

AN T-OGLACH

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LEWIS GUN DRILL.

By practice in Lewis Gun Drill, the recruit is taught to adopt instinctively the correct firing position, to mount, load, and lay the gun correctly, and to understand fire orders, whether spoken or signalled. Each man takes his turn in handling the gun.

When the team is proficient in drill, the lessons learnt should be applied in range practices, and in small tactical exercises, in which the gun is brought into action on the rough ground.

SIGNALS. The following signals are used by the Lewis Gun Commander in controlling fire:—

HAND UP. Prepare to open fire.

HAND DROPPED. Open fire.

**ELBOW CLOSE TO THE SIDE,
FORE-ARM WAVED HORIZON-**

TALLY. Cease fire.

**ARM SWUNG IN CIRCULAR
MOTION IN FRONT OF
BODY.** Out of action.

For elementary drill, the gun is placed on the ground resting on butt and bipod. On the command, "Fall in," the team falls in in single rank, five paces in front of the gun. On the command "Number", the team number off from the right. On the command, "Take post," the team turn to their right, double round, and fall in behind the gun.

No. 1 takes up his position on the left of the gun, removes the canvas cover, and examines the gun, takes magazine from No. 2, and places it on the gun, and then reports "Ready."

No. 2 takes up his position on the left of the carrier, sees that he has all his spare parts and examines magazines, and then hands one magazine to No. 1.

After this No. 1 repeats all words of command.

On the command, "Action, range, and target," No. 1 adjusts his sights to range ordered, and lowers the leaf. He then runs forward with the gun, right hand grasping the small of the butt, and left hand underneath the radiator casing; on reaching his position he throws the gun forward with both hands, and as soon as the bipod touches the ground, he shifts the left hand to the small of the butt, and drops on his right hand, shooting out his legs to the rear, and gets into the correct firing position. He next raises

his sights, rotates magazine to the right pulls back cocking handle, and aligns his sights on target indicated.

No. 2 picks up magazine carrier, runs forward in rear of No. 1, and lies down on the left of the gun; adjusts the bipod (if necessary), and takes one magazine out of the carrier. When No. 1 is ready to fire he holds out his hand and watches for signals.

When Nos. 1 and 2 get into position, the remainder of the squad come forward on the right, and left of the gun to observe.

When the signal "Fire" is given, No. 2 touches No. 1 on the shoulder. No. 1 squeezes on the trigger, and fires in bursts of one second each, checking his aim after each burst, but allowing the cocking handle to remain forward

On the command, "Change", No. 1 grips the magazine with the right hand, releasing the catch with the thumb. No. 2 helps to lift magazine off by pressing upwards with the left hand, and putting full magazine on with hand, pressing it down carefully. No. 1 passes the empty magazine, (rim pointing upwards,) under the gun, to No. 2, rotates the new magazine, and pulls back the cocking handle.

On the signal "Cease fire", No. 1 pulls back the cocking handle, and raises the safety catch.

On the Signal "Out of action", No. 1 removes the magazine, pulls back the cocking handle, takes aim, and squeezes on the trigger, then lowers the leaf of the backsight; retires with gun to the original position, and places the gun on the ground.

No. 2 helps No. 1 to unload, and places magazines in the carrier, retires with No. 1, and places magazine carrier, and bag with spare parts on the left of the gun. All then take up their original positions.

On the command, "Change rounds", No. 1 turns to his right, doubles round and takes up his position on the left of the line. The remainder step one pace to the right, and re-number. Drill then continues; each man becomes No. 1 and No. 2 in turn.

GENERAL NOTES

Owing to the sudden illness of the editor of AN T-OGLACH it is necessary to publish this issue without a leading article.

SCOUTING REPORTS. II.

