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*By*  
G.S. Patten.  
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# Field Service Pocket Book

Pamphlet No. 9

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## SUPPLY AND REPLENISHMENT OF MATERIAL IN THE FIELD

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\* Load tables for :—

- i. Ammunition
- ii. Engineer and ordnance stores
- iii. Miscellaneous

will be found in Pamphlet No. 12.

## FIELD SERVICE POCKET BOOK Pamphlet No. 9—1939

### SUPPLY AND REPLENISHMENT OF MATERIAL IN THE FIELD

#### 1. General

1. Figure 1 shows diagrammatically the chain of communication by which a force in the field is supplied.

2. This pamphlet is concerned only with the system in front of railhead; and more particularly with the procedure by which a unit demands and receives replenishment of all expended or unserviceable supplies or equipment.

3. Demands may be divided into :—

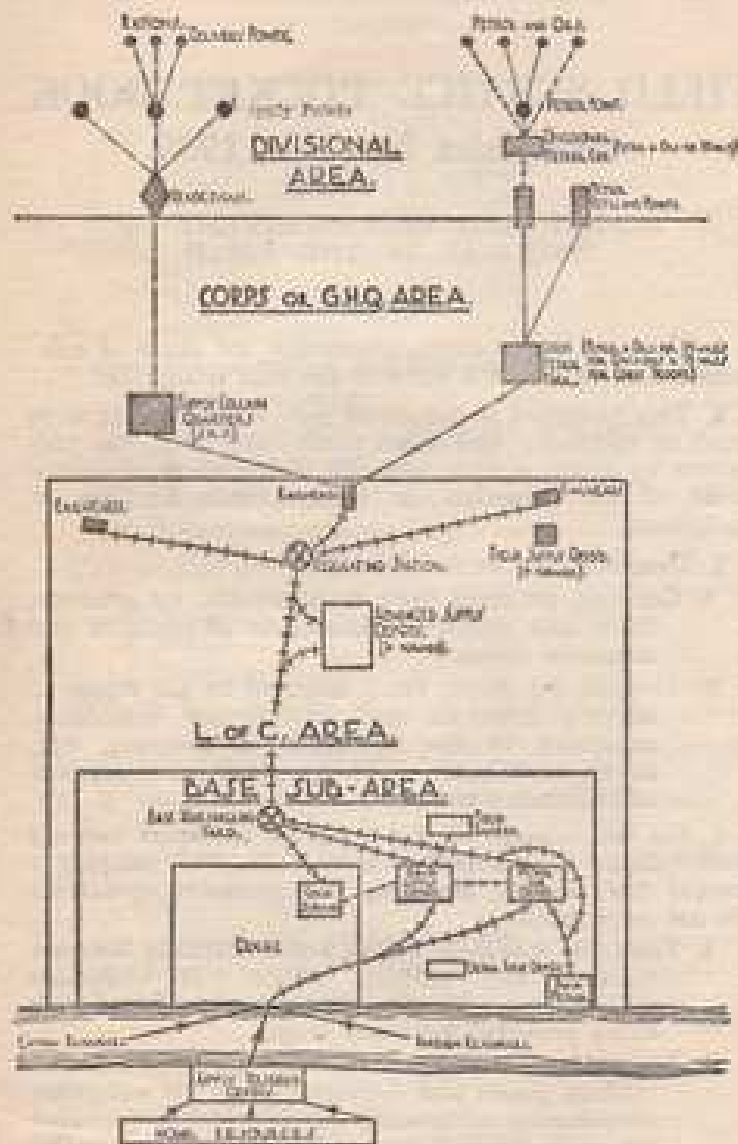
- i. *Constant*, for fixed daily requirements, e.g., rations, mails and routine replacements of engineer and ordnance stores.
- ii. *Variable*, for stores, etc.; required by the troops at varying intervals and in varying quantities, according to the operation in progress, e.g., ammunition, petrol and large quantities of engineer and ordnance stores.

