

RUNDA



49781

# HISTORY

2 Armoured Car

Squadron

ONUC

OCT 62

APR 63 ~~MA~~

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Unit History - 2 Armoured Car Squadron ONUC

49781

## Formation of the Unit

1. The squadron was assembled on 13 August 1962 at Plunkett Barracks, Curragh Camp. It was intended that the unit would leave for Congo about mid September but due to circumstances its departure was delayed till October. The unit was officially activated on the 24 September, 62
2. On Oct 62 the unit was presented with its standard by the Director of Cavalry, Col J. Stapleton, at a ceremony in Plunkett Barracks. The Squadron paraded in its tropical uniform. Special arm flashes and lanyards were designed for the unit.
3. On Oct 62 the Chief of Staff, Lt/Gen Sean McKeown inspected the unit at the Curragh. He pointed out the unique distinction of a small unit such as this being employed as an independent force. It was to be trained for and employed on independent missions in Congo. Initially the unit would be stationed in Leopoldville until properly fitted out and trained. Thereafter it could be moved anywhere in Congo.
4. On Saturday Oct 62, the Squadron Officers held a farewell dinner at the Devonshire Arms Hotel, Blessington. It was an intimate affair, confined to the officers and their wives or girl friends.

## Movement, location and activity

5. The entire squadron left Dublin Airport by Sabena Jet on 24 Oct 62. The unit was seen off by the Minister for Defence Mr. Bartley and many senior officers from G.H.Q. and the Eastern Command. The whole proceedings were covered very well by T.V. The luxury of travelling by jet was a great novelty to the troops especially with three pretty air hostesses in attendance! Except for a stop of one hour at Brussels the journey was completed without any further stops and in a total of about 11 hours. Squadron arrived at Leopoldville Airport at 0545 25/10/62.
6. The advance party of the returning 37 Irish Bn was at the NJILI airport Leopoldville awaiting the arrival of the 2 Armd Car Sqn. Within one hour they were in the same jet and on their way home.
7. The squadron was transported into a transit camp near the city called Camp Garnier. It will always be remembered as nothing less than a hovel. All ranks were badly bitten by mosquitos. Toilets were not functioning; only one tap was left for the troops to wash at; no place for food to be stored away from flies, etc. The cooking facilities were non-existent and the unfortunate cooks did not even have a butchers knife with which to cut up the joints. The entire unit was

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forced to sit and eat its meals on the floor due to lack of the most rudimentary furniture. After about one week the unit was moved to a factory site called Jouret Congo. Here the unit was scattered among a variety of sheds and buildings. This camp had to be partly shared with the Indian Signal Regiment and Indian Supply Company. Again conditions were near primitive and there was great anxiety from the health point of view. Even to the end of the tour the sewerage and drainage generally was always acting up.

8. This Camp of Jouret Congo was to be the units location while in Leopoldville. The Squadron was to form part of Sector 'L' which was commanded by Col. O'Brien, Signals. While in Leopoldville it was responsible for the security of the city in conjunction with other UN Contingents. With the exception of the 2 QONRs all other troops were purely administrative so that for operational purposes in the city there was only the Squadron and the Nigerian Bn.

9. The military situation in the Congo on the arrival of the unit was as follows:-

a. Katanga under Tshombe was still in secession from the Central Government. UN troops were scattered throughout Congo, the main centres in which they were located were Elizabethville, Kamina, Albertville in Katanga and Luluaborg, Leopoldville, Stanleyville, Burkaru.

b. In Leopoldville the situation was peaceful, except for some local trouble from escaped convicts. There was a certain amount of banditry on the outskirts of the city. This had no effect on UN personnel except for movements after dark in which it was necessary to conform to local Congolese police activities. There was considerable tribal fighting in the Luluaborg area. Katanga was in a state of armed truce.

