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“ The safety, honour and welfare of your country
come first, always and every time.

“ The honour, welfare and comfort of men you
command come next.

“ Your own ease, comfort and safety come last,
always and every time.”

(This motto is enshrined
in the “ Hall of Wisdom ”
of the Indian Military
Academy, Dehra Dun.) .

INTRODUCTION

The Armed Forces are the custodians of India's hard-won freedom. New India is proud of her Armed Forces, who have a glorious tradition to live up to.

During two World Wars the Indian Army has earned a reputation for itself as one of the greatest fighting forces in the world.

The men of the Royal Indian Navy have covered themselves with glory in many a battle in the Atlantic, the Mediterranean and the Indian Ocean.

The Royal Indian Air Force came of age during the Burma War, when it was hailed as the "Eyes and Ears" of the 14th Army.

Very early in her career of Independence, India's Army was put on trial. Disorganized though it was under the impact of the partition, the Army proved its mettle, and earned the gratitude, respect and admiration of the nation in the hour of peril.

The Indian army stemmed and quelled the tide of communal lawlessness that swept over the East Punjab and Delhi within a month of freedom. Then it bent its energies to the gigantic task of evacuation of four million refugees from either side of the border. The achievements of the Military Evacuation Organization are a tribute to the Army's genius for organization and smooth efficiency. The R.I.A.F. played a gallant part in this great operation, dropping food and supplies to stranded refugees and flying out others who could not be evacuated by road.

The Army at a constructive piece of job, whether it be earthquake relief or refugee evacuation, is always an inspiring spectacle. In the Punjab the Indian Army found itself in a new role, tending to the sick and old and organizing food and shelter for the refugees.

Hardly had the army completed its job in the Punjab when it was called upon to rush to the rescue of threatened Kashmir. Here, for the first time, Indian officers commanded and led the troops into battle. The patriotism, zeal and efficiency displayed by the officers as well as men in Kashmir were a revelation of the new strength born of freedom.

A grateful nation, through their Government, decided not to spare any effort to maintain, and even improve upon, the high

standards of efficiency and discipline, for which the Indian Armed Forces have been renowned. The development and re-organization programmes that have been taken in hand by the Defence Ministry—the formation of a National Cadet Corps and a Territorial Army, the National Academy project, the institution of scientific research and development in the Defence Services, the acquisition of new ships like cruisers and destroyers, the expansion of the Air Force—are India's aspirations.

An armed force is what its officers make of it. Therefore considerable attention is being devoted to choosing the best men and then to give them the best of training available. In selecting officer-cadets for the three Services, every care is being taken, and most up-to-date and scientific mental and physical tests are applied, to skim the cream of India's youth.

The training of the officer is fundamentally related to his duties and functions. An outline of the duties common to all officers and the personal qualities expected of them is given here.

Officers have to organize and administer their commands and maintain discipline in their ranks. Such a command involves a comprehensive obligation. It covers the supervision of living conditions and supplies of the ranks as well as maintenance of the morale of the men.

The officer must also attend to the organization of his men's leisure and recreation and he must combat boredom in his unit by setting up suitable educational courses such as talks on social and political topics and by helping to solve the men's personal problems. When in action, the officer has to be cool in judgment and quick in decision and must understand the psychology of his men and instil enthusiasm in them.

What constitutes leadership is perhaps debatable, but a broad indication can be safely given of the factors which are recognized as constituting this quality :

- (a) A deep conviction of the justice of the cause for which the officer is fighting ;
- (b) An ability to make decisions quickly but not rashly ;
- (c) A deep knowledge of and interest in the men ;
- (d) A fundamental sense of fairplay and unselfishness in the administration of his unit ; and
- (e) A good basic knowledge of the craft.

Intelligence backed by balanced judgment, readiness to take on responsibility and a genuine attachment to his men, are qualities which will make an ideal officer.

NATIONAL ACADEMY

The three Services of the Indian Armed Forces have hitherto been trained separately. In January, 1949, the Government of India opened the Inter-Services Wing of the Indian Military Academy. The aim of the Inter-Services Wing is to develop an *esprit de corps* among the three Services of the Armed Forces.

This Wing will be known as the Junior Wing and will take boys between the ages of 15 and 17. After a two-year course of preliminary training, the officer-cadets will be sent to their respective Service training establishments for further training. The Army Cadets will continue at the Indian Military Academy, Dehra Dun, which will be renamed the Senior Military Wing. Those destined for the Navy will ultimately go to the Royal Naval College, Dartmouth (U.K.), while those for the Air Force will go to Coimbatore, Jodhpur and Ambala successively.

Immediately after the termination of the last war the question of creating a befitting memorial for the gallant servicemen of this country who laid down their lives on the battlefields was taken up, and it was decided that the best method of commemorating the valour of our fallen soldiers would be to establish a National War Academy, which would train officers for all the three Services *viz.*, the Army, the Navy and the Air Force. A Committee comprising both official and non-official members was, therefore, appointed and this Committee submitted its report after visiting military training institutions in the United Kingdom and America.

The Government have accepted the Committee's report with some modifications and have decided to establish the Academy near Poona.

Land has been acquired through the Government of Bombay at Kharakwasla, near Poona, and a Chief Engineer has been specially appointed to make plans and supervise the building work of the Academy, which, it is expected, will commence in the near future. Pending completion of the buildings at Kharakwasla, it has been decided to start the inter-service academy on an experimental basis at Dehra Dun from January this year.

The course at the Academy at Kharakwasla will be of 3 years' duration. About 500 cadets will be admitted for training each year for all the three Services. Selection will be made purely on merit without restrictions of class or creed.

With the establishment of the Academy at Kharakwasla as planned, India will have a unique inter-service training institution for providing its requirements of officers of all three Services.

THE ARMY

The Army is the coping-stone of India's defences. During the several wars, big and small, in different theatres and parts of the world, in which it has taken part in the last one hundred years, the Indian Army has accumulated an experience and reputation unrivalled by any in the world. It will be the constant endeavour of the Government of free India to maintain and build up this asset.

The Army is a microcosm of the larger scheme of human society. Besides its fighting and technical branches, such as civil and mechanical engineers and medical services, it has a place within it for almost every trade and profession. Veterinary surgeons, blacksmiths, cobblers, tailors, caterers, farmers, factory workers and even unskilled labourers are employed in the Army.

The important services in Indian Army are the Armoured Corps, the Artillery, the Engineers, the Signals and the Infantry. For the supply of munitions of war to the Army, there is the Indian Ordnance Corps, and for the organization of the Commissariat there are the Indian Army Service Corps and the Indian Electrical and Mechanical Engineers.

INDIAN ARMoured CORPS

The Indian Armoured Corps has inherited the tactical role of the cavalry ; it is the first in attack and the last in withdrawal.

The Corps is organized into two types of units :

1. Tank Units ; and
2. Armoured Car Units.

Officers may serve in either, though a change over, once posting has been made, is not likely.

The training of the Indian Armoured Corps demands considerable technical knowledge which has to be assimilated in a short time. Life in both is hard and strenuous, requiring the complete subordinating of the self to the bigger co-ordinated plan. It also calls for and fosters close understanding between the officer and his men.

Service in these Units affords unlimited opportunities for excitement and demands a capacity for rapid and unhesitating decision which compensate well for the likely loneliness and boredom, when on active service. The personal qualities required

in the Officer are wiriness rather than big physique—excessive size may be a positive handicap, and more than anything else, self-reliance, initiative and a gift for management of men.

In both Tank and Armoured Car Units, the Subaltern's command is a Troop consisting of three vehicles. The chain of command rises from the Troop to the Squadron and Regiment.

INDIAN ARTILLERY

The categories of the Artillery branch in the Indian Armed Forces and its organization are as follows :

- (1) Field, Heavy and Mountain Regiments ;
- (2) Heavy Anti-Aircraft Regiments ;
- (3) Light Anti-Aircraft Regiments ;
- (4) Anti-Tank Regiments ;
- (5) Anti-Aircraft/Anti-Tank Regiments ;
- (6) Coast Regiments ; and
- (7) Survey Regiments.

I. FIELD, HEAVY AND MOUNTAIN REGIMENTS

Their task is to support the other arms by concentrations and barrages of high explosives and to destroy the enemy concentrations, prepared positions, machine-gun nests and anti-tank guns. These three types of regiments have the same basic organization, and although they employ different types of guns they function in more or less similar ways. The Field and Heavy regiments are fully mechanized and they have a high degree of mobility.

When in action the basic unit is the troop commanded by a Captain : the Troop is administered in two sections, each of which is under the command of a Subaltern. Section strength varies from 20 to 30 men according to the size of the gun. The chain of command is the Troop, the Battery and the Regiment.

Peace-time life in the Units is a constant preparation for action and the emphasis is thus on routine technical work. In addition, life is galvanized into variety and excitement. Rapidity of movement is essential and as guns and weapons are important targets, they will attract the fire of the enemy.

2. HEAVY ANTI-AIRCRAFT REGIMENTS

These regiments are employed in two roles ; the Static, in which they form part of permanent defence, and the Mobile, in which they support other arms in the field. In Mobile Units, guns and instruments have to be handled in much the same conditions as in Field Artillery, although greater technical knowledge is required on the part of the Officer.

The duties involve long periods of watching and waiting in which an officer has to maintain a high standard of efficiency and enthusiasm among his men. The emphasis is upon a permanent state of readiness. Success depends upon the correct handling of instruments as no correction of fire is possible by observation as in the case of Field Artillery.

In static units, the Officer's most important function consists in keeping enthusiasm alive in his men by devising various ways of training and organizing recreational and educational occupations, while maintaining his guns and instruments always ready for action.

3. LIGHT ANTI-AIRCRAFT REGIMENTS

These highly mobile regiments perform the important task of combating all forms of low-flying air attacks. They protect troops on the march and attack enemy aircraft at extremely close range, thus deflecting them from their objective. They defend their own men by destroying the enemy aircraft. Their most important quality is rapid movement. The basic unit is a Troop consisting of 4 to 6 guns ; from the Troop the chain of command rises to Battery and Regiment as in other cases. The Officer must possess very good knowledge of transport, and there is comparatively less emphasis on technical maintenance and training.

4. ANTI-TANK REGIMENTS

The first duty of these regiments is the destruction of enemy tanks. These regiments are highly mobile and move their guns from position to position as the battle demands. The Officer has to develop a high degree of independence in command. The Troop, consisting of 30 men equipped with 6 vehicles working 4 guns, is the administrative, self-contained unit. Each gun detachment is so equipped as to be able to fight on its own. There is little technical work for the Officer, but what is needed is ingenuity and imagination as well as the proper appreciation of the role played by the units with whom he is working.

5. ANTI-AIRCRAFT/ANTI-TANK REGIMENTS

These regiments are a combination of 2 Anti-Tank batteries each containing 3 troops of 4 guns and 2 Light Anti-Aircraft batteries, each containing 9 troops of 6 guns. This grouping has been adopted for purely operational reasons.

6. COASTAL REGIMENTS

These are mostly static units which had little part to play during the last war, except in such places as Malta and Gibraltar. They are the watch-dogs along the coastline, whose main function is to repel and break up seaborne attacks. In certain cases, they act as subsidiary anti-aircraft defence. Their equipment varies according to the probable liability of the coastal station, and the command varies according to equipment. In certain places, the batteries are small and situated in remote inaccessible places ; elsewhere they may be situated in the docks of large cities. The Officer has mostly to keep watch, observe passing shipping and write intelligence reports.

7. SURVEY REGIMENTS

These regiments provide Field and Medium Artillery with information about enemy artillery. There are three main components in these regiments:

1. Survey, which consists in the determination of the gun positions, observation posts and targets in relation to one another or in relation to the map in use.
2. Flash-spotting, which consists in the determining of the position of enemy batteries by observing the flash of their guns when fired.
3. Sound ranging, which consists in ascertaining the position of enemy batteries by means of the sound of their guns when fired.

