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# COMBINED OPERATIONS

PLANNING NO. 11

## LANDING SEAS INFANTRY

1943

Prepared under the direction of  
The Chief of Combined Operations

NO. 1004

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## 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.

*Notes.*—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

### 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 manoeuvring 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 Ardenite 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 Ardenite 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>

LANDING TABLE FOR  
ASSAULT BRIGADE

OPERATION "....."

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

APPENDIX II (A)

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Date

LANDING D DAY

Landing Table Serial No. (a)	Time of Landing (b)	Unit (c)	Personnel (d)	Vehicles (e)	Port of Embarkation (f)	Ship or Boats					Beach (m)	Remarks (n)
						Ship (g)	LCM (h)	LCA (i)	LCP (k)	LCT (l)		
1-3	Zero	1 LOAMSHIRE ABM and party	98 3		Tottenham	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 ABM and party ULO and party (1 LOAMSHIRE) Sec. 1237 Fd Coy FOO and party	106 3 4 12 5		Tottenham	Quebec		4			Baker Green	Where it is necessary, as here, for an ABM to land with each of three assaulting companies, he will be found from the third Beach Group allotted to the Brigade
8-10		1 LOAMSHIRE ABM and party	98 3		Tottenham	Quebec		3			Baker Green	
11-13		2 FIRTHSHIRE ABM and party	98 3		Tottenham	Monck		3			Baker Amber	
14-17		2 FIRTHSHIRE ABM and party ULO and party (2 FIRTHSHIRE.) Sec. 1237 Fd Coy FOO and party	106 3 4 12 5		Tottenham	Monck		4			Baker Amber	
18-20		2 FIRTHSHIRE ABM and party	98 3		Tottenham	Monck		3			Baker Amber	

21-26	At Bn. Com- mander's discre- tion about Z + 15	1 LOAMSHIRE Three secs 1237 Fd Coy .. .. 1586 A Fd Coy .. .. BMr and party .. .. AMLO and party .. .. RN Sigs .. .. B66 Signal Sec .. .. 911 Inf Bde Sig Sec .. .. Recon party 112 RTks .. .. BC's party 666 Fd Bty .. ..	107 48 9 16 6 4 4 2 2 4	Totten- ham	Quebec	6		Baker Green	Incl Bn HQ	
27-32		2 FIRTHSHIRE Three secs, 1237 Fd Coy .. .. 1586 A Fd Coy .. .. BMr and party .. .. AMLO and party .. .. RN Sigs .. .. B66 Signal Section .. .. 911 Inf Bde Sig Sec .. .. Recon party 112 RTks .. .. BC's party 567 Fd Bty .. ..	107 46 9 15 6 4 4 2 2 4	Totten- ham	Monck	6		Baker Amber	Incl Bn HQ	
33	About Z + 30	1 LOAMSHIRE 104 Beach Gp .. ..	22 4	2 Carriers 3 MCs 3 Bicycles 2 Handcarts	Totten- ham	Ararat	1		Baker Green	LCM probably in divisions of 6, depending on whether they are sea or ship-borne.
34		1 LOAMSHIRE 104 Beach Gp .. ..	22 4	2 Carriers 3 MCs 3 Bicycles 2 Handcarts	Totten- ham	Ararat	1		Baker Green	Kapok landing bridge in LCM for MCs.
35		1 LOAMSHIRE  531/111 LAA Bty Comd party	22 4	2 Carriers 3 MCs 3 Bicycles 2 MCs	Totten- ham	Ararat	1		Baker Green	