c. The main mission of the unit while in Leopoldville was to await refitting and train in preparation for possible moves after Christmas. During this period a good deal of the units time was taken up in trying to improve its living conditions. Many and often were the trips to UN HQs in order to get indents filled. A lot of these trips were futile. The supply situation is covered more fully in Appendix.

d. The following units were stationed in Leopoldville on the arrival of the unit:

- (1) HQs ONUC and Sector 'L', Royale Building.
- (2) 57 Canadian Signal Unit,
- (3) ONUC Hospital
- (4) Indian Contingent Signal Regt.
- (5) UN Ordnance Coy.
- (6) UN Air Transport Base
- (7) 2 QONR.
- (8) 365 Coy ASC (Sup) Indian.
- (9) 788 Pakistan Indep CoyASC

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10. During November and December the Squadron went through a period of adjustment and training. The arrival of the Ferret Scout Cars was looked forward to with great enthusiasm. These came by boat from England to the port of Matadi. From here they were transported to Leopoldville by rail. The first two arrived at Camp at 17.30 hrs on 7 Nov 63; the remaining 10 arrived on the 8 Nov 63.

11. On the 10 Nov 63 the remains of Cpl Nolan were collected at NDJILI airport on their way home. On the 16 Nov 63 the squadron was ordered by Sector 'L' to take over the guard duties at Louvaniur University's Atomic Reactor Building and also at ONUC Hospital. On the 19 Nov 63 O/C Sector 'L' Col O'Brien and Staff visited the Camp. Squadron informed that Force Comdr Lt Gen Kebbe Guebre of Et. wished to visit the unit. It was proposed that the unit should put on a tactical demonstration. On 29 Nov 63 Capt Lawless, Lt. Murphy and Sgt. Maguire departed for Elizabethville to see Malayan Armoured Car Sqn there in order to get information about the Ferrets and their maintenance.

12. On the 18 Dec 63 Sqn loaned instructors to Indian Contingent to train some of the officers in the FN rifle and Gustav. At 07.30 a patrol of 5 officers and 36 ORs, 6 a/cars 5 jeeps and trucks left for Makengo with the object of reconnoitring the route to Kenge. The patrol returned at 1930 hrs. There were no incidents. Radio communications between the squadron and its base at Leopoldville was not very good.

13. On the 27 Dec 63 at 0530 hrs the Squadron sent out another patrol of 7 A/Cars, 5 jeeps and trucks on the route KASANGULU - MADIMBA - KISANTU - KONGO - KITUNDU - NGIDINGA. Patrol returned at 1930 hrs.

14. On the 29 Dec 63 Capt O'Shea carried out an inspection of the ANC ranges with a view to having the squadron fire its weapons. New Sector Comdr. Col. C. O'Connell carried out his inspection of the Squadron and Camp.

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15. On the 14 Jan 64 the Force Comdr paid his long delayed visit at 0930 hrs. He inspected the unit on the squadr and then came to the Officers' Mess to meet the officers individually. He was briefed on the proposed exercise by Capt O'Shea. He then heard the troop comdrs give out their orders and then moved to the exercise area at 10.30 hrs. Here he saw a battle practice carried out by two troops (Lieut Murphy's and Lieut O'Sullivan's). After the demonstration the Force Comdr paid tribute to the appearance of the unit and its obvious good morale. He explained that the unit would not be remaining much longer in the Leopoldville area. He indicated that with the build up of UN forces in Congo the show-down with Tshombe would not be far off. He hinted that we might be going to Albertville with the task of operating with the Indonesian Parachute Regt. The mission would be to move Southwards towards Baudoinville area to clean up packets of Gendarmerie. The news of the move was greeted with enthusiasm by all ranks as life in Leopoldville was becoming boring.

16. On 21 Jan 64 No 2 troop left on patrol for Manresa Mission. On 24 Jan the sqn sent out two patrols to reconnoitre the routes (a) MADIMBA - KIMPARO - ZAMBA - KIKINDU, (b) KISANTU - KINANGA, - KONCO, LEMPU - KIVUKA - KIKINDU. The Comdr Sector 'L' and the Regimental Comdr Indian Signal Regt joined in this patrol. Patrol returned at 23.30 hrs.

