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**COMBINED OPERATIONS**

**PAMPHLET No. 11**

**LANDING SHIPS INFANTRY**

**1943**

*Prepared under the direction of  
The Chief of Combined Operations*

*May, 1943*

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Scale "A."—1 copy to Regiments, Battalions and Independent  
Coys.

## COMBINED OPERATIONS PAMPHLET No. 11

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## LANDING SHIPS INFANTRY

1. This pamphlet is intended to show the organisation required in a landing ship infantry to accommodate and land an assault battalion.

An LSI is a troop-carrier with (a) davits to carry landing boats, (b) the following modifications:—

- (i) Wireless room with requisite radio equipment for inter-ship communication, and communication with signal station ashore, signal distributing office and operations room.
- (ii) Suitable store rooms provided on deck for landing boat stores, engineers' stores and beach party stores.
- (iii) A landing boat workshop with bench, vices and tool lockers.
- (iv) Flotilla office.
- (v) Battery-charging room for charging landing boat and MT batteries.
- (vi) A control room with telephones to gangways and sally ports fitted in or near the bridge.
- (vii) Ships' broadcasting system, with microphones in control room and speakers in all living spaces.
- (viii) Ardente loud hailers on each side of the bridge for controlling boats in vicinity of ships.
- (ix) Petrol stowage as requisite for the operation.
- (x) Scrambling nets and steel-runged ladders at each sally port.
- (xi) Guest warp round the complete length of the ship and water line, and hazel rod fenders provided.

The above give, in a standard form, the main requirements of an LSI, others may be found which will necessarily vary according to the individual ship taken up, and the type of the operation.

2. Firstly, although every operation will of necessity be different and although each LSI varies in size and in design, the fundamental principles of the organisation will remain the same. Naval personnel must bear in mind that their co-operation and far-sightedness will bear largely on the ultimate success of the Combined Operation.

The paragraphs that follow have been written from the point of view of "the long sea voyage," that is to say of an operation involving a voyage of days, if not weeks. In the conditions of the short sea voyage where troops remain only a few hours on board ship, although the principles remain the same, their application is bound to differ, *e.g.*, Plans and landing tables (*see* paras 8-10) must be prepared in every detail before embarkation. This also applies to the long sea voyage in principle, but in this case details can be corrected on passage.

### 3. Embarkation of Troops

An advance party consisting of :—

- 1 Officer from Bn HQ
- 1 Quartermaster-Sergeant
- 1 NCO from each Platoon
- 1 NCO to be in charge of food parties for all messes
- 1 Clerk

As many cooks as can be spared,

should be sent on board at least two hours before the battalion is embarked, in order that they may learn something of the organisation of the ship—find the previously allocated troop decks, NCOs to learn how to draw food, the duties of the various fatigues, etc., so that when the main body of troops are embarked, this advance party can act as guides.

### 4. Allocation of Troop Decks

When troop decks are allocated, as far as possible, no sub-unit should be split up. Every unit is organised within itself, consequently if a troop deck can be turned over to a sub-unit complete the organisation of fatigues, cleaning and drawing of rations, etc., will be much simplified.

It is most desirable that in Red Ensign LSI, a separate troop deck should be allocated to the Naval party embarked to form the Naval mess deck.

### 5. Composition of an Infantry Battalion

The strength of an infantry battalion is 36 officers, 56 warrant officers and sergeants and 753 rank and file. In addition to these there will be detachments of supporting arms (Signals, RE, LAA, RAMC, etc.), according to the capacity of the ship. Details of suggested loads are in Appendix I.

### 6. Co-operation

As soon as the battalion is embarked it is the flotilla officer's first duty to introduce himself to the officer commanding troops, the battalion adjutant and all company commanders. These introductions should be effected together with the first lieutenant (or Senior Naval Officer (Transport)—short title SNO(T)—in the case of Red Ensign ships), and are of the utmost importance.

7. As soon as possible the first lieutenant (or SNO (T)) will arrange with the battalion adjutant that all troops are issued with lifebelts and that they are fully conversant with their lifeboat stations. Once the tactical allocation of boats has been decided, lifeboat stations are much simplified by being made the same as the tactical allocation, since all LSI have sacrificed a great many lifeboats for

landing boats. The first lieutenant (or SNO (T)) should also, in consultation with the commanding officer or master, arrange for the battalion Bren guns to be placed round the ship for anti-aircraft defence against low flying attacks.

### 8. Preliminary Plans and Orders

Once the ship has sailed, ship's bags will be opened and necessary orders, maps, etc., will be issued to Naval and Military commanders on board.

The first lieutenant (or SNO (T)) and OC Troops will already be well informed of the operational plan. They will hold conferences, at which the flotilla officer, LCS officer and junior military commanders will attend. By this means the Army can be advised on Naval requirements, and the Naval officers can keep themselves fully conversant with the Military plans.

9. As soon as the assault plan has been worked out in detail and a decision has been reached on the form of approach to the beach and the likely uses of LCS, the flotilla officer should call a conference of his boat officers, flotilla engineer officer and all coxswains and tell them the facts as far as he is able. He should ensure that his boat officers and coxswains know and work with their respective Army officers and NCOs.