When warfare is mobile there is not very much for the survey regiments to do, but as soon as the main enemy defences are reached and the battle stabilizes, the role of the survey regiments becomes highly important. The Officers in these regiments have to be specially alert and observant, and their success in the final analysis depends upon accuracy and attention to detail.

INDIAN ENGINEERS

Success in modern war is largely dependent upon the use of mechanical aids and contrivances and the duties which the

Engineering Services of an Army are called upon to perform are important and multifarious.

Where troops are engaged in actual operations against an enemy, the Engineers are required to overcome any obstacles preventing the rapid progress of the army by the construction or improvement of roads, railways, bridges and other means of communication.

They have, on the other hand, to impede the progress of the enemy by demolishing all facilities that exist for his defence and by placing other obstacles in his path. In addition, the Engineers are required to construct such defences as are necessary, and to provide for the accommodation of the troops when in camps. This includes all arrangements for water-supply, sanitation and other essential services.

Behind the scene of actual operations, at the base where food, stores, and reinforcements are collected, and on the lines of communications, along which everything required by the fighting troops has to be supplied, the Engineers have to arrange for defence, communication, hospitals and camps and to install other necessities like pumping, electrical and ice-making machinery.

The Military Engineer is a trained soldier, possessing a knowledge of every aspect of the art of war. In the performance of his manifold duties, he has very special difficulties to overcome. The factors that enter into every engineering problem are time, labour, transport and material. When in action, time is nearly always the predominant and vital factor, for on the speed with which he can accomplish his work depends the fate of the Army. Labour, transport and material have to be immediately improvised from what is available on the spot.

The Indian Engineers fall into three categories according to their role :

1. Field Units.
2. Lines of Communication Units.
3. Specialized Companies.

The Field Units can be further subdivided into Divisional Engineer, who are concerned primarily with bridging, demolitions, water-supply, field defences, laying and removal of airfields and supporting the infantry in attack, and Corps Troops, who are responsible for structural and engineering work and maintenance, electrical installations at the Base and along the Lines of Communication. Both have their Field Park Squadrons, which operate

generally as a field workshop carrying with them such equipment as welding plants, compressors, light cranes, etc. The Corps Troops have, in addition, Workshop and Park Companies, which are relatively well-equipped with generating machines, power saws and lathes. To carry out demolitions and to raid behind enemy lines, there is a voluntary organisation called Parachute Squadrons.

There are two units in the Lines of Communication Units. The Artisan Works Companies are responsible for the construction of temporary or permanent accommodation for troops and permanent defence works, and the Works Service Section for the maintenance of all property and buildings occupied by troops.

The Specialist Units are of various kinds :—

The Mechanical Excavating Company handles earth-moving machinery similar to that of Public Works Contractors.

The Quarrying Companies are experts in the use of pneumatic tools, explosives and stone crushers and other quarrying plant.

The Well-Boring Sections find and procure water by using the cable tool system.

The Forestry Companies fell and log timber and operate saw mills.

The Engineer Base Workshops are fully equipped with engineering workshops which undertake large-scale repairs to all types of engineering machinery.

The Engineer Base Store Depots look after heavy engineering stores.

The Heavy Bridging Companies are equipped to undertake major engineering tasks.

The Road Roller Section is equipped for servicing roads.

The Pipe-Line Operating Companies perform highly specialized work employing oil technicians.

The Oxy-Acetylene Companies.

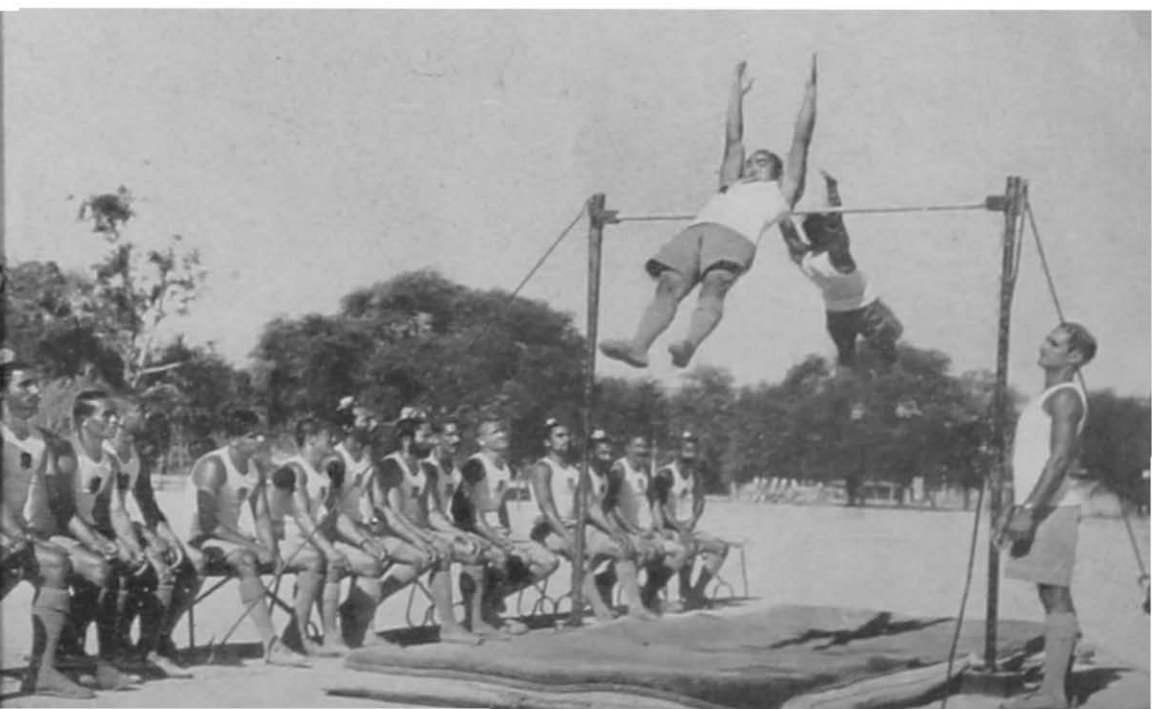
The Sabotage Sections are concerned with demolitions and raids behind the enemy lines.

As the duties of all these units are of a specialized and technical character, good technical knowledge and ability are indispensable.

There is little danger attached to life in these units, but it involves hard work, long hours and at times great strain in carrying out urgent projects in difficult conditions. The Military training



In all the three armed forces physical training takes an important place in the curriculum. The two pictures show classes performing gymnastics.





(Top) Crossing a rope bridge. (Bottom) A pontoon bridge constructed by a Cadet Army Officer.





(Top) *An officer leaping over a deep pit containing blazing waste.*
(Bottom) *A military display by the students of the Armed Forces Academy, Dehra Dun.*





(Top) A typical group of students. (Bottom) Toughening up on a 'Battle Course' at the Indian Military Academy.





(Top) Chief of the General Staff discusses a problem with a cadet during his visit to Kitchener College, Nowgong. (Bottom) Cadets receiving instructions on map reading at the Armed Forces Academy, Dehra Dun.



Before recruitment an officer cadet candidate undergoes a number of tests, one of which is shown here.



of cadets class in the Engineering Units is specially designed to inculcate leadership and to develop initiative and powers of organization.

INDIAN SIGNALS

The Signals Service of an Army provides Commanders in the field with the means of communicating with one another. These means of communication comprise wireless telephony and telegraphy, line telephony and telegraphy, visual telegraphy, message carriers and a pigeon service.

Signals Units are attached to all branches of the Army varying in functions and equipment from highly mobile types with relatively simple equipment to the static units using heavy and complicated equipment.

Signals personnel are combatant soldiers with the technical knowledge necessary for the performance of their special duties.

Signals units vary in establishment of personnel and in quality and type of equipment according to their function. The main types of signal units are as follows :

Infantry Brigade and Divisional Signals Sections.

Armoured Brigade and Divisional Signals Section.

Corps Signals Section.

Army and Lines of Communication Signals Section.

G.H.Q. Signals Section.

Air Formation Signals Section.

Fortress and Area Signals Companies.

There are also Artillery Regiment Operating Sections :

Wireless Section.

Technical Maintenance Section.

Wing Signals Section.

Line Construction Section.

Beach Signals Section.

Signals Cadets need to be acquainted with tactics of all the other arms in order to be able to anticipate calls made by Commanding Officers and Formation Commanders. This becomes particularly important in action, for the success of Signals depends as much upon the rapidity of transmission as upon the accuracy and safety of messages. Signals Officers must be mature and reliable, as from the very nature of their work they have to plan

their communications over a very wide area where unforeseen breakdowns are likely.

Cipher Officers are responsible for enciphering and deciphering all secret messages. The job appears to be a sedentary office job, but field formation cipher officers have to be prepared to move with their formations. For cipher officers there is a special cipher course lasting four weeks, which teaches only fundamentals. The officer usually takes about four months to become efficient.

Onerous responsibility is borne by Cipher Officers. If the cipher office breaks down, the whole formation is virtually cut off from the other units and there is complete breakdown of all security. What a Cipher Officer needs is high speed, accuracy and commonsense.

One of the important decisions the Cipher Officer has to make is the destruction of cipher documents in the event of his headquarters being overrun. Should he destroy his cipher books prematurely, his headquarters will be left without secure communication with their troops ; should he leave it too late, the enemy would gain possession of the cipher system of the whole formation.

The Indian Signals Corps in its present form came into being after the first World War. It was the experience of the Great War of 1914-18 which demonstrated more conspicuously than ever before the paramount importance of rapid and reliable means of inter-communication. The Signals service is one which, from its peculiar character, cannot be improvised in wartime but must be maintained in a high state of efficiency in peace time.

INDIAN INFANTRY

The Infantry is the backbone of the Army in India as in other countries. Naturally the Army Selection Boards have placed the greatest emphasis upon the selection of proper Infantry Officers. The requirements of physical courage, endurance, leadership and intelligence for these officers are higher than for officers in other branches. The Infantry Officer has the finest job in the army.

The main types of Infantry Units are :

- (a) Infantry Battalions in which all officers and men move on foot unless transport is provided ;
- (b) Machine-gun Battalions which have a role half-way between Infantry proper and Field Artillery. They are ordinary Infantry in all respects except that their equivalents of the Rifle Sections are equipped with heavy machine-guns.

The course of training for Infantry Officers involves the development of very special qualities in their personality. It is necessary for an Infantry Officer to have a good knowledge of basic tactics and fieldcraft ; but of inestimable value is the capacity to lead and manage men.

He must be capable and prepared to do anything which he may have to ask his men to do, and he must be able to do it better. He must share the hardships of his men ; he will always have to work harder than they. He needs the ability to inspire enthusiasm especially during set-backs and the ability to improvise and adapt himself to rapidly changing conditions.

Separate Motor Battalions which form an essential part of armoured brigades are also attached to the Infantry. They fight armoured warfare, although they fight as Infantry, being the fastest moving ground troops which the Army possesses. A command in the Motor Battalions consists of Platoon. Three Motor Platoons constitute a Company and 4 Companies a Battalion.

The duties in the Unit are exacting. The Officer needs the capacity to manage men in the highest degree, but he must also possess intimate knowledge of Platoon vehicles and have good knowledge of maps and tactics.

INDIAN ARMY ORDNANCE CORPS

The Ordnance Services may be broadly described as the agency whose duty it is to supply the army with the munitions of war, such as small arms, guns, ammunition, and other equipment of a technical military character and also, under a recent arrangement, with clothing and general stores other than engineering stores.

