CHAPTER 6

SECURITY

Section I. GENERAL

220. a. Security embraces all measures taken by a command to protect itself against annoyance, surprise, and observation by an enemy.

b. Knowledge of the situation and of the characteristics of the enemy's weapons and equipment and familiarity with enemy tactical doctrines and procedures, when disseminated throughout the command, increases the effectiveness of security measures.

221. a. The primary mission of a security detachment is to protect the command against surprise attack and observation by hostile air and ground forces, and to maintain freedom of maneuver for the command by gaining the time and space it requires to make the necessary dispositions. Reconnaissance provides information on which to base security measures to be taken for protection of the command. Continuous reconnaissance therefore is essential on the part of all security detachments.

b. Security forces operate primarily with reference to the command they secure; reconnaissance forces operate primarily with reference to the enemy.

222. The commander prescribes security measures for the protection of the command as a whole and coordinates those adopted by subordinate commanders. Subordinate commanders provide additional security required for their own local protection, including the protection of their lines of communications unless such protection is furnished by the higher commander. Commanders maintain contact with adjacent security forces by signal communication facilities, liaison planes, liaison agents, and patrols.

223. All security measures include an adequate warning system consisting of observers and the means of signal communication to

warn promptly of hostile dispositions and operations on the ground or in the air.

224. When contact is imminent, security measures are increased. However, security forces should be only of sufficient strength to preserve the commander's freedom of action. In their composition, consideration is given to preserving tactical unity. It is advisable that they possess mobility at least equal to that of the forces they are expected to oppose.

225. A carefully and completely integrated air-ground plan contributes to effective security. The ground commander should know exactly what friendly aviation is doing. All security plans should take cognizance of such action and be drawn so as to fit the air-ground plan, thereby taking advantage of warnings, information facilities, and assistance of the air forces.

Section II. SECURITY DURING MOVEMENT

226. A military force in movement secures itself by reconnaissance elements which operate in front of the command and by advance, rear, and flank guards when appropriate. Where terrain conditions permit, the reconnaissance elements are mobile. Depending upon the size and composition of the command, the reconnaissance elements vary from large units of all arms and aviation to small detachments.

227. In the offensive, large forces, particularly armored and other mobile formations, may be preceded by a covering force of combined arms. The purpose of such a force is the early development of the situation, including the crushing of hostile resistance within its power, or the seizing of a key terrain feature. Such a force precedes the column advance guards, hence must furnish its own security. It normally will advance by bounds from position to position. Against an aggressive enemy, care must be exercised to avoid defeat before the main force can intervene. A covering force of this type therefore should be given all possible mobility. Such a covering force employs the formations and tactics of any force of comparable composition and mission. Covering forces are used also on the defensive. For details see chapter 9.

228. The commander of such a covering force normally will operate under the direct command of the force commander. The protection afforded by the covering force does not eliminate necessary security measures by the commander of the main force. In an advance in several columns each column commander will provide

the necessary advance guard and such flank and other security as the situation requires. Mobile reconnaissance detachments will operate well forward of the advance guards, maintaining contact with the covering force.

229. a. The advance guard of a column precedes its main body to protect it against surprise and ground observation, and to insure for the main body adequate time and space for deployment. By aggressive action to overcome resistance within its capabilities it often makes it possible to defer deployment of the main body.

b. Once contact with strong enemy forces is made, the action of the advance guard depends upon the column commander's plan for the employment of his force. In the absence of specific instructions the advance guard commander takes the action called for by his mission and the situation.

230. a. The advance guard commander is given early information of developments by supporting combat aviation, by reports from the covering force, if one precedes the column, and by his own mobile security elements. The advance guard commander is also kept informed of the plans of his commander as the situation develops. Thus by the time contact is made orders for the employment of the advance guard will usually have been issued.

b. If the covering force is already in contact with the enemy the advance guard may extend the action in accordance with the over-all plan. If only mobile reconnaissance detachments have preceded the advance guard the necessary measures are taken to develop aggressively the situation and protect the development of the command. Where the situation permits, this normally is best accomplished by the seizure of terrain critical to the needs of the main body. The enemy reaction to such action frequently will indicate both the hostile strength and dispositions.

231. The strength and composition of an advance guard vary with the strength and mobility of the command, its mission, the situation, the terrain, and the time of day. It should be no stronger than is necessary for security. Greater strength is required as the distance from the enemy decreases. For large commands, it comprises components of all arms. Engineers are kept well forward in advance guards. Artillery with the advance guard is prepared for prompt support, displacing by bounds from one firing position to another when contact is imminent. (See chapter 6.)

232. a. Reconnaissance aviation and organic light aviation may transmit urgent information directly to advance guard commanders. Ample signal communication between the covering force and elements of the advance guard and between the advance guard and the main body must be provided.

b. Organic light aviation is particularly useful for communication purposes within the column.

233. a. The distance between the advance guard and the main body is sufficient to preserve for the commander his freedom of action in the employment of the main body, but is never so great as to expose the advance guard to defeat before assistance can reach it. Distances are reduced at night, in close terrain, and under conditions of low visibility and restricted observation.

b. An advance guard accomplishes its mission by searching the terrain to the front and on each side of the line of march, overcoming isolated hostile resistance, and preparing so far as practicable the route of advance for the movement of the troops by removing obstacles and mines and by making minor repairs to bridges and roads. It reconnoiters those points which afford extended observation of the dispositions of the main body, or which provide concealment for hostile reconnoitering or harassing detachments. Its reconnaissance elements are aggressively supported. Artillery with the advance guard is prepared constantly to support the advance with part of its strength and with all its fires in minimum time. The advance guard seizes and holds important features of the terrain, particularly those that will cover the deployment of the main body from hostile observation. According to circumstances it drives back hostile covering detachments, or opposes an enemy advance in force.

234. The formation of an advance guard is such as to insure its own security and provide sufficient distribution in depth and width for its maneuver. From front to rear, it is divided into highly mobile reconnaissance detachments: the point, the advance party, the support, and the reserve. In small advance guards, the reserve may be omitted.

235. When hostile resistance is met, the elements of the advance guard deploy successively on a broad front. Prompt support of leading elements is necessary. Precautions are taken against infiltration by hostile elements.

236. The considerations governing the advance guard of a force of all arms apply also to the security of more mobile forces. The

principal modifications result from the superior mobility of the units. For these units, advance guards operate with greater distances between their own elements. The zone of reconnaissance is more extensive, both to the front and to the flanks, to provide the necessary time for deployment of the faster moving force. Movement normally will be by bounds making a constant formal delineation between point, advance party, support, and reserve impractical. Close cooperation of reconnaissance aviation is essential.

