

Radio Operator's Log

Delete words
not required { ODD DAY
EVEN DAY

HMS or Unit 1st Queen Lancers Regiment

Name of Wave or Net Battlegroup Net 35-800

Operating Position BOSON I/sg

Date to 17/08/03 ~~19~~ ²⁰⁰³

Date from 12/8/03 ~~19~~

This book is authorised for destruction on: _____

Rank and Name: _____

Date _____ 19 _____

Date 13/08/03

Own Call Sign

①

Frequency 25800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|------|-----------|----------|--|-----------------|---------------|
| | | ConvT: | | ARRIVED MUMBAI GEM TO COOL | | |
| | | | | PTS 6 NO FUEL. | | |
| 07:16 | ① | J21 | | RADIO CHECK -OK. | | |
| 07:20 | ① | J20 | | NO BENZINE, PTS 6 CLOSED. CAN WITHDRAW C/S TILL FURTHER NOTICE. | | |
| 07:25 | ① | J21A | | RADIO CHECK -OK. | | |
| 07:34 | ① | J10 | | PS1 NO FUEL UNTIL DELIVERY PS2 2,800 Ltrs IX TANKER REQ. ESCORT PS3 2,000 Ltrs benz. Q OF 130 CARS AND 20 LORRIES | | |
| 07:38 | ① | J21a | | C/S LEFT LONDON (+J21) | | |
| 07:39 | J10 | ① | | REF TANKER, 6 C/S WILL PICK UP ON ROUTE TO OIL REFINERY | | |
| 07:41 | ① | G47 | | Any c/s EN ROUTE TO LAST TOW THAT REQUIRE EXEMPT? | | |
| 07:43 | ① | G47 | | THERE ARE 2x DIESEL TANKERS THAT REQUIRE EXEMPT | | |
| 07:51 | J21A | ① | | BASE TO 21 THE J21 TANKER IS NOW CANCELED | | |
| 07:53 | ① | J30 | | MSG:- 23 C/S NEEDING CLEARENCE TO GO DOWN TO STABIA. | | |
| 07:57 | ① | J10 | | (G47) MUMBAI RESUPPLY PLAN 23a c/s. | | |
| 08:00 | ① | L20A | | RADIO CHECK -OK. | | |
| 08:00 | ① | J40 | | C/S @ MUF-TECH. WILL SEND SITREP ON SITUATION. | | |
| | | J30 | | BL06 LEAVING LOCATION FOR PTS 5 | | |
| 08:16 | ① | J42 | | RADIO CHECK -OK | | |
| 08:18 | ① | J30 | | BL1A GDA LEAVING LOCATION | | |

Date 13/08/03

Own Call Sign

①

Frequency 35800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----------|-----------|-------------|--|-----------------|---------------|
| 08:21 | G43 | Q | | IS JIVE c/s @ your loc? | | |
| 08:21 | Q | J10 | | 9200 MHz NO BENZENE PTS 2 | | |
| 08:24 | Q | G43 | | NOT JIVE, NOT AT LOCATION | | |
| 08:26 | Q | J20 | | SITING - PTS 7, 4800 BENZENE NIL DIESEL 300m QW ALL CALM | | |
| | | | | PTS 6 NO PETROL, CLOSED. c/s RETURNED TO LOC. | | |
| 08:35 | Q | J10 | | SITING MULTIPLE MANSON ROAD, FUEL TANKS MANSON. JUST WAITING FOR TANKS | | |
| 08:39 | Q | J10 | | NO TANKS WAITING. | | |
| 08:41 | Q | J10 | | PTS 2 + 7 Q 2 600m QW NO FUEL CALM + QUIET | | |
| | | | | Q 3 20 CMS (+ 15k) 17,000 BENZENE CALM + QUIET. | | |
| 08:49 | INFO ONLY | | ISSUES COMM | c/s @ PTS received to LOCATION. | | |
| 08:51 | J10 | Q (J12) | | WARNING - ON-GOING c/s @ PTS 3, WILL BE ISSUED FROM c/s @ J20. BE PREPARED FOR P.O. DUTIES FROM QA. NO STICK c/s on site loc J10 has own PTS 3, only temp. until more fuel arrives, J10 provide MOBILE COVERAGE to ASSES SITUATIONS. | | |

Date 13/08/03

Own Call Sign

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Frequency 35 800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|--|-----------------|---------------|
| 08:54 | Q | J10 | | PTS 2, NO FUEL 600m QUE, CAN C/S RETURN TO LOC? | | |
| 08:54 | J10 | Q | | C/S, C/S CAN RETURN. | | |
| 08:57 | Q | J10 | | WAS 2003 MOBILE PATROLS WHAT TIME IS THIS TO START? | | |
| 08:58 | Q | J20 | | B20C LEAVES FOR PTS 3. | | |
| 08:59 | J10 | Q | | MOBILE PTS ARE TO START SOONEST BE PREPARED TO BE FLEXIBLE AND PTL PTS OUT OF GOVTS AD. | | |
| 09:00 | Ø | J20A | | FETCH J12? | | |
| 09:05 | J12 | J20A | | PROVIDE ENOUGH C/S AT TO P.O.? CAN WITHSTAND C/S AT OTHER LOCATION? TO CLARIFY? 5x c/s for P.O. CAN NOW BE BACK TO LOCATION. | | |
| 09:12 | Ø | J20 | | 2:- ST 5561. | | |
| 09:12 | J20 | J20 | Ø | F4. R18307. REPMT. B1A, 2A LS, BF KH(D) | | |
| 09:14 | Ø | J40A | | ANNUN:- JN LJ CM. (LOCAL) NO TANKERS @ LOC. E10? | | |
| 09:22 | Ø | J40 | | L10A LEFT LOCATION | | |
| 09:22 | Q | J20 | | 2:- ST 5561 CONFIRM? U10A (ST 5561) | | |
| 09:25 | Q | J20 | | B20A CHECK W LOCATION | | |
| 09:26 | Q | J40A | | 1st Tanker turned up @ PTS 1. | | |
| 09:28 | Q | J30 | | B22A LEFT LOCATION. | | |
| | Q | J40A | | REMOVED 12 Tanker to BE FILLED TANKER TO GO TO PTS 1 | | |
| 09:30 | J10 | Ø | Ø | 400 ARE REQUESTED TO SEND C/S 520A TO CHECK TANKER | | |
| 09:31 | Q | J30 | | B10C @ LOCATION | | |

Date 13/08/03

Own Call Sign

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Frequency 35.800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|---------------|-----------|----------|---|-----------------|---------------|
| 09:30 | Ø | J1Ø | | S2ØØ LEFT LOCATION TO CONDUCT MODULAR PTCS TO ALL PTS. | | |
| 09:35 | Ø | J2Ø | | 1ØØ @ PTS 7. 1ØA @ PTS 3 | | |
| 09:37 | Ø | J3Ø | | B2ØØ @ PTS 3 B3ØØ TRAINING TASK B2ØØ ADMIN | | |
| 09:39 | Ø | J1A | | C/S LEAVING LOCATION. | | |
| 09:40 | Ø | J3Ø | | B3ØØ BACK IN LOCATION. | | |
| 09:41 | Ø | J1Ø | | S2ØØ LEAVING LOCATION | | |
| 09:44 | 'in for only' | | | WITHIN HOUR PERIOD TAKEN! FOR PTS - (J, 7, 6, 2) | | |
| 09:45 | Ø | J1A | | C/S @ 7Ø4, 822 | | |
| 09:46 | J2Ø | Ø | | RADIO CHECK - OK | | |
| 09:47 | Ø | 943 | | RADIO CHECK - NH. | | |
| 09:48 | Ø | J1Ø | | S2ØØ @ PTS 1 INFORM MANAGER OF TANKER S2ØØ LEFT LOCATION TO PICK UP TANKER & TAKE TO PTS 1. | | |
| 09:49 | JØ | Ø | | 9ØØ ME TO NEW PTS 2+3 WITHIN THE HOUR | | |
| 09:51 | Ø | J4Ø | | 12 TANKER @ PTS 2 14.000 DIESEL L2ØØ + L23Ø SOMETHING NEW | | |
| 09:52 | Ø | J1Ø | | C/S WITH LØA | | |
| 09:55 | Ø | J4Ø | | L21 + L23Ø NOW SOMETHING TO PTS 8 | | |
| 09:57 | Ø | J4Ø | | HOW MUCH GEL CAN WE DISTRIBUTE? | | |
| 09:58 | Ø | J1A | | LEAVING DIESEL PLANT | | |