4. For the carriage of this material, transport forward from railhead is organized in three links, each carrying a normal day's supply, assuming that intensive operations are not in progress :—

- i. *Third-line transport*, which works normally between railhead and refilling points. It comprises ammunition parks and petrol parks, one of each being provided for every corps.
- ii. *Second-line transport*, which works normally between refilling points and delivery points. It comprises ammunition companies, one of which is provided for each division and corps troops, and petrol companies (one per division, containing also a section for the carriage of blankets, reserve clothing and equipment).

Fig. 1

THE SUPPLY SYSTEM



iii. For the carriage of supplies for which there is a constant demand involving a daily journey forward from railhead to delivery points, the second and third line links are combined in one unit—the supply column, one of which is provided for each division and for corps troops.

iv. *First-line or unit transport*, which is an integral part of the war organization of all units and is shown in their war establishment.

2. Ammunition supply

1. The fundamental principle of ammunition supply is that ammunition must be passed systematically and automatically from rear to front to replace that expended in battle.

Troops in action should never have to turn their backs on the enemy to fetch further supplies.

Each echelon must be constantly aware of the position of, and be in communication with, the echelon next in front of it, so that the quantity and nature of ammunition wanted can be sent forward promptly to the points required. This will involve a thorough reconnaissance of routes forward and of suitable points for the transfer of ammunition from one echelon to the next. Fig. 2 shows diagrammatically the chain of ammunition supply.

2. Indents for ammunition are not required. Demands will be submitted as shown in para. 3 and will normally be despatched in the Ammunition Code given in Sec. 6. Receipts will be prepared by the officer handing over the ammunition for the number of rounds handed over and will be signed for by the officer receiving them, who is responsible for seeing that he obtains what he requires.

An account of rounds fired will be kept under the orders of commanders of units.

3. Channel for demand and issue of ammunition.

Demand	Supply
<p>1. <i>Artillery</i> Batteries submit their demands to regimental headquarters. Regimental headquarters send consolidated demands to ammunition company, or to ammunition point if formed.</p>	<p>Immediate replenishment to wagon lines or, if circumstances permit, direct to gun lines.</p>

Demand	Supply
<p>ii. <i>Small arms and fireworks</i></p> <p>(a) <i>Royal Armoured Corps.</i>—Unit concerned sends motor cycle orderly to ammunition company, or to ammunition point if formed.</p> <p>(b) <i>Royal Artillery.</i>—Units demand as at i. above.</p> <p>(c) <i>Infantry and other arms.</i>—Units demand from brigade reserve; or, if this has not been formed, from ammunition points preferably through brigade headquarters.</p>	<p>Immediate replenishment to delivery points.</p>
<p>iii. <i>Explosives</i></p> <p>Unit demands on field park company.</p>	<p>Immediate replenishment. If brigade reserve formed, vehicles deliver direct to units. If reserve not formed, unit vehicles draw from ammunition points, which should be established within easy reach of unit reserves.</p>

*Note.*—Demands for abnormal expenditure, e.g., before a big operation, will be dealt with by special orders issued at the time.