The Indian Ordnance Corps is a vast supply organization stretching from the base to the front line in the field. The Ordnance system of supply radiates outwards from Central Ordnance Depots, each of which holds large quantities of one type of stores in bulk, to Command and Advance Ordnance Depots, which hold smaller stocks of all varieties of stores for retail issues to troops. The different varieties of stores are :

Vehicles and their maintenance Stores ;

Engineering Stores ;

Field Artillery Stores ;

A. A. Artillery Stores ;
 Small Arms and Machine guns ;
 Ammunition ;
 Scientific Stores ; and
 General Stores and clothing.

Ordnance Units also include Mobile Laundries, Bath Units, Mobile Cinemas, Mobile Ammunition, Inspection and Repair Units, and Ordnance Beach Detachments.

The requirements for Ordnance Corps Officers include a sound business or commercial background with executive responsibility and a capacity for organization. The duties are primarily technical and organizational and the Officers have to ensure the efficient functioning of their units. A badly run Ordnance Depot can produce the most disastrous chaos in a force in action.

The Officers need drive and the ability to plan ahead intelligently. When normal routes are disorganized they have to improvise methods of supply and find alternative ways. Ordnance personnel may also be called upon to fight in local defence or in specific battle tasks.

The command ranges from large Units, like Base Ordnance Depots, to very small independent Units, like Beach Detachments. The life is varied and interesting.

ROYAL INDIAN ARMY SERVICE CORPS

The Indian Army Service Corps has developed from the Commissariat Department of an earlier period. The Corps is divided into three parts, although the Officers belonging to them are normally interchangeable. The divisions are (i) Supply, (ii) Transport and (iii) Petrol.

The Supply Division is responsible for setting up and administering the supply organization both in the forward areas and at the base. Supply includes provisions, their storage and issue. The Transport Division is responsible for the transport of troops as well as everything required by them, including ammunitions, petrol, food, water, clothing, the personal equipment of the soldiers and special materials.

The Division has also to carry bridging materials and employs a large fleet of lorries and trucks, mule carts and pack animals. The Petrol Division is responsible for the storage and distribution of motor fuel and lubricants.

It is obvious that the duties of the Service Corps are of the highest importance. "An army marches on its stomach"; and without the assurance of a steady flow of supplies, no army can move.

R.I.A.S.C. Officers have, therefore, a very important role to play in the success of the forces dependent upon them for supplies. They must take care to site camps, dumps and lagers intelligently and to take adequate precautions against enemy patrols, raiding parties and air attacks.

An ideal R.I.A.S.C. Officer is a combination of a dashing leader, a public transport authority and an experienced department store manager. Especially in the forward areas there is considerable call upon his initiative, self-reliance, organizing ability and power to improvise.

There are occasions when an R.I.A.S.C. Officer has to cope with conflicting and even unreasonable demands from officers of other arms greatly superior in rank. In such cases a frank, friendly personality combined with willingness to help is invaluable.

The work of the R.I.A.S.C. Officers is interesting. It becomes more exciting as well as difficult as the distance from the base units increases. Owing to the highly mobile nature of their duties, all kinds of irregularities, sudden emergencies and risks fall to their lot.

The command varies with the strength of the unit. Platoons are as a rule self-contained and are responsible for their protection and self-defence; they have their own cooks and cooking equipment. Each transport unit has its own workshop platoon for carrying out first line repairs to the Unit vehicles.

INDIAN ELECTRICAL AND MECHANICAL ENGINEERS

Arising out of the need felt to have experts and technicians with fully equipped workshops with the foremost fighting troops was born the I.E. & M.E. Corps. Its duties include:

- (1) inspection and maintenance of wheeled vehicles of all types, tanks, artillery, small arms, wireless radio-location, fire control and all other instruments;
- (2) repairs to the above equipment damaged by ordinary wear and tear and by enemy action; and
- (3) investigation into defects of design and recommendation for improvement.

The Electrical and Mechanical Engineers Corps may operate anywhere from the front line to the base. The units vary in size and equipment from Light Aid Detachments, which are small mobile units and move forward with the troops during operations, to Base and Static Workshops, which undertake any type of repair and can even manufacture equipment.

Mobile workshop companies advance with fighting formations in order to eliminate loss of time in repairing damaged equipment ; and as these Units operate in forward areas, officers have to be prepared to take part in self-defence and to organize and train their men in the use of small arms.

The major consideration in the formation of these Units is to enable technical service to be provided to the troops with as little delay as possible. A Junior Officer in this organization is essentially a technician in control of technicians.

The Officer has to proceed with his tasks despite every kind of distraction. This is possible only if the Officer is methodical, cool and has developed a gift for improvisation. In emergencies, Officers have excellent opportunities for the exercise of their powers of leadership.

For purely administrative work in the Electrical and Mechanical Engineering Corps, there is a cadre of non-technical Officers who perform duties analogous to those performed by the Adjutant, Quarter-Master, Accounts Officer, Records Officer, Training Adjutant, etc. Their duties include general supervision of the internal economy of the Unit.

OTHER BRANCHES

The Army has several other branches, educational, intelligence, medical, veterinary, police, etc.

The Army Education Corps is concerned with the Forces in their triple function of soldier, citizen, and individual, and aims at the development of their military efficiency and morale, the realization of their civic responsibilities and their general education as individuals. The Corps is under the general control of the Director of Army Education.

For intelligence work, which involves a very wide range of duties, there is the Intelligence Corps. The Corps obtains information from every possible source about the strength and purpose of the enemy and prevents the enemy from obtaining similar

information. Officers in the Intelligence Corps must possess a good knowledge of the language of the country in which they are fighting.

The Corps has two kinds of Officers—Intelligence Officers whose duty is to study enemy equipment ; and Security Officers whose job it is to detect and frustrate espionage and sabotage.

The military medical services in India are composed of several categories manned by the Officers of the Indian Medical Service in Military employment. An essential duty of the medical services is to attend to the sick and the wounded of the Army in hospitals ; but they also take measures to prevent the spread of diseases and to promote hygiene in the Army. Their object is to maintain in the soldier the highest possible standard of physical health and fitness and to increase his powers of resistance to disease.

The Indian Army Veterinary Corps is manned by qualified veterinary officers and it is generally responsible for the health, welfare and efficiency of all animals used in the Army. It undertakes preventive measures against disease and looks after the shoeing, rations and forage of the animals. It also inspects all animals slaughtered for the consumption of meat for the troops.

The Corps of Military Police is divided into three wings : The Military Police Wing performs general police duties. The Vulnerable Point Police Wing guards and polices vulnerable points like docks and other installations. The Special Investigations Branch is responsible for the investigation of crime in the Army world.

Among other departments relating to the Army, mention must be made of the Movement Directorate which is responsible for the direction of military movements in war and for the co-ordination of military movements among various carrying agencies and services, *e.g.*, railways, shipping, air-lines and inland water transport.

There is a Military Farms Department for the management of military farms, and an Indian Canteen Corps for the running of militarized canteens during war. For the handling of local labour in any expeditionary force, there is the well-known Indian Pioneer Corps, which is composed of Companies of unskilled labourers engaged in work on air-fields, building camps, road-making and the handling of stores and heavy equipment at railheads, ports and depots.

The Pay and Accounts of the Indian Army are dealt with by the Military Accounts Department.

THE NAVY

India has had a navy for more than three centuries and her seafaring tradition is quite ancient. The Royal Indian Navy traces its history from the formation of the Hon'ble East India Company's Marine in 1612, but it was given an independent status and officially constituted into the Royal Indian Navy in September, 1934.

For a peninsular country like India with a 2,000 mile coastline, a strong navy is indispensable to keep the sea communications open for travel and commerce and to protect the country and her shipping.

During the last war, Indian ships and sailors took part in the Battle of the Atlantic, the invasion of North Africa and Sicily and in the campaigns in Eritrea and Somaliland.

In 1942, they helped to drive the Japanese from the west coast of Burma and scored important successes against enemy aircraft in the Java Sea, Arabian Sea and the Bay of Bengal.

Before August 15, 1947, the Royal Indian Navy consisted of a few sloops, and a number of escort vessels of the Bangor, Bathurst, and Basset classes. On partition, 4 sloops, 2 frigates, one corvette, one survey vessel, 4 trawlers, 12 mine-sweepers, and a large landing craft wing came to the share of India. The cruiser "Achilles", renamed "Delhi", has recently been purchased from the United Kingdom and three destroyers are likely to be added shortly to the Indian Navy.

The officers of the Royal Indian Navy may be divided into the following six categories :

- (1) Executive Branch ;
- (2) Engineering Branch ;
- (3) Supply and Secretariat Branch ;
- (4) Electrical Branch ;
- (5) Landing Craft Wing ; and
- (6) School Masters' Branch.

EXECUTIVE BRANCH

Naval Officers in the executive branch are employed for seamanship, navigation, torpedo, anti-submarine and communication duties on board ship. Their duties comprise everything

afloat except the engine room. While in command of a ship, Officers are responsible for the safety and fighting efficiency of the vessel. They have to look after the general working, discipline and welfare of the ratings, the safety of the explosives and the cleanliness of the ship.

The Commander of a ship has under him a staff of Signal, Gunnery, and Navigation Officers. Signal Officers supervise the internal signals organization of the establishment and bring about the co-ordination of wireless and visual branches of the signals department. The Gunnery Officer is in charge of all guns, gun mountings, range-finders, direct or firing gear and magazine. He is also responsible for the training of the gun crews. A Navigation Officer is under the direction of the Commander and he is in charge of the navigation of the ship. In action the Navigation Officer remains on the bridge and records all alterations of course, speed, etc., and must be able to determine the position of the ship during all phases of the action.

A ship has also several other officers like Anti-Submarine Officer, Officers of the Watch, Divisional Officers and other miscellaneous officers.

The Anti-Submarine Officer has a very onerous duty while the ship is in action. He is in charge of all submarine detecting material, the instruments, machinery and fittings for its operation, and also looks after the training and efficiency of ratings required for submarine detection. He must keep the Commander constantly informed about the position of the submarine. When hunting a submarine he has to supervise the operation. When engaged in attacking a submarine, he indicates when to fire the depth charges. His action station is the ASDIC room which adjoins or is above the Bridge.

The Officer of the Watch is not a separate officer with special duties. When at sea, a ship never sleeps. Some officers and men are always on the watch. Each junior officer has to take duty as Officer of the Watch on the Bridge. During the period of his duty he is responsible for the safety of the ship, discipline, the daily routine, all incoming and outgoing signals and the writing of the log-book. His main function is to report to the Commander if anything unusual is seen or happens, but in an emergency, such as the risk of a collision, or a submarine attack, he has to use his initiative and issue the necessary orders.

Divisional Officers are responsible for the supervision of ratings and men allotted to their care. These Officers look after

discipline, training and welfare, games, sports, and other forms of recreation. They have to encourage their men and keep them in a state of high morale. Their duties are perhaps the most important in a ship, because in the Navy, especially, "it is not so much the guns that matter as the men behind the guns."

In big ships there are also Stores Officers for the maintenance of permanent and consumable stores. Messing Officers and Provision Officers look after the feeding of the crew.

