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COMBINED OPERATIONS
PAMPHLET No. 17

RN BEACH COMMANDOS

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RN BEACH COMMANDOS.

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RN BEACH COMMANDOS.

This pamphlet goes into more detail of the duties of the Naval Beach Commandos than does Combined Operations Pamphlet No. 2, Beach Organisation and Maintenance. It should be read in conjunction with the latter.

1. The RN Beach Commandos are landed at all places where boats are likely to need assistance in embarking or disembarking their loads. Careful organisation beforehand and CO-OPERATION and SPEED in action are the keys to success. No man on the beach should ever be idle. In the early stages of a landing, time for eating and sleeping must be reduced to a minimum.

The Beach is the weakest link in an opposed landing. The enemy may concentrate on this and every man must work his hardest to clear the beach quickly. Active air defence is an Army responsibility. Passive defence is an individual responsibility. On a flat beach cover from low flying attacks can only be obtained by digging.

It must be clearly understood, by all officers and men, that work on the beach is the co-operative concern of the Navy and the Army, although certain tasks are the definite responsibility of one service or the other, both must be prepared to give to and take orders from each other. Although the Army is responsible for the actual unloading, it is likely that on many occasions circumstances will entail the Naval Beach Commandos assisting in the work, and this they must be prepared to do.

It is stressed that there is no hard and fast dividing line, such as the high water mark, to mark the division of control between the Services.

2. Composition

A Beach Commando is designed to handle the boats required to land a Brigade, their attached troops, vehicles and stores.

(a) The standard composition of an RN Beach Commando is as follows:

1 Principal Beach Master (PBMr/Deputy SNOL)
1 Deputy Principal Beach Master (DPBMr)
1 OS

1st Beach Party, consisting of:
1 Beach Master (BMr)
2 Asst. Beach Masters (ABMrs)
2 POs
2 Leading Seamen
6 ABs
14 OS

2nd Beach Party, consisting of:
1 Beach Master (BMr)
2 Asst. Beach Masters (ABMrs)
2 POs
2 Leading Seamen
6 ABs
14 OS

3rd Beach Party, consisting of:
1 Beach Master (BMr)
2 Asst. Beach Masters (ABMrs)
2 POs
2 Leading Seamen
6 ABs
14 OS

Total (Beach Commando):
11 Offrs
6 POs
6 Leading Seamen
18 ABs
43 Ordinary Seamen

(b) Each Party is designed to handle the boats required to land an assaulting battalion.

(c) Beach Commandos are distinguished by alphabetical letters and the parties by numbers, e.g. Beach Commando "E" is made up of Parties E1, E2 and E3, and is in charge of PBMr(E).

3 Training

The Naval Beach Commandos are trained in close co-operation with the Army so that they may obtain an insight into one another’s duties, thus establishing the liaison necessary for the joint working of the Beach.

4. Beach Group

(a) Each RN Beach Commando is attached to a Beach Group for training and operations.

A Beach Group is a composite unit comprising an Infantry Battalion and certain specialist troops, commanded by the Battalion Commander, known as Beach Group Commander, whose duty it is to effect the landing of vehicles, stores and personnel for each Brigade Group entry.

Naval personnel are under the command of the Beach Master, who is responsible for their training, welfare and discipline (under the PBMr/Deputy SNOL).
Military personnel are similarly under the command of the Beach Group Commander.

The Beach Group Commander and the Principal Beach Master exercise joint control over the Beach Group as a whole during training and operations.

The following additional personnel may be attached to the Beach Group for special tasks:—

- Boat Recovery and Repair Parties, R.N.
- R.A.F. Beach Echelon.

(b) Beach Company.—Each RN Beach Party (3 offrs. and 24 men) will usually be attached to a Beach Company of the Beach Group (5 offrs. and 142 ORs.), who are responsible for clearing the beach. If, however, a beach is used for landing personnel only, a Beach Company will not be required and the RN Beach Party will operate independently. The allotment of Beach Parties will be dependent on the operational plan.

The personnel of each Beach Party should be most carefully trained with the Beach Company, under command of the Beach Company Commander, with which they will have to co-operate.

5. Chain of Command

The following is the chain of command (Naval and Military) for a Brigade front:—

<table>
<thead>
<tr>
<th>Naval</th>
<th>Military</th>
</tr>
</thead>
<tbody>
<tr>
<td>SNOL</td>
<td>Bde Comd</td>
</tr>
<tr>
<td>PBMr</td>
<td>PMLO (in development stage only)</td>
</tr>
<tr>
<td>DPMr</td>
<td>Beach Gp Comd</td>
</tr>
<tr>
<td></td>
<td>MLO</td>
</tr>
</tbody>
</table>

BMr—Beach Coy

Comd—Ditto

2 IC Beach Coy

ABMr—Ditto

6. Duties (See also chapters I and II of Combined Operations Pamphlet No. 2).

(a) The Beach Commando. (i) The principal duty of a Beach Commando is to achieve a quick and safe turn round of all boats on the beaches.

(ii) The principle underlying all Beach Commando work is that each boat approaching the beach should be signalled where to beach herself and on beaching should be met by men ready to handle her.

(b) Principal Beach Master/Deputy Senior Naval Officer Landing. (i) The PBMr/Deputy SNOL is responsible to the SNOL and will have control of all boats and naval personnel on his beaches.

(ii) In the planning stage of an operation he will assist his SNOL in planning the Beach Organisation.

(iii) He will work in close co-operation with the military authorities.

(iv) His main task is to ensure the rapid discharge and turn round of boats consistent with meeting military requirements.

(v) He is also responsible for the care and maintenance of boats on the beaches.