10. During this period the ship's landing table will be completed, if this has not been done before sailing. It must be studied and fully understood by :—

- (a) First Lieutenant (or SNO (T)).
- (b) Ship's Adjutant.
- (c) Battalion Commander.
- (d) Battalion Adjutant.
- (e) AMLO.
- (f) ULO.
- (g) Beach Master.

*Note.*—A "ship's" landing table is a more detailed extract from the brigade landing table, applicable only to the one ship and giving details of position of boats, embarking times, loading positions, etc.

### 11. Allocation of Boats

Once the allocation of boats to the various companies has been decided all platoon commanders should be instructed by a ship's officer of the way from their platoon's mess deck to their craft. Every opportunity should be taken to ensure that the Army know their way about the ship as, due to casualties to craft, damage to the ship, or other causes, changes may have to be made in the allocation of craft at the last moment, and in the dark. When preparing orders for the allocation of troops to craft a standard form

of craft-lettering is advisable (*see* Appendix IV). Slow time practices should then be carried out, followed by full rehearsals in the dark. The use of luminous paint in marking the route and/or embarkation points should be considered. It is essential that the flotilla officer and a senior military officer travel in the same craft, and that they avoid being separated. The senior military officer will be the battalion commander, the second in command or a company commander.

## 12. Manning Drill

For the first flight, the landing craft are manned at the davit heads. Here, owing to the fact that the majority of LSI have been only partially converted, there will be a gap of not more than 3 ft. between the ship's side and the craft itself. An infantry soldier with full equipment, and in the dark, may be disturbed by having to cross this gap. Therefore, the following drill for manning craft should be rehearsed on board :—

No. 1 of the boat's crew should stand on the inboard gunwale and take the soldier's weapon, which he hands to No. 2 standing in the well of the boat. No. 1 then assists the soldier across the gap and on to the boat. The soldier is then unencumbered to walk aft down the gunwale, climb down the short ladder into the well of the boat, be handed back his weapon by No. 2 and sit down in his right place.

13. Although at this stage in any operation the landing craft personnel should be fully trained, all departments must be rehearsed in their exact duties. Boat officers must ensure that coxswains know the detail of the Naval plan, and that each man in their crews is interchangeable in the event of casualties.

14. No set rules for the times of piping "Action stations" or "Man the boats" can be laid down. They must vary according to the nature of the operation, but it must be borne in mind that it is not advisable to keep men waiting, exposed to weather before going into action, any longer than is absolutely necessary. Further, the waiting period is the most trying to nerves.

## 15. Sequence of Events

All personnel should have a hot meal an hour before "Standing to." As soon as this meal has been finished all white lights between decks should be switched off, leaving only darkened red lights in vital alleyways or companionways, so as to accustom men's eyes to the dark.

All watches (naval and military) should be synchronised.

## 16. Lowering of Boats

Boats are not to be brought into the ship's side by "slip wires." This delays the evolution and is unnecessary if the drill quoted in para. 12 is carried out.

In the "Glen" class of LSI all craft are lowered together except Nos. 7 and 8. These two craft are lowered when boats already in the water have hauled ahead and astern to allow them space. Once all boats are in the water they move off without signal from the ship's side. Divisional leaders first, the remainder forming up on them.

In some ships, for example "Keren," "Winchester Castle," "Sobieski," craft have to be lowered and hoisted in two levels owing to the davits not having been specially converted. Once the first flight have been lowered they should form up 10 to 15 yards off the bow of the parent ship. The second flight will be lowered when first flight are clear, and should join the remainder of the flotilla off the bows of the ship. In LSI (M), LSI (S) and LSI (H), craft are lowered together. The Flotilla Officer moves off, by signal, or at a pre-arranged time, the remainder taking up formation on him.

The following is a suitable drill for manning and lowering craft :—

(i) Pipe—"Operation stations."

*Naval,*

*Military.*

Crews and lowerers man boats.  
Telephone numbers close up.  
Craft unsecured by crews and reported, when ready, by telephone to bridge.

Troops will fall in on their mess decks in correct order for manning craft.

(ii) Pipe—"Boats to embarkation level."

Craft lowered to correct level, bowsed in by tackles and reported ready to be manned to bridge.

Troops stand by to embark. Battalion Adjutant mans telephone to bridge.

LCMs lowered to water's edge by Jumbo derrick.

(iii) Pipe—"Man the boats."

Landing craft crews carry out drill as laid down in para. 12 above.

Troops, acting on orders from Battalion Adjutant, will man the boats.

(iv) Report "Craft ready and manned" to the bridge.

Before this is done, both the Battalion Adjutant and Flotilla Officer should personally check up that craft are ready in all respects.

(v) Pipe—"Lower away."

Craft will be lowered as ordered from the bridge, and will move off.

### Approach to the Beach

17. The LSI will, if weather and other conditions allow, lower her craft when not less than 6 to 7 miles from the shore, with her head pointing towards the beach to which the craft will have to go. This should not be looked upon as being in any way a certainty, and the Flotilla Officer must not rely on it, but must lay his own course.

18. If the passage to the beach is some distance and it is considered that to find it accurately will be difficult, a navigational leader will lead the flotilla into the beach. This craft will be fitted with all navigational aids working from the carrier ship, and will not show station keeping lights, nor will divisional or sub-divisional leaders. (See Navigational Aids Pamphlet.)