ENGINEER OFFICERS

Engineer Officers are responsible for the maintenance and operation of the main propelling machinery and boilers and auxiliary machinery of ships including gun-mountings. The duties of Engineer Officers in various vessels are as follows :

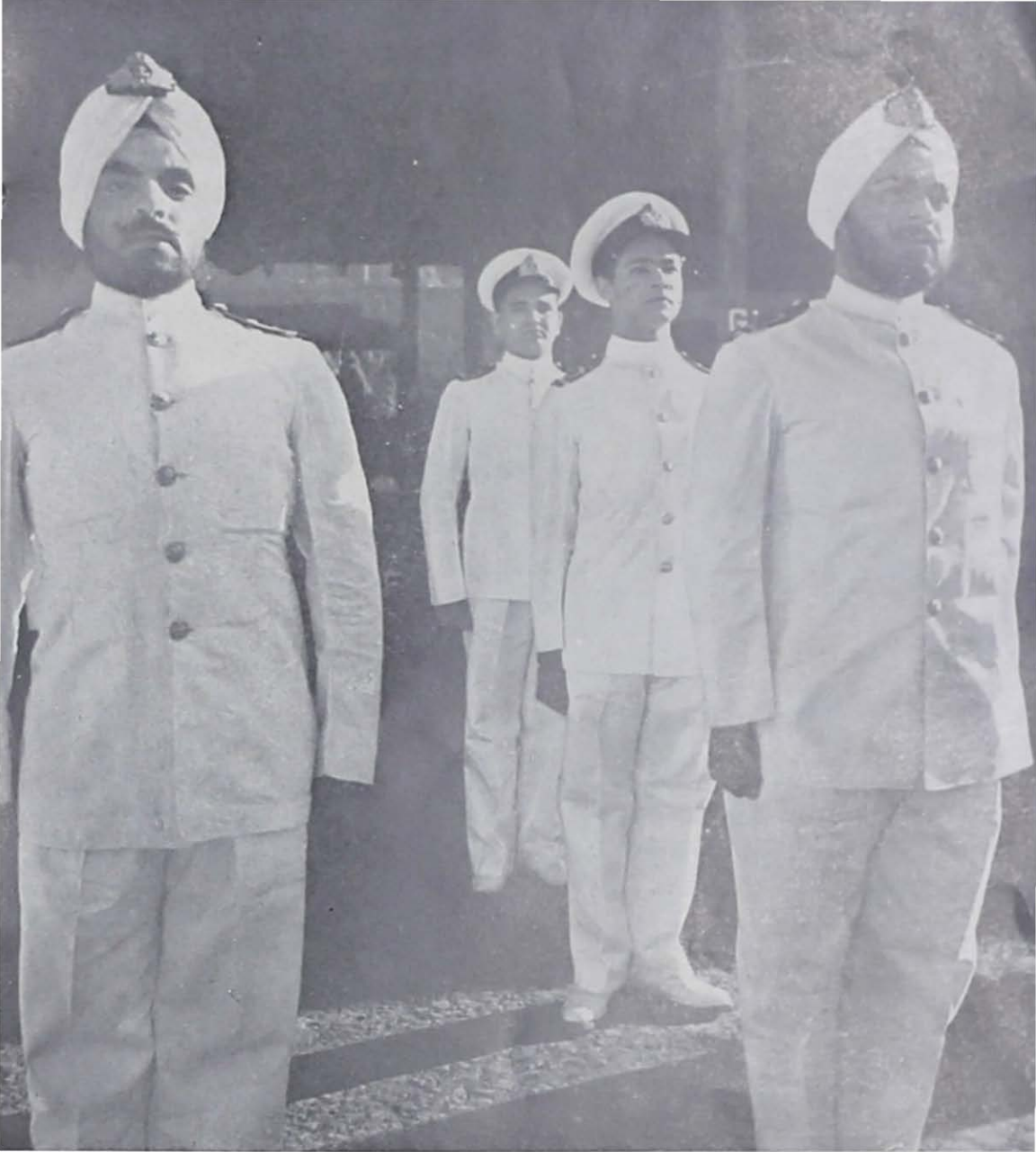
In a motor vessel there is usually only one Engineer Officer who maintains the motor engine and undertakes minor servicing repairs while the vessel is afloat.

In the Landing Craft Wing, the Base Engineer Officer at Headquarters is responsible for the general upkeep of the flotillas. The Flotilla Engineer Officer is normally at the shore base, but he may be sea-based on a parent craft during operations. He is responsible for maintenance and for notifying shortages, including shortage of fuel.

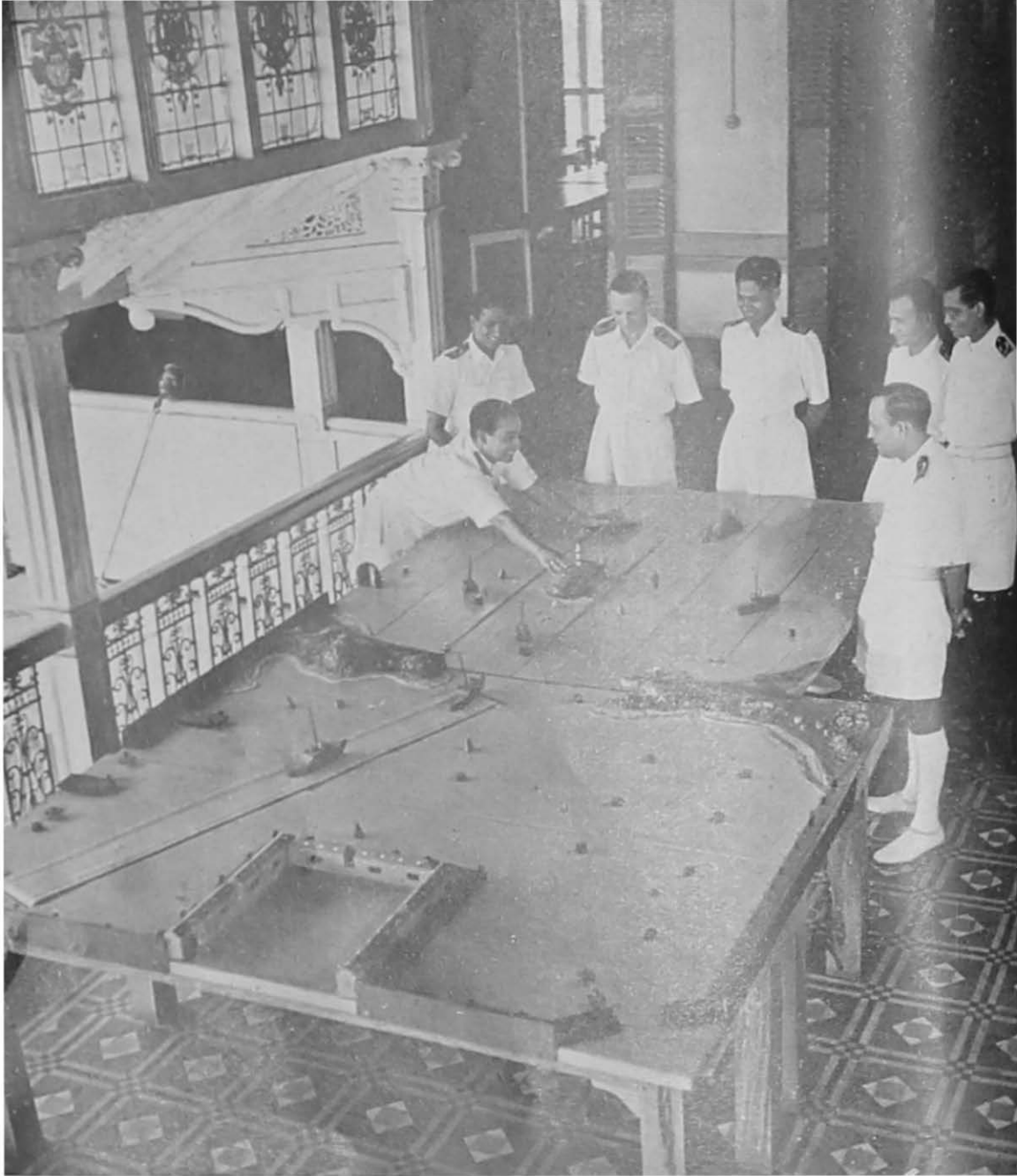
During operations, ordinary maintenance is under the Craft Commander, but when the Craft Commander returns to base, it is the Flotilla Engineer Officer who becomes responsible for inspection, repairs and replacements. In light coastal forces the duties of the Engineer Officer are broadly similar to those in Landing Craft Wing.

In a steamship the Engineers are in charge of the engine room, and although they do not normally take duties outside the engine room, they may occasionally have to perform instructional duties and make stores returns. In action, the Chief Engineer looks after the maintenance of steam pressure in order to keep the engine working, while the Junior Engineer Officer is given command of either the fire party or the repair party or may be detailed to remain in the boiler room.

Occasionally Officers in the Engineering Branch have to take charge of installations, maintenance and repairs of naval ground mountings.



Some of the officers on parade for inspection by the Commanding Officer of H.M.S. FERÖZE, a shore training ship for officers of the Royal Indian Navy.



A problem in navigation being explained to cadets with the aid of a model harbour.



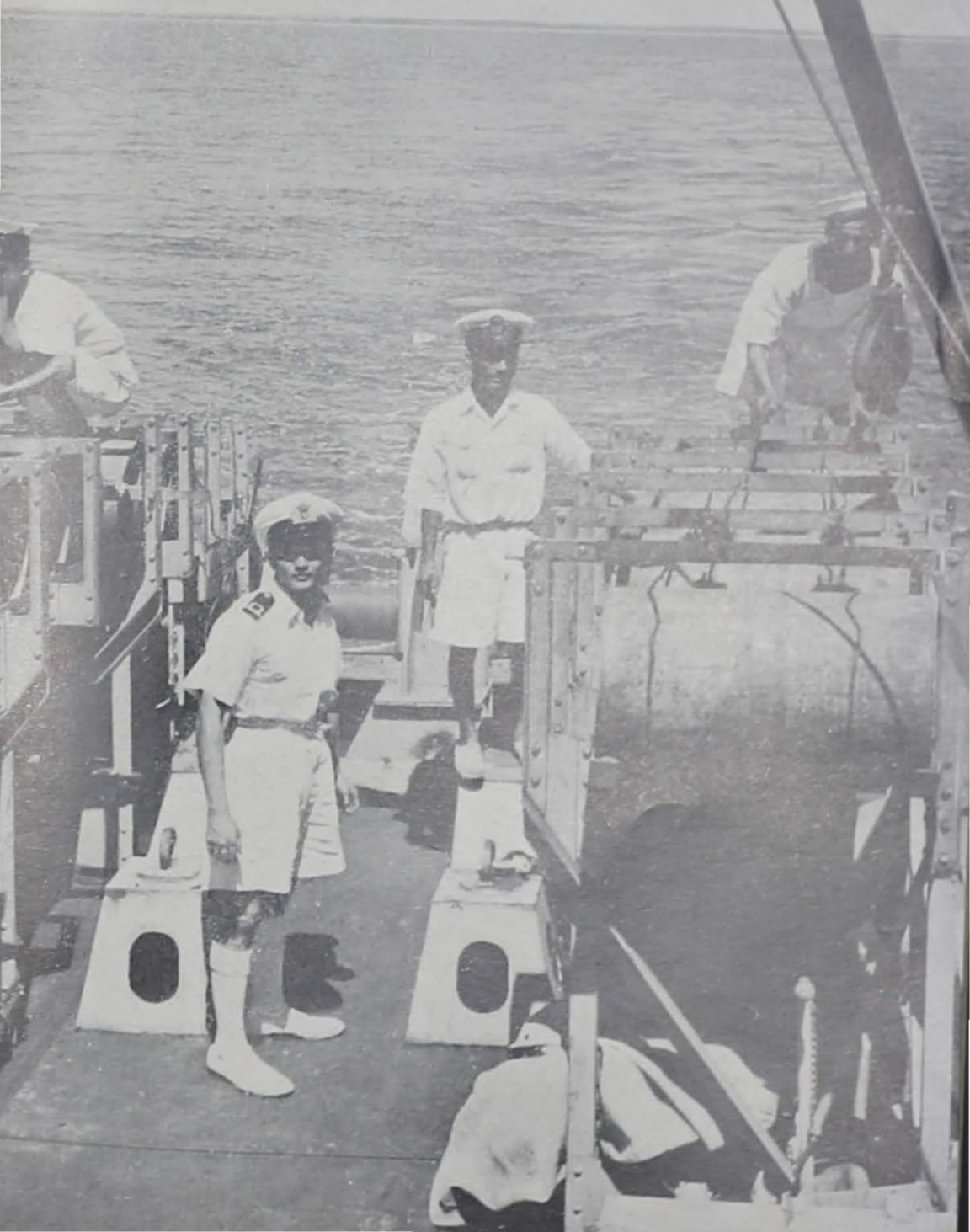
A Naval Officer using a sextant.