Date 13/08/03

Own Call Sign

①

Frequency 35 800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|------|-----------|----------|--|-----------------|---------------|
| 10:11 | ① | 943 | | Radio Check - NH. | | |
| 10:12 | ① | J16 | | 520 @ P15 2, 520 c/s still there. Can they stay in contact? | | |
| 10:15 | ① | J16 | | c/s 1 + burst evaluate 656, 795, 1045 around same flats. Texas diesel, in fact relevant c/s. | | |
| 10:16 | ① | J40 | | 230 c/s leaving location | | |
| 10:17 | ① | J50 | | 320 c/s back w. 320A is only c/s at 2nd location | | |
| 10:20 | 943 | ① | | Radio Check - NH. | | |
| 10:22 | ① | J40 | | 2nd location for P15 6, small 1 more lot sent with + 00 BETA? | | |
| 10:23 | J40A | J20 | | P15 6 only seen between P15 receiving diesel | | |
| 10:25 | J40A | ① | | ESSENT Trans to P15 1+7 | | |
| 10:27 | ① | J40A | | Driver says no no disruption off @ P15 6 previously LAMPY - have ESSENT 2 more some like seen @ P15 6 | | |
| 10:29 | J40A | ① | | NOT CARI VEH, FARMERS, ETC. They are to fill UP @ P15. | | |
| 10:31 | J40A | ① | | (J16) 2 c/s 15 min N7 2 c/s 30 min N7. 100 drums received. | | |
| 10:32 | J40A | J12 | | 2 tapping points to diesel pipeline between 910 + 93. Security required to man + keep loads away. | | |
| 10:37 | ① | J40A | | 5200 sent to the oven ① lower | | |

Date 12/08/02

Own Call Sign

①

Frequency 75.900 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|---|-----------------|---------------|
| | | Conv 77.- | | (CJDA) WILL PASS MSS ON TO. TANKS ARE NOT TO BE FILLED UNTIL FURTHER NOTICE. | | |
| 10:30 | Q | J42 | | MAPLO CROWN - DIFF | | |
| 10:43 | Q | J1A | | 5200 PLS) 200 - QRS | | |
| | | | | ALL OTHER 9000 LINES .. | | |
| 10:48 | J1A | J43 | | REF PIPELINE, COY IS SOWS TO SO AND FIX (WITHIN 2 hrs) | | |
| 10:51 | J40 | J40 | Q | SEND C/S TO ANCO BETWEEN 510 + 43 TO MAIN PIPELINE UNTIL PHASE 2 (POLICE ASSESS) ARRIVES | | |
| 11:00 | J1A | Q | | FOR GAIN 5239 C/S 543 - (1) HQ. 1x JSI 1x AMP 1x C/S TO MAIN VEHICLE Q STATION. ASAP VEH WON'T START. RADIO NOT WORKING | | |
| 11:07 | Q | J1A | | C/S MOVED OFF AND ON MARK TO REPAIRS. | | |
| 11:13 | Q | J40 | | REF CALL FROM J12, ALREADY RECEIVED. LIQD. | | |
| 11:14 | Q | J40 | | LIQD EN ROUTE TO 43. | | |
| 11:15 | Q | J40 | | TANKS STILL FILLING UP, LEAVING PLS 20. | | |
| 11:19 | Q | J40 | | SPEAKER TO ASST MGRS SPEAKER TO HOPKIN COY SEE P01 CLAMP ON IT. IN ORDER TO PUMP OVER AS FROM 2:00 PM (1500) | | |
| 11:19 | Q | J12E | | @ OVER PUMP | | |
| 11:23 | Q | J20 | | PTS 7 41,000 BEWONE | | |

Date 13/08/03

Own Call Sign

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Frequency 35.800 m

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----------|-----------|----------|--|-----------------|---------------|
| | | Ø | | ARRIVING DUNE | | |
| | | Ø | | 700-800m QUE | | |
| 11:24 | J400 | Ø | | WALK W PIPELINE MAG | | |
| | | | | W/COMP 200 FEET AT OWN | | |
| | | | | END. | | |
| 11:26 | J400 | J12 | | CONFIRM LOS KM EARTH | | |
| | | | | FREE TO ISSUE WHICH | | |
| | | | | PIPELINE REBAND? | | |
| 11:29 | J12 | J400 | | YES, SHARP ON 9,000 LB? | | |
| 11:31 | Ø | J20 | | B20A BACK W LOCATION | | |
| | | | | NO c/s on SPAN. | | |
| 11:32 | Ø | J12 | | MAKING TO B.B. | | |
| | | | | 5200 @ 0155 L | | |
| | | | | 14 SEPTEMBER TALKING. | | |
| 11:38 | Ø | J400 | | L100 c/s LEAK W LOCATION | | |
| | | | | L100 c/s @ Loc 42+910 | | |
| | | | | P15 8, AM 7,000 lb | | |
| | | | | 2,000 LB, WILL BE AM | | |
| | | | | BY 14:00 hrs | | |
| 11:40 | Ø | J14 | | c/s LEAKING OIL NEARLY | | |
| 11:40 | Ø | J200 | | NOT TALKING, SEND TO | | |
| | | | | P15, DO YOU WANT TO | | |
| | | | | PHOTOGRAPH IT? | | |
| 11:44 | J20 | J10 | | 712 802 TALKING TALKING | | |
| | | | | POWER CABLE FROM | | |
| | | | | TRANSFORMER SEND c/s | | |
| | | | | 'OLD FEDERATION WORKS' | | |
| 11:50 | INFO ONLY | | | PTE [REDACTED] now on duty | | |
| | | | | Connexion OK | | |
| | | | | Radio-OK | | |
| | | | | Key setting-2B | | |
| | | | | Unknp | | |
| 11:54 | Ø | J300 | | I got anything from | | |
| | | | | my last Ref tanker | | |
| 11:58 | Ø | J20 | | J300 now on talk | | |
| 11:58 | Ø | J300 | | At my loc [REDACTED] government tanker | | |
| | | | | going to [REDACTED] [REDACTED] | | |

Date

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| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|-----|-----------|----------|---|-----------------|---------------|
| | | Continued | | he need a truck, then we | Kern | |
| 1158 | Ø | J10E | | Now at Rad 6 | | |
| 1202 | Ø | J40 | | Info L10B in green yellow 3 and Green 10, has heat car, moving to your loc, someone left at pipeline | | |
| 1206 | Ø | J11A | | Next at pipeline, ^{L10B} has to leave loc and going back cause of heat car | | |
| 1207 | Ø | J10 | | Sitrep on tanker at PS1 Tanker taken another 20min Queue back to yellow 7 | | |
| 1208 | J10 | Ø | | Chance AT3256, pick up at 14 00hrs | | |
| 1209 | Ø | OA | | A hole in pipeline, C/I L10B had serious heat car, back to this loc and back to that loc. Can you confirm if he made arrest. | | |
| 1215 | OA | Ø | | Nothing been sent over these means. If they have arrested little boy for sicking diesel, let him go. | | |
| 1215 | Ø | J40 | | From L30C delivering Benzine to PS7, 6, 3, 2. | | |
| 1217 | Ø | J40 | | L30B now on tank | | |
| 1218 | Ø | G30A | | Now at VCP | | |
| 1221 | Ø | J40 | | L30B now taking money to Education | | |
| 1224 | Ø | J11A | | J11A for getting relieved Smith | | |
| 1224 | Ø | J11A | | Got C/I to relieve my C/I | | |
| 1225 | J10 | J10A | | Confirm PPP talk to K/S No | | |

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|------|------|-----------|----------|--|-----------------|---------------|
| 1226 | J11A | Ø | | Ref L108, just dropped pax off at our loc and be back in fig 10 mins | | ■ |
| 1228 | Ø | J11A | | New bearing loc on route civilian C/S fixing pipe approx 100-1200m south of this loc Cancel | | ■ |
| 1229 | Ø | J40 | | L23C now back in loc | | ■ |
| 1232 | Ø | J40 | | L21 C/S at PS8 3,000l diesel 45 vehs | | |
| 1236 | Ø | J10 | | G30A loc of diesel tanker | | ■ |
| 1238 | J10 | Ø | | Waiting for C/S on flanking for confirmation | | ■ |
| 1239 | G30A | J10 | | Is it going Al Subj ^Y | | ■ |
| 1240 | Ø | J11A | | New bearing pipeline, repair team are there, 5-10 mins working, AA want LC/S there | | ■ |
| 1244 | Ø | J40 | | L300 c/s down w | | |
| 1244 | Ø | J12E | | MOVING CHECK TO RETURN | | |
| 1246 | Ø | S200 | | ETA for ESCORT to loc? | | |
| 1248 | | J11A | | C/S down w | | |
| | | J10 | | SO: 640 1,7972 'ICE FACTORY' LARGE DISTURBANCE, S100 + S200 GIVE TO LOCATION. POLICE FIND WARRANT S201S. S200 RETURN TO PS, LOC, S100 S201 FR F910 | | |
| 1249 | | | | | | |
| 1250 | Ø | S30 | | ASS FOR J11C, NEARBY J11C ATMAN LOC WORKS | | |
| 1250 | CCI | Ø | | L300 c/s DOWN W TAKENS W TO AD. OVER, PTS - 7, 6, 3, 2 | | |