Unrest in Leopoldville. One troop on Stand-to with Nigerians.

17. On 30 Jan 64 6 members of the RAF arrived at the Camp. Acting Bn Comdr Major Davidson 2 QONR asked if there NCOs could be accomodated by 2 Armd Car Sqn. They departed for Lagos NIGERIA the following day - very sick!

18. The incidence of guards and patrols during the six months was as follows:-

a. <u>Guards</u>	<u>By Day</u>	<u>By Night</u>
Louvanium University (Reactor Building)	1 NCO 3 Men	2 NCOs 6 Men
ONUC Hospital	3 Men	3 Men
Squadron Camp	1 NCO 3 Men	1 NCO 6 Men

b. Patrols

Patrols were not carried out until after the arrival of the Armd Cars. Training patrols were carried out up to mid-March 63 at the rate of approximately one per week.

Visits of UN Officers and Officials

Col. O'Brien	- Sector Comdr 'L'
Lt-Gen Kebbe Guebre	- Force Comdr.
Col C.E. Shortall	- Irish Contingent Comdr.

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## 19. Social Events

The main social events held during the period were:-

- a. Christmas Dinner held for Squadron officers and Irish Staff Officers UN H.Qrs..
- b. Squadron combined with Irish Staff Officers for an Official St Patrick's Day reception at UN Club Leopoldville. This reception covered UN military, civilian and Congolese representatives, including representatives from US and British Embassies. This was a very successful function as it also included all Irish personnel, military and civilian.
- c. St. Patrick's Day included a Church Parade to the Church of Our Lady of Fatima in the city. This was attended by all Irish personnel and even those of Irish extraction such as the Deputy to the US Ambassador, John L. Sullivan and Canadian officers of Irish extraction. The 2 QONR sent a detachment to the church including trumpeters. After Mass the UN Medals were presented by the Irish Contingent Comdr. Col. E. Shortall. In the afternoon there were games and that evening a private party took place for purely Irish personnel. The NCOs and Men held their party and the Nigerian Comdr provided his Bn band.
- d. An official squadron reception took place on 8 Feb 63. It was attended by over 100 persons including the Force Comdr and high executives of the UN administration. It also included a number of close friends from the US Embassy.
- e. There were numerous smaller functions including talks from prominent persons on various subjects. These included talks from officials of Louvanium University, US Embassy and Indian Contingent.

## 20. Association with other UN Contingents

The friendship which existed between the squadron and other UN contingents can only be described as perfect. The assistance which the unit received by both in its official and un-official capacity left nothing to be desired. Indian, Pakistani, Swedish, Canadian and Norwegians were counted among the many close friends of the unit. Even in social functions these contingents contributed both men and material in ensuring the success of the event. In appendix there are a few copies of letters of appreciation from other contingents. These will show in some way how much the unit was appreciated.

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## 21. Association with Civilians

The unit had little direct connection with Belgian or Congolese except in the course of local purchases. At all times the unit was treated in a friendly manner. The NCOs and men were received very well in the local restaurants and they did succeed in making some friends. There was quite a friendship grew up between the unit and the local clergy and nuns. The local convent received many donations of food from the unit during the period that the city was under blockade. Some food was also taken to the mission at KISANTU where an Irish nun from Donegal was staying.

The unit also was very fortunate in making friends with members of the US Embassy and World Health Organization. These people became members of the Mess and in no small way helped to make life more pleasant. The appreciation of the unit was very evident and towards the end of the units' tour many parties were held in the units honour. Three members of the US Embassy hired out the Petit Pont for one night including a dance band. They had cake and ice cream flown in from the US. They had special American dishes prepared. Over 100 people were invited from all Contingents. In the course of a short speech one of the hosts informed the guests of the purpose of the party. It was as he said "to honour and thank a very small unit for all it had done for them and many of their friends".

