

6



49140

UNIT HISTORY

3 ARMOURED CAR SQUADRON

ONUC

10 11 X

April 1963 — October 1963

CONFIDENTIAL
UNIT HISTORY.

3 ARMOURED CAR SQUADRON ONUC.

C O N T E N T S.

49140

<u>Para.</u>		<u>Page.</u>
1.	Formation and Initial Training.	1
2.	Move to Congo.	1
3.	Training.	2
4.	Gunnery and Weapons Training.	2
5.	Wireless Training.	3
6.	Physical Training.	3
7.	Training - General.	3
8.	Actions and Incidents.	3
9.	Association with Other UN Contingents.	4
10.	Language Problems.	4
11.	Incidence of Duties.	4
12.	Visits by UN Officers and Officials.	5
13.	Morale and Discipline.	7
14.	Welfare Facilities.	9
15.	Clothing.	9
16.	Association with ANC.	10
17.	Armament and Equipment.	10
18.	Supplies.	11
19.	Engineer Tasks.	11
20.	Transport.	11
21.	Signals.	12
22.	Public Relations.	13
23.	Sporting and Recreational Activities.	13
24.	Social Activities.	16
25.	Repatriation of The Squadron.	18

-----oOo-----

A N N E X E S.

- A. Nominal Roll of 3 Armoured Car Squadron.
- B. Establishment Table - 3 Armoured Car Squadron.
- C. Breaches of Discipline in Statistical Form.
- D. Medical and Health Statistics.
- E. Armament Table.
- F. Ammunition Allotment.
- G. Vehicle and Wireless Table.

-----oOo-----

CONFIDENTIAL

UNIT HISTORY.

3 ARMoured CAR SQUADRON ONUC.

1. Formation and Initial Training.

- a. 3 Armoured Car Squadron was formed and assembled at Plunkett Barracks, Curragh Training Camp, on 4th April, 1963. The Squadron was activated on 16 April, 1963.

Nominal Roll of Squadron personnel and their parent Units is shown at Annex "A".

- b. Advance Party consisting of Comdt. P. CAHALANE, Squadron Commander, Capt. R.E. McCORLEY, Adm Officer, Capt. L. YOUNG Technical and Wireless Officer, and four NCOs, departed Dublin Airport on 13th April, 1963, on aircraft chartered by UN from A.U.T., (French African Airlines), and arrived in ELIZABETHVILLE, Republic of the Congo, on 14th April 1963. The Aircraft made short hauls en route at IDRIS Airport, LIBYA, and at BANQUI, in the Central African Republic of CHAD. On 15th April the Advance Party travelled to LEOPOLDVILLE, by UN Aircraft and commenced taking over from 2 Armoured Car Squadron on 16th April, 1963.
- c. Initial Training. in Plunkett Barracks, Curragh from 4th April to 16th April 1963, was mostly devoted to RT procedure, First Aid, Gunnery, Driving and Maintenance, Range Practices, Cloth Model Exercises, Lectures on "Keeping the Peace" and on conditions in the Congo. The Squadron was fortunate in that a high percentage of its personnel had previous service in the Congo which made the task of preparation much easier.
- d. Squadron Pennant. was presented on 16th April, 1963, by Col. J. Stapleton, Director of Cavalry, at a parade in Plunkett Barracks Curragh.

2. Move to Congo.

- a. The Squadron, less those mentioned in para 1.b. departed Dublin Airport, under Command of Capt. E. O'Neill, Squadron second in command, on 17th April, 1963, on two US MATS Aircraft, and were seen off by Lt.Gen. S. McKEOWN, Chief of Staff, Col. J. STAPLETON, Director of Cavalry, and other Officers. The first stop was at WHEELUS, US Airbase, LIBYA; and after a meal and short rest there the planes resumed the journey. Over the SAHARA Desert one of the planes developed engine trouble, and had to return to WHEELUS where the passengers were accommodated overnight. The other plane continued its journey via KANO, Northern NIGERIA, to LEOPOLDVILLE. At 16.00 hrs on the 18th the plane that returned with engine trouble left WHEELUS, for LEOPOLDVILLE. It also called to KANO where the passengers had a meal. Its arrival in LEOPOLDVILLE at 05.00 on 19th completed the move of the Squadron to the CONGO.
- b. In Leopoldville the Squadron was located in CAMP CHAMETAL, which is situated eight miles from the City, on the Airport road, and eight miles from the Airport. Camp CHAMETAL was erected in 1961 by the UN to accommodate an Indian Brigade, ONUC. Adequate and very well appointed accommodation was available for NCOs and Troopers in the quarters previously occupied by Officers of the Indian Brigade. Accommodation for Officers, the Officers' Mess, and the NCOs Mess, was available in civilian villas rented by the UN. Suitable indoor accommodation was available in the Camp for Chapel, Dining Hall,

CONFIDENTIAL

CONFIDENTIAL

2.

Cookhouse, Workshops, Canteen, Recreation Hall, Basketball Court, Garage, Stores and Offices.

3. TRAINING.

a

a. Standard on assuming duty.

- (1) It was apparent from the outset that the standard of training within the Squadron varied very much. The reason for this was that personnel were drawn from fifteen units, and were not in all cases in a position to avail of the training facilities in their units, and furthermore seventeen personnel had NO previous Armoured Car or Cavalry Training.
- (2) Physical fitness generally was not up to the standard required for active service in the tropics.

b. Additional Training found necessary.

- (1) In tactical training mostly could be seen the disparity in the standard of training. There was an obvious absence of a complete knowledge of elementary field-craft, use of cover, positioning of Armd Cars and vehicles, security at the halt, observation during movement, control by NCOs, and radio communication during movement.
- (2) Frequent long distance training patrols, recce exercises wireless training, and other tactical training followed by discussions brought about a rapid improvement in the general standard of tactical training, and control by troop Commanders and Tp NCOs.
- (3) The Ferret Armd Car was new to all personnel. Therefore all crews had to undergo a course immediately in driving and maintenance. Subsequently all other drivers within the Squadron were trained as Armd Car drivers and in the maintenance and operation of the vehicle
- (4) After four months a course in light vehicle driving for fourteen selected non drivers commenced in the Squadron to ensure that sufficient substitute drivers were always available.

4. GUNNERY AND WEAPONS TRAINING.

- a. Many of the Armoured Car Crew Members had little training in the .300 Browning MG with which the Armd Car was armed. A training course was organised for crew members, and afterwards a similar course was arranged for Squadron drivers and other selected personnel. All gunners, and those who completed a course in the Browning MG, fired range practices from the Armoured Car at a local field range.
- b. Frequent short periods were devoted to training in the FN rifle and the Gustaf SMG.

CONFIDENTIAL

CONFIDENTIAL

3.

5. Wireless Training

- a. Wireless operators and crew members were not familiar with all types of wireless sets in the Squadron, and consequently a course in operation and maintenance of these sets was conducted. A second course was organised later for selected personnel.
- b. In addition refresher training in the new RT procedure was included in the wireless training programmes.
- c. The Squadron was fortunate in having Capt. L. Young (Technical and Wireless Officer) who had completed a four months wireless course in England, in December, 1962, to advise on and supervise wireless training.