Having learned the principles guiding the three kinds of reports, the next thing to be done is to learn how to obtain the proper kind of information to make your reports. Take for example; a Scout, is to report on a certain road; the things he has to look to are as follows, or in other words, these are the things he has got to observe:—

He must note the exact width of the road, whether there are footpaths along it, if they are on the same level as the road or not. All alterations in the width must be noted down as they occur; next the gradients, that is the ascents and descents. It is difficult to measure these accurately with the eye at first; a little practice, however, will help very much, and as a rule only steep and gentle gradients need be reported, as these alone are necessary from a military point of view.

The condition. Is the road in good or bad repair? If dusty in summer, it is probably muddy in winter. Make a note of very bad portions, and state whether they could be avoided by using another road, or by turning on to the country. Note whether there are ditches on the sides of the road, into which the water flows off the road, or whether the water lies on the road and soaks through the surface, also the small arched passages or "culverts" as they are called, by which the water is sometimes carried under the road.

If the road is in a cutting, give the length, width, and depth at the top of the cutting. If on an embankment, give the length and height of this; if level with the country, say so. Are there hedges, ditches, walls, banks, or palings, on the sides of the roads; are there trees alongside it? Not whether it is quite open, or whether it is intersected by hedges, or ditches, or enclosures of any kind. Parallel roads which are those running in the same direction as the main road, must be noted; state where they are connected with the main road. Note where bye-roads leave the main road exactly, and the general direction in which they go.

Copy all the information on sign posts or mile stones. Any village or town near the main road must be reported on; its position as regards the main road, its situation, whether in a valley, on level ground, or on a hill. Are the houses of brick, stone, or wood; are the roofs thatched, or slated; are they open or enclosed by walls?

To estimate the resources of a town or village, find out how much grain is kept in stock at the mills; how much provisions at the grocers, how often his stock is replenished, estimate how long the present stock will last. Take full particulars of all people with motor cars and the amount of petrol in the town. Note all the large buildings, such as schools, barns, country houses, where troops could be billeted.

As regards rivers and streams. Report where they

rise; their direction, depth, and breadth, where you come across them, and their general direction. Drop a piece of wood or a cork, and see how long it takes to float 100 yards; this gives you the pace or velocity of the stream. Are the banks marshy, shelving, or rising abruptly from the water; which bank is the higher of the two?

Bridges, fords and ferries are the means by which rivers are crossed. As regards bridges; are they of wood, brick, stone, or iron? Give the length and breadth, also the number of bays; what roads lead to the bridges on both sides of the river.

Marshes, lakes, and ponds. Note their size, and depth; how formed, whether by springs or drainage; by what means they are crossed, and whether the paths across the marshes are available at all times, and in all weathers.

When railways are met with, take the names and distances of the stations on both sides of the road, if there are any engines or carriages kept at these stations, and the length of the sidings into which trains can be run off from the main line. Note whether the railroad is in a cutting or on an embankment, and the dimensions of them.

Telegraphs and Telephones usually run along the side of a railway, or main roads. Note the principal places connected with them, and the number of wires there are on each of the poles.

Woods. Note their size, and the kind of trees. Are they close together; is there any underwood; is it too thick to allow any one to pass through? If there are any foot-paths through the wood; the shape of the country. Is it flat, hilly, or mountainous; does the road cross the hills, or does it go along a valley? When a road runs through a valley give as near as possible the width of the valley, and the height of its sides above the road.

It may also be necessary to obtain information as to the available resources of the country, that is, the cattle, horses, pigs, sheep, waggons, carts and forage obtainable, also the nature and extent of the crops.

Unless ample time is allowed for this work, it is impossible to make these enquiries. The rule is, to do as much as possible in the time.

USE OF COMPASS BY NIGHT.

Suppose you have already taken a bearing by day on a position you wish to march on by night, and your Compass is set to that bearing.

It is a clear starlight night. Before moving off from where you took your bearing, let your Compass which is already set, get steady, and align it on some star which coincides with your Compass bearing. The star, which should be one you can easily pick out, should have an altitude of from 15 to 30 degrees. March on this star for about fifteen minutes. It will



be necessary then to pick up another star, as the first star you marched on has shifted its position. A star moves about 5 degrees to a flank in twenty minutes.