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⊙

Frequency

35.800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|------|-----------|----------|------------------------------------|-----------------|---------------|
| 12:53 | E30C | ⊙ | | MSGT ONLE TANKERS | | |
| | CCI | | | HAVE DROPPED OFF AT | | |
| | | | | RELEVANT PTS'S. RETURN | | |
| | | | | TO SHAMBA FOR REFILL. | | |
| 12:54 | ⊙ | J16 | | 6x ROUNDS FIRED AT | | |
| | | | | BARRAGE BELLS USED TO | | |
| | | | | STEAL DIESEL BY ORDER OF DA | | |
| 12:56 | ⊙ | G30A | | ⊙ V.E.P. PETROL LOC. (OIL RETURNS) | | |
| | | | | 1x TANKER. WAITING FOR ESCORT. | | |
| 12:58 | ⊙ | J30 | | B140, B23A LEFT ON TRK. | | |
| 12:58 | ⊙ | J12E | | DUCK ⊙ NORMAN. | | |
| 13:05 | ⊙ | G30A | | C/S that has diesel | | |
| | | | | tanker, there is a escort | | |
| | | | | on its way | | ■ |
| 13:09 | ⊙ | E30A | | 711 261 storage | | |
| 13:09 | G30A | ⊙ | | C/S from south of AQ, | | |
| | | | | to escort tanker, there | | |
| | | | | is C/S at our loc. | | ■ |
| 13:11 | ⊙ | G30A | | J12E escort this veh | | ■ |
| 13:15 | ⊙ | J20 | | Still requires diesel (PST) | | ■ |
| 13:17 | ⊙ | J40 | | P58 no fuel, both my | | |
| | | | | L23A 21, now back at Police sth | | ■ |
| 13:17 | ⊙ | J40 | | L10B is moving to pipeline | | |
| | | | | guard, when fixed moving | | |
| | | | | to B6 main for heat | | |
| | | | | car | | ■ |
| 13:20 | ⊙ | L30C | | C/S now dropping tanker | | |
| | | | | at P16 | | ■ |
| 13:20 | ⊙ | J10 | | Ebi F golf return | | |
| | | | | All 12-11. 0. 11, 300. | | ■ |
| 13:20 | ⊙ | G43 | | Radio check O.K. | | ■ |
| 13:26 | ⊙ | G43 | | Radio check O.K. | | ■ |
| 13:27 | ⊙ | J20 | | B14B, B23A now back in loc | | ■ |
| 13:27 | ⊙ | E43 | | J12 Ring me on mobile | | ■ |
| 13:30 | ⊙ | J20 | | 1x tanker of patrol | | |
| | | | | turned up at P56 | | ■ |
| 13:33 | E30B | ⊙ | | Now dropped off at | | |
| | | | | P53 | | ■ |
| 13:34 | J10 | ⊙ | | L30C moving to P53. | | |

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| | | Continued | | move C/S G108 to P52. | | ■ |
| 1334 | \emptyset | J20 | | Patrol at P57 | | ■ |
| 1338 | \emptyset | G30A | | Direction on tanker, do you want to do with it? | | ■ |
| | | | | Tanker is full | | ■ |
| 1341 | J10 | L30C | | C/S at P56, no military guard, G108 will be there in fig 2 mine | | ■ |
| 1343 | \emptyset | L30C | | Lost tanker at P12 | | ■ |
| 1343 | \emptyset | L30C | | Escorting tanker, small oil tanker towards the VN building | | ■ |
| 1343 | \emptyset | J40 | | G108 now back in loc. | | ■ |
| 1348 | J30 | \emptyset | | Msg Bur 33A, super N/A, a PTE [redacted] who is picking up at P1A, keep him at your loc | | ■ |
| 1349 | J30 | \emptyset | | For B23A, can you bring in I4480 body armor & helmet, south to OA at O Group, try to find it. | | ■ |
| 1350 | \emptyset | J10 | | G30A go tanker that to go to distribution point not patrol station | | ■ |
| 1354 | \emptyset | J10 | | Tanker has diesel, | | ■ |
| | J10 | J12 | | Ref tanker, confirm it wants to go to Blue 19, now going to P56, use J12E to escort it down there | | ■ |
| 1357 | \emptyset | J20 | | P16 - not doing diesel, P17 need it. Will not drop fuel off unless highlighted | | ■ |
| 1404 | \emptyset | J20 | | Supply diesel, P56 does, P57 requires diesel. | | ■ |
| 1405 | \emptyset | G30A | | ETA for southern ill. | | ■ |
| 1406 | G30A | \emptyset | | ETA is U/K, driver has driven finished shift | | ■ |
| | G30A | \emptyset | | Ref tanker, from C/S | | ■ |

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|------|-----------------------------------|-------------|----------|---|-----------------|---------------|
| | | | | Continued that escorting will be 2 1/2 hrs, keep there till further notice | | |
| 1412 | \emptyset | J20A | | Radio check O.K. | | |
| 1415 | \emptyset | J40 | | Send location of C/I as agreed | | |
| 1417 | \emptyset | J10 | | G30A out with messages giving account what PS, he is not sure how driver would object if we want to PS7 | | |
| 1418 | \emptyset | J40 | | C/I out L30A, you know where is | | |
| 1419 | \emptyset | J10 | | G30A full, but is he to go Um Kazur, do we inform our southern C/I to escort it. | | |
| 1421 | \emptyset | J40 | | L30B heading E then north flanking unit for briefing | | |
| 1422 | \emptyset | J11A | | Now going to higher | | |
| 1425 | \emptyset | J40 | | PS4, 14,0001 Koro to PS6, confirm if he has to go back to PS8 | | |
| 1426 | \emptyset | J11A | | Palace in Imin | | |
| 1428 | \emptyset | J10 | | G30A release tanker with T12E for PS1, can you get him to come back | | |
| 1433 | J10 G30A | \emptyset | | T12E transported tanker to PS6, no comm, before stop him, J20A to send him to PS2 from PS6 | | |
| 1434 | \emptyset | OA | | Patrol Station 5 is closed | | |
| 1436 | \emptyset | J10 | | Benzine stopped at PS1 the 8001 cannot through, generator messed, generator changed or fixed cannot serve benzine | | |
| 1440 | \emptyset | J30 | | Shatrep | | |

Date 13/08/03 Own Call Sign Ø

Frequency 35 200MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|-----|-----------|----------|---|-----------------|---------------|
| | | Continued | | A 14 35 | | |
| | | | | B 715 791 | | |
| | | | | C 5x HV | | |
| | | | | D J30 | | |
| | | | | E Observing | | |
| | | | | F Shot approx air White | | |
| | | | | Caprine classic, handmade | | |
| | | | | no plate | | ■ |
| 1441 | Ø | J11A | | C/S now at Skia fkt. | | ■ |
| 1443 | Ø | J11A | | C/S now at Red 6 | | ■ |
| 1445 | Ø | J11A | | C/S now gone from at Red 6 | | ■ |
| 1445 | Ø | J10 | | Unlead at P12, can be | | |
| | | | | members to P12 (No) | | ■ |
| 1445 | Ø | J40 | | C/S L24, L23 now P12 | | ■ |
| 1447 | Ø | J40 | | L30R now en route to | | |
| | | | | 4 Kings. | | ■ |
| 1452 | J30 | Ø | | Get J10A to ring J12A | | |
| | | | | on mobile | | ■ |
| 1454 | Ø | J20 | | Diesel tanker turned at | | |
| | | | | P16, but sent to P12 | | ■ |
| 1457 | J10 | J10 | | P12 no benzine, 2 tankers ^{diesel} | | |
| | | | | 36,000 litres | | |
| | | | | P12, 8001 in tank, tanker waiting | | |
| | | | | to deliver, but can't, no Kater | | |
| | | | | P12 at 36,000 litres, no Kater | | |
| | | | | diesel | | ■ |
| 1503 | Ø | J11A | | Now moving off Red 6 | | ■ |
| 1504 | J40 | Ø | | Send location of L10A | | ■ |
| 1505 | Ø | J12E | | Now at Red 6 take to | | |
| | | | | P12 Driver not willing to | | ■ |
| | | | | move. Go back to G30A loc | | ■ |
| 1506 | Ø | J11A | | Now at P12 | | |
| 1507 | Ø | J40 | | Reef L10A now back in loc | | ■ |
| 1510 | J10 | Ø | | Get in touch with G10P | | |
| | | | | find out tanker at P12 | | ■ |
| 1511 | Ø | E30A | | Come from P12, filled up | | |
| | | | | he is going to Un Kater | | ■ |
| | | | | One XXXXXXXXXX going to | | |
| | | | | Un Kater | | ■ |