6. Physical Training

- a. Apart from the personnel who always participated in outdoor games a lack of fitness was apparent at the outset.
- b. A period every day immediately after reveille was devoted to physical training - age determining the pattern it should take. After a relatively short period an EXCEPTIONAL improvement in the standard of fitness was evident. There was an increase in the number participating in outdoor games and a keener and more wholehearted approach to all types of training, but especially tactical training, as time went on.

7. Training - General

Considering the many routine chores that had to be carried out within the Squadron and the high frequency of regimental duties the amount of training completed within a short period was enormous. It was disquieting to discover the volume of training that was necessary in a few months overseas before the Squadron could be rated a well trained coherent unit. Much more of this training could, and should, be done at home in parent units.

8. Actions and Incidents

The entire period of the tour was free of any major actions or incident. However some local Congolese incidents which affected the Squadron were:-

- a. A revolt of the Congolese Civilian Police, in Leopoldville, occurred during the month of June and shooting took place. The Squadron was placed on 24 hours Stand-to for 10 days on twenty minutes call during this period. The revolt was quelled by the Gendarmerie and a curfew in the Leopoldville district was imposed and maintained for a period of three months. During this period 50% of the Squadron was on Stand-to on 20 minutes call. Road blocks were set up by the Gendarmerie on all main roads in Leopoldville District. Shooting at passing vehicles took place and in general the situation was tense and unpleasant.
- b. Towards the end of September a general strike was threatened in Leopoldville. The Squadron was allotted specific tasks and placed on full Stand-to for fourteen days while the pending trouble lasted.

CONFIDENTIAL

9. Association with other UN Contingents.

- a. Being stationed all the time in Leopoldville and close to UN Headquarters caused the Squadron to be in close contact with UN Contingent Staff, and Headquarters Civilian Staff from many countries.
- b. Close co-operation existed with:-
 - (1) Canadian Signals on all matters pertaining to Security, wireless training and communications;
 - (2) 2 Bn Queens Own Nigerian Regiment on security, guards, combined training on control of rioting, guarding installations, guards of honour and funeral ceremonial guards. The Squadron Tp Officers and the Pln Commanders of the Nigerian Bn took part in two combined TEWTS. In June two troops of the Squadron and a composite company of Nigerian Battalion trained together for two weeks on "Ambush" and "Anti Riot Drill". A demonstration followed for all UN Contingents and pers in Leopoldville.
- c. Other Contingents with which the Squadron co-operated were the Nigerian Police Company, the Indian Supply Company, the Pakistani Transport Company, the Swedish Movement Control Company, and the Netherlands Hospital Company.
- d. Officers and other ranks of the US MATS Staff, stationed in the US Hangar in Leopoldville Airport were frequent visitors to the Squadron.
- e. Each week a Hastings Aircraft from No. 36 Squadron, RAF Transport Command Sub Depot, LAGOS, Nigeria, stopped overnight in Leopoldville, en route with supplies to Addis Ababba, and Accra. The aircraft officers called regularly to our Squadron and many lasting friendships were established.
- f. In Dec '63 the Squadron Commander received a plaque of No. 36 Squadron RAF from its Commander as a memento of the association and friendship between personnel of both Squadrons in the Congo. This plaque has been presented to Plunkett Barracks Officers Mess, CTC.

10. Language Problems.

Lack of a knowledge of French, in a country where the majority speak that language and do NOT speak English was a hindrance. The problem would be magnified during operations in the event of being called to aid of the Civil Power - one of our important tasks - and we would have been dependent on civilian UN interpreters and hampered by delays in communication and ambiguous interpretation.

11. Incidence of Duties.a. Guards.

- (1) Camp Chametal: Daily (24 hours) 1 Offr, 2 NCOs, 4 Tprs.
- (2) Louvainium University: Daily (24 hours) 1 NCO, 3 Tprs. (Nuclear Reactor).

CONFIDENTIAL

- (3) Camp Martini: From 22/7/63 to 30/9/63 Nightly 1 NCO, 4 Tprs.
- (4) UN Transmitting Station: From 3/7/63 to 10/7/63 Daily (24 hours) 2 Tprs.
- (5) UN Bank: From 2/8/63 to 25/8/63 - Daily (24 hours) 2 NCOs, 9 Tprs.
- (6) Ethiopian Transmitting Station: From 18/7/63 to 26/7/63 1 NCO, 2 Tprs.

b. Stand-To:

- (1) Entire period: One complete Troop = 3 NCOs, 12 Troopers.
- (2) Period from 25/8/63 to 26/9/63 = The whole Squadron.
- (3) " " 22/6/63 to 2/7/63 = " " "
- (4) " " 22/6/63 to 25/8/63 = 50% of Squadron.
- (5) Njili Airport: From 25/8/63 to 26/9/63 = 2 Armd Cars and Crews.

c. Patrols

- (1) Two long distance patrols per week (excepting the periods at sub para b (2) and (3) above. The Squadron less Stand-To Troop and some Squadron Headquarter personnel, took part in these patrols.
- (2) On other days of the week security patrols of Troop strength were carried out in the general area between the Airport and Leopoldville City.
- (3) The Squadron had a monthly operational allotment of 14,000 litres of petrol.

12. Visits by UN Officers and Officials

a. Guards of Honour were provided for official visits of

- (1) Lt. Gen. KEBEDDE-GEBRE (Ethiopia) Force Commander.
- (2) Maj. Gen. KALDAGGER (Norway) Force Commander (succeeded Lt. Gen KEBEDDE-GEBRE).
- (3) Lt. General KEBEDDE-GEBRE paid a visit to the officers for an informal farewell dinner prior to his departure from the Congo. He was presented with a set of Cavalry Corps Gold cuff links and a collection of rare Irish stamps by the Squadron Commander, and with four stamps of the 1916 leader Thomas J. Clarke, by the Squadron Chaplain, Rev. Fr. J. Clarke.
- (4) Major Gen. KALDAGGER, inspected a Guard of Honour, presented UN Medals, addressed the Squadron, and carried out an inspection of the Camp, including installations, accommodation, vehicles and equipment.

Other senior UN officers paid routine visits to the Squadron but were not provided with Guards of Honour. To mention but a few:-

Brigadier B. OGUNDIPE (Nigeria) ONUC Chief of Staff.

Col. V.S. KAPOOR, Indian Contingent Commander.

CONFIDENTIAL

6. CONFIDENTIAL

Col. I. JAFFERTY, Pakinstani Contingent Commander.

Wing/Comdr. WRIGHT, Chief Air Transport Officer.

Col. N. GREENE, Canadian Contingent Commander.

Col. C.E. SHORTALL, Irish Contingent Commander.

Col. C.S. O'CONNELL, Irish Commander, Sector L.

Col. P. MAYER (Canada) ONUC Liaison Officer with
Congoles Army.

Lt. Col. ROODENBERG (Netherelands) O/C., UN Hospital.