(c) The Deputy Principal Beach Master.

The DPMR assists the PBMr in the running of the beaches and the co-ordination of the beach parties.

On exercises and operations he will be responsible for:—

(i) Distribution and co-ordination of orders as required by the PBMr.

(ii) Ensuring that the PBMrs have the gear that they require.

(iii) Ensuring that the parties are victualled and administered.

(iv) On the beach he will act as the PBMr's representative and give general assistance to the PBMr in the running and co-ordination of the beaches.

(d) The Beach Master.—The responsibilities of the BMr in charge of the beach are:—

(i) Reconnaissance of the beach in conjunction with the Beach Company Commander.

(ii) The erection and maintenance of the beach signs as laid down in Appendix D.

(iii) The rapid and safe turn round of boats at his beach.

(iv) In co-operation with the Beach Company Commander the rapid clearance from the beach of all loads discharged from boats.

(v) The siting and protection of the Advanced Beach Signal Station. He should give every possible facility to Signals personnel in order to assist them in the rapid establishment of communications.

(vi) Keeping the PBMr and SNOL informed of the situation at his beach.

(vii) He will apply to the Beach Company Commander for assistance in such work as will facilitate the landing of boats on his beach, and will generally continue to administer his beach in the closest co-operation with the Beach Company Commander.

(e) Assistant Beach Master.—The ABMr will be responsible to his BMr for the preliminary reconnaissance of the beach.

(i) Under the BMr he will be in charge of the Beach Party working at the water's edge, and will be responsible for the handling of the boats on the beach, and for their beaching as required by the BMr.
(ii) He will be responsible for the organisation and distribution of the Beach Party so that the requirements of all boats are attended to.

(iii) He will work in close co-operation with the Beach Company Commander and Unit Landing Officers on his part of the beach.

7. Landing

(a) Before any landing operation the BMr, the military authorities, flotilla and boat officers, beach signal officers and any other officers with whom they will be working, should hold a conference to discuss every aspect of the landing until all are completely conversant with one another’s intentions.

(b) The following drill has been standardised, but different operations may need different drills. It is the PBMr’s responsibility to decide on the landing drill to be used in any particular operation.

(c) To ensure that they beach in the correct place, one ABMr is landed with each company in the assault wave. Each takes with him one rating armed with a sub-machine gun and both carry signal torches coloured to show a bright blue light. When the assault troops land they cross the beach as quickly as possible and advance inland. It is possible that complete surprise will be achieved, or alternatively, that confusion will exist over a long stretch of beach. If confusion exists it may be very difficult to bring subsequent waves of boats to the beach within the assault headland.

(d) On arrival at the beach the ABMrs decide whether it is possible to bring in the next wave of boats at exactly the same pace. They have not time to make a detailed reconnaissance, but must judge by the ease or difficulty with which the assault wave landed. The ABMrs cannot call off the landing of the second wave. Their only task is to bring it to a better place, if they can find one quickly. The other objective of their reconnaissance is to shorten the BMr’s preliminary reconnaissance later on.

(e) If the assault wave is landed without difficulty the ABMrs will generally decide to bring in the next wave in the same place. To do this the ABMr will lay down (for safety) near the centre of the beach and, at night flash his shaded blue torch to seaward, flashing "G" in the morse code. The rating lies near him, on guard, facing inland. Should the officer become a casualty the rating will use his own torch to bring in the next wave. By day a "G" flag should be used as described in paragraph 20.

(f) If the Assault wave experiences difficulty in getting ashore owing to rocks, obstructions, etc., the ABMrs must, on landing, make a rapid reconnaissance to see if there is a more suitable place in the immediate vicinity. It is of great importance that the subsequent waves of boats are not delayed and the ABMr must bring them in to time if landing is at all possible.

(g) The BMr and the remainder of the Beach Party will arrive in a later wave, normally with the assaulting Bn HQ, the Beach Company Commander and a Beach Signals officer. It is left to the discretion of the Commander of the assaulting Bn, in consultation with the BMr, whether to land immediately or not. If there is fighting or heavy enemy fire on the beach itself it is obviously useless to land personnel until they are able to set about organising the beach. In such a case it will probably be of more use for the boats to lie off the beach and make a situation report to the HQ Ship.

(h) In order to minimize the risk of the whole party being put out of action, the BMr and the balance of the beach party should not all travel in one boat.

(i) The stores and equipment taken by the BMr in this wave must be reduced to a minimum. Only a few of the stores will be necessary in the assault stage and BMrs should consider carefully the value of each item before taking it with them. Such stores as tents, the spare loud hailer, the men’s packs with dry clothes, etc., obviously will not be required on the beach at once. These and any other such items should be left on board the ship in charge of one hand. Instructions are given to this man so that he lands important gear at predetermined times on D day. He can also organise the supply of any special gear required by the party ashore.

(j) When the boats with the Beach Commando reach the beach they must be unloaded in the shortest possible time. There is only one way to do this, and that is for each man to have one job. This drill must be rehearsed, practising casualties so that each man knows where to find the gear and knows what to do with it.

(k) When the BMr is ashore it is his duty to make a firm decision regarding the suitability of the beach. This decision may subsequently be changed by the PBMr, but the beach which the BMr chooses at this stage may be used for the first few hours.

8. Reconnaissance

In some cases the BMr will have time to make a fairly extensive reconnaissance of the beach. If he has time, he and the ABMrs must examine the surface of the beach both above and below the water mark as far as possible in both directions to decide on the most suitable beaching points for personnel, wheeled and tracked vehicles. During this time the Beach Party will be spread out near the position where they landed; lying down and remaining as inconspicuous as possible. The machine gunners will be on the flanks, except for sub-machine gunners, who will accompany the BMr and ABMrs on their reconnaissance.