Date 13/08/03 Own Call Sign Ø

Frequency 75 800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|------|-----------|----------|---|-----------------|---------------|
| 1512 | Ø | J12E | | Ref problem at Red 6, now moving to PS1 | | ■ |
| 1513 | Ø | J12E | | Ref problem at Red 6 now moving to PS1 | | ■ |
| 1515 | Ø | J12E | | J12E now at my loc, want to go to J30 loc | | ■ |
| 1518 | Ø | Ø | | From OA individual problem are developed to sub-unit ready, normal problem as situation is calming | | ■ |
| 1520 | OA | Ø | | Retask [redacted] back to normal talking or keep then the same WFF W. tent. | | ■ |
| 1522 | Ø | J11A | | C/S now at PS1 | | ■ |
| 1524 | Ø | J11A | | OA back to normal talking, ETA of benzine to PS1. | | ■ |
| 1525 | J11A | Ø | | ETA of benzine to that loc, as benzine going to loc | | ■ |
| 1527 | Ø | J11A | | Diesel tanker now at PS1 | | ■ |
| 1528 | J30 | Ø | | Return to normal duties, C/S to return to PS3 | | ■ |
| | | | | PS6 - 69, 000 benzine | | |
| 1530 | Ø | J12E | | Now at PS1 | | ■ |
| 1531 | Ø | J10 | | benzine U5041, G102 en route to PS1, dispatch our G14 C/S to deal with it | | ■ |
| 1534 | Ø | J30 | | What task do you want us to do? PS3 | | ■ |
| 1537 | Ø | J12E | | Now at PS1, remain or return to refinery, return to this loc. | | ■ |
| 1537 | Ø | J30A | | Currently at 710 740, with assistance found large aluminium fixture, 12 load or fixed with aluminium, 8 large cable in tech cable, need a truck to remove | | ■ |

Date 13/08/03 Own Call Sign Ø Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|--|-----------------|---------------|
| 15.39 | Ø | ØA | | How many have been in, 4 P1 P2 had problem 3 Tankers in bound from the south | | ■ |
| 15.39 | Ø | G30A | | ETA for G11 to my loc | | ■ |
| 15.39 | Ø | J11A | | C/S now at P2 | | ■ |
| 15.44 | Ø | J20A | | Any further info to my loc | | |
| 15.45 | Ø | J11A | | Escort benzene tanker P2 to P2 | | ■ |
| 15.47 | Ø | J40 | | L30B now bound in place | | ■ |
| 15.52 | Ø | J40 | | L23 joining Police it 4 for P2 | | ■ |
| 15.55 | Log | Info | | PTE [redacted] on duty | | ■ |
| 15.65 | Ø | ØØ | | Put 2 Alert no electricity Benzene on board when tankers come, I must go to Put 2, by then should have electricity. Any problem with talking tanker. A by unit - 1 | | ■ |
| 15.57 | ØA | Ø | | If driver willing we can take it, C/S & tankers went from where they are until they enter our AOR | | |
| 15.59 | Ø | J40 | | Can you give me call on secure | | ■ |
| 16.01 | Ø | J20 | | Put 7 and Bellamy of Benzene, TARA no escort 0000L Benzene no diesel. | | |
| 16.06 | Ø | J11A | | Meeting Pearson from 2-1 | | |
| 16.06 | Ø | J30 | | B23A Back at this loc | | |
| 16.07 | Ø | J20A | | Are J2E going F.A. with me A yes left 10 mins ago from J20 | | |
| 16.11 | Ø | J42 | | R/C OB unit - 1 | | |

Date 13/08/03 Own Call Sign H Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|------|-----------|----------|----------------------------------|-----------------|---------------|
| 16.17 | Ø | J20A | | Have you come with J12E | | ████ |
| 16.17 | J12E | Ø | | R/C - NH - | | ████ |
| 16.44 | Ø | J20A | | Become J12E (left) | | |
| | | | | did he say what about | | |
| | | | | he was taking K 63 | | |
| | | | | no, but said he was going down | | |
| | | | | red, then into green, K | | |
| | | | | Agree on at cross 3, but | | |
| | | | | Route not good, with intervals | | |
| | | | | wrong | | |
| | | J11A | | | | |
| 16.22 | Ø | J20 | | J11A location for | | ████ |
| | | | | higher | | |
| 16.29 | Ø | J20 | | B20C Deployed up tank. | | ████ |
| 16.35 | Ø | J11A | | Bentley Tank turned up | | |
| 16.36 | Ø | J20 | | IS Tanker on Road to Ref 6 | | |
| | | | | K, no, still waiting for | | |
| | | | | tanker coming from south | | ████ |
| 16.37 | Ø | J20A | | Still no signal at C/S J12E/K | | |
| | | | | Agree, look at map before | | |
| | | | | left, imagine a little | | |
| | | | | lost. - 1 - | | |
| 16.37 | J12E | Ø | | R/C - NH - | | ████ |
| 16.39 | Ø | J30 | | C/S B20C Back up to | | |
| | | | | Ref Stn 3, C/S at at | | |
| | | | | an hd. misunderstanding in | | |
| | | | | the C/S to take over status | | |
| | | | | yes K Agree - 1 - | | ████ |
| 16.40 | Ø | J10 | | Ref Ref Stn 3, in 30's | | |
| | | | | C/S taking over B | | |
| | | | | yes - 1 - | | ████ |
| 16.41 | Ø | ØA | | Still at Ref Stn 1, and | | |
| | | | | another tanker turned up, | | |
| | | | | in the tanker to stay here | | |
| | | | | or replace the one I took | | |
| | | | | from Ref Stn 2 K | | |
| | | | | If elements out at 2, leave | | |
| | | | | it at 2, K | | |
| | | | | Agree people V angry at 2, stand | | |
| | | | | stand at 2 two - 1 - | | ████ |

Date 11/28/03

Own Call Sign

0

Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|--|-----------------|---------------|
| | 0 | G43 | | Need asset for 2x tankers from my loc. | | |
| | 0 | J11A | | 15mins from OA's office | | |
| 16-67 | 0 | J10 | | Shot req | | |
| | | | | 16:00 | | |
| | | | | 0697027 | | |
| | | | | 2x SS | | |
| | | | | 020A C 0 | | |
| | | | | Obvious | | |
| 16-51 | 0 | 030A | | 5 tankers being 5300, | | |
| | | | | empty, will filling with | | |
| | | | | oil. Over seen on way | | |
| 16-55 | 0 | 030A | | 1st tanker is tanker | | |
| | | | | is staying but the driver is | | |
| | | | | leaving. | | |
| 17-01 | 0 | J30 | | Patrol & coming set 2-1 | | |
| | | | | 3-2 | | |
| | | | | 5-3 | | |
| | | | | 6-3 | | |
| | | | | 8-1 | | |
| | | | | 9-1 | | |
| | | | | 11-1 | | |
| | | | | 12-12 | | |
| | | | | 13-68 | | |
| | | | | 15-80 | | |
| 17-01 | 0 | J11A | | excess tanker from 1-72 | | |
| 17-03 | 0 | J11A | | on next back to your | | |
| | | | | location | | |
| 17-04 | 0 | J11A | | Back in | | |
| 17-07 | 0 | J40 | | L 21A C15 [redacted] pot 1246 | | |
| | | | | ALL 23 AT PPT 8. | | |
| 17-10 | J30 | 0 | | eng c15 [redacted] trying | | |
| | | | | to get under Portman 15g | | |
| | | | | are being held by Pints 16, | | |
| | | | | now to send c15 home | | |
| | | | | so [redacted] can go through. | | |
| 17-15 | 0 | 030A | | Both Drivers home now, | | |
| | | | | returning at 0700 2 new | | |
| 17-23 | 0 | J10 | | manager at PPT is going | | |
| | | | | to shut at 1400 | | |
| 17-23 | | 030A | | are you aware this place | | |