### 3. Supplies, ordnance and engineer stores

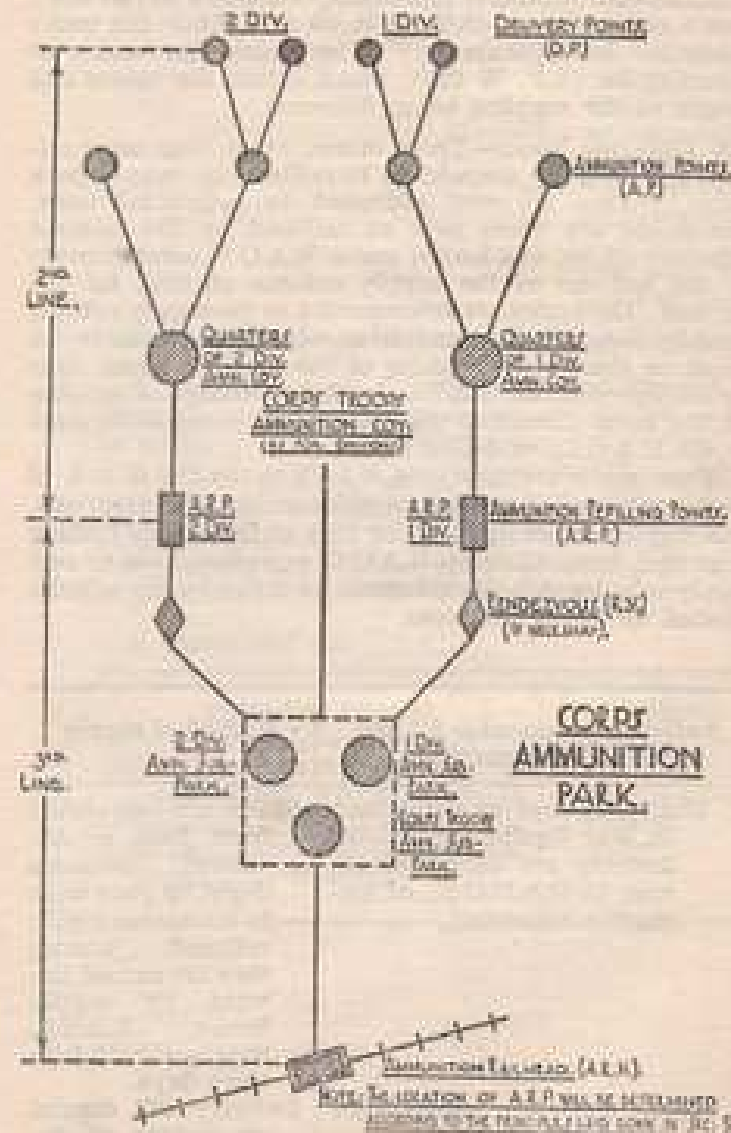
1. *Supply columns* work between railhead and delivery points and carry supplies, mails and engineer and ordnance stores arriving by pack train. Each column has two similar echelons which carry out the delivery of supplies to the formations which they serve on alternate days. Supply columns are provided for each division and for corps troops.

It is the duty of unit commanders to fix *delivery points* and to advise all concerned of their location in advance.

Supply points are normally fixed by divisional headquarters to which supply column vehicles will be moved. Units will, as ordered by their formations, send their own transport to collect supplies from this point or send guides to lead R.A.S.C. vehicles forward to delivery points.

2. *Method of demand and issue of supplies.*—Units will forward indents (A.B. 55) in duplicate as early as possible each day to the senior supply officer. Indents will be for rations for consumption on the third day after the date of rendition. Those of infantry battalions will be forwarded through the brigade R.A.S.C. officer at brigade headquarters.

Fig. 2  
SYSTEM OF AMMUNITION SUPPLY FORWARD OF RAILHEAD FOR A CORPS OF TWO DIVISIONS



The onward transmission of indents becomes the responsibility of the R.A.S.C. When supplies arrive at railhead, they are handled by the formation supply columns and are delivered to units on the second day after indent, for consumption on the third day.

Loaders of respective units' supply column lorries hand over a certified copy of the A.B. 55 and obtain the unit's receipt on the duplicate copy. The loaders also hand over a loading list (A.F. W 5264) which details the nature and weight of the supplies being delivered.

3. *Ordnance stores.*—These stores, other than ammunition, are normally despatched to railhead by supply pack trains, packed for and addressed to individual units. The stores are taken over at railhead by the railroad ordnance officer, and loaded under R.A.O.C. arrangements on the vehicles of the supply column allotted for the purpose. The lorries are accompanied to the supply refilling point by R.A.O.C. representatives, who there distribute the stores on the supply vehicles of the units to which they are consigned. The R.A.S.C. loaders in charge of supplies for the units concerned will obtain any receipts required by the R.A.O.C., at delivery points.

