AS AT 1000 HRS ON

PART I: STRENGTH AND CASUALTIES

Form 4

Sub Unit	Nationality	Strength		Killed		Wounded		Missing		Non Battle Injury/Sickness		Admin	Losses
		Offrs	ORs	Offrs by name	OR	Offrs by name	OR	Offrs by name	OR	Offrs by Name	OR	Offrs by Name	OR

(No 25)

DAILY PERSONNEL SUMMARY AS AT 1000 HRS ON

PART 2: GAINS

Sub Unit	Nationality	Previously Reported Missing		Now Recovered/Returned				RFTS Received Sick/Injured		P W Taken	
		Present State is		Wounded		Neither		Returned		Offrs	ORs
		Killed		Offrs	ORs	Offrs	CRs	Offrs	ORs		
		Offrs	ORs	Offrs	ORs	Offrs	CRs	Offrs	ORs	Offrs	ORs

(Continued)

SPECIMEN RETURN OF PRIORITY
TWO AND THREE CASUALTIES AWAITING EVACUATION

Form 5

PRIORITY 2 AND 3 CASUALTIES AWAITING
EVACUATION ON _____

SUB UNIT (a)	PRIORITY TWO		PRIORITY THREE		REMARKS(LZ where cas loc of any special requirement (f)
	LYING (b)	SITTING (c)	LYING (d)	SITTING (e)	
TOTALS					

Notes:

1. When sub units are unable to forward this return by hand it will be submitted by radio or telephone using following procedures.

<u>STATION</u>	<u>TRANSMISSION</u>	<u>REMARKS</u>
Originator	"Hullo 3, Form 5 Message over".	Allows recipient to select correct form and be ready to take message without further delay.
Bn HQ	"3, send, over"	
Originator	"3, Form 5 Column Alpha DMT"	Address group of unit/sub unit.
	Column Bravo - Nil	
	Column Charlie- Two	
	Column Delta - Three	
	Column Foxtrot- BAD BOG	Identification of LZ. If new LZ grid reference should be given in code.

SPECIMEN DAILY MAINTENANCE DEMAND

Unit _____
Daily Maintenance Demand for Delivery on _____
(To be submitted in duplicate by 0900 hrs Daily)

Form 1

Demand No _____

Ser	Part No	Commodity	Qty	LZ/DZ for Delivery	PRI	Time Delivery Required

(page 28)

NOTES ON DAILY DEMAND

1. For easy reference give demand a serial number and also each commodity.
2. Demand:-
 - A. MT Gas in multiples of 4 $\frac{1}{2}$ gallons.
 - B. Ammunition in full cases.
 - C. Rations in multiples of 10.
 - D. Hexamine cookers in multiples of 48.
 - E. Hexamine refills in multiples of 72.
3. If a new DZ give:-
 - A. Identification letter.
 - B. Grid reference of
 - (1) Impact point
 - (2) DZ Limits.
4. Allot priority by type of commodity.
5. Give 2 hour time bracket for delivery.
6. Example of sending demand by radio/telephone. Originator's call sign is 2.

<u>STATION</u>	<u>MESSAGE</u>	<u>REMARKS</u>
Originator	Hullo 2, for 95A. Form 1. Message over.	Give recipient time to select correct form and be ready to take down without further delay.
Receiver	95A send over.	
Originator	2 form 1 serial 0021, Column Alpha 1 Column Charlie PAA(MT Gas Commodity Code) Column Delta 90 Column Echo Hot Dog Column Foxtrot One Column Golf 0800 to 1000hrs Column Alpha 2 Column Bravo 11717 Column Charlie AAC(7.62 Ball Commodity code) Column Delta 7000 Column Foxtrot Two etc etc	Serial number of demand

NOTE that columns E and G are not repeated unless there is a change.
i.e. delivery to two or more DZ/EZ.

S. EQUIPMENT CASUALTY RETURN

Form 2

EQUIPMENT CASUALTY RETURN AS AT 0600hrs ON

To be submitted to Bn HQ in duplicate
by 0930hrs daily.

UNIT/SUB UNIT	ITEM	QTY	CL	REMARKS
(a)	(b)	(c)	(d)	(e)

NOTES

1. a. In column (d) (Classification) the following will be used:
 - (1) X - LAD Repair
 - (2) Y - Workshop repair
 - (3) Z - Base repair; beyond local repair; beyond economical repair.
- b. In column (e) (Remarks) show if replacement has been demanded by reference to demand number and date or OPDEM serial number.
2. Whenever possible copies of this return will be forwarded to Bn HQ by SDS, aircraft or hand. When absolutely necessary, the return may be sent by radio or telephone, If this is the case the following procedure will be used:

<u>STATION</u>	<u>TRANSMISSION</u>	<u>REMARKS</u>
Originator	"Hullo for 95A Form 2 message over"	Allows recipient to select correct form and be ready to take down message without further delay.
Bn HQ	"95A send over"	Call sign of sub-unit.
Originator	"Form 2 Column ALPHA XCV Column BRAVO WZU A41 Column CHARLIE TWO Column DELTA 1 XRAY Column ECHO OPDEM 1/6 1 ZULU of 162100GH refers	Commodity code index for item(s) concerned. See para 1a above Indicates item has been demanded or replaced by OPDEM procedure.

SPECIMEN VEHICLE CASUALTY REPORT

Form No 3

VEHICLE CASUALTY REPORT

ALPHA	Sub unit concerned
BRAVO	Location. Including Grid Reference.
CHARLIE	Make/type of vehicle, including mark and contract numbers where known.
DELTA	WD or registration number.
ECHO	Classification, if known, (see para 1 below).
FOXTROT	Assessment of damage or cause of breakdown. Assistance required including if possible full details of tools, spares and tradesman required.

NOTES:

In ECHO use:

1.
 - a. X to denote a casualty requiring first line repair. ie. LAD.
 - b. Y to denote a casualty requiring second line repair. ie. Workshop.
 - c. Z to denote a casualty requiring base repair. ie. Is beyond local or economical repair.

2. Where possible this report should be sent by hand. If detail has to be sent by radio the following will apply:
 - a. Report will be referred to as "Form 3" and no mention of the title.
 - b. In ALPHA the call sign of the sub unit will be used.
 - c. Grid reference will be encoded.
 - d. Item will, if possible, be referred to by commodity code index.

SPECIMEN OPERATIONAL URGENT DEMAND (OPDEM)

PRECEDENCE-ACTION
OF IMMEDIATE

INFO DATE-TIME GROUP

FROM A Coy 4 RAR

SECURITY CLASSIFICATION

TO 4 RAR

UNCLAS

ORIGINATOR'S NUMBER

06

ALPHA (.) OPDEM 1/11

BRAVO (.) C/S 1

CHARLIE (.) Breech block quantity 2.
Bombs smoke quantity 100.

DELTA (.) HOT HARRY

ECHO (.) 12 1200 GH

FOXTROT (.) RED Smoke & windsock at NORTH end.

- a. ALPHA is serial number of OPDEM.
- b. BRAVO is call sign of sub unit requiring stores.
- c. CHARLIE is type and quantity of required items.
- d. DELTA is identification of Airstrip or dropping zone. This automatically indicates method of delivery which will be confirmed in the acknowledgement of the OPDEM. If new dropping zone is being used the following is required.
 - (1) Identification letter
 - (2) Grid reference of
 - (a) Import area
 - (b) Limits of dropping zone.
- e. ECHO is latest time by which stores must be received.
- f. FOXTROT is any further info on LZ/DZ.

CHAPTER 3 - SECURITY AND COMMUNICATIONS
SECTION 11 - USE OF CODES

Introduction

1. Whilst part of 28 COMWEL Inf Bde Gp , coys/pls could be required to communicate direct to Bde at times.

Codes Used by 28 COMWEL Bde

- 2. Bde Voice codes used are:
 - a. Slidex
 - b. States Codes
 - c. Griddle (within units only).

NOTE: Slidex is to be used for passing Grid References using the correct disguising procedure (See Instrs for Use of Slidex Voice Code 1956, para 9)

Codes Used by 4 RAR

3. On operations, the following codes will be used:

	<u>Level</u>	
a. Slidex-unit card	Coy/Isolated pl-Bn	
b. Griddle	Coy	-Bn
c. Lettercode	Pl	-Coy.

4. Passwords, P hr, Nicknames, L S Identification figure will also be used as applicable.

5. Three complete code sheets containing serials will be issued prior to an operation to the required users. Codes will be in envelopes and labelled WHITE CODE, PINK CODE, and GREEN CODE.

- 6. a. WHITE codes will be used first.
- b. PINK and GREEN codes will only be used on order of Bn HQ in the event of the current codes being compromised.

7. Loss or capture of codes will be reported immediately to Bn HQ.

8. The period of codes will be for 24 hrs, from 0730hrs to 0730hrs.

9. Code serials will normally be issued by last light on the previous day. In the event of a sub unit/ptl being away from base for a period over 24hrs, serials to cover this period will be issued by Bn HQ to the particular sub-unit/ptl concerned, on request to Bn HQ.

10. NO codes or nicknames will be used without the authority of Bn HQ.

11. Reports on contacts and locs of the enemy will be sent in clear.

Slidex

12. Encoding and decoding of slidex is an offrs responsibility. Prior to sending a slidex message, it will be checked by another offr or reliable person.

13. Within 4 RMR, grid references will not be encoded in slidex. Griddle or lettercode will be used.

14. Grid References

- a. From coy to Bn, grid references are to be encoded in griddle.
- b. In special cases, lettercode will be used. This will be on order Bn HQ, and clearly promulgated on the relevant signals instructions.

SECTION 12 - COMMUNICATIONS POLICY

Signal Centre

1. The Signal Centre will be established in all phases of war.
2. The Radio Sgt is responsible for the organisation and running of the Signal Centre.
3. In operations the Signal Centre will be responsible for:
 - a. Maintenance of a "State of Communications Board" in the "G" Command Post.
 - b. Laying local line within the headquarters.
 - c. Handling all cypher messages and messages bearing a security classification of "SECRET" and above.
 - d. Facilitating the evacuation and replacement of defective signal equipment by the fastest means possible.
4. The Signal Centre will provide the following facilities:
 - a. Information on signal matters to sub-units.
 - b. Provision of equipment from a pool where necessary.
 - c. Despatch of all rearward traffic by the fastest and most secure means possible.
 - d. Reception of all traffic from higher formation.
 - e. Manning a unit switchboard when necessary.
 - f. Supervision of the battalion command net through the forward control station.

Radio

5. Radio is the prime means of communication. All radio nets where possible will be duplicated using HF and VHF radio sets.
6. The Sigs Offr is responsible for the provision of all rear link communications to sub-units.
7. The operation of sub-unit radio nets is a sub-unit commander's responsibility.
8. The stations to answer a Charlie Charlie 10 call are 1,2,3,4,8 & 9.

Line

9. Line will only be laid on order from Bn HQ.
10. Line will be laid from sub-units headquarters to Bn HQ when ordered.
11. The following local lines will be laid in the battalion headquarters area when the period of occupation is over six hours.
 - a. Command
 - "G" Command Post
 - "AQ" Command Post
 - RSM
 - RAP
 - b. Local Administration and Defence
 - RSM
 - Sector Commanders of Nos 1, 2 and 3 sectors

- 12. Local line will be laid in accordance with para 13 of this section.
- 13. Identification and calling will be by the undermentioned method.

<u>Subscriber</u>	<u>Identification</u>
a. Command	
"G" Command Post	White
"AQ" Command Post	Red
RSM	Blue
RAP	Black
b. <u>Administration and Local Defence</u>	
RSM	Blue
No 1 Sector	Green
No 2 Sector	Orange
No 3 Sector	Brown

Timings

- 14. The battalion command net will be checked at 0700hrs daily. Any sub-station closed down will only do so when authorised by the Forward Control Station.
- 15. All stations that have been closed down will switch on fifteen minutes prior to stand to each morning and evening; or any alert in the battalion area of operation.
- 16. Battalion time will be given daily immediately following stand down each morning by the Forward Control Station.
- 17. Cases will arise when continuous communications to sub-units cannot be maintained. Scheduled times will be advised in these circumstances.

Notes:

- 18. The following nets are standard:
 - f1 - Battalion Command Net
 - f2 Administrative Command Net/Link
 - f3 A Company Command Net
 - f4 B " " "
 - f5 C " " "
 - f6 D " " "
 - f7-11 Mortar Platoon Nets.
 - f12 Air frequency.

- 19. Radio diagrams are shown at Section 14.

Air to Ground Communications

- 20. Frequencies, HF and VHF, for air to ground communications will be issued separately when required.

21 - 22 RESERVED

Emergencies

23. In the event of no contact using VHF radio with the Forward Control Station, directly or indirectly (i.e. relay), for a period of four hours, sub-units will establish HF communications.

24. The Forward Control Station will maintain a listening watch for emergencies arising in para 23, on HF communications.

25. In the event of NO communications using HF or VHF radio use should be made of the following facilities:

- a. Police Nets.
- b. Civilian telephone.
- c. Aircraft, only when the HF Air Safety Net frequency is known.

Lateral Communications

26. In state operations the sub-unit on the LEFT will be responsible for providing communications to the sub-unit on the RIGHT.

Signal Instructions

27. The Sig Offr is responsible for providing all signals instructions for operations. He is responsible for information regarding frequencies, Net **Identification** Signs, Address Groups and any nicknames involving communication security.

Communication Security

28. The Signals Officer will ensure maximum communication security by

- a. Monitor of unit and sub-unit nets.
- b. Maintaining radio discipline in accordance with standard procedures.
- c. Ensuring only authorised codes are used.
- d. Notification to higher authority on breeches of security.

29. All messages bearing a security classification above RESTRICTED will be sent in code.

Equipment

30. All users of radio will check the serviceability of their equipment daily.

31. Broken or defective equipment must be reported, immediately.

32. Resupply of broken or defective signal equipment will be by the fastest means possible.

Rear Link Communications

33. Rear Link communications are to be provided in accordance with higher formation signals instructions.

34. The Sig Detachment Sgt is responsible for communications to higher HQ through the G Command Post, & in consultation with the Signals Officer.

SECTION 14 - RADIO DIAGRAMS
DIL CEM 1 - 4 RAR COMMAND NET

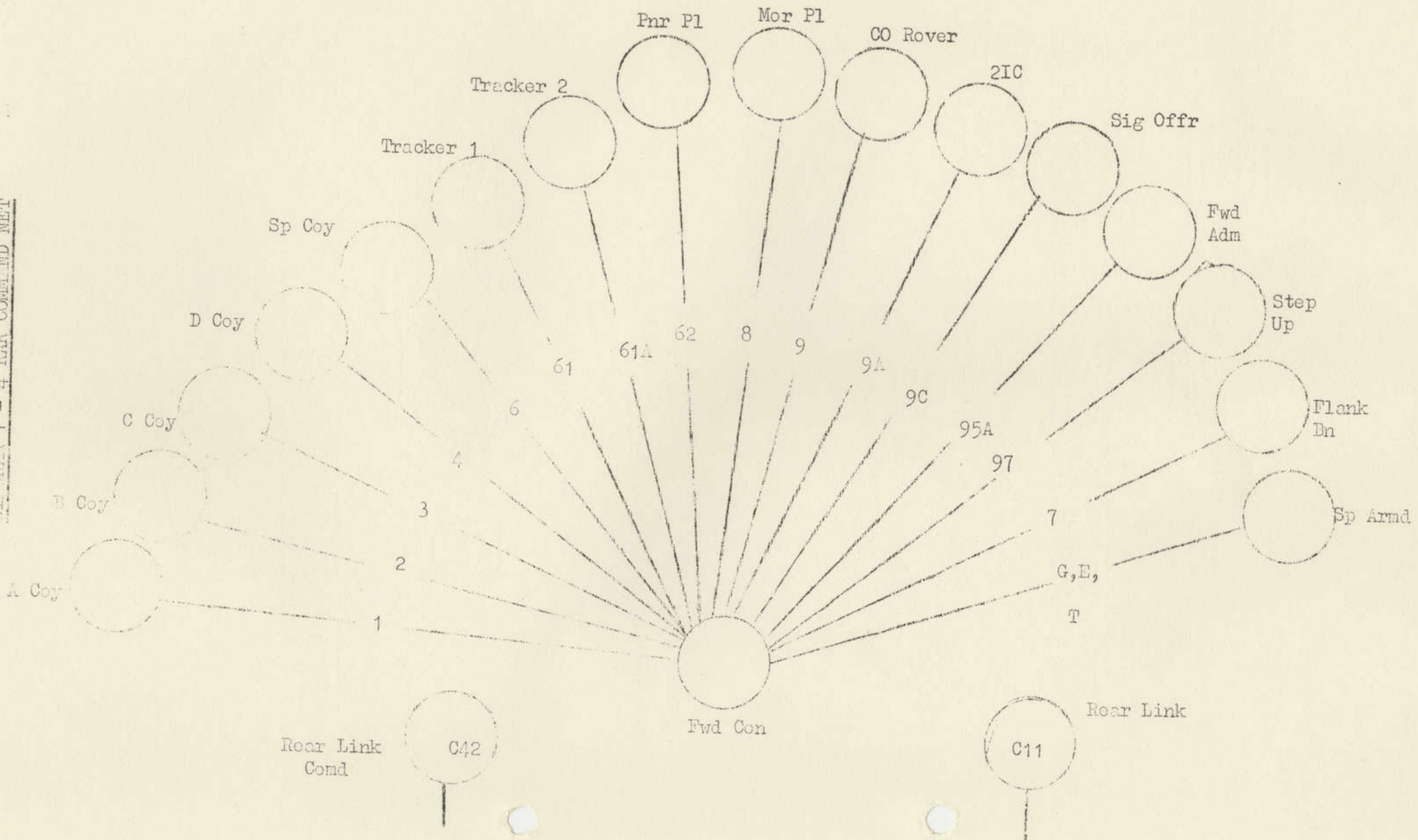
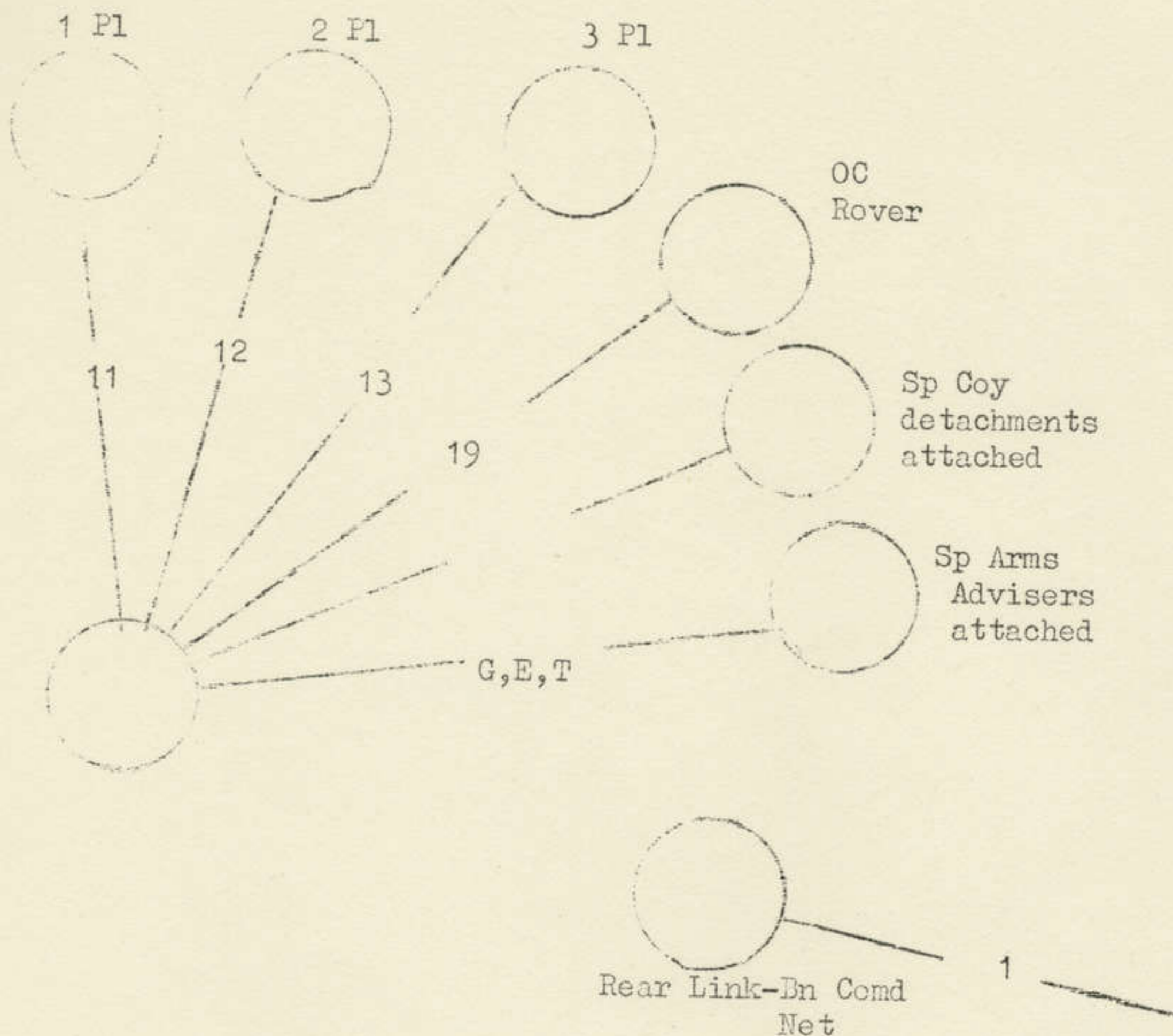


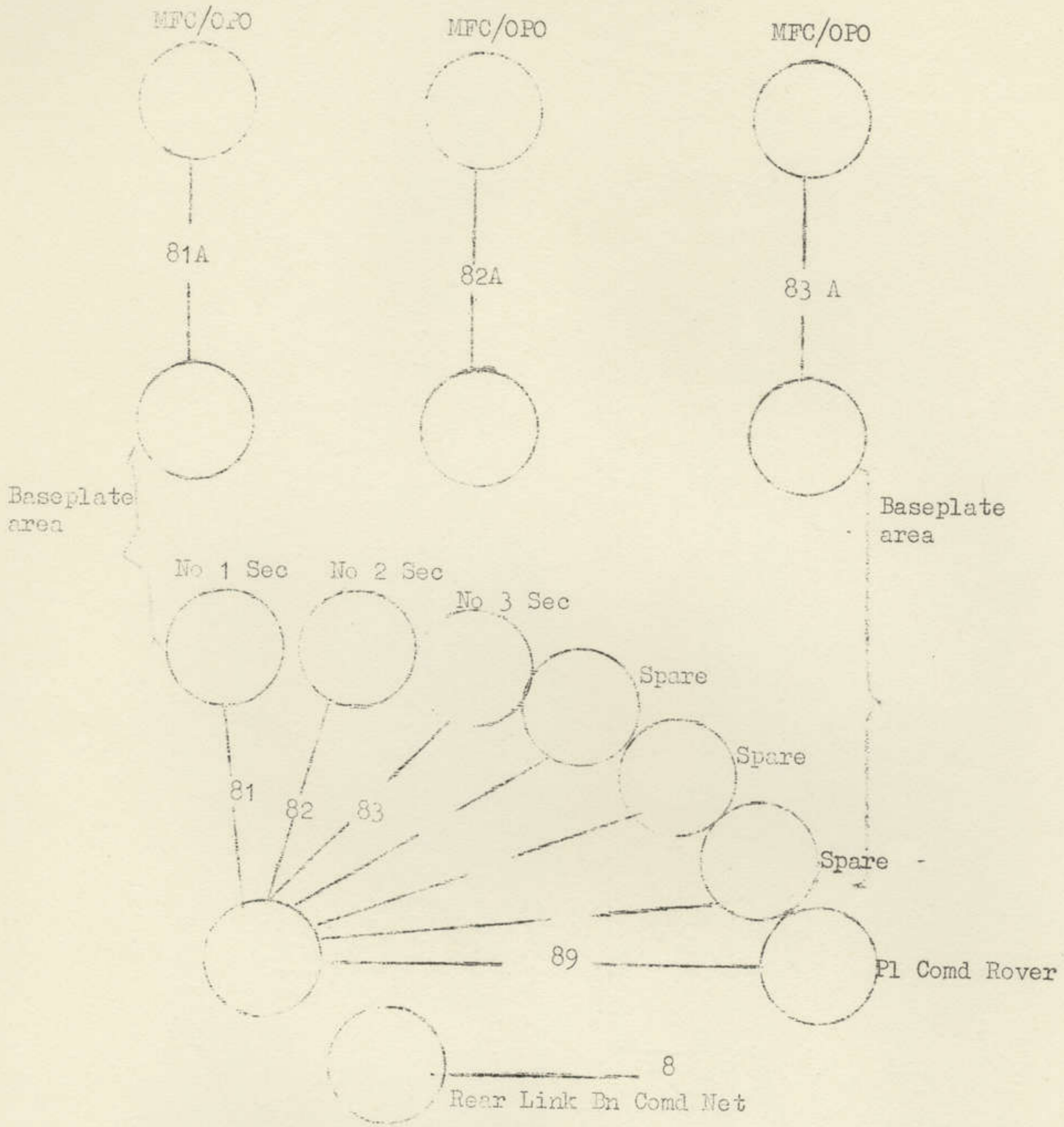
DIAGRAM 2 - A COY - COMD NET



NOTES:

1. Pl call signs take the Coy call signs as on the Comd Net, plus their Pl no within the coy, eg, 3 Pl A Coy is 13; OC is 19.
2. For B Coy; 4 Pl is 21; 5 Pl is 22; 6 Pl is 23; OC is 29
 For C Coy; 7 Pl is 31; 8 Pl is 32; 9 Pl is 33; OC is 39
 For D Coy; 10 Pl is 41; 11 Pl is 42; 12 Pl is 43; OC is 49
3. Sp Coy attachments such as Nor MFC/OPO or A tk det & Tracker teams will use their own fixed call signs when attached to coys.
4. Arm Indicators will be used by supporting arms plus the call sign of the supporting arm attached to the coy.

DIAGRAM 3 - MOR PL NETS



NOTE:

1. A link shoot frequency will be allotted.
2. When op from a stationary posn as a pl of 6 Mors, MFC's, P1 HQ and P1 Comd can op on the one net. In this case Mor P1 HQ will be estb at base plate and will co-ord and can fire as called for by MFC's.