## 22. Morale and Discipline

Morale was generally excellent. For a short time after the unit was told that it would not be moving to take part in the actions in KATANGA morale decreased a bit. Strangely enough the men tired of the city probably due to the high cost of things. The humidity of the area was inclined to depress at times. The playing of strenuous games was restricted.

The discipline of the unit was very good in spite of the nearby location of dance halls etc. Considering all factors the offences were not any worse than those found at home. There was a fair amount of pilfering, such as underwear and shirts but it was hard to know whether the Congolese and/or the men were responsible. There was no evidence of any black marketing as such. Isolated cases were suspected but not proved of the selling of beer or cigarettes to Congolese or other nearby contingents. However, if it took place it was on a very minor scale.

(For details of charges see Annx. attached)

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## 23. Accidents and injuries

The following accidents and injuries (excluding minor injuries) occurred during the period involving hospitalization:-

- a. No.811225 Tpr Bennett V on 7.2.63 lacerated his right foot when he put his foot through a glass door.
- b. No.0.7879 Capt P. O'Boyle-Kelly, on 26 Mar 1963 lacerated his scalp as a result of a traffic accident.
- c. No.811594 Tpr Conway, K. lacerated his left arm as a result of slipping and putting his hand through a glass door.

## 24. Welfare

Due to promises by UN that all would be provided very little welfare equipment was given to the unit prior to departure. The unit obtained off welfare approximately forty hurleys, two footballs and two sets of jerseys. In addition £20 worth of tea was provided by the Camp Comforts Committee. The Depot of Finance provided £100 towards the defraying of expenses of officers in connection with official functions held on St. Patricks' Day and a Farewell Party. In addition the Squadron appreciated the following gifts.

Kosangas Ltd. - 12 picnic cookers  
GEC - 6 Electric Irons

The supply of UN Welfare equipment was haphazard at the best of times. The supply of radios was very meagre. Outside of cards and dice very little else could be obtained.

During the period the following games were played:-

- a. Darts - Competitions within the unit.
- b. Swimming - Swimming parades were held to Louvanium University and the UN Swimming Pool in Leopoldville.
- c. Hurling - Inter troop matches took place until hurleys became unserviceable.
- d. Soccer - Inter troop competitions.  
Squadron played Nigerians on a number of occasions.
- e. Gaelic - Inter troop competitions.
- f. Films - Films were shown approximately three times per week.
- g. Bingo & Card Drives - These were organised on a Squadron basis and proved very popular.
- h. Dinners - A monthly dinner was organised by the Welfare Officer for the men. The Senior NCOs Mess held a few parties in return for entertainment received from other Contingents.

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The supply of PX goods such as Beer, Spruits, etc was very good. Great credit is due to the squadron Chaplain for both his interest and drive in keeping the supply of PX items up to the mark. All ranks really appreciated the work which he did in this respect in addition to his duties as a Chaplain.

## 25. Training

On the concentration of the squadron at the Curragh the standards of training were as follows:-

- a. Individual training. As regards weapons, wireless driving, drill, etc. the standards on assuming duty were good. However, it was necessary to carry out a conversion course for drivers of AFVs and also for Gunners. This took about a week or so. It was felt that in a unit such as this that as many of the dismountable personnel as possible should be able to fire the 84 M/M Rcl. The firing of the AFVs was carried out on a local AWC range. It was felt that some training should be done on Morse as communications to H.Qs was always erratic even when using the horizontal aerial. The unit was dependant on Indian Signals Regt. for the rear link. This was NOT a success.
- b. Combat Training. A certain amount of training was necessary to get each troop up to standard. However after a couple of patrols battle drills, march discipline, etc improved. This training culminated in a few battle practices combining AFVs and dismounted sections working as a team. Anti-riot drill was practiced in conjunction with the Nigerians with the object of dealing with riots in the Leopoldville area. The unit was ready for operations by Christmas 1962.

