

Military indexing: men and machines

Michael Forder

Arma virumque cano.

Virgil, *Aeneid*, i.1.

Introduction

These notes are intended to help in the indexing of detailed, specialist, English-language accounts of campaigns or battles and personal memoirs of participants in them, and specialized titles focusing on individual ships, military formations or units, aircraft types or armoured vehicles. The examples tend to be drawn from British practice. If anyone would like to suggest material from other contexts, please contact either the author (mforder@talk21.com) or the editor (editor@theindexer.org) with a view to preparing an updated version.

The indexer should bear in mind the needs of the probable reader who may be interested in finding material ranging from a passing mention not directly affecting the thrust of the narrative, to the detailed recording of individual aircraft registration letters desired by the retired veteran or aviation enthusiast. The index should enable readers who use it to revisit something they remember having read or research concepts that occur to them afterwards.

Ships

Warships

As this is an article about military indexing, most of the discussion relating to ships is about warships, with a brief section on merchant vessels. Some understanding of the historical 'warship' will be useful in indexing the sort of texts that come the indexer's way. It should be noted, for example, that in Britain, prior to 1558, there was no navy as such, the practice being to hire or buy merchant ships, to be 'put in fashion for war'. Only with the accession of Queen Elizabeth I did the purpose-built 'Queen's Majesty's Navy' (Rodger, 1997) begin, though its ships were sometimes hired to a private venture (albeit on semi-public business), for example the *Jesus of Lubeck* (galleon 70), captured by the Spanish at San Juan de Ulua. The practice of equipping merchant ships as 'privateers' to prey on the commerce of another nation continued alongside the building and arming of ships solely intended for the defence of the realm.

Format

The publisher's house rules or the author may require a particular format which the indexer should follow. It should also be noted that (influenced by electronic search techniques) there seems to be a growing preference for natural/direct word order with prefixes such as 'HMS' preceding the name itself, though not determining the sort order. The traditional practice, however, is to invert, placing the prefix after the name.

The name of an individual ship should be in italic, with prefixes in roman, as *Daring*, HMS, as also the possessive 's': the *Daring's* crew. Where ships have a pendant number in lieu of a name, this should also be italic: *U-977*. Classes of ships remain in roman, for example, the *Daring* class.¹

Descriptive remarks may be added, for purposes of identifying or clarification, indicating the identity and type of vessel. These might cover the nationality, type of vessel, armament, and date of launch or major rebuild.

Nationality

The nationality of warships is usually indicated by the prefix. Examples are:

- British warships since the Restoration in 1660: HMS, for example, the *Naseby* (Parliament ship) was hastily renamed HMS *Royal Charles*.
- United States warships: USS.
- British Commonwealth: HMAS (Australia), HMCS (Canada), HMNZS (New Zealand).
- Second World War navies in exile: HNLMS (Netherlands) and HNoMS (Norway).
- German navy prefixes mirror its chequered history. Kaiser Wilhelm's High Seas Fleet used SMS ('Seine Majestäts Schiff'), Hitler's ships used KMS ('Kriegs Marine Schiffe'). The Federal German navy uses FGS ('Federal German Ship').
- Other countries also have national prefixes (such as FS for French warships) but these are not widely known and are little used except when ships are gathered for international reviews.²
- Royal Maritime Auxiliary vessels providing harbour services for the Royal Navy are prefixed RMAS.
- Royal Fleet Auxiliary vessels servicing the Royal Navy are prefixed RFA.

If there is no prefix the nationality of the ship should be indicated in parentheses. It is particularly necessary to indicate nationality in the case of the 18th and 19th-century Anglo-French wars, when vessels of the same name appeared on both sides. At the battle of Trafalgar (1805), for example, there were two *Neptunes*, two *Swiftsures*, an *Achilles* and an *Achille*.

There will be cases in which nationality is self-evident, as with *Titanic* (a name seldom used before or since) and *Cambria* (a Thames barge), or the context of the book makes it clear that they are all (for example) British (*The white funnel fleet: ferries of the Bristol Channel*) or Russian (*A time to die: the Kursk disaster*).

Type of vessel

The type of ship is usually indicated in the text and should be included in the index, as with *Revenge* (galleon 46) and *Cutty Sark* (clipper).

Gunnery

In the days of sail a warship's importance depended on the number of guns carried. A 1st rate (in British practice) carried 100 guns, a 6th rate only 28, so *Victory*, HMS (1st rate 100), *Carysfort* (6th rate 28). Smaller vessels were denoted by their rig: *Pickle*, HMS (cutter 10).

Type names/abbreviations

With the change from sail to steam this gunnery classification became redundant, and the single word type description became sufficient, such as *Dreadnought*, HMS (battleship).

After the entry of the United States into the Second World War a system of type abbreviations replaced the full description, and in 1966 this became the NATO Standard Ship Designator. Examples are SSBN – Ballistic missile nuclear powered submarine, and AOR – Replenishment oiler.³

Pennant numbers

Warships also have a pennant number which is painted in large letters on the hull (except for submarines). This is useful for identification at a distance, but is primarily used as a call sign in flag or radio communications. It is not appropriate for use in an index, although the US Navy tends to add it to ship names, such as CVN 76 *Ronald Reagan*.