SECTION 15 - APPOINTMENT TITLES AND COY COLOURS

Appointment Titles

1. The following appointment titles are standard commanders at all levels-SUNRAY (call sign as required)

Commanders at all levels SUNRAY (call sign as required)	
2ICs at all levels	SUNRAY MINOR (call sign as required)
Adjt	SEAGULL
Asst Adjt	SEAGULL MINOR
RSO	PRONTO
IO	ACORN
QM	MOLAR
MTC	PLAYTIME
RMO	STARLIGHT
Armd Rep	IRONSIDE
Arty Rep	SHELLDRAKE
Engrs Rep	HOLDFAST
Sigs Rep	PRONTO
Tpt Air Sp Rep	ATOLL
Lt AC Rep	EMERALD
GLO	GLOWORM

Coy Colours

Bn HQ) Adm Coy)	PURPLE
Sp Coy	BLACK
A Coy	AMBER
B Coy	BLUE
C Coy	GREEN
D Coy	RED

SECTION 16 RESERVED

SECTION 17 RESERVED

Reconnaissance Group

1. Normal composition is:-

- CO
- COs operator
- IO
- Mor Pl Comd
- Supporting Arms Comds as required
- RP (2)
- Sig Offr (in def only).

Orders Group

2. The orders group will consist of "R" group plus the following:-

- 2IC (when not with main body)
- OC Sp Coy
- Adjnt
- Rifle Coy Comds
- OC Adm Coy
- Sig Offr
- Pl Comd Pnr Pl
- Pl Comd Tracker Pl
- Comds Sp Arms
- RMO (whenever possible)
- RSM.

Mainbody

3. Comprises the Bn less "R" and "O" groups and is usually commanded by the Bn 2IC.

Bn Harbour Party

4. The Bn Harbour and rear reconnaissance parties consist of:-

- a. Comd - 2IC with sig operator
- b. Bn HQ Party - Sig Offr
RSM
Radio Operator
Orderly.
- c. Rifle Coys- Coy 2IC
Three ORs (one per pl)
- d. Pnr Pl - Pl Sgt
- e. Tracker Pl - Pl Sgt
- f. Mor Pl - Pl 2IC/Sgt, Pl Cpl, guide from each sec.

Unit Navigation Party

5. The IO commands a party consisting of:-

- Int Cpl
- Int Ptes (2)
- Sig Operator.

Unit FUP Marking Party.

6. The unit Navigation Party plus guides to the following scale:

200 from each sec of assault coy
One from Coy HQ
One from Bn HQ
One from COs party.

Orders Issue Procedure

7. Planning Procedure is:-
 - a. Adjt issues warning order.
 - b. Adjt arranges preparation for reproduction and distribution of orders where nec.
 - c. IO prepares traces etc.
8. Orders Site is prepared by IO. This preparation is to include:-
 - a. Protection.
 - b. Seating and arrangements of O Gp.
 - c. Maps, traces etc.
 - d. Guiding from RV to orders site.
 - e. Check attendance.
 - f. Reporting to CO O Gp is ready at appointed time.
9. Assembly. Members of the O Group will assemble 15mins prior to time laid down for orders. The IO will:-
 - a. Direct each offr to the Int Sec to have his map marked.
 - b. Indicate where offr is to sit during orders.
10. Map Marking. The IO is responsible for marking all maps prior to the commencement of orders.
11. Delivery of Verbal Orders. Should the CO direct the following offr will give the paragraphs indicated:-
 - a. Situation - IO
 - b. Mission and Execution - CO
 - c. Administration - OC Adm Coy
 - d. Command and Signals - Sig Offr.

SECTION 19 - PATROLLING

Ptl Master

1. Ptl master will be OC Sp Coy.
2. His responsibilities are:-
 - a. Maintain ptl maps;
 - b. Plan Bn ptl forecast;
 - c. Provision of the max briefing data to Coy Comds providing ptls not briefed at Bn HQ;
 - d. Provision of special ptl eqpt;
 - e. Maintain and record ptl reports;
 - f. Brief Coy Command ptl debriefing offrs on ptl activities;
 - g. Ensure info acquired from ptls is consolidated and distributed to higher HQ and coys.

Ptl Forecast

3. A ptl forecast must be issued as early as possible to allow Coy Comds to plan ahead.
4. The forecast will be distributed to:-
 - a. Higher HQ.
 - b. Flanking Units.
 - c. Supporting arms for fire sp and HF co-ord.
 - d. Rifle Coys and indep pls op under Bn con.

Ptl Programme

5. This will be issued normally for the 24hr intervals for period commencing at 2400hrs.
6. The format will be as at Annex 'A'.
7. Ptls sent out at short notice are not incl on ptl programme. However, mov must be co-ord with other ptls.
8. Unless auth from CP local Coy Ptls not incl in programme will not extend beyond:-
 - a. 500 yds from FEBA.
 - b. Across inter Coy bdrys.

Ptl Reports

9. Will be submitted by Ptl Comd during debriefing as per Annex 'B'.

Briefing

10. Ptl Comds normally will be briefed by their Coy Comds.
11. Special ptls may be briefed by the CO, Ptl Master or IO.

SECTION 21 - BN ATTACK

1. Close country increases the difficulties of control in the extended line assault formation to the extent that simultaneous arrival on the objective by assault coys is unusual.
2. In view of this, when ordered by the CO, 4 RAR deploys in the FUP with assault secs spaced along the SL in single file. They cross the SL in this formation.
3. When surprise is lost or at a pre-determined place the assault coys move into extended line from single file.

Preliminaries

4. A preliminary recce is made by ptls of the en posn to determine:
 - a. Str and loc, sentries, detailed siting, defensive preparations, plus en habits if time permits.
 - b. Complete description of the ground leading to en posn. Incl routes to possible FUPs, going from possible FUPs to obj; and layout of the ground which en occupying.
5. From info gained IO conducts recce of most likely approach, guided by ptl who conducted the preliminary recce.
6. IO presents report to CO, who makes final decision on suitability of FUP, and approach selected by IO.

Actions after COs Orders

7. Coy Comds of each aslt coy submit to IO figures of soldiers who will be in extended line on SL.

These figures incl:

- a. Nos in each aslt sec.
- b. Nos in Pl HQ. } if OC's place these members in forward line
- c. Nos in Coy HQ }
8. The IO confirms and if necessary arranges:
 - a. Coy assy areas.
 - b. Time FUP secured by, and by whom.
 - c. Guides
 - (1) 2IC from each sec of aslt coy.
 - (2) One from coy HQ.
 - (3) One from CO's party.
 - d. Nav teams
 - (1) 3 men from each aslt coy.
 - (2) 3 men from res coy (if employed as res).
 - (3) 3 men from Bn HQ.
 - e. Timings incl H Hour.
 - f. RVs for guides and Nav parties.

9. IO's party, incl Int Sec, nav teams, guides, move with force securing FUP. This ensures FUP protection is in the correct position.

Action in the FUP

10. The following events then occur in sequence (ref Annex 'C').

- a. Centre axis is taped.
- b. Fwd RVs are sited.
- c. Nav teams are dispatched from their respective fwd RVs to their respective assy areas.
- d. FUP and SL taped.
- e. Guides are briefed on the ground and wait at fwd RVs.
- f. Coys arrive at Fwd RVs, guided by the Nav teams.
- g. Guides show sections, coy HQ's into posn.
- h. CO receives word from coys when in posn on SL.
- j. Attack is launched by word from CO's radio.

SECTION 22 - DEFENCE

Sequence of Occupation

1. The following is the normal sequence.
 - a. WNG O issued to coys.
 - b. Preliminary orders to coys.
 - c. Bn R Group Recce (and Coy 'R' gp recce if possible).
 - d. Bn O Group receives orders.
 - e. Coy Comds Recce (and pl R gp recce if possible).
 - f. Coy O group receives orders.
 - g. Pl and Sec recce and orders.
 - h. Tps move into posn.
 - j. Sentries, listening posts and standing patrols out.
 - k. Sec comds posn sections to cover arc of fire and digging commences.
 - l. Pl comd co-ordinates secs.
 - m. Coy comds co-ordinate pls.
 - n. Coy comd select DFs-silent registration only.
 - o. CO co-ordinates coys, adjusts support weapons and receives DF requests.
 - p. Bn HQ issues DF trace and ptl programme. DF registration will commence only on specific orders by Bn HQ.

Stand To and Stand Down

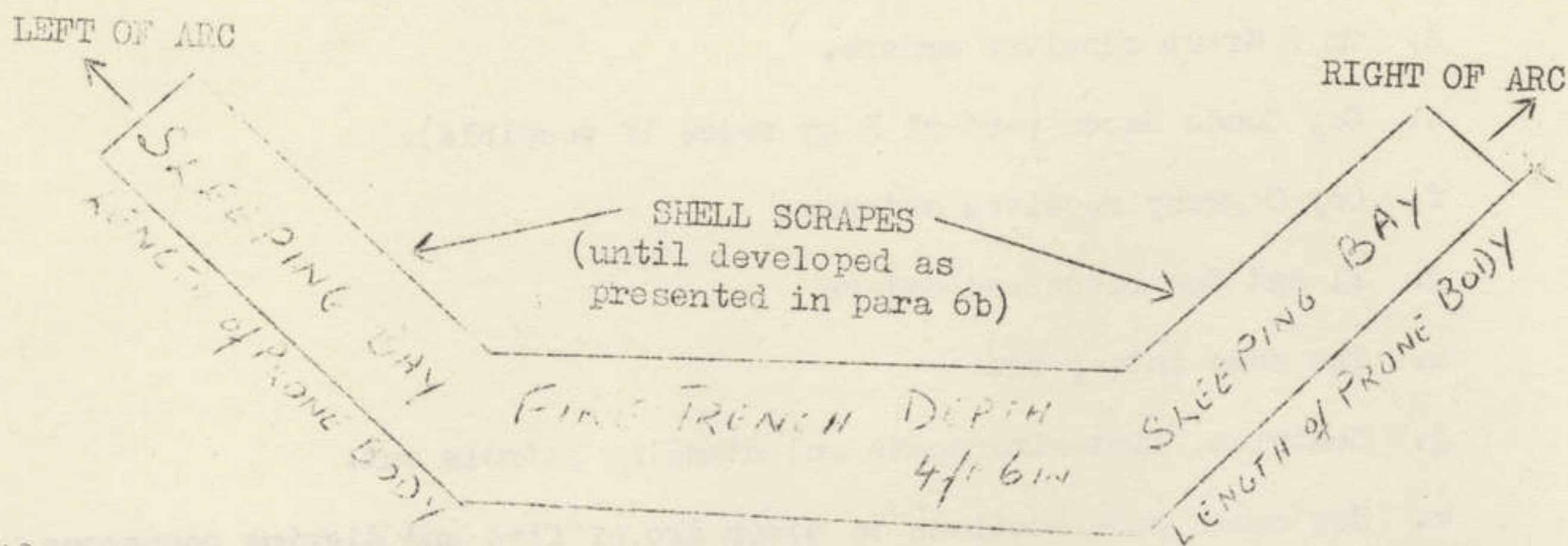
2. There will be 100% stand-to:
 - a. In the case of alarm by day or night.
 - b. At morning stand-to.
 - c. At evening stand-to.
3. During stand-to all ranks will be:-
 - a. Alert, fully dressed, wearing eqpt and armed.
 - b. At their allotted weapon pit.
4. Degrees of "stand-to" will be ordered by sub-units as the tactical situation demands.
5. Timings for routine stand-to will be advised by Bn HQ, but stand down will be ordered by sub-units comds.
 - a. Coys will report coy perimeters clear by radio when they stand-down using codeword - FALCON.
 - b. Clearing ptls will normally be sent out during the morning "stand-to" only.

Digging.

6. The priority of work is:-

- a. Fighting Bay (2ft x 2ft x 4ft 6ins deep).
 - b. Sleeping bays 2ft 6ins deep (shell scrapes developed if dug).
 - c. Minimum of 16ins CMP on sleeping bays.
7. Unless digging is to be completed in darkness, comouflage will be progressive.
 8. Parapets and paradoses are not permitted.
 9. Pits will be dug to the following specifications:-

ENEMY



10. Shell scrapes will be dug only when really necessary. They will be dug when occupying a def posn in contact or where there is a real possibility of en (particular arty and mor.) fire. They will be dug to give individual protection in an emergency. When dug they will form the first stage of the individual sleeping bays.

Action on attack

11. When enemy attack is launched or appears imminent each comd will:-
 - a. Order "Stand-to".
 - b. Immediately warn next higher HQs.

Priority of work

12. This will be issued with verbal orders.

Routine

13. Each soldier will be packed (except for shelter) ready to move 60 mins after stand down each day and will remain so throughout the day.

Counter attack

14.
 - a. Local A planned or unplanned counter attack on pl or coy level.
 - b. Deliberate This will be planned in detail by the sub-units concerned and rehearsals carried out.

Concealment and Camouflage

15.
 - a. Spoil will be removed and posn concealed.
 - b. Tents will not be erected between stand-to in the morning and stand-to in the evening minus 15 minutes.

Communication Cords

16. These will be used as fols:-
 - a. Between Sentry and GPMG (by day)
GPMG and Sec comd

See oral and PI comd

for the purpose of conveying the presence of enemy or withdrawing the sentry on stand-to and stand down.

- b. As perimeter vines are not to be used, a cord will be placed by night surrounding the sub-unit posn but located between the forward and depth trenches.

Sentries

17. Sentries by day will be situated within visual distance of the section being protected. He will be situated so that a manned MG is capable of giving covering fire if necessary. The MG should be sited and laid to cover its primary arc of fire not the sentry and only moved to cover the sentry when required.

Challenging

18. The conversation will at all times be conducted in low tones. The example below is based on the use of the password RED - APRON.

Sentry: "Halt" To be given when the approacher(s) are 5/10 yards away.

Approacher: "RED" The approacher halts and gives the first word of the password.

Sentry: "APRON"
"Come forward One".

Approacher: Moves fwd to the sentry with hands clear of wpns.
i.e. rifle or LMG slung, pistol holstered.

Guard: "Who are you and what is your business".
If necessary.

Approacher: Identifies himself.

NOTE: Group leader remains with sentry and indentifies each member.

SECTION 23 : RESERVED

SECTION 2 - FIRE SUPPORT

General

1. In order to ensure that planning and control of all supporting fire in all phases of war is effective a Fire Control Centre (FCC) will be established at Bn HQ. The FCC will normally consist of:-

BC of Direct Support Fd Bty and party.
Mor Pl Comd and party.

2. In the event of Counter Bombardment and air elements being allotted the ACBO and ALO or FAC together with their parties, will be included in the FCC.

3. The BC of the Direct Support Fd Bty will be the Fire Control Offr. In the absence of any arty sp the Mor Pl Comd will become the Fire Control Offr.

4. The pers in the FCC are responsible primarily for the co-ord and control of indirect fire, wpns and air effort. Their main task is the technical and practical co-ord of fire, the control and allotment of fire units and the co-ord for safety reasons, of the air effort allotted.

5. The FCC can also provide the Bn Comd with alternative means of comms to his sub-units and be a means of gaining early information separate from the Bn Comd Net.

Duties of BC and Mor Pl Comd

6. Duties of these pers are as follows:-

- a. Be familiar with the method of co-ord and fire control procedures of all sp wpns so that they can op effectively when duty offr in this centre.
- b. Ensure a listening watch is maintained on both the arty & mor nets and also the Bn Comd net if the link is NOT closed down.
- c. Maintain an up to date loc map of all mor & arty fire units together with their ammo state. Ensure this info is made aval to the Bn CP, Int CP and AQ CP.
- d. Prepare and issue task tables, AB545, as directed by the Bn CP.
- e. Maintain a tgt map showing all arty and mor tasks in the Bn area of responsibility. This info will come from:
 - (1) Bn CP.
 - (2) FOO's OPO's and MFC's.
 - (3) The fire units who must send tgt info to the FCC.
 - (4) The Bn Comds additional tgts.
- f. Preparation of traces for distribution to all sub-units and fire units. Distribution of traces will be co-ord by the Bn CP.
- g. Allot additional fire units in response to fire requests from Bn sub-units subject to concurrence of Bn CP. Allotment will always depend on CO's policy, ranges to tgt, fire units and ammo aval. On the CP's concurrence they will grant the request and detail the fire units responsible and the rate of fire. If NOT approved by the CP the sub-unit will be informed.
- h. Control ammo expenditure in accordance with CO's policy.
- j. Co-ord the resupply of arty and mor ammo in conjunction with the AQ Cp.

h. Control of resources as ordered.

i. Co-ordinate movement of the FCC as ordered by Bn HQ.

Requests for Fire Support

7. All requests for fire sp will be passed on the following nets:

- a. Arty Net.
- b. Mor Net.
- c. Comd Net.

8. Requests for fire sp, other than those laid down as receiving automatic approval, will be passed to the CO for his concurrence.

DF and DF (SOS) Tasks

9. All requests will be submitted by sub-unit comds ASP occupation of a posn.

10. Requests for DF tasks will be passed to the FCC via the Arty, Mor or Comd net and once co-ord the FCC will pass them to the CO for approval.

11. Requests for DF tasks will be passed as follows:

- a. In def - by griddle or by hand.
- b. Harboursing - by letter code.

12. Sub-units will submit DF requests in order of priority with the DF SOS request always being first. The sub-unit comd will number the remaining requests in a clockwise direction.

13. Numbering of tasks will be as follows:

A Coy	A1, A2, A3	(A1 being the DF SOS request)
B Coy	B1, B2, B3	
C Coy	C1, C2, C3	
D Coy	D1, D2, D3	
Prsr Pl	P1, P2, P3	
Tracker Pl	T1, T2, T3	
Bn HQ	H1, H2, H3	
PtIs	F1, F2, F3	
Arty	G1, G2, G3.	

14. The FCC on receipt of all requests will co-ord and allot fire units to tasks. The procedure of indication will be as follows:

- a. Tasks allotted to gun fire units only will be indicated by the letter 'G' as a suffix after the number eg. A1G.
- b. Tasks allotted by the FCC to mor fire units only will be suffixed by the letter 'M' eg. A2M.
- c. Tasks allotted to both gun & mor fire units, whether one is super-imposed or not, will be indicated by the basic numbering. ie. A3.

15. Additional tasks allotted by Bn HQ to a sub unit will be given the sub-unit letter and next available number. The FCC will allot fire units to these tasks and give indication as in para 14.

16. Targets which are tactically related may be grouped by the FCC for simultaneous engagement, eg. three or four or more tgts covering a single approach to a position. A single nickname will be allotted to grouped tgts by the FCC. Tgts which are grouped may be called for separately, using tgt numbers, when fire on the whole gp is NOT required.

17. Calls for DF and DF(SOS) Rates of fire in specific circumstances will be issued in Operation Orders. In the absence of such orders which differ the following rates will apply:

- a. IP - On receipt of calls the allotted fire units will fire 5RGF and/or 5RPF. All subsequent calls will be referred to Bn HQ for approval.
- b. DF (SCS) - All fire units allotted will respond to calls with 5RMF and/or 5RPF at intense rate. A repeat if requested will be automatic and then subsequent calls will be referred to Bn HQ for approval.

DF Tasks for Ptl

18. These tasks will be requested through the normal nets by sub-units, co-ord at the FCC and forwarded to Bn HQ for approval. Once approved notice will be forwarded immediately to the pti cmd concerned to enable his detailed planning.
19. Rates of fire will be in accordance with the normal scales laid down above provided ammunition is available and differing orders have not been issued.

DF in attack

20. DF tasks required to cover the period of reorg on the obj must form part of the fire plan for the operation and will be pre-planned by the FCC in accordance with the requirement of the cmd responsible for the aslt. The close tasks will be subject to alterations and additions when the objective has been captured and must be confirmed once reorg takes place and resubmitted to the FCC in accordance with the procedure detailed earlier.

Covering Fire

21. Covering fire for an attk will always be planned in advance and will consist of either a timed programme, tgts on call, or a combination of both. In many cases covering fire may have to be given by impromptu support.
22. For a Bn attk the covering fire programme will be planned by the CO and the Fire Control Officer and issued on an AB545 forming part of the CO's orders.
23. For a sub-unit attk the covering fire programme will be arranged by the sub-unit cmd with the advice from the MFC, OPO or FOO attached. The programme will be passed to the FCC and then to the Bn CP for approval.

Tgt Grid Procedure

24. This procedure will be used between arty OPO's and FOO's and the sub-units for the indication and, if necessary, the engagement of tgts.
 - OPO's, FOO's and the BC will use their own fixed call signs prefixed when necessary by the letter 'G' eg., G20. They will be substations on either the Bn cmd net or sub-unit nets.
26. If possible the shoot will be carried out by the OPO however if the OPO cannot identify the tgt the observer will correct the fire, if necessary, until he hits the tgt when he hands fire for effect over to the OPO.
27. If at any time the OPO identifies the tgt he will immediately take over the shoot.

SECTION 25 - RESERVED

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PROT 25 - PLAN VICTOR

General

1. Plan VICTOR is to be implemented when ordered by Bde HQ. It is designed to restrict arty and mor firing during an airstrike or airdrop.

Procedure

2. On receipt of Plan VICTOR from Bde HQ the Bn CP will immediately pass the "Plan VICTOR" broadcast to all sub-stations on the Bn Comd Net.
3. All sub-units/units firing guns and/or mors are to stop firing at tgts within 3,000 yds radius of the grid reference given in the Plan VICTOR broadcast.
4. Cancellation. Once a Plan VICTOR broadcast is cancelled by Bde HQ the Bn CP will pass the cancellation to all sub-stations on the Bn Comd net. Guns and mors may then recommence firing.

Example

5. An example of a Plan VICTOR call is:-

Bn CP - "Hello all stations. Plan VICTOR. Plan VICTOR. Plan VICTOR. Square 2943. Effective at 1500hrs. Over".

A Coy - "1. Plan VICTOR square 2943. Effective at 1500hrs. Out".

B Coy - "2. Roger. Out".

(all sub-stations are to continue to answer in turn)

6. On receipt of the cancellation from Bde HQ the Bn CP will make the following call:

Bn CP - "Hello all stations. Plan VICTOR. Square 2943. Cancelled. Over".

A Coy - "1. Plan VICTOR Square 2943. Cancelled. Out.

B Coy - "2. Roger. Out".

(all sub-stations are to continue to answer in turn).

SECRET

4 RAR PTL TASK TABLE -Period 151800 to 161800IK
Example

Annex 'A' to
Chapter 4
4 RAR SOs for Ops

.../55

Serial No	Sub Unit	Type	Strength	Task	Time	Est	Time Info	Route	Time/RV	Remarks
					Out	Time	In		Required at Bn HQ	
1	A Coy	Fighting	One Sec	Search for en activity or signs of his mov- apprehend all civilians and ascertain their identity - verify map features incl tracks	0800	1100	1300	Creek junc 264081 Coy to rd junc 268092 brief along track to 263075		
2	A Coy	Fighting	Two Secs	As for 1	0700	0900	1100	rd junc 268068 to rd junc 260063 to creek junc 258073	Coy to brief	Avoid airhead loc at 267068
3	B Coy	Fighting	Two secs	As for 1	1000	1400	1600	To creek junc 243089 to creek junc 241096 via creek to 255092	Coy to brief	
4	B Coy	Fighting	Two Secs	As for 1	0900	1300	1500	to house 249102 along track to rd junc 267092 to coy	Coy to brief	
5	A Coy	Fighting	One Sec	As for 1	1300	1600	1800	cr junc 258073 along creek to bdg 247077 to coy	Coy to brief	South of BHQ

SECRET

(Page) -54-

PTL REPORTS

The fol report will be submitted by ptl comd on the completion of all
ptls:-

SECRET
PATROL REPORT

.....
Designation of ptl

.....
Date

To.....

Maps.....

- A. Size and composition of ptl, provided by.
- B. Task.
- C. Time of departure.
- D. Time of return.
- E. Routes out and back.
- F. Terrain - description of topography of ground covered. To incl
obst both natural and artificial. Conditions of bridges, rivers, etc.
- G. En - all known info of the en to incl if any activity was
observed, where it occurred and what may be happening.
- H. Any map corrections.
- J. Misc.
- K. Results of any action with en - PWs, documents, cas, ident.
- L. Condition of ptl including disposition of dead and wounded.
- M. Conclusions and recommendations. Whether the mission accomplished
and recommendations on ptl tactics and eqpt.

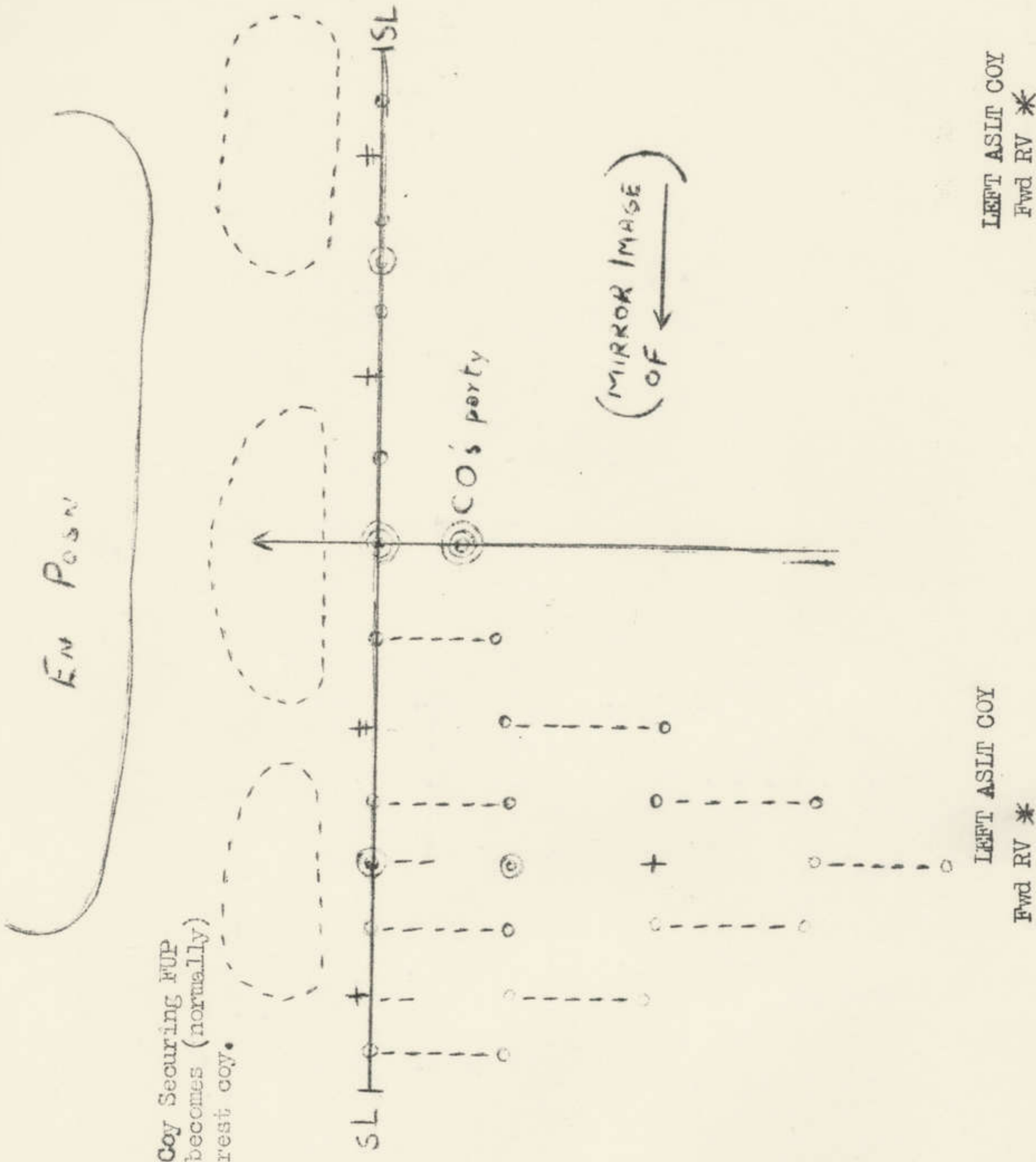
.....
Ptl Comd

Comments by debriefing offr.
Fwd Copy to Higher HQ.