## 26. Clothing

The issues from Ireland were adequate. However, the issues of UN type uniform was NOT sufficient for the six months, especially as far as fitters, cooks and AFV drivers were concerned. These men should be issued with the UN type overalls as was on issue to the Pakinstani and Indian contingents. Towels were of a poor quality. However, it was possible to purchase some in the PK.

The laundry was the greatest weakness. There was a poor finish to articles sent in and the losses in the laundry were far too great. The N COs and men reverted to washing their own clothes. Unfortunately this meant an expenditure for them on washing powders which were dear even by our home standards. Officers had to supplement the payment of their houseboys for doing their laundry as these boys are only employed for cleaning the house and making beds.

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## 27. Equipment

Weapons had to be watched very carefully. Cleaning and oiling daily was essential. Rust was a great enemy due to the climatic conditions. However the weapons and equipment of the unit were kept serviceable.

## 28. Armament

The armament of the squadron was suitable for the type of unit and its likely roles. The small Ferret Scout Cars were considered better suited to conditions in Congo than heavy AFVs. These light AFVs had very good cross country mobility. They were suitable for most of the very primitive bridges found in the bush. They were airtransportable. The unit had NO losses in armament.

## 29. Supply

For the Squadron this word was treated with derision for the first two months and was never really taken seriously. It was hard to know whether it was the system or the persons running it. The paper work involved in order to obtain the simplest article was enormous and the number of frustrating visits required to follow it up was demoralising. The ariatic mind which was running part of this machine was hard to comprehend. In each office that one would go to the following became a normal salutation "You sit down, you have chae, you smoke".

On arrival in Leopoldville the squadron was greeted with hundreds of indents for the unit. Each one of these had to be taken to a Base Ordnance Depot to be passed. Then they were taken to another place for issue where invariably the famous NA (not available) was put beside each article. Having travelled almost 6000 miles the unit found, for instance, in its cooking and dining facilities that there was NO cutlery, NO table cloths, NO cups, NO tables, chairs, friges, and so on. By pure luck it was possible to get a message home to Ireland and all the essential articles were sent out. The same applied to the technical side - NO spanners, NO jacks, NO charging plants and so on. One AFV was off the road because of NO acid for one battery. Regarding food, although it was nutritious it became very monotonous. This may have been partly due to the area in which the unit was located. The following gives an idea of the frequency with which the unit obtained items in each month.

Vegetables	-	24 issues fresh,	7 issues tinned
Fruit	-	31 issues fresh	(23 issues pinapple)
Meat	-	24 issues fresh	(Beef, fish, ham and 2 poultry)
		7 canned issues.	

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The Bacon was a very inferior kind and seldom eaten. This also applied to the tinned meat. "C" rations were often issued. These were hardly ever consumed as they contained mostly rice and chili which was found unsuitable to the Irish palate. The squadron could NOT understand why IRISH PACK rations were NOT available for store when other contingents could have their national pack rations. "C" rations as supplied were often dated back to the Korean War! and passed the date laid down for consumption. The old gripe regarding NO butter still applied during the period.

The standard of cooking was very good under the conditions prevailing.

## 30. Signals

The squadron was very adequately supplied with wireless to fulfil its task. All sets were new and functioned. It was NOT necessary for operators to work during the day or night as the Indian Signal Regiment was beside the unit

The effect of climatic conditions has been mentioned in connection with Individual training. It was found that after dark and on certain days reception was poor or nil. The need for trained morse operators was found, especially, with a unit like this which dispenses so much in its operations.

## 31. Engineer Tasks

The unit was maintained by UN services in relation to sewage, light and water.

## 32. Transport

In this connection the squadron was very adequately supplied with transport most of which was issued new to the unit. Vehicles on charge were as per the organisation laid down in Annx \_\_\_\_\_. An ambulance was also assigned. The type of transport assigned was suitable except for the ambulance which had NOT got 4 x 4 drive. The maintenance of the vehicles was a continuous task due to climatic conditions.