237. a. When the flanks of a command are not protected by adjacent units, it frequently will become necessary to provide protection by using a portion of the command as a flank guard whose mission is to protect the marching column from ground observation and surprise from the flank, and in the event of an attack in force to provide the necessary time and space for the development of the main body. The flank guard usually moves parallel to the main body, either by bounds from position to position, or employing the tactics of an advance guard, as appropriate.

b. When the main body executes a flank march in proximity to the enemy, flank protection assumes great importance; a strong flank guard is detailed. The advance guard may be converted into a flank guard to provide the protection required by a change in the direction of march. In this event, a new advance guard is organized.

238. The rear guard consists of a portion of the command which follows the main body in the zone of march, usually by bounds, for protection of the rear of the main body from attack, observation, or interference by hostile forces.

239. When the command makes a long halt during the course of a march, the advance or rear guard establishes a march outpost, usually from the support. Units of the support occupy critical terrain features controlling the approaches to the column, establish outguards at commanding points, and when necessary, send out patrols.

Section III. SECURITY AT A HALT

240. A resting force secures itself by means of outposts which are security detachments consisting of portions of the command disposed to cover its front, flanks and rear, in order to protect the force against annoyance, surprise, and observation by hostile ground forces.

241. The strength, location, and composition of outposts vary with the location, mobility, armament, and capabilities of the enemy; the terrain; the time of day; the size of the command to be secured; the degree of resistance desired; and the special tasks assigned. Its strength should be sufficient to permit timely warning, and delay when necessary, of any hostile force which may penetrate more distant security elements, until the main body can complete preparations for action. An outpost should be no stronger than is consistent with reasonable security. An outpost may include varying proportions of the combined arms. Engineers assume great importance due to the necessity for the construction of obstacles and, at times, of demolitions and destruction.

242. The outpost of a large command is divided from rear to front into reserve, supports, outguards, and sentinels. When important points to be secured lie outside the sectors of the supports, detached posts are established.

243. The missions of the reserve are to reinforce the forward elements of the outpost; to counterattack; or, if the outpost has been given a delaying mission, to occupy a position covering the retirement of the supports.

244. Supports constitute the principal echelon of resistance of the outpost. Supports provide their own security and perform observation by establishing outguards and sending out patrols. They are placed at the more important points dominating or controlling the approaches into the outpost area. Each support is assigned a sector which is clearly defined. Supports vary in strength from a platoon to a company. Supports are numbered consecutively from right to left.

245. a. An outguard varies in strength, depending on its mission, location, and the number of sentinels it is to furnish. Posts at a short distance from the support may be held lightly by outguards while important posts or those at a considerable distance must be held strongly. Outguards are numbered consecutively from right to left in each support.

b. Outguards must be ready for action at all times. When in close contact with the hostile outposts, the establishment of listening posts at night in front of the general line of observation is advisable.

246. Sentinels to observe the assigned area of responsibility of an outpost position are furnished by the outguards. These sentinels

have the mission of discovering hostile activity, giving the alarm in case of attack, and carrying out other orders specifically prescribed for their posts. Sentinels should be posted in pairs.

247. Detached posts are established at critical points located beyond the limits of any support sector. The size and composition of a detached post may vary within wide limits depending on both the terrain and situation.

248. Outposts conduct reconnaissance as well as friendly contact missions within the limits required by their security mission. More distant reconnaissance is conducted by means directed by the next higher commander.

249. Patrols execute reconnaissance in advance of the line of sentinels and in areas not covered by sentinels. Patrols also maintain contact between elements of the outpost.

250. Patroling in front of the line of observation is increased at night or during periods of low visibility. Night patroling requires systematic organization, careful preparation, and the coordination of advanced outpost elements with the activity of the patrols.

251. During an advance, the outpost established at night or for other similar halts usually is furnished by the advance guard. A new advance guard is designated when the movement is resumed after an extended halt. The outpost ordinarily stands relieved when the support of the advance guard passes the outpost area.

252. During a retrograde movement, the outpost usually furnishes the rear guard, a new outpost being posted from the main body when the command completes the day's march.

253. When the command remains stationary for a prolonged period, the outpost ordinarily is relieved at intervals of several days.

254. The halt order of the commander assigns locations to the elements of the command, designates the position to be held if attacked, and contains instructions relative to security. This order either provides for an outpost under centralized control by naming the outpost troops, or it requires column commanders to organize outposts for their commands. In either situation, the commander designates the general line to be held, the limits of the front to be covered by the outpost system and the division of responsibility between units. He indicates what action the out-

post is to take if it is attacked in force, outlines special reconnaissance to be executed, indicates the approaches which are to be especially guarded, and regulates the signal communication to be established between adjacent outposts. He may direct the establishment of detached posts either by elements of the main body or by the outpost.

255. a. The elements of the outpost conceal their locations and movements from ground and air observation. They prepare their positions for all around defense. Maximum use is made of obstacles and mines, antitank and automatic weapons, and long-range fires by artillery. The outposts thus attempt to deceive the enemy as to the true disposition of the main body.

b. Antitank weapons with the outpost are emplaced to cover the favorable approaches. Positions suitable for daylight occupation will frequently require modification to night positions which control night approaches, such as roads.

256. The outpost should be supported by adequate signal communication means established to facilitate prompt report to the commander of important information. Signal communication installations involved should consider both day and night locations.

257. Armored cavalry and motorized units detailed for outpost should be used to extend reconnaissance and to add increased depth to the security. When at a distance from the enemy and not protected by other troops, these mobile units may be used to provide security detachments to hold critical points on the routes of approach from the front, flanks and rear. These detachments preferably are posted along favorable terrain features such as defiles, streams, and crossings which the enemy will be forced to pass in his advance. Outguards are posted and patrols sent out from the detachments. Additional close-in security may be required by the main force. In close proximity to the enemy the mobility of such units cannot be profitably exploited and they generally will be replaced by less mobile elements.

Section IV. SECURITY MEASURES WITHIN BIVOUAC AREAS

258. Security in a bivouac area is obtained by active and passive measures. All units are responsible for their own tactical security. Rallying points should be designated by each unit with routes thereto for each subordinate unit. Plans are prepared to fight

259. a. An interior guard is established to defend important activities or installations, and especially valuable matériel such as guns or aircraft, to give the alarm in case of air, airborne, ground, or gas attack, and to enforce traffic, police and camouflage discipline. Such guards should be given the maximum protection commensurate with the full performance of their duties.

b. In hostile territory, interior guards are made stronger. It is often necessary to have guards for bridges and railway stations; searching parties for enemy wire and radio installations; guards for prisoners, hostages, roads closed to civilian traffic; and for other special security measures.