SECRET

Annex 'C' to
Chapter 4
4 RAR SOs for OPs

DIAGRAMATIC LAYOUT FUP



Coy Securing FUP becomes (normally) rest coy.

En Posn

(MIRROR IMAGE OF)

- No of Tapes
- For Whom
- Sec
- Coy HQ
- Bn HQ (centre) (axis)

(Note + is Pl HQ - NO tapes)

- Guides
- 1 per sec
- 1 per Coy HQ
- 1 per Bn HQ/CO party

Coy Nav Team 3 men

LEFT ASLT COY
Fwd RV *

LEFT ASLT COY
Fwd RV *

On Order: Extend/1st shots fired.
Uneven No sec split,
Even No sec split.

same no of men either side of sec comd
extea man goes left of sec comd.

CHAPTER 5 AIR SUPPORT
SECTION 26 - AIR SUPPORT PROCEDURES

Close Air Support

1. Close air support will not normally be used for tasks within the scope of available artillery and mortars.
2. There are two types:-
 - a. Preplanned.
 - b. Immediate.
3. Requests in accordance with Annex 'A' will be submitted on the command net as follows:-
 - a. Preplanned by 1600hrs each day.
 - b. Immediate as they occur.
4. Within two hours of each airstrike, the following information will be passed to Bn HQ:-
 - a. Time of attack.
 - b. Whether strike was in or appeared to be in, the target area.
 - c. Effect, or apparent effect on enemy.
 - d. Any further information on the strike as it comes to hand.

Reconnaissance

5. Requests will be submitted as follows:-
 - a. Visual reconnaissance in accordance with Annex 'B'.
 - b. Photographic reconnaissance in accordance with Annex 'B'.
6. Immediate requests may be initiated at any time. However, as far as possible reconnaissance requests should be preplanned and submitted to Bn HQ by 1600hrs each day.

Staff Duties

7. The following proformas may be used during close air support procedures:
 - a. Air Request Message - Annex 'A'.
 - b. Air Reconnaissance Request - Annex 'B'.
 - c. Time Over Target (TOT) Message - Annex 'C'.
 - d. Mission Report (MISREP) - Annex 'D'.
 - e. Forward Line Own Troops (FLOT) Message - Annex 'E'.
FLOT messages are to be sent to Bn HQ (on the command Net) whenever forward locations are changed.

Light Aircraft Support (FW & RW)

8. Requests for Light Aircraft support will be submitted to Bn HQ in accordance with Annex 'F' by 1600hrs on the day prior to that on which the support is required (unless immediate support is required). Annex 'B' contains the proforma for the following types of support:

- a. Observation of fire.
- b. Close recon support.
- c. Detailed reconnaissance.
- d. Supply dropping.
- e. Passenger carrying.
- f. Target Indication.
- g. Casualty evacuation.

Aircraft used could be Navy, Army or Air Force.

Helicopter Emplaning and Deplaning Drill

- 9. See Annex 'F'.

Marking of LS

- 10. See Annex 'G'.

Panel Code

- 11. See Annex 'H'.

Specification Of Landing Points

- 12. See Annex 'J'.

Layout of STOL Strip

- 13. See Annex 'K' - Layout of STOL STRIP BY DAY.
- 14. Landing strips are to be lit at night in one of the two ways:-
 - a. By placing two $\frac{1}{4}$ ton vehicles, 40 yards apart, with head lampsbeams intersecting at the required touch-down point (40yards down the strip). The vehicles should face into wind away from the line of approach. A clearly visible light must be positioned at the far end of the strip to prevent over shooting and to guide the pilot on his landing run after touch-down.
 - b. By placing a line of hurricane lamps, torches or small tins filled with sand and petrol, down the left side of the strip, which is to be at least 30 yards wide. The lights are to be placed at least every 50 yards along the strip, and a single light on the right of the strip be positioned to indicate the width of the strip and to act as a touch-down marker.
- 15. Whichever method is used, a "go-round again" indicator is required in the form of a double light or red marker, to indicate to the pilot that if he has not touched down by this point he is in danger of overshooting.

Marking DZ

- 16. See Annex 'L'.

AIR REQUEST MESSAGE

PURPOSE

The message which requests air support in the form of close air support, interdiction, is not to be used for requests for area photographic cover, for which the "REQUEST FOR PHOTOGRAPHY" form (Annex 'B' refers) is provided. See note 1)

Format and Content

PRECEDENCE-ACTION
(See note 2)

MESSAGE INSTRUCTIONS

FROM

TO

SECURITY CLASSIFICATION
(See note 3)

INFO

ORIGINATOR'S NUMBER

AIR REQUEST: will be the first word of the message

REQUEST NO: (See note 4)

AIR REQUEST (.)
3/A501 (.)
A (.) destroy THREE
tks in wood 256464 (.)

A. Details of Task Destroy or neutralise or search; target(s) to attack/look for (equipment, numbers, direction of movement if any); grid reference(s) of target of location(s) to search. If required, state priority.

B (.) 1609Z (.)

B. Time over Target Specific time or ASP (as soon as possible); AND a "NOT after" time/latest time information of value. Use full date/time group if required for clarity.

C. Position of Forward Troops Grid reference(s) if within 1,000 yards; if grid reference NOT necessary, state NIL (See note 6).

C (.) NIL (.)

D. Control Arrangements Contact or Control Point Indicator Smoke; Panels; Landmarks. Any other information; eg. hazards, enemy flack. (See note 5)

D (.) red smoke (.)

E. In-flight Report Give call sign and frequency if necessary) to whom in-flight report is to be made (See note 5)

E (.) SWORDFISH on
TAD 1

NOTES

1. PROCEDURE Requests for immediate support are to be passed over the Comd net.
2. PRECEDENCE
 - a. Immediate Requests; normally up to OP IMMEDIATE, depending on tactical urgency and delays on communication circuits.
 - b. Pre-planned Requests: as required.
3. SECURITY CLASSIFICATIONS Insert UNCLASSIFIED if TOT is within two hours: RESTRICTED or higher classification if over two hours.
4. REQUEST NO
 - a. Request number is to be prefixed by "3/" for close support and interdiction requests; and by "2/" for recce requests.

b. The subsequent letter and number group will identify the requesting formation and the serial number of its request; identifying letters and blocks of numbers will be allotted to formations by the senior formation headquarters in the theatre.

5. Except in emergency, frequencies should not be transmitted in plain language, but previously allocated circuit designators should be used in lieu. If an FAC is not available at originating unit, information on call signs and frequencies will NOT be included in message.

6. OMMISSION OF PARA PREFIX LETTERS If not required para prefix letters will be omitted except in the case of C which always requires a grid reference(s) or specific NIL.

REQUEST FOR LIGHT AIRCRAFT SUPPORT

MISSION

- (a) Observation of fire
- (b) Close recce support
- (c) Detailed reconnaissance
- (d) Supply dropping
- (e) Passenger carrying
- (f) Target indication in sp of.....
- (g) Casualty evacuation
- (h) Photographic

A.

EXECUTION

Observation of fire

- (a) Artillery allotted
.....
- (b) Locations.....
.....
- (c) Pre-arranged shoot
 - (1) Target Nos.....
.....
 - (2) Description.....
.....
 - (3) Indication (GR)
.....
 - (4) Ammo.....
.....
 - (5) FFE Scale
.....
 - (6) Rng.....
- (d) Impromptu Shoot
 - (1) Target Nos.....
.....
 - (2) Type requiring M
U etc.....
 - (3) Fly Line/Area..

B.

Close recce support

- (a) Nature of task.....
.....
- (b) Duration.....
- (c) Time.....
- (d) Area.....
- (e) Report to.....
At GR.....

C.

Detailed reconnaissance

- (a) Nature of task.....
.....
- (b) Time.....
- (c) Special instrs.....
.....

NOTE: 1. An example of this request format is as follows:

- a. Unit wants three passengers lifted from their unit LZ to Brigade HQ Airstrip.
- b. The unit initiate the request to Brigade HQ:

D.

Supply dropping

- (a) No & Wt of items
.....
- (b) Para or free drop
.....
- (c) Loc pick-up strip
.....
- (d) Loc of DZ.....
- (e) How marked.....
- (f) TOT.....
- (g) Time pick up.....
- (h) Special instrs.....
(incl bearing of axes
of DZ)
.....

E.

Passenger carrying

- (a) No of PAX.....
- (b) Pick-up strip.....
- (c) Time.....
- (d) Destination.....
- (e) Return at.....
- (f) Route.....
- (g) Special instrs.....

F.

Target indication

- (a) Type.....
- (b) No Ac.....
- (c) Method.....
- (d) TOT.....
- (e) Direction of attk from
.....
- (f) No of strikes.....
- (g) Target Nos &.....
.....
- (h) Ac frequency.....

G.

Casualty evacuation

- (a) Pick up strip....
- (b) Nature of cas....
(ensure sufficient
detail to allow RMO
to allot priority)
- (c) Destination.....
- (d) Time required....
- (e) Special instrs...
(include any special
med arrangements
required in flight
and on arrival and
any other detail.)

H.

Photographic

- (a) Vertical or pin
point
- (b) Tgt.....
- (c) FFE Scale.....
- (d) Low/High oblique
from.....

Hello 23 (Brigade HQ). Mission for Call Sign 7 (7 Recce Flt).
Mission. Echo. Execution. Alpha 3. Bravo. Apple Adam Twin (unit LZ).
Charlie. 1500hrs. Delta. Big Ben Single (Brigade HQ Airstrip).
Echo 1630hrs. Foxtrot Direct.

2. Where paragraphs do not apply to sub units the letter is to be followed by NA.

08 NA

<p><u>General instructions</u></p> <p>(a) Pick up strip...</p> <p>(b) Return of strip...</p> <p>(c) Return of strip...</p> <p>(d) Return of strip...</p> <p>(e) Return of strip...</p> <p>(f) Return of strip...</p>	<p><u>General instructions</u></p> <p>(a) Pick up strip...</p> <p>(b) Return of strip...</p> <p>(c) Return of strip...</p> <p>(d) Return of strip...</p> <p>(e) Return of strip...</p> <p>(f) Return of strip...</p>	<p><u>General instructions</u></p> <p>(a) Pick up strip...</p> <p>(b) Return of strip...</p> <p>(c) Return of strip...</p> <p>(d) Return of strip...</p> <p>(e) Return of strip...</p> <p>(f) Return of strip...</p>
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TIME OVER TARGET (TOT) MESSAGE

Purpose

The standard form of message whereby the air base or carrier informs the tasking agency and the requesting formation of the final details of the mission being dispatched to meet an AIR REQUEST (See Note 1).

Format and Content

PRECEDENCE-ACTION
(See Note 2.)

MESSAGE INSTRUCTIONS
(See Note 3)

FROM

TO

SECURITY CLASSIFICATION
(See Note 4.)

INFO

TOT: always the start of message	TOT (.)
A. Request No. and Air Task/Mission No.	A (.) 3/A501 (.) See Note 5.
B. Time over Target.	B (.) 1610Z (.)
C. Number and Type of Aircraft and Armament.	C (.) FOUR HUNTERS RP (.)
D. Control Arrangements. Concur(or amend) arrangements in Air Task Message by stating details.	D (.) Smoke NOT required

NOTES

1. Procedure. The message will be initiated by GLO/CBGLO and normally passed over the GLO Net to ASOC, and thence over the Tactical Air Request Net to the requesting formation.
2. Precedence. Normally up to OP IMMEDIATE, but may if necessary be upgraded to EMERGENCY. The precedence given will depend on tactical urgency and present delays on communication circuits.
3. Message Instructions. For UK Joint Services, insert "TAR NET".
4. Security Classification. For UK Joint Services, insert UNCLASSIFIED if TOT is within two hours, otherwise RESTRICTED. JOC may vary the time limit of two hours according to the situation. When classified, the radio operator encodes the essential portions of the text.
5. Request and Air Task/Mission Nos. See Note 4 to Annex E. A separate AIR TASK/MISSION No is not normally required.

MISSION REPORT (MISREP)

Purpose

The standard form of message whereby the air base/carrier informs the tasking agency of the results of a mission. It is also addressed to the requesting formation when an IN-FLIGHT REPORT has not been made to that formation. (See Note 1)

PRECEDENCE-ACTION

(See Note 2)

FROM

TO

SECURITY CLASSIFICATION
(See Note 3.)

INFO

MISREP: always start of message.

- | | |
|---|---|
| A. Request No. |) A/B (.) 3/B707 (.) |
| B. Air Task/Mission No. |) (See Note 5) |
| C. Target No./Target Location/line Search No.
(See Note 4.) | C (.) CIOI Armed Recce (.) |
| D. Time over Target. | D (.) 1130Z (.) |
| E. Results. | E (.) TWO ANTENNAE
DESTROYED (.) |
| F. Other Information, including weather. (Omit F
if not required). | F (.) Heavy flak JA231262
2/8 strato cumulus (.) |

NOTES

1. Procedure. The message is completed by the Operations Staff or GLO/CBGLO and is passed by the fastest means (Command Channel or GLO Net) to the tasking agency (ASOC for UK Joint Services).
2. Precedence. Normally up to OP IMMEDIATE, depending on tactical urgency and present delays on communication circuits.
3. Security Classification. Will depend on content of message.
4. Paragraph "C". "Target No" and "Line Search No" are used in circumstances (such as in NATO) in which targets and reconnaissance searches have been previously classified and are known to all concerned by specific numbers. "Target Location" may be of use in, for example, visual recce missions; or may be self-evident from the request number. This paragraph may, therefore, not be required and should then be omitted.
5. Request and Air Task/Mission Nos. These are normally the same number in UK Joint Services. See Note 4 to Annex 'E'.

FORMED LINE OWN TROOPS (FLOT) MESSAGE

Purpose

The standard form of message whereby forward Army formations inform the tasking agency and GLOs of the position of our own troops. (See Note 1).

Format and Content

PRECEDENCE-ACTION
(See Note 2.)

FROM

TO

SECURITY CLASSIFICATION
(See Note 3.)

INFO

FLOT: always first word of message

A. Time Flot Established.

A (.) 071730Z

B. Line of Forward Troops.

B (.) 372746 359631 361470

NOTES

2. Precedence. Normally up to PRIORITY, although the initiating staff officer may allot higher grading if necessary. The precedence given will depend on tactical urgency and present delays on communication circuits.

3. Security Classification. Normally RESTRICTED but the initiating staff officer may allot a higher grading if necessary.

HELICOPTER EMPLANING AND DEPLANING DRILLS

Emplaning

1. Soldiers will be briefed on the following:-

- a. Emplaning will occur normally while rotor is turning so that all must be warned of danger of main rotor, tail rotor, exhaust engines and "Blade Sailing".
- b. Troops will only emplane from a direction immediately RIGHT front of the pilot when the helicopter has landed.
- c. Troops will never approach the helicopter from the rear and will never approach closer than 30ft without a signal (thumbs up) from the pilot.
- d. Hats utility will be removed prior to emplaning.
- e. Helicopter is to be treated with respect and weapons and equipment handled in such a way as to not damage the helicopter.
- f. Radio serials of man pack sets are to be dismantled before approaching the helicopter.
- g. Bipod legs of GPMGs will be folded.
- h. Objects carried on back of tps must not protrude above the top of the shoulders.
- j. Bayonets are not fixed and weapons on "Safe".
- k. All wpns when emplaning are held upright between the knees.
- l. NO smoking within 50 feet of the helicopter.

2. The emplaning drill is:

- a. Stick adopts the ready position. This is about 50ft from the helicopter and at 2 o'clock from the pilots position.
- b. Wpns placed at the short trail posn in the left hand.
- c. The pilot gives the "thumbs up" signal to emplane.
- d. The stick leader leads his stick in single file to the door, opens the door and stations himself to the rear of the door. assists his stick to emplane and directs them to their correct posn in the cabin.
- e. The stick leader emplanes last, closes the door, and dons the headset located above his seat.
- f. When all his stick are ready with seat belts secure he taps the pilot on the leg. In the case of the Bellvedere the crewman will inform the pilot.

Deplaning Drill

3. The deplaning drill is:

- a. On approaching the landing point all troops are to get ready to deplane and the stick leader removes his headset and stows it.

- 57-
- b. Pilot gives deplaning signal by switching on the green light, or sounding horn.
 - c. The stick undoes safety harnesses and deplane with stick leader leading. Wpns and loads will be carried in the LEFT hand.
 - d. On deplaning the Stick Leader remains forward of the door to assist his stick out. The stick deplanes in the reverse order to emplaning and moves out to the 2 o'clock position from the pilot, directly to cover and fire positions unless otherwise ordered.
 - e. After all the stick deplanes the stick leader closes the door, gives the "thumbs up" sign to the pilot (or 2 flashes of a torch at night) and moves to where his stick is waiting and leads them away quickly from the LZ.

Deplaning at the Hover

4. As para 3 above.

Deplaning by Rope or Ropes

5.
 - a. If the landing point is obstructed by trees or other obstacles the pilot may be forced to hover well clear of the ground.
 - b. In this case the troops are to use the deplaning rope or ropes. The procedure is the same up to the deplaning signal and then:
 - (1) Stick leader in the absence of a crewman streams the rope or ropes. This must never be done before the deplaning signal as premature streaming may cause the rope to catch in any trees and make the helicopter crash.
 - (2) Troops descend, not more than two men on each rope at a time.
 - (3) Heavy stores are lowered by the light line provided. Two men remain in the aircraft for this task and then deplane last after recovering the light line.
 - (4) The stick leader is to make a positive check that the end of the rope is clear of obstructions before giving the "thumbs up" signal for "All Clear".
 - c. The rope must not be knotted.

Impending Crash

6. The following action should be taken:-
 - a. If time permits, jettison loose gear and web equipment as directed by pilot or crewman.
 - b. Tighten safety belts and sit erect as possible with arms folded.
 - c. After crashing remain in the copter until the rotors have stopped turning.
 - d. If in water, remain in the cabin until rotors have stopped turning and do not inflate life jackets until clear of helicopter.

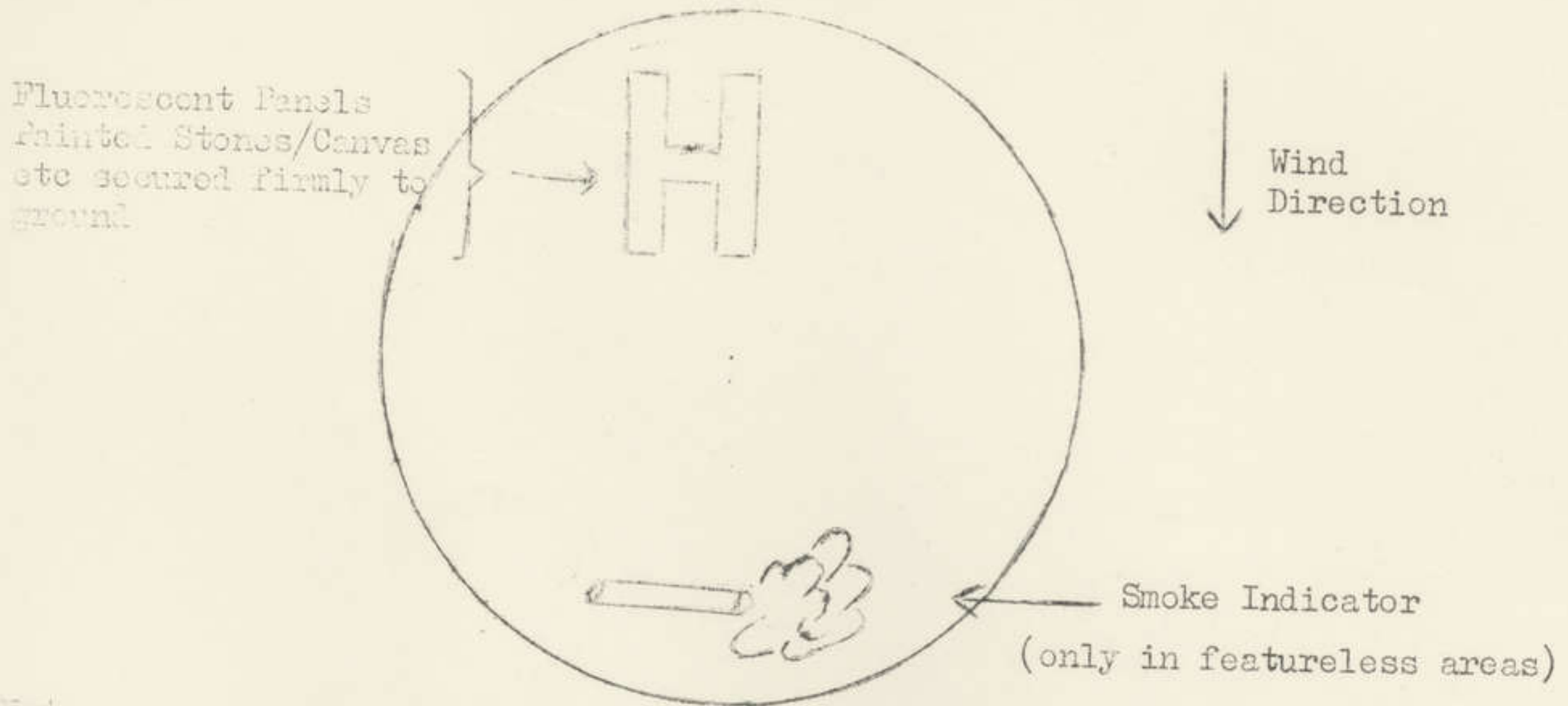
Crewman

7. Belvedere helicopters always carry crewmen. When a crewman is carried he assumes the in flight duties normally carried out by the stick leader.

Summary

- S. The five golden rules for helicopter operations are:-
- a. WAIT for a signal before emplaning.
 - b. GIVE pilot signal for take off.
 - c. WAIT for a signal before deplaning.
 - d. GIVE pilot signal to fly away.
 - e. AVOID tail rotor at all times.

MARKING OF A LANDING POINT



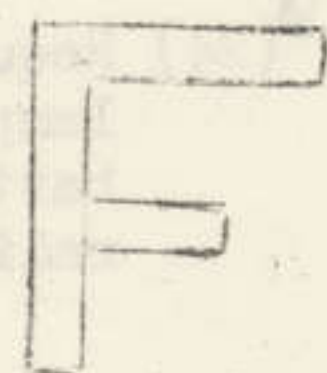
Notes

1. Carbide inflated yellow marker balloons are ideal for marking jungle Landing Sites. The balloon should be lowered once the helicopter has indicated recognition of the site by orbiting.
2. Individual Landing Points within a Landing Site will be indicated by one of the following methods:
 - a. A marshaller.
 - b. Fluorescent panels.
 - c. Any other forms of obvious markers such as a small flag or painted container.

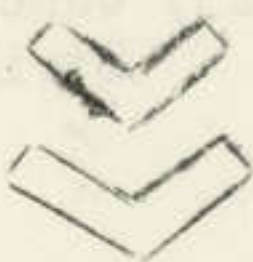
PANEL CODE

Air Panel Code

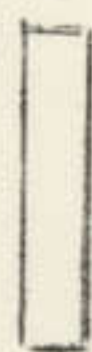
1. The following international code applies:



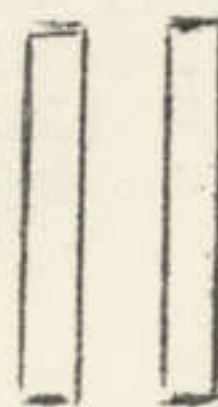
(1) Require food and water



(2) Require firearms and ammo



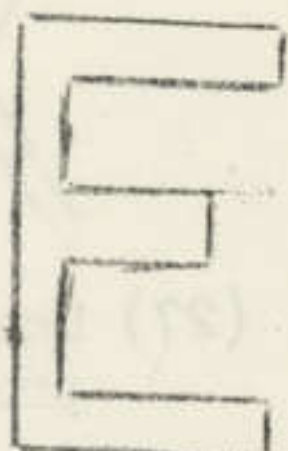
(3) Require doctor serious injury



(4) Require medical supplies



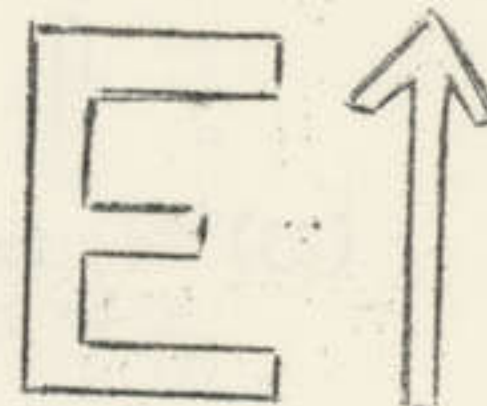
(5) Casualty requiring immediate evacuation



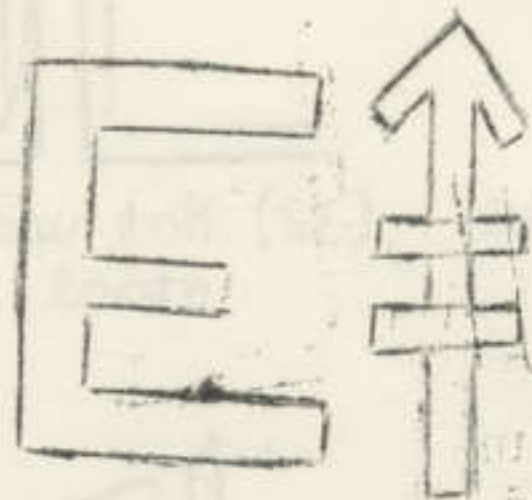
(6) Ground party in action with enemy



(7) Enemy attacking or preparing to attack (from direction of Apex of 'A')



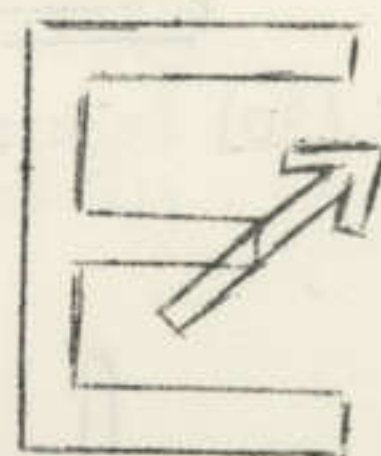
(8) Target of opportunity in direction shown



(9) Request air support in direction of arrow. Each bar=20yds.