The party should take this opportunity to dump any surplus gear they are carrying, haversacks, etc. They must be free of all encumbrances when they start work.

Simultaneously the Beach Coy Comd who landed at the same time and probably in the same boat as the BMr will be making a reconnaissance in rear of the beach. It is his duty to find exits from the beach for wheeled and tracked vehicles.
The Beach Coy Comd and the BMr must have a previously arranged drill for reconnoitring and subsequently meeting to decide on the landing points. It is usual for them to meet at the water’s edge where they landed. The BMr, who has probably less area to cover than the Beach Coy Comd will be responsible for finding him. The length of time they may take upon their reconnaissance must be prearranged and is limited by the time interval before the next wave of boats arrives. Having made their reconnaissance they agree mutually on the most suitable places to land each type of traffic. To mark these points the BMr sets up his signs.

If the Beach Coy Comd does not return from his reconnaissance, or returns without having found a possible exit, it is the duty of the BMr to decide whether to close the beach or to carry on bringing in boats. He will be guided in this decision by his knowledge of the type of traffic to be expected and by his knowledge of the nature of the hinterland gained from the study of maps and air photographs.

Should the BMr decide to close the beach he must switch off his lights or, in daylight, strike his markings, hoist the “danger” sign and make a rapid reconnaissance for a better beach.

If the BMr and the Beach Coy Comd decide to use the beach, as they usually will, at any rate until daylight, the BMr must then erect his signs and prepare to bring in the boats.

In some cases reconnaissance by the BMr in the early stages is not possible or necessary, e.g. on a very long flat beach with firm sand, no rocks and uniform water conditions over the whole stretch. On this type of beach there would be little point in an extended reconnaissance by the BMr on landing, since it would be possible to land all types of loads directly on to the beach over its entire length. Care must be taken on flat sandy beaches to avoid sandbanks and runnels, but these will probably not be discovered until the tide is falling.

It is stressed that there is no standard drill for all types of landing; the main essentials are:

(i) The beach must be organised for traffic as soon as possible after the first assault.

(ii) Boats must not be kept waiting off the beach, thereby delaying reinforcements for the assault troops.

(iii) Only the minimum reconnaissance necessary for beaching the early waves of boats must be attempted.

(iv) The Beach Commandos’ first duty is the control and assistance of boats and nothing must interfere with this.

If it is necessary to investigate the surface of the beach below water, this is best done by two parties of as many men as possible wading up to a depth of 4½ feet. They should link hands and walk parallel to the beach in the water, working from the centre towards each end.

If a deeper reconnaissance is needed then it must be done from a boat with a lead line or sounding pole and some means of measuring distance from shore.

9. Organisation of RN Beach Parties After the Assault

(a) As soon as the first assault is over the BMr must confer with the Beach Coy Comd to decide on the following points:

(i) Suitability of the beach for the operation and the possibility of finding more suitable landing places, exits, etc.

(ii) Situation of HQ Beach Coy. The position chosen in the First Key Plan may not prove to be suitable. The BMr must be prepared to move his HQ as necessary for the proper control of his beach and to achieve the best co-operation with Beach Company Commander.

(iii) Choosing beaching places for special craft expected, e.g. coasters, barges.

(iv) Organisation for defence in co-operation with the Beach Company Commander.

(v) Arrangements for the evacuation of casualties.

(b) The BMr must also see that his party and their gear are properly protected and organised so that work may be carried on efficiently during air raid and other alarms. This includes:

(i) Digging slit trenches for personnel and for the Loud Hailer Sets.

(ii) Dispersion of men resting.

(iii) Posting of sentries.

(iv) Supervising the placing and protection of the Advanced Beach Signal Station.

(v) Keeping in touch with the situation on adjoining beaches and giving or asking for assistance if necessary.

(c) Since the object of having a Naval Beach Party on the beach is to assist the landing of boats, it is essential that each boat approaching the beach should be signalled to a beaching position and be met by a Beach Party.

(d) An early opportunity should be taken to reconnoitre alternative beaches, bearing in mind the possibility that the beach in use may become unworkable owing to weather, enemy action or presence of damaged boats. Should this occur, the Beach Master must be able to make an instant decision regarding the best alternative beach in the vicinity.

(e) Dependent upon the operational plan regarding the duration of the operation, reliefs, and the flow of traffic to the beach, the Beach Commando must be organised in watches so that the beach may be controlled efficiently throughout. The men on watch must either be working or dispersed in slit trenches. This not only applies to
the RN Beach Party but to all personnel on the beach. It is the BMr’s responsibility that the beaches are kept clear and he must, if necessary, enlist the help of Beach Company Commander (AMLO) and Provost Detachment in clearing the beach of unnecessary personnel.

(f) Men off watch will be dispersed in reasonably protected places and within reach of their weapons. During an attack they must use their weapons on a previously organised fire plan.

10. Situation Reports

The BMr must keep the PBMr informed of the situation on his beach. He is to report every hour and more often if necessary.

Similarly, the PBMr must keep the SNOL informed, taking every opportunity of sending written messages by returning boats (see para. 23).

11. Requirements for a Beach

Beaches of all types are suitable for landing, but particular boats and particular loads need special conditions for efficient handling. Obviously most beaches can be made to handle any type of traffic, but this may entail considerable labour, which is undesirable in an assault landing. It is part of the Beachmaster’s duties to understand the requirements and to organise his beach accordingly.

The first essential is a knowledge of the slope and texture of a beach and the exits from it.