260. Antitank weapons are emplaced for direct fire in the event of armored attack. Antiaircraft weapons are habitually located to permit ground fire when such does not interfere with the primary antiaircraft mission. When antiaircraft artillery units have been relieved of their primary mission, all antiaircraft weapons may be sited for defense against armored attack. However, no weapons should reveal the location of a concealed bivouac by premature fire.

261. In addition to the responsibility of each unit for its own antiairborne security, mobile units of the reserve may be designated to provide antiairborne defense as a high priority mission.

262. a. A minimum of one officer at each headquarters of company size or larger, and one noncommissioned officer in each platoon, or similar unit, are constantly on duty to alert the command in an emergency.

b. To alert all the troops, a general alarm is sounded. If the area commander decides to alert only certain troops he notifies them by the quickest means available. Upon alert each unit assembles in its designated area and reports its readiness to the commander. Quiet and order are maintained. Prior rehearsals are held in order that each man may know where to go and what to do.

263. Passive measures include dispersion, concealment and cover. Individual cover should be available against air or armored attack. Camouflage measures are taken when required by the situation.

Section V. SECURITY AGAINST ARMORED ATTACK

264. Coordination of all means of security against armored attack is a command responsibility. Each unit commander constantly

employs all means available to him for this purpose. Measures taken will be integrated by higher headquarters to insure coordinated security against an attack of any type. This coordination is achieved by advance planning and timely orders. Improvement of the security against hostile armor is a continuous process.

265. a. The security measures habitually taken for the local security of each unit include provision against armored attack. The force commander will coordinate these local security measures by the assignment of specific sectors of responsibility and by prescribing other important details.

b. Security provisions for the protection of the force as a whole also include provisions against armored attack as part of the integrated security plan. Certain measures affording such protection afford common protection against attacks of other types, both ground and air. For example, mobile reserves strong in armor usually are held in reserve centrally located for use as a maneuvering force against possible attacks including armored and airborne.

266. a. Both active and passive measures are utilized in integrated combination. Active measures include employment of field artillery, combat aviation, chemical agents, antiaircraft artillery of types capable of direct fire against ground targets, tanks and other antitank weapons. Missions assigned in instances will be secondary to the primary missions assigned certain of the weapons involved.

b. Passive measures include air and ground reconnaissance, use of concealment, cover, antitank mines, demolitions and natural and artificial obstacles including the use of buildings and organized localities.

267. a. All such measures should be employed to insure maximum effectiveness. An efficient warning system with a coordinated intelligence and signal communication system provides for early and continuing information of the presence and action of hostile forces including armor or air. Friendly air missions are employed to discover and attack hostile armor and when necessary assist in transmission of information and orders. A map study, supplemented by air and ground reconnaissance, discloses favorable avenues of approach particularly for armored forces. Skillful use of natural barriers, strengthened by concealed mine fields and other man-made obstacles afford the best anti-armored defense provided they are adequately covered by fire.

b. Armored cavalry reconnaissance elements operate well to the front and flanks to give warning. All round observation and reconnaissance agencies are trained to make immediate report of an armored threat by the most expeditious means available. When the tactical situation permits, artillery may be used at long and medium ranges to break up hostile armored attacks and at medium and short ranges to destroy individual tanks.

268. For details of defensive measures against armored attack see chapter 8.

Section VI. SECURITY AGAINST AIR ATTACK

269. All units must take appropriate measures against air attack and air reconnaissance. Measures taken by units for their own protection are a responsibility of command and should be included in orders. Active means of protection include fighter aviation, antiaircraft artillery and other suitable organic weapons. Passive means include the air warning system, concealment, dispersion and cover. Measures taken vary with the situation, the degree of visibility, the concealment and cover afforded by the terrain, and the capabilities of the enemy's aviation.

270. Measures authorized units for their own protection must provide for reliable identification of aircraft through either an air warning system or by the actions of the aircraft themselves. In planning for defense against an attack commanders take into consideration the effectiveness of available weapons, the tactics and effectiveness of hostile air, dispersion of troops, terrain characteristics, and requirements of speed and stealth of movement.

271. In the combat zone, the antiaircraft artillery with the field army provides the antiaircraft defense of all airfields and other Air Force installations, field artillery, principal troop concentrations and assembly positions, important command and supply installations, and movement of troops through defiles and other critical localities.

272. The first requirement of antiaircraft security is an efficient warning system to detect and trace movements of hostile aircraft, and to disseminate timely information to friendly agencies.

273. Upon receiving an air alarm, troops in position, bivouac, or billets, seek the nearest concealment or cover and remain motionless. In general, foot troops on the road deploy and seek cover. When time of warning permits, foot troops will deploy off the

road and continue the march. In general, motorized or armored troops continue the march, quickening their speed when possible. All suitable weapons open fire on hostile aircraft when the situation favors such action.

274. When the situation indicates the necessity for continued movement, particularly by day, and a command is subjected to frequent air attacks, maximum advantage is taken of dispersion and available concealment and cover without delaying the movement. Troops must be prepared to accept some casualties rather than delay arrival of large units at their destination at the appointed time.

275. A command diminishes its vulnerability to air observation and attack by adopting dispersed formations and increasing speed of movement. Dispersion in formation may be accomplished by increased width and depth of disposition or by reduced density within columns or groups.

276. Measures taken for concealment seek to thwart both hostile visual reconnaissance and air photography. The presence and position of troops are disclosed to an air observer by movement, by regular formation or outline, by reflection of light, or by dust, smoke, or newly made tracks and intrenchments. Commanders will take appropriate countermeasures to prevent detection. All troops should be impressed with the necessity for individual camouflage protective measures.

277. *a.* Shadows cast by the sun early in the morning and late in the afternoon facilitate concealment. During darkness, blackout provides effective concealment. Artificial illumination can be used to increase concealment by blinding the enemy as well as by casting shadows. Woods and villages afford concealment from air observation and reconnaissance. Individual cover is provided by digging fox holes.

b. Intrenchments and field works are visible from the air unless carefully sited and camouflaged. Protection is sought by the distribution of the defenses on the terrain and by their adaptation to concealment and cover, such as buildings, brush, hedges, banks, ditches, and cuts.