**APPENDIX II (A) (contd.)**

Landing Table Serial No. (a)	Time of Landing (b)	Unit (c)	Personnel (d)	Vehicles (e)	Port of Embarkation (f)	Ship or boats.					Beach (m)	Remarks (n)
						Ship (g)	LCM (h)	LCA (i)	LCP (k)	LCT (l)		
36-49		Et Seq.										
50		1 FIRTHSHIRES 531/111 LAA "C" Tp Comd Party	22 4	2 Carriers 3 MCs 8 Bicycles 1 MC	Chelsea	Seagoing	1					Baker Amber
51		Det 137 ME Sec 105 Beach Group	8 19	1 D4 Tractor. 2 Sledges 2 Handcarts 2 Bicycles	Chelsea	Seagoing	1					Baker Amber
52		911 Inf Bde Sig Sec .. BC's party 567 Fd Bty .. Lt Sec 911 Fd Amb ..	4 3 19	1-15-cwt. WT 1 Armd OP 2 MCs	Chelsea	Seagoing	1					Baker Amber
58-100		Et Seq .. ..			Brixton							
101		A Tp 566 Fd Bty*  Pro Coy .. ..	85  16	1 Armd OP 2 15-cwt. 4 Gun sets 4 MCs 2 3-ton 1 Car 5-cwt. 8 MCs 7 Bicycles	Brixton					A.1	Baker Green	Beginning of LCT serials. LCT Flotillas = 9/12 boats. Note.—Vehicles in order in which they are to drive out, i.e., reverse order of stowage.
102		B Tp 566 Fd Bty*  Pro Coy .. ..	85  16	1 Armd OP 2 15-cwt 4 Gun sets 8 MCs 2 3-ton 1 Car 5-cwt 8 MCs 7 Bicycles	Brixton					A.2	Baker Green.	

103	112 R Tps. .. ..	24	3 Tanks 8 Carriers 3 MCs	Brixton			A.3	Baker Green	
	1239 Gen Tpt Coy ..	7	2 3-ton 1 MC						
104-133	Et seq.			Brixton					
134	B and D Tps. P/164	65	8 2-pdr Gun portees	Brixton			C.10	Baker Amber	Incl Bty HQ
	A Tk Bty*		2 15-cwt 7 MCs						
	1586 A Fd Coy ..	32	2 30-cwt 2 MCs						
	1239 Gen Tpt Coy ..	4	2 Handcarts 1 Bicycle 2 3-ton						
135	C Tp 331 511 LAA Bty*	64	4 Gun sets 1 15-cwt. 2 3-ton 1 MC	Brixton			C.11	Baker Amber	
	B Tp 1250 HAA Bty	4	1 3-ton						
136	B Tp 1250 HAA Bty*	80	4 Gun sets 2 3-ton 5 MCs	Brixton			C.12	Baker Amber	Incl BC's party
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.

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

Appendix B to 1 LOAMSHIRE

OO. No. 1, dated 24 Jun, 42

APPENDIX II (B)

Secret

Copy No.

24 Jun, 42

Bde Serial No.	Boats	Position of Boats	Position to Fall In	Time to start Embarking	Troops Carried	No.	Equipment, etc.	Beach	Time of Landing	Remarks
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(i)	(k)
1	LCA 1	Stbd for'd	No. 4 main deck then abreast embarkation posts	0200	HQ A Coy Sigs One P1 A Coy	6 2 27	Bicycle No 18 Set	Baker Green	Zero	1. All rifle pts carry rabbit wire (i.e., serials 1/3, 5/7, 8/10, 24/26). 2. HMS Quebec carries — 6 LCA No LCS
2	LCA 2	Stbd midships	No. 4 main deck then abreast embarkation posts	0200	ABM and party One P1 A Coy	3 32				
3	LCA 3	Stbd aft ..	No. 4 main deck then abreast embarkation posts	0200	One P1 A Coy Stretcher-bearers HQ A Coy	28 2 2	Handcart			
4	LCA 4	Port for'd ..	No. 1 main deck then abreast embarkation posts	0200	HQ B Coy  Stretcher-bearers Sigs ABM and party ULO and party Sec 1237 Fd Coy	9 2 2 3 4 12	Handcart Bicycle No. 18 set  Bangalore			
5	LCA 5	Port midships	No. 1 main deck then abreast embarkation posts	0200	One P1 B Coy Det Mortar Pl	27 5	Handcart			
6	LCA 6	Port aft ..	No. 1 main deck then abreast embarkation posts	0200	One P1 B Coy FOO party	30 5				
7	LCA	—	Port gangway	0200	One P1 B Coy Det Mortar Pl	27 5	Handcart	Baker Green	Zero	
8	LCA	—	Stbd gangway	0200	HQ C Coy Sigs One P1 C Coy.	6 2 27	Bicycle No. 18 set			