The surface and gradients of a beach may vary considerably between the high and low watermarks. It is therefore important that the Beachmaster should carry out a detailed reconnaissance of his beach, both above and below the watermark as soon as possible after landing.

Personnel can land anywhere where the boats can come within wading distance of the shore, but should be landed dryshod if possible.

Waterproofed MT and tanks of most types can land in various depths of calm water, but it is advisable to have some means of towing immediately available. If there is any sea running the wading depth is the depth of the wave crests. This means that they can always land from an LCM provided the surface of the beach is suitable and that there are no runnels between the point where the LCM grounded and shore.

Unwaterproofed vehicles can land through 1ft 6in of water.

BMr and ABMrs, and Beach Company Commanders must know the wading capacity of the type of MT that will be landed on their beach in an individual operation or exercise.

For all unloading into water the door of the boat should be fully down, and if possible grounded before the MT disembarks. If this is not possible some means, such as MT channels, must be used to break the fall from the edge of the door to the seabed. The MT channels must be secured inboard in the boat.

12. Designation and Marking of Beaches

See Pamphlet No. 2, Chap. 1A, and Appendix “D” to this pamphlet.

13. Rations

All Naval parties landed are rationed by the Army. RN Beach Commandos and RN Beach Signals are included in the ration strength of the Beach Group to which they are attached. The normal practice is for each man to land with a 48-hour mess-tin ration in his haversack. After the first 48 hours the force ashore is supplied with Army “Compo” rations, which are packed in boxes, each box containing rations for 14 men. Before an exercise or operation BMr must ensure that their requirements are included in the Army arrangements.

If RN personnel are working on a beach where there are no Army Beach Personnel, it is the responsibility of the Beach Master to make prior arrangements for the supply of rations from the nearest Army unit.

It must be remembered that water supply may be more important than food supply.

14. Clothing

This is as laid down in Appendix “E”.

This kit is supplied as a personal issue to officers and men joining the Beach Commandos. It is adequate for training and for operations in temperate climates.

As a general rule seboots and duffle coats are not worn on exercises or operations. They tend to slow down movement and seboots will not prevent the feet from getting wet. On sandy beaches rubber or rope soled gym shoes are the best wear and on stony beaches field boots. Bare feet are liable to injury and should not be allowed.
It is most necessary that men should have a change of clothing ashore with them. The BMr must see that his men keep one set of clothes dry to wear during rest periods. The change of clothing need not be landed until some hours after Zero (see paragraph 7).

15. Stores.

(a) The operational establishment for stores for Beach Parties is included as Appendix "A". This list is not exhaustive, but has been found adequate in exercises and operations up to date.

(b) These sets of stores are accumulated by the Accountant Officer, HMS MONCK, Greenock. The stores are issued, with the authority of CCO, on charge to the BMr of each party. The stores are dealt with as complete sets and BMr's are responsible for their maintenance. Deficiencies and damage must be accounted for to AO, HMS MONCK.

(c) On completion of an operation all stores are to be mustered and returned to AO, MONCK for refitting.

(d) If any other stores are required, CCO's approval must first be obtained.

16. Weapons

Officers are issued with pistols.

The standard outfit per Beach Party is:—

1 stripped Lewis gun.
3 Lanchester sub-machine carbines.
10 rifles.
14 .45 pistols.

The usual outfit of ammunition for each weapon is taken ashore by the Party. Arrangements must be made for supply of reserve ammunition, especially for the automatic weapons.

The defence of the beach area is the responsibility of the Beach Company Commander; in consultation with the BMr. Beach Commando weapons will be sited with his assistance so that all fire power in the area will be co-ordinated.

The men must have a working knowledge of all weapons likely to be found on the beach, so that they may be able to use them in an emergency.

17. Handling of Barrage Balloons

Type—Admiralty Mark VI.

(a) Requirements.—To achieve adequate protection over a beach 1,500 yards long a minimum of 12 Admiralty Mk VI balloons, veered to operational height, is required by dawn.

(b) Method of working.—Long Sea Voyage.—Balloons can be inflated and veered by a working party of 8 at the rate of 4 an hour.

They must all be in position on the beach by dawn; therefore the last one must leave the ship half-an-hour before dawn. It is desirable to have two parties inflating on board each ship; therefore inflation must start at least 2½ hours before dawn.

The balloons are inflated, veered to operational height and handed to the first convenient boat leaving from the lee side of the ship. On arrival at the beach the boat's crew hand the balloons to the RN Beach Party, who moor them in the selected positions.

Short Sea Voyage.—Balloons can be inflated at the shore base and embarked in boats leaving for the enemy coast. They can be bedded down, if the size of the vessel permits, or flown at operational height as protection for the boat itself.

On arrival at the enemy coast the balloons can be handled in three ways; for staggering in depth all three should be used.

(i) Kept on board.
(ii) Secured to kedge anchor and dropped astern before the boat beaches. (This works very well in the case of LCTs.)
(iii) Taken ashore as early as possible where they are dealt with by the beach party.

(c) Simplicity in operation must be stressed if the balloons are not to be more trouble than they are worth, e.g. if two balloons get their cables married it is a waste of time trying to separate them.

(d) Data.—Balloons at 2,000ft should be moored 400yds apart.

Balloons have a lift of 60 lbs. in still air and are easily handled by one man. In a wind up to four men are required per balloon.

Boats carrying veered balloons must not go close to windward of ships and other high objects. They must embark balloons on the lee side of ships and keep outside the safe distance from other boats carrying balloons.

5 bottles of Hydrogen are required to inflate each balloon; each bottle weighs 320 lbs.