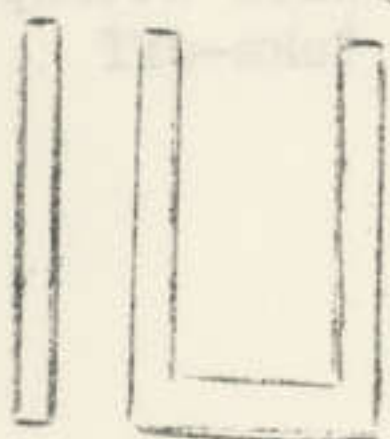
(10) Enemy in possession landing ground



(11) Enemy concentration in direction indicated. Not in contact



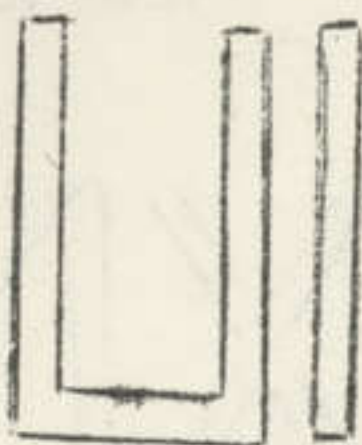
(12) Enemy withdrawal



(13) I have a message for you



(14) Message received



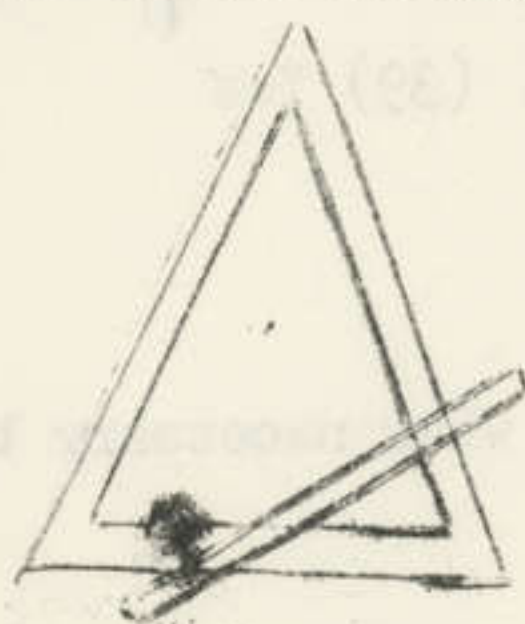
(15) Are you receiving signals?



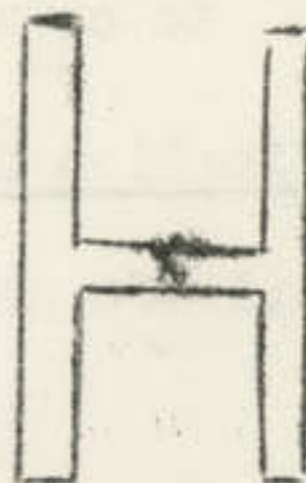
(16) Probably safe to land here



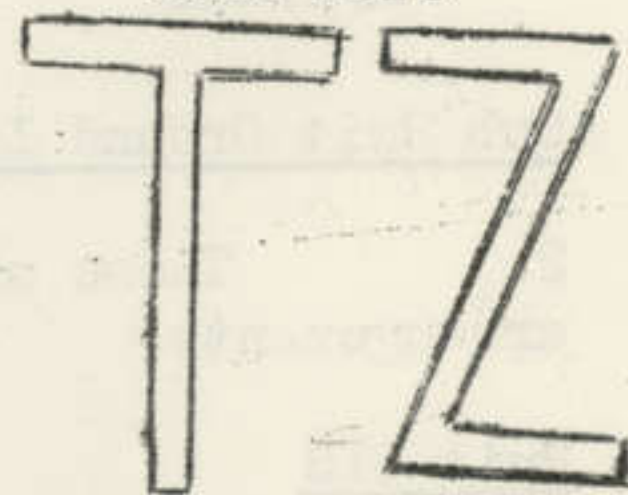
(17) Temporary Landing Delay



(18) Do not land here



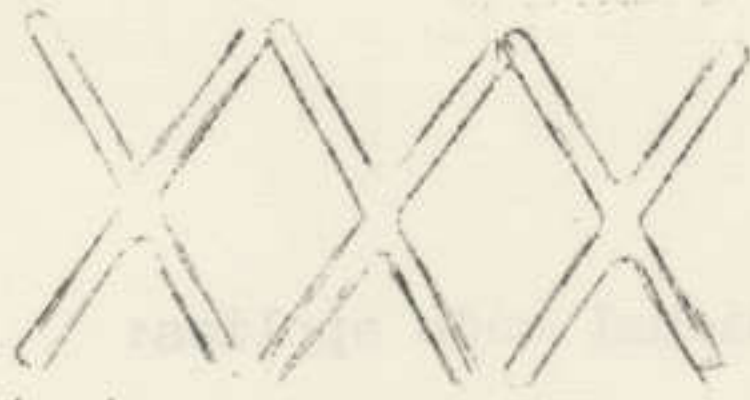
(19) Helicopter Touch Down



(20) Drop Here



(21) Lead in this direction (Direction from base to head of "T")



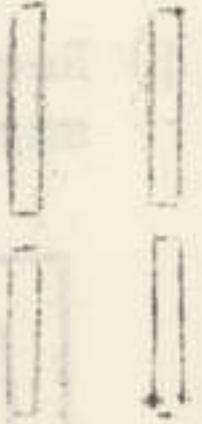
(22) Cancel supply drop



(23) Cancel Air Strike



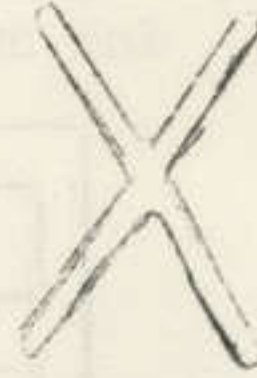
(24) Require signal lamp with battery and radio



(25) Require radio with batteries



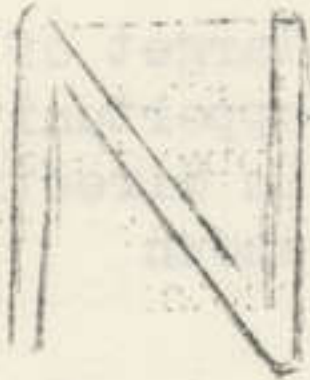
(26) Require radio batteries



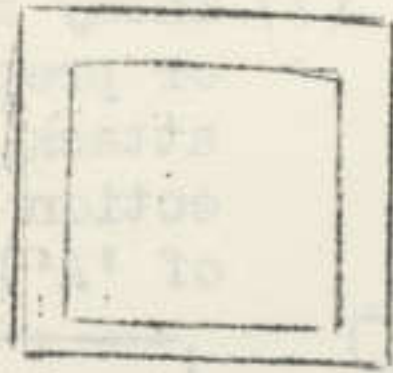
(27) Unable to proceed



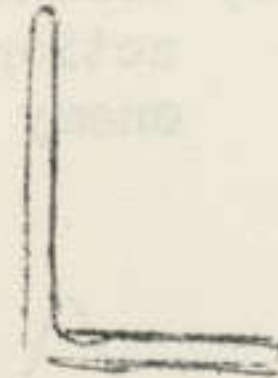
(28) Going in this direction



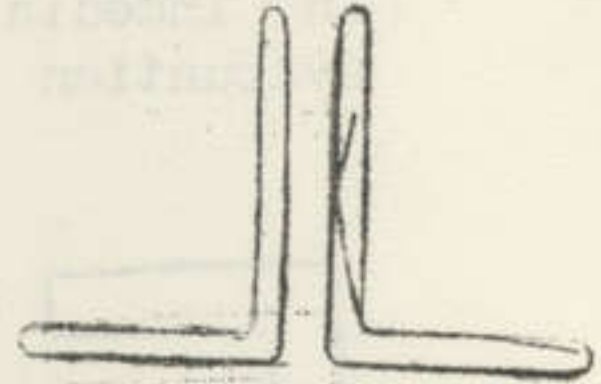
(29) No



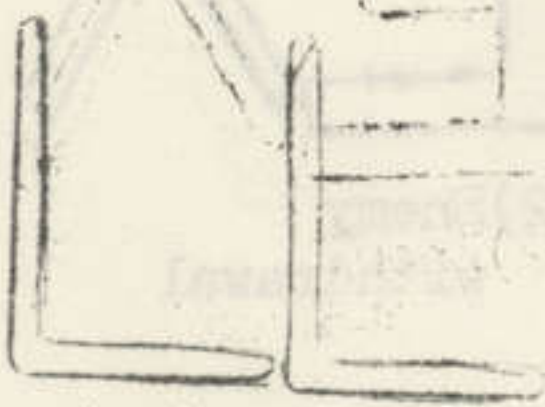
(30) Require map and compass



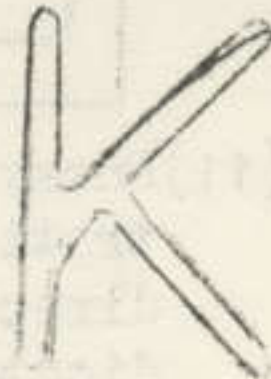
(31) Require fuel and oil



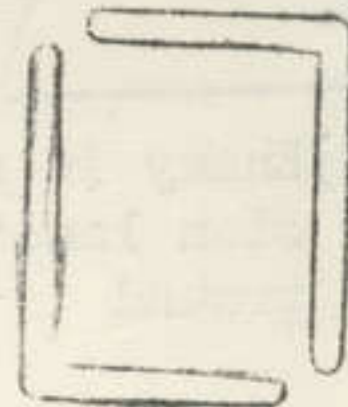
(32) Not understood



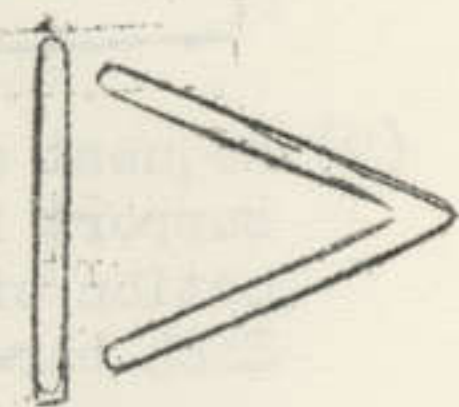
(33) All well



(34) Indicate direction to proceed



(35) Aircraft badly damaged



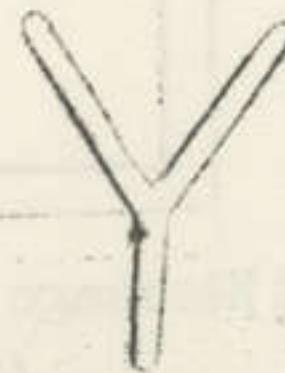
(36) Will attempt take-off



(37) Require Engineer



(38) Nothing more to communicate



(39) Yes

Sub Unit Ground Identification Signs

2. These signs will be allocated when necessary by Bn HQ under Bde arrangements.

Unit GIS

3. The 4 RAR GIS is the letter 'J'.

SPECIFICATION OF LANDING POINTS

1. The requirements for helicopter Landing Sites for use by British Service helicopters are set out below. The figures given will permit the operation of helicopters under most conditions. The dimensions and lighting methods may require alteration as further operational experience is gained on the new types of helicopter.

Hovering

2. If ground obstructions cannot be cleared, some helicopter operations can be done without the helicopter actually landing. The same dimensions of clearing and ground markings are required, and the helicopter will hover above the ground obstructions which are preventing it landing. However, because of the abnormally high engine power required during hovering, loading and unloading must be carried out as quickly as possible; and every effort must be made by ground troops to improve the LP surface to enable aircraft to land.

Emergency Operations

3. The dimensions laid down in this Annex are the normal minimum. In special circumstances, e.g. urgent casualty evacuation from difficult country, smaller dimensions may be acceptable. In these cases, the pilot should be warned beforehand and given all available information of the Landing Site to assist him in deciding whether a landing is possible. The suitability of a landing point that does not fully meet the requirements laid down can only finally be assessed by the helicopter pilot.

DAY OPERATIONS

Selection of Landing Sites

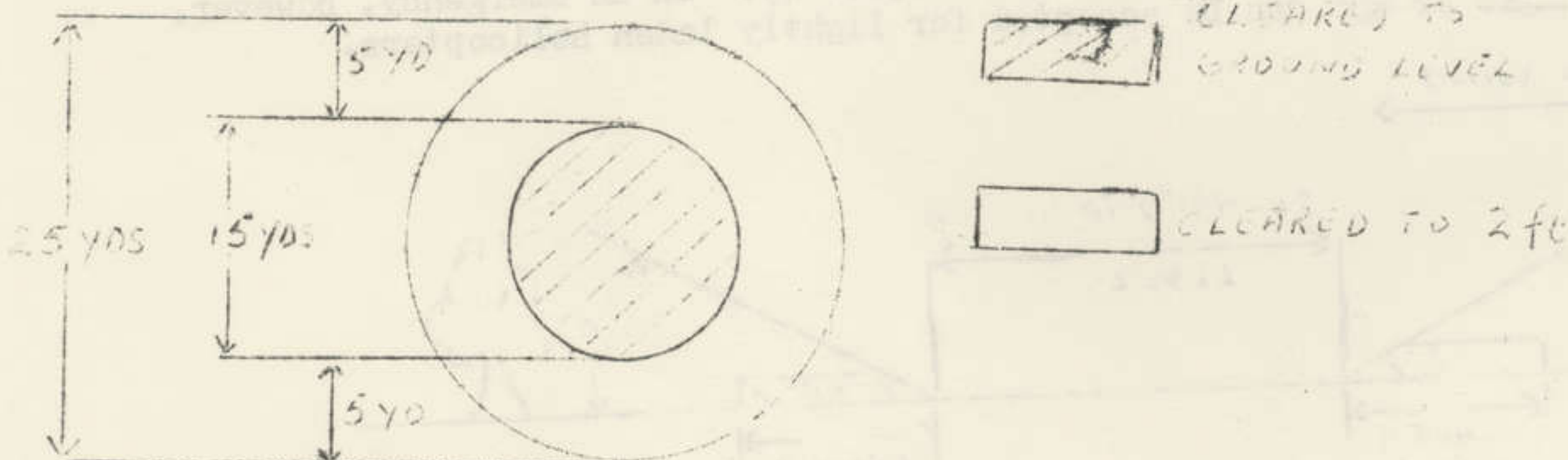
4. Dimensions. The size of a Landing Site will depend on the number of Landing Points within it, and the type of aircraft which are to use them. The criteria given below represent the normal minimum; where additional space is available, the pilot's task will be eased and helicopter turn-round speeded up.

a. The minimum size of a Landing Point is given below for various types of helicopter:-

(1) Light Helicopters (Army) (Figure 1)

Types: ALOUETTE, SCOUT, SKEETER
Diameter cleared to ground level: 15 yards
Extra width cleared to 2ft: 5 yards
Overall diameter: 25 yards.

Note. - ALOUETTE helicopters operating with a heavy payload under high/hot conditions will require a Landing Point of the same dimensions as SRT Single Rotor Helicopters (paragraph 8(a)(ii)).



(2) SRT Single Rotor Helicopter (Figure 2)

Types: WHIRLWIND and WESSEX
Diameter cleared to ground level: 30 yards
Extra width cleared to 2ft: 10 yards
Overall diameter: 50 yards

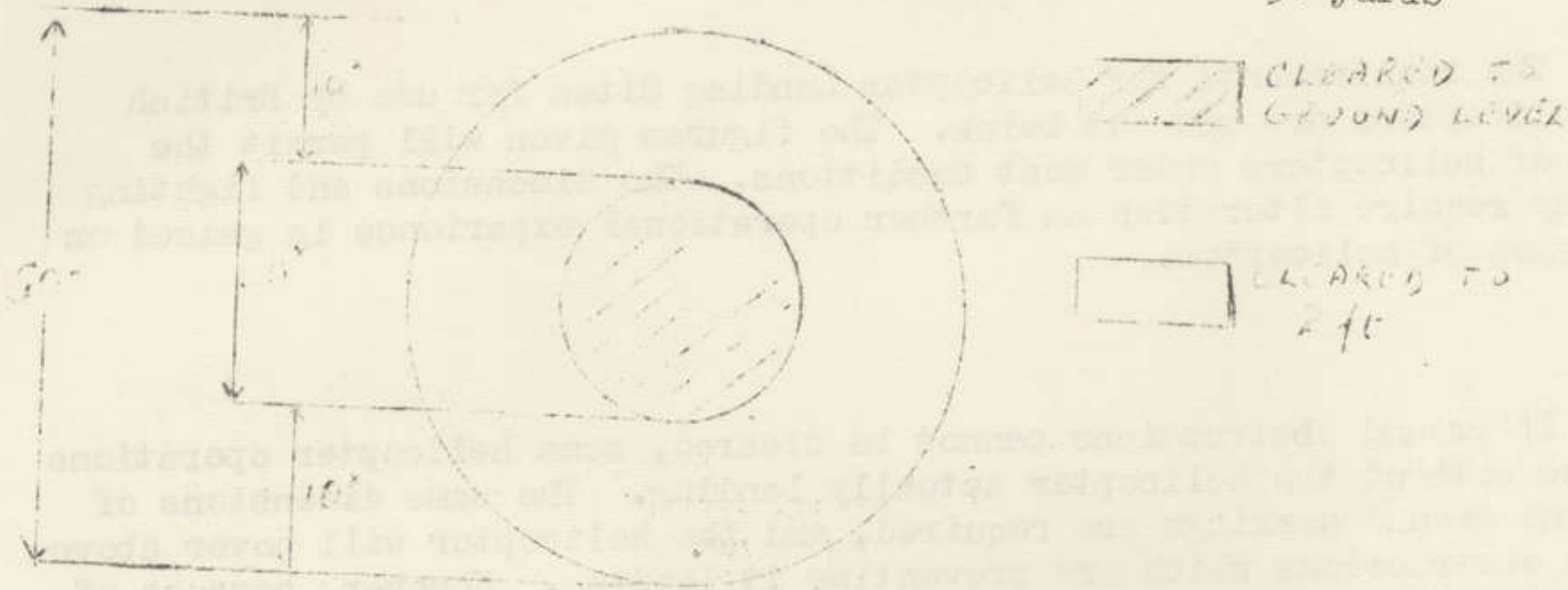
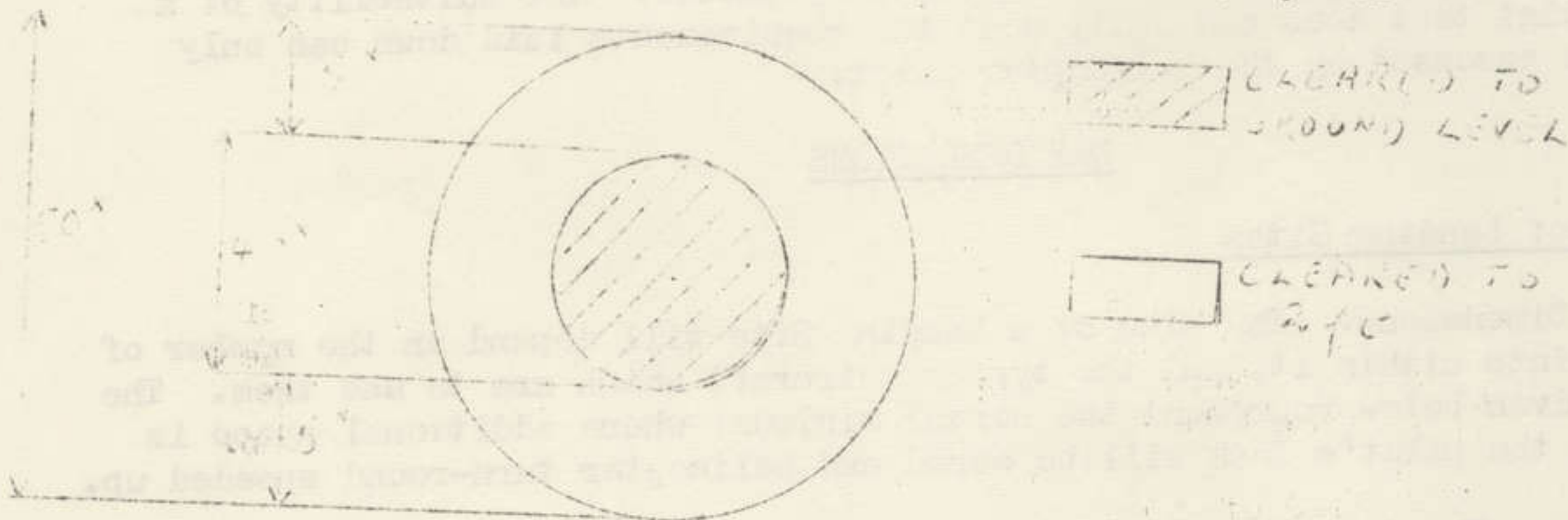


Figure 2 - SRT Single Rotor Helicopter Landing Point.

(3) SRT Twin Rotor Helicopters (Figure 3)

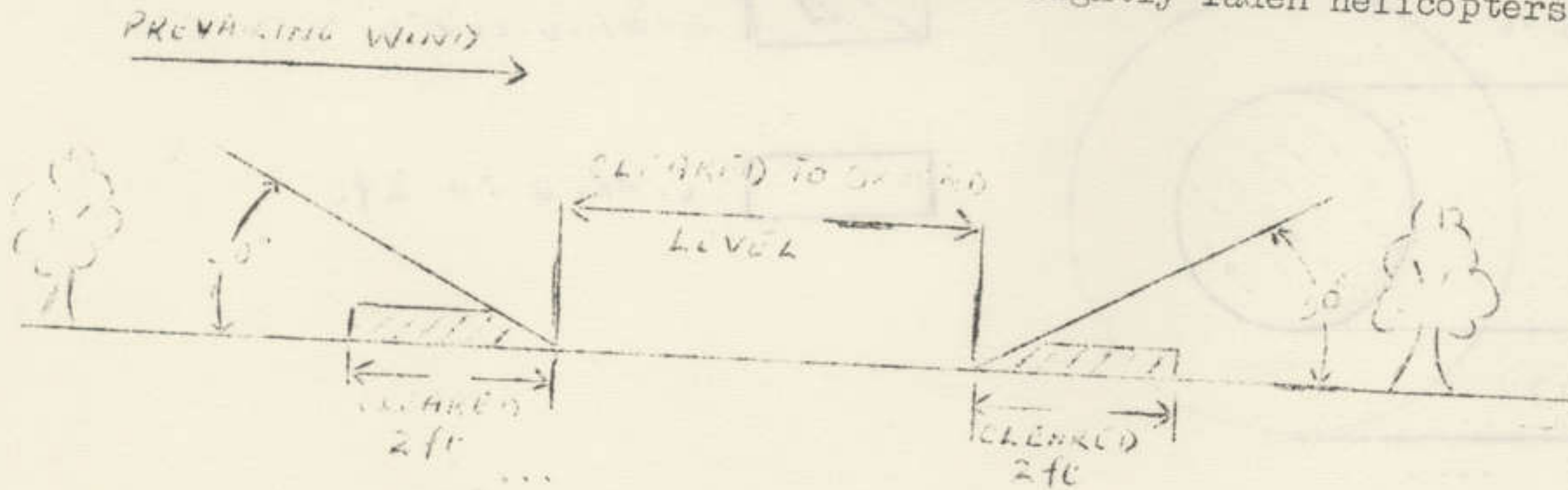
Type: BOVVEDERE
Diameter cleared to ground level: 40 yards
Extra width cleared to 2ft: 5 yards
Overall diameter: 50 yards



(b) When Landing Sites are required to accommodate more than one helicopter, the separation distances between Landing Points (centre to centre), within the site are:-

- (1) Light Helicopters: 25 yards
- (2) SRT Helicopters: 50 yards.

5. Approaches. There should be obstruction-free approach and exit paths into the prevailing wind; in conditions of no wind a single approach/exit path is acceptable. The maximum obstruction angle, measured from the outer edge of the central cleared area, should be 30° (See figure 4). In an emergency, however, an obstruction angle of 45° can be accepted for lightly laden helicopters.



6. Surface. The surface must be sufficiently firm to support a fully laden helicopter. As a guide, the ground should be firm enough to allow a 10-ton vehicle (1-ton for light helicopters; 3-ton for SRT helicopters) to stop and start without sinking in. It must also be free from potholes, tree stumps and any loose items which could be blown up into the rotor blades of a helicopter.

7. Slope of Ground. The ground should be relatively level and the slope should not exceed 7° (1 in 10) if the helicopter is to land. However, at the pilot's discretion it may be possible for a helicopter to hover just in contact with the ground on slopes of up to 25° (1 in 2).

8. Concealment. A Landing Site in close proximity to forward troops should be at least 50 feet below the line of sight enemy observation with, where possible, an approach/exit route giving similar cover for approximately 1,000 yards.

NIGHT OPERATIONS

Selection of Night Landing Sites

9. The selection of night landing sites will normally only be undertaken by specially trained personnel, although in an emergency, selection of a Landing Point for one helicopter may have to be made by untrained men and the requirements are given below. At night one Landing Point will be selected for each Landing Site and marked with lights. (See paragraph 27 below)

10. Dimensions. The minimum diameter of a night Landing Point for all types of helicopters is 100 yards (Figure 7); within this area:-

- a. A central area of 60yards diameter must be cleared down to ground level.
- b. A surrounding area 20yards wide must be cleared of obstructions down to a level of 2 feet above the ground.