278. The antiaircraft security of a column depends in large measure on the success of its concealment in its last bivouac. During movement security measures must consider the visibility and the

possibilities of dispersion. Proper march planning will usually permit adequate dispersion during the formation of march columns and movement into bivouac or assembly areas at the end of a march. During temporary halts troops and vehicles clear the road and take full advantage of cover. Distances between vehicles and elements in the column are increased when the situation permits. Antiaircraft protection is particularly essential at crossings and at defiles. If sufficient antiaircraft is available some should be distributed within the column to supplement organic means.

Section VII. SECURITY AGAINST AIRBORNE ATTACK

279. a. The threat from airborne troops requires special security measures. Responsibility for these measures extends through all echelons of command. The measures adopted within each echelon are coordinated to provide a unified system over the entire danger area.

b. Many of the security measures taken against armored attack constitute common protection against airborne attack. Security measures common to both include warning systems, certain reconnaissance measures and the provision of mobile reserves.

280. a. In general, the security measures required should provide early information, permit attack of incoming enemy transports by combat aviation and antiaircraft fire and the destruction of parachute troops while they are in the act of landing or immediately after. Landing forces not so destroyed should be isolated from resupply and reinforcement and attacked and destroyed as rapidly as the situation permits.

b. Passive measures include the obstruction of all possible landing fields not required by friendly air operations. Areas obstructed would include landing fields, open fields, straight stretches of level highway or other possible drop zones, or landing fields for hostile airborne troops.

281. For additional details relative to antiairborne security measures see chapter 9.

Section VIII. SECURITY AGAINST CHEMICAL ATTACK

282. Responsibility for the measures necessary to provide security against chemical attack lies with the unit commander. Timely and adequate protective measures will minimize the likelihood of a chemical attack or greatly reduce the effectiveness of the attack should the enemy resort to this type of warfare.

283. Protective measures include provision for the following: an adequate warning system; individual and collective protective equipment; facilities for prompt decontamination of individuals, equipment, supplies, and areas which must be used by friendly forces; prompt treatment of chemical agent casualties; and tactical measures which minimize the effects of chemical agents. To obtain maximum effectiveness from the measures enumerated, training in their use or application must be thorough and continuous.

284. Protective equipment to assist the commander in discharging his responsibility consists of two general types—

a. The protective equipment provided for the individual soldier consisting of the gas mask, protective ointment, protective covers, and protective clothing.

b. Collective protective equipment provided for the protection of groups of individuals or organization equipment and supplies, consisting of collective protectors for gas proof shelters, protective covers for equipment and supplies, gasproof curtains, and decontaminating equipment and supplies.

285. The tactical measures taken by a commander to protect his command from chemical attack includes: troop dispositions which take advantage, as far as practicable, of terrain unfavorable for gas concentrations and the avoidance, evacuation, or decontamination to the extent possible, of gassed areas.

Section IX. SECURITY AGAINST RADIOLOGICAL WEAPONS

286. The introduction of atomic weapons has produced the additional problem of protection of personnel from the harmful effects of radiation and radio-active materials. Increased dispersion of units and installations up to the limits of effective control will reduce the effect of atomic weapons. Protective measures include radiation reconnaissance, posting of danger areas, and insuring that personnel required to enter these areas do not receive more than the maximum safe exposure to the radiation.

Section X. SECURITY AGAINST BIOLOGICAL WARFARE

287. The threat of biological warfare imposes upon all commanders the responsibility for protection of personnel from the effects of this form of attack. Definite information of the employment of biological warfare will probably be disseminated

CHAPTER 7

TROOP MOVEMENT

Section I. GENERAL

283. Troop movements are made by marching (by foot, animal, or motor), by rail, by water, by air, and by various combinations of these methods.

289. A successful movement places troops at their destination at the proper time and in effective condition for combat. It is the task of commanders to reconcile the conflicting requirements of rapidity of movement and conservation of fighting power.

290. Special attention to the care of troops and to the means of transportation is essential to successful movement. Commanders take the necessary measures prior to a movement to place men and transportation in the best possible condition and exercise the necessary supervision during and after the movement to maintain them in that condition. Extremes of weather constitute one of the greatest sources of hardship on the march.

Section II. FOOT MARCHES

291. The ability of a command to achieve decisive results on the battlefield may depend, in a large measure, upon the marching capacity of the troops. Troops must be conditioned to withstand the most unfavorable march conditions which they are likely to encounter in operations. They must be hardened gradually to this standard. Once attained, standards should be maintained, even though extensive use at times may be made of mechanical transport.

292. During active operations, troops must not be allowed to become unnecessarily fatigued. They are not kept in column nor under arms any longer than necessary, and full use is made of

mechanical means of transport for both the men and their equipment.

Section III. MOTOR MARCHES

293. Since it will not always be possible to attach sufficient motor transportation to a command to enable it to move all its personnel and equipment in one trip, the ability of a command to concentrate superior forces quickly at the desired place, in time to achieve a decisive result, will often depend upon skill in the use of organic motor transportation to move by echelon. Whether the normal loads of motor vehicles are dispatched before or after the foot troops depends upon the nature of these loads and the tactical situation. The amount of organic transportation which prudently can be diverted from its normal purpose to move foot troops depends upon the degree of readiness for combat required by all or part of the command, the supply requirements, the hazard of immobilizing essential loads at a critical time, and the consequence of possible disorganization of the command by enemy action. Except for those vehicles issued for the movement of active weapons, such as prime movers or weapon carriers, all trucks of any unit are considered as a pool of transportation to be used as required.

294. The location of the detrucking area is largely dependent on the time required to complete the movement, the enemy's capabilities to interfere with the movement, the location of cover and terrain suitable for the detrucking, and the employment of the troops involved. The time required to complete the move is affected by the number and condition of roads, the distance between entrucking and detrucking areas, the available transport, the time length of columns, the delay caused by enemy interference or other obstructions, the time lag between the issuance of orders and the beginning of the march and, if the move is to be made in more than one trip, the time consumed in loading and unloading personnel and equipment and in assembling and organizing vehicles at turnarounds.

295. *a.* In the execution of movements, the commander divides his command into tactical groupings which are moved successively to their destination. Completely mobile units, such as armored divisions, can make the entire movement in one forward trip using organic transportation. Units which are not completely mobile, can move successive tactical groupings by augmenting their organic transportation with transportation obtained from higher headquarters, or can accomplish the move in two or more trips, using their organic transportation only.

b. When necessary, administrative loads not immediately needed for combat can be left in the old area and moved forward when the movement of troops and essential equipment and supplies has been completed. As far as practicable each grouping for movement is composed of the units normally associated tactically in combat, together with the organic weapons, ammunition, and rations, of such units, so that each grouping will constitute a tactical formation ready for combat employment at its destination.