100 per cent replacements will be required every 24 hours if fighter opposition is expected.

Balloons should be staggered between 1,500ft and 2,500ft to make a more difficult target for enemy fighters.

Balloons give a very good RDF cut.

18. Use of the Loud Hailer

Each Beach Commando Sub-Unit is equipped with two loud hailers. One of these is always landed in the same craft as the Beach Master and the other as soon as possible afterwards.

These instruments are susceptible to shock and must be well protected.
A spare battery is provided for each set, and these should be landed as convenient. The batteries when fully charged will last for about eight hours continuous running, so the set must be switched off at both the Microphone and Filament switches when not in use. The generator switch should never be used. Care must be taken to join the battery leads up correctly, or the gear will be damaged.

A carrying case, which is easily portable and reasonably water and sand proof, should be used for each set so that it may be taken ashore already connected up.

Charging facilities are available at the Main Beach Signal Station.

On a small beach the loud hailer is most effective for controlling both the boats and the traffic over the beach, but must always be directed at the object addressed.

Over a long, wide, flat beach the loud hailer is of limited use, but may be made more effective by connecting several loud-speakers to the same amplifier.

19. Use of Bulldozer and Scammell Recovery Lorry

(a) Use of Bulldozer.—The Bulldozer is an extremely useful machine for assisting in refloating boats. It can be waterproofed and if used in a judicious manner can be of great value to a Beach Master.

Damage to boats has frequently resulted from misguided attempts to assist them, and the following rules must be observed.

(i) LCP. A bulldozer must never be used on an LCP. It will more than likely lift the bow and damage the rudder and propeller.

(ii) LCA. Great caution must be used. The bulldozer must be square on the door and with a fender over the blade. There is a danger of buckling the door.

(iii) LCM and LCT. The bulldozer must be used on the door, preferably with a fender over the blade.

(iv) Pressure must be applied only to the bow, or damage to the side or strain to the hull will result.

(v) An ABMr must always direct the work of the bulldozer driver. The driver cannot hear orders when the engine is running.

Two bulldozers can move an LCM Mk 1 which is high and dry on flat sand. One secures its tow-rope to the eye at the after end of the keel and taws, the second pushes against the door with its blade. Care must be taken not to dig in the propellers. Undue strain must not be put on the eye at the after end of the keel as it is not very strong. The bulldozer at the bow must always be exerting its full power before the strain is taken at the stern.

(b) Use of Scammell Recovery Lorry.—The crane on a Scammell can be used for lifting heavy weights on the beach. It can move a stranded LCP on a flat beach by hooking the purchase to the ring of the after slings and hoisting the stern clear of the beach. It can then tow the boat stern first.

20. Control of the Beach

(a) The Beachmaster is in control of all activities on the beach, the actual execution of the work being handled by the Beach Company Commander. To assist him he has the loud hailer and both he and the ABMrs should have hand megaphones.

(b) Each ABMr is equipped with a large "G" flag (vertical stripes: white, black, white) on a stave, for directing boats to beach in special positions. By night a blue torch will be used.

(c) On hard flat sandy beaches it is immaterial, from the point of view of the suitability of the surface, where boats disembark their loads within the beach limits. However, with such loads as stores it is usually desirable to guide the boats to particular positions, even if only to facilitate the traffic circuit on the beach.

(d) By day this is done by the ABMr who displays his "G" flag at the water's edge opposite the beaching point. He waves the flag up and down, pointing it towards the boat required.

(e) By night the ABMr uses a blue torch in a similar manner, flashing Gs in Morse.

(f) To assist in controlling the boats offshore the BMrs also has at his disposal the Aldis lamp, hand flags and R/T sets of the Advanced Beach Signal Party.

(g) The PBMr, BMr and ABMr must maintain close liaison with SNOL and his staff afloat to ensure that ships and boats are directed in to where they are required.

(h) To control traffic on the beach the BMr may enlist the assistance of the Provost Company in the Beach Group. It must be the aim of the BMr to keep the beach as clear as possible and prevent bunching of either boats or personnel.

(i) If the BMr is to maintain effective control he must remain in a supervisory position. It is useless for him to try to direct operations from the water's edge, since from there he can neither be seen nor heard. He must stay at the back of the working part of the beach, and if possible on a prominent overlooking feature. He should not remain in one position throughout the operation but should bear in mind continually the possibility of exercising more effective control from another position. Throughout an operation, however, either the Beach Master, or if the situation allows for his relief, an ABMr, must be on duty at the BMr's HQ.

(j) If the length of the beach is greater than the range of the loud hailer and if the surface permits, then the PBMr and the BMr should have a bicycle or other wheeled transport at their disposal. The BMr must seize on any means which will increase his radius of control on the beach.

(k) The sub-units should be divided into sections each under the command of an ABMr or higher rating. Each section leader will then be responsible for his particular men and equipment. The sections are best called by the names of their leaders. They should be dispersed along the length of the beach, and it is then a simple matter to provide
a given number of hands quickly at any point. Four sections of five is the best division. The spare hands will be required at the BMr's HQ.

21. Handling Boats in Surf

(a) The use of kedge anchors by boats working in surf is imperative. The correct use of beach lines will greatly assist in keeping the boat stern to sea. The beach lines must be secured to the after bollards on each side of the boat or, if only one line is available, on the weather side. The lines, which must be at least twice the length of the boat, are led forward and coiled down in the bows.

(b) When the boat beaches the lines are passed to the waiting Beach Party, weather line first. The boat's crew or the Beach Party take the lines along the beach away from the boat as far as the length of the rope will allow, so that they can get the most direct haul on the stern of the boat. The beach lines can either be held by hand or by holdfasts in the beach. The latter method requires drill and preparation and it is more secure. Holdfasts can be improvised from beach roadway piequets, ordnance pattern holdfasts, heavy gear or vehicles.