Repairs. The fitters were very good. In spite of the shortage of spare parts very few cars were off the road at any one time. Even though UN repair facilities were in operation it was found more satisfactory for the unit to do its own repairs. Some cannibalisation was found necessary, 14000 litres of petrol was consumed per month.

Driving standards improved as soon as every one got used to the local traffic regulations and signs. The small accident rate of the unit bears this out, i.e. three traffic accidents during the period. Disciplinary charges were only necessary in one case.

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## 33. Medical

Standard of Fitness. The standard of physical fitness was good. Initially due to the humidity of the Leopoldville area all ranks were inclined to tire rapidly. With time everyone got used to the conditions. However, it was found that physical exertion had to be kept to a minimum. Men also found it difficult to sleep in their billets due to the heat. This was especially true during the day. Consequently there was a danger of men dozing off on night duty.

Most complaints were due to stomach upsets and sunburn. Anti-malaria tablets were issued weekly on a unit basis. The daily sick parades were very small. Three to six men reporting with minor complaints. Most of the other complaints were minor injuries such as cuts or sprains.

Hospital admissions were as follows:-

Skin Rash	-	1
Pyelitis	-	1
Eye Infection	-	1
Cholic	-	1
Lacerations	-	3
Pharyngitis	-	1
Haemrroid	-	1
Sinisutis	-	1
Appendicitis		
(Suspected)	-	1
Hernia		
(Suspected)	-	1
Masopharyngitis	-	1
Myalgia	-	1

Total		<u>14</u>
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Medical supplies were considered adequate. However, from the sanitary point of view the spraying equipment was far from adequate and was the cause of considerable anxiety.

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Annx A to 2 Armd C Sqn ONUC  
Unit History.

Formation Orders incl  
Nominal Roll

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SREATH/UMH 1/1962

DÉ LUAIN, 24 MEÁN FOMHAIR, 1962

ORDUITHE GNATHAIMH

LE

CEANNFORT S. Ó FOGHLUDHA

OIFIGEACH CEANNAIS : 2 SCABHDRÚN CARR ARMURTHA

CUID A h-AON

1. 2 Scabhdrun, Carr Armurtha is organized with effect from  
24 Meán Fomhair, 1962
2. 0.5150 Ceannfort S. Ó Foghludha assumes command of 2 Scabhdrún  
Carr Armúrtha on 24 Meán Fomhair, 1962
3. PARADES: As detailed.

A. MacCoisdeala  
ar son Oifigeach Ceannais 2 Scn Carr  
Arm

Captaen agus  
Oifigeach  
Riaracháin

SREATH UIMHIR 1/1962

DÉ LUAIN 24 MEÁN FOMHAIR, 1962

ORDUITHE GNATHAIMH

LE

CEANNFORT S. Ó FOGHLUDHA

OIFIGEACH CEANNAIS : 2 SCABHDRUN CARR ARMURTHA

CUID A DÓ

ALT "A"

1. APPOINTMENTS - OFFICERS.

The following Officers are posted to 2 Scabhdrún Carr Armúrtha on  
24 Meán Fomhair, 1962:- (AUTH DFG Amdt NO 15/62)

SQUADRON HEADQUARTERS.

Squqdrn Commander	:	0.5150 Comdt Foley, Joseph.
2 i/c.	:	0.5921 Capt. O'Shea, Roger
Adm Officer	:	0.6480 Capt. Costelloe, Henry
Tech. Officer	:	0.7360 Capt. Lawless, Francis.

RECCE TPS.

Tp Comd	:	0.7886 Lt. Heaney, Christopher, P.
	:	0.7856 Lt. Murphy, Michael, F.
	:	0.7884 Lt. Sullivan, Patrick.

CUID A DÓ

ALT 'B'

2. STRENGTH INCREASE - POSTINGS AND TRANSFERS.

The following are posted/transferred to 2 Scabhdrún Carr Armúrtha  
from Units shown, on 24 Meán Fomhair, 1962 (Auth An tArd-Adn).