Col. R.D. KAMAT, (India) Chief ONUC Medical Officer.

Col. T. JAKRO PRANOLO (Indonesia) Contingent Commander.

Lt. Col. I.J. COONEY, Irish Contingent.

Col. E. NEGGA, (Ethiopa) ONUC Operations Officer.

Col. P. THU, (Norway) SSO EME ONUC.

(5) Visits from non UN personnel included:-

His Excellency Archbishop Vitor ROBERTI (Apostolic Nuncio).

Right Rev. Msgr. CALABRESE, Nunciature Apostelique.

Col. H. ROUDSTEIN, US Military Attache.

Col. HOLMAN, US Air Attache.

Col. G. LULLICH, US NAVAL ATTACHE.

Col. E.R. ANDERS, OIC US (MATS) Air Force.

Col. J. BENTLEY, UN (MATS) Air Force.

Col. SINCLAIR, British Military Attache.

Wing Commander J. COGILL, British Air Attache.

Mr. James L. SULLIVAN, Chief of Mission US Embassy.

V. Rev. Mons. BAKOLE, Vice Rector Louvainium University.

Mr. Erskine B. Childers, Ireland - UN.

Mr. Hicks, Canadian High Commissioner.

b. Guards of Honour

(1) Several UN Ceremonial Guards were supplied by the Squadron.

(2) A Guard of Honour to the departing Force Commander, Lt. Gen. KEBEDDE-GEBRE, was provided on 31/7/63, at NJILI Airport, in conjunction with 2 Bn Queens Own Nigerian Regiment.

CONFIDENTIAL

7. CONFIDENTIAL

13. Morale and Discipline.

- a. Morale and discipline in the Squadron were very good. The standards of dress, behaviour and performance of the troops both on and off duty were most satisfactory and compared favourably with the standards in other UN Contingents.
- b. Factors affecting Morale.
 - (1). Incidence of duty was too high.
 - (2). Climatic conditions were exhausting in the LEOPOLDVILLE area where the temperature remained in the region of 100° throughout the tour of duty.
 - (3). A UN regulation governing unit savings, and purchases of attractive items and canteen supplies from UN P.X, was NOT brought to the notice of the Squadron until July 30th, and consequently was NOT complied with in the Squadron from the very commencement of the tour. In brief, this regulation stipulated that total expenditure on attractive items and canteen supplies plus the sum lodged to unit savings would NOT exceed the total daily service allowance paid by the UN. By 30th July, the regulation was well and truly contravened by overspending on purchases of soft drinks, beer, cigarettes and other canteen supplies, plus payment made for attractive items ordered during the first fortnight of overseas service.

On 1st August all further purchases from the UN P.X were stopped and the orders placed for attractive items cancelled by order of the Chief Administrative Officer, Mr. Carey Seward.

Despite the exhortations of the Contingent Commander and the Squadron Commander directing attention of the Chief Adm Officer to the grave consequences of his drastic order, he would NOT relent and seemed indifferent to the ill effects it would have on the morale and health of the troops. Meanwhile the Squadron Officers were making a concerted effort to purchase soft drinks and cigarettes from Congolese sources. Heavy demand for these commodities in Leopoldville and a scarcity of bottles as far as drink was concerned were serious obstacles. However, after seven days limited supplies were procured, and supplemented by a generous gift of 24 dozen soft drinks and beer from the Canadian Contingent Commander, Col. Greene. Deprived of cigarettes, soft drinks and beer in a tropical climate, the reaction of the troops was a tribute to their good morale and physical fitness.

During a conference with the UN Officer i/c Mr. Max Dorsinville, the Chief Administrative officer Mr. Carey Seward, the Squadron Commander represented that the failure of the Chief Adm Officer to realise the grave consequences of his order depriving the troops of soft drinks, beer and cigarettes, and the failure of his P.X. officials to direct the attention of the Squadron to the said regulation at the outset of overseas service rendered him, unsuitable for his appointment and that he should "go home", or be sent home by the Officer i/c, Mr. Max Dorsinville.

CONFIDENTIAL

The Squadron Commander also directed attention to the black market of UN cigarettes, beer, cameras, watches, etc, etc, going on openly in Leopoldville, with NO apparent effort being made to curb the Practice or expose those responsible for making the items available, and the grave damage being done to the UN image in the eyes of the Congolese and all decent people. This black market assumed large proportions by the end of September, and a casual check by two members of the Squadron at mid-day on a date at this time revealed that NO less than 43 cartons of UNstamped cigarettes were on sale openly at black market prices outside the GPO, not to mention the quantities of UN cigarettes and other items similarly on sale at various other places throughout the City. Squadron personnel could NOT understand why they were denied the right to purchase through the UN P.X. at normal prices the limited supplies of the said items to which they were entitled, while unlimited supplies of these items, and many additional items were available in the black market in Leopoldville. The attractive items ordered and paid for by the Squadron at the commencement of the tour and delivered to the UN P.X. in Leopoldville after the Squadron was repatriated, were NOT despatched to the Squadron and neither was the money ever refunded. It is NOT known how the attractive items were disposed of by the UN. P.X.

Perhaps the most disturbing feature of this case are:-

- a. The full and accurate facts were reported to Dept of Defence through the recognised channels in the confident belief that appropriate action would be taken with UN HQ, to uphold the rights of the Squadron. No such action was taken either before or after repatriation of the Squadron.
- b. Reports on the case made by Mr. Carey Seward, Chief Adm Officer, to UN HQ, New York, contained distortion of the facts.
- c. A demand by the Squadron Commander, made on the advice of the Judge Advocate General, Comdt. Malachy McMahon, for an impartial Court of Inquiry was turned down by UN HQ, Leopoldville, on the advice of the UN Chief Legal Officer, Dr. GORGI, a subordinate of the Chief Adm Officer, Mr. Carey Seward. Dr. Gorgi invoked the gaming act on behalf of the UN in correspondence with the lawyers briefed by the Squadron shortly after repatriation to enforce their legal rights against the UN breach of contract in the matter of att active items.
- d. In the controversy with the UN Civilian Staff the Dept of Defence did NOT support the Squadron case which was based on the accurate reports submitted by the Squadron.

c. Breaches of Discipline.

- (1). Summary listed in Annex "C".
- (2). It was appreciated that the lapses (asleep on Guard Duty) which led to three of the four LCMs were attributable to climatic conditions, standard of physical fitness, and fatigue due to high incidence of duties. These factors could NOT be accepted as excuses on active service, but were, evidently, taken into consideration at the LCM trials.
- (3). Strict vigilance for lapses of discipline exercised by officers and NCOs of the Squadron resulted in a rate of detection higher than average and revealed some minor lapses that would normally pass undetected and unnoticed. This standard of vigilance was essential in Leopoldville to counteract many militating influences NOT normally encountered, and the bad example of some personnel from other contingents whose infringements apparently escaped the vigilance of superiors.

14. Welfare Facilities.a. Provided from Ireland.

- (1). Free Issues. Sports Equipment
Newspapers.
- (2). On repayment Cigarettes, Beer, Stout, Minerals.

b. Provided by UN.