19. Great care must be taken that no lights of any kind are exposed, particular attention being paid to the engine room of the landing craft. It is unnecessary for the Flotilla Officer to give any light signal to his flotilla as he moves off on his course from the ship; they should follow his motions.

### Formations used by Landing Craft Flotillas

20. The formation to be adopted will be decided by the nature of the operation and width and type of beaches to be used. Though formations set out in para. 21 have been found the most practicable, they are not necessarily correct for any particular operation and must be decided at the conferences mentioned in para. 8.

### Suggested Formations

21. (i) All LCA, with one LCS in support, as a single flotilla. LCA will form two divisions in line ahead, columns disposed abeam, the LCS keeping station on the windward bow or quarter of the windward column.

(ii) All LCA and the two LCM as a single flotilla, with one LCS, as in (i) above. The LCM should keep station astern of each column of LCA.

(iii) Two LCA flotillas working together. Each flotilla forms its own column in line ahead, flotillas disposed abeam. Station is kept on the senior Flotilla Officer. If there is more than one LCS they will either both take station to windward, as in (i) above, or one LCS outside each flotilla column. This will depend on the nature of the opposition expected in the operation.

Note.—The expression "Line ahead" has been used, but in fact by day craft always keep "open," "loose" or "quarter line" formation as an anti-aircraft protection. (See the Minor Landing Craft Pamphlet.)

## The Beaching

22. Full details of flotilla manœuvring signals are set out in the Landing Craft Pamphlet. The diagrams in Appendix III show the usual methods of approach, deployment and ultimate beaching.

23. When the shore can be distinguished, possibly at 400–600 yards, or when the Flotilla Officer considers it advisable, he should make one of the deployment signals or, if the craft are approaching, having run parallel to the coast line, the signal for turning in together. The danger of sacrificing surprise if formations run parallel to the coast and attempt to beach at the correct beach must be weighed against the disadvantages of landing on the wrong beach.

24. When the deployment signal is given, the leader should stop, and only when he is satisfied that all craft are up in line abreast should he proceed at a much reduced speed to the beach. If a turn together has been used for the beaching, speed should be decreased after the turn has been executed. It is usually desirable that all craft in the formation beach at the same moment and on the darkest night they should not be more than visibility distance apart. In daylight or bright moonlight, and if the width of the beach permits, craft should be at least 30 yards apart.

## Tactical Surprise

25. During a night landing, when the element of surprise is of major importance, the craft must not give away their presence by any noise. The table set out in the Minor Landing Craft Pamphlet shows the average speed of a loaded LCA, and from it can be deduced that the flotilla's speed to ensure surprise should not be more than 1,500–2,000 revolutions, reducing to 750–1,000 on *one* engine for the final approach.

## The Landing

26. Silence must be strictly observed by the crews and troops during and after the landing, so that such tactical surprise as they gain may be exploited to the full. Should the craft be sighted by the enemy during the approach to the beaches, the Flotilla Officer will, after consultation with the Company Commander, decide what action should be taken. Coxswains must be prepared to obey signals promptly, or to increase or decrease their speed without signal, following their guide, and keeping station. As a rule, if sighted, flotillas should proceed at full speed.

## Leaving the Beach

27. If using the same beach, when one flight beaches before another, and there is not sufficient time for the first flight to clear the beach, they must remain on the beach until the second flight arrives. If, however, there is time, the craft of the first flight should steer away to starboard, thus keeping a clockwise rotation of craft arriving at and leaving the beach. Any deviation from this should be included in operation orders.

28. If tactical surprise has been achieved and neither craft nor troops have been detected, great care must be exercised by officers and coxswains not to make any noise by "racing" their engines on going astern off the beaches. Likewise, when craft have been turned and are heading seaward, they must not be driven fast as the exhausts will be facing the enemy and their wash at full speed will be clearly visible. Craft must be pushed off the beach if surprise is to be maintained.

29. After leaving the beaches, and while it is still dark, craft may have to go back to the parent ship in company led by either the Flotilla Officer or navigational leader, in which case there must be a pre-arranged rendezvous off the beach.

## Ferry Service

30. Subsequent to the first flight, the "ferry service" will commence. This means in effect that all available landing craft will be used to run between ships or LCT and shore, ferrying all personnel, stores, etc., to the beach as laid down in the brigade landing tables, as rapidly as possible.

## Anchorage Control and Ferry Service Organisation in the Long Sea Voyage

31. The Senior Naval Officer, Landing (short title SNOL) will be in charge of the anchorage and waters off the beaches and be responsible for the organisation and smooth running of the ferry service by landing craft. He will have attached to him one or more control officers and staffs, according to the size of the operation.

In the case of a long sea voyage a control staff will consist of :—

Naval control officer.

Military landing officer.

Naval assistant.

Military assistant.

Sundry Naval and Military personnel as messengers, and

A naval signal staff.

The control officer and staff will work from a ship detailed as control ship, not necessarily the ship of SNOL. This ship will fly SNOL's distinguishing signal, and a cone, point up, at the triatic stay; she will be equipped with Ardente loud hailer. An officer on the staff of SNOL will be afloat in some small craft. This craft will carry a black board bearing the letters SNOL in white, also an Ardente loud hailer; and will be available to assist the control officer.