You will get on much more quickly by this method, and will not have to be continually looking at your Compass, but be careful that the star you choose is in the correct alignment with your Compass bearing.

No knowledge of Astronomy is necessary, but as a matter of course every soldier should know the Great Bear, the Little Bear, the North Star, and Orion's Belt. The only thing that you must be sure about is that you stick to the star you have chosen, and do not wander off to another, and also that the star you select is in the correct prolongation of your Compass bearing. Change the star for another after about fifteen minutes, and be just as careful that it is in the correct line.

Every Officer should know how to set his night marching Compass on an object he intends to march on towards night. It is very simple, and can be learned in five minutes practice.

On a dark starless night you must depend on your Compass alone, unless you are lucky enough to procure a local guide upon whom you can depend.

To Set a Compass for Night Marching. Suppose you want to march on a hill some 4,000 yards away. You must first of all take a bearing on a hill by day with your Compass. Assume that the bearing you have taken is 12 on your Compass.

All bearings shown on the majority of Compasses are minus the 0 which has in all cases to be added, so a bearing of 12 on your Compass is really 120 degrees.

Move around the glass face which works on a slide until the arrow head is opposite the 12 on the side of your Compass. Your compass is now set on a bearing of 120 degrees which is that of the hill you have to march on. Before moving off from the place where you took your bearing towards the hill in question, at night, open your Compass lid wide open holding the Compass about the centre of the body. Move your Compass so that the arrow head on the glass face is exactly over the arrow head on the Compass card. Then the line of luminous paint on the inside of the lid points in the direction of the hill and the required degree, 120 degrees.

DESPATCH RIDERS.

All troops are instructed to give a despatch rider every facility to proceed. When assistance is required, application should be made to the officer in command. Commanders will assist in forwarding messages by all means in their power, supplying a new despatch rider, if necessary, or replacing tired horses by fresh ones.

In the event of a horse being unfit to travel, or of serious mechanical trouble with bicycles, motor bicycles, or motor cars, a long time is not to be spent

in endeavouring to make good defects if other means for continuing the journey can be procured. Each such case must be decided according to circumstances and a quick decision made by the despatch rider. It will only in exceptional circumstances be correct for a despatch rider to hand over messages with which he has been entrusted to any one else to carry on and deliver. When a despatch rider is unable to proceed he must report if possible to an officer, and, if no officer be present, act according to his own judgment. A despatch rider must himself keep a record of the person to whom, and the time and place, he handed over any messages, and forward this information at the first opportunity both to the signal office that sent him out and the signal office of destination.

It is important that all despatch riders should bear in mind the necessity for keeping their signal office informed of any accident or delay.

The training of a despatch rider should aim at producing a man with the following qualifications:—

- (i) He must be fit and in hard training, be a good horsemaster, and be capable of finding his way across country. He must know how to keep serviceable any mechanical means of transport with which he is entrusted, and be able to ride a bicycle or drive a horse.
- (ii) He must be able to read a map quickly, to locate his position on a map, and to commit to memory the route he has to follow. He should be capable of finding his way by day or by night, and be able to check his direction by the sun, stars, or compass.
- (iii) He must have good "scout" knowledge, because in a hostile country or one into which the enemy may have sent patrols a certain amount of scouting must be done by despatch riders for their own safety, even though it may much delay their progress.
- (iv) He must be thoroughly trained in delivering correctly a verbal message.
- (v) His powers of observation must be trained so that he may be able to note and report what troops he has met on the road, and other details that may be useful.
- (vi) He must know the names and ranks of the staff officers, and commanders of units, and the designations of the various troops composing the force with which he is concerned, the commands to which they belong and where he is likely to find the headquarters or signal office or person for whom he has a message.
- (vii) He must be impressed with the importance of not causing moving troops any possible inconvenience.