- (1). Free Issues. Radios, Basket Balls, Footballs, Dart Sets, Ring Sets, Films (2 per week), Electric Irons.

(2). On Repayment

Beers, minerals, wines, spirits, cigarettes, biscuits, chocolates.

Miscellaneous items such as swimming knicks, sports shirts, underwear, towels, socks, sandals, thermos flasks, travelite bags, camera films, razors, toilet requisites, and inexpensive cameras.

c. Local Purchases.

- (1). Beer, minerals, cigarettes.
- (2). Meat, vegetables, fruit, tomatoes, butter, as required to supplement UN rations and for Squadron dinners and entertainment.

15. Clothing.a. Issues from Ireland.

Boots, shoes, leggings, Khaki shirt and trousers, socks, towels, underwear, pyjamas, UN Beret.

CONFIDENTIAL

The tropical uniform on issue, made of heavy and coarse material, was most uncomfortable, caused much perspiration, had NO cooling qualities whatsoever, and was NOT suitable for a hot climate.

The trousers, especially, always appeared grubby and never seemed to hang smartly. A tropical uniform made from a finer and better quality material with a smarter design would be a considerable improvement to appearance and comfort of pers serving in tropical countries.

A great source of embarrassment to Irish Officers attending other contingent, embassy, and host-country functions was appearing in the tropical uniform already referred to, while officers from other contingents wore light-weight tropical dress uniforms. Military and civilian pers from many countries attended those functions and the tropical uniform worn by the Irish Officers created an unfavourable image.

b. UN Issues in Congo.

Two trousers and jackets of bush green uniform, working cap, snake boots.

c. Local Purchases.

Squadron personnel had to purchase light weight shirt and slacks at their own expense, as the home khaki issue was much too heavy for the climate.

d. Clothing life.

The shrinkage of uniform after washing reduced the life span of the garments and some additional issues of bush green uniforms had to be made.

16. Association with ANC (Armee Nationale au Congo).

The Squadron was on very friendly terms with the Congolese units stationed in Camp KOKOLO, in the city. Officers from the Camp accompanied the Squadron on patrols. This arrangement was officially agreed upon between Headquarters ONUC and Hq Congolese Army. Congolese officers were also present during Armoured Car Range Practices. These officers, generally young men in their early twenties, who had completed one year's training overseas in French and Belgian Military Academies, were likeable and seemed keen and intelligent. In conversation they gave the impression of feeling frustrated in that they were given NO opportunity by their superiors to put into practice what they had learned overseas. In Dress, Appearance and outward behaviour, the ANC compared favourably with African contingents serving with the UN.

17. Armament (including Armd Cars) and Equipment.

- a. The armament and equipment were suitable for the mission of the Squadron. However, the Ferret armoured car, which in fact is only an armoured Scout Car, while suitable for reconnaissance and operations in aid of civil power, is NOT suitable for the normal roles of the conventional Armd Car.

CONFIDENTIAL

- b. Weather or climate had NO adverse effects on equipment or armament during the period (April to October - dry season) the Squadron served in the CONGO. However the dusty conditions prevailing called for more diligent and frequent attention to maintenance, care and cleaning of armament and equipment in general.
- c. There were NO losses of weapons or equipment during the period.

18. Supplies.

- a. All supplies which included food, petrol and oil, tropical clothing, spare parts etc. were procured from UN Base Ordnance Depot (BOD).
- b. The accountancy system for supplies was somewhat similar to that which obtains in our own army.
- c. Local Purchases. The existence of the BOD almost completely obviated the need for local purchases. However, local purchases of food were made for Officers, NCOs and men's parties, for Squadron monthly dinner and also purchases for cigarettes, Beer and soft drinks, when purchases from the UN P.X. were cancelled by order of the UN Chief Administrative Officer.
- d. Quality of Food Ration. - The quality of the food in general was satisfactory. The main complaints concerned the absence of butter from the ration scale, (replaced by inferior quality margarine) and the very poor quality bacon and de-hydrated potatoes supplied.

- e. Cooking.

Standard of cooking was mediocre at the commencement, but as time went on the facilities were improved, and there was a marked improvement. In the final three months of the tour the standard of cooking and presentation of food was excellent.

19. Engineer Tasks.

- a. All camp maintenance and engineer tasks were carried out by a UN civilian maintenance section. The excellent service and attention given to the Squadron by this Section made living conditions most pleasant.
- b. Water and light were provided from the towns main sources of supply, and presented NO problems.
- c. The sewage system gave trouble for almost the entire period due to insufficient piping and shores to take away waste, but above all the inadequacy of the septic tanks, NOT designed to cater for such a large number of people, was a major problem on account of the resultant health hazard.

20. Transport.

- a. Tasks. All vehicles on charge were organic to the Squadron structure and combat role, and used on recce, aid to the Civil Power, patrolling, etc. tasks of the Squadron, and in the normal daily chores of the Unit, e.g., Collection of Stores,

CONFIDENTIAL

12.

transporting of goods, etc.

- b. Vehicles on Charge. See Annex "G".
- c. Suitability. Suitable for very light recce and where only light opposition was anticipated. As previously mentioned the "Armoured Car" label made the Squadron liable for tasks for which it was NOT properly equipped or capable of undertaking. The Squadron OC had constantly to be on his guard against such misapprehensions.
- d. Maintenance, Repairs and Spares. The Squadron was responsible for maintaining all vehicles on charge. This was done satisfactorily. Repairs to soft-skinned vehicles were carried out in local civilian garages in Leopoldville. This arrangement was NOT satisfactory as spares were in very short supply and the time taken to complete jobs was far too long. All repairs to Armd Cars were carried out by the Squadron Technical Staff. This was a major task as none of the fitters had ever seen a Ferret Armd Car until they arrived in the Congo; neither Workshops manual nor special tools were available, and suitable garage equipment was received only towards the end of the Squadron's tour of duty. In addition, no spares were available. The ridiculousness of the situation is best illustrated by the fact that during a period of six weeks two Ferrets were off the road because NO replacement fan-belts or generators were available. This situation was remedied only when an emergency occurred and the spares were flown out from England - by order of the Force Commander! The greatest tribute that can be paid to the Technical Staff is the fact that all vehicles, both armoured and soft-skinned, were handed into stores in first class condition before the Squadron was repatriated.
- e. POL Consumption. Each month the Squadron was issued with 14,000 litres of petrol in 50 gallon drums, and all the oil and lubricants required. An ample reserve was maintained at all times. In general the POL position was satisfactory.
- f. Driving Standards. In almost 100,000 miles completed by the Squadron during its service, there was NOT one road accident, and there was NO case of a driver infringing traffic laws or Drivers Standing Orders.

21 Signals.

- a. The Squadron was well equipped with Radios. They were of four types i.e.,
 - 1. S.R. C.12 - fitted in Ferret Armd Cars.
 - 2. AN/GRC 9 - " " Jeeps.
 - 3. AN/GRC 10 - for dismounted elements.
 - 4. Motorola - for fixed time call to UN Hq.
- b. All radio equipment was in very good condition and was well maintained by the Signals Staff. This would NOT have been possible without the considerable co-operation experienced from the 64 Canadian Signals Regiment.