296. Foot and motor movements may be combined. When a movement by organic motors cannot be completed in the allowable time, a combination foot and motor move may be advisable. Foot troops to be transported in a later echelon may march from the initial point to an intermediate entrucking point where they will be met and picked up by vehicles returning from an earlier echelon; or foot troops transported in an early echelon may be detrucked short of their destination and march the remainder of the distance while their vehicles turn around and return for the foot troops of a later echelon. Plans for a combined foot and motor movement must be flexible because circumstances in forward areas can easily disrupt the time schedule.

297. In an overseas theater of operations, the available motor fuels and motor transportation are generally limited, and at times critical. Frequently however, large bodies of troops must be moved quickly either to intervene decisively in combat or to exploit a defeated enemy. Such movements often are organized so that the foot elements of the command are transported on organic and attached transport, without unloading normal loads, to permit the command to move as a whole, without return trips for personnel or other loads remaining at previous locations. In order to accomplish this type of movement, motor transportation is overloaded. The individual soldier may ride in or on portions of the vehicle not designed for personnel accommodations. Tanks and other special purpose vehicles also afford transportation for foot elements. Even under these conditions, the tactical integrity of the foot elements should be preserved.

298. Preparations for and the conduct of movements by successive trips are greatly facilitated by the adoption of standing operating procedures. Otherwise, the preparation of plans and orders for such movements are very time-consuming.

299. When combat is probable, special attention is given to the protection of the detrucking area. to the composition of the

tactical group moving in the first trip, and to the security of the routes of movement to the detrucking area.

Section IV. NIGHT MARCHES AND FORCED MARCHES

300. Night marches often are required to provide concealment from air and ground observation and security from air attack. They may be made for the purpose of avoiding excessive heat.

301. Night marches must be carefully planned. Prior reconnaissance of routes and assembly areas is especially important. Special precautions are taken to insure the maintenance of direction and contact within the column. Guides and connecting groups usually are necessary.

302. When troops are being moved by night marches for the purpose of concealment, movement before dark except by small detachments should be prohibited, and daybreak should find the troops either in position or in concealed localities. Measures to maintain secrecy must be rigidly enforced. Such measures may include enforcement of light discipline; instructions to halt or to clear the road when illuminated by flares; rapid bounds by motor elements between successive areas of concealment; radio silence; and when near the enemy, the maintenance of silence by personnel, and so far as practicable, the suppression of noises made by vehicles and equipment.

303. Forced marches impair the fighting power of troops and are only undertaken in cases of necessity. Available motor transportation is used to the maximum to meet the requirements. The length of marches of foot and mounted troops is usually increased by increasing the number of marching hours a day, rather than by increasing the hourly rate of march. The march may be broken by halts of several hours' duration. A long forced march practically becomes a succession of daily marches of greater than average duration. (See FM 101–10.)

Section V. TACTICAL CONSIDERATIONS

304. The factors which exercise the greatest influence upon dispositions for marching are the composition and the proximity of hostile ground forces, the nature of the terrain, and the activity of hostile aviation. Contact with hostile elements should be expected from any direction not protected by friendly forces or terrain barriers.

305. a. The principles of security apply, and appropriate measures must be taken for security in all types of movement. When contact with the enemy is imminent, tactical considerations govern march dispositions. Columns are constituted in accordance with their tactical missions. Service troops and kitchen and baggage trains may be held in a protected area and moved forward under cover of darkness, after the hostile situation has been developed. When the situation permits the movement may be made by bounds during daylight.

b. When contact with enemy ground forces is remote the principal object of march dispositions is to facilitate and expedite the movement of troops and to conserve their energy. Commanders make use of the available motor transportation for moving foot troops. As far as practicable, columns are composed of units having the same rate of movement. Columns having different rates of movement are assigned separate roads or their movements by the same road are echeloned in time.

306. In an advance against the enemy a large unit is assigned successive objectives, or a mission and a zone, or routes of movement. A large unit whose zone of movement includes several routes assigns routes or zones to its component units in accordance with its plan of maneuver.

307. The commander's movement order prescribes the time and place of departure of his columns so as to produce the desired formation. Movements may be controlled by prescribing the hour when the head of the main body of the respective columns will continue the advance beyond the designated phase lines. Intermediate objectives may be prescribed in the order or during the movement. Column commanders report promptly when these objectives are reached and at other designated times. The imminence of contact with strong forces prepared for battle, the probable inequality in progress of the several columns, and suitable terrain affording concealment, cover, and tactical advantages largely determine the length of bounds. Control of the movement may also be obtained without the designation of phase lines. Under this procedure, subordinates furnish periodic position reports and the commander effects his control by issuance of orders during the movement.

308. When the enemy main forces are distant, large forces usually move in a broad and deep formation in order to permit flexibility of maneuver and to achieve rapidity of movement. Reconnaissance troops connoiter the assigned zone and gain contact

with the hostile forces. Security against motorized and armored forces is provided in the zone of reconnaissance through the successive seizure of road centers and natural terrain lines and by the aggressive action of mobile elements operating well to the front and on unsupported flanks.

309. On closer approach to the enemy, the zone of reconnaissance becomes less extensive and less time is available to prepare for combat.

310 a. A formation in depth provides maximum flexibility of maneuver but delays deployment in the direction of movement. It is the easiest of all formations to control, enables the commander to exert the maximum influence in coordinating the action of the forces initially engaged, and insures the availability of units intended for maneuver.

b. A formation in width increases readiness for deployment in the direction of movement. Maneuverability is restricted, especially after gaining contact; changes of direction are difficult.

c. A formation in which columns are echeloned to a flank facilitates maneuver and deployment to that flank and retains, to varying degrees, the advantages and disadvantages of both formations in width and depth.

311. When contact with strong forces prepared for battle is imminent, the commander assures himself of continued possession of terrain suitable for subsequent maneuver and develops his command for combat. He coordinates further advance by prescribing lines that will be seized by the advance guards while the main bodies of the respective columns are suitably disposed for combat within supporting distance. After a march has begun, variations in echelonment are obtained by halting certain columns or by changing the duration of their rest periods.