Where stores are consigned in bulk to the D.A.D.O.S. of the formation, delivery will be made under his instructions. This may be either by breaking bulk at the supply refilling point and distribution by R.A.O.C. representatives to unit supply vehicles as indicated above, or direct by the vehicles allotted for ordnance stores.

Authority responsible for and method of demanding	Method of supply
(a) <i>Unit equipment</i> as authorized in War Equipment Tables. Indents are submitted by unit to D.A.D.O.S., of formation concerned.	Stores are despatched from base or advanced ordnance depot by pack train to formation supply railhead, whence they are carried forward by supply lorries, R.A.S.C. Supply should take three days.
(b) <i>Guns, carriages, limbers</i> are demanded as at (a).	Delivery will depend on nature of demand.

Authority responsible for and method of demanding	Method of supply
(c) <i>M.T. vehicles (other than R.A.S.C. vehicles), and A.F.Vs.</i> , are demanded as at (a) above.	Supply will be made from ordnance field parks, workshops or railhead as circumstances dictate. Unit drivers, if accompanying a damaged vehicle, will bring back the replacement, but R.A.O.C. drivers are also available for this purpose.

4. *Engineer stores.*—Units will indent through normal channels on the C.R.E., and delivery should be made in 24 hours.

N.B.—Certain engineering tools and expendable stores are common both to ordnance and engineer services supply. Requirements should be demanded from the correct source, but in emergency engineer units will make good equipment requirements from engineer store dumps.

#### 5. *Petrol and oils.*

Method of demand	Supply
Units demand on A.B. 55 to petrol point, either by the vehicle drawing the petrol and oils, or by motor cyclist if delivery is to be made by R.A.S.C.	A receipt will be given on this form at time of issue.

## 4. TRANSPORT LOAD TABLES

1. *Baggage.*

(Note.—Dus allowance has been made for bulk and for the element of absorption of moisture by the blankets and greatcoats.)

Article	Weight each, dry	Lorries		Van 12/15-cwt.	Remarks
		3-ton	30-cwt.		
Blankets, in bales of 25 ..	lb. 4½	825	450	250	
Blankets <sup>a</sup> in bundles of 10 ..	4½	800	400	180	
Greatcoats, loose ..	8	800	400	100	
Sheets, ground, in bundles of 4	—	2,000	1,120	560	

2. *Petrol.*

Article	Weight of each package	Lorries						Van, 12/15-cwt.		Railway Truck, 10-ton	
		3-ton		30-cwt.		Tins	Gals.	Tins	Gals.	Tins	Gals.
		Tins	Gals.	Tins	Gals.						
Petrol, cased, in two 4-gal. tins ..	(d) 79-lb. 160	640 (a)	320 (a)	80	320 (a)	40	160 (a)	400	1,600		
Petrol, uncased, in 4-gal. returnable tins ..	99-lb. 160	640 (a)	320 (a)	80	320 (a)	40	160 (a)	400	1,600		
Petrol in 50-gal. barrels ..	482-lb. 14	700	350	7	350	Barrels 3	150	Barrels 22	1,100 (b)		
Tins, petrol, 4-gal., empty, cased (two tins) ..	18-lb. 208 (c)	—	—	144 (c)	—	Tins 7	—	Tins 490 (c)	—		
Tins, petrol, 4-gal., empty, uncased	33-lb. 272 (c)	—	—	240 (c)	—	80 (c)	—	680 (c)	—		

Notes.—(a) These loads permit of the carriage of the necessary 6 per cent. quota of lubricants.

(b) Limit of body capacity. 46 barrels required to make up full load of 10 tons.

(c) Limit of body capacity; net weight.

(d) Gallons to the ton may be reckoned at 224 cased; 272 uncased; 300 in bulk.