Date 13/08/03 Own Call Sign 0 Frequency 35.800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|----|-----------|----------|--|-----------------|---------------|
| | | | | closed at 19:00 | | |
| | 0 | 643 | | unworkable | | |
| 17.27 | 0 | 330 | | pat lost, US BLOC deployed to pontoon Bridge | | |
| 17.31 | 0 | 317E | | R/C - NM - | | |
| 17.32 | 0 | 330 | | BLOC patrol at Bridge | | |
| 17.40 | 0 | 030A | | no signs of C/L at Bridge strong, 2 tankers waiting for reports, Drivers gone | | |
| 17.52 | 0 | 310 | | Patrol + some Ap for 12-52 14-13 15-65 16-70 14-78 | | |
| 18.03 | 0 | 310 | | Had call from Pet 5 has received no fuel at all manager receiving threats no troops there K R-T | | |
| 18.04 | 0 | 330 | | BLOC back in after completing pontoon task K | | |
| 18.21 | 0 | 310 | | Pet 1 Benz 32000 tanker still uncrad Diesel 36000 kero 32000 Pet 2 36000 in tanker none in pumps no power K R-T | | |
| 18.25 | 0 | 330 | | B230 Back at this location | | |
| 18.26 | 0 | 643 | | Rep 9 veh lost going to PL Parkway C/L not had fuel at end need C/L from Rep 9 to carry on trails. | | |
| 18.28 | 0 | 643 | | veh to patrol 7 left unescorted, no more veh for our area. | | |

Date 13/08/03 Own Call Sign Ø Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|------|-----------|----------|--|-----------------|---------------|
| 18.32 | Ø | 320 | | I 303 leaving loc on tasks | | █ |
| 18.36 | Ø | 310 | | for 310A does he need hit 33A or just 11A | | |
| 18.39 | Ø | 320 | | will do. 2103 CIL [redacted] loc | | |
| 18.45 | Ø | 330 | | 311A + 33A back in location. | | █ |
| 18.49 | Ø | 340 | | get in touch by landline | | █ |
| 18.50 | Ø | 314 | | Back in loc | | |
| 08.54 | Ø | 310 | | works in from petrol etc 5 min time being any delivery | | █ |
| 18.55 | Ø | 310 | | 6-10A back in location | | █ |
| 18.56 | Ø | 340 | | L10A [redacted] holding | | █ |
| 18.57 | Ø | 643 | | call me on [redacted] [redacted] | | █ |
| 19.05 | Ø | 643 | | call me on mobile | | █ |
| 19.05 | Ø | 360 | | from put of 15000 of | | |
| 19.11 | Ø | 320 | | propane petrol no diesel, 5,000L propane | | █ |
| 19.12 | Ø | 340 | | congen give me call on line | | █ |
| 19.15 | Ø | 310 | | put 2 electric tools on, fuel being pumped into generator | | |
| 19.15 | Ø | 340 | | | | |
| 19.18 | Ø | 330 | | put of 3, B20C, 11,000 Benz, No Diesel 112 Koro, 4/12 300m long 3 pumps working | | |
| 19.21 | Ø | 320 | | net 6 6000L Benzene no diesel is [redacted] a register plans for tonight. | | |
| 19.26 | INFO | only | | At 21:00 at Rel 2, L 20A will start ascent tasks with L 30C | | █ |
| 19.36 | Ø | 330 | | put of 200 L of [redacted] electronic system not work 212788, [redacted] | | |

Date 13/08/03

Own Call Sign

0

Frequency 35.500

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|---|-----------------|---------------|
| | | cont | | times + looking to Storm one building which 2 year police horizontal, and C/S to get more info. | | |
| 14.37 | 0 | J10 | | Get 2 Benzene 8000 Desal 151000 Byro 360000 out 2 flat Rumping from tanker, no Desal no benzene. | | |
| 14.39 | 0 | 630A | | 5300 not over 5 tanks going to suber still got 2 tanker with no drums, will return 0700 hrs. | | |
| 14.52 | 0 | J30 | | repleat 131000 in labon, waiting for string | | |
| 2007 | 0 | J30 | | BLOC at post nobody there nothing burning, locals gather there and do stone them C/S know of another substation are going to investigate R-R | | |
| 2015 | 0 | J30 | | 223A supposed to collect 1x box to move to BSR 623A has said he will deal with task Have skips been emptied No - R | | |
| 2019 | 0 | J42 | | from J30 neither there is a crowd gathered nr pink 19 ripping down cables and up to investigate R-R | | |
| 2040 | J30 | 0 | | | | |

Date

Own Call Sign

Frequency

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|------|-----------|----------|--|-----------------|---------------|
| | J30 | J12 | | Are there no C/S to respond to Pink 19 talking | | |
| 2043 | INFO | | | 2C U 5700 EY OS | | |
| | | ONLY | | 2200 GZ EQ | | |
| | 0 | J10 | | Pet 1 Benz 0 Diesel 26000 KERO 35000 Pet GDTAK 24000 In tanker 12000 No Diesel KERO Power off also at Pet 1 discovered 2 tanks off benz total 114000 cannot use to give to vehicle can you task someone to find a means of getting it out | | |
| 2100 | | J40 | | 122 124 at Police 4 R-h | | |
| 2105 | J30 | J12 | | C/S from another pet str has found extra tankers can you task C/S to check areas of pet str for more fuel tanks k R-h | | |
| 2107 | 0 | J30 | | BIOA en route to Pet 5 | | |
| 2109 | J30 | J12 | | Ref pet str now have opening times open 0700 shut at 2200 from now C/S will remain on task till they have been refuelled from manager and then crowds will go out on | | |

Date 13/8/03

Own Call Sign

Q

Frequency 350800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|------|----------------|----------|---|-----------------|---------------|
| 2132 | O | J10 | | G33A leaving for QS loc R- <u>h</u> Pet reports crowd at pump 19. B30A been down No father at all NFTK k R- <u>h</u> | | |
| 2147 | O | J40 | | Call on secure k R A- <u>h</u> | | |
| 2148 | J30 | J10 | | Task G2 driver contact presence not req just petrol k R- <u>h</u> | | |
| 2149 | J12 | J30A | | What is source of threat k C3 from G2 R- <u>h</u> | | |
| 2149 | O | J40 | | L30A back in -1- | | |
| 2152 | O | J10 | | G33A back in loc k R- <u>h</u> | | |
| 2155 | Q | 130C | | Dropping 2x tanker off at Pet k R ensure all DVRS know which sta they are going to k R- <u>h</u> | | |
| 2159 | J12 | J40 | | L30A back in | | |
| 2159 | L30C | J12 | | ensure they go to relevant petrol sta OA tanker 1 tanker to 2 will be diverted to 1 k R- <u>h</u> | | |
| 2214 | O | J10 | | Pet 2 9000L benz 12000 in tanker No diesel here no power to pump k R- <u>h</u> | | |
| | | J10 | | Strep Pet Benz On 11 | | |

Date 13/6/03

Own Call Sign

Q

Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|-----------|-----------|----------|--|-----------------|---------------|
| | | | | Diesel 17000 | | |
| | | | | KERO 26000 | | |
| | | | | closed c/s waiting for tankers to arrive K | | |
| | | | | R-K | | |
| 2228 | O | J30 OA | | B10A back in - L does J40 have a c/s covering pipes | | |
| 2230 | O | J30C | | Dropped 1 tanker at Pet 4 and making way to Pet 1 | | |
| 2256 | J10 | O | | confirm 2x tankers are at Pet 1 K | | |
| 2259 | Q | J20 | | Pet 6 2x tankers Pet 7 39000 Petrol O Diesel | | |
| | | | | J30B at Pet 6 until tankers empty J30 closed up en route to loc via Al Hussein K | | |
| | | | | R-K | | |
| 2306 | O | J40 | | J30C back unlock R-K | | |
| 2321 | O | J20 | | J10B back in - I - | | |
| 2349 | INFO | ONM | | J310 J11A held a lurk at 655 794 for holding diesel pipeline sprung by tac then handed over to ANZIO | | |
| 2352 | Q | J30 | | B10C leaving for ANKIO B23A back in K R-K | | |
| 2353 | O | J10 | | G20B left for Pet 2 | | |
| 2354 | INFO ONLY | | | PTE - Nav on Duty. BUCK GIVEN. Comm? | | |
| 2358 | O | J10 | | G20A c/s left location | | |