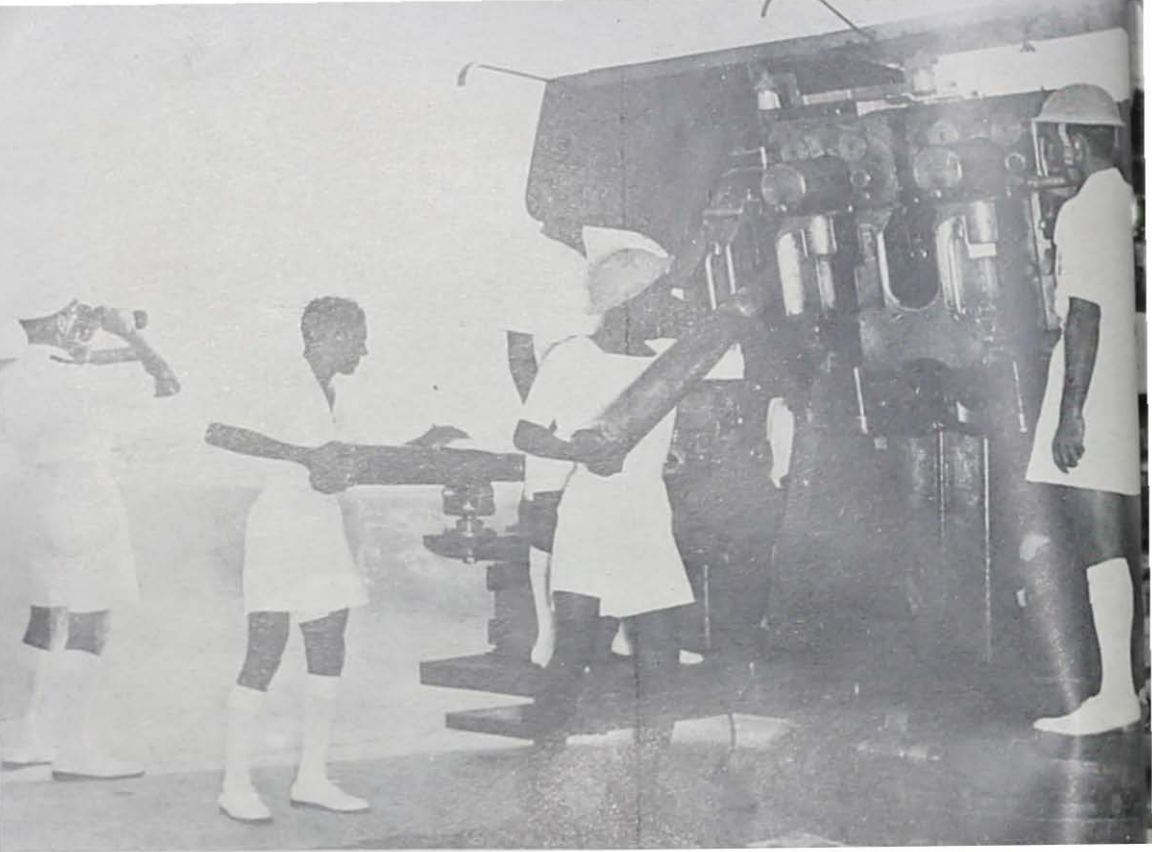


(Top) A signal officer of the R.I.N. using a four inch signalling projector. Beside him is the normal 10" type. (Bottom) R.I.N. Officers receiving instructions in knots and splices.



*Depth charges in the stern of an
escort vessel.*



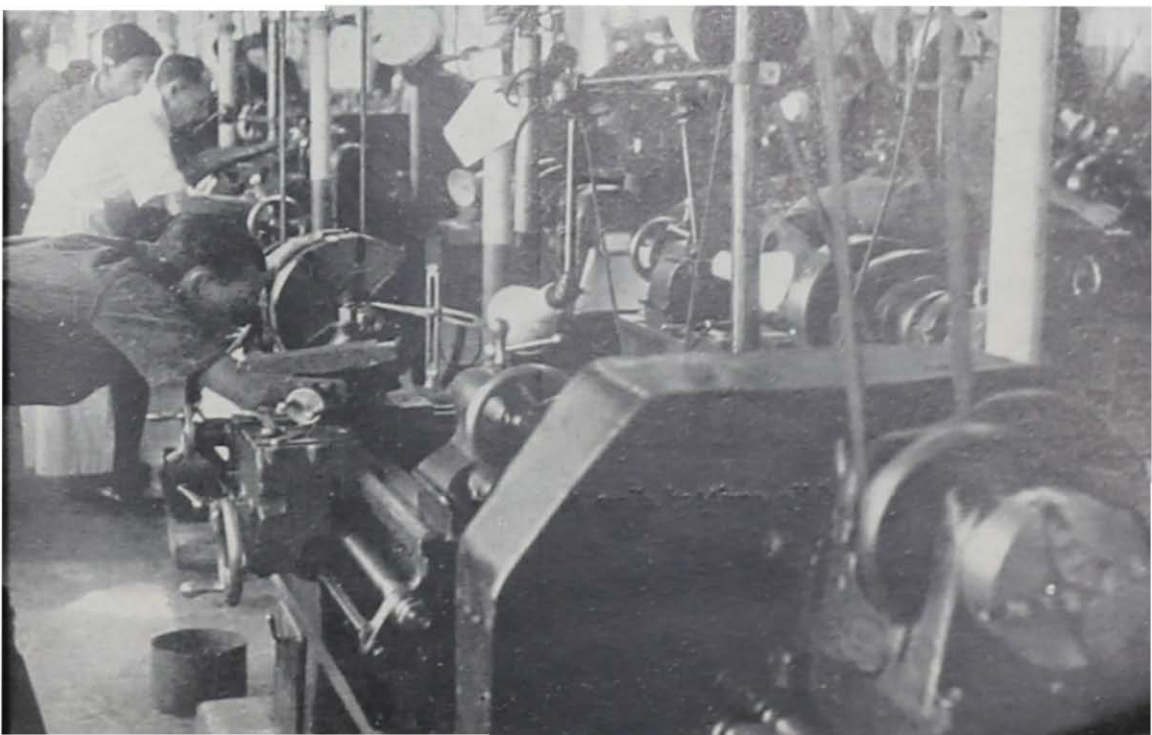


Training in the R.I.N. covers the use of all weapons : (Top) R.I.N. officers and ratings at gun drill. (Bottom) And at musketry practice.





The Royal Indian Navy gives extensive training in the handling of the complicated machinery on board : (Top) Operating a gigantic switchboard in the engine room of an Indian warship. (Bottom) Receiving training in Marine Technical Engineering at Bombay.





A fully equipped diver preparing to enter the water.

SUPPLY AND SECRETARIAT OFFICERS

Supply and Secretariat Branch Officers are responsible for the keeping of the pay accounts of ratings, cash account of the ship, counting of naval stores, provisions and clothing and generally for catering on board the ship. They carry out all Secretariat work and also advise on legal matters.

The most important officer in the Supply and Secretariat Branch is Accountant Officer. He acts as the Commander's Secretary and Cipher Officer. As Secretary to the Commander he keeps all confidential papers and correspondence. He distributes salaries to the ratings, is responsible for ratings' diet, attends at Court Martials as an observer, and performs all divisional duties in the Domestic Division which includes cooks, stewards and writers.

ELECTRICAL OFFICERS

Officers in the Electrical Branch are responsible for the running and maintenance of all the electrical machinery and equipment of the ship. The electrical machinery of a ship includes the main generating machinery and switch-gear, radar and radio equipment, gunnery and torpedo control instruments and navigational equipment.

Electrical Officers are usually attached to base and come to sea only when required. They have to make a routine inspection of the ship, and to fit out and repair electric installations as necessary. The work is largely out of doors and may involve considerable physical strain. There are opportunities, however, for designing new appliances. The Electrical Officer's work is normally a technical one, but it also carries responsibility for the handling of men, and therefore needs a sufficiently self-assured personality.

LANDING CRAFT WING

The officers in the Landing Craft Wing are termed Boat Officers. They are generally in command of one or two landing craft, each with a crew of four and spares. The officers are Divisional Officers of their men and have administrative responsibility regarding stores, accounts, etc. In action a Boat Officer has an important function to perform. Whenever his craft carries soldiers, he has to command them during the period of the landing. The Boat Officer's most important duty in operations is visual signals. Immediately superior to the Boat Officer is the Flotilla Officer commanding a varying number of vessels depending upon the carrying capacity of the parent ship.

The craft in the Landing Craft Wing are of four types :

- (1) *Landing Craft Assault*, which is meant for initial attack ;
- (2) *Landing Craft Motor Transport*, which is meant for landing heavy stores ;
- (3) *Landing Craft Support*, which is equipped with gunnery specialists ; and
- (4) *Landing Craft Personnel*, which is faster but more vulnerable than the former.

The duties of a Boat Officer in charge of all these craft are strenuous and hazardous, calling for marked qualities of personality and leadership, strong determination and ability to adhere closely to simple instructions.

SCHOOL MASTERS' BRANCH

The functions of the Officers in the School Masters' Branch are similar to those of the Army Educational Corps.

NAVAL OFFICERS : SPECIAL QUALITIES

As the Royal Indian Navy consists of small vessels, carrying a very small staff of Officers, the Naval Officers have an opportunity to assume independent command at a relatively early stage of their service. The very nature of their functions brings them into very close contact with the ratings under their command. Naval Officers may therefore have to tackle independently highly delicate situations peculiar to the Navy.

The vessels at sea are all the time exposed to hazards, and in consequence the Naval Officers have to bear a much greater responsibility for their safety than is borne by the Officers in the other branches of the Armed Forces.

The Navy demands of its Officers a high sense of responsibility and discipline, steadiness under trial, quickness of decision, and a willingness to live in close contact with their subordinates.

THE AIR FORCE

The Royal Indian Air Force was born in April, 1933, with the entry in the R.A.F. College at Cranwell of six Indian cadets. The designation "Royal" as a prefix to the Force was approved by His Majesty on March 12, 1945, in recognition of the work done by the Force during the last war.

The geographical position of India makes her a focal point in the world's transport system, and considerations of defence and security inevitably point to the need for strengthening the country's Air Force.

The Royal Indian Air Force, the youngest of the country's Fighting Services, achieved considerable strength within a few years. Little more than a token force of enthusiastic individuals constituting an insignificant appendage to the Royal Air Force in 1939, the Air Force reached its present stature as a cohesive fighting force during the last war. During the Burma campaign of 1944-45 alone, 10 Indian pilots won the D.F.C. and one the D.S.O.

The partition found the Royal Indian Air Force left with seven fighter squadrons and one transport squadron.

AIR FORCE OFFICERS : SPECIAL QUALITIES

The requirements for the Officers in the Air Force slightly differ from those in the other Services in one respect. In every fighting service it is essential for an Officer to possess a marked capacity for man-management. This is particularly so in the case of ground duties in the Air Force. In the other ranks, however, Officers have achieved outstanding results by personal courage alone because the important thing is the operation of machines from established bases. The Air Force lays the greatest emphasis on a sense of responsibility and discipline, particularly in flying.

Officers of the Royal Indian Air Force are divided into the following branches :

- (1) General Duties (Flying) ;
- (2) Technical ;
- (3) Equipment ;
- (4) Administration and Special Duties ;

- (5) Meteorological ;
- (6) Education ; and
- (7) Legal.