Merchant ships in naval service

In the First and Second World Wars merchant ships were sometimes taken over by the British Admiralty while retaining merchant service crews. These included AMC (armed merchant cruisers) and HMT (troop transport). Large numbers of trawlers and drifters were also requisitioned in both wars to act as minesweepers or boom defence vessels.

'STUFT' (ships taken up from trade) was a practice much used in the 1982 Falklands War, an example being the SS *Canberra* (liner).

Merchant ships: type prefixes

Early examples of ships other than warships to which prefixes were attached include vessels trading to the East from the 16th century to the mid-19th century (HEIC for the Honourable East India Company or VOC for the Vereenichde Nederlandsche Geoctroijeerde Oost-Indische Compagnie (Dutch United Chartered East India Company)).

Nowadays merchant ships are often differentiated by a type prefix. British examples include RMS (Royal Mail Ship – a liner on regular voyages with a contract to carry mail), SS – steamship, MV – motor vessel, and PS – paddle steamer. The latter three may also show how they are employed, for example *Torrey Canyon*, SS (oil tanker), *Black Prince*, MV (passenger ship), *Waverley*, PS (coastal cruises).

Oil tankers are often described as VLCCs (very large crude carriers) or ULCCs (ultra large crude carriers) (for vessels capable of carrying over 200,000 tons or 400,000 tons of crude oil respectively).

Date of launch or major rebuild⁴

Navies, especially the Royal Navy, and major shipping companies reused ship's names to maintain traditions: for example there have been nine *Resolutions* since 1667. In texts covering long periods of naval history, or when a name is reused shortly after the demise of its predecessor, the date of launch or major rebuild can be used to separate the vessels, as with *Ark Royal*, HMS (aircraft carrier 1950) and *Ark Royal*, HMS (aircraft carrier 1981). Thus the *Temeraire* (1798) of Turner's famous painting of 1837 is not the *Temeraire* (1759) captured from the French (Colledge, 2003).

Sort order

Names of persons and ranks

In the names of ships, names of persons and places are treated as a unit and not inverted, so *Charles de Gaulle* (French aircraft carrier) sorts under C. Following the same principle, names commencing with a rank or title are filed according to the rank or title, so *Marshal Ustinov* (Russian cruiser) and *Almirante Williams* (Chilean destroyer) would be filed under M and A respectively.

Saints, Macs and Vans

All names beginning with the word 'Saint' or foreign equivalents or any abbreviation thereof are placed together as if all were 'Saint', in order of the latter part of the name. The element 'Mac' and its abbreviated forms 'Mc' and 'M' in names, depending on house style, are sometimes sorted as written, sometimes treated as if they were all 'Mac'.

Names beginning De, D', or Van are sorted on the preposition, so *De Grasse* (French frigate), *De Neys* (South African tug), *Van Speijk* (Netherlands frigate) would be sorted under D, D and V respectively.⁵

Names commencing with initials are indexed under the surname, so *J E Bernier* (Canadian Navais tender) is sorted under B, but double-posting under J might be prudent.

The definite article ('the', 'le', 'los', 'el' and 'al')

Ships are commonly referred to as 'the *Nelson*' or 'the *Queen Mary*'; however, the article should be ignored in indexing. Occasionally, 'The' (capitalized) is an integral part of the name (such as USS *The Sullivans* (destroyer), commemorating five brothers who lost their lives in the Second World War), and the name should then be sorted under 'T'. In legal indexing, tradition has sometimes led to the inclusion of 'The' as a more or less essential part of a case name. In this case, 'The' may be included (depending on house style): but it should be ignored for sort purposes.

'Le', 'La', 'L', 'Les' or 'Los' may be capitalized as an integral part of the name, in which case they are recognized for sorting purposes. The main element is often an adjective, treated as a personification of the quality described, such as *Le Terrible* (French SSBN) (The Terrible), *La Graciosa* (Spanish sail training ship) (The Gracious). The article might also be an element in a place name, such as *Los Angeles*, USS (SSN).

Although French warships of the Napoleonic period are sometimes written in English texts as for instance *Le Redoubtable*, there is no evidence of this usage at that date. It may simply be that the translator has turned what was a lower case 'le' into the upper case 'Le' by false analogy with English practice. An exception is *L'Orient*, changed by Napoleon's order on sailing for Egypt, to emphasize his territorial aspirations.

Arabic names which include the article 'Al' or 'El' are normally sorted under 'A' and 'E', but, in common with normal indexing practice, it may be prudent to double-post them, so *Al Riyadh* (Saudi frigate) would be posted under A and R, and *El Nasser* (Egyptian frigate) under E and N.

Numbers

Names commencing with a number usually represent a significant date for the country concerned, and these are normally grouped together in the index before the letter A, so *9 de Octubre* (Ecuadorian patrol craft) would come after any entries beginning with 1 to 8. (The convention followed by some indexers of sorting numbers according to pronunciation would clearly be out of place here