The ferry service having started as stated in para. 30; all craft will return and report to the control officer on leaving the beach, when they will be detailed by him to proceed to a specific ship to embark a specific serial number (taken from the landing table) and convey it to a given beach.

Craft on closing the control ship should lie off abreast the bridge or the position from which the control officer is working.

The landing table is to be taken as a precise guide on the allocation of craft since it is the joint order of the force commanders and implements their plan.

The organisation must be sufficiently flexible, however, to allow for any particular serial being landed out of turn, in accordance with the brigade commander's wishes.

If conditions permit the ferry service continuing day and night, it is likely that the control officer may consider that the best results can be obtained at night by allocating certain craft to certain ships. This decision must be taken in ample time before dark.

**32.** The following is one method of keeping an up-to-date record of the progress of the ferry service, and will assist the control officer in allocating craft to serial numbers:—

- (a) Each coxswain, on loading, whether at an LSI or MT ship is given a disc showing the serial number his craft will be carrying, and a different shaped disc giving his craft number. Both discs are slung round the neck.
- (b) All craft report to the control ship after completing their initial and each subsequent commitment.
- (c) On reporting to the control ship the serial number disc is surrendered, or destroyed when ordered by the control officer if the craft is not called alongside.
- (d) Appendix V shows the record board. Before the ferry service starts each column or block is given a tick at the top when the serial concerned is due to land, and in the ferry service when a craft allocated for the serial number concerned leaves the control ship for the loading ship.

- (e) If circumstances permit, each ship reports when the serials leave for the beach. The report is made in the form 7/51, 9/52, 11/53 and this would indicate that craft numbers 7, 9 and 11 are carrying serials 51-53, inclusive. On receipt of this information a diagonal line is drawn across blocks showing serials 51, 52 and 53. On reaching the beach, the beachmaster reports "Serials 51, 52 and 53 landed". When craft report back to the control ship, the serials concerned are crossed off.
- (f) Thus the progress made in completing the landing table and the next ship to which to send craft can be seen at a glance.

**33.** Each ship will have its own control staff. This will be formed by the SNO or officer detailed, working in conjunction with the AMLO of the ship. Amongst the duties of these officers is that of seeing that there are adequate guest warps, boat ropes, etc., and also making arrangements for the provision of tea, etc., for boat crews.

## APPENDIX I

## SPECIMEN COMPOSITIONS OF AN INFANTRY BATTALION AND ATTACHED TROOPS TO BE CARRIED IN LSI.

Two alternatives are given as a guide only, the actual composition must depend on the type of LSI available.

*Alternative 1.* Total : 50 Offrs, 911 ORs.

Unit.	Fd. Offrs.	Jun. Offrs.	WOs.	Sjts.	R & F.	ORs. Total.
Beach Comd and Party ..	2	1	1	1	9	11
MC Group .. .. .	1	1	—	1	6	7
Ship's AMLO .. .. .	—	1	—	1	2	3
Inf Bn (HQ Coy and 4 Coys)	4	28	7	49	694	750
Fd Regt (Recce Party)	1	3	1	3	8	12
LAA Bty (Recce Party) ..	—	1	—	1	2	3
A Tk Bty (Recce Party) ..	—	1	—	1	2	3
FOO Party .. .. .	—	1	—	1	3	4
Fd Coy RE (Comd and one pl)	1	1	1	3	49	53
A Fd Coy RE (Recce Party)	—	1	—	1	8	9
Tank Bn (TULO) .. .. .	—	1	—	1	2	3
Det Div Sigs .. .. .	—	—	—	—	4	4
Det Beach Sig Sec (Army) ..	—	1	1	3	45	49
<b>TOTAL ..</b>	<b>9</b>	<b>41</b>	<b>11</b>	<b>66</b>	<b>834</b>	<b>911</b>

*Alternative 2.* Total : 45 Offrs, 661 ORs.

Unit.	Fd Offrs.	Jun Offrs.	WOs.	Sjts.	R & F.	ORs. Total.
Beach Comd and Party ..	2	1	1	1	9	11
MC Group .. .. .	1	1	—	1	6	7
Ship's AMLO .. .. .	—	1	—	1	2	3
Inf Bn (HQ Coy and 2 Coys)	3	25	6	33	461	500
Fd Regt (Recce Party)	1	2	1	3	8	12
LAA Bty (Recce Party) ..	—	1	—	1	2	3
A Tk Bty (Recce Party) ..	—	1	—	1	2	3
FOO Party .. .. .	—	1	—	1	3	4
Fd Coy RE (Comd and one pl)	1	1	1	3	49	53
A Fd Coy RE (Recce Party)	—	1	—	1	8	9
Tank Bn (TULO) .. .. .	—	1	—	1	2	3
Det Div Sigs .. .. .	—	—	—	—	4	4
Det Beach Sig Sec (Army) ..	—	1	1	3	45	49
<b>TOTAL ..</b>	<b>8</b>	<b>37</b>	<b>10</b>	<b>50</b>	<b>601</b>	<b>661</b>