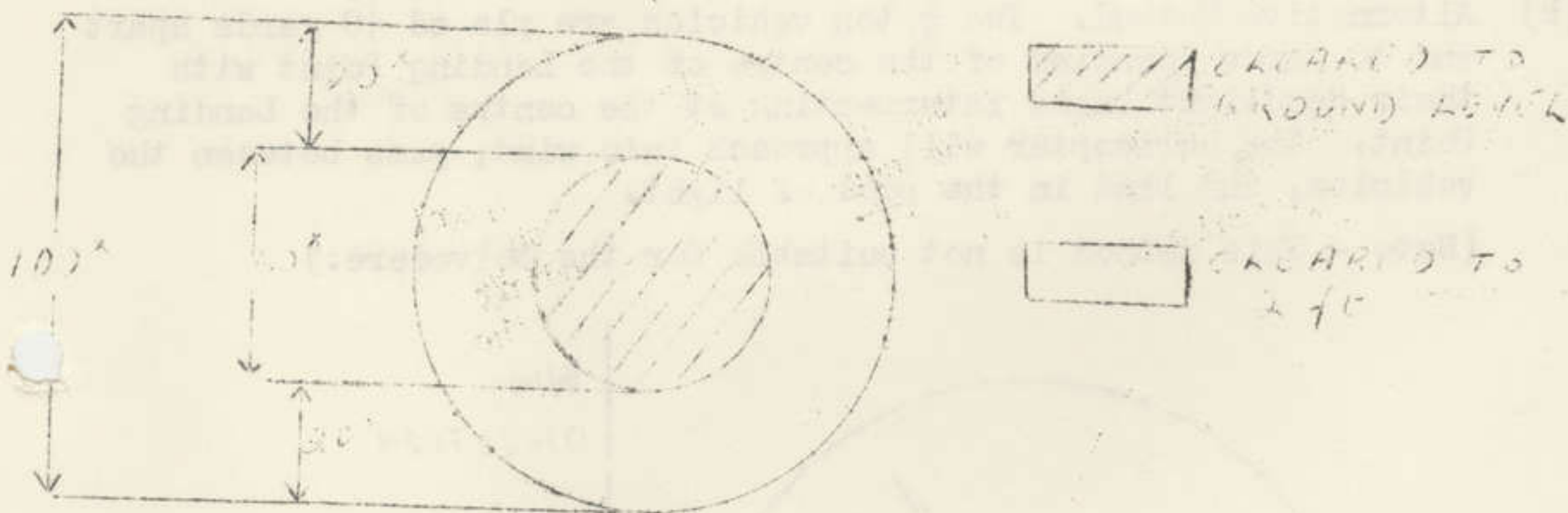


Figure 7 - Night Landing Site

11. Approaches. The obstruction angle measured from the outer edge of the cleared area must not exceed 10°.

12. Surface. The requirement is the same as for a day Landing Point (paragraph 6 above).

13. Slope of Ground. The ground within the 60yard cleared area (paragraph 10 a. above) must be relatively level and the slope of the whole Landing Point must not exceed 5° (1 in 12).

Marking of Night Landing Sites

14. Markers for a night Landing Site must give an indication of the wind direction and the location of the centre of the Landing Point.

15. Lighting. Lights will be used and these may take the form of torches, lamps or flares made from tins filled with sand and petrol. Vehicle lights may also be used. Ground lights should be secured to the ground to prevent them being blown over or extinguished by the helicopter downwash. Torches or lamps should be inclined upwards to face the direction of the helicopter's approach, but care should be taken not to dazzle the pilot with strong lights.

16. Marking Methods. A night Landing Point can be marked in either of the following ways:-

- (a) Primary Method. Five lights are laid out on the ground, or hand held by troops lying on the ground, at 10 yard intervals to form the letter "T", 10 yards to the right of the centre of the Landing Point. The horizontal bar of the "T" is placed upwind, so indicating wind direction to the pilot. (See figure 8)

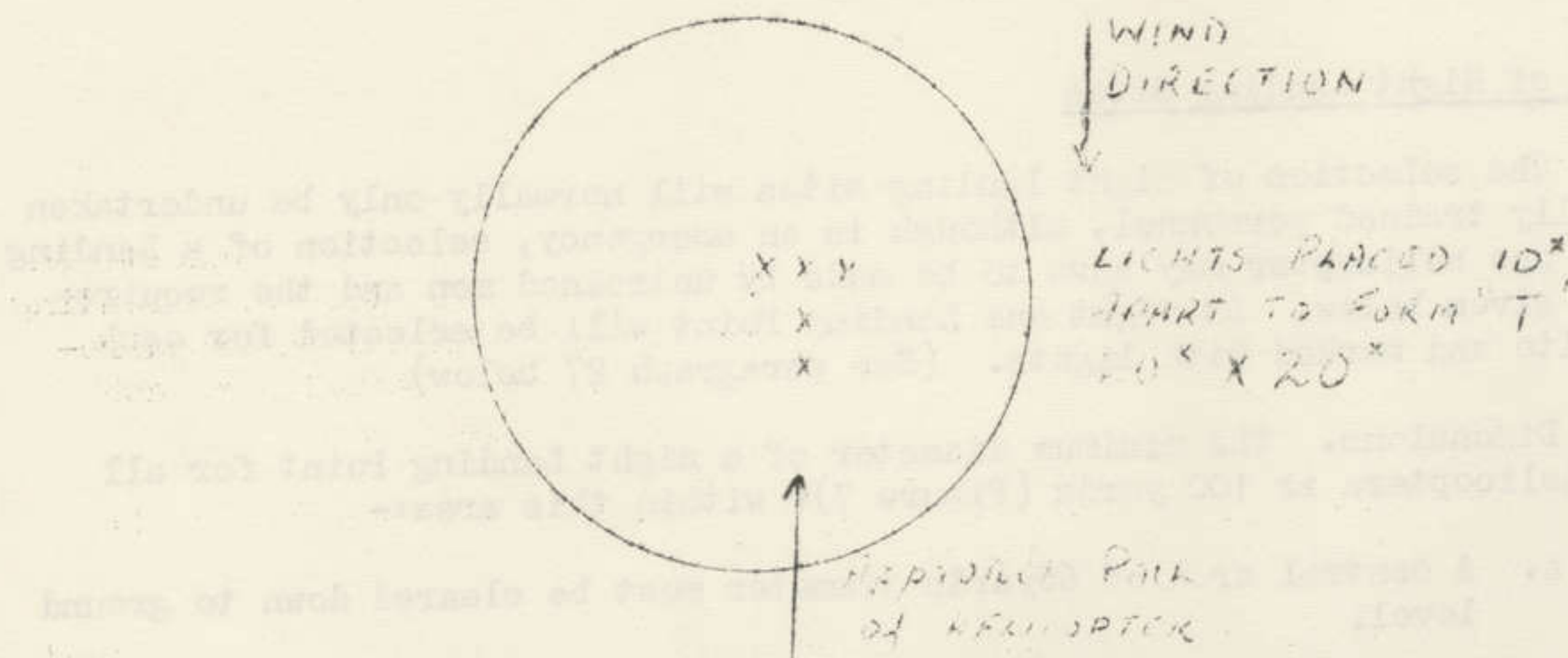


Figure 8 - Night Landing Point Primary Marking Method

- (b) Alternative Method. Two $\frac{1}{4}$ ton vehicles are placed 40 yards apart and 40 yards downwind of the centre of the Landing Point with their headlight beams intersecting at the centre of the Landing Point. The helicopter will approach into wind, pass between the vehicles, and land in the pool of light.

(Note - This method is not suitable for the Belvedere.)

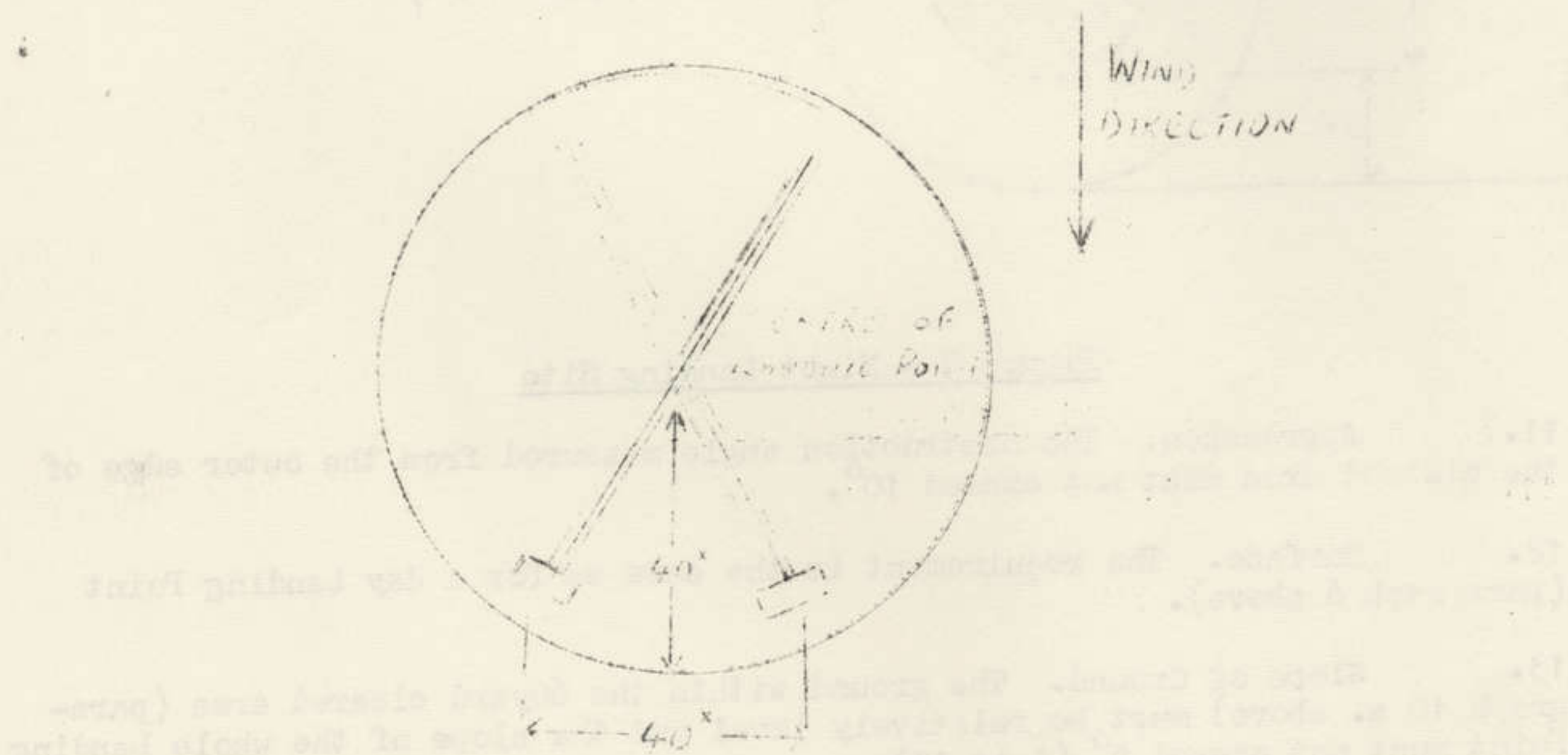
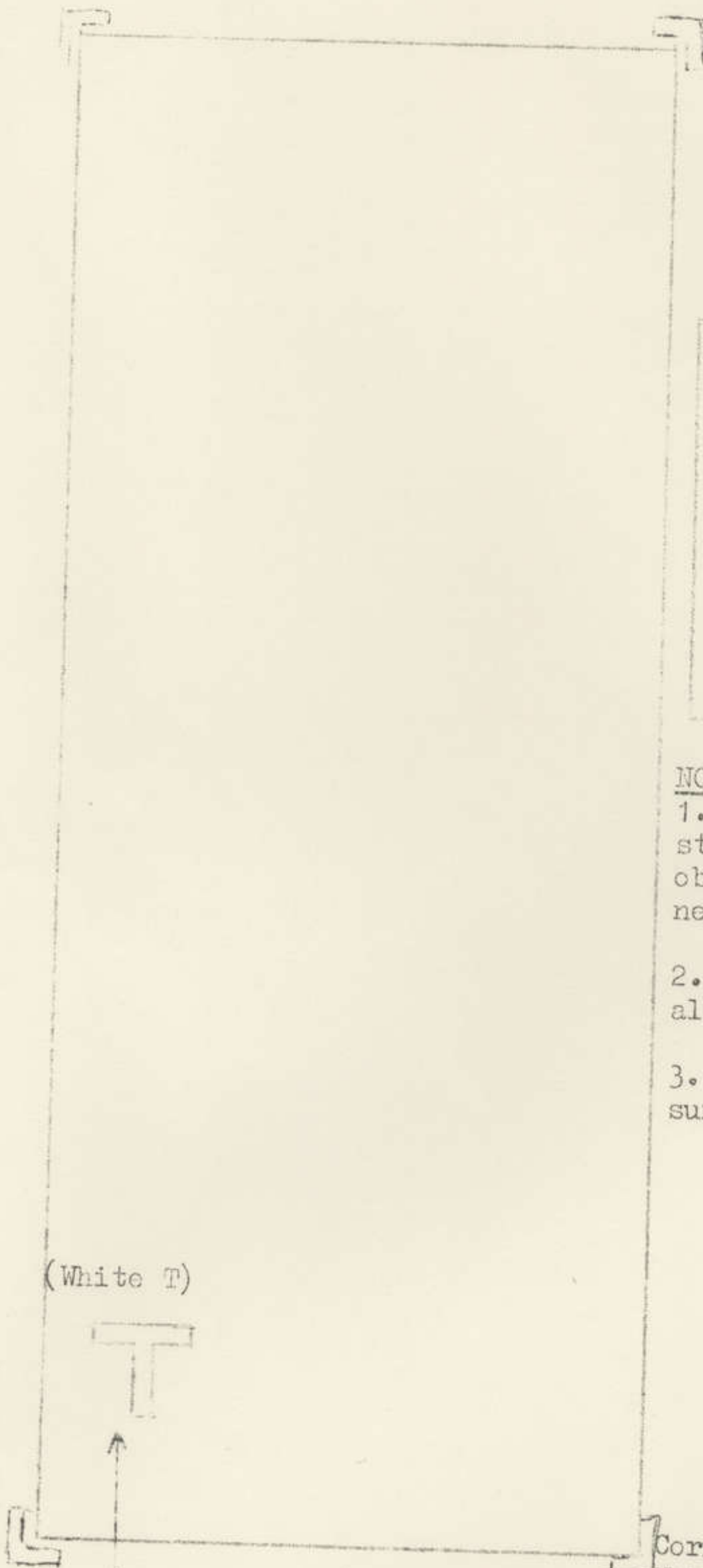


Figure 9 - Night Landing Point Alternative Marking Method

LAYOUT OF SEAL STRIP BY DAY (Not to Scale)

Wind direction



Desirable Dimensions

	<u>Length</u>	<u>Width</u>
Auster	350X	30X
Beaver	450X	30X
Twin		
Pioneer	300X	30X
Single		
Pioneer	200X	30X

NOTES

1. 100ft at each end of strip to be cleared of obstructions but not necessarily smoothed.

2. Angle of approach all above 1 in 30.

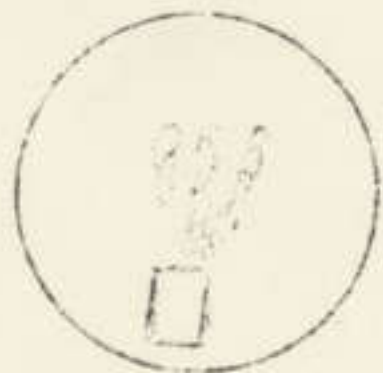
3. Rough guide to surface suitability:

- a. Landrover capable of being driven at 30mph without discomfort.
- b. Loaded 3 Ton does not cause depressions in the ground.

Wind Sock
(In lieu of T)



Aircraft Approach



Smoke - grenade (In lieu of T)

Corner Fluorescent or White Panels.

MARKING OF DROPPING ZONES

Essential Information

1. Before reaching the DZ air crews will need to know, for both CARP (Computed Air Release Point) and visual dropping techniques:-
 - a. The grid reference of the impact point.
 - b. The grid reference of the centre point of the DZ boundary furthest from the direction of the run in.
 - c. The magnetic bearing of the axis of the DZ and approach.
 - d. The wind speed and direction at the DZ, (only if communication between aircraft and DZ).

Visual Marking (See Appxs 1 and 2)

2. The following visual markings are to be placed on the DZ.
 - a. A code identifier in the form of J (placed on the required impact point).
 - b. Limit markers if asked for (Left of the letter J at a distance of 300-600ft.)

Ground Signal

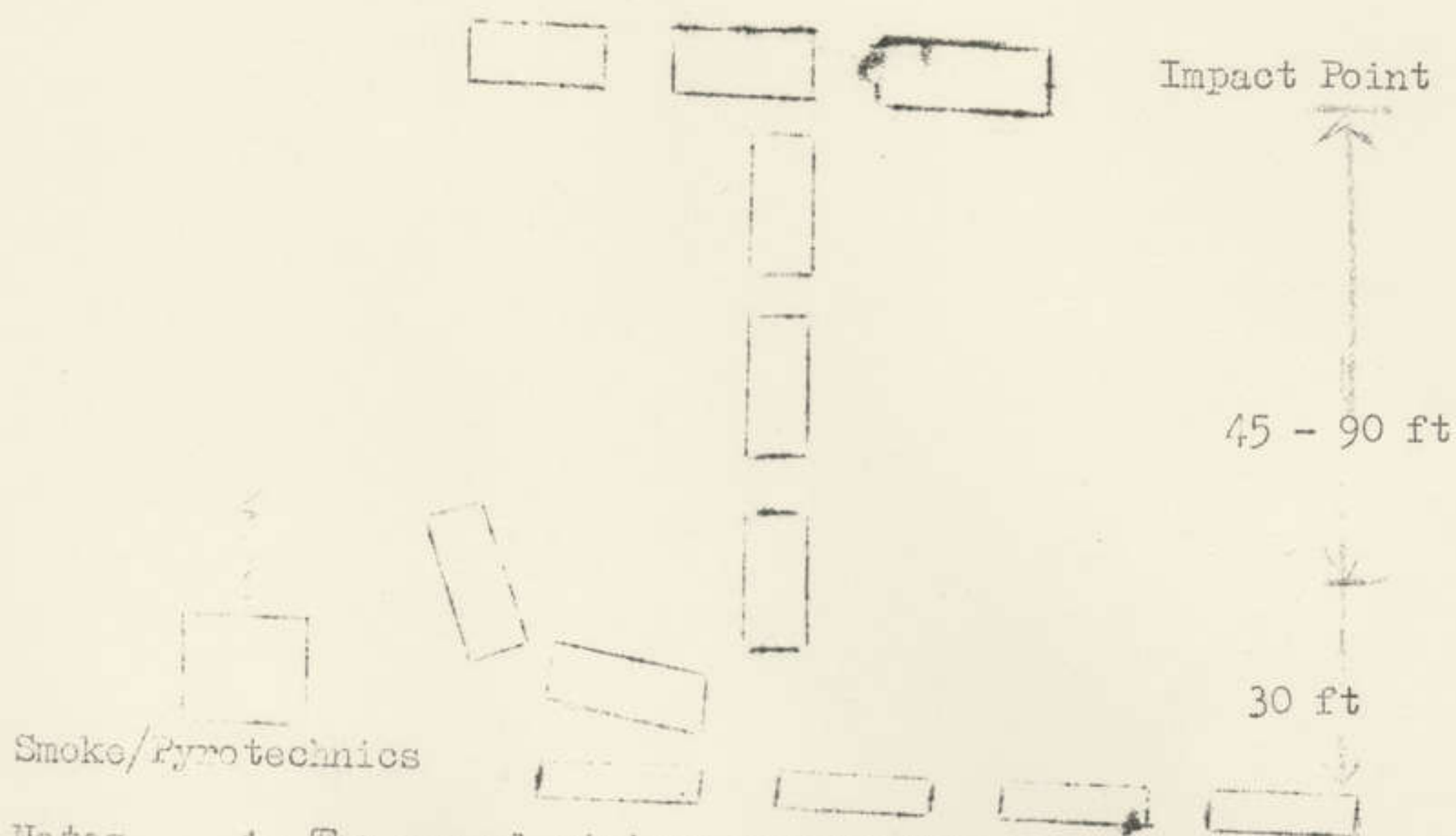
3. The signals to be used for postponing or cancelling supply drops are contained in Annex 'M'.
4. If pyrotechnics or flashing lights are used to augment the other aids, the following signals may be used:
 - GREEN - clear to drop
 - RED - Drop cancelled
 - WHITE - Drop temporarily postponed(WAIT).
5. If there is likely to be doubt as to whether the DZ is an enemy decoy or the correct DZ, but in enemy hands, a single recognition signal will be required so that the pilot can verify the situation. Radio communication with the aircraft is usually the best method, but an alternative means of communication, such as a very light signal, must also be pre-arranged.
6. DZ Recognition Aids. Depending on the tactical situation, the following additional aids to the recognition of a DZ from the air may be displayed in the vicinity of the code identifier:-
 - a. Flares.
 - b. Very lights.
 - c. Chemical smoke.
 - d. Electronic devices.
 - e. Tethered marker balloons (in close country).
7. Approach Markers. If the RAF request approach markers to the DZ, the details will be agreed before the operation takes place. These markers, made up of panels or lights, will be put out 200yards short and 100yards to the left of the code identifier.

8. Approach markers must be visible to pilots and must therefore be accurately placed to give pilots guidance on distances and direction during their approach.

9. Size of DZ. Although drops can be relatively well concentrated, there is a minimum size of pattern for the aircraft and the load concerned. In this connection the length of the DZ is the critical factor. The required precise dimensions will vary and SOPs should be consulted to determine the size correctly. This also applies to DZ width which depends upon the type of aircraft being used and formations which may be flown. Examples of the size of DZ generally required are as follows:-

Aircraft	Size of DZ(yards)
Beverley.....	} 700 X 300
Argosy.....	
C130.....	
Hastings.....	400 X 100
Beverley/Argosy/C 130..	900 X 500
Beverley/C 130.....	} 1,200X 500.
Argosy.....	

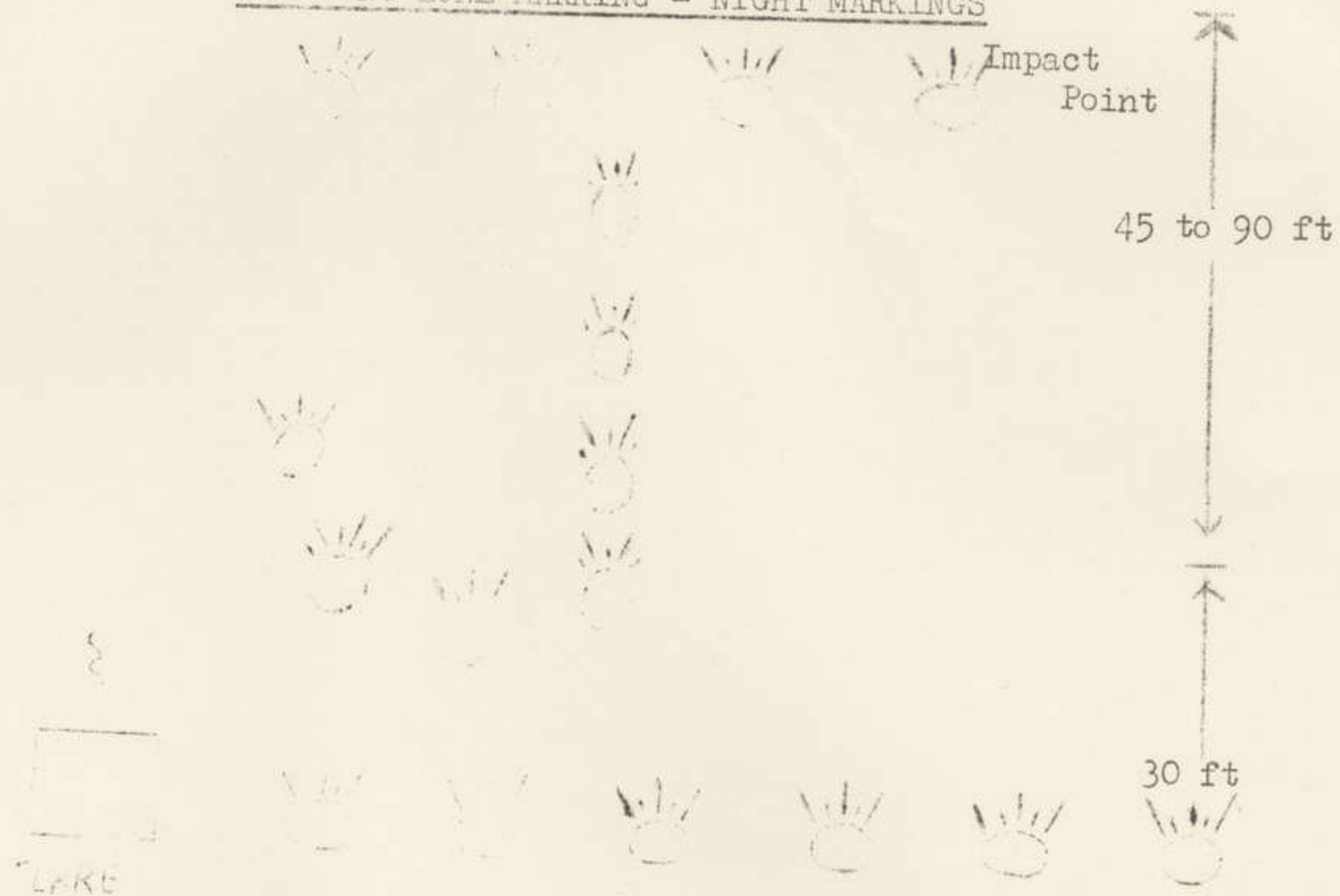
DROPPING ZONE MARKING - DAY MARKINGS



Notes

1. The normal minimum permissible markings will consist of the Code Identifier and bar.
2. If sufficient panels are available and the tactical situation permits, the following signals may be added:-
 - a. A panel in each corner of the DZ.
 - b. A letter 'P' placed to the left of the code identifier at a distance of between 300ft and 600ft.
3. The centre of the code identifier will denote the impact point.
4. The position of the Smoke Signal may be moved along the baseline to avoid obscuring the Code Identifier.
5. Letters may be "solid" or as shown above with panel lengths between panels.