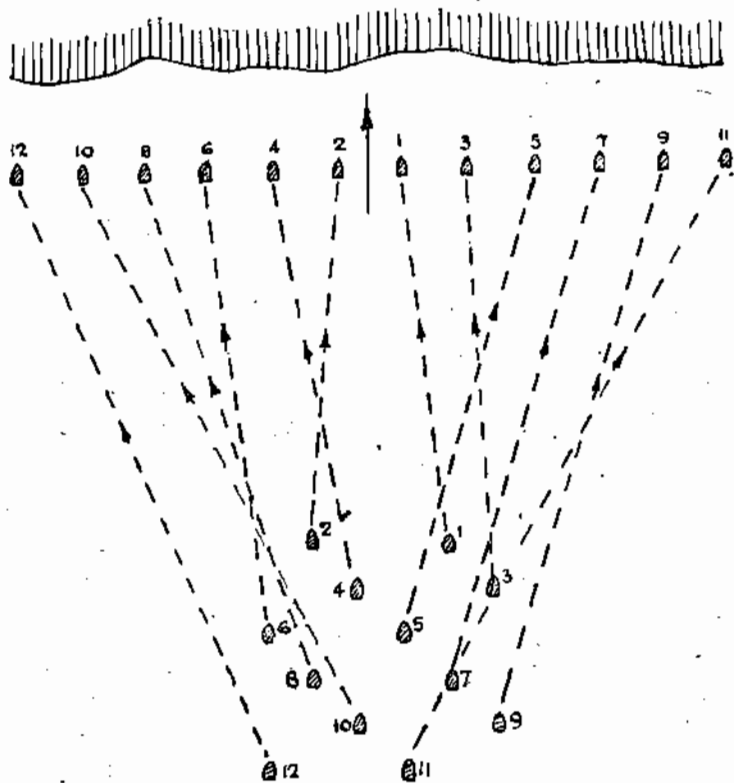
9	LCA	—	Stbd gangway	0200	ABMr and party One Pl C Coy.	3 32				
10	LCA	—	Stbd gangway	0200	One Pl C Coy Stretcher-bearers HQ C Coy	28 2 2	Handcart			Wait for boats to come alongside.
21	LCA	—	Port gangway	0215	Bn HQ Sigs  Bde Sigs Rence, party 112 R Tks BC party P/566 Fd Bty RN beach party Sec 1237 Fd Coy	4 4  2 2  4 6 12	Bicycle 2 No. 18 sets No. 11 set	At Bn Comds. discretion, about Z + 15		Bn Comd, Adjutant, 2 orderlies.  With Battalion HQ
22	LCA	—	Port gangway	0215	RN beach party RN Sigs D66 Sig Sec Bal Sec 1237 Fd Coy	3 4 4 21	Beach Sigs Sets as ordered Handcart			With Battalion HQ
23	LCA	—	Port gangway	0215	Sec 1237 Fd Coy. 1586 A Fd Coy AMLO and party BMr and party	12 10 3 7	Handcart			
24	LCA	—	Stbd gangway	0230	HQ D Coy Sigs One Pl D Coy	6 2 27	Bicycle	Baker Green		
25	LCA	—	Stbd gangway	0230	One Pl D Coy Det Mortar Pl	27 5	Handcart		At Bn Comd's discretion	Fall in after serials 8/10 are embarked.
26	LCA	—	Stbd gangway	0230	One Pl D Coy Stretcher-bearers HQ D Coy	28 2 2	Handcart			

N.B.—It is assumed that the 6-pr A.Tr. pl will be travelling in other boats, either MT ships or LCT.

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.