(c) A heaving line should be secured from the forward bollards of the boat to the bight of the beach line so that the beach line can be hauled in without danger of fouling the propeller.

(d) Men disembarking from boats in surf must not be allowed to leave the boats except on the retreating wave. When the boat is being carried forward by a wave, there is a danger of men who are disembarking being crushed under the boat.

22. Beach Communications (See pamphlet No. 6)

The Advanced Beach Signal Party consists of 1 Ldg Sig, 2 Tels, 1 Sig, 1 Sgt, 1 L/Cpl, 2 Sign. They are equipped with 4 R/T sets (No. 46 or Type 66), Aldis lamps, signalling torches and hand flags.

This party lands with the BMr on each beach. They should travel in the same boat so that if necessary the BMr can send a situation report to the Brigade HQ ship before landing.

The Naval R/T sets keep watch on Landing Wave; one is a spare set and keeps listening watch only.

The V/S rating remains at the BMr's HQ to pass any messages he requires.

Siting of a Beach Signal Station.—The Advance Parties are instructed to place their landing wave terminal as near as convenient to the Beach Master's Command Post (within 20 yards). Owing to their communication commitments, which involve all terminals of the Advance Party working in close conjunction, the remainder of the Advance Party are instructed to place themselves not more than 50 yards from this Landing Wave Terminal. The site of the BSS, therefore, depends on the position of the Beach Master's Command Post, and should be sited by the Beach Master and Beach Company Commander together. They will be advised on the technical aspect of the site by the Sergeant-in-charge and Leading Signalman. To ensure good communication this advice should be given due consideration.

The Beachmaster or one of his officers is to remain at his HQ so that messages may be sent and received by someone in authority.

Siting of Main Beach Signal Office.—The PBMr and MLO should have a joint headquarters. The Main Beach Signal Office must be near to this headquarters. The advice of the Beach Signal Officers must be taken regarding the best technical site. In general it should be within 500 yards of the foreshore, but considerations of concealment, protection, siting of W/T sets, suitability for Command Post will be the deciding factors.

In a night landing it will usually be desirable temporarily to set up Main Beach Signal Office much closer to the foreshore during darkness, and to move it at dawn.

Up to the time Brigade Headquarters leaves the beach area, the site of the Main Beach Signal Office is governed by the need for tactical communications and, therefore, must be convenient for the use of the brigade commander on first landing.

From the above it is clear that careful co-ordination during the planning stage is necessary between the Brigade Commander, PBMr, MLO and Beach Signal Officers.

Marking.—The site of the Beach Signal Station is marked by a blue and white light or flag, which is known generally throughout the Army. The light will, of course, be screened, but to be effective it must be visible at a minimum range of 100 yards.

23. Boat Communications

The PBMr/Deputy SNOL should have a boat at his disposal after the first assault. This boat should be fitted with a loud hailer, lead and line, compass, hand-flags, signalling flags and Aldis lamp. This boat is used by the PBMr for visiting his beaches and for reconnoitering new beaches.

Despatch boats are provided to work under the Main Beach Signal Office and SNOL, and run a routine service. They fly International Flag "N" by day, nothing by night. They are to be used for passing messages, particularly long ones, wherever possible.

24. Development of a Captured Port

After a port has been captured Beach Commandos whose beaches have been closed down will be required for general work in the port, such as berthing ships and placing navigation marks.

25. Beach Hygiene

The strictest attention must be paid to hygiene in the beach area.
A (i) OPERATIONAL STORES.

(24 sets to be held and maintained by H.M.S. "MONCK")

<table>
<thead>
<tr>
<th>Sub. &amp; Item. No.</th>
<th>Patt. No.</th>
<th>Description</th>
<th>Denom.</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.11</td>
<td>90A</td>
<td>Axes, pick</td>
<td>No.</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>Bars, crow</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>769B</td>
<td>Shovels, steel, pointed</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>650</td>
<td>Spades, steeled</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>C668</td>
<td>Axe, carpenter’s 3lb., with helve</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>198B</td>
<td>Chisel, cold, set 1in.</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>C631</td>
<td>Hammer, carpenter's, claw</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>2432</td>
<td>Spikes, Marline, 12in.</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>4313</td>
<td>Saws, frame, back, 9in., fixed</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>C789</td>
<td>Blades, hacksaw, 18 teeth to 1in.</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>468</td>
<td>Pliers, side cutting, 7in.</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>C762</td>
<td>Saw compass</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>D.4</td>
<td>1050</td>
<td>Bags, tool, canvas, painted</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>019</td>
<td>Flags, hand, semaphore</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>B.5</td>
<td>719</td>
<td>Bulldog grips for steel wire rope</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>B.10</td>
<td>109</td>
<td>Nails, steel wire, 2in.</td>
<td>lbs.</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>2052</td>
<td>Shackles, iron, galvd., 5-ton</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>E.11</td>
<td>C275</td>
<td>Brushes, paint, 1 knot 4/0</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>E.12</td>
<td>907</td>
<td>Helves for pick axe, Patt. 90A</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>E.13</td>
<td>1</td>
<td>Blocks, wood, single</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>270</td>
<td>Blocks, wood, double</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>D.5</td>
<td>—</td>
<td>Cordage, sizal, 2in.</td>
<td>Fthms.</td>
<td>30</td>
</tr>
<tr>
<td>F.2</td>
<td>16001</td>
<td>Torches, signalling</td>
<td>No.</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>55</td>
<td>Batteries, spare, for</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>56A</td>
<td>Bulbs, spare, for</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>F.1A</td>
<td>—</td>
<td>Ardente Hailing Apparatus</td>
<td>Sets</td>
<td>2</td>
</tr>
<tr>
<td>F.2A</td>
<td>W2044</td>
<td>Batteries, spare, for</td>
<td>No.</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>W2040</td>
<td>Amplifiers, Serial Nos.</td>
<td></td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>2041</td>
<td>Loudspeakers</td>
<td></td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>2042</td>
<td>Microphones</td>
<td></td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>2412</td>
<td>Sets of spares, 2 in No.</td>
<td></td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>W2044</td>
<td>Batteries, 12v., 2 in No.</td>
<td></td>
<td>—</td>
</tr>
<tr>
<td>F.1C</td>
<td>343</td>
<td>Binoculars, Serial No.</td>
<td>Prs.</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>349Y</td>
<td>Cases for</td>
<td>No.</td>
<td>1</td>
</tr>
</tbody>
</table>