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SREATH/UIMHIR 1/1962

DÉ LUAIN, 24 MEAN FOMHAIR, 1962.

## SQUADRON HEADQUARTERS

Sqn Sgt.	C/Sgt.	91189	C/Sgt	O'Sullivan,	M.	Depot Cav Corps
Clerk	Sgt	92590	Sgt	Byrne	J.	Depot Cav
Dvrs Scout Car.	Pte	87387	Tpr	Mahon	C.	1 Mot Sqn
do.	Pte	88879	"	Tyrell	M.	do.
do.	Pte	78593	"	Delaney	J.	do.
Dvrs. M.T.	Pte	800019	Pte	Sheridan	A.	3 Inf Bn.
do.	Pte	93856	"	Wynne	M.	do.
do.	Pte	812059	"	Gilligan,	J.	16 Inf Bn
do.	Pte	805149	"	Ó Feargusa,	D.	1 " "
do.	Pte	91391	Gnr.	McCormack,	J.	IV FA Regt.
do.	Pte	95472	Pte	O'Neill	L.	2 Gnr S & T
Gnr Operator	Pte	809057	Tpr	Phillips,	M.	4 Mot Sqn
do.	Pte	809658	"	O'Sullivan,	C.	1 Mot Sqn
do.	Pte	810339	"	O'Callaghan,	B.	do.
Operators	Pte	78428	C/Sgt	Tracey	P	Dep. Sigs.
do.	Pte	416446	Tpr	Conway	M	1 Mot Sqn
do.	Pte	802727	Tpr	Sexton,	L.	do.

## 1 RECCE TROOP

Tp Sgt.	Sgt	203002	Sgt	O'Donohoe	P.	5 Mot Sqn
Dvrs Scout Car.	Pte.	812315	Tpr	O'Hara,	P.	1 " "
do.	Pte	809442	"	Finn,	H.	1 Armd Car Sqn
do.	Pte	811175	"	Barry,	J.	1 Mot Sqn
Dvrs MT.	Pte	803335	"	Coughlan,	J.	4 Mot Sqn
Gnr Operator	Pte	806684	"	Murphy	P.	1 " "
do.	Pte	94209	"	Coughlan,	A.	do.
Gnr Operator	Pte	807157.	"	Barry,	J.	2 Mot Sqn
Operator	Pte	808595	Gnr	Davitt,	W.	Depot Arty.

## 2 RECCE TROOP.

Tp Sgt	Sgt	92518	Sgt	O'Hara,	P.	1 Mot Sqn
Dvrs Scout Car	Pte	805715	Tpr	Ellard,	L.	4 Mot Sqn.
do.	Pte	807241	"	Kenny,	M.	2 Mot Sqn
do.	Pte	810779	"	Carley,	P.	do.

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SREATH/UMHIR, 1/1962

DÉ LUAIN, 24 MEAN FOMHAIR, 1968

## 2 RECCE TROOP (CONTD)

Dvrs M.T.	Pte 95420	Tpr McAuliffe,	J.	1 Mot Sqn
Gnr Operator	Pte 811541	Tpr Ryan,	T.	2 " "
" "	Pte 805678	" Murphy,	L.	2 " "
" "	Pte 805677	" Kearns	J.	2 " "
Operator	Pte 810218	Pte Walsh,	J.	4 Fld. Sigs.

## 3 RECCE TROOP

Tp. Sgt.	Sgt 99093	Sgt Hamill,	J.	4 Mot Sqn
Dvrs Scout Car	Pte 811049	Tpr Tierney,	F.	2 " "
do.	Pte 812136	" Mahon	P.	2 " "
do.	Pte 812474	" Hughes,	D.	2 " "
Dvrs. M.T.	Pte 810599	Pte Buckley,	M.	Dep Sigs
Gnr Operator	Pte 803555	Tpr Donnelly,	J.	1 Arm C Sqn
do.	Pte 807143	Tpr Kelly,	T.	do.
do.	Pte 807159	Tpr McCarton,	P.	4 Mot Sqn.
Operator	Pte 811604	Pte Mulvey,	R.	4 F Sigs.