Date 14/08/03

Own Call Sign

Ø

Frequency

35.800 MHz.

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|---|-----------------|---------------|
| 01:10 | WFO | ONLY | | From J12 PERMISSION to re-open PTS 1, due to possibility of public order incident developing if TNU did not warn. | | |
| 00:15 | Q | J1Q | | FUEL STATED @ PTS 1. 56,000 BENZENE 8,000 DIESEL 17,000 KERO. | | |
| 00:20 | Q | J1Q | | 5100 + 5300 c/s BACK IN LOCATION. | | |
| 00:21 | Q | J42 | | RADIO CHECK - OK. | | |
| 00:30 | Q | J2Q | | PTS 6 100,000 BENZENE | | |
| 00:50 | Q | J3Q | | 8100 c/s BACK IN LOCATION | | |
| 01:05 | Q | J1Q | | PTS 2 15,000 BENZENE NIL DIESEL NIL KERO. POWER ON. | | |
| | | | | PTS 1 26,000 BENZENE NIL DIESEL 15,000 KERO | | |
| 01:08 | Q | J4Q | | L110 c/s ON TEST | | |
| 01:21 | Q | J4Q | | L10 c/s BACK IN LOCATION | | |
| 01:24 | Q | J42 | | RADIO CHECK - OK. | | |
| 01:50 | WFO | ONLY | | NET FOOTBALL STADIUM NO INCIDENT @ LOC | | |
| 02:00 | Q | J1Q | | PTS 2, 18,000 BENZENE NIL DIESEL NIL KERO. CAN'T PUMP. QUE UP TO K20 | | |

Date 14/08/03

Own Call Sign

①

Frequency

35.800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----------|-----------|----------|-------------------------------|-----------------|---------------|
| | | Cont | | 31000 B P15 1 | | |
| | | | | Diesel | | |
| | | | | 12. Kena | | |
| | | | | 5200 ZACH W Location | | |
| 0242 | J42 | Q | | MADIO CHECK -OK | | |
| 0314 | Q | J3a | | P15 4 | | |
| | | | | 31000 Delivery | | |
| | | | | 22.000 LEFT (BORROW) | | |
| | | | | 13c | | |
| | | | | P15 5 | | |
| | | | | 72.000 (BORROW) | | |
| | | | | 210 P16 | | |
| 03106 | Q | J2a | | RADIO CHECK -OK | | |
| 0325 | Q | J1a | | P15 1 | | |
| | | | | 4.000 | | |
| | | | | ML | | |
| | | | | ML 100m QUE APX | | |
| | | | | P15 2 | | |
| | | | | 15.000 | | |
| | | | | ML | | |
| | | | | ML 100m QUE APX. | | |
| | | | | 18.000 4100 W THURSDAY | | |
| | | | | WHICH CAN BE INCLUDED | | |
| | | | | PER TO FORM SCHEDULE | | |
| | | | | 41 210 CHECK W | | |
| 0342 | Q | J3a | | P15 4 | | |
| | | | | 41000, ANDERSON SUE OF | | |
| | | | | LOUIS, PLUMS ORNATE | | |
| | | | | TO STOP VEHICLES FROM | | |
| | | | | TEMP OPENED TO ALLOW | | |
| | | | | VEHICLES ON FREEWAY TO | | |
| | | | | MOVE OFF, AND THIS IS | | |
| | | | | EMPLOYER CI RETURNING TO CAMP | | |
| 0353 | INFO ONLY | | | PTE [REDACTED] now on duty | | |
| | | | | Comm -OK | | |
| | | | | Radio -OK | | |

Date 14/08/07

Own Call Sign ϕ

Frequency 35.800MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-------------|-------------|----------|--|-----------------|---------------|
| | | Continued | | Key setting 3W [redacted] | | [redacted] |
| 0354 | ϕ | J30 | | Radio check O.K. | | [redacted] |
| 0355 | ϕ | J42 | | Radio check O.K. | | [redacted] |
| 0357 | ϕ | J10 | | PS2 - ran out of fuel, advise G10A to return to loc. | | [redacted] |
| 0412 | ϕ | J10 | | G10A off now back into | | [redacted] |
| 0414 | ϕ | J30 | | R13C now back in loc. | | [redacted] |
| 0435 | ϕ | J42 | | Radio check O.K. | | [redacted] |
| 0441 | ϕ | J10 | | Sitrep at PJ PS2 - 8,000kerosene no fuel, no kerosene veh gas 50-60 cnd | | [redacted] |
| 0641 | CC1 | ϕ | | Require fuel state update for 07.00 hrs. | | [redacted] |
| 0644 | ϕ | L100 | | Now at tasking area, ref tankers, they are not going to be filled up for 60 mins, time to attend loc leave loc 180 mins. | | [redacted] |
| 0743 | ϕ | J21 | | C/S now at higher | | [redacted] |
| 0744 | Log info | info 076 | | RFE [redacted] on duty at 07:20, point from light Dragon's Attack to 40 kg, was engaged by RPG at or 680,772, being NW on green point, C/S involved D21 + D23, exciting tankers, Round checked of ground + hit veh, no seems available just cars + Drones, veh available but damaged. | | [redacted] |
| 08.01 | ϕ | J10 | | checking in on possible RPG point. | | [redacted] |
| 08.06 | CC1 | ϕ | | Rgr [redacted] with 800 New, -12 C/S Reported in from cont. SE, suggest to be | | [redacted] |

Date 16/08/02

Own Call Sign

⊖

Frequency 35-800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|--|-----------------|---------------|
| | | cont. | | on water, report contact UK0 922, near Green 4, Reg based of ground, minor construction, remains in loc, 2 Reg base 2 C/C from 310 to base to the loc in approximately, correct for now. | | |
| 08:27 | ⊖ | 360 | | L21 Leamy on track | | ■ |
| 08:26 | ⊖ | 530 | | B12C Leamy on track. | | ■ |
| | ⊖ | 310 | | ETA on more than 2000 as per 2 in down 5 15:000 L, 200-300 gms, 5 650 working for tracks 5 Billings and being taken up, working changed, 5 tracks Ready to be filled, 30 mins per Tank-ETA 180 mins | | |
| 08:29 | ⊖ | L300 | | B230 C/C Back in | | ■ |
| 08:29 | ⊖ | 330 | | Radio check ok - - - | | ■ |
| 08:32 | J46 | ⊖ | | I have had Co located with G43 of these means until ready to move to 2 - - | | |
| 08:40 | ⊖ | L248 | | Sitting per 7, 62000L per 18600 L per and 300 m long per 6 62000L per and 300 m long | | |
| 08:50 | ⊖ | J20 | | B11A Leamy my location | | ■ |
| 08:53 | ⊖ | J48E | | R/C - 05 - | | ■ |
| 09:06 | ⊖ | J30 | | B33A C/C Leamy loc | | ■ |
| 09:10 | ⊖ | J40 | | L21 AF per sta 4 | | ■ |
| 09:20 | ⊖ | J30 | | Reg within 311C some time today | | ■ |
| 09:21 | CC2 | ⊖ | | Focus Prediction, seen with top cover, normal apply, radioes movement pos cover Body cover + helmet worn. | | ■ |

Date 14/08/03 Own Call Sign 0 Frequency 35.800 int 12

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|---|-----------------|---------------|
| 09.26 | 0 | 360 | | fm 664, C15 7 x interpreters religious party as simple level cut American time will be large pocket at pd by with violence | | █ |
| 09.31 | 0 | 3120 | | Resting to any ops at Byrd Com C15 gate to 05, will be in zone with them | | █ |
| 09.36 | CC2 | 362 | | if running snaker around at any loc, can 62 be increased | | |
| 09.36 | 0 | 321 | | leaving Mijner for your location | | █ |
| | 0 | 643 | | strip 7 veh at 1503 loc for Benzene, cont Locs gone to ASAP. Benz filming in 10 mins 2 tanks to being back on base, Reg detail still prob at Laser plant, pipe loaded so stop sending detail through pipe, in short term, what tasks to my loc tell me New ones, in long term along picket pipe line | | |
| 09.49 | CC2 | 362 | | if any changes to RB 9+10 DUTS at this loc by end of play 2 days, add 312 Reg leave process from 0 + 330 loc | | |
| 09.50 | 370 | 0 | | msg 05 | | |
| 09.52 | 0 | 311A | | Passing Roshard Bank. | | █ |
| | | 643 | | Strip now 7 tanks on different pump down rooms, want pump not working, pump takes 1 hour to fill still send tanks 2 by 2 15 (312) NO send in | | |

Date 16/08/02

Own Call Sign

0

Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|----|-----------|----------|---|-----------------|---------------|
| | | cant | | groups at 0, 107 and last were CIS for 0500, 05 tell drivers to wait at pet [redacted] [redacted] digging, if pumps not working will go with your plan 7 by 2, estimate 8 tankers out today, can you still get at least 2 tankers in port at 10 tankers not arrived yesterday and still empty and still waiting | | |
| 10:00 | 0 | 311A | | Now at Green 4 [redacted] | | [redacted] |
| 10:17 | 0 | 321A | | Now leaving your location | | [redacted] |
| 10:21 | 0 | 311A | | At 656 345 some pipe as working now some pipe line comes by Shady farm, estimate pipe fixed getting one locals have fenced back in, head north now. | | [redacted] |
| | | 643 | | | | |
| 10:35 | 0 | 643 | 0 | one CIS your home will start 2 tankers up from your loc, these will start tankers from your loc to AL 200- ish | | [redacted] |
| 10:47 | 0 | 343H | | Any st maps from BL2 to Blue 5 5 no, as far as river Blue Route is 05 16 [redacted] | | [redacted] |
| 10:57 | 0 | 320 | | 144 not 4, any of IRAC civilians being moved out at by IRAQI guards on border, civilians trying to pass a gorge & attack the guards. | | [redacted] |
| 11:02 | 0 | 330 | | BIA back in location | | [redacted] |