A (ii) MEDICAL STORES.

Medical Haversack complete.

A (iii) ARMY ORDNANCE STORES.

<table>
<thead>
<tr>
<th>Sub. &amp; Item. No.</th>
<th>Patt. No.</th>
<th>Description</th>
<th>Denom.</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>E.2</td>
<td>—</td>
<td>Boats, recce., I.R., inflatable</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.4</td>
<td>1054</td>
<td>Mauls heads, Mk. VI or VII</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1056</td>
<td>Mauls, helve, Mk. II, for tents</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>—</td>
<td>Tents, 160lbs., modified</td>
<td>Prs.</td>
<td>10</td>
</tr>
<tr>
<td>W.1</td>
<td>1020</td>
<td>Cutters, wire folding</td>
<td>No.</td>
<td>20</td>
</tr>
<tr>
<td>W.2</td>
<td>—</td>
<td>Torches, cycle type, complete</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>—</td>
<td>Batteries</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>—</td>
<td>Bulbs, spare, for</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>V.2</td>
<td>7471</td>
<td>Watches, wristlet</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>V.2</td>
<td>5630</td>
<td>Compass, prismatic, liquid</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>—</td>
<td>Hand megaphones, Army pattern</td>
<td></td>
<td>3</td>
</tr>
</tbody>
</table>
APPENDIX A (iv)

BEACH SIGN OUTFIT
(for complete RN Beach Commando). Includes 3 sets.

<table>
<thead>
<tr>
<th>Tripos</th>
<th>Weight 38lb. Height from ground to centre of crutch 5ft.</th>
<th>Noe.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shapes (of sheet metal construction, folding)—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Circular</td>
<td>Weight 17lb. Diameter 4ft. Folding down centre</td>
<td>6</td>
</tr>
<tr>
<td>Diamond</td>
<td>Weight 10lb. Height 4ft. Depth 3ft. Folding apex to base</td>
<td>6</td>
</tr>
<tr>
<td>Triangular</td>
<td>Weight 13lb. Height base to apex 4ft. Folding apex to base</td>
<td>6</td>
</tr>
<tr>
<td>Rectangular</td>
<td>Weight 38lb. Height 4ft. Length 6ft. Folding down centre</td>
<td>1</td>
</tr>
<tr>
<td>Lights</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White Sector Light</td>
<td>Weight 3lb.</td>
<td>1</td>
</tr>
<tr>
<td>Green Lights</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Red Lights</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Amber Lights</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Blue Lights (Fixed)</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Flashes (Flashing)</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Dimmers*</td>
<td></td>
<td>19</td>
</tr>
<tr>
<td>Flashing Devices*</td>
<td></td>
<td>7</td>
</tr>
</tbody>
</table>

* Incorporated in Lights.

Spares. 20 per cent. of above quantities of Tripos, Shapes and Lights.

APPENDIX "B"

OPERATIONAL BEACH COMMANDO STORES FOR USE OF PRINCIPAL AND DEPUTY BEACH MASTERS.
8 sets to be held and maintained by H.M.S. "MONCK".

<table>
<thead>
<tr>
<th>Sub. &amp; Item.</th>
<th>Patt. No.</th>
<th>Description</th>
<th>Denom.</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>343</td>
<td>Binoculars</td>
<td>Prs.</td>
<td>2</td>
</tr>
<tr>
<td>5110D</td>
<td></td>
<td>Lantern, Aldis</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>8979</td>
<td></td>
<td>Boxes, transport</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>3361</td>
<td></td>
<td>Cells, secondary</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>5344</td>
<td></td>
<td>Boxes, battery</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>5111</td>
<td></td>
<td>Lamps for Aldis lamp</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>3364</td>
<td></td>
<td>Connection cell</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>019</td>
<td></td>
<td>Flags, semaphore (on staves)</td>
<td>Pr.</td>
<td>1</td>
</tr>
<tr>
<td>2270</td>
<td></td>
<td>Boats lead, 54lb.</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>C3375</td>
<td></td>
<td>Lines, hand, lead</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ardent Hailing Apparatus (complete), 431 or 432</td>
<td>Set</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Batteries, spare for</td>
<td>No.</td>
<td>2</td>
</tr>
</tbody>
</table>

APPENDIX "C"

ESTABLISHMENT OF TRAINING STORES FOR BEACH COMMANDOS
(3 sets per Commando).
24 Sets to be held and Maintained by H.M.S. "ARMADILLO".