APPENDIX II (A)

OPERATION "....."  
 911 Inf Bde Landing Table  
 Issued in conjunction with 911 Inf Bde  
 OO No. 1 dated

Most Secret  
 Copy No.  
 Date

LANDING TABLE FOR  
 ASSAULT BRIGADE

LANDING D DAY

Land- ing Table Serial No. (a)	Time of Landing (b)	Unit (c)	Per- son- nel (d)	Vehicles (e)	Port of En- bar- cation (f)	Ship or Boats					Beach (m)	Remarks (n)
						Ship (g)	LCM (h)	LCA (i)	LCP (k)	LCT (l)		
1-3	Zero	1 LOAMSHIRE ABMr and party	98 3		Totten- ham	Quebec		3			Baker Green	L.C.A. probably in divisions of 4/6, depending on ship in which they are borne.
4-7		1 LOAMSHIRE ABMr and party ULO and party (1) LOAMSHIRE) Sec. 1237 Fd Coy FOO and party	106 3 4 12 5		Totten- ham	Quebec		4			Baker Green	Where it is neces- sary, as here, for an ABMr to land with each of three assaulting com- panies, he will be found from the third Beach Group allotted to the Brigade
8-10		1 LOAMSHIRE ABMr and party	98 3		Totten- ham	Quebec		3			Baker Green	
11-13		2 FIRTHSHIRE ABMr and party	98 3		Totten- ham	Monck		3			Baker Amber	
14-17		2 FIRTHSHIRE ABMr and party ULO and party (2) FIRTHSHIRE.) Sec. 1237 Fd Coy FOO and party	106 3 4 12 5		Totten- ham	Monck		4			Baker Amber	
18-20		2 FIRTHSHIRE ABMr and party	98 3		Totten- ham	Monck		3			Baker Amber	

21-26	At Bn. Commander's discretion about Z + 15	107 46 9 16 6 4 4 2 2 4	Tottenham	Quebec	6	Baker Green	Incl Bn HQ
27-32		107 46 9 15 6 4 4 2 2 4	Tottenham	Monck	6	Baker Amber	Incl Bn HQ
33	About Z + 30	22 4	Tottenham	Ararat	1	Baker Green	LCM probably in divisions of 6, depending on whether they are sea or ship-borne.
34		22 4	Tottenham	Ararat	1	Baker Green	Kapok landing bridge in LCM for MCs.
35		22 4	Tottenham	Ararat	1	Baker Green	



103	112 R Tks. .. ..	24	3 Tanks 3 Carriers 3 MCs 2 3-ton 1 MC	Brixton					A.3	Baker Green
104-133	1239 Gen Tpt Coy ..	7		Brixton						
	Et seq.			Brixton						
134	B and D Tps. P/164	65	8 2-pdr Gun portees 2 15-cwt 7 MCs 2 30-cwt 2 MCs 2 Handcarts 1 Bicycle 2 3-ton	Brixton					C.10	Baker Amber
	A Tk Bty*									
	1586 A Fd Coy ..	32								
	1239 Gen Tpt Coy ..	4								
135	C Tp 531 511 LAA Bty*	64	4 Gun sets 1 15-cwt. 2 3-ton 1 MC 1 3-ton	Brixton					C.11	Baker Amber
	B Tp 1250 HAA Bty	4								
136	B Tp 1250 HAA Bty*	80	4 Gun sets 2 3-ton 5 MCs	Brixton					C.12	Baker Amber
137	.....	..	etc.	Brixton						.....
138	.....etc .....	..								

Notes.—1. The unit or detachment finding the OC Troops in each LCT must be detailed for each serial. Here shown by asterisk.\*

2. Vehicles are shown in the order in which they are to drive out of LCT.

3. Intervening serials include a proportion of Brigade HQ vehicles.

4. Some LCMs are ship-borne, others are sea-going.

5. Intervening serials include balance: Army Tk Bn and further vehicles for units already landed.

Note.—These tables should be used as a guide as to the amount of detail which requires to be included. The detail itself will require amendment to fit in with the new organization of the Infantry Battalion.

APPENDIX II (B)