312. In an advance, commanders and their staff parties are well forward. The commander goes where he best can control the operation, usually with his principal column or with the column along which the axis of signal communications is being established. Ordinarily, the commander and his staff party move by bounds to successive locations where messages may be received and sent. He may be accompanied by one or more of his principal subordinate commanders.

313. Signal communication between columns and with the superior commander is regulated ordinarily by standing operating

procedure, supplemented, as necessary, by special instructions. Ordinarily, the means employed are messenger and radio. Light aircraft, including organic aviation, may be used to maintain contact between columns and to report their arrival at successive march objectives. Existing commercial signal communication systems are utilized where desirable.

314. A column includes all units under a single commander which use a single route. A column includes its security detachments, the main body, and the trains. The formation and movement of each of these groupings are regulated by a designated commander in accordance with instructions of the column commander. Distance between the groupings is regulated by the column commander. The maintenance of roads and the removal of obstacles make advisable and may require the presence of an engineer unit with the advance guard or near the head of each principal column. For details of advance guard movement see chapter 6.

315. The order of march of a column of all arms advancing against the enemy is dependent upon the terrain, the tactical situation, the mission of the column, and the relative mobility of the component units. The order of march of security detachments ordinarily is prescribed by their respective commanders. The column commander prescribes the order of march of the main body.

316. a. When contact with the enemy is possible, the order of march of a column composed of elements of approximately equal mobility is based upon the requirements of security and the probable order of entry of units into action.

b. Artillery is placed within the column in order to insure its availability for early and adequate support of the security forces and the initial action of the main body. Provision should be made for the protection of this artillery.

c. Antitank weapons are disposed to provide protection to the moving column. Some antitank weapons are attached to security detachments.

d. Motor vehicles required in the exercise of command and control of the column ordinarily advance by bounds. They interfere to the minimum extent with other elements. Administrative motor elements pertaining to staff parties ordinarily move at either the head or tail of their units.

e. Trains are so placed in the column as to be available to their units when required. Trains not immediately required may be

held in protected areas in rear and sent forward when the situation permits.

317. Orders for troop movements must be issued sufficiently in advance to permit preparation for those movements by the troops. For details see FM 101–5.

318. Routes should be reconnoitered and marked prior to the commencement of the march. Bridge capacities should be indicated. The dimensions of underpasses should be checked against vehicle dimensions. Timely measures are taken for preparation of stream crossings and for the removal of obstacles and other possible causes of delay. Careful examination is made of fords, bridges, and ice before attempting a stream crossing.

319. Cross-country marches usually will be necessary in the development and approach march preliminary to battle, or in the extension of a command for the purpose of diminishing its vulnerability to air attack.

320. On approach of a column to close contact with strong hostile forces, it becomes necessary to abandon the road and to develop the route column into a broader formation. The development of a large command is expedited by an advance in several columns. The area where development starts ordinarily depends upon the effectiveness of the enemy's artillery fire. As a rule, time can be saved and losses avoided by detouring isolated areas under hostile observation or fire rather than by starting early development.

321. The development of the column is effected by breaking the single column into several roughly parallel columns, each of which is assigned a march objective. As contact with the enemy becomes imminent, these columns themselves are developed into smaller columns. Time is generally gained in the execution of the development by assigning the longest routes to the leading units of the column.

322. The result of the complete development of the command is the distribution of the troops in accordance with the commander's plan of action. The development of a division usually terminates in the occupation of attack positions by front line units preliminary to deployment for attack or defonse. (See par. 414.)

323. Whenever practicable, assembly areas are chosen which are screened from hostile air and ground observation. Terrain which provides turn arounds for motor vehicles, natural protection

against an armored attack, and accessible ground observation is desirable. The position should be such that the troops have at their disposal favorable lines of advance to their combat positions. When the terrain does not afford concealment, the assembly areas of a division in daylight are usually beyond the effective range of medium hostile artillery. The assembly areas are protected by antitank and antiaircraft weapons and local security detachments. At times combat aviation may be necessary and available for this purpose.

324. Massing of units in close formation in assembly areas is avoided. Units are separated by sufficient intervals and distances to insure that concentrated targets are not offered to hostile air attack or artillery fire. When the possibility of attack by other weapons exists, dispersion should be increased to the maxmium degree the tactical situation permits. Each unit makes its own provisions for local all-around security.

325. When a command executes its development under cover of darkness, all preparations for the movements are completed, as far as practicable, before dark. Forces in contact aggressively develop the hostile situation. Routes of advance are reconnoitered and marked. Artillery prepares to protect the occupation of the assembly area by occupying suitable firing positions before dark or completing its preparations for night firing. In general, the pertinent provisions for night marches apply during such a development.

Section VI. MARCH DOCTRINES

326. *a.* In each arm and service, movement is based upon march units and serials. In foot units, the foot elements of the battalion constitute a serial and the companies or platoons constitute march units. In motorized and armored units, the size of the march unit is governed by the number of vehicles that can be easily controlled by one commander. March units are grouped together into serials to facilitate control and to simplify the issuance of orders.

b. In each march unit the order of march of the several component units, is normally changed daily. Rotation in the order of the march of larger units also may be ordered when permitted by the situation.

327. *a.* Distance between march units, and between elements within march units, is prescribed for each march in accordance with the situation.

b. Differences in the rate of march in columns are absorbed as far as practicable within the space between march units. In motor columns, differences also are absorbed between vehicles. (See FM 25–10.)

328. A march serial composed of more than one march unit is placed in the desired order of march by scheduling the arrival of the successive march units at an initial point. The initial point is located in the direction of march. It should be inconspicuous to hostile air observation and easy to identify on the ground.

329. The location of initial points, and the time at which the heads of columns pass and the tails of columns clear them, are stated in the march order or in a march table accompanying it. When a large unit marches in several columns, the march order should fix an initial point for each column.

330. Commanders of the serials composing each column consider the route to be followed in reaching the initial point, calculate the time required, and start their commands so that there will be neither delay nor waiting at the initial point or elsewhere.

331. When several elements of a command marching by different routes are to join on a single road or when their routes of march cross each other, arrival at or clearing of the point of junction is so timed as to prevent interference between columns. The time of arrival at and clearance of such critical points will be stated for each serial in the march order.

332. When an unforeseen crossing of two columns occurs and no control personnel of a superior headquarters is present, the senior commander present regulates the crossing, basing his action on the situation and the missions of the two columns.