<table>
<thead>
<tr>
<th>Sub. &amp; Item.</th>
<th>Patt. No.</th>
<th>Description</th>
<th>Denom.</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>B11</td>
<td>90a</td>
<td>Beach Signs Outfit</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Axes, pick</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>769b</td>
<td>Shovels, steel, pointed</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>650</td>
<td>Spades, steeled</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>E6</td>
<td></td>
<td>Paint, red—7lb tin</td>
<td>lbs.</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>white</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>E11</td>
<td>C275</td>
<td>Brushes, paint, 1 knot 4/</td>
<td>No.</td>
<td>3</td>
</tr>
<tr>
<td>E12</td>
<td>907</td>
<td>Halves for pick axes, Patt. 90A</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Staves, hand, flags, 3ft. 6in.</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>F2</td>
<td>16001</td>
<td>Torches, signalling</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>55</td>
<td>Batteries, spare, for</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>55a</td>
<td>Bulbs, spare, for</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>F1a</td>
<td></td>
<td>Ardent patt. loud hailing set</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>F2a</td>
<td>W2044</td>
<td>Battery, spare, for</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>*Box, Ardent carrying</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Torches, cycle type, complete</td>
<td>Army</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Batteries, spare, for</td>
<td>Stores</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bulbs, spare, for</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hand megaphones, Army patt.</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>D4</td>
<td>514</td>
<td>Flags, &quot;G&quot;</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>E3</td>
<td></td>
<td>Staves for &quot;G&quot; flags</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>D4</td>
<td>514</td>
<td>Flags, &quot;P&quot;</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>E3</td>
<td></td>
<td>Staves for &quot;P&quot; Flags</td>
<td></td>
<td>4</td>
</tr>
</tbody>
</table>

* Local supply will be made on demand by A.O., "MONCK".
† Includes 3 sets. See Appendix A (iv).
APPENDIX "D".

SYSTEM OF BEACH MARKING.

1. By Day:
   Sector: The sector letter in black on an amber panel.
   Beach Limit Marking: A circular disc with the appropriate colour background—red, amber or green.
   A horizontal bar to indicate the right-hand limits.
   A vertical bar to indicate the left-hand limits.
   Transit Marks: Triangle shapes with a blue and white marking—wheeled vehicles.
   Diamond shapes with blue and white marking—tracked vehicles.
   A flag "G" waved by the Beach Party, and pointed in the direction of the boat indicates "Beach Here".
   A red flag indicates Danger to be avoided by boats or vehicles.

2. By Night:
   Sector: An amber flashing light visible 5 miles flashing the letter of the Sector in the Morse code.
   Beach Limits: Two coloured lights of the appropriate colour, horizontal lights to indicate the right-hand limits, vertical lights to indicate the left-hand limits.
   Transit Signs: Two fixed blue lights in transit—Landing place for wheeled vehicles.
   Two flashing blue lights in transit—Landing place for tracked vehicles.
   A blue torch flashing "G" in the direction of boat indicates "Beach Here".
   A single fixed red light indicates a Danger to be avoided.

Specification to which the signs are being made.

All lights to be visible 3 miles at maximum brilliancy, with the exception of the sector light, which is to be visible at 5 miles at maximum brilliancy. Lights will be fitted with dimmers.

The shapes to be 4ft x 4ft, or 4ft in diameter, and mounted so that their centre is about 7ft from the ground. A tripod has been designed to take the signs.

The day signs to be fitted with brackets to take the appropriate lights as near the extremities of the sign as possible.
(b) BEACH LIMIT SIGNS

AMBER BEACH
- Day: Amber lights
- Night: Red lights

RED BEACH
- Day: Red lights
- Night: Red lights

(c) VEHICLE SIGNS

WHEELED VEHICLES
- Day: Blue triangles in transit
- Night: Blue lights in transit

TRACKED VEHICLES
- Day: Blue diamonds in transit
- Night: Blue flashing lights in transit
(d) OTHER SIGNS

"G" Flag waved Day

PARTICULAR LANDING PLACE

Blue torch flashed Night

Red Flag Day

DANGER

Night

Red Light

APPENDIX "E".

EQUIPMENT FOR BEACH COMMANDOS.

The following are to be drawn by Beach Commandos under training:

Full Army Kit.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boots</td>
<td>2 prs.</td>
</tr>
<tr>
<td>Blouses, serge</td>
<td>2 No.</td>
</tr>
<tr>
<td>Trousers, serge</td>
<td>2 prs.</td>
</tr>
<tr>
<td>R.N. Flashes</td>
<td>4 No.</td>
</tr>
<tr>
<td>C.O. Badges</td>
<td>2 prs.</td>
</tr>
<tr>
<td>Holdall</td>
<td>1 No.</td>
</tr>
<tr>
<td>Bag, linen</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Ground sheet</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Cape, anti-gas</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Field dressing</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Braces</td>
<td>1 pr. (Petty Officer and Officers excepted).</td>
</tr>
<tr>
<td>Gym shoes</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Knife, fork and spoon</td>
<td>1 No.</td>
</tr>
<tr>
<td>Anklets (or putties)</td>
<td>1 pr.</td>
</tr>
<tr>
<td>Enamel mug</td>
<td>1 No.</td>
</tr>
<tr>
<td>Tin plate</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Steel helmet</td>
<td>1 &quot;</td>
</tr>
</tbody>
</table>

Rifle equipment as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belt, waist</td>
<td>1 No.</td>
</tr>
<tr>
<td>Bottle, water</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Carrier for</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Frog</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Haversack</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Pack</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Pouch</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Rifle sling</td>
<td>1 &quot;</td>
</tr>
<tr>
<td>Shoulder straps</td>
<td>1 pr.</td>
</tr>
</tbody>
</table>