Secret  
Copy No.  
24 Jun, 42

1 LOAMSHIRE — LANDING TABLE FOR H.M.S. "QUEBEC"

Appendix B to 1 LOAMSHIRE

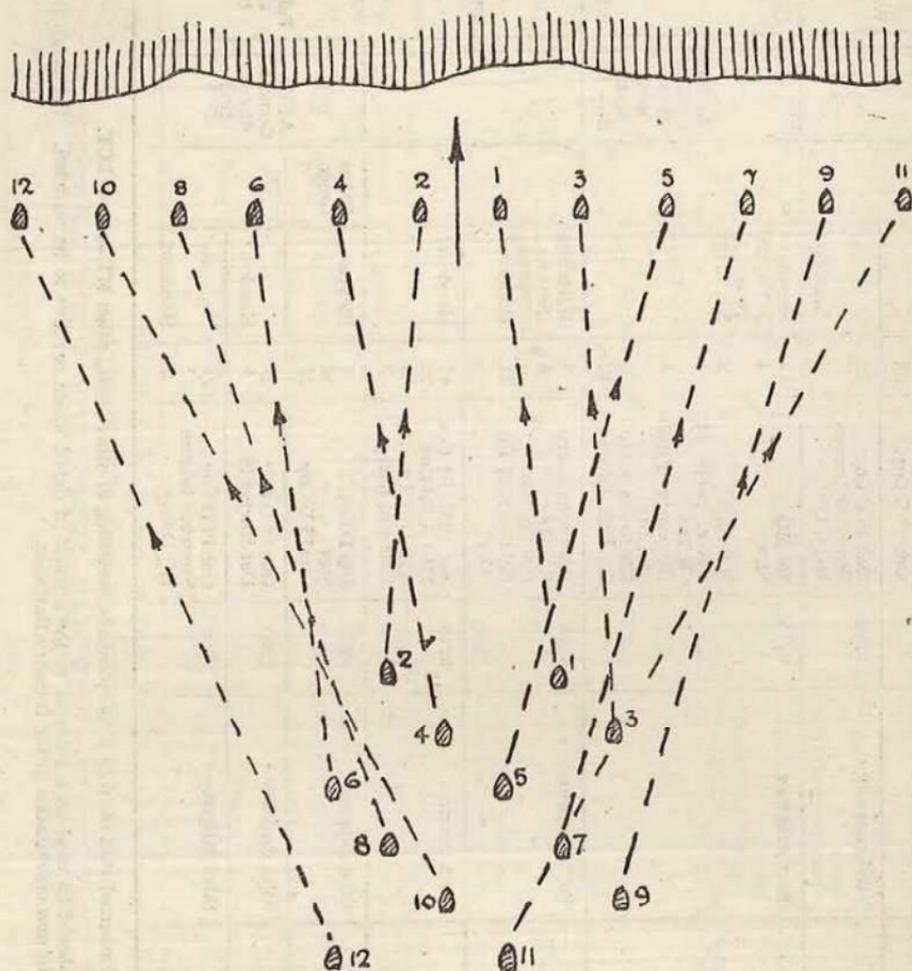
OO No. 1, dated 24 Jun, 42

Bde Serial No.	Boats.	Position of Boats	Position to Fall In	Time to start Embarking	Troops Carried	No.	Equip-ment, etc.	Beach	Time of Landing	Remarks
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(k)	(l)
1	LCA <sub>1</sub>	Stbd for'd	No. 4 main deck then abreast embarkation posts	0200	HQ A Coy Sigs One Pl A Coy	6 2 27	Bicycle No 18 Set	Baker Green	Zero	1. All rifle pls carry rabbit wire (i.e., serials 1/3, 5/7, 8/10, 24/26). 2. HMS Quebec carries:— 6 LCA No LCS
2	LCA <sub>2</sub>	Stbd midships	No. 4 main deck then abreast embarkation posts	0200	ABMr. and party One Pl A Coy	3 32				
3	LCA <sub>3</sub>	Stbd aft	No. 4 main deck then abreast embarkation posts	0200	One Pl A Coy Stretcher-bearers HQ A Coy	28 2 2	Handcart			
4	LCA <sub>4</sub>	Port for'd	No. 1 main deck then abreast embarkation posts	0200	HQ B Coy Stretcher-bearers Sigs ABMr and party ULO and party Sec 1237 Fd Coy	9 2 2 3 4 12	Handcart Bicycle No. 18 set Bangalore			
5	LCA <sub>5</sub>	Port midships	No. 1 main deck then abreast embarkation posts	0200	One Pl B Coy Det Mortar Pl	27 5	Handcart			
6	LCA <sub>6</sub>	Port aft	No. 1 main deck then abreast embarkation posts	0200	One Pl B Coy FOO party	30 5				
7	LCA	—	Port gangway	0200	One Pl B Coy Det Mortar Pl	27 5	Handcart	Baker Green	Zero	
8	LCA	—	Stbd gangway	0200	HQ C Coy Sigs One Pl C Coy.	6 2 27	Bicycle No. 18 set			Wait for boats to come alongside.