CONFIDENTIAL

- c. It was found that during long distance patrols contact with the Squadron Hq at base was lost after a short time, depending on type of terrain encountered. contact was possible at longer distances only by the erection of a horizontal aerial during halts. This is a very time-consuming job and would NOT have been possible under active service conditions.
- d. It is considered that, in a Unit with such a large and varied quantity of Radio equipment on charge, the appointment of a second Radio Mechanic is warranted.
- e. The standard of operating and voice procedure was very satisfactory.

22. Public Relations.

- a. In the course of patrol duties the Squadron frequently visited and brought gifts of food and other scarce commodities to a Notre Dame Convent in the town of KISANTU, about 80 miles from Leopoldville. An Irish Nun, Sister Agnes, from Donegal, was a member of the community there.
- b. All surplus food in the Squadron was saved and distributed to Orphanages in Leopoldville.
- c. During a visit to Leopoldville, in August of the Sister Surgeon from a Convent Hospital in a remote region in COQUIHATVILLE Province it was learned that neither money, food, clothing, medical supplies, nor other requirements were made available to the Sisters or the Hospital for a period of more than two years. The Squadron Officers jointly contributed a cash gift of 20,000 francs, and other requirements which cost 35,000 francs, to the Surgeon Sister.

23. Sporting and Recreational Activities.

a. Soccer.

1. Inter-Troop.

Four teams, one from each troop, took part in this competition which commenced in August. Ground conditions were unsuitable but all games were contested keenly. The competition was won by Hq Troop who beat Troop "B" in a playoff. A total of 12 games were played.

2. UN Competition and Games with other Units.

Within a fortnight in the Congo the Squadron played its first game against the Nigerian Bn team and lost 5 goals to 1. The Squadron then played the Nigerian Bn Companies teams individually, lost the first game 2 goals to 1, drew the second, 2 goals all and won the third 3 goals to 1. The next game against the Nigerian Bn team was won by 5 goals to 1.

The Squadron team entered for the UN Soccer league and finished fourth in the competition, winning two games against the Danish team and UN Hq team and drawing with the Nigerian Police team. This was a creditable achievement as there were only 16 talented players in the Squadron. The team was:-

Lt. Walsh, Lt. Whelan, Sgt. Rowland, Cpl. Barry, Cpl. Nolan, Troopers Mahony, Llewlllyn, Herlihy, Flood, Sullivan, Brown

CONFIDENTIAL

14.

Subs:- C/S Carroll, Cpls Roche, Frawley, Troopers
Hannon, Baird.

Games Results:-

UN League.

3/6/63	3	Armd Car Sqn	1.	Nigerian Bn.	3.
10/6/63	3	" " "	2.	" Police	2.
18/6/63	"	" " "	3.	Danish Police	1.
25/6/63	"	" " "	2.	Pakistan Contgt.	3.
3/7/63	"	" " "	5.	UN Hqrs.	0.

Challenge Games.

3/5/63	3	Armd Car Sqn	1.	Nigerian Bn.	5.
7/5/63	"	" " "	1.	"A" Coy Nigerian Bn.	2.
13/5/63	"	" " "	2.	"B" " " "	2.
20/5/63	"	" " "	3.	"C" " " "	1.
25/5/63	"	" " "	5.	Nigerian Bn.	1.

b. Basket Ball.

(1) Inter Troop.

This was a double round competition in which each Troop played six games. Tremendous interest was maintained throughout, and the competition was not decided until the final game between Hq Troop and "C" Troop, which "C" Troop won by 48 points to 40.

A total of 24 games were played.

(2) UN League.

The League commenced early in June and six teams took part - UN Hqrs, Nigerian Police, Nigerian Bn, Pakistan "A" team, Pakistan "B" team, 3 Armd Car Sqn. The standard of play was high. Two members of UN Hqrs team had played for Egypt in the Olympic Games. Capt Des Swan played with the Squadron and was rated one of the best basketball players in Leopoldville at that time. The Squadron secured third place in the competition and received a set of nice medals. The Team was:-

Capt. D. Swan, Capt. R. McCorley, Lt. M. Walsh, Lt. T. Whelan, C/S D. Carroll, Sgt. M. Rowland, Sgt. D. Morris, Trooper T. Herlihy, Trooper J. Murphy.

Games Results:-

10/8/63	3	Armd Car Sqn	38 Ptes	HQ Hqrs	54 Pts.
17/8/63	"	" " "	48 "	Pakistan "A"	-
				60 Ptes.	
24/8/63	"	" " "	56 "	Pakistan "B"	-
				54 Pts.	
31/8/63	"	" " "	48 "	Nigerial Police	
				40 Pts.	
7/9/63	"	" " "	46 "	Nigerian Bn	
				40 Ptes.	

CONFIDENTIAL

23. c. Darts(1) Inter Troop

The competition commenced in May with teams of five from each Troop, and an Officers Team. Two outstanding performers Troopers Bob Hanna and "Busty" Egan, tried by devious means to ensure that Hq team would win. However, the outsiders Troop "B" created a surprise by beating Hq Troop in the final match.

In all 20 games were played.

(2) UN Championship

The Squadron made a clean sweep, winning both the individual and doubles competitions. Trooper "Dag" Murphy beat Trooper "Busty" Egan in the individual final and in the doubles final Trooper Hanna and Trooper Egan beat Sgt Sheridan and Trooper Murphy. The Canadians thought they were the masters at this game and were surprised by the skill of the Irish competitors.

d. Rings

The squadron competition was won by Trooper J. Murphy. Games of rings were a worthwhile diversion for personnel on guard and stand-to duties. Rings were NOT played by other contingents in Leopoldville.

e. Table Tennis

Table Tennis was popular in the Squadron but the standard was not high. A competition in which each Troop, and the Officers had a team of 3 players, was held in Sept and won by the officer's team. The highlight was the game in which Capt. D. Hanley, M.O., beat Sgt. J. Connolly, Hq. Troop. The Squadron took part in the UN Competition. Our standard was not high enough and all entries were easily defeated.

f. Squadron Dinners, Concerts and Entertainments

A special Squadron Dinner, for which the menu was completely different from the normal, was held each month, followed by a concert and sing-song. Members of the Canadian, Nigerian, and other UN Contingents were invited to these functions which were looked forward to and thoroughly enjoyed by all. The last function held at the end of September - the farewell party of the Squadron - included a beer drinking competition between the Squadron and the Candians which was won by the Squadron! Squadron personnel were invited to similar functions held by the Canadians and the Nigerians. These functions helped to cement the good relations and friendship that existed from the outset between members of the Squadron and members of other UN Contingents, in particular the Canadians and the Nigerians.

g. Film Shows

Films were shown on four nights each week. Two films per week were supplied by the UN, and two through the generosity of the Canadian Contingent. In addition free film shows were available at UN Hq, Leopoldville.

h. Swimming

The swimming pool at Louvanium University was generously made available free of charge to members of the Squadron. This

CONFIDENTIAL

16.