## ADM TROOP

Sqn. Q.M.S.	SQMS 208182	CQMS McHale,	M.	Depot Cav.
Fitter	Sgt 96267	Sgt Keogh,	E.	4 Mot Sqn.
"	Sgt 424442	Sgt McGuire,	T.	do. (Fitter)
Radio Mech	Sgt 806242	Cpl Burke,	M.	4 Fls Sigs
Troop Sgt	Sgt 83287	Sgt Walker,	A	ASPC GT Dep.
Armourer	Cpl 92037	Cpl Kavanagh	M.	2 Grn AOC (Armourer)
Cook	Cpl 415076	" O'Connell,	W.	1 Mot Sqn. (Cook)
Fitter	Cpl 807458	Pte Tallon,	J.P.	4 Fd S&T (Fitter)
do.	Cpl 805959	Tpr Sullivan,	S.	Dep Cav
Med Ord.	Cpl 810802	Cpl Tucker,	E.	No.1 Hos. Coy.
Section	Cpl 806417	" O'Neill,	J.	1 Tank Sqn.
Section	Cpl 806152	" McQuillan,	J.	2 Mot Sqn
Section	Cpl 809342	" Callaghan,	E.	do.
Section	Cpl 809447	" Loughman,	M.	Depot Cav
Storeman	Cpl 90726	" Irwin,	P.	Tank Sqn.

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## ADM. TROOP. (Contd).

Storeman	Cpl. 806043	Cpl. Broe,	W.	4 Mot Sqn
. A TK Numbers	Pte 206620	Gnr McKevitt,	L.	IV FA Regt.
do.	Pte 804016	Gnr Byrne	J.	do.
do.	Pte 95011	Gnr Heffernan,	W.	do.
do.	Pte 809977	Gnr Flynn,	J.	do.
do.	Pte 98848	" Yeates,	W.	do.
do.	Pte 811570	Pte Doyle,	J.	4 Fd Sigs.
Clerk	Pte 809014	Pte Tighe,	M.	6 Inf Bn.
Cook	Pte 806014	" Murray,	J.	2 Inf Bn (Cook)
Cook	Pte 801189	" Leney	T.	1 Hos. AMC (Cook)
Cook	Pte 810217	" O'Brien,	P.	2 Inf Bn. (Cook)
Drivers MT	Pte 803104	" Kavanagh	F.	2 Fd S & T.
do.	Pte 811708	Pte McNeill,	R.	11 Fd S & T
do.	Pte 808513	Tpr McEvoy,	J.	1 A C Sqn
do.	Pte 808765	Tpr Landy,	J.	do.
do.	Pte 806675	" Finn,	L.	Dep Cav
do.	Pte 809552	Pte Coffey,	J.	Dep COE
do.	Pte 809869	A/Man Whelan,	MI	Air Corps.
Med Ord	Pte 810809	Pte Gaffney,	P.	1 Hos. Coy.
Operators	Pte 805794	Pte Phelan,	J.	Dep. Sigs.
Rifle Numbers.	Pte 811225	Pte Bennett,	U.	3 Inf. Bn.
do.	Pte 808395	" Curran,	C.	do.
do.	Pte 803541	" Dingley,	M.	do.
do.	Pte 807017	" Meehan,	J.	do.
do.	Pte 811594	" Connery,	K.	do.
do.	Pte 812200	" Ryan,	J.	5 Inf Bn.
do.	Pte 812940	" Quirke,	P.	2 Inf Bn.
do.	Pte 811988	" Butler,	P.	E Comd HQ

Siniú A. Mac Coisdeala

Captaen agus

Ar son Oifigeach Ceannais, 2 Scabhduin.

Oifigeach  
Riaracháin

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