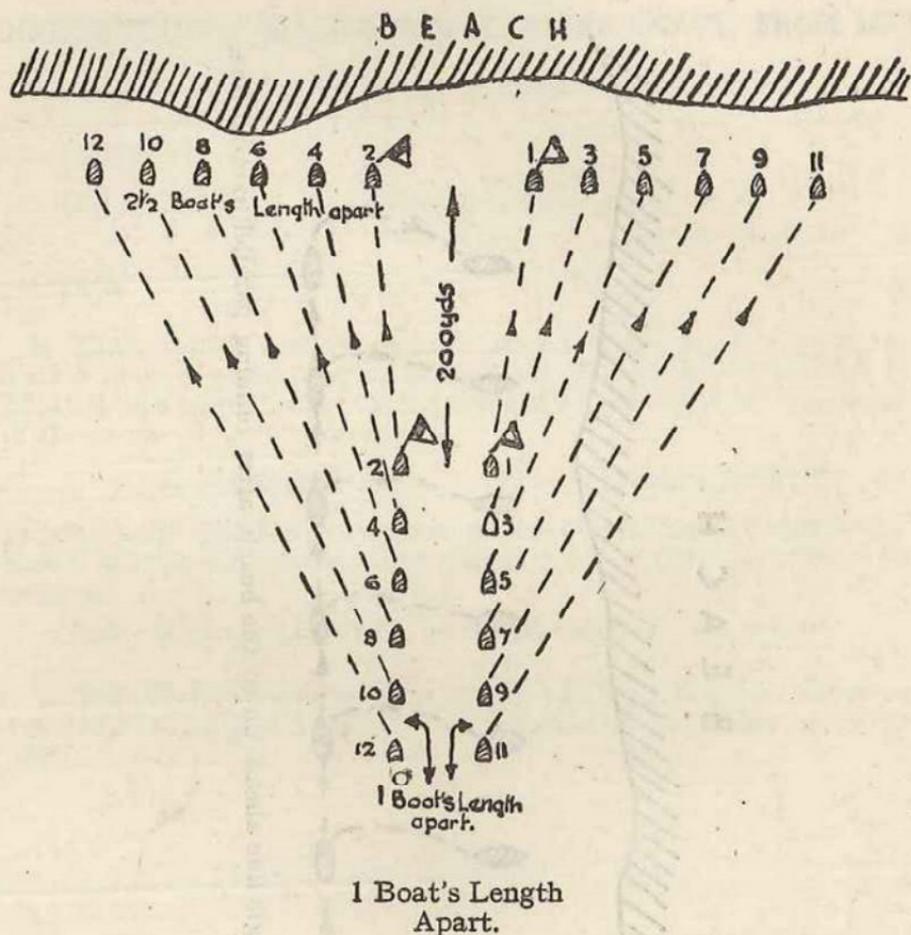
## APPENDIX III (A)

B E A C H



Method of deployment for final run in to the beach from "Loose Formation" No. 1.

## APPENDIX III (B)



Usual deployment from divisions in line ahead, disposed abeam to port.

Leader advances 200 yards (Time taken should be approximately  $2\frac{1}{2}$  minutes).

LCA Nos. 1 and 2 reduce speed to 2.5 knots (700 rpm on one engine).

No. 4 and 3 reduce to 3.0 knots and alter course 13 degrees outwards.

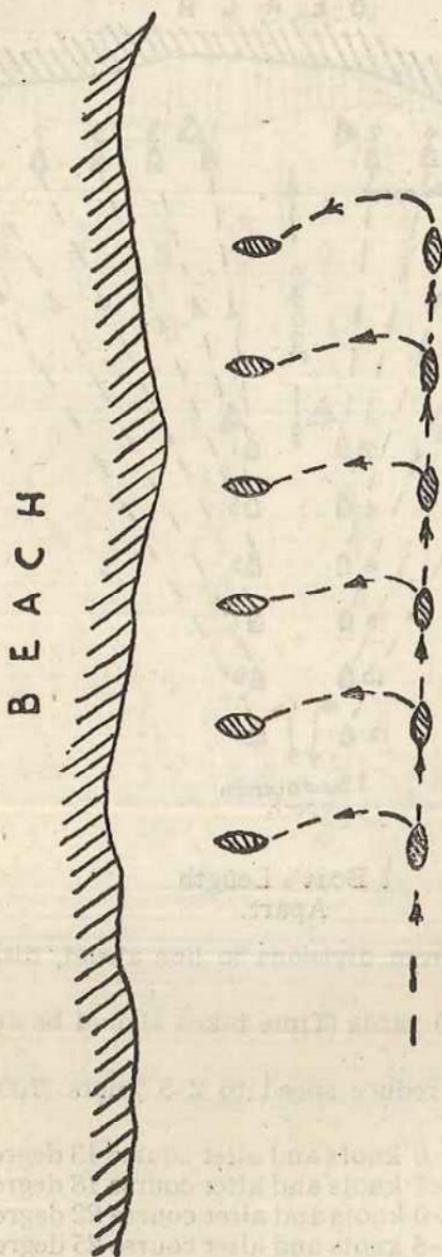
No. 6 and 5 reduce to 3.5 knots and alter course 18 degrees outwards

No. 8 and 7 reduce to 4.0 knots and alter course 22 degrees outwards

No. 10 and 9 reduce to 4.5 knots and alter course 25 degrees outwards

No. 12 and 11 reduce to 5.0 knots and alter course 28 degrees outwards

## APPENDIX III (C)



A turn together, from single line ahead, on to the beach, after running parallel to coast line.

## APPENDIX IV

## DISTINGUISHING MARKS FOR LANDING CRAFT, FROM LSI

In order that the various landing craft may be readily distinguished during an operation, each boat is to be given a "ship's" number, for example :—

LCA and LCS	..	Starboard side	..	1	3	5	7	9
		Port side..	..	2	4	6	8	10
LCM	..	..		1	2	3	4	etc.

2. These numbers should be painted on a metal plate mounted on a stave in an exposed position in the boat. They are to be painted in BLACK on a white background, preceded by the distinguishing letter of the carrier ship, for example :—

L = "Glengyle"                      C = "Prince Charles"

In large scale operation a different system of lettering and numbering based on the different groups taking part in the assault may be ordered.

*Note.*—L.4 is the 2nd boat on the port side *ex* "Glengyle."