333. Motor columns may move in open or close column formation at prescribed rates or by infiltration. (See FM 25–10.)

334. Ordinarily, troops keep to the right of the road, leaving the left free for passage of other traffic along the column. On muddy, sandy, or dusty roads, or when both sides of the road provide concealment from air observation, or when attack by hostile combat aviation is probable, troops may be directed to march on both sides of the road, the middle of the road being kept clear for other traffic. Guards should always be posted in rear of troops on the road to warn approaching vehicles and prevent them from running into the tail of the marching column.

335. Halts during a march are a necessity and are habitually taken at regular intervals to rest men and animals, to service vehicles, to adjust equipment, and for other purposes. Halts generally are regulated by standing operating procedure, or by the march order. Unit commanders are promptly notified of the time and approximate length of any halts not provided for in the standing operating procedure or march order. Security, comfort of the troops, and their use in future operations influence the selection of the location for a halt.

336. a. After the first halt, usually 15 minutes, columns containing foot elements halt 10 minutes each hour. The halts of motor columns are made every 2 or 3 hours, and usually are specified in march orders. March units of foot troops halt simultaneously and resume marching simultaneously; all march units of motorized or armored troops may halt and resume marching simultaneously or successively. At the signal for the halt, units bear to the side of the road. On order troops fall out or dismount to rest. The road must be left clear by units at a halt.

b. Shortly before the termination of the halt, the commander of each march unit gives the preparatory signal for the resumption of the march. Foot troops fall in, mounted men remount, drivers resume their seats. Each unit moves out at the signal of its unit commander.

337. It is desirable to finish the day's march early. However, the length of the march or the desirability of avoiding excessive midday heat may render it advantageous to make a long halt toward the middle of the day. At long halts, each unit or group moves to a previously reconnoitered location near the route of march.

338. Men are not permitted to fall out during the march or to leave the immediate vicinity of their unit during halts, without the specific authority of an officer of their unit, an officer who is charged with keeping the unit closed up and with preventing straggling marches at the tail of each march unit. This officer examines men who fall out on account of sicknes or sore feet, and gives them a written note to the surgeon or requires them to continue the march. A small guard marches at the tail of each regiment and separate unit to control stragglers not admitted to the medical vehicle by the surgeon. March casualties are reduced by prompt foot inspection at the close of each day's march. Such inspections usually are conducted by company officers in conjunction with Medical Department aid men.

339. One or more medical vehicles march in rear of each regiment and similar unit for the transportation of men who become sick or disabled. One of the medical officers on duty with a troop unit marches in rear of the unit. He examines men who fall out for medical reasons. He admits them to the medical vehicle or authorizes them to place arms and equipment, in whole or in part, on that vehicle or other transportation provided for the purpose, or directs them to report to the guard in rear of the regiment.

340. A vehicle which is compelled to halt moves off to one side of the road and signals vehicles in rear to pass. Disabled vehicles are removed promptly from the road. Motor maintenance elements normally are placed at rear of column.

341. Assemblies from march columns may be made at long halts, to occupy assembly positions during development for combat, at entrucking and detrucking areas, and for other purposes. The column commander selects the assembly area in accordance with the situation or instructions received. He allots portions of the area to component elements according to the situation and probable future action. When contact with enemy ground forces is remote, march considerations and comfort of the men may govern dispositions for assembly. In large units troops are sheltered as close to the route of march as practicable and are distributed in depth to facilitate shelter, supply, the anticipated order of march, and security from enemy air activity.

342. When contact with the enemy ground or airborne forces is probable, tactical considerations govern the distribution of troops. Frontages are increased but units remain echeloned in depth with all around security. Trains and units lacking adequate means of self-defense are concealed, dispersed and protected in areas, generally well to the rear, or with troops equipped for defense. Whenever practicable, arrangements for the occupation of the area are based upon detailed reconnaissance.

343. Assembly areas may be announced in the initial march orders or during the course of the movement. In either case, subsequent arrangements are facilitated greatly by having representatives of the major units march near the head of the column. The column commander announces the location of his command post, and indicates to the representatives of the major units their respective areas in sufficient time and detail to prevent congestion and delay in clearing the roads. These representatives, after reconnoitering their respective areas and routes thereto, meet their units and conduct them to their assembly areas.

344. Provision is made for traffic control and security. Roads are promptly cleared. This is expedited, and wear and tear on motor vehicles is reduced by preparing turn-outs at places where motor columns leave the roads. For this purpose, engineers equipped with bulldozers are especially useful.

345. Special precautions are taken to avoid congestion and delay during the passage of obstacles and defiles, or in clearing the road. When tactically appropriate, provision is made for protection against hostile aircraft. The massing of troops, especially in the vicinity of an obstacle or defile, or during a halt, must be avoided.

346. Fordable streams are reconnoitered. Provisions are made in advance to avoid confusion and unnecessary delay at crossings. These provisions include the regaining of distances and the preparation of additional crossings. When a road leads through swamps or quicksand or across a stream with treacherous bottom, the limits of the road are marked or warnings are placed at dangerous points.

347. An engineer officer in charge of any bridge is responsible for its structural adequacy and the regulation of traffic on the bridge and its approaches. Instructions issued by the engineer officer and the engineer bridge guard, relative to the use of the bridge, are strictly obeyed. March commanders are responsible that vehicles exceeding the maximum load capacity of the bridge are removed from the column for crossing at some other point. In crossing on a pontoon bridge, motor vehicles travel slowly, holding to the center of the bridge and maintaining the distance essential to prevent overload.

348. In the event of a tactical emergency occurring at or near the bridge, troops on the bridge and its approaches are evacuated as directed by the engineer officer in charge.

349. In ferrying operations, foot troops are first brought to concealed and defiladed assembly areas, in the vicinity of the embarkation point. Here they are organized into tactical groupings corresponding to the capacity of the means for ferrying. Engineer equipment needed for the crossing, but not already at the river, is issued to troops at the final assembly area or attack positions, where instructions for embarking and disembarking and for conduct during the crossings are given. At the proper time, each tactical grouping is conducted to the point of embarkation by an engineer guide. Movement from the final assembly area to the river is under the control of the engineer troops.

350. On arrival at the embarkation point, troops enter the boat or raft in the manner directed by the engineer in charge. The engineer in charge is responsible for the arrangements of the loads and for handling of the boats. Individual equipment is loosened so that it may be removed easily.

351. Vehicles to be ferried are held concealed in an area where they will not block the approaches. They are loaded as directed by the engineer officer in charge, and usually are secured by brakes and blocking. Horses may be crossed by swimming. In unloading, the debarkation point is cleared promptly.