DROPPING ZONE MARKING - NIGHT MARKINGS



- Notes:
1. The normal permissible minimum markings will consist of the Code Identifier and bar.
 2. If sufficient lights are available and the tactical situation permits, the following signals may be added:
 - a. A 'Bar' of 3 lights in each corner of the DZ.
 - b. A letter 'P' placed to the left of the Code Identifier at a distance of between 300ft and 600ft.
 3. The centre of the Code Identifier will denote the impact point.

CHAPTER 6 : MOBILISATION
SECTION 31 : UNIT ORGANIZATION

General

1. This section details the composition of the various gps and gives the tpt allocation for mov where applicable.

Admin Adv Party (to SINGAPORE)

2. Pers (Total 13)

<u>Appt</u>		<u>Provided by</u>
Asst QM	1	Admin Coy
WO Caterer	1	" "
RP Sgt	1	Bn HQ
Cooks Cpl	2	Admin Coy
Veh Mech Cpl	1	" "
Veh Mech Cfn	1	" "
Mess Supervisor Cpl	1	" "
Mess Steward Pte	1	" "
Dvrs Cpl	1	" "
RP Lcpl	3	Bn HQ.

3. Tot

Provided from tpt left for Rear Party.

- 1 x $\frac{1}{4}$ ton GS
- 1 x $\frac{1}{2}$ ton tlr
- 1 x 3 ton GS.

SUEO Party

4. Pers(Total 9)

<u>Appt</u>	<u>Provided by</u>
2IC	1 Bn HQ
UEO	2 Admin Coy and D Coy
CSM	1 Sp Coy
Clerks Sgt	1 Bn HQ
Clerks Typist	1 Bn HQ
Batman	1 Bn HQ
Dvrs	2 Adm Coy

5. Vehs

Provided from tpt left for Rear Party.

- 2 x trucks $\frac{1}{4}$ ton GS
- 2 x tlr $\frac{1}{2}$ ton GS.

Loading and Lashing Teams (in SINGAPORE)

6. Pers (Total 13)

<u>Appt</u>	<u>Provided by</u>
Sgt RD	2 Admin Coy Sp Coy
Cpl	4 A Coy B Coy (two each)
Ptes Rfn	6 To be nominated
Dvrs	1 Admin Coy.

7. Vehs

Provided from tpt left for Rear Party.

- 1 x trucks 3 ton.

The My Party (From SINGAPORE)

8. Assets (Total 22)

		<u>Provided by</u>
OC	1	
IC	1	
OCs Coys	5	Sp Coy A Coy B Coy C Coy D Coy
QM	1	Adm Coy
Sigs Offr	1	Sp Coy
Cpl Int	1	Bn HQ
RP	1	Bn HQ
COs Sig	1	Sp Coy
Sigs Offr Sig	1	Sp Coy
Int Pte	1	Bn HQ
CCs Batman	1	Bn HQ
Dvrs	2	Sp Coy and Admin Coy
Batman Orderlies	5	Sp Coy A Coy B Coy C Coy D Coy

9. Vehs

Staff car
H1 and H2 with tlrs, tactically loaded
TCV arranged by Bde HQ.

Sea Tail (From SINGAPORE)

10. Pers (Total 28)

		<u>Provided by</u>
Asst Adjnt	1	Bn HQ
Chief Clerk	1	Bn HQ
Dvrs	4	A Coy B Coy C Coy D Coy
Storeman	7	A Coy B Coy C Coy D Coy
Dvrs	10	Sig Fl, Aslt Pnr Pl, Mor Pl Adm Coy 6 for 3 ton, Adm Coy 2 for AQ 6 and 7, Sig Tp for ST3 Admin Coy.
Drummers	5	

11. Vehs

The fol from the op scale A2, B2, C2, D2, ST3, AQ7, AQ8, AQ9 Tpt 1-6.

Rear Party (At Canberra Lines)

12. Pers (Total 53)

		<u>Provided by</u>
OC	1	An offr to be nominated
WO Bk Increment	1	Admin Coy
Orderly Room Cpl	1	To be advised
Storeman	1	Admin Coy
Bks Cpl	1	Admin Coy
Bks Storeman	1	Admin Coy
Postal Cpl	1	Admin Coy
Clerk GD	1	QM
Veh Mech	1	Admin Coy
Dvrs	4	Admin Coy
Cooks	3	Admin Coy
Storeman Inf	1	QM
Mess Steward Cpl	1	Sgts Mess
Mess Supervisor Cpl	1	Admin Coy
Orderly	1	Sp Coy
Picquet	27	6 each A Coy B Coy C Coy D Coy Admin Coy 3 Drummers Sp Coy det 2 WDTU.
Dog handlers	4	

ARRANGEMENT AND PACKING FOR MOVEMENT

1. On mobilisation 4 RAR will prepare on equipment scales specifically designed for movement of the main body by air.
2. Because the type and number of aircraft will not be known until shortly before the move, the SUEO's party must plan the fly-out between their own arrival in SINGAPORE and the arrival of the mainbody, relatively soon afterwards.
3. Maximum co-operation and anticipation by all ranks is necessary for a smooth transit.

Responsibilities

4. Bn 2IC is the Senior Unit Emplaning Officer (SUEO).
5. Each rifle company will nominate an officer/warrant officer as UEO. Immediately on mobilisation he will be available to the Bn 2IC as required.
6. Rifle Company Commanders and Platoon Commanders of Administrative and Support Companies are directly responsible for the preparation of their own subunit stores and vehicles.
7. The Adjutant will maintain up-to-date Air Staff Tables for current operational roles and major training activities as required by the SUEO.

SUEO Party - Initial Procedures

8. The party comprises:
- a. SUEO
 - b. Two Assistant UEOs, provided by Administrative Company and one other nominated by SUEO.
 - c. Deplaning Officer, normally UEO of last company to fly
 - d. G clerk provided by Battalion Headquarters
 - e. Clerk/typist, provided by Battalion Headquarters
 - f. 2 batmen/orderlies
 - g. 2 drivers.

Duties of the SUEO

9. On mobilisation the SUEO will:
- a. Obtain the Air Staff table from the Adjutant
 - b. Obtain nominal rolls from each company
 - c. Move to SINGAPORE as early as possible, or on timings advised by Bde HQ, with his party and the Unit Admin Advance Party, taking any necessary air publications, together with stationery, typing and duplicating facilities.
10. Movement to SINGAPORE will be by 2 x Trucks $\frac{1}{4}$ ton, each with trailer $\frac{1}{2}$ ton cargo, provided from Rear Party Vehicles.

Brigade/RAF/SUEO Planning

11. Immediately on arrival the SUEO will report to GSO 3 (Air) of Advance Brigade HQ and hand in the Air Staff Table. The GSO3 (Air) will advise the timings for the first planning conference.

12. The SUEO will:
- Attend the co-ordinating conference for Aircraft Load Tables at either Advance Brigade HQ or Air Transport Movement Control Centre (ATMCC) at CHANGI.
 - At this conference be prepared to interpret the Air Staff Table and give advice on the movement of specialist vehicles of the Battalion Group.
 - Together with the Brigade Air Cell Staff prepare the Aircraft Loading Tables and the Summary Sheet. This will be done at a time and place nominated by the air cell. The Tables will be printed and issued by the air cell. The distribution is shown in para 14.

SUEO Staff Work and Responsibilities

13. On his return to NEE SOON the SUEO will:
- Supervise the compilation of the Battalion Group Load manifests.
 - Co-ordinate the reception and departure arrangements made by the Administrative Advance Party.
 - Brief all Chalk Commanders on their duties.
 - Arrange transport to-lift troops and loose freight to the airfield.
 - Despatch the Loading and Lashing teams and loose freight to the airfields at appropriate times.

14. Distribution of Documents

Distribution	Number of Copies				
	Aircraft Loading Table	Summary Sheet	Load Manifests	Aircraft Priority List	Safety Certificates (att to column (d))
(a)	(b)	(c)	(d)	(e)	(f)
Br HQ (incl 4 RAR)	10	3	1	1	1
Attached Units	1	3	-	-	-
Brigade HQ	2	3	1	-	1
ATLO at departure airfield	1	1	1	1	1
ATLO at destination airfield	-	-	1 by hand of Chalk Comd	-	1
ATMCC	1	-	-	-	-
MAIS	1	-	-	-	-
RAF HQ	-	-	3 *plus 1 copy per air fd on route	-	3
HQ SINGAPORE Base Area	-	1	-	-	-
SUEO	1	1	1	3	1
Assistant UEOs, each	1	1	1	1	1
Chalk Commander	-	-	1	-	1
TOTALS	18	13	*10	6	10

15. The SUEO will remain at the host unit throughout the move. A UEO is to be based in the HQ alongside the G telephone and is to be available at all times.

Loading and Lashing Teams

- 16.
- a. There will be three unit loading and lashing (L and L) teams in SINGAPORE.
 - b. Each will consist of:
 - (1) 1 NCO) nominated individually by
 - (2) 4 ORs) SUEO from all coys
 - c. These teams will move direct to NEE SOON with the Administrative Advance Party. 4 RAR will provide 1 x Trucks 3 ton, 2 x multi pots and 6 x hot boxes.
 - d. L and L team commanders will ensure they have sufficient appropriate tie down schemes prior to their departure from CANBERRA LINES.
 - e. The unit L and L teams will depart SELETAR/CHANGI on the final chalks. This will be shown as a separate serial on the Air Staff Table.
 - f. In addition there will be one unit unloading team consisting of:
 - (1) Deplaning Officer
 - (2) 1 NCO
 - (3) 4 ORs.
 - g. The unit unloading team will depart SINGAPORE on the first chalk. It will be shown as a separate serial in the Air Staff Table.

UEO Tasks at Airfields

17. One UEO will be detailed to each departure airfield to supervise the despatch of all chalks from that airfield.
18. Each UEO will:
- a. Keep the SUEO informed on the progress of loading and lashing.
 - b. Hand over all load manifests to the respective ATLOs at departure airfields for processing. After processing collect the unit and Brigade HQ copies for distribution.
 - c. Act as a link between the ATLO, MAMS and the SUEO.
 - d. Arrange for a NAAFI van to provide drinks at their respective assembly areas, and check the facilities available in these areas.
 - e. Foster and guide Chalk Commanders to ensure transit arrangements run smoothly.
 - f. Check the preparation of stores and vehicles at their respective airfields.
 - g. Supervise the unit loading and lashing teams at their respective airfields.
 - h. Ensure airfield discipline is observed.
 - j. Ensure that all loose freight is positioned at their respective airfields before loading of the first aircraft begins.

k. Add to the Load Manifest of each aircraft all loose freight loaded on a fill-up basis.

Allocation of Vehicles

19. a. See Annex 'A'.

b. This allocation may be modified in a particular Air Staff Table.

Vehicle Load Lists and Freight

20. See Annex 'B'.

Ammunition Scales

21. See Annex 'C'.

Preparation of Vehicles

22. a. See Annex 'D'.

Preparation of Dangerous/Hazardous Cargo

23. See Annex 'E'.

4 RAR ALLOCATION OF OPERATIONAL VEHICLES

SERIAL	SUB-UNIT	TAC NUMBER	TRUCK 1/4 TON GS	TRUCK 1/4 TON FFR	TRUCK 3/4 TON WOMBAT	TRUCK 3/4 TON (OTHER)	TRUCK 3 TON	TRAILER 1/2 TON CARGO	TRAILER 100 GAL WATER	TRAILER (OTHER)	AVAILABLE PAYLOAD TRUCK+TLR	OP ROLE	REMARKS
1	BW H1	H1		1				1			1150	CO	
2	BW HQ	H2	1					1			1800	CP Stores	
3	A Coy	A1		1				1			1150	Essential stores & ammo	
4	A Coy	A2	1					1			1800	Additional stores & kitchen	Sea Scale
5	B Coy	B1		1				1			1150	Essential stores & ammo	
6	B Coy	B2	1					1			1800	Additional stores & kitchen	Sea Scale
7	C Coy	C1		1				1			1150	Essential stores & ammo	
8	C Coy	C2	1					1			1800	Additional stores & kitchen	Sea Scale
9	D Coy	D1		1				1			1150	Essential stores & ammo	
10	D Coy	D2	1					1			1800	Additional stores & kitchen	Sea Scale
11	Mor Pl	SM1	1					1			1800	Mor Sec	
12	Mor Pl	SM2	1					1			1800	Mor Sec	
13	Mor Pl	SM3	1					1			1800	Mor Sec	
14	Mor Pl	SM4	1					1			1800	Mor Pl HQ	
15	Asst Pnr Pl	SP1	1					1			1800	Pl stores & explosives	
16	Sig Pl	SS1		1				1			1150	Fwd Control	
17	Sig Pl	SS2	1					1			1150	Rebroadcast stores & ammo	Treated as FFR
18	Sig Tp	ST1		1				1			1150	Rear Link (Cond)	
19	Sig Tp	ST2		1				1			1150	Rear Link (Adn)	
20	Sig Tp	ST3				1				1	-	Charging veh & generator	Sea Scale
21	ATk Pl	SA1			1			1			1150	Det 120 mm WOMBAT	
22	ATk Pl	SA2			1			1			1150	Det 120 mm WOMBAT	
23	ATk Pl	SA3			1			1			1150	Det 120 mm WOMBAT	
24	ATk Pl	SA4			1			1			1150	Det 120 mm WOMBAT	
25	Adm Coy HQ	AQ1	1					1			1800	Fwd Adm HQ	
26	Tpt Sec	AQ2	1					1			1800	Tpt essential stores	
27	QM Pl	AQ3					1				1800	Im res ration	Airportable veh
28	QM Pl	AQ4					1		1		1800	Bn res ammo & kitchen	Airportable veh
29	Adm Coy	AQ5	1								650		
30	Adm Coy	AQ6	1						1		650	Tpt pool;	
31	Adm Coy	AQ7	1								650	Water duties;	Sea Scale
32	Adm Coy	AQ8	1						-		650	Ambulances;	Sea Scale
33	Tpt Sec	AQ9				1			-	1	-	EME garage veh	Sea Scale
34	Med Pl	AM1	1					1			1800	RMO	
35	Adm Coy	TPT 1-6					6					Tpt pool	Sea Scale only not airportable
36	TOTAL ALLOCATION		18	8	4	2	8	26	4	2			
37	NORMAL BY AIR		12	8	4	-	2	22	4	-			
38	NORMAL BY SEA		6	-	-	2	6	4	-	2			

4. RAR VEHICLE LOAD LIST.Ref: Serial 1 of 4 RAR Allocation of Operational VehiclesTac No. H 1Truck $\frac{1}{2}$ ton, MK 8, FFR

FFR equipment only - payload nil.

Trailer $\frac{1}{2}$ ton cargo.

Qty	Item	Weight of each item (lbs)	Total weight (lbs)
2	Batteries, A41 set	7	14
2	Batteries, A510 set, pairs	4	8
15x700	Rds, 7.62 mm ball	72	1124
		Total in Tlr	1146

4 RAR VEHICLE LOAD LIST

Ref Serial 3-5-7-0 of 4 RAR allocation of Operational Vehicles.

Tac No A1 - B1 - C1 - D1

Truck $\frac{1}{2}$ Ton Mk 8 FFR

FFR stores only - Payload NIL

Trailer $\frac{1}{2}$ Ton Cargo

Qty	ITEM	Wt of each item (lbs)	TOTAL Wt (lbs)
3x700	Rds 7.62mm BALL (boxed)	72	216
1x1750	Carts SA 9mm ball (boxed)	78	78
40	Carts illum 1 inch	$\frac{1}{2}$	18
54	Carts Signal 1 inch RED/Green		20
36	Bombs, ML 2" Mor illum	$2\frac{3}{4}$	96
8	Grenades No 83 SMK Red/Yellow	$2\frac{1}{4}$	18
1x12	Flares tripwire complete (boxed)	66	66
3	Mors 2in complete	$12\frac{1}{4}$	$36\frac{1}{2}$
3	3.5 inch RLs	$12\frac{1}{2}$	$37\frac{1}{2}$
1	Bren 7.62mm with mag att	$21\frac{1}{4}$	$21\frac{1}{4}$
1	Box of 12 Bren mags	18	18
14	Picks digging	5	74
14	Shovels short T handle	$3\frac{1}{4}$	$47\frac{3}{4}$
12	Charguls water	$\frac{1}{2}$	$6\frac{1}{4}$
11	Jungle water bags 3 gal	$1\frac{1}{2}$	$19\frac{1}{4}$
5	A510 Radio sets complete	$37\frac{1}{2}$	185
10	Btys A510 RX and TX, pairs	4	$40\frac{1}{2}$
2	Btys A41	7	14
10	Btys A40	$2\frac{1}{2}$	25
1	Lamps Fluorescent 12V	2	2
1	CP tent IP	$7\frac{3}{4}$	$7\frac{3}{4}$
1	Gutters wire folding & Frog	$2\frac{1}{2}$	$2\frac{1}{2}$
1	Cable D 10 $\frac{1}{2}$ mile	26	26
4	Tele J	$7\frac{3}{4}$	$32\frac{1}{2}$
4	Airground identification sets	$2\frac{1}{2}$	$9\frac{1}{4}$
TOTAL WEIGHT			1117

4 RAR VEHICLE LOAD LIST

Ref: Serial 2 of 4 RAR Allocation of Operational Vehicles

Doc No : H2

Truck 1/2 ton, MK 8, GS

QUANTITY	ITEM	WEIGHT OF EACH ITEM (lbs)	TOTAL WEIGHT (lbs)
1	Commanding Officer's trunk	1	100
1	Box GPO and Int	31 $\frac{1}{4}$	31 $\frac{1}{4}$
2	Boards Battle Message	10 $\frac{1}{2}$	21
1	Box Tac and Title Signs	95 $\frac{3}{4}$	95 $\frac{3}{4}$
TOTAL WEIGHT IN VEHICLE			248

Trailer 1/2 ton Cargo:

QUANTITY	ITEM	WEIGHT OF EACH ITEM (lbs)	TOTAL WEIGHT (lbs)
1	Trunks cabin metal (clerks)	127 $\frac{1}{4}$	127 $\frac{1}{4}$
1	Trunks cabin metal (Int)	132	132
2	Tents 11 x 11	113 $\frac{1}{2}$	227
1	Table CP L/W Folding	18 $\frac{1}{2}$	18 $\frac{1}{2}$
4	Chairs CP L/W	2 $\frac{1}{4}$	11
2	Lamps Electric 12 v Flourescent	4	8
4	Chairs L/W Folding	6	22 $\frac{1}{2}$
1	Tent CP 4 Section	28	28
3	Nets camouflage	17	51
6	Picks digging	5	30
6	Shovels short "T" handle	3 $\frac{1}{4}$	20 $\frac{1}{4}$
2	Axe single bit	5 $\frac{1}{2}$	11
2	Tables FS	22	44
2	Lamps pressure with CBS	4 $\frac{1}{2}$	9
2	Lamps hurricane small	1 $\frac{1}{4}$	2 $\frac{1}{2}$
1	Box Sign Miscellaneous	37 $\frac{3}{4}$	37 $\frac{3}{4}$
4	Air panels	2 $\frac{1}{4}$	9
1	Hessan (roll)	10	10
1	Cans kerosine, 5 gal (full)	48 $\frac{1}{2}$	48 $\frac{1}{2}$
TOTAL WEIGHT IN TLR			847 $\frac{1}{4}$

4 RAR VEHICLE LOAD LIST

Ref Serial 11-12-13 of 4 RAR Allocation of Operational Vehicles

Truck No: SM1 - SM2 - SM3

Truck 1/4 ton MK 3, GS

Quantity	Item	Weight of each Item (Lbs)	Total Weight (Lbs)
2	Sights Cased	11 $\frac{1}{4}$	22 $\frac{1}{4}$
2	Baseplate Flags	1 $\frac{3}{4}$	3 $\frac{1}{2}$
4	Aiming Posts	2	8
2	Mk aiming equip/w/btys	9	18 $\frac{1}{4}$
2	Platter board w/fans	14	28
1	Clinometer field	4	4
1	A41 Radio complete w/btys	30	30
1	Cable electric D10 1/2 mile	26 $\frac{1}{4}$	26 $\frac{1}{4}$
1	ACL No 2	5	5
1	Drums cable No 1	5 $\frac{1}{2}$	5 $\frac{1}{2}$
1	Tele 'J' w/btys	8 $\frac{3}{4}$	8 $\frac{3}{4}$
6	Spare btys A41	6 $\frac{3}{4}$	41
12	Batteries torch 2 cell	1/2	6
2	Megaphone 12"	1/4	1 $\frac{1}{2}$
-	Rags cleaning	5	5
1	Bags water	1 $\frac{3}{4}$	1 $\frac{3}{4}$
3	Chargals water	1/2	1 $\frac{1}{2}$
12	Batteries single cell	-	2 $\frac{1}{4}$
1	Sec HQ box	30	30
6	Bombs 3" Mor smoke (Less carriers)	13	78
4	Rockets 3.5 in HEAT	15 $\frac{3}{4}$	63
2x700	Pounds 7.62mm Ball	72	144
Total Weight			534

Trailer 1/2 ton Cargo:

Quantity	Item	Weight of each Item (Lbs)	Total Weight (Lbs)
64	Bombs 3" Mor HE (less carriers)	12 $\frac{3}{4}$	816
2	Baseplates	25 $\frac{1}{4}$	51
2	Barrels	28 $\frac{1}{4}$	56 $\frac{1}{2}$
2	Bipods	27 $\frac{1}{2}$	55
2	Bags Tool and accessories	12 $\frac{3}{4}$	25 $\frac{1}{2}$
2	Fuze Key No 178	1 $\frac{1}{2}$	3 $\frac{1}{4}$
2	Carrying harness set(3 pce)	6 $\frac{3}{4}$	13 $\frac{1}{2}$
3	Picks digging	5 $\frac{1}{8}$	16
3	Shovels short T handle	3 $\frac{1}{2}$	10 $\frac{1}{2}$
3	Axes	6	18
40	Sandbags		31
1	Rocket Launcher 3.5 in	13	13
Total Weight			1109 $\frac{1}{4}$

4 RAR VEHICLE LOAD LIST

Ref: Serial 14 of 4 RAR Allocation of Operational Vehicles

Trk No SM 4

Truck $\frac{1}{4}$ ton MK 8, GS

QUANTITY	ITEM	WEIGHT OF EACH ITEM (lbs)	(lbs) TOTAL WEIGHT
12	Btys Torch 2 cell	$\frac{1}{2}$	6
1	Tele "J" w/btys	$8\frac{3}{4}$	$8\frac{3}{4}$
1	Water bag	$1\frac{3}{4}$	$1\frac{3}{4}$
1	Clinometer field	$4\frac{1}{4}$	$4\frac{1}{4}$
6	Btys spare A 41	$6\frac{3}{4}$	41
24	Btys single cell	-	$4\frac{1}{2}$
2	Pistol signal eqpt	3	$6\frac{3}{4}$
1	Panels identification set	2	2
-	Rags cleaning	10	10
1	Oil can	9	9
6	Btys dry $4\frac{1}{2}$ v	$\frac{3}{4}$	$5\frac{1}{4}$
18	Bombs 3" Mor Smoke (less carriers)	$12\frac{1}{2}$	225
2x1750	Carts SA 9mm ball (boxed)	78	156
2x 700	Rds 7.62mm (boxed)	72	144
TOTAL WEIGHT			624 $\frac{1}{4}$

TRAILER $\frac{1}{2}$ ton Cargo:

QUANTITY	ITEM	WEIGHT OF EACH ITEM (lbs)	TOTAL WEIGHT (lbs)
72	Bombs 3" Mor HE (less carriers)	$12\frac{1}{2}$	918
1	Tents 11x11 complete	113	113
1	Mor Pl HQ box	60	60
TOTAL WEIGHT			1091 lbs

4WJR VEHICLE LOAD LIST

Ref: Serial 15 of 4 RAR Allocation of Operational Vehicles.

Tac No 1 SP1

Truck $\frac{1}{4}$ ton MK 8 GS

QUANTITY	ITEM	WEIGHT OF EACH ITEM (lbs)	TOTAL WEIGHT
1	<u>Box containing:</u>		
9	Cutters wire folding		
9	Frogs cutters wire folding		
6	Files flat 8"		
3	Files bastard 12"		
3	Hammers claw		
8	Pliers s/c 8"		
8	Frogs pliers		
2	Rules fold 2' 4 Fold		
4	Saws fold		
1	Shears tinsnip 10"		
1	Levels field 9"		
5	Crimpers tube		
1	Stones sharpening		
13	Gloves wiring pairs		
	<u>Total of box</u>		84 $\frac{1}{2}$
2	Tests sets demolition	12	23 $\frac{1}{2}$
2	Exploders dynamo	13	26
1	Cord elec D 10 reels	26	26
1	Saws chain gas port.	69	69
2	Cans POL 4 $\frac{1}{2}$ gal	39 $\frac{1}{4}$	78 $\frac{1}{2}$
1	Drill breaker gas portable	113 $\frac{1}{4}$	113 $\frac{1}{4}$
3	Detectors mine	34	102 $\frac{3}{4}$
20	Prodders mine	1 $\frac{1}{2}$	32
3	Bags water canvas	1 $\frac{1}{2}$	4 $\frac{3}{4}$
3	Shovels GS	3 $\frac{1}{2}$	11 $\frac{1}{4}$
1	Valise recce boat	-	10 $\frac{1}{4}$
	TOTAL WEIGHT		581 $\frac{3}{4}$

Trailer 1 ton Cargo

QUANTITY	ITEM	WEIGHT EACH 1 ITEM (lbs)	TOTAL WEIGHT
5	Axes single bit 4½ lb	5¾	29¼
6	Picks digging 3½ lb	5¼	31
7	Shovels short "T" handle	3½	25
2	Adze carp	4½	8¾
1	Bars crow 6'	21	21
2	Hammers sledge 10 lb	11	22¾
4	Saws bushman	2	7¾
2	Saws crosscut	6¼	12¾
	Cordage 2" fathoms	50	50
	Cordage 2½" fathoms	30	30
1	Boats recce	120¾	120¾
	Explosives (entire Bn scale)		788
TOTAL WEIGHT			1147

BN SCALE OF EXPLOSIVES

200	Detanators No 27	12 lbs incl packing
200	Detanators electric No 33	10
200	NOBELS expl No 852 lbs	290
200	Igniters saf fuze elec	10
200	Igniters safe fuze perc	30
12	Matches fuzes, boxes	1
60	Primers demol 1 ounce	11
10	Switches No 4 (pull)	2
10	Switches No 5 (pressure)	4
10	Switches No 6 (release)	3
200	Clips junc det card	4
1000	Card det CORDTEX feet	52
576	Fuze, saf No 11, feet	34
200	Tubes fuze sealing	
1	Fuze sealing compound lbs	1
6	Charges demol No 1 BEEHIVE	60
4	Bangalore Torpedoes, sets	264
		<u>788 lbs</u>

4 RAR VEHICLE LOAD LIST

Ref: Serial 16 of 4 RAR Allocation of Operational Vehicles.