23. h. Swimming (Contd)

splendid swimming pool conformed to Olympic standards. The ~~swimming~~ pool at UN Hq. was available also. Swimming parades were organised for each day and all personnel not essentially employed were conveyed to the pools in Squadron transport. Personnel needed no compulsion or encouragement to avail of the facilities.

j. Boat Cruises

Squadron personnel went on two enjoyable Sunday cruises in the Congo River in June, under the auspices of the Congo/Brazzaville Ferry Service. Plans were made to give all personnel an opportunity to go on similar cruises but unfortunately they were discontinued by the organisers on account of political tension which developed between the Republic of the Congo and Congo BRAZZAVILLE.

24. SOCIAL ACTIVITIES

a. The Squadron Officer's Mess, located in a rented villa on the main road to the Airport, was comfortable and well appointed with large cooling fans fitted in the Ante Room, Dining Room, Bar and kitchen. Visitors remarked that the Mess was the "coolest place in Leopoldville".. The Mess had a steady stream of visitors, mostly ONUC Hq personnel both Military and Civilian, but some of the most regular visitors did not have any association with the UN. We came to know the following best of all our many good friends:-

Mr. Roy Johnson - US Embassy, Leo.
Mr. & Mrs. Del Thibbodeau & Daughter - US Mission.
Mr. P. Zacharias (Pete the Greek) - Pan Am, Leo.
Mr. & Mrs. Bob Grindall & Family - ONUC (American)
Major Roy Raymond - Nigerian Contingent (British)
Col. J. Bentley - USAF.
Capt. J. Saccone - USAF.
Mr. John Teahan - ONUC Staff (New Zealand).
Miss Joan Collins - ONUC Staff (Irish).
Miss Rosaleen Moore - " " "
Miss Joan Daly - " " "
Miss Frances O'Donnell - ONUC Staff (Irish)
Miss Coleen Ashworth - " " (Canadian)
Miss Karen Felix - " " (Sweden)
Miss Imelda Hynes (now Mrs. B.P. Smyth) - WHO Brazzaville (Irish)
Miss Tess Hynes - " " "
Miss Patricia McLoughlin - ONUC Staff (Irish)
Rev. Fr. Fleury - (Belgian)

CONFIDENTIAL

CONFIDENTIAL

17.

24. a. Lt. Revi Prakesh - Indian Contingent.

Mr. Min. - Chanic Construction (Belgian).

b. Our closest friendship was with the Irish Officers on the ONUC Hq. Staff. Their frequent visits, **their** companionship and good humour, their generosity, co-operation and kindness added much to enjoyment of life in the Congo. Through them we made the acquaintance of good friends in ONUC Hq., and a large measure of the success of our social functions is attributable to them. Their names are:-

Col. C.E. Shortall - Contingent Commander.

Col. C.S. O'Connell - " "

Lt. Col. S.I. Cooney - " "

Comdt. M. McMahon (R.I.P.)

Comdt. M. Noonan (Ret'd)

Capt. W. Kelly.

Capt. D. Swan.

Capt. P. Ó Siochfhradha (Ret'd).

Capt. J. Egan.

c. Our main social functions were:-

(1) First official party held in officer's mess on 20th July 63 attended by some 200 guests.

(2) Official farewell party in Officer's Mess on 28th September, '63. Less than an hour before the party was due to start, the sad news of the sudden death of Comdt. Malachy McMahon reached us. As it was too late to issue cancellations, the guests arrived and were provided with food and refreshments. As can well be imagined there was NO party.

(3) Party and presentation to Lt. Gen Kebedde Gebre, Ethiopia, departing Force Commander, on 27 Aug 63.

(4) In addition there were many smaller evening functions, mainly outdoor barbecues. A feature of these barbecues were the large succulent steaks, flown in from Johannesburg by Pan Am and presented to us by our good friend "Pete the Greek". Another scarce and precious commodity which invariably formed part of the Cargo on these "steak-flights" was cream. As a result we were able to have the occasional "Irish Coffee Party" and, in so doing - albeit in a most pleasant manner - helped to "do our bit" for the Irish tourist industry!?

d. Shortly before departure from Congo a farewell party was given in our honour at the Petit Pont Restaurant in Leopoldville, by our American friends, Roy Johnson, Del Thiobbodeau, Col. J. Bentlye, Capt. Joe Soccone and "Pete the Greek". This was a gesture we deeply appreciated and gives some indication of the great friendships which were formed among a group of total strangers in the space of six months. Upwards of 200 guests representative of all sections in Leopoldville, - including the US Ambassador - attended the party.

CONFIDENTIAL

CONFIDENTIAL

18.

24. e. The Force Commander, Major General KALDAGGER, gave a cocktail party in honour of the Squadron Officers, a few days before our departure. About 150 guests attended.

25. Repatriation of the Squadron

- a. On 8 Oct 63, the Squadron evacuated Camp Chametal and moved to Camp MARTINI, the UN transit Camp.
- b. At 21.00 hours on 11 Oct 63, the Squadron took off from Congo in a Sabena Boeing Jet scheduled to arrive in Dublin Airport at 07.00 hours on 12 Oct. After 90 minutes on the journey the plane had to turn back with engine trouble and made an emergency landing in Leopoldville Airport at 00.30 hours. The Squadron finally left the Congo in the same plane at 11.30 hours on 15 Oct., and arrived in Dublin at 22.35 hours. There was an hours refuelling halt at BRUSSELS Airport, where the Squadron was served dinner.

CONFIDENTIAL

CONFIDENTIAL ANNEX "A".
UNIT HISTORY.