Section VII. MOVEMENTS BY RAIL

352. Movement by rail versus road is decided upon after a study of the relative availability of all means of transportation. Facilities in a theater of operations are seldom adequate to permit a free choice. When gasoline, motor vehicle tires, and tracks are critical items, rail will carry all possible movements. When rail facilities are limited tracked vehicles may be moved by rail and all others by road. When a degree of choice exists the following guide may be used to move an infantry division: for distances less than 150 miles, it is generally expedient to use motor transportation (organic or attached); for distances between 150 and 350 miles, to send vehicles over the highway while troops move by rail; and for distances beyond 350 miles, to move both troops and their vehicles by rail. Smaller units may be moved by rail over shorter distances. (See FM's 100–10 and 101–5.)

353. Loading of vehicles on trains is normally a unit responsibility. Each unit will maintain a record of current transportation requirements for its movement as a whole and by separate units, including arrangement of trains and lists of supplies and equipage to accompany the troops under varying conditions. Units must be given timely notification of impending rail movements, in order to permit proper preparation.

354. Orders directing the movement of a unit by rail designate the points at which the entrainment of the unit will take place, indicate the number of trains and the hours of departure, and state the detraining area or destination of the movement, when these are definitely known and considerations of secrecy do not oppose.

355. The commander of the troops is responsible for the preparation of plans and tables regulating entrainment and departure of the elements of his command. Details of the move are worked

out with the transportation officer of the area in which the move originates. A central movement control agency determines the routing. In a theater all contacts with civilian or foreign government railroads will be made through the transportation officer.

356. The order in which elements are forwarded is determined by tactical and administrative factors. The assignment of units to entraining points is determined by availability of suitable loading facilities, matériel to be loaded, and proximity of elements to entraining points.

357. A transportation grouping consists of the troops, equipment, and supplies transported on one train. When tactical considerations govern, tactical unity should be preserved and each element should be accompanied in the same train by its own vehicles and equipment.

358. A senior officer is detailed in charge of each entraining point. He supervises the entrainment, police, and antiaircraft security at the station and is furnished with the necessary guard, transportation, and other assistance.

359. Units are directed to arrive at their designated entraining point early enough to allow entraining in time to insure the scheduled departure but not so early as to result in congestion or delay on routes to or at the entraining point. Premature entraining of personnel should be avoided.

360. The responsibility of the entraining officer ceases, and the responsibility of the train commander begins, when entrainment is completed and the train has been accepted by the railway for movement. The train commander is responsible for the security, discipline, and administration en route but exercises no control over the operation of the train.

361. A representative of the unit being moved and an officer of the transportation service proceed to the detraining area in advance of the troops or arrive on the first train of the troop movement. The representative of the unit determines the distribution of the troops in the detraining area, in accordance with the commander's instructions.

Section VIII. MOVEMENTS BY AIR

362. Air transport may be employed for moving troops, equipment, supplies, or casualties. Air movement is characterized by

speed and flexibility. It is limited by weather and airfield facilities. The transport of bulky or heavy items is restricted by the conformation and payload of available aircraft.

363. The transportation officer of the theater of operations or similar command will establish and maintain contact with the appropriate Air Force commander with regard to air lift and policies and procedures to be followed. Available air lift will be allocated by the transportation officer in accordance with policies established by the theater or similar commander.

364. The commander of troops is responsible for preparation of plans for the movement of the elements of his command. Details of the move are worked out with the appropriate Air Force commander.

365. The prime consideration in loading units is the anticipated tactical employment in the airhead. Commanders must strive to maintain tactical integrity by plane loads if the air-transported force is to be committed relatively soon after arrival at destination. However, if the landing area is secure, tactical integrity may be sacrificed in order to attain the maximum usage of the available aircraft. When preparing for an air movement equipment too heavy or bulky to be air-transportable must be disassembled for movement. Items not readily disassembled will have to be eliminated. All personnel and equipment not required in the objective area should remain in rear. Key personnel and equipment should be distributed throughout the airlift to minimize the effect of losses.

366. Prior to emplaning, troops are instructed in loading and lashing equipment, in safety regulations on airstrips and in flight, and in plan of assembly after landing. Troops are marshalled near the departure airfields and aircraft loading tables and flight manifests are completed. Units are then emplaned according to the loading plan. Ground and air liaison officers are exchanged.

367. In flight, security may be provided for air movements by flying in formation under escort of fighter aviation, by dispersing, or by flying at night or under other conditions of low visibility. Loading and unloading points in areas under friendly control may be protected by fighter aviation and ground forces, including antiaircraft artillery and antitank weapons.

368. For further details of movement by air, see FM 1–30, "Tactical Doctrine of Troop Carrier Aviation," FM 31–40, "Supply by Air

in Combat Operations," and FM 71–30, "Employment of Airborne Forces."

Section IX. MOVEMENTS BY WATER

369. Water transport is the primary means by which oversea bases and operations are established and maintained. It is characterized by large capacity for personnel and tonnage, great range and comparatively slow speed.

370. Waterborne movements are especially vulnerable to attack by hostile air, sea, and undersea forces. When there is a possibility of enemy attack, vessels usually will be assembled in a convoy under naval command and provided with a naval escort. Convoys also may be provided with air cover.

371. In an amphibious operation, troops are formed into tactical groupings corresponding to the carrying capacity of the available transports. Groupings are based on tactical missions and are landed in the order of their planned participation in the operation. Due regard must be given to the inclusion of adequate service units in the tactical groupings.

372. Troops, equipment, and supplies for the assault are combat loaded and are distributed throughout the transports of the convoy in accordance with the contemplated operations upon landing. It is essential that assault troops, their combat equipment and initial supplies, be loaded in the same ship in a manner that will insure rapid debarkation in the desired priority so the unit can effectively perform its assigned mission on landing. The commander of troops is responsible for the preparation of plans for the loading and unloading of elements of his command.

373. Subsequent to the initial landing on a hostile shore, troops, equipment, and supplies for support of the operation and building up of the bases may be unit or convoy loaded depending on the situation. In certain cases, such as reinforcing an established base, troops, equipment, and supplies may be shipped in separate convoys so as to effect maximum use of available shipping.

374. The transportation officer of the theater of operations or similar command will establish and maintain contact with appropriate shipping agencies with regard to water lift and policies and procedures to be followed. Water transport, under control of the theater commander, will be allocated by the theater transportation officer in accordance with policies established by the theater commander.

375. For essential coordination and details of execution of landings on a hostile shore, see FM 31–5 and appropriate manuals in the 60 series. For further details relative to water transport, see FM 100–10.