Commodity	Weight of each package	Lorry, 3-ton	Lorry, 30-cwt.	12-cwt. motor van or truck, C.S.	Railway truck, 10-ton	Remarks
Rum, cases of two 1-gal. jars .. .. .	52	126	63	24	420	
Biscuits, service, 60-lb. cases .. .. .	79	65	42	17	283	
Bread, sacks of 25 2-lb. loaves .. .. .	52	72	36	25	210	
Frozen meat .. .. .	—	3 tons	30 cwt.	12 cwt.	9 tons approx.	
Preserved meat, 36-lb. cases .. .. .	55	120	60	24	407	
Hay, compressed (80-lb. bales) .. .. .	80	84	42	17	140 (a)	5 tons,
Oats (80-lb. bags) .. .. .	82	84	42	17	224 (a)	8 tons.
<i>Ration loads:—</i>	<i>Weight of each ration lb. oz.</i>					
Fresh ration .. .. .	4 9	1,472	736	294	—	
Tinned ration .. .. .	4 14	1,378	689	275	—	

Note.—(a) Limit is body capacity, not weight.

### 5. Daily consumption of petrol and lubricants

1. The following table shows the consumption of petrol and lubricants by the various types of vehicles in use in the field:—

Class and type of vehicle	Petrol consumption		Percentage oil to petrol	Grades of oil		
	Miles a gallon (2)	Gallons a mile (3)		(5)		
(1)	(2)	(3)	(4)			
<i>"A" vehicles</i>						
Tanks, medium ..	1	1.00	15	{ Vac BB 7½ C.600 1½ M.800 7½	Per cent.	
Dragons, medium ..	1	1.00	10		{ Vac BB 7½ M.800 2½ M.220 2½ M.265 3 M.800 2½ M.220 2½ M.265 3 M.800 2½ M.120 1½ M.265 1½ M.800 1½	
Tanks, light ..	3	0.33	8			
Dragons, light ..	3½	0.29	8			
Tractors, 3-ton ..	2	0.50	4	{ M.220 4½ C.600 1½ M.220 4 C.600 1½ M.800 1½		
Tractors, light, and machine gun carriers.	6	0.18	6		{ M.220 4½ C.600 1½	
Armoured cars and vans and Peerless lorries, A.A.						
<i>"B" vehicles and R.A.S.C. vehicles</i>						
Lorries, 3-ton ..	5	0.20	4½	{ M.220 3½ C.600 1 M.220 3½ C.600 1		
Lorries, 30-cwt. ..	9	0.11	4½			
Petrol-electric lorries.	7	0.14	4½		{ M.220 3½ C.600 1	



Class and type of vehicle	Petrol consumption		Percentage oil to petrol	Grades of oil
	Miles a gallon	Gallons a mile		
(1)	(2)	(3)	(4)	(5)
Vans and trucks, G.S.	11	0.09	4½	M.220 3½
				C.600 1
Cars, 6-seater ..	10	0.10	4½	M.220 3½
				C.600 1
Cars, 4-seater ..	15	0.07	4½	M.220 3½
				C.600 1
Cars, 2-seater ..	30	0.04	4½	M.220 3½
				C.600 1
Motor-cycles ..	50	0.02	9	M.220 8
				C.600 1

*Notes*.—1. It may be taken that the consumption of lubricating oils for a force amounts to approximately 6 per cent. of the petrol gallonage.

2. *Grease*.—1½ lb. of grease to a petrol consumption of 100 gallons should be used as the basis for estimating purposes.

3. Whenever tanks, dragons and similar vehicles are employed extensively across country, their consumption will be very much increased.

4. THE FIGURES IN COLUMN 2 SHOULD BE DECREASED BY AT LEAST 20 PER CENT. DURING PERIODS OF ACTIVE OPERATIONS ACCORDING TO THE TERRAIN IN WHICH THE FORCE IS FIGHTING.

5. The petrol consumption of certain vehicles running their engines when stationary may be taken as follows:—

Workshops and stores lorries	15 gallons in 24 hours.
Petrol-electric lorries ..	24 gallons in 24 hours.
Mobile cooking apparatus ..	0.05 gallons in 24 hours multiplied by feeding strength.

2. In making estimates based on the table, spare vehicles should be included to compensate for wastage and other unforeseen losses.