GENERAL DUTY (FLYING) BRANCH

The General Duty (Flying) Branch is composed of Air Crews, that is to say, of Pilots, Navigators and Wireless Operators or Air Gunners.

The basic unit of command is the Squadron, both in the Fighter and the Bomber units and is composed of

- (1) Squadron Commanders ;
- (2) Two Flights.

Each Flight consists of three sections.

In each Squadron there are 18 pilots. The number of other members of the Air crew varies according to the type of planes in use.

Officers in the General Duty Branch are required to perform general station and unit duties in addition to duties in the air. The duties of pilots are similar in most respects to those of the Commander of a ship at sea : they are responsible for the manœuvring of the aircraft and also for the crew. The Navigator is not a flier himself : whenever he goes up he is flown in a large bomber type of aircraft by a Staff Pilot. His main function is to look after navigational duties. Wireless Operators or Air Gunners give a running commentary to the Pilot while the latter is in action.

On entry, cadets are allotted to Fighter or Bomber Squadrons. As a rule Fighter Pilots have to be more alert than Bomber Pilots. A Bomber Pilot leads a relatively more regular life ; he knows in advance when he is likely to be called upon to fly, while life in a Fighter Squadron consists of long periods of inactivity, waiting and readiness alternating with short periods of intense concentration in action.

A Fighter Pilot is required to be perpetually ready, prepared to take off within three minutes of an alert, and ready for duty within 15 or 30 minutes of a call. In action, Pilots usually operate in formation, in which Junior Officers are placed under the command of a Section or Flight or Squadron Commander according to the nature of the operation.

On patrol, definite orders are given with regard to route and other matters, but the Pilot is expected to meet with any emergency that may arise. On interception duty, when the formation has to carry out an attack on enemy aircraft, every Fighter Pilot is required to render instant obedience to the Section or Flight Commander who announces the plan of attack.

The actual time of action is very small compared with the time spent on search and on manœuvring for position from which the attack is to be made. During actual attack the Pilot has naturally to proceed on his own, but he must never lose contact with the rest of his flight or overlook in his excitement his protective duties towards others.

Bomber Pilots are as a rule not given their objective and flying instructions until shortly before taking off, except in the case of dive bombers, when the Pilots are more like the Fighter Pilots.

Fighter Pilots do not have much responsibility for their men and ground crews. That duty is entrusted to the administrative staff recruited for the purpose. Flight Commanders are, however, responsible for the discipline and welfare of their Pilots and ground crews in the same way as an Infantry Officer looks after his platoon.

Bomber Pilots have much greater contact with their men. Unlike Fighter Pilots, a Bomber Pilot, especially a heavy Bomber Pilot, has to act as the true leader of his crew ; and it is on his personality that the efficiency of the aircraft as a unit largely depends.

In the allotment of cadets to the Fighter and Bomber Squadrons, the authorities naturally consider the qualities of personality. Keeness in flying, mechanical aptitude, quick-wittedness and youthful dash are regarded as proper qualities for Fighter Pilots, while Bomber Pilots are required to have greater calmness and responsibility and a personality which will inspire others with confidence. Pilots with qualities of doggedness and personal courage under adversity make good Bomber Pilots.

Navigators must be capable of mastering the principles of navigation and of applying them automatically in the face of danger. To make an effective contribution to the team, they need cool initiative and a capacity to make rapid calculations without error under the stress of operational flying.

For wireless operators and air gunners, good eyesight for aiming, range judging, aircraft recognition and estimating speeds are highly important.

TECHNICAL BRANCH

The Technical Branch consists of 4 sections, *i.e.*, Engineering, Signals, Armaments, and Electrical Engineering. These are all specialized branches which perform certain technical duties.

Engineers have twofold functions :

(1) Organization and supervision of all major repairs to aircraft engines and fittings, and (2) supervision and assistance in carrying out all repairs, refittings and adjustments made on the aircraft in the Squadron workshop. Their functions require qualities of man management as well as engineering ability.

Officers in the Signals Branch are responsible for radio-location and maintenance of communication between air and ground and from point to point. They have to supervise the maintenance and repairs of the complicated apparatus and are responsible for the organization and running of the system of communications.

Officers in the Armament Branch, when posted to a Squadron, are in charge of the crew and ammunition and the aircraft, their maintenance, surveying, repairing and reloading. In half formations, some of them are engaged on prototype design and remedying defects. Although mainly a technical and specialist job, the quality of coolness in a crisis is more necessary in their case than in any other specialized branch of the Air Force.

EQUIPMENT BRANCH

The Equipment Branch in the Royal Indian Air Force deals with all stores, except stationery and fuel. Even parachutes, furniture, and engine replacement are included in stores.

The job in the Branch carries heavy responsibility ; maintaining and issuing valuable material requires patience, hard work, perseverance, ability and discretion.

The Equipment Officer in the R.I.A.F. is the equivalent of the Army's Quarter Master, except that his branch is separately constituted. He receives and enters stores, checks them, acknowledges them, stores them and then issues them.

The Squadron Equipment Officer has a staff of 1 Flight Sergeant, 2 Corporals and 3 Aircraft Hands.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH

In general all organizational and administrative duties not immediately connected with flying or with technical matters fall within the province of this Branch. The duties involved are of a



(Top) Physical training in the Royal Indian Air Force. (Bottom) R.I.A.F. Cadets during their training at the Physical Training School, Ambala.





Pupil officers who have just received their "Wings."

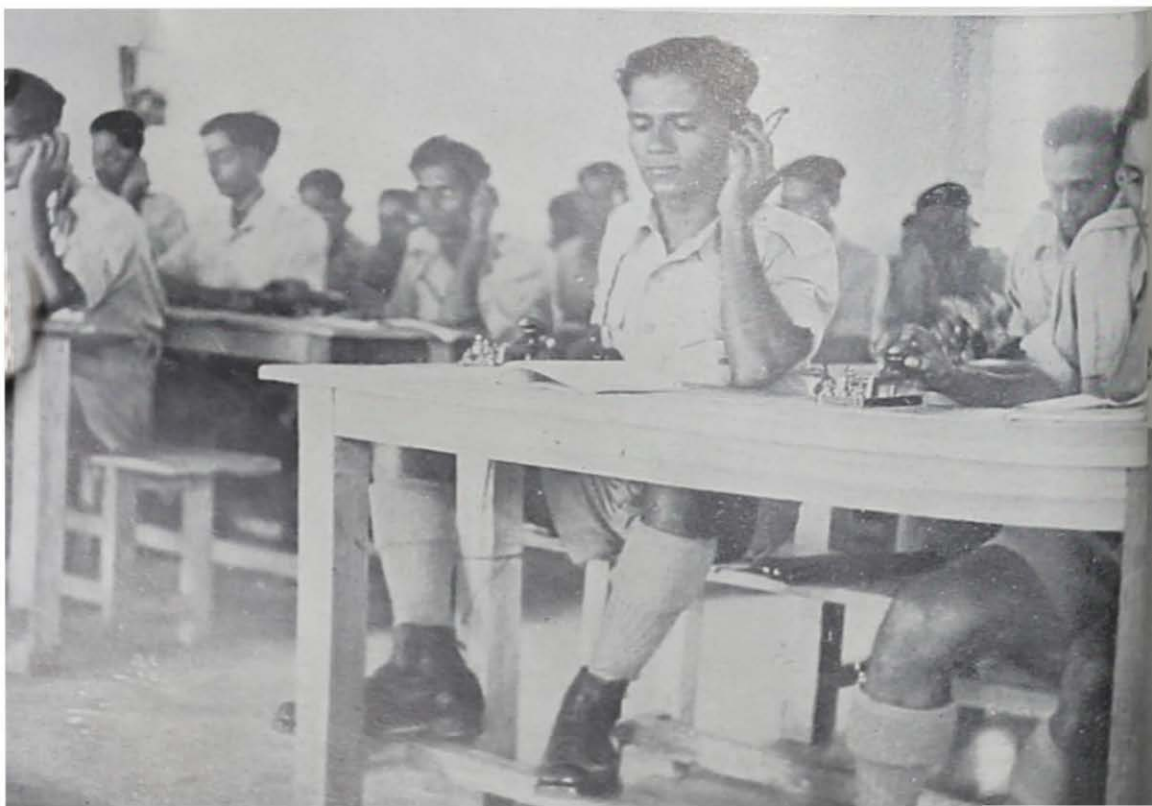


*The R.I.A.F. receive comprehensive training in all aspects of their service :
(Top) An instruction with a demonstration. (Bottom) A Flying Officer
working at a furnace.*





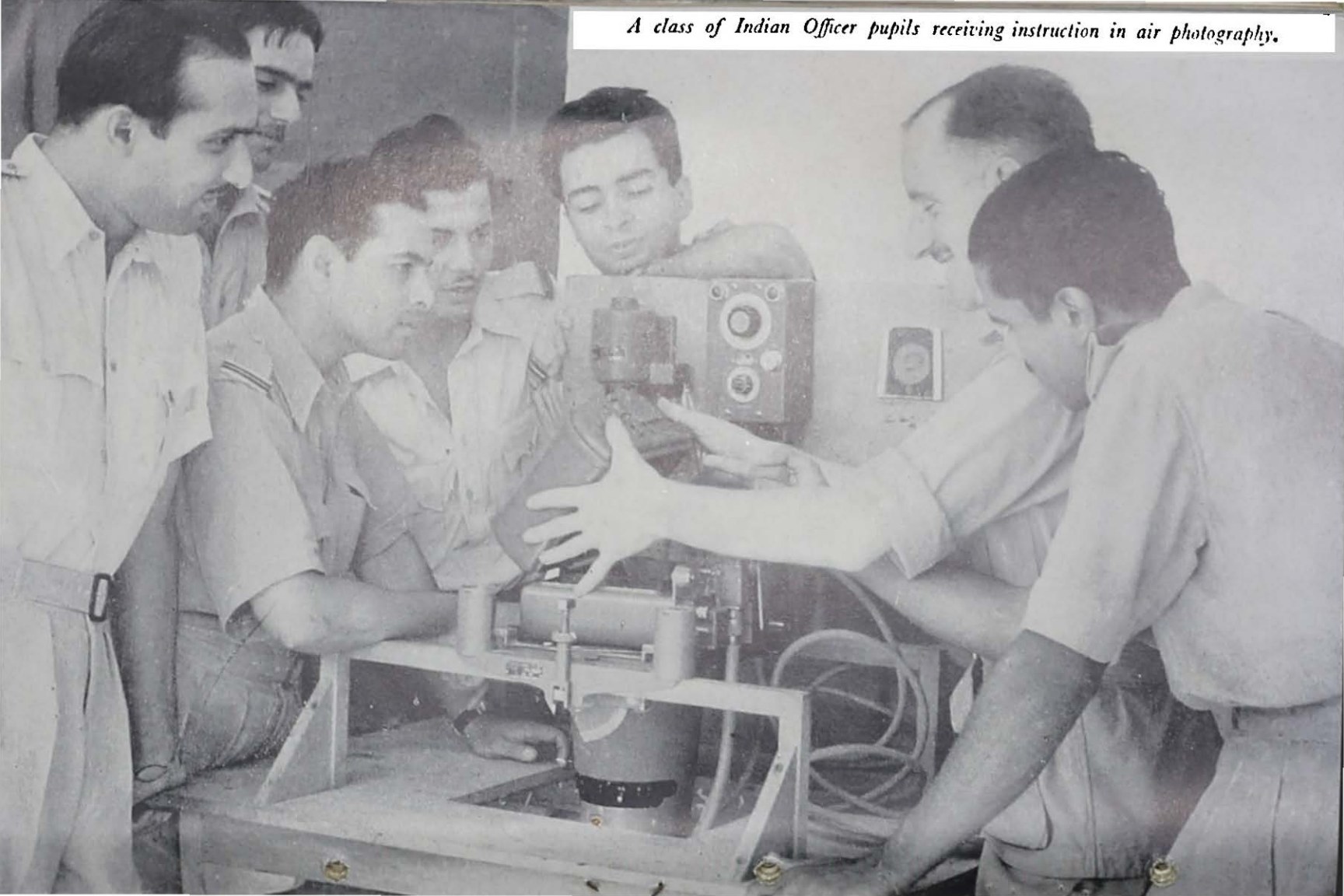
*(Top) The Link Trainer Control Officer giving instructions to the pilot.
(Bottom) Cadets at the R.I.A.F. Signal School.*



*"Cavalry of the Clouds"—an Indian
Rear Gunner and Pilot.*



A class of Indian Officer pupils receiving instruction in air photography.