VISUAL TRAINING.

The training of the eye for detail is known as Visual Training, and the training of the eye for distance, as Distance judging.

Both these forms of training are brought to a head in the indication and recognition of targets, and finally in fire orders. The training of the eye which begins in the early stages of a soldier's training, culminates in Fire Orders and Fire Discipline.

In the training of the eye as in other military training, the instruction falls under two headings, indoor and outdoor.

INDOOR INSTRUCTION.

Short lectures should begin during the earliest period of the soldier's instruction. He should be impressed with the importance of eye training in general, and should be urged to exercise himself continuously, until the perception for detail becomes a fixed habit. He should be told how essential it is for a soldier to notice everything, and to photograph it in his mind's eye, even when his mind is occupied with other matters; and he should be taught the difference between seeing and observing.

There are four phases in the training of the eye for detail, (1), eye muscle training, (2) taking in what we see, (3) describing what we see, and (4), night training.

Eye muscle training. The muscles of the eye have to be trained to discern detail just as they have to be trained for aiming. The eye of a man whose ordinary range is the length of a street, and who does not know what it is to make a conscious effort to observe things, cannot be expected to pick up detail at either short or long distances without a definite effort to improve his eye muscles.

Taking in what we see. We all know what it is to look at things without seeing them. We may have passed along a road a hundred times, but on being suddenly asked as to the relative position of a building we cannot tell. We may look at a watch, and then have to look again to tell the time. To take in the things we see every day, and never fail to see, may require with many a definite and conscious effort before our memory for detail becomes automatic.

Describing what we see. We have also to describe with pith and substances what we see. The training of the soldier in the power of description is fundamentally necessary for fire orders.

Night Training. Finally, men should be taught to distinguish between the look of things by day and by night, in particular to remark in the night time outlines being more clear cut become vastly more important, as detail is lost.

All prominent objects should be known and noted; men must always be on the alert for deceptive appearances, and they should learn to recognise lights, shapes, and noises; especially noises, for by night the ear is

more than a handmaid of the eye, and sounds are very confusing unless a special effort has been made to differentiate between them, e.g. water running over a weir, wind blowing in the trees, the rush of a railway train.

Do not, however allow the practice of the ear in night work to displace the practice of the eye. The human eye may be imperfectly adapted for observation in the dark, but it can be marvellously improved by training.

For night work the soldier should concentrate upon lights until he can tell the difference between a lamp-post and a hand lamp; a trap, a waggon, a motor car, and a bicycle, and upon shapes, paying particular attention to outlines of things, and finally upon noises, which is the hardest task of all

THE PERISCOPE.

The periscope is carried in a brown canvas bag provided with a fastening buckle, and a web sling for carrying. There is a pocket inside the case containing two spare mirrors. The periscope itself is made of light wood and is rectangular in shape, measuring, when extended, 2feet 1½ inches, and 1 foot ¾ inches when folded in case. It is hinged in the centre and provided with a hook and eye to keep it in the folded position, and a patent catch to hold it rigid when in the extended position.

At the bottom of the instrument is placed a steel bar fastened by means of a clamping screw, at the other extremity of which is fastened a steel pin 12 inches long and 1 inch wide, which can be clamped in any desired position by means of a thumb screw.

Two mirrors are placed in position, one at the bottom facing the observer, and the other at the top facing in the direction to be observed. These are placed at such an angle that any object coming within the field of the top mirror is reflected into the mirror at the bottom.

A piece of thick glass with half an inch of surface exposed is placed perpendicularly in front of the bottom edge of the lower mirror. Unless telescope or binoculars are being used with the periscope, all observations are made by looking through the piece of thick clear glass on to the mirror. The remainder of the aperture is closed by means of a sliding metal door, which should only be kept open when observations are being made by other means than with the naked eye.