3 ARMoured CAR SQUADRON, ONUC.
NOMINAL ROLL OF SQUADRON PERSONNEL.

Number.	Rank.	Name.	Parent Unit.
0.4773	Comdt.	Cahalane, Patrick.	Directorate of Cavalry
0.6774	Capt.	O'Neill, Edward.	2 Motor Squadron.
0.7442	Capt.	McCorley, Roger, E.	1 Armd Car Squadron.
0.7629	Capt.	Young, Liam, D.	Cavalry Depot.
0.8009	Capt.	Hanley, Daniel.	3 Hospital Company, AMC. (Temporary Commission) For duration of ONUC Service.
0.7851	Lieut.	O'Byrne, Michael, J.	1 Motor Squadron.
0.7875	Lieut.	Walsh, Maurice.	1 Motor Squadron.
0.7958	2/Lieut.	Whelan, Christopher A.	1 Tank Squadron.
415646	C/S.	Carroll, Daniel.	1 Motor Squadron.
203191	COMS.	O'Connell, Basil.	4 Motor Squadron.
88460	Sgt.	Connolly, Joseph.	11 Motor Squadron FCA.
81651	Sgt.	Delaney, William.	1 Field Coy, S & T Corps.
108431	Sgt.	Doyle, Martin.	1 Motor Squadron.
80808	Sgt.	Flynn, James.	1 Motor Squadron.
82445	Sgt.	Fraher, Patrick.	1 Motor Squadron.
420775	Sgt.	Mahon, James.	4 Hospital Company, AMC.
435980	Sgt.	Morris, Daniel.	1 Motor Squadron.
801232	Sgt.	Rowland, Michael.	1 Motor Squadron.
407788	Sgt.	Sheridan, Thomas.	Cavalry Depot.
94759	Cpl.	Barry, Richard.	1 Motor Squadron.
804698	A/Cpl.	Buckley, John.	1 Armd Car Squadron.
806544	Cpl.	Carter, Timothy.	1 Tank Squadron.
93442	Cpl.	Cahill, Thomas.	Cavalry Depot.
98485	Cpl.	Creevy, Michael.	1 Tank Squadron.
809454	Cpl.	Deegan, Robert.	1 Tank Squadron.
808052	Cpl.	Fagan, James.	2 Motor Squadron.
801558	Cpl.	Frawley, William.	3 Grn Coy, AOC.
95997	Cpl.	Lynch, Nicholas.	1 Armd Car Squadron.
810336	Cpl.	Lynch, Denis.	1 Armd Car Squadron.
807449	A/Cpl.	Mason, Norman.	3 Motor Squadron FCA.
809919	Cpl.	McNulty, Edward.	4 Field Coy, Signals.
79547	Cpl.	McShane, Peter.	3 Hospital Coy, AMC.
805124	Cpl.	Nolan, William.	1 Motor Squadron.
812288	Cpl.	Roles, Timothy.	1 Armd Car Squadron.
808773	Cpl.	Roche, James.	1 Armd Car Squadron.
417782	Cpl.	White, Patrick.	1 Motor Squadron.

CONFIDENTIAL

CONFIDENTIAL ANNEX "A" (continued).

Number.	Rank.	Name.	Parent Unit.
85949	Tpr.	Archibold, William.	4 Grn Coy, S & T Corps.
93482	Tpr.	Boyce, Michael.	1 Field Coy, COE.
809536	Tpr.	Bolger, Thomas.	1 Tank Squadron.
811488	Tpr.	Behan, Thomas.	1 Armd Car Squadron.
812189	Tpr.	Browne, Richard.	1 Tank Squadron.
807154	Tpr.	Baird, Thomas.	4 Motor Squadron.
811582	Tpr.	Chapman, Michael.	1 Armd Car Squadron.
803530	Tpr.	Clancy, Daniel.	1 Motor Squadron.
812745	Tpr.	Coady, Patrick.	Cavalry Depot.
810241	Tpr.	Corbett, Patrick.	1 Motor Squadron.
807139	Tpr.	Culhane, James.	4 Motor Squadron.
811587	Tpr.	Culleton, William.	1 Armd Car Squadron.
812746	Tpr.	Daly, Eugene,	Cavalry Depot.
435951	Tpr.	Dell, Albert.	4 Grn Coy, S & T Corps.
803841	Tpr.	Duffy, John.	12 Inf Bn.
812579	Tpr.	Egan, Christopher.	2 Grn Coy, S & T Corps.
805126	Tpr.	Flood, Patrick.	1 Motor Squadron.
812077	Tpr.	Guilfoyle, Michael.	1 Armd Car Squadron.
79511	Tpr.	Hanna, Robert.	1 Motor Squadron.
812295	Tpr.	Houlihan, Michael.	Cavalry Depot.
805125	Tpr.	Hull, John.	1 Motor Squadron.
811413	Tpr.	Herlihy, Thomas.	1 Motor Squadron.
808602	Tpr.	Keegan, Desmond.	1 Motor Squadron.
812076	Tpr.	Kelly, Hugh.	1 Armd Car Squadron.
811888	Tpr.	Leeson, Martin.	1 Armd Car Squadron.
96797	Tpr.	Llewellyn, Jeremiah.	1 Motor Squadron.
94217	Tpr.	Llewellyn, John.	1 Motor Squadron.
808187	Tpr.	Lysaght, Charles.	12 Inf Bn.
812742	Tpr.	Maher, Justin.	Cavalry Depot.
804415	Tpr.	McGuire, Thomas.	Cavalry Depot.
811489	Tpr.	McGlynn, Anthony.	1 Armd Car Squadron.
812944	Tpr.	McGrath, James.	12 Inf Bn.
803085	Tpr.	McKenna, Andrew.	2 Grn Coy, S & T Corps.
85862	Tpr.	McLoughlin, John.	2 Grn Coy, S & T Corps.
808804	Tpr.	Mulhern, Anthony.	1 Motor Squadron.
810753	Tpr.	Murphy, John.	1 Motor Squadron.
812753	Tpr.	Neary, Edward.	Cavalry Depot.
813145	Tpr.	Nolan, Michael.	1 Armd Car Squadron.
812486	Tpr.	O'Keefe, Timothy.	1 Motor Squadron.
808435	Tpr.	O'Mahony, Timothy.	1 Motor Squadron.
808991	Tpr.	O'Malley, John.	12 Inf Bn.
94554	Tpr.	O'Sullivan, Edward.	1 Motor Squadron.
812653	Tpr.	Power, Joseph.	Cavalry Depot.

CONFIDENTIAL

CONFIDENTIAL Annex "A" (continued).

Number.	Rank.	Name.	Parent Unit.
810395	Tpr.	Quinn, Patrick.	1 Motor Squadron.
807164	Tpr.	Reddin, Gabriel.	12 Inf Bn.
804087	Tpr.	Roche, David.	1 Motor Squadron.
96401	Tpr.	Roche, Edmond.	1 Motor Squadron.
808149	Tpr.	Roche, David.	1 Motor Squadron.
811911	Tpr.	Sheehan, John.	12 Inf Bn.
811490	Tpr.	Watson, Thomas.	1 Armd Car Squadron.

ATTACHED:

Rev. Fr. Joseph Clarke, C.F. -
(Squadron Chaplain).

Air Corps. (Gormanston Camp).

CONFIDENTIAL

CONFIDENTIAL

ANNEX B

3 ARMoured CAR SQUADRON

(Squadron Headquarters, Three Reconnaissance Troops and One Administrative Troop).