The pilot and observer of an Indian Airforce Light Bomber Squadron indicating success after an operation flight.



Firing a multiple anti-aircraft pom-pom.



*R.I.A.F. Officers are trained at No. 1 Flying School in India :
(Top) A pupil officer receiving instruction before a cross-country flight.
(Bottom) A flying control officer giving instructions to pilots.*





*Indian Paratroops are trained for invasion :
(Top) Dropping from a plane in quick succession during training.
(Bottom) Being inspected before going on a flight.*





*R.I.A.F. Pilots with one
of their spitfires.*

varied character from the handling of men down to codes and ciphers. The Branch includes the following sections :

- (1) Administrative;
- (2) Codes and Cipher ;
- (3) Catering ;
- (4) Intelligence ;
- (5) Link Trainer ;
- (6) Motor Transport ;
- (7) Photo; and
- (8) Miscellaneous, *e.g.*, Marine Craft, Physical Training, Censor, Flying Control, etc.

ADMINISTRATIVE SECTION

From this Section are drawn the Squadron and Station Adjutants. They look after the routine administration of the Squadron, including the publication and execution of the Commander's orders, postings, transfers and promotions, and disciplinary matters. The welfare of Air crew and Ground Staff, including accommodation, food and personal complaints of the men, are the special responsibility of the Administrative Section. The Section has to deal with a large volume of correspondence and has to attend to many returns and routine forms. Among the administrative duties are included the duty of payment of staff and of censorship.

The work of the Section is difficult and even tedious, but is highly important. The Adjutant is an important officer because of his responsibility in dealing with Air crews, staff and all men in the section.

The Air Force differs from the other services in that the responsibility for management is not distributed evenly throughout the Service. It is concentrated in the hands of the Flight Commander and the Squadron Adjutant. The office of the Adjutant, therefore, involves qualities of personality and understanding of men.

CODE AND CIPHER SECTION

Officers in the Code and Cipher Section have to prepare in code or cipher all messages sent out by the Station, and to decode and decipher all incoming messages and to maintain a record of both. The actual transmission of the signals is, however, the

responsibility of the Signals Section. The Code and Cipher Officer is in charge of all secret and confidential documents and is responsible for their safe custody. The work is not heavy except during operational activity.

CATERING SECTION

The Catering Officers require good administrative experience. Their duties are more concerned with arranging diet on a large scale than cooking individual meals. The qualities that are needed are commonsense and integrity.

INTELLIGENCE SECTION

The Intelligence Officer is a very important link in the operational side and his responsibilities include the passing of information from higher Command to individual Pilots and *vice versa* at the close of an operation.

The Officer has to interview each member of the Air crew immediately on return from an operational flight and to draw up a report on the basis of the happenings during the operation.

It is on this report combined with photography that the higher Command estimates the actual success or failure of the operation, the extent of the damage done, the number of enemy craft destroyed or damaged, and in case of reconnaissance flights, the value of the information obtained.

It is obvious that the work has to be done with great care and it requires considerable power of persuasion on the part of the Intelligence Officer. For when the Air crew report back from a lengthy and dangerous operation they are as a rule too tired to undergo a cross-examination.

The Intelligence Officer is in charge of the Intelligence Room and keeps a record of all intelligence summaries.

MOTOR TRANSPORT SECTION

Officers in the Motor Transport Section fall into two main classes. Those with limited experience are M. T. Officers and are responsible for running and maintaining Station Motor Transport. Those who have gained advanced experience are classified as Automobile Engineers. In the case of all Officers in the Motor Transport Branch it is imperative that they have a good knowledge of map reading, besides transport experience and a capacity for leadership.

PHOTO SECTION

The Photography Officers have a limited but highly specialized job. For the efficient performance of their duties, they require a very wide experience of commercial geography and business.

MISCELLANEOUS SECTION

In the Miscellaneous Section, there are Officers dealing with such matters as physical training, education, welfare and marine craft. The job of the Welfare Officer is not well defined and consists largely of the organization of recreation and games. Marine craft is concerned with the handling of boats and motor transport. The conditions of work are generally interesting although they can be, sometimes, extremely unpleasant.

METEOROLOGICAL BRANCH

The Meteorological Branch is a specialized branch dealing with the preparation and distribution of information regarding flying conditions. The Meteorological Officers are stationed both at Headquarters Formations and in Operating Squadrons, and their work consists mainly in taking observation with instruments and receiving and transmitting technical observations from and to the meteorological institutions established throughout the country.

From the information thus received they complete weather reports for the district in general and, on request, for any individual pilot proceeding on a cross-country flight. The work is exacting and is distinguished by its technical interest and character.

EDUCATION BRANCH

The Education Branch in the Royal Indian Air Force organizes and conducts general and technical education for all ranks and Cadets under training. It also prepares and holds educational tests for their reclassification as L.A.C. and their promotion to the rank of sergeant. The Branch also organizes libraries, undertakes the education of the children of the Service personnel and holds external examinations.

OFFICERS' RECRUITMENT AND TRAINING

Recruitment to the Officer cadre of the three Services of the Armed Forces is open to all Indian Nationals regardless of caste, community or creed.

The qualifications and method of recruitment vary at present with the Service for which recruitment is made. The Government of India have, however, decided to establish a National Academy at Kharakwasla, near Poona, for the training of Officers for all the three Services. When this Academy starts functioning, recruitment to the three Services will be made on a common basis. In the meantime, as an experimental measure, it has been decided to open an Inter-Services Wing at the present Indian Military Academy, Dehra Dun, which will be known in future as the "Armed Forces Academy". There will be two Wings at this Academy—one, the Inter-Services Wing for the training of Officer Cadets for all the three Services, and the other, the Military Wing to which Cadets for the Indian Army only will be admitted.

ARMED FORCES ACADEMY, DEHRA DUN (INTER-SERVICES WING)

There will be two entries each year to the Inter-Services Wing ; one in January and the other in July. The first course will open with effect from January, 1949. The duration of the course will be two years, after which Army Cadets will go to the Military Wing of the Armed Forces Academy, while Naval and Air Force Cadets will go to the training establishments of their respective Service for specialized training.

To be eligible for admission to the Inter-Services Wing of the Armed Forces Academy, candidates must be between 15 and 17 years of age on the first day of the month in which a course is due to commence. Candidates who are near the age of 15 will be given preference for the R.I.N.

As regards educational qualifications, candidates are required to have passed the Matriculation or an equivalent examination.

Candidates will be required to apply to the Federal Public Service Commission in accordance with the notifications issued by the Commission inviting applications. Such notifications will ordinarily be issued in September and March. Those eligible will

be required to sit for a qualifying examination conducted by the Federal Public Service Commission and held at various centres in India, which will be notified by the Commission.

Those who pass the qualifying examination will be further tested and interviewed by the Services Selection Boards, which are located at Meerut, Bareilly, Dehra Dun and Bangalore. Those who are considered suitable by the Services Selection Board will have to appear before a Special Medical Board to satisfy that they have the prescribed medical standards. Candidates applying for the Royal Indian Air Force are given a special flying aptitude test before final selection.

The candidates will have to attend the written examinations conducted by the Federal Public Service Commission at their own cost ; but when called for an interview by a Services Selection Board, they will be paid the fare from their place of residence to the place where the Selection Board sits and back and provided with free boarding and lodging during the period of their interview.

The object of training at the Inter-Services Wing will be to ensure that Cadets develop the essential mental, moral and physical attributes of an officer in the Armed Forces and also that they acquire the basic knowledge and educational background required by all Officers whatever their arm or branch of service may be. To this end Cadets will be :

- (a) imbued with the qualities of leadership ;
- (b) given broad general basic education—both military and academic ;
- (c) trained to a high standard of physical fitness and endurance ; and
- (d) taught a high sense of duty, honour and service and made to realize the responsibilities of holding a Commission in the Regular Forces.

On the academic side, Cadets will be taught educational subjects such as History, Geography, Mathematics, Current Affairs and Citizenship. On the Military side, the Cadets' training will cover a very wide field, including knowledge of his own service or branch weapon training, organization and administration, etc. Great stress will be laid throughout the training on character-building and training for leadership.

While under training at the Inter-Services Wing, Cadets will receive free board and lodging.

THE INDIAN ARMY

There are at present three different systems of recruitment in the Army, in addition to the recruitment through the Inter-Services Wing of the Armed Forces Academy already mentioned.

1. The recruitment of Cadets for the Military Wing and for the special courses for technical graduates of the Armed Forces Academy, Dehra Dun. These Cadets are granted Permanent Commission after successful completion of their course of training.
2. The grant of Short Service Commissions for 3 to 5 years in Technical Branches only ; and
3. The grant of Temporary Commissions in all Branches.

Preliminary selection for the courses at the Military Wing and the Temporary Commissions is made by the Sub-Area Headquarters Boards. Final selection is made by the Army Head Quarters after an interview by the Services Selection Boards at Meerut, Bareilly or Bangalore. Application forms are available at the Headquarters, Delhi Area, Delhi, at all Sub-Area Headquarters and at the Recruiting Offices located at Allahabad, Ambala, Bangalore, Dinapore, Bombay, Calcutta, Jullundur, Lucknow, Madras, Meerut, Poona, Shillong, Secunderabad and Jubbulpore.

For the Military Wing of the Armed Forces Academy, it has been decided to introduce a qualifying examination to be conducted by the Federal Public Service Commission from the course commencing in January, 1950, in place of preliminary selection by the Sub-Area Headquarters Boards. Application forms will then be available direct from the F.P.S.C. The change of system will, of course, be properly advertised in the press.

Candidates attend the Sub-Area Headquarters Boards at their own expense ; when attending a Services Selection Board they are given travelling allowance and provided with free boarding and lodging during the period of their interview. Those candidates whom the Services Selection Boards consider suitable are required to undergo a medical examination by a Medical Board convened at the Military Hospital of the station. Final selection is made by Army Head Quarters, when all the candidates applying for a particular course have been interviewed by the Services Selection Boards and medically examined.

(a) **MILITARY WING OF THE ARMED FORCES ACADEMY, DEHRA DUN**

The courses start in January and July each year. The duration of a course is approximately 2 years. To be eligible, candidates are required to be between the ages of 18 and 21 years on the first day of the month in which the course is due to commence. The minimum educational qualification is Matriculation or its equivalent examination. On successfully completing this course, candidates are given Permanent Commissions in the Indian Army.

(b) **TECHNICAL GRADUATES' COURSE AT THE ARMED FORCES ACADEMY, DEHRA DUN**

In order to meet the shortage of Officers in the Technical Branches of the Indian Army, special courses of the duration of approximately one year are held at the Indian Military Academy. These courses usually start in January. The age limit is from 21 to 27 years on the first day of the month in which the course is due to commence. The academic qualification required is a degree in Engineering or such other qualification as is accepted by the Institute of Engineers (India) as equivalent to pass standard in Parts A and B of their Associate Membership Examination. Candidates are selected after an interview by a Services Selection Board. There is no preliminary selection for these courses. Application forms can be obtained from Army Head Quarters, India, Adjutant General's Branch, Organization Directorate (Selection of Personnel), New Delhi.