Tac No. SS1

Trucks 1/2 ton Mk 8 MFR

MFR stores only - Payload nil.

Trailer 1/2 ton Cargo

Quantity	Item	Weight of each item (lbs)	Total weight (lbs)
	<u>Pannier No 1 containing:</u>		
1	All		
1	Compressing tool		
1	GP light		
1	Switchboard 18/GT		
5	Tele 'J'		
2	Remote handset G42		
1	Aerial lead 50 ft		
1	Cases spare G42		
1	Connectors 6 pt No 35		
1	Special aerial		
1	Kits braided dipole complete		
3	Cords aerial weighted		
2	Pliers		
2	Adhesive tape		
1	marker panel sets		
1	Marker balloon		
1	Tester dry bty		
		TOTAL	107 1/4
	<u>Pannier No 2 containing:</u>		
1	Switchboard 10 line		
1	A 43 R set		
1	Cases radio tuner		
1	Aerial redifon A627S		
1	Rod earthing MS		
1	Adaptor and cable A 624/S		
1	Aerial redifon A 6256/S		
3	Stay and peg assy		
1	Cable assy RF redifon		
1	Mast redifon		
1	Handset redifon drawing.		
1	Cable assy special purpose A 6272/S		
1	Charger bty input 24v		
3	Bty secy 12v redifon		
1	R 209 reception set		
1	Cases spare valve No 16		
1	Connector twin No 282		
1	Headset elec IIE No 1V		
2	Reels cable No 4 plus ACL No 10	TOTAL	117 1/4
2	Aerial mast 27 ft	4	8
3	Drums cable No 1	83	166
2	Apparatus cable lay No 2	5 1/2	16 1/2
2	Cable elec D10 1/2 mile	4 3/4	9 1/2
2	Shovels GS	26	52
2	Picks digging	3 1/4	6 3/4
		7 1/2	15

Trailer $\frac{1}{2}$ ton Cargo (Continued)

Quantity	Item	Weight of each item (lbs)	Total weight (lbs)
1	Axes single bit $4\frac{1}{2}$ lb	$5\frac{3}{4}$	$5\frac{3}{4}$
2	Bags water 3 gal	$1\frac{1}{2}$	3
1	Security box	-	100
1	Table telegraph	20	20
6	Btys A 41	7	42
6	Btys A 40	$2\frac{1}{2}$	15
3	Btys 510 TX	$2\frac{3}{4}$	$4\frac{1}{4}$
3	Btys 510 RX	$1\frac{1}{3}$	4
24	Btys 1.5V	-	5
1400	Rds 7.62mm (ctn or bdr - boxed)	72	144
18	Bombs ML 2 inch Mor illum	-	48
4	Grenades No 83 smoke RED	-	8
4	Grenades No 83 smoke YELLOW	-	8
3x12	Flares tripwire complete	66	198
	Total Weight		$1107\frac{1}{4}$

4 RAR VEHICLE LOAD LIST

Reference: Serial 17 of 4 RAR Allocation of Operational Vehicles

Tac No: SS 2

Truck: 1/2 Ton Mk 8 CS

As for MTR Veh NO stores or eqpt other than 2 x C42 radios and 4 x btys
wet cell are to be loaded - Payload NIL.

Trailer 1/2 Ton Cargo

Qty	ITEM	Wt of each item (lbs)	TOTAL Wt
	<u>Pannier No 1 Containing:</u>		
4	A41 & CES		
4	Tele J		
2	Compressing tool		
2	Switchboard 18/GT		
2	Adhesive tape		
2	Balls string		
1	Marker Panels Sets		
1	Marker balloon		90
	<u>Pannier No 2 Containing:</u>		
2	Headset DIR double		
2	Remote 62 set		
4	Remote handset 62 set		
2	Key and Plug assy No 19		
1	Crystal Calib and leads		
2	Aerials 14'		
3	Aerials 100'		
6	Cords Aerial weighted		
2	Connectors Flex 5 pt No 12		
1	RS62 Set		93
	<u>Pannier No 3 Containing:</u>		
1	Aerial feeder No 5 50'		
1	Connectors 4/2 point		
1	Connectors twin No 400		
1	Connectors twin No 397		
1	Connectors twin 12 pt No 85		
1	Connectors twin 25 pt No 1		
1	Connectors twin No 186 ft		
1	Remote handset C42		
1	PSU transistorised		
1	Transrec C42		
1	Box J 24 V		
1	Box Junc 4 way No 4.		
1	Intercom box adapt unit 1 Set 0		
2	B 47		194
4	Cable elec D 10 1/2 mls	26	103
2	A 510 complete	37 1/2	75
4	Reels cable No 4 x ACL No 10	4	16
3	Drums Cable No 1	5 1/2	16 1/2
2	Apparatus cable lay No 2	4 3/4	9 3/4
1	300W Bty Charger (30V)	97	97
2	Oil cans	3	6
1	Bty Charger CES	13	13
5	Mast tele 27'	83	415
1	Switchboard 10 line Mag	21 3/4	21 3/4
TOTAL WEIGHT in tlr			1150 1/4 lbs

4 RAR VEHICLE LOAD LIST

Ref: Serial 18 of 4 RAR Allocation of Operational Vehicles.

Tac No: ST1

Truck $\frac{1}{4}$ ton Mk 8 FFR

FFR stores only - Payload NIL

Trailer $\frac{1}{2}$ ton Cargo

Quantity	Item	Weight of each item (lbs)	Total Weight (lbs)
	<u>Pannier containing</u>		
1	Reels cable No 4		
1	ACL No 10		
1	A41 complete		
2	B 47		
1	RS 62		127 $\frac{1}{2}$
1	Stationary box	29 $\frac{1}{4}$	29 $\frac{1}{4}$
1	Spare parts box (CES)	42	42
1	Security box	8	8
1	CES to vehicle radios box	23 $\frac{1}{4}$	23 $\frac{1}{4}$
1	27' mast	83	83
1	510 complete	37 $\frac{1}{2}$	37 $\frac{1}{2}$
1	Cable elec D10 $\frac{1}{2}$ mile	26	26
1	Rod earthing	5 $\frac{1}{2}$	5 $\frac{1}{2}$
1	Sledge hammer	11 $\frac{1}{2}$	11 $\frac{1}{2}$
1	Aerial cases	2 $\frac{1}{2}$	2 $\frac{1}{2}$
2	Packboards GS	4	8
90	Btys A41 (reserve)	7	630

TOTAL WEIGHT in Tlr

1034 lbs

4 RAR VEHICLE LOAD LIST

Reference Serial 19 of 4 RAR Allocation of Operational Vehs

Tac No: ST 2

Truck $\frac{1}{4}$ Ton Mk 8 FFR

FFR Stores Only - Payload NIL.

Trailer $\frac{1}{2}$ Ton Cargo

Qty	ITEM	Wt of each item(lbs)	TOTAL Wt (lbs)
1	CES to veh radio box	$23\frac{1}{4}$	$23\frac{1}{4}$
1	Security box	8	8
2	A510	$37\frac{1}{2}$	75
1	RS 62	28	28
2	36' Mast complete	-	153
1	Spare parts CES	42	42
1	Stationery Box	$29\frac{1}{4}$	$29\frac{1}{4}$
1	Cable elect D $10\frac{1}{2}$ Mile disp	26	26
1	Reels cable No 4 and Cable No 10	4	4
1	Rod earthing	$5\frac{1}{2}$	$5\frac{1}{2}$
1	Hammer sledge	$11\frac{1}{2}$	$11\frac{1}{2}$
3	Containers petrol $4\frac{1}{2}$ gal (6 kw charger)	$39\frac{3}{4}$	$117\frac{3}{4}$
50	Btys A510 TX (Reserve)	$2\frac{3}{4}$	$137\frac{1}{2}$
100	Btys A510 RX (Reserve)	$1\frac{1}{4}$	125
60	Btys A40	$2\frac{1}{2}$	$156\frac{1}{4}$
1	Tents 11 x 11 complete	$113\frac{1}{2}$	$113\frac{1}{2}$
TOTAL WEIGHT in, tlr			$1055\frac{1}{2}$ lbs

4 RAR VEHICLE LOAD LIST

Ref: Serial 21-24 of 4 RAR Allocation of Operational Vehicles.

Sec No: SA1 - SA2 - SA3 - SA4

Truck: 3 ton Mk 9 Wombat

Quantity	Item	Weight of each item (lbs)	Total weight (lbs)
1	Gun WOMBAT, 120mm	650	650
1	Gal can Kero or Range Fuel	8	8
1	Gal Can Oil	9	9
3	Staves cleaning	7	21
3	Manhandling bars	3½	10½
1	Brass drift	1	1
1	8 oz hammer	½	½
1	6 in pliers	¾	¾
1	Screwdriver	¼	¼
1	12 in adj spanner	1	1
1	Spanner 7/16 in x 1/2 in	1	1
1	Spanner 9/16 in x 5/8 in	1	1
1	Spanner 3/4 in x 7/8 in	1	1
1	Tools combination	½	½
1	5 in cleaning brush	1	1
1	Punch aligning	1	1
1	5 in spares	1	1
1	Tool removing jammed cart	½	½
1	Spare parts and tool box (empty)	4	4
3	Tampions	¼	¾
1	Grease gun (full)	3	3
1	Bore cleaning brush in burlap bag	6½	6½
6	20 rd mags filled	7½	45
1	Circuit testing adapt	7	7
1	Pick	7	7
1	Axe	6	6
1	Canvas bucket	¾	¾
1	Drag rope	4½	4½
1	5 lbs cleaning rags	5	5
1	60 metres nylon cord		
1	Plumb line		
1	Roll insulating tape		
1	Emergency firing gear and spare FNA connection	10	10
1	Bore scope and box		
1	Telescope Lamp		
1	Gun cam net	30	30
1	Winch handle	6	6
1	Sight testing board	2	2
3	x 120mm rd HESH	60	180
1	LMG complete	30	30
1	Box 12 LMG mags	20	20
1	Oil can filled	1	1

TOTAL WEIGHT IN VEH

1074½

Tab No: SA1 - SA2 - SA3 - SA4 (Continued)

Trailer $\frac{1}{2}$ ton Cargo

Quantity	Item	Weight of each item (lbs)	Total weight (lbs)
11 x 800	Rds, 7.62mm, linked belt (boxed)	83	913
3	GPMG, 7.62mm plus holdall (boxed)	44 $\frac{1}{2}$	132 $\frac{1}{2}$
1 x 4	Rockets, 3.5inch, HEAT	63	63
	Total weight in trailer		1108 $\frac{1}{2}$

4 R.R VEHICLE LOAD LIST

Ref: Serial 25 of 4 RAR Allocation of Operational Vehicles

Trk No. A01

Truck 1/2 ton Mk3,GS

Qty.	Item	Weight of each item (lbs)	Total weight (lbs)
2	Trunks metal cabin (AQ and eqpt records)	100	200
-	Office stores -QM- boxed	-	140
1	Tents 11 x 11 complete	113 ³ / ₄	113 ³ / ₄
3	Tents 11 x 11 extentions	37	138 ¹ / ₂
	TOTAL WEIGHT IN VEHICLE		592¹/₄

Trailer 1/2 ton cargo

Qty	Items	Weight of each item (lbs)	Total weight (lb)
1	Hygiene dutywans kit	65	65
1	Armourers kit and spares	110	110
7	IMG complete	30	189
7	Magazines IMG (boxes of 12)	18	127 ³ / ₄
1	Axe single bit	5	6
6	Picks digging	6	33
6	Shovels short T handle	4	21
1	Box containing pliers	1	
	saws hand	1	
	hammer	1	6
	screw driver	1	
	files flat	1	
4	Nets camouflage	16	68 ¹ / ₂
6	Bags water 3 gal		14
2	Lamps hurri cane	1 ¹ / ₄	2 ¹ / ₂
2	Covers waterproof small	65	130
4	Panels air distinguishing	2	7 ³ / ₄
2	Lamps CP/IP	2	4
5	Balloons marker	4	20
2	Chairs folding	5 ³ / ₄	11 ¹ / ₂
3	Tables folding	22	67 ¹ / ₂
2	Telephones K	7 ³ / ₄	15 ¹ / ₂
30	Sandbags	-	20
250	Candles	-	25
4	GPMG, 7.62mm plus holdall (boxed)	44 ¹ / ₂	178
	TOTAL WEIGHT IN TRAILER		1122lbs

4 PAR VEHICLE LOAD LIST

Ref: Serial 26 of 4 RAR Allocation of Operational Vehicles

Tab No: A02

Truck 1/2 ton, Mk 8, GS

Quantity	Item	Weight of each item (lbs)	Total weight (lbs)
3	Flags convoy	$\frac{1}{2}$	$1\frac{1}{2}$
1	Hessian (Windscreen)	$4\frac{1}{2}$	$4\frac{1}{2}$
120	Cordage ft	10	10
1	Servicing kit	79	79
1	Tins oil Ox8	3	3
2	Tins grease XC-279	7	14
1	Tin oil	8	8
2	Battery 12V 100AH(dry charge)	$65\frac{3}{4}$	$131\frac{1}{2}$
2	Battery 12V 63AH(dry charge)	71	142
2	Battery 12V 51AH(dry charge)	34	68
1	Stationery Box No 1	65	65
1	Stationery Box No 2	45	45
<u>TOTAL WEIGHT IN VEH</u>			<u>$571\frac{1}{2}$</u>

Trailer 1/2 ton Cargo

Quantity	Item	Weight of each item (lbs)	Total Weight (lbs)
1	REME tool kit No 1	38	38
1	REME tool kit No 2	30	30
1	REME tool kit No 3	36	36
1	REME tool kit No 4	$37\frac{1}{2}$	$37\frac{1}{2}$
1	REME tool kit No 5	$32\frac{1}{4}$	$32\frac{1}{4}$
1	Tyre 6.50 x 16	28	28
1	Tyre 6.00 x 16	$20\frac{1}{4}$	$20\frac{1}{4}$
2	Tubes tyre 11.00x 20	$12\frac{3}{4}$	$25\frac{1}{2}$
1	Tubes tyre 6.50 x 16	$3\frac{1}{2}$	$3\frac{1}{2}$
2	Tubes tyre 6.00 x 16	$3\frac{1}{2}$	7
3	Drums oil	51	153
1	Fanto stores No 1	190	190
1	Fanto stores No 2	195	195
<u>TOTAL WEIGHT IN TR</u>			<u>796 lbs</u>

4 RAR VEHICLE LOAD LIST

Ref: Serials 27-28 of 4 RAR Allocation of Operational Vehicles.

Tac No: AQ 3

Truck, 3 ton, airportable, RL.

QTY	ITEM	WEIGHT OF EACH ITEM (lbs)	TOTAL WEIGHT (lbs)
1300	Rations; 24 hour pack or 10 man compo	10 rationsX 1 day = 41lbs	5,300

NOTE: Vehicle tows one x Trailer, water, 100gal, filled prior to air movement.

Tac No: AQ 4

Truck, 3 ton, airportable, RL

QTY	ITEM	WEIGHT OF EACH ITEM (Lbs)	TOTAL WEIGHT (Lbs)
1152	Rds., 7.62mm, tracer	1½ x 72	110
192	Carts; 7.62mm, rifle grenade	-	15
2 x 1750	Carts, SA, 9mm, ball	78	156
221	Carts; SA, .38 rev ball	1¼ x 9	12
1 x 80	Carts; illum, 1 inch	36	36
1 x 108	Carts; signal, 1 inch GREEN	39	39
1 x 108	Carts; signal, 1 inch RED	39	39
5 x 18	Bombs, ML, 2inch mor, illum	48	240
12	(Grenades, No 83, smk, RED)		
12	(Grenades, No 83, smk, GREEN)	54	54
2 x 24	Grenades, rifle, No 94, HEAT	64	128
2 x 4	Rockets, 3.5 inch, HEAT	63	126
3 x 18	Grenades, No 80, WP	54	162
2 x 12	Flares, tripwire, complete	66	132
1 x 800	Rds, 7.62mm, linked belt (GPMG)	83	83
4	Tents CP, 11x11 (rifle coys)	115	460
8	Cookers, small detachment 15/40man	88	704
4	Burner units	63	252
8	Stands cooking	66	528
12	Containers cooking	36	432
2	Field cookers, M1937, complete	358	716
1	Tables GS	54	54
1	Covers waterproof	82	82
2	Sayer Stores	130	260

.../2

1	Dinner Unit	63	63
2	Stands cooking	33	66
3	Containers, cooking, 3 gal	12	36
3	Hot boxes	90	270
1	Bags water, 36 gal	7	7
2	Kettles camp oval	8	16
TOTAL WEIGHT IN VEHICLE			5278 lbs

NOTE: Vehicle tows one x trailer, water, 100gal filled prior to air movement.

4 RAR VEHICLE LOAD LIST

Ref: Serials 29-30 of 4 RAR Allocation of Operational Vehicles

Tac No: AQ5

Truck $\frac{1}{2}$ ton, Mk 8, GS

Quantity	Item	Weight of Each Item (lbs)	Total Weight (lbs)
2	Cookers, small detachment, 15/40 man	88	176
1	Burner unit	63	63
2	Stands, cooking	66	132
3	Containers cooking, 3 gal	12	36
1	Covers waterproof	82	82
1	Bags water, 36 gal	7	7
2	Kettles camp, oval	8	16
TOTAL WEIGHT IN VEH			512 lbs

NOTE:

Vehicle tows one x trailer, water, 100gal, filled prior to air movement.

Tac No: AQ6

Truck $\frac{1}{4}$ ton, Mk 8, GS

NOTES

- a. No load; payload available = 650lbs
- b. Vehicle tows one x trailer, water, 100gal, filled prior to air movement.

4 RAR VEHICLE LOAD LIST

Ref: Serial 34 of 4 RAR Allocation of Operational Vehicles

Trk No: AMI

Truck 1/2 ton Mk 8, GS

Quantity	Item	Weight of each item (lbs)	Weight - Total (lbs)
2	Stretchers light weight	25	50
4	Blankets	2½	10½
8	Clamps stretcher	3	23¾
TOTAL WEIGHT IN VEH			84¼ lbs

Trailer 1/2 ton Cargo

Quantity	Item	Weight of each item (lbs)	Weight - Total (lbs)
2	Tents 11x11 complete	110	220
3	Containers water 4½gal full	54	162
3	Splints Thomas complete	9	27¾
2	Bottles water SB full	7	13½
2	Shovels short T handle	3½	7
2	Tables camp folding	22¼	44
2	Stools camp folding	6	12
1	Bag water canvas	6½	6½
	<u>Box Bondwood containing:</u>		
1	Cooker & CES		
1	Sterilizer & CES		
1	Container <u>fuel</u>	TOTAL	39
1	Lamp pressure & CES	5¼	5¼
1	Lamp hurricane	1¼	1¼
1	Lamp 12V flourescant	2	2
	<u>Trunck aluminium containing:</u>		
	RAP Med stores		
	Coy med stores		
	Fd dressings		
	Twine		
	Can enamel	TOTAL	214
2	Stretchers light weight	25	50
4	Blankets	2½	10½
8	Clamps stretcher	3	23¾
1	Box hygiene stores	50¾	50¾

.../2

Quantity	Item	Weight of each item (lbs)	Total Weight (lbs)
	The following items are packed loose:		
1	Basins plastic		
1	Basins enamel		
3	Mugs enamel		
1	Can enamel		
1	Cutters wire folding		
6	Tins water sterilizing powder(4oz)		
4	Boxes water testing neutral (red)		12 $\frac{1}{2}$
TOTAL WEIGHT IN TLR			901 $\frac{3}{4}$ lbs

4 RAR VEHICLE LOAD LIST - SEA SCALE

Ref: Serial 4-6-8-10 of 4 RAR Allocation of Operational Vehicles

Tac No: A2
B2
C2
D2

Truck $\frac{1}{2}$ ton, Mk8, GS

Qty	Item	Weight of each item (lbs)	Total Weight (lbs)
3	Hot Boxes	90	270
1	Boxes filing	50	50
5	Magazines, LMG (boxes of 12)	18	90
4	Balloon Marker Sets	4	16
1	Tables LW	25	25
2	Stools	5 $\frac{1}{2}$	11
2	Stretchers, folding	15	30
4	Axes, Single Bit, 4 $\frac{1}{2}$ lbs	5	20
4	Saws, folding, 3ft	3	12
4	Lamps, hurricane	2	8
5	Pack boards	4 $\frac{1}{2}$	23
TOTAL WEIGHT IN VEH			555lbs

Trailer, $\frac{1}{2}$ ton, cargo

Qty	Item	Weight of each item (lbs)	Total Weight (lbs)
2	Cookers, Field, M1937	358	716
1	Tables, GS	1	54
2	Soyer Stoves	130	260
1	Bags, water, 36 gal	7	7
2	Kettles, camp, oval	8	16
1	Covers, waterproof	82	82
TOTAL WEIGHT IN TLR			1135lbs

4 RAR VEHICLE LOAD LISTS - SEA SCALE

Ref: Serial 20 and 31-35 of 4 RAR Allocation of Operational Vehicles.

Tac No: ST3

Truck $\frac{3}{4}$ ton, Mk 9, fitted for battery charging - plus

Trailer, $\frac{1}{2}$ ton, 100 volt, 2 wheel generator

LADEN WEIGHTS : VEH 5110 lbs

TLR 2170 lbs

TOTAL 7280 lbs

Tac No: AQ7 - AQ8

Trucks $\frac{3}{4}$ ton, Mk 8, GS - each no trailer

- each available spare payload - 650lbs

Tac No: AQ9

Trucks $\frac{1}{4}$ ton, Mk 9, fitted as garage veh - plus

Trailer $\frac{1}{2}$ ton, fitted as garage tlr

LADEN WEIGHTS : VEH 4949 lbs

TLR 2177 lbs

TOTAL 7126 lbs

Tac No: TPT 1 -6

Trucks, 3 ton, cargo, RL

Loads include: Bn HQ orderly room stores
PRI sporting eqpt
Remainder of Echelon Kitchen
Reserve weapons

S o r No.	Description of Ammo.	Total Bn alloc on 28 Bde scale	Scale on the men Rds per Wpn	Total the men Rds in Bn	Scale unit Tpt Rds per Wpn	Total unit Tpt Rds in Bn	ALLOCATION OF AMMO IN UNIT VEHICLES Rds or Boxes of Rds										Loose Air Freight					
							H 1	A1 C1	B1 D1	SM1 SM2 SM3	SM4	SS1	SA1 SA3	SA2 SA4	AQ 4	Total in Tpt	N ^o of Rds in stand- ard package	Wt of stand- ard packages	N ^o of Rds	Weight Lbs		
1.	Rds 7.6 2mm LIAI Pifel LMG Bren TOTAL	125,300	100 13x28	46,800 25,116 71,916	6 12x28	2808 2316 25992	15x700		3x700	2x700	2x700						25,900	700	72	28,000	2880	
2.	Rds 7.62mm Linked belt GPMG	36,600				36,000							11x800	1x800			36,000					
3.	Rds 7.62mm Tracer ctn	1,152				1,152								1152			1152	700	72			
4.	Cartridges 7.62mm Rifle Grenade	576		384		192								192			192	12				
5.	Carts. SA 9mm ball	84,000	6x30	51,120		14,000		1x1750		2x1750				2x1750			14,000	1750	78	14,000	624	
6.	Carts SA .38in REV ball	360	1x18	126	1x33	221								221			221	180	9			
7.	Carts illum 1 in	324	1x4	80	1x12	240			40					1x80			240	00	36			
8.	Carts sig 1in GREEN 1in RED	256 256	1x2 1x2	40 40	1x10 1x10	216 216			27 27					1x108 1x108			216 216	108 108	39 39			
9.	Rds 120mm BAT HESH	12				12									3		12	1	101			
10.	Bombs ML 3in mor HE SMK	444 36				264 36			64 6	72 18							264 36	4 4	74 74	180	3330	
11.	Bombs ML 2in mor smk illum	126 252				252		2x18			1x18			5x18			252	18 18	64 48	126	452	
12.	Grenades hand 36m	912		912														12	24			
13.	Grenades No 83 smk RED YELLOW	32 32				32 32		4 4			4 4			12 12			32 32	24 24	54 54			
14.	Grenades rifle No 94 HEAT	216		192		24								2x12			24	12	64			
15.	Rockets 3.5in RL HEAT	120				36			1x4				1x4	2x4			36	4	63	84	1484	
16.	Grenades No 80, WP	108		54		54								3x18			54	18	54			
17.	Flares tripwire comp.	108				108		1x12			3x12			2x12			108	12	66			
18.	Mines AP No 6	1,000																50	204	1000	1350	

All explosives on Aslt Pnr vehicles only.

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Appendix 1 to Annex 'C' to Chapter 6

Qty	ITEM	Weight
200	Detonators No 27	12 lbs incl
200	Detonators electric No 33	10
200	Nobels expl No 852 lbs	290
200	Igniters safe fuze elec	10
200	Igniters safe fuze perc	30
12	Matches fuzes, boxes	1
60	Primers demol 1 oz	11
10	Switches No 4 (pull)	2
10	Switches No 5 (pressure)	4
10	Switches No 6 (release)	3
200	Clips junc det cord	4
1000	Cord det CORDTEX feet	52
576	Fuze, safe No 11, feet	34
200	Tubes fuze sealing	
1	Fuze sealing compound lbs	1
6	Charges demol No 1 Beehive	60
4	Bangalore Torpedoes, sets	264
	TOTAL	788 lbs

PREPARATION OF VEHICLES

1. Action on vehicles prior to leaving unit area
 - a. all vehicles to be mechanically class II standard.
 - b. wheel chocks to be available.
 - c. loadspreader in each trailer with canopy securely lashed down.
 - d. yellow disc fitted (painted in case of 3 ton vehicles).
 - e. white cross 9" x 1" on far left of windscreen.
 - f. formation sign to be blacked out with tar paper and tape.
 - g. canopies not removed unless ordered by SUEO.
 - h. front and rear bumpers, and towing eyes not removed unless ordered by SUEO.
 - j. vehicles and trailers loaded in accordance with load lists, and trailers evenly balanced.
 - k. there is to be no side protrusion from vehicle or trailer; aerial bases must be removed unless they lie within the original plan of the vehicle.
 - l. all loads are to be secured, ensuring that no horizontal or vertical movement is possible.
 - m. stores are not to be loaded higher than the top of the steering wheel in the vehicle and not higher than 12" above the sides of the trailers.
 - n. tyre pressures, including spares, are to be correct.
 - o. POL can carried are to be filled to capacity and must be sealed and the clamp top secured with a wire tie.
 - p. acid batteries are to be prepared as detailed in Annex 'E': Prep of Hazardous Cargo.
 - q. bear in mind that 3 ton vehicles may have to be stripped in Singapore and loaded so as not to exceed an overall height of 76 inches.
 - r. Hessian is to be prepared for the covering of headlights and wind-screens.
 - s. bear in mind that each fuel tank is to be $\frac{3}{4}$ full when the vehicle is air loaded.
2. Action at Departure Airfield prior to loading
 - a. loads to be secure.
 - b. petrol tanks $\frac{3}{4}$ full.
 - c. hessian positioned on windcreens and headlights
 - d. tyre pressures correct
 - e. fuel tanks inspected for leakage
 - f. inspect batteries to ensure correct preparation and no leakage

- g. Wing mirrors turned inboard and tightened.
- h. compressed air allowed to escape from vehicle radiators.
- j. A FINAL CLEARANCE FROM THE TRANSPORT OFFICER OR SERGEANT THAT THE VEHICLE IS READY TO BE LOADED.
- k. On deplaning, loads may be adjusted as required to accommodate key personnel in vehicles. The strict weight limits detailed in the load lists apply only to the actual air movement phase.

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OPERATIONAL CES AND PAYLOAD LIMITS
FOR VEHICLES AND TRAILERS

All vehicles and trailers will carry the following items which in 4 RAR will be known as "Operational CES".

Serial	Item	Weight lbs	QUANTITY							
			Truck 1/4 ton GS	Truck 1/4 ton FFR	Truck 3/4 ton COMBAT	Truck 3/4 ton GS	Truck 3 ton	Tlr 1/2 ton cargo	Tlr Water	Tlr Other
1	ROPES TOWING	41	1	1	1	1	1	-	-	-
2	NETS CAMOUFLAGE	14	1	1	1	1	2	1	1	1
3	DISC YELLOW, PLYWOOD	3	1	1	1	1	-	-	-	-
4	CONTAINERS WATER 4 1/2 gal (FILLED)	54	3	3	2	3	3	-	-	-
5	CONTAINERS PETROL 4 1/2 gal (FILLED)	45	2	2	2	2	2	-	-	-
6	PICK from user coy	11	1	1	1	1	1	-	-	-
7	SHOVEL from user coy		1	1	1	1	1	-	-	-
8	VEHICLE CES KIT	3ton 54 1/4 ton 39	1	1	1	1	1	-	-	-
9	LOAD SPREADER		-	-	-	-	-	1	1	1
10	TRAILER FLOOR FRAME	10	-	-	-	-	-	1	-	-
11	CANOPY	-	1	1	-	1	1	1	-	-
WEIGHT LIMITS										
12		-								
13	AVERAGE UNLADEN VEHICLE WEIGHT WITH OPERATIONAL CES (lbs)	-	3718	4340	4235	5300	10,214	800	-	2170
14	AVAILABLE PAYLOAD(lbs)	-	650	NIL	1085	NIL	5300	1150	-	-
15	MAXIMUM LADEN A.U.W FOR AIR MOVEMENT(lbs)	-	4368	4368	5320	5320	15,514	1950	2204	2460

PREPARATION OF DANGEROUS/HAZARDOUS CARGO

Introduction

1. Details of all items of a dangerous or hazardous nature (and their method of preparation) authorised to be carried in RAF and ARMY aircraft are produced in subsequent paragraphs.

Documentation for Dangerous/Hazardous Cargo

2. Where applicable separate Load Manifests (AFG 6561) will be prepared, prominently annotated "DANGEROUS CARGO". These manifest must indicate the following:

- a. Unit Baggage Serial Number
- b. Brief description of the contents, including the nature of the hazard.
- c. Weight of each package in pounds.

3. Manifests will include details of any vehicles or trailers which contain dangerous cargo.

4. Manifests for ammunition or explosives will include

- a. Unit Baggage Serial Number
- b. Appropriate group classification number (see the comprehensive classified list of Govt Explosives War Office Code No 11155) followed by Service Nomenclature.
- c. Type of package by weight and number.

5. a. Safety certificates (See Appx 1) are required to be attached to all copies of Load Manifests which list any item of hazardous cargo.

b. Safety Certificates for dangerous cargo other than ammunition and explosives are to be signed by either the Company Commander or sub unit UEO.

c. Safety certificates for ammunition and explosives can only be signed by an Ammunition Technical Officer or Ammunition Technician of rank of Ssgt or above. (from HQ 28 Bde or 443 B.A.D. SINGAPORE).

Dangerous Cargo Labels

6. The following labels are to be used during packing where appropriate:

<u>Army Forms</u>	<u>Joint Service Forms</u>
AFG 3401 High Inflamm	F/PKG/53 Danger Inflamm F.P.
3402 Inflamm	54 Danger readily ignited
3403 Fire risk	55 Poison
3404 Poison	56 Keep Cool
3405 Corrosive	60 Danger High Inflamm F.P.
3406 Combustible	61 Danger Acid
3407 Oxydising Agent	62 Poison or Corrosive
3408 Fire or Poison	63 Keep Dry
3409 Inflamm with air	65 Fragile
3411 Ammunition or Explosive	67 This Side up
	70 Use no hooks or grabs

1072

7. Gasoline in Vehicles

Vehicles are subject to the following:

- a. Fuel tanks are to be $\frac{3}{4}$ full (fuel gauge reading is acceptable).
- b. Before loading inspected for signs of leakage in fuel, oil and coolant systems.

8. Field Pressure Cookers and Lamps

Pressure cookers and lamps and all like equipment must be:

- a. Drained of all fuel.
- b. Pumped and dried out.
- c. Valves must be left open.

9. Static Engines

All static engines must be:

- a. Drained of all fuel, gasoline and oil.
- b. Filler cap/valves/air vents left open.

This includes small charging engines that have been mounted on vehicles and trailers. Large 4 wheel trailer-mounted generators (eg, 3KVA generator set) are treated as vehicles (ie, tanks $\frac{3}{4}$ full etc).

10. Hexamine Cookers

The solid fuel gives off a toxic gas when warmed, ie, when carried on the man. Therefore:

- a. They must only be carried in their sealed boxes with contents marked on the outside and secure within web equipment.
- b. Part used cookers from previous ops/ex must never be taken on board aircraft.

11. POL in Jerrycans

- a. Each jerrycan is to be filled to capacity;
- b. Method of sealing is a toggle closure with neoprene/rubber washer, the toggle being wired down and lead sealed.

12. POL in 5, 40 and 45 gallon Drums

These can be carried subject to:

- a. Containers being fully serviceable standard service containers.
- b. Being filled to correct nominal capacity.
- c. Drums must have 'Trisure' closures with overseal.
- d. Containers are to be inspected before loading for damage, leakage and correct closure.

Personal Hazardous Items

13. Cigarette lighters containing petrol must be drained and vented before boarding aircraft.

14. Butane lighter refills are not to be carried on aircraft.

15. Loading and Lashing Team members must not carry any form of cigarette lighter whilst working on aircraft.

16. No aerosol sprays of any nature are to be carried on, or loaded on aircraft.

17. Civilian transistor radios must have the batteries removed before boarding aircraft.

18. All members working on, or boarding aircraft must wear rubber soled footwear.

Explosives

19. Explosives in Bulk

No restriction on type or quantity, provided:

- a. Items are packed in their approved ~~service containers~~.
- b. All packages clearly marked with the description of contents and explosives group label.
- c. Explosives stored in vehicles and trailers must be secured to prevent movement during flight.

20. Explosives will not be carried on the person.

21. Explosives with other Dangerous Goods

Explosives are to be segregated from other dangerous materials in the same aircraft, particularly corrosives. Explosives and POL in bulk are not to be carried in the same aircraft.

Ammunition and Pyrotechnics

22. The same conditions as are laid down in para 19 above apply.

23. Personal weapons of all ranks must be checked and cleared by the Chalk Commander immediately prior to boarding aircraft.

Acid Batteries

24. Filled batteries ready for use (Basic Protection)

Batteries installed in vehicles and equipments are to be prepared as follows:

- a. Be securely restrained in an approved bracket, capable of acting as a drip tray.
- b. Examined for signs of leakage, damage or excessive gassing.
- c. Electrolyte level lowered so that the battery plates and separators in the case of batteries fitted with NON SPILL Vent Plugs just break the surface of the electrolyte.
- d. Batteries are to stand for at least one hour after charging, or normal use.
- e. Rubber caps are to be fitted to all vent plugs after these are are firmly screwed down. The caps are to be pierced at the top to provide a hole between 1/16" and 1/8" diameter.

NOTE: Sealing wax is not to be applied to vent plugs. Batteries containing vent plugs with breathing hole in the side, or "ganged" vent plugs are not to be carried by aircraft.

25. Additional filled batteries carried in vehicles (Secondary Protection)

Batteries are to be prepared as in para 24 above and the following additional actions are to be taken:

- a. Each battery is to be encased in acid resisting polythene, and sealed with cellophane tape with the sealed joint at the top.
- b. Secured against movement.
- c. Marked "THIS WAY UP" on top of polythene packing.
- d. Trailers will not be loaded with acid or alkaline batteries, under any circumstances.

26. Filled batteries required for replacement purposes

These batteries are to be prepared as in paragraphs 24 and 25 above, and the following additional action is to be taken:

- a. Packed in wooden cases fitted with battens to prevent movement of the battery and also enable a neutralising agent to be packed around each battery.
- b. In addition to current markings for Dangerous Cargo, cases are to be prominently marked on top and two opposite sides, "Electrical batteries containing acid/alkaline".
- c. Top of the case is to be marked prominently "THIS SIDE UP".
- d. The senior RAEME NCO is to be personally responsible for supervising the packing of all filled batteries.

27. Palletised filled batteries required for replacement purposes

An alternative to paragraph 26 above is all batteries are to be prepared as in paragraphs 24 and 25 above; then batteries are mounted on a wooden battery pallet and wire-banded to it. The following additional precautions are to be taken.

- a. Not more than three batteries to each pallet.
- b. Batteries must be resting on heavy tarred paper which when folded up is not to reach more than 1/3 of the way up the battery.
- c. The top of the batteries are covered with tarred paper which folds 1/3 of the way down the battery.
- d. Secure the sides of the tarred paper with masking or cellophane tape.
- e. A sheet of plywood which just exactly covers the top of the batteries is next placed on top.

f. The plywood sheet is to be marked as follows:

THIS SIDE UP
DANGEROUS
ACID/or ALKALINE

- g. Felt packing is to be placed between the contact points of the wire banding and the batteries.
- h. There will be no overstacking of plastic composition or commercial type batteries.
- j. Metal and cased batteries (radar type) maybe overstacked three high.

CERTIFICATE OF SAFETY

APPENDIX 'B' TO CHAPTER 60 AP 3150

(One copy to accompany each copy of the Load Manifest)

I certify that the materials under Chalk No.....Load Manifest
(CARGO)is/are fit for normal transport and are packed and sealed
in their approved containers.

Date.....

Unit Stamp

Signed.....

Rank & Appointment.....

Main Body

13. Force

The main body consists of the bn minus Sea Tail and Rear Party.

a. Its total str is 643, which is comprised of:

En HQ	22
HQ Sp Coy	8
Mor Pl	41
Sig Pl	32
Aslt Pnr Pl	31
A Tk Pl	24
Adm Coy	45
Rifle Coys	110

b. Each rifle coy is considered to consist of:

- 100 soldiers of the coy incl cooks
- 3 sigs att
- 1 Int pte att
- 1 Med Orderly att
- 1 Hyg dutyman att
- 4 SR att.

This is a max figure; coys must ensure that their commitments to the sea tail and Rear Party are met first, reducing if nec their mainbody str to below 110.

CHAPTER 7 : ADMINISTRATION
SECTION 36 - DEPLOYMENT OF ADM COY

Grouping

1. Adm Coy will normally be split into Fwd Adm Group, Rear Adm Group and elms det to rifle coys.

Det to Rifle Coys

2. The allocation to each rifle coy will be a Cpl Med Asst and a Hyg Dutymn.

3. SBs will be allotted by the RMO according to the tactical situation and estimated casualties.

Fwd and Rear Adm Groups

4. The detailed composition of these groups will vary accordingly to the methods of resupply, location of administrative facilities and requirements of formation HQ.

SECTION 37 - MAINT SYSTEM

1. Adm Coy will be deployed in such a location to allow receipt, collection, protection and breaking into coy lots of all resupply items.
2. OC Adm Coy is the commander of the area which will be known as the Adm Area.
3. CQMS all coys will be loc in Adm Area. CQMS Sp Coy will administer Bn HQ Area.
4. Resupply to coys from the Adm Area will be by whatever means are available.

SECTION 38 - MED - HYG

Evac of Cas

1. SBs will render first aid and will supervise and assist evac of cas to any of the fol:-
 - a. Coy Aid Post.
 - b. Coy LZ.
 - c. Amb Post.
 - d. RAP.
2. Walking wounded, after receiving first aid, will be dir to the nearest aid post. They will travel in gps for protection and will not be accompanied by SB.
3. The evac of battle cas will take pri over non-battle cas when such discrimination is nec.

Air Evac from Fwd Coys

4. The Coy Comd, with advice from his Med Asst Cpl, will make the req for casevac in accordance with Annex 'F'. It is important that sufficient detail be included under BRAVO to allow priority classification by the RMO.
5. At Bn HQ, the RMO will ex tech con in each case by confirming the pri and advising the coy on any nec prep treatment. The RMO will also advise the rear destination of the cas.
6. A request in accordance with Annex 'F' will be made to Bde HQ.
7. The Coy will be notified of the ensuing arrangements by Bn HQ.
8. Personal wpn and eqpt will accompany the cas. Sub-unit wpns and ammo will remain with the coy.
9. A Personal Occurrence Return will be initiated by Asst Adjt after evac. There will be no clinical documentation.

Hyg

10. All aspects of hyg will receive detailed attn. A high pri will be given to the const and maint of hyg devices.
11. Latrines. As soon as possible after occupation of an area, shallow trench latrines, sullage pits and urinals will be sited and dug. Coys will begin the constr of a deep trench latrine on the second day of occupation and this will be completed by the third day. Thereafter pls will use shallow trench latrines at ni only.
12. Refuse. The method of disposal will depend on the duration of occupation.
 - a. If in an area for less than 6 days the refuse will be emptied into a central deep pit daily and immediately covered with 6ins of soil. This procedure will continue until the pit is filled to within 3ft of the surface. The pit will then be filled with soil and packed firm.
 - b. If in an area for more than 6 days refuse will be burnt, any tins beaten flat after incineration and all the remains buried in a central deep pit.
13. Use of foul ground signs, incineration and cam of hyg devices will be governed by the particular security needs at the time.

14. Water. Individual sterilization of water from all sources will be carried out. There is no provision for bulk sterilization. Filtration with a Millbank bag by the individual will be carried out in specified areas.
15. Paludrine. One tablet will be taken by every soldier at a morning parade. A record of issue will be kept. Consumption will be supervised by an officer.
16. Mosquito Nets. These will be used by every soldier at night.
17. Sleeves. Sleeves will be rolled down from 1hr before sunset until 1hr after sunrise. When not under a mosquito net during this period mosquito repellent will be applied to the exposed areas every 4hrs.
18. Mite Repellent. This will be applied to clothing every 10 days.

OPERATIONAL DRESS

PERSONAL SOLES - INITIAL 3 AIR MOVE

1. On the man

- Personal weapon
- Jungle hat
- Boots AB (Jungle Boots from haversack will be worn in ac)
- Gaiters
- Pr Trousers
- Shirt
- Sox
- Vest (optional)
- Underpants (optional)
- Sweat-rag
- Identity discs
- Pl dressing - this will be carried in LEFT hip pocket
- Colck
- Toggle Rope
- '44 pattern web equipment complete
- 2 water bottles
- Map (where applicable. Maps will not be mounted on boards or in cases but will be carried on the person)
- Clasp knife
- Weapon cleaning kit
- Face veil
- Mite repellent
- Insect repellent
- Water sterilizing kit
- Millbank filter bag

2. '44 Pattern Haversack

- Mess tin or tins
- 2 days rations and hexamine
- Eating utensils
- Toilet gear
- 1 Pr sox
- Foot powder
- Housewife
- Spare laces
- Jungle boots
- Lt wt pick or shovel (wrapped in sandbag) or entrenching tool.
- Vest and Underpants
- Pr trousers
- Shirt
- Covers mattress
- Mattress sections pneumatic - 3
- Blankets inner (optional)
- Blankets outer
- Nets mosquito
- Shelter lightweight
- Cord Nylon - 15 yds

3. '37 Pattern Pack

- Trousers
- Shirts (2) ...
- PT shorts
- Vest and underpants
- PT vest
- Sox (2 prs)
- Towels (2)
- Toilet gear
- Soap

Boots 13
Boots Hockey
Blanket inner - if NOT carried in '44 pack.
Steel helmet (attached by pack straps).

4. Docs

The fol docs will be carried on the man during the air move:

Paybook
AAB 83
IHC
Identity Card

5. Additional Items

Shell dressings - 1 per section.

6. Arms and Ammunition

- a. Personal wpn carried by man.
- b. Ammunition and grenades carried in basic pouches (See Annex 'R').

Minimum Requirements

7. The items listed below will always be carried:
 - a. Soldier dressed as in para 1.
 - b. Nets mosquito (if night out at all possible).
 - c. An emergency ration.
 - d. Mattress cover, per group. eg. patrol or section.
 - e. Compass, map and protractor per group moving independantly.

COMMODITY CODE

1. Ammunition

AAB Carts SA Ball .380 Rev Mk2Z
 AAC " " " 7.62 (Edr)
 AAD " " " " (TCR L5A1)
 AAE " " " 9mm Mk2Z
 AAF " 1" Illum
 AAG " " Signal Red
 AAH " " " Green
 AAN Flares Tripwire Mk 2 /1
 AAO Gren Hand No 36M
 AAP " " " 83 BLUE
 AAQ " " " " GREEN
 AAR " " " " YELLOW
 AAS " " " " RED
 AAT " Rifle No 94 A/Tk HE
 AAU Bombs ML 2in Mor Illum Mk2/1
 AAV " " 3in " HE
 AAW " " " " SMOKE
 AAB Gren Hand No 80 (WP)
 Cats 7.62mm Linked Belt
 Dets No 27
 Exp PB 3
 Fuze Safety No 11 TP
 Igniters safety fuze percussion
 Primers CE 1 1/4
 Slab Demo TNT 1 1/2 lbs
 Fuze Instantaneous
 Primer Cord
 Matches Fuzes Safety
 Lighter Fuze Multi

2. Weapons

BGD Pistol Rev .380 Mk 1/2
 BGE Rifle 7.62mm L1A1
 BGG Launchers Gren L1A2
 BGH Pistol Signal No 1 Mk 2
 BSM Pistol Auto Browning 9mm
 BSO Guns Machine Owen 9mm
 CJP " " 7.62mm L4A4
 DDL OML 2" Mor
 DDM " 3" "
 BEY Magazine SLR
 BSK " OMC
 Fullthrough SLR
 " OMC
 Accessory CLG Kit 7.62 Rifle
 Cleaning Kit 7.62 Rifle (Section Kit)
 Sling Rifle Web
 " OMC
 " GPMG Web
 Pack (Patt 37)
 Flannellette
 Shotgun
 GPMG
 GPMG Barrel
 GPMG Valise Complete

3. Optical Stores

EDC Binocs Prism No 2 Mk 3

4. Technical Stores

FCI Straps Wrist Watch
FCB Watches WW "OMEGA"
PCD Compass Prism Liquid Mk 3
FDG Torch Hand Elec GP

5. SIGNAL STORES

GCE Batteries Dry HT (A510)
GGF " " LT (" ")
GFP " " CELL Mk1 (Tele 'J')
FDK Charging Set 300W 15V
GFM Dispensers DIO Half Mile
TKQ Pliers Sidecutting 6"
GFPQ Tape Insulating
HDY Cords Aerial Weighted
HDW Aerial End Fed 135ft (A510)
HEA " Adjust 68ft (A510)
GFT Wire Elec Copper 100'
GTV Battery Dry 1 1/2V
HEC Feeder Aerial 70 OHMS
EDX Counterpoise Assy
GAU Mic & Rec H/Gear Assy S1 No 1A
GAB " " Assy No 10
GEB " Hand S1
HEV Connector Single No 83A
HBO " Twin No 273
HBP " " " 274
HBOQ " 3 point No 67
HBV " Single No 121
HBW " " " 121A
HBX " " " 121B
HCA " Twin " 321
HCB Junctions Remote Control No 1 Mk 1/1
HCC " " " No 2 Mk 1/2
HDA Aerial 4' 2" (A40)
HDC Harness Web & Pad Assy
HDV Inductors Tuning, 8ft, Flex Aerial
HED Aerial Flex 3ft (Aust)
GGC Battery Dry (A40)

6. Radio

HEE A40 A Tx Rx
HEF A40 B Tx Rx
HEV RS62 Tx Rx
HEG A510 Tx Rx
GBJ Mic Receiver Headgear Assembly 81 L/Weight (A510)
HBS Keys Telegraph No 19 (RS 62)
GBH " " L/Weight (RS A510)
HDE Aerial Mast 4ft (A41)
GGD Battery HT/LT (G2 Set)
GGA Battery (Lamp Elec)
A43 R Tx Rx
A41 Tx Rx
C42 Tx Rx
B47 Tx Rx
PSW Vibrator (C42)
PSW Transistorised (C42)
Aerial Tuning Unit Complete (C42)
Junction Box. 1 Set J1 24V (C42)
" " 4 Way No 4 (C42)

KGQ	Boots Jungle LF	S9
KGR	" " "	S10
KGS	" " "	S11
KGW	" " "	S12
KGU	" " "	S13
KHT	" " Laces	
KHU	Jersey Pullover	S38
KIK	" " "	S40
KIL	" " "	S42
KIM	" " "	S44
KIN	Towels Hand Green	
KIE	Hats Tropical Green	S6 $\frac{1}{2}$
KIF	" " "	S6 $\frac{1}{2}$
KIG	" " "	S6 $\frac{1}{2}$
KIH	" " "	S6 $\frac{1}{2}$
KIJ	" " "	S6 $\frac{1}{2}$
KIK	" " "	S7
KIL	" " "	S7 $\frac{1}{2}$
KIM	" " "	S7 $\frac{1}{2}$
	Jackets Bush Green	S4
	" " "	S5
	" " "	S6
	" " "	S7
	" " "	S8
	" " "	S9
	" " "	S10
	" " "	S11
	" " "	S12
KBH	Trousers Drill	S1
KEJ	" " "	S2
KEK	" " "	S3
KEI	" " "	S4
KEM	" " "	S5
KEN	" " "	S6
KEO	" " "	S7
KEP	" " "	S8
KEQ	" " "	S9
KER	" " "	S10
KES	" " "	S12
KGO	Bottles Water	
KGX	Carrier W/Bottle	
KHX	Tins Mess	
KGP	Belts Waist (Small)	
KGQ	" " (Large)	
KGT	Pouches Left	
KGU	" Right	
KGV	Straps Supp Left	
KGW	" " Right	
KGS	Haversacks (all ranks)	
KHV	Lines Rotproof Bedding	
KHY	Tool Handcutting Collock	
KJA	" " " Sheath	
	Nets Mosquito	

9. General Stores

TCF	Padlocks
THA	Tape Insul $\frac{3}{4}$ "
TKC	Hammer Claw
TCW	Nails 2"
TKN	Hammer Sledge 10lb
TKQ	Pliers S/Cutting 6"
TKX	Saw Hand 26"
TPA	Axes Hand
TPB	" " Handles
TPC	Axes Pick 4 $\frac{1}{2}$ lb Head
TPD	" " " " Helves
TPE	Shovels GS Handles
TFP	" " L/weight
TPG	" " GS

EMB Tools Entrenching Head
 EMI Tools Entrenching Helves
 EMO Picks Head L/Weight
 EMI " Handles "
 EMI Lamps Hurricane
 EMI " " Globes
 TUA Containers Water 4 gal
 GGA Battery (Lamp Elec)
 PBF Sandbags
 KJC Soap Toilet Tablets

10. RASC Stores

POL

PAB MT 80 (Range Fuel)
 PAE Kero
 PAL OM 52 (Rifle Oil)

SUPS

SAA Compo (BT) 10 men
 SAB " " 5 "
 SAC Rations " 24 hour
 SAD Biscuits Service 2 x 11½ lbs
 SAF Tinned Equivalent Rations (BT) (10 rats)
 SAE Rations (C) 24 hour

MISC & OIS ITEMS

SAN Water sterilising outfits
 SAC Insect repellent
 SAR Mite repellent
 SAU Foot powder
 Salt Tablets
 KJC Soap Toilet Tablets

11. Medical (Tablets)

Paludrine
 Sulpha Guardine or Sulphat Halazone
 Codeine
 Sulphamzathine
 APC or Asprin
 Cough
 Dover
 Morphio Styrettes
 Pencillin
 Tetracycline
 Amphojel
 Hibitane
 Huil
 Anthisan

Mist Kaolin Sed
 Mist Mag Trislicate
 CTAB
 Iodine
 Calamine
 Whitfields Lotion
 " Ointment
 Gentian Violet Jelly
 Castellanis Paint
 Hand Ointment
 Zinc Oxide Cream
 Acriflavine Tabs
 Anthisan Cream
 Aureomycin Cream

Salvan Cream
Multi Fugin
Pyropax
Eye Ointment
Salicyl Acid and SUM

Bandages 1 inch
" 3 "
" Triangular Sling
Compressed Gauze Pak
" Cotton Wool Pack
Elastoplast 3 inch
Adhesive Plaster 1 inch
Shell dressing
No 11 Dressing
J Pack
Scissors
Torniquet
Crepe Bandages
Band-aids or Dressing Strips
Forceps Artery
Scapol Blades
Tulle Gras

12. NAAFI

Cigs Pks 20 Filter
" " " Menthol
" " " Plain
Soap Toilet
Matches
Toothpaste
Tooth Brush
Razor
Blades Razor (Gillette)
Boiled Sweets
Chocolate
Chewing gum
Tobacco 2oz Pipe
" " Ready Rubbed
" " Fine Cut
Papers cigs
Lighter fluid
Coffee Nescafe 4oz tin
Soup packets