Date 16/08/07

Own Call Sign

Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|---|-----------------|---------------|
| 11.03 | J30 | 0 | | Saw C/S to Diesel Distribution point, to pull up further going to Pet 6 | | |
| 11.05 | WJ | info | | From J10 electricity plant at 668 784 in under attack (unconfirmed) to J20 | | |
| 11.13 | 0 | J43 | | what one forest protection means per 2 bags | | |
| 11.13 | 0 | J42 | | Can you get in touch with 6 bags ^{bag} and 24 C/S can get information with this C/S by CIA | | |
| 11.13 | 0 | J30 | | 13770 C/S back in loc | | |
| 11.15 | 0 | J70 | | 10B taken over from 10A at lunch at P&L Line, 11A Responding to attack on power station | | |
| 11.24 | 0 | J10 | | 11.20 Fuel put 1 180000L Bin Red, but pump broken. No barometer, please do some engineer enquiry. Pet 7 No fuel at all. is it pos for you to come to our loc to speak about correct pricing | | |
| 11.25 | J30 | J12 | | 130A long 1200L location | | |
| 11.25 | 0 | J92 | | From Rmp C/S Reg your loc to give return A Reg. | | |
| 11.38 | 0 | J20 | | 2 EO explosion/land N/A Pet 7 south of Pet 6 | | |
| 11.39 | J30 | 0 | | Ref J11C no transport R Reg my 72A will be sent your loc shortly and can bring him back with us | | |
| 11.44 | 0 | J30 | | contact 11 410 | | |

Date 16/08/02

Own Call Sign

0

Frequency

35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|------------------------------|-----------------|---------------|
| | | | | 687 755, B200 | | |
| | | | | engaged by R209 from | | |
| | | | | cont. S of R209 | | |
| 11.45 | 0 | J30A | | recd rep at rd 10, | | |
| | | | | 1 car in Bad way | | |
| 11.47 | 0 | J30A | | but must B209 am | | |
| | | | | stabilize with tank 6 | | |
| | | | | 702 lead hospital | | |
| 11.50 | 330 | 0 | | J14 on Rant to loc 15 | | |
| | | | | R209 my at A20 on Rant | | |
| 11.51 | 0 | 043 | | sit my benzene 1 tank | | |
| | | | | tanker, waiting for 2nd | | |
| | | | | tanker, will take 60 | | |
| | | | | mins, waiting for next | | |
| | | | | to was center | | |
| 11.52 | 0 | 043 | | from OA conf estimate | | |
| | | | | of Shibre the logistics were | | |
| | | | | changed | | |
| 11.54 | 103 | info | | 3 cars 2 survivors, 1 | | |
| | | | | 140 c/s has taken tank | | |
| | | | | to Shibre | | |
| 11.58 | 0 | 330 | | 1st rep | | |
| | | | | 0713 SW | | |
| | | | | 3081 minor | | |
| | | | | 9136 minor | | |
| | | | | B211A + 200 on Rant | | |
| | | | | to loc, casualties taken | | |
| | | | | to Shibre, c/s attacked | | |
| | | | | B16B | | |
| 12.02 | 0 | J20 | | 20A at GD 6839 7550 | | |
| | | | | cont'd explosion poss | | |
| | | | | RCIED crater | | |
| | | | | impact as aiming mark | | |
| | | | | Suggest task other | | |
| | | | | authorities | | |
| | | | | R-2 | | |
| 12.04 | 0 | J14 | | Give assistance finding | | |
| | | | | the Grid | | |
| | | | | Cas moved direct to | | |
| | | | | 33 field hospital | | |

Date 14/08/03 Own Call SignAFrequency 35.200

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|------|-----------|----------|---|-----------------|---------------|
| | | | | Repeat Cas state | | |
| | | | | 1 CAS serious | | |
| | | | | 2x MINOR CAS K | | |
| | | | | R-L | | |
| 1205 | O | J14 | | Are we req. to be at loc K | | |
| | | | | R-AJ-L | | |
| 1206 | J30 | O | | Do you req. J14 at loc K | | |
| | | | | Neg + | | |
| 1207 | O | J20 | | 2/1 10A C/S at Pet 7 | | |
| | | | | 2/1 30A C/S at Pet 6 | | |
| | | | | OA in control of situation | | |
| | | | | 20B with 24B to Red 6 | | |
| 1207 | O | J20 | | 170B guarding burst pipe can be used if needed | | |
| 1209 | O | J30 | | Rxd report involving mil CAS of RTA NV contact point to J14 | | |
| | | | | R-L | | |
| 1210 | J14 | O | | GO to GD 687755 to RTA involving mil CAS K | | |
| | | | | R-L | | |
| 1210 | O | J30 | | Rxd update saying C/S moving direct to Shore from scene will update when can | | |
| 1211 | B2GA | J12 | | NH-L | | |
| 1213 | J20 | O | | Red investigation team will meet J20A at Red 6 at 1300 keep cordon in place till then | | |
| | | | | K | | |
| | | | | R-L | | |
| 1215 | O | J20 | | 110B at Green 10 | | |
| | | | | 10A at Pet 7 | | |
| | | | | 30A Pet 6 | | |

Date 14/8/03

Own Call Sign

Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|-----|-----------|----------|--|-----------------|---------------|
| | | | | ^{24B} 30B en en route to red 6 | | |
| 1218 | Q | J14 | | U/A at contact point taking 1 cas back to RAP from scene (RTA) R | | |
| 1219 | Q | CA | | R-h Send Sitrep 3x cas taken to Shiba J20A at 68397150 believes RCIED | | |
| 1221 | O | J30 | | Cas at RTA in region of RTA 5 Red 4 MH cas evac by J14 B1A B33A moved to Shiba contactable by mobile K | | |
| 1223 | Q | J20 | | R-h Regarding RTA req J20 assistance cas not badly hurt extracted immediately K | | |
| 1224 | Q | J20 | | R-h Ref RTA J20A involved I10A C/S K | | |
| 1227 | O | J30 | | R-h B1A B38A moving cas to hosp K | | |
| 1227 | O | J1A | | R-h 683749 locstat K | | |
| 1228 | O | J30 | | R-h B20A at the time B20C was but now back in loc K | | |
| 1229 | J20 | O | | R-h J40 task escort for IED team K | | |
| 1230 | Q | J30 | | R-h Phone QA to check | | |

Date 14/1/03

Own Call Sign

Ø

Frequency 35.800

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|------|-----------|----------|---|-----------------|---------------|
| | | | | U B20A IS WITH HUMIK R-L | | |
| | | | | Have you established B20AS loc yet K N mobile net down K R-L | | |
| 12.46 | Ø | J10 | | L30C left to Red 1 to pick up IED team | | |
| 12.53 | Ø | J30 | | B30C coming on track | | |
| | | J20A | | Do you have ETA for investigation C/S at my location K for next 2 hrs into 40 to see | | |
| 12.56 | Ø | L30B | | 4 tanks in to go up 2 25 129121. | | |
| 12.57 | Ø | J40 | | Still filling up | | |
| 12.58 | J20 | Ø | | L30C picks up 5 mins Reply to 200 L30C will pick up 2 IED team in City Square | | |
| 12.58 | Ø | T42 | | J31 An alarm resets long soon | | |
| 13.00 | Ø | J704 | | when making own way back (straggling) Tell 42 get Resc C/S only to be on standby | | |
| 13.05 | Ø | J40 | | L30C met IED team en route to Incident K | | |
| 13.05 | Ø | J30C | | R-L at incident figs 2 K | | |
| 13.08 | Ø | L30C | | R-L EOD team at incident price K | | |
| 13.09 | J20A | J12 | | R-L NH-T- | | |
| 13.15 | Ø | J35D | | RCK OK K OK-L | | |