(c) **SHORT SERVICE COMMISSIONS**

Short Service Commissions for a period of 3 years, extendable at the discretion of the Government, are granted to civilians with engineering qualifications. The age limit is from 21 to 45 years on the date of application. The selection of candidates is made by a Special Board at Army Head Quarters. (In exceptional circumstances, selected candidates can be offered acting rank up to Lt.-Colonel in the Corps of the Indian Electrical and Mechanical Engineers according to their experience in civil life).

For candidates who apply for the Corps of Indian Electrical and Mechanical Engineers, application forms are obtainable from the Director of Military Engineering, Army Head Quarters, India, New Delhi. Those who apply for the Corps of Royal Indian Engineers can obtain their application forms from the Engineer-in-Chief, Army Head Quarters, India, New Delhi.

(d) TEMPORARY COMMISSIONS

In order to meet the overall shortage of Officers in the Indian Army, it has been decided to grant Temporary Commissions for one year (extendable at the discretion of the Government) to suitable candidates of ages between 20 and 45 years on the date of application. The minimum educational qualification required is the Matriculation or its equivalent examination. All those desirous of joining the Technical Branches are required to possess, in addition, engineering and/or telecommunication qualifications and workshop experience. Preliminary selection is made by Sub-Area Boards, and final selection is made by Army Head Quarters on the recommendation of the Services Selection Boards. Successful candidates are required to undergo a course of training for about six months. Courses start every month. Application forms are obtainable from Sub-Area Headquarters or Recruiting Offices, as already indicated.

THE ROYAL INDIAN NAVY

There are two distinct methods of recruitment to the Commissioned ranks of the Royal Indian Navy in addition to the recruitment through the Inter-Services Wing of the Armed Forces Academy. One is through entry as Cadets and the other is direct entry in Commissioned Ranks. Cadets enter the permanent cadre of the Service. Direct entrants in Commissioned ranks are initially engaged on Short Service Commissions of 5 years' duration (except in the case of the Instructor Branch, where Permanent Commissions are granted).

I. CADET ENTRY

The branches to which recruitment of Cadets is made are (a) Executive, (b) Engineering, (c) Electrical, and (d) Supply and Secretariat. Candidates should be between $17\frac{1}{2}$ and $19\frac{1}{2}$ years of age and should have passed the Matriculation or any other recognized equivalent examination. They are required, in the first instance, to qualify in a written examination conducted by the Federal Public Service Commission. Successful candidates appear before a Services Selection Board on whose recommendation final selection is made. Candidates recommended by the Services Selection Board are medically examined by a Medical Board at the seat of the Selection Board.

The F.P.S.C. hold these examinations three times a year simultaneously at six centres in India. Each examination is given advance publicity. No travelling allowance is payable for attending

these examinations ; but travelling allowance is admissible to candidates called for interview by the Services Selection Board.

Candidates thus selected are sent to a training establishment in India where they are given a short course of preliminary training with a view to introducing them to the ways of Naval life. Travelling allowance is admissible from the place of residence to the place of preliminary training and whilst under training in India the Cadets are given free messing and accommodation.

On the completion of their preliminary training, Cadets are sent to the United Kingdom where they undergo initial Naval training with Officers of the Royal Navy and other Dominion Navies. Passage to the U.K. is provided at Government expense. Before sailing for the U.K. every Cadet is equipped with civilian outfit for use in the U.K. at a cost of Rs. 1,000 and on arrival in the U.K. every Cadet is provided with uniform at Government cost.

The training in the U.K. is given partly at shore establishments and partly afloat. It spreads over a number of years as shown below :

Executive Branch	4 years
Engineering „	5 years 8 months
Electrical „	6 years
Supply & Secretariat Branch	3 years 8 months

Cadets, however, are promoted to higher ranks whilst undergoing training and the time taken for promotion from one rank to another is practically the same as for other branches. Generally speaking, officers are granted Commissions on the completion of 4 years' training.

From the date of the commencement of training in the U.K. Cadets earn pay ; but during the first two years of training this needs to be supplemented by contributions from the parents or guardians to meet out-of-pocket expenses and the expenditure during vacations. That is the only liability which falls upon the parents, and the amount involved is expected to be about £116.

2. DIRECT RECRUITMENT IN COMMISSIONED RANKS

The Branches to which direct recruitment in Commissioned Ranks is at present made are (1) Executive, (2) Engineering, (3) Electrical, (4) Supply and Secretariat, and (5) Instructor. Except in the Instructor Branch where recruitment is made direct in the Permanent Regular Cadre, candidates selected for appointment are engaged on a Short Service Commission which is usually of 5 years' duration. Short Service Commissioned Officers are eligible for transfer to the Permanent Cadre during or on expiry of their

Short Service engagement, if considered suitable. The qualifications for entry into each of these branches are given below :

Executive Branch :

- Candidates should either, (a) possess a degree from a recognized University with Mathematics and Physics as optional subjects in the Intermediate or Degree examinations. Age limits for such candidates are $19\frac{1}{2}$ years to 25 years at the time of entry ;
- or, (b) hold a Board of Trade Certificate of Competency (Foreign going) as 2nd Mate, Mate or Master. Age limit for such candidates is from 20 to 30 years at the time of entry.

Engineering Branch :

- Candidates should possess either, (a) first or second class Board of Trade Certificate of Competency ;
- or, (b) a degree in Mechanical Engineering from a recognized University ;
- or, (c) a Certificate awarded after 5 years apprenticeship in a Marine Engineering Works which should include both theoretical and practical training ;
- or, (d) a diploma in Engineering followed by practical experience in Marine Engineering.

Electrical Branch :

- Candidates should possess either, (a) a degree in Electrical Engineering from a recognized University or equivalent qualification which is accepted by the Ministry of Education and/or the Federal Public Service Commission ;
- or, (b) a certificate awarded after completion of 5 years apprenticeship in an Electrical Engineering Works of standing. The apprenticeship should have included both theoretical and practical training.

Age Limits : Those possessing Board of Trade Certificates of Competency or Engineering or Electrical Degrees or Diplomas or equivalent approved qualifications should be between 19 and 30 years of age at the time of entry. Others should be between 19 and 25 years. In the case of the former the upper age limit can be relaxed in exceptional circumstances.

Supply and Secretariat Branch :

Candidates should be graduates of a recognized University in Arts, Commerce or Science. The age limit is from 20 to 24 years at the time of entry.

Instructor Branch :

Candidates should possess a 1st or 2nd Class Honours Degree or equivalent of a recognized University with Mathematics, Physics or Chemistry as one of the principal subjects in the final Degree examination. Preference will be given to those who possess, in addition, teaching experience or a Teacher's diploma. Age at the time of entry should be between 21 and 28 years.

Candidates who are considered suitable are required to appear before a Services Selection Board which makes the final selection. Travelling allowance is admissible for attending the Services Selection Board interview. Selected candidates with the exception of those holding Board of Trade qualifications are granted the rank of Acting Sub-Lieutenant on entry. Those holding Board of Trade Certificates are, however, given a higher rank on entry depending on the class of certificate held.

THE ROYAL INDIAN AIR FORCE

Recruitment to the R.I.A.F. General Duties (Flying) Branch is open to candidates between the ages of 17½ and 21 years, possessing good eye-sight (6.6) and having a high standard of physical fitness. The minimum educational qualification prescribed is Matriculation or its equivalent. Candidates are interviewed, in the first instance, by Air Force Recruiting Officers at different centres which are located at Bombay, Delhi, Kanpur, Calcutta, Poona, Ambala, Bangalore and Madras, and final selection is made by the R.I.A.F. Selection Board at Dehra Dun.

The Air Force Recruiting Officers constantly tour the cities and towns in their respective regions and interview prospective candidates. Those who are unable to personally contact the Air Force Recruiting Officers can communicate with them and obtain the necessary application forms and other particulars by post. Candidates are called for a preliminary interview by the Recruiting Officers at a suitable place. For this interview candidates travel at their own expense.

Candidates recommended by the Recruiting Officers are later called up for their final interview by the R.I.A.F. Selection Board at Dehra Dun. This interview is quite comprehensive and is conducted on similar lines to those by the Services Selection Boards for the Army and the R.I.N., the only exception being that candidates for the R.I.A.F. are given a special flying aptitude test to determine their aptitude for flying.

Those who are considered suitable by the R.I.A.F. Selection Board are required to undergo a special medical examination conducted by the R.I.A.F. Central Medical Board at New Delhi. They are then detailed for training at the R.I.A.F. Initial Training Wing, Coimbatore, by Air Headquarters.

The process of training is long and strenuous. The training covers a period of two years given at three successive schools, *viz.*, the Initial Training Wing at Coimbatore, the Elementary Flying Training School, Jodhpur and the Advanced Flying Training School at Ambala.

The course of training at the Initial Training Wing lasts for six months. At this school the Cadets commence the first stage of their Air Force training as Flight Cadets. They are introduced to service conditions and procedure and trained as potential officers. There is no flying at the Initial Training Wing ; but what is given is a sound basic knowledge of subjects on which their future service depends.

At the Elementary Flying Training School, Jodhpur, the Cadets receive their elementary Flying training, besides advanced studies in ground subjects, including armament and intelligence. The course of training extends over 23 weeks.

The next phase of training relates to Advanced Flying which the Cadets receive at Ambala. Two courses of training, each of 23 weeks, are given in the Initial Training Squadron and Advanced Training Squadron successively at this school. While continuing their studies in general subjects, the Cadets are taught to fly more powerful types of aircraft with confidence and skill in all conditions. In the Advanced Training Squadron the Cadets are taught to use a fighter aircraft with skill and intelligence. Here the Cadets also learn Air Navigation and Flying for Bombing and Air-Firing. At this stage they complete their general and scientific education up to the standard required of a junior officer in the R.I.A.F.

At the conclusion of their training Cadets are commissioned in the R.I.A.F. General Duties Branch as Pilots in the rank of Acting

Pilot Officers and are presented with their Flying Badges. Flying training in reality does not end at this stage, for, it is only the beginning of a long and specialized training in high speed flying of modern aircraft.

Recruitment to the other Branches of the R.I.A.F. is made as and when vacancies occur. The procedure for recruitment and selection adopted in such cases is the same as for the General Duties Branch.

CADET PRAYER

The following Cadet Prayer, which is repeated every day by Cadets of the United States Military Academy at West Point in U.S.A., is commended by Lieut.-General K. M. Cariappa, G.O.C.-in-C., Western Command, to all Officers of the Indian Armed Forces :

“ O God, our Fâther, Thou Searcher of men’s hearts, help us to draw near to Thee in sincerity and truth. May our religion be filled with gladness and may our worship of Thee be natural.

“ Strengthen and increase our admiration for honest dealing and clean thinking, and suffer not our hatred of hypocrisy and pretence ever to *diminish*. Encourage us in our endeavour to live above the common level of life. Make us to choose the harder right instead of easier wrong, and never to be content with a half truth when the whole can be won. Endow us with courage that is born of loyalty to all that is noble and worthy, that scorns to compromise with vice and injustice and knows no fear when truth and right are in jeopardy. Guard us against flippancy and irreverence in the sacred things of life. Grant us new ties of friendship and new opportunities of service. Kindle our hearts in fellowship with those of cheerful countenance, and soften our hearts with sympathy for those who sorrow and suffer. May we find genuine pleasure in clean and wholesome mirth and feel inherent disgust for all coarse-minded humour. Help us, in our work and in our play to keep ourselves physically strong, mentally awake, and morally straight, that we may better maintain the honour of the Corps untarnished and unsullied and acquit ourselves like men in our effort to realize the ideals of West Point in doing our duty to Thee and to our country. All of which we ask in the name of the Great Friend and Master of men. *Amen.*”

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