DETAIL (1)	Squadron Headquarters (2)	One Reconnaissance Troop (3)	Three Reconnaissance Troops (4)	Administrative Troop (5)	Total Squadron (6)	REMARKS (7)
Commandants	1(a)	-	-	-	1	(a) Squadron Commander
Captains	1(b)	-	-	3(c)	4	
Lieutenants	-	(1)(d)	3	-	3	(b) Second-in-Command
TOTAL OFFICERS	2	(1)	3	3	8	(c) 1 Administrative Officer 1 Medical Officer 1 Technical Officer.
Squadron Sergeants	1	-	-	-	1	
Squadron Quartermaster- Sergeants	-	-	-	1	1	
<u>Sergeants:</u>						
Clerks	-	-	-	1	1	(d) Troop Commander
Fitters	-	-	-	2	2	
General Duties	-	-	-	1	1	(e) Also act as Orderlies and General Duties.
Radio Mechanics	-	-	-	1	1	
Troop	-	(1)	3	-	3	
<u>Corporals:</u>						
Armourers	-	-	-	1	1	
Cooks	-	-	-	1	1	
Fitters	-	-	-	2	2	
Gunner-Operators	2	(3)	9	-	11	
Medical Orderlies	-	-	-	1	1	
Storemen	-	-	-	1	1	
TOTAL NCOs	3	(4)	12	12	27	
<u>Troopers:</u>						
Anti-Tank Numbers	-	(2)	6	-	6	
Clerks	-	-	-	1	1	
Cooks	-	-	-	3	3	
Drivers-Scout Car	3	(3)	9	-	12	
Drivers - MT	1	(2)	6	4	11	
Gunner-Operators	1	-	-	-	1	
Medical Orderlies	-	-	-	1	1	
Operators	1	(1)	3	-	4	
Rifle Numbers	-	(4)(e)	12	-	12	
TOTAL TROOPERS	6	(12)	36	9	51	
TOTAL ALL RANKS	11	(17)	51	24	86	
<u>Attachments:</u>						
Chaplains	1	-	-	-	1	

CONFIDENTIAL

CONFIDENTIAL

ANNEX "C".

UNIT HISTORY.

3 ARMoured CAR SQUADRON ONUC.

BREACHES OF DISCIPLINE IN STATISTICAL FORM.

Offence.	Incidence.	Remarks.
1. Absence without leave.	24 Cases	From 10 minutes to 1 hour and 55 minutes.
2. Having Intoxicating Liquor in Sleeping Quarters.	2 Cases.	In contravention of Sqn Standing Orders.
3. Asleep while on Duty.	4 Cases.	LCMs (3 NCOs and 1 Trooper)
4. Failing to comply with Orders for Guard Commanders.	1 Case.	NCO.
5. Being in a place "Out of Bounds".	2 Cases.	
6. Speaking in a disrespectful Manner to a Superior Officer.	2 Cases.	
7. Other Minor offences.	18 Cases.	Such as:- Not clean on Guard Mounting C/Os Parades, Untidy Billets, etc.

CONFIDENTIAL

CONFIDENTIAL

ANNEX "D".

UNIT HISTORY.

3 ARMoured CAR SQUADRON ONUC.

MEDICAL AND HEALTH STATISTICS.

1. INJURIES: 43 Cases (8 Cases required completion of Army Forms 482).

2. HOSPITAL ADMISSION: 6 Cases for the following causes:-
 - 1 Chest contusion. 4 days.
 - 1 Effects of Pleurisy. 6 days.
 - 1 Injury to knee. 9 days.
 - 1 Electric shock. 4 days.
 - 1 Headaches. 7 days.
 - 1 Observation (Repatriated) 12 days.

CONFIDENTIAL

CONFIDENTIAL

ANNEX "E".

ARMAMENT TABLE - 3 ARMD CAR SQN

A. PERSONAL ARMAMENT

a. Squadron Headquarters.

1 Comdt	-	1 Gustaf S.M.G.
1 Capt.	-	1 " "
1 Sqn Sgt.	-	1 Fn Rifle.
2 Cpls - Gunner - Operators	-	2 Gustaf S.M.G.
3 Tprs - Dvrs Scout Cars	-	3 " "
1 Tpr - Dvrs M.T.	-	1 Fn Rifles
1 Tpr - Gnr/Opr	-	1 Gustaf S.M.G.
1 Tpr - Oprs	-	1 Fn Rifle.

b. Three Reconnaissance Troops (Each)

1 Lieut	-	1 Gustaf S.M.G.
1 Tpr Sgt.	-	1 Fn Rifle
3 Cpls - Gnr Oprs	-	3 Gustaf S.M.G.
2 Tprs - Atk Nos	-	1 x 84 MM Atk RCL 1 Gustaf S.M.G. 1 Fn Rifle.
3 Tprs - Dvrs Scout Car	-	3 Gustaf S.M.G.
2 Tprs - Dvrs M.T.	-	2 FN Rifles.
1 Tpr - Opr	-	1 Fn Rifle.
4 Tprs - Rifle Nos	-	4 Fn Rifles (1 Energa)

CONFIDENTIAL

CONFIDENTIAL

2.

c. Administrative Troop

3 Capts	-	3 Gustaf S.M.G.s.
1 Sqn QMS	-	1 Fn Rifle
1 Sgt Clerk	-	1 Fn Rifle
2 Sgts Fitter	-	2 Fn Rifles
1 Sgt Gun Duties	-	1 Fn Rifle
1 Sgt - Radio Mechanic	-	1 Fn Rifle
1 Cpl. - Armourer	-	1 Fn Rifle
1 Cpl - Cook	-	1 Fn Rifle
2 Cpls - Fitters	-	2 Fn Rifle
1 Cpl - Med Ord	-	1 Gustaf S.M.G.
1 Cpl - Storeman	-	1 Bren Gun
1 Tpr - Clerk	-	1 Fn Rifle
3 Tprs - Cooks	-	3 Fn Rifle
4 Tprs - Dvrs M.T.	-	4 Fn Rifle
1 Tpr - Med Ord	-	1 Gustaf S.M.G.

SQUADRON ARMAMENT TABLE

	Gustaf SMGs	FN Rifles	Bren LMGs	84 mm RCLs	.30 MMG on Armd Scout Car
Sqn HQ	8	3			3
One Recce TP	(8)	(9)		(1)	(3)
Three Recce Tps	24	27		3	9
Adm Tp	5	18	1		
Total Sqn.	37	48	1	3	12

CONFIDENTIAL

CONFIDENTIAL ANNEX - F.

3 ARMOURED CAR SQUADRON.

AMMUNITION ALLOTMENT.

TYPE.	Number of Rounds.
7.62mm FN Ball.	14,400
7.62mm Ballistic Energa.	220
.300 Ball.	145,800
.300 Tracer.	52,275.
9mm Gustaf Ball.	7,400
6.5mm Sub Calibre, Atk Trg.	600
Ctges Verey Light Red.	120
" " " Green.	60
" " " Illumin.	60
.303 Bren Ball.	2,400
.303 Bren Tracer.	600

CONFIDENTIAL

3 ARMoured CAR SQUADRON.VEHICLE AND WIRELESS TABLE.

	Jeeps	Trucks 3 ton	Saloons	Station Wagon	Ambu- lance	Water Trailer	Trailers 10 Cwt	Ferret Armd Scout Cars	WIRELESS.			
									C.12	AN/GRC 9	AN/GRC 10	Motorolo
Squadron Hqrs.	3	-	1	-	-	-	-	3	3	-	-	1
One Recce Troop.	(2)	-	-	-	-	-	-	(3)	(3)	(3)	(3)	-
Three Recce Troops.	6	-	-	-	-	-	-	9	9	9	9	-
Adm Troop.	-	6	-	1	1	2	2	-	-	-	-	-
TOTAL SQUADRON.	9	6	1	1	1	2	2	12	12	9	9	1

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL