

## Yeomanry and mounted Rifles Training - Parts I & II - 1912(1915)

### Continue Chapter 5 - part VIII

4. A horse, when picketed, requires a frontage of about 5 feet and a distance of about 10 feet from picket line to heel peg. When horses are fresh from stables they may be allowed a greater frontage.

5. Except in very hot weather horses should be picketed in lines facing away from the prevailing wind, with intervals of 5 yards between the heel pegs of one line and the head pegs of the next line, to allow of a gangway. When sufficient space is available this interval may be increased to 9 yards; 4 yards being allowed to admit of the horse being swung round on his heel peg on to new ground facing in the opposite direction, and 5 yards as a gangway. When the additional 4 yards interval is available and the ground is to be occupied for more than one night, half the head pegs should be used to secure the built-up rope, and the other half to mark its alternative position. When on bad holding ground, all the head pegs should be used to secure the built-up rope.

Five yards should be maintained between a horse line and the nearest tent peg, building or wall.

6. Saddlery and harness will, as a rule, be placed in the gang-ways; forage at the rear ends of the horse lines.

If horses are unaccustomed to picketing, an extra number of stable guards should be posted to prevent stampedes.

7. Before the force reaches the ground where it is intended to camp or bivouac a party should be sent on to allot the ground to the various units and to mark it out. The ends of the horse lines of each troop should be marked, so that no time is wasted when the troops arrive. The ends may be marked by small flags or sticks pushed into the ground, or by small heaps of stones.

8. On the arrival of the force each squadron should be halted in any convenient formation on the ground just outside the marked out for its horse lines. Each troop, acting independently, should lay its lines down in a methodical manner. The following procedure is suggested:

- i. Dismount, ground arms clear of horses. The Nos. 3 may hold the horses, their arms being placed with the remainder, or the horses may be coupled.
- ii. Return to the horses, remove picketing gear from the saddles, the Nos. 2 taking that of Nos. 3, and march to the ground marked out for horse lines.
- iii. Drive in a double peg at the flag, stick or stones marking one end of the troop line, and put the built-up rope together; passing it through all the other head peg loops.
- iv. Fasten the rope to the double peg at the end of the line, and stretch it out in the direction of the flag or stick placed at the other end of the troop line, then drive in the pegs at equal intervals along the line.
- v. Lay down the heel pegs and heel ropes, Nos. 2 being responsible for those of Nos. 3.
- vi. Return to the horses and lead them in single file on to the lines, each man halting opposite the ring of his own piece of built-up rope, and at once unfastening the head-rope and tying it to the line with a *clove-hitch* and a *draw* loop, first passing it through the ring of the built-up rope.
- vii. Fasten shackles round the horse's hind leg above the fetlock with buckles outside (change the leg each time the horse leaves the lines.) Drive in the heel peg (they must not be

dressed) so that the horse will stand as directed below with the heel rope to the loops of the pegs with two half-hitches. When the horse is picketed, the head-rope should be sufficiently long to allow the horse's head to be in its natural position when the horse is standing perpendicular to the picket line, but no longer. (See Para. 9)

9. *Rope galls.* In Fig. 13 the horse is shown tied up correctly, the head brought over the picket line, and sufficient length of head-rope allowed to enable the animal to look freely about.

In Fig. 14 the effect of a long head-rope is seen, the animal in moving about has managed to get his heel over it. In this position the animal works its leg up and down on a taut rope, and in a few seconds may cut through the skin and inflict an injury requiring a considerable time to heal.

Fig. 13.

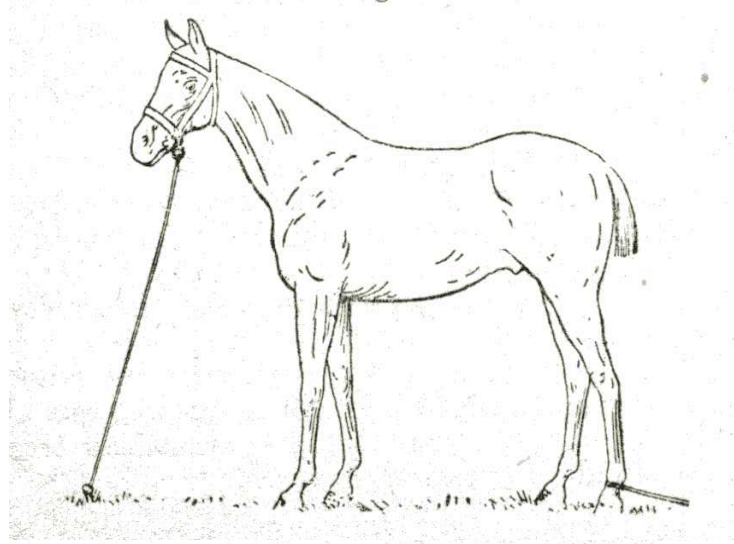
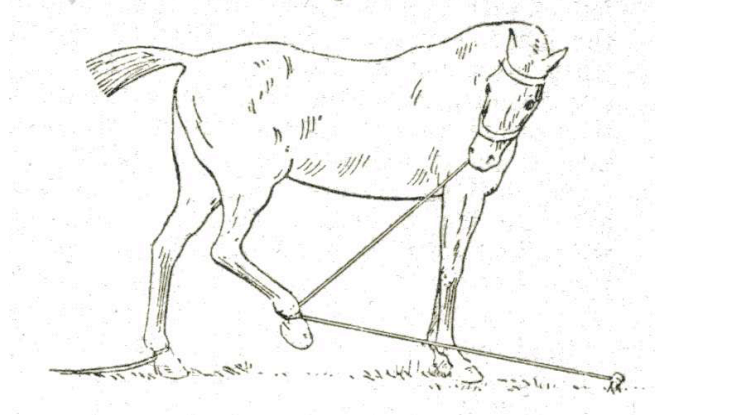


Fig. 14.



#### 110. *Instruction in crossing rivers.*

1. Practice in crossing rivers should be given if opportunity offers, but time must not be devoted to this at the expense of tactical instruction.

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It is of importance that the men should be able to swim since a man who is not confident of himself in the water, may through fear, impede the movements of a horse that otherwise swims well. Good swimmers will be found in every body of troops, and these should be used as instructors of the men who cannot swim.

All the horses of the squadron should be taught to face a running stream. At first it will be found that a few will refuse to attempt to cross. These must be either led beside a horse that swims boldly or towed across from a boat or raft.

In the latter case a tow rope should usually be employed, as oars usually frighten a nervous horse.

When teaching horses to cross a river, every care must be taken that they are not frightened. All horses swim naturally, and it is only through fear that they sometimes become unmanageable and get carried down stream.

When all the horses have become accustomed to the work, the whole squadron may be sent across in a mob, led by a few steady horses with their riders.

Instead of moving them all away immediately they land, it is advisable to keep a few horses at the landing place to attract those that are to cross later.

2. For the passage of rivers large rafts can be constructed (see "Manual of Field Engineering") to carry a few horses each, but it is rarely worth the labour, time or materials to do so. It is preferable to use small rafts or boats to carry the men, their arms, equipment, and saddlery, and to make the horses swim; or to carry the arms, equipment, and saddlery only, the men swimming with their horses.

Before a squadron crosses a river, a party should be detailed, if necessary, to prepare the banks for the horses. When the current is swift the landing place will be considerably below the starting place, and its position must be found by experiment. A supplementary landing-place should be prepared about 200 yards below the regular landing place for the use of men and horses that get swept away. There should also be a boat in readiness well down the stream to assist those who get into difficulties. A good system of communication from bank to bank is essential in all river crossing operations when the banks are too far apart for the voice to carry.

3. All saddlery except the head collar and bridoon reins is removed and secured in the saddle blanket with the head rope. Indifferent swimmers, or men unable to swim, load and man boats, or make rafts if required, and ferry them across by means of a tow-rope. All the remainder strip, packing their clothing with their saddlery.

Prior to entering the water, the reins should be knotted, and a lock of the mane pulled through the knot to prevent the reins slipping over the head and becoming entangled with the fore legs.

All the horses, led by four selected for steadiness, cross together in fours, extended, and at ten yards distance. As the horses get into deep water, the men should slip off on the down stream side and hold on to the horses by the mane.

The men should lie along the top of the water as much as possible, guiding the horses by splashing or by pulling the near or off rein as required. Against a strong current, horses should be kept at an angle of about 45 degrees against the direction of the stream, to avoid being carried too far down.

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If a horse shows no disinclination to cross, the rider should leave him perfectly free, catching hold of his tail. On reaching the landing place any loose horses should be caught by men specially detailed for the purpose.

4. In practising horses at crossing pontoon bridges, they should first be marched across in single file at a horse-length distance from each other, great care being taken to keep them up at a slow walk and to prevent all hurrying up towards the front or trotting. Horses that are unsteady should fall out, and be led across by themselves, backwards and forwards several times in succession, a lead being given to them by a steady horse. When the horses go with perfect steadiness across the bridge in single file, they should be marched across in half-sections.

A sprinkling of sand or some straw laid on the planks deadens noise and prevents slipping.

### 111. *Instruction in entraining.*

1. Detailed instructions for entraining horses are given in "Animal Management".
2. Entraining should always be carried out systematically in order to ensure rapidity and to simplify detraining.
3. The detachment should be formed up when possible on the platform facing the train and in a single rank. It should then be told off in groups according to the number of horses to be conveyed in each truck. When the men have dismounted and laid down their arms behind the horses, each group is marched to its allotted truck, and the work of entraining begins. After all the horses are loaded the men fall in by their arms, and are told off in groups according to the number of men conveyed in each carriage. They are then marched to their carriages and entrain.