3. The official service number of the landing craft must never be painted out and is to be used in all communications referring to the craft.

## APPENDIX V

### RECORD BOARD

#### Ferry Service Legend

##### Turn Round

##### 1st T.R.—

LCA = 2 hrs.	A = LCA	H = " St. Helier "	LSI1
LCM = 2½ hrs.	M = LCM	B = " Brigadier "	LSI2

##### 2nd T.R. and Subsequent—

LCA = 1 hr.	C = Cutters	DA = " Duke of Argyll "	LSI3
LCM = 1½ hrs.	T = LCT	D = " Dunderave "	MT1
LCT = 2½ hrs.		A = " Ardno "	MT2

	✓	✓	✓	✓	✓	✓	✓
CRAFT	A1	A2	A3	A4	A5	A6	A7
SERIAL	1	2	3	4	5	6	7
SHIP	H	H	H	H	H	H	B

	✓	✓	✓	✓	✓	✓	✓
CRAFT	A8	A9	M1.	A4	A2	A1.	A3.
SERIAL	8	9	30	F.S.	F.S.	S1.	52
SHIP	B	B	D	BD	BA	H	H

	✓						
CRAFT	A5	M	M	M	M	A	A
SERIAL	53.	54	55	56	57	58	59
SHIP	H	B	B	D	D	H	B

CRAFT	T	T	T	T	T	T	T
SERIAL	60	61	62	63	64	65	66
SHIP	A	A	D	D	D	A	A

## Appendix V—continued.

## NOTES

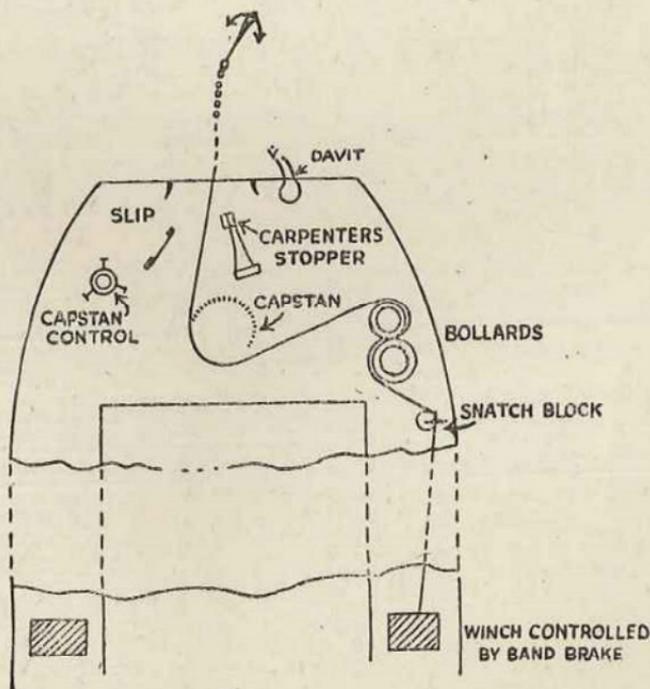
1. In each block, the serial number refers to the serial number in the Brigade Landing Table and the ship is that to which the craft has to report.

2. The legend shows that all serials previous to the Ferry Service have been completed.

3. The two blocks which show F.S. mean that 2 LCA are allotted to take personnel—say Gun Crews—from "Brigadier" to join their guns in MT ships, "Dunderave" and "Ardno." The ticks above their two blocks indicate that the craft have left control ship for "Brigadier".

4. Serials 51, 52 and 53 have left the loading ship for the beach.

## APPENDIX VI



Lay-out for Kedge Anchor.

1901

At the end of the year, the total number of cases was 1,234. The number of cases in each county is as follows: Adams, 12; Andover, 15; Amesbury, 18; Andover, 20; Amesbury, 22; Andover, 25; Amesbury, 28; Andover, 30; Amesbury, 32; Andover, 35; Amesbury, 38; Andover, 40; Amesbury, 42; Andover, 45; Amesbury, 48; Andover, 50; Amesbury, 52; Andover, 55; Amesbury, 58; Andover, 60; Amesbury, 62; Andover, 65; Amesbury, 68; Andover, 70; Amesbury, 72; Andover, 75; Amesbury, 78; Andover, 80; Amesbury, 82; Andover, 85; Amesbury, 88; Andover, 90; Amesbury, 92; Andover, 95; Amesbury, 98; Andover, 100.

1902

The following table shows the number of cases in each county for the year 1902. The total number of cases for the year was 1,345. The number of cases in each county is as follows: Adams, 15; Andover, 18; Amesbury, 20; Andover, 22; Amesbury, 25; Andover, 28; Amesbury, 30; Andover, 32; Amesbury, 35; Andover, 38; Amesbury, 40; Andover, 42; Amesbury, 45; Andover, 48; Amesbury, 50; Andover, 52; Amesbury, 55; Andover, 58; Amesbury, 60; Andover, 62; Amesbury, 65; Andover, 68; Amesbury, 70; Andover, 72; Amesbury, 75; Andover, 78; Amesbury, 80; Andover, 82; Amesbury, 85; Andover, 88; Amesbury, 90; Andover, 92; Amesbury, 95; Andover, 98; Amesbury, 100.