Date 17/8/05

Own Call Sign

Q

Frequency 350800 Mhz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|----|-----------|----------|---|-----------------|---------------|
| 1325 | O | 130C | | Dropped led team do you req for any other tasks k R A-D-L | | |
| 1331 | O | 120A | | INV team needs to come to D k send with 130C R-L | | |
| 1335 | O | J10 | | Eplguy All mil sev 24 2xA for J14 k R-L | | |
| 1336 | O | J30 | | B20C back in lock k R-1 — B20A at Shaba Pet 3 2000 benz B10A req time for delivery Pet 4 5400 benzine B12C 200M long 2xcars wide Pet 5 75000 benz single 150M queue No prob | | |
| 1342 | O | J20A | | Moving to green 4. with IED team for further tasking k R-L | | |
| 1346 | O | J20A | | C/S at green 4 need more info 6 fig not enough k R A-D-L | | |
| 1348 | O | 130A | | left with 5 tanks en route to UN base k R-L Pet 3 has 25000 benz at 0945 at 1126 had 14000 benz now empty want to close when is next delivery R A-D-L | | |
| 1352 | O | 130A | | confirm dest GRID | | |

Date 13/8/03

Own Call Sign

Q

Frequency 350800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|-----|-----------|----------|--|-----------------|---------------|
| 1404 | O | J20 | | L11A back in with IED team to look at vehicle & R-1- | | |
| 1410 | O | J40 | | L30C back at my lock R-1- | | |
| 1418 | O | J10 | | fuel states at 1410 Pet 2 54000 Benz 20000 Diesel Pet 2 NO fuel | | |
| 1421 | O | J30 | | B13C working on tank R-1- | | |
| | J30 | J12 | | N-1- | | |
| 1425 | O | J40 | | L22 L22A now on task from police 4 K R-1- | | |
| 1428 | O | L30B | | 4 tankers 1 for b, 5, 4, 2 eta at b 15 mins R-1- | | |
| 1429 | J20 | Q | | Tankers inbound for Pet 6 figs 10 mins R-1- | | |
| 1436 | Q | G43 | | ICIS left with 4x vehicles full benz 14, 5, 6, 5 vehicle left 60 mins ago going to 3-6 1-5 1-7 Pet 3 needs to get its tanker to refinery if it wants fuel Need working on COMMS -1- | | |
| 1441 | G43 | J12 | | do you have any empties at loc K N-1- | | |
| | J30 | O | | Ref Pet 3 owner needs to get him to send his tanker | | |

Date 14/8/03

Own Call Sign

O

Frequency 35800MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|------|----|-----------|----------|--|-----------------|---------------|
| 1444 | O | G43 | | beck on means k R-r will put mobile patrol on line when available k R-r | | |
| 1451 | O | J30 | | B10A B12C B31C Dack in k R-r | | |
| 1451 | O | J30 | | Pet3 B13C Pet 4 B 32C Pet 5 B 30C | | |
| 1502 | O | J20 | | Pet 6 30A has 33000 benz 30 cars queues Pet 7 40000 benz NO diesel 600m cars in queue diesel en route k L30B Dack in AO en route to Pet 6 in figs 5 k R-r | | |
| 1511 | O | L30B | | Tanker dropped off at pet 6 k R-r | | |
| 1521 | O | L30B | | Tanker dropped off at Pet 5 k R-r | | |
| 1526 | O | G43 | | Stop ^{mon} means while Mobile working leaving loc in 30 mins for 5 hrs any probs J12 to call on mobile k R-r | | |
| 1526 | O | L30B | | dropped off tanker at pet 4 k R-r | | |
| 1529 | O | J20 | | J20B leaving for Pet 7 | | |

Date 14/8/03

Own Call Sign

Q

Frequency 35800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-------------|----------|---|-----------------|---------------|
| | | | | R-1- | | |
| 1532 | Q | J30 | | B11A B33A B20A BACK IN K | | |
| | | | | R-1- | | |
| 1534 | Q | L30B | | Last tanker dropped at Pt 1 now en route to J40'S LOC K | | |
| | | | | R-1- | | |
| 1544 | O | L30B | | BACK IN J40'S LOC - 1- | | |
| | O | J40 | | L22 L22A BACK IN P124 K | | |
| | | | | R-1- | | |
| 1545 | O | J1A | | BACK FROM SHORE K | | |
| | | | | R-1- | | |
| 1549 | O | J40 | | L30B BACK IN - 1- | | |
| 1554 | | 'INFO-ONLY' | | PTE Now on duty, Brief given. Commi Good. | | |
| 15:55 | Q | J20 | | J1A c/s LEAVES LOCATION | | |
| 15:57 | Q | J40 | | (J40) L24A LEFT P14 EN ROUTE TO Q LOC. | | |
| 16:00 | Q | J23A | | J23A LEAVES LOCATION FOR J42 LOCATION | | |
| 16:03 | Q | J1A | | c/s BACK IN LOCATION | | |
| 16:05 | CCI | Q | | SEND STATE OF QVE'S @ ALL PTS. | | |
| 16:05 | Q | J20 | | PTS 7 - 600 M | | |
| | | | | PTS 6 - 70 CARS | | |
| 16:08 | Q | J10 | | PTS 1 - 200-350 M | | |
| | | | | PTS 2 - 100 - M | | |
| 16:09 | Q | J40 | | PTS 8 - NO QVE (ON FUEL) | | |
| 16:14 | Q | J40 J20 | | CALL US ON SECURE? PTS 3 - 50+00 CARS 2 DEPT | | |
| | | | | PTS 4 - SAME | | |
| | | | | PTS 5 - No Comm AS MURK | | |
| 16:16 | Q | J10 | | PTS 1 12 Tanker Ben 12 Tanker Dior NIL KERO | | |

Date 14/08/03

Own Call Sign

0

Frequency 35.800 MHz

| Time | To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|-----|-----------|----------|--|-----------------|---------------|
| | | Cont- | | PTS 2 NO BURNING NO PILES 15,200 KORO | | |
| 16:28 | Q | 943 | | MOVING BACK TO LOC FOR APPROX 5 HOURS CAN USE YELLOW ROUTE? NOT YET. YES. | | |
| 16:28 | 943 | Q | | | | |
| 16:29 | Q | 530 | | 310A c/s BACK IN LOCATION | | |
| 16:31 | Q | 540A | | @ @ LOC. | | |
| 16:34 | Q | 530 | | @ PTS 4, 25 LITRES BEING IMPLEMENTED. IS COVERING SOME AREA. WE CAN DO LEADERS ON CONT 25 LITRES. WILL NEED QNF TO REINFORCE c/s AT PTS IF WE CARRY ON WITH 25 LITRES. | | |
| 16:35 | Q | 510 | | 932A c/s BACK IN LOCATION | | |
| 16:39 | 530 | Q | | ALL PTS ARE TO IMPLEMENT 25 LITRES. WAIT ON T... | | |
| 16:51 | Q | 510 | | 232 LEFT PPP CONT SET COMMS WITH 540. | | |
| | | | | (TANKERS LEFT) x1 | | |
| 16:55 | Q | 510 | | NO MORE TANKERS PPP, CAN WE LEAVE LO? | | |
| 17:00 | Q | 540 | | 222 c/s @ @ | | |
| 17:05 | Q | 510 | | 523A c/s LEFT LOCATION. | | |
| 17:10 | Q | 520 | | 220 + 230 c/s BACK IN LOCATION | | |
| 17:25 | Q | 510 | | 530A c/s BACK IN LOCATION | | |
| 17:30 | Q | 510 | | (14) 2 AS 449 WHEN HAND AND HAS BEEN TAKEN TO GREEN HOSPITAL. (PTE) | | |
| | 530 | Q | | QUERY FROM HIGHER REF AMB TRAVELLING TO S... | | |

Date 14/08/03

Own Call Sign

①

Frequency 35800 MHz

| Time | Call To | Call From | N.R. No. | Text | Date/Time Group | Sig. Strength |
|-------|---------|-----------|----------|---|-----------------|---------------|
| | | | | Can't:- | | |
| 17:38 | ① | J30 | | DID IT HAVE AN ESCORT? UNKNOWN IF AT MOMENT. B20A, B14B WERE GIVEN TO SAME LOCATION HOWEVER, UNKNOWN IF THEY WERE TOGETHER AT TIME OF INCIDENT. | | |
| 17:44 | ① | J30 | | B20A c/s @ J42 loc | | |
| 17:46 | ① | J40 | | 3-2 5-2 (PATROL + CRIME 6-2 REPORT) 12-15 13-43 14-9 15-67 | | |
| 17:58 | ① | J30 | | 2-2 (PATROL + 3-2 CRIME REPORTS) 4-1 5-3 6-4 7-2 8-1 10-3 11-3 12-12 15-12 20-1 21-2 24-1 | | |
| 17:59 | ① | J20 | | 1208 at P57, that out of benzine, diesel, 200ccari gas. | | |
| 18:04 | ① | J30 | | B23A now back in loc. | | |
| 18:17 | J30 | J30A | | Reddy for pick up. | | |
| 18:20 | ① | J30 | | People with PANTHER | | |