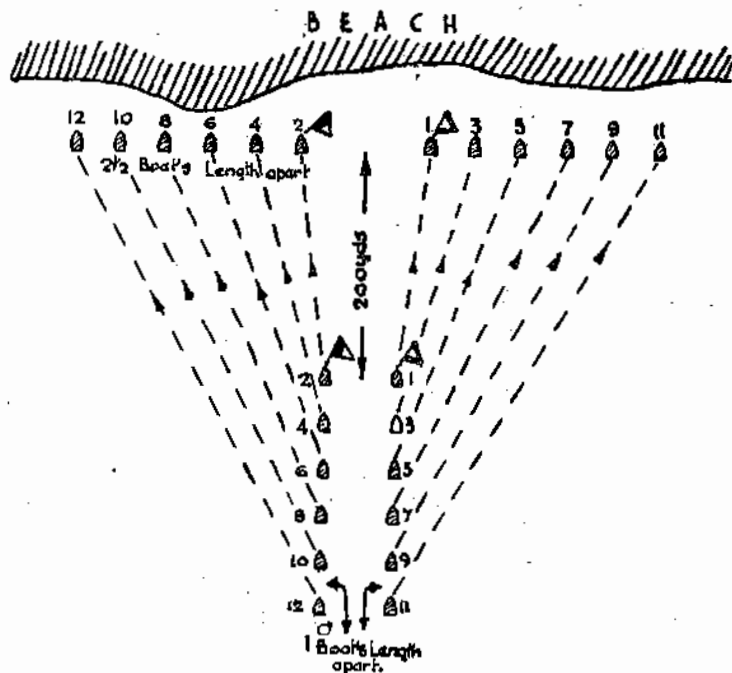
## APPENDIX III (A)

## B E A C H



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

## APPENDIX III (B)



1 Boat's Length  
Apart.

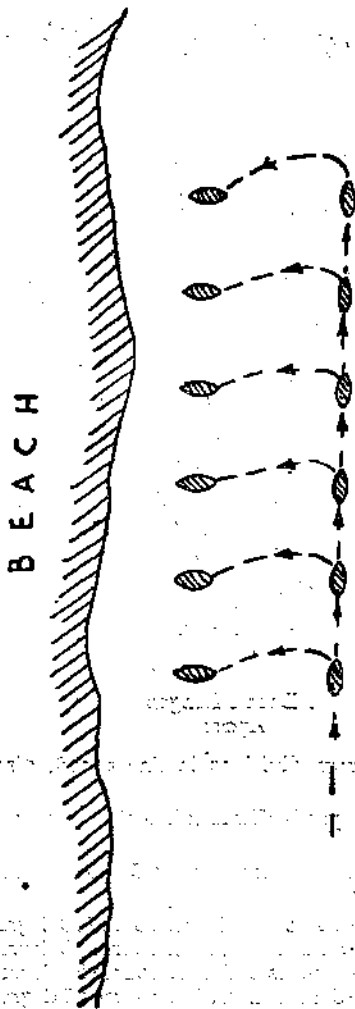
Usual deployment from divisions in line ahead, disposed abeam to port.

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								
SHIP		H	H	H	H	H	H	B

CRAFT		A8	A9	M1	A4	A2	A1	A3
SERIAL				50	F.S.	F.S.	S.L.	S2
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
SERIAL		60	61	62	63	64	65
SHIP		A	A	D	D	D	A

## Appendix V—continued.

## NOTES

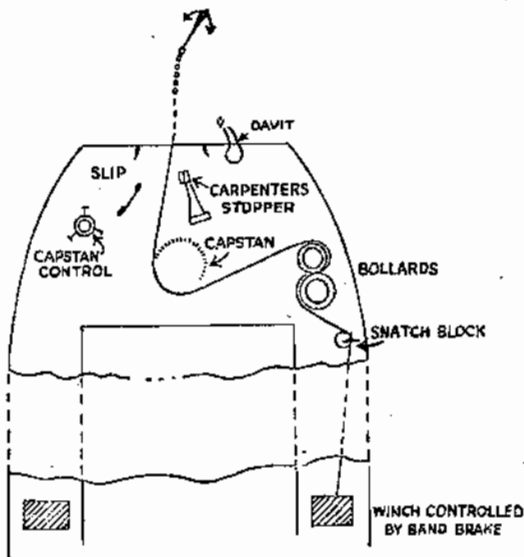
1. In each block, the serial number refers to the serial number in the Brigade Landing Table and the ship is that to which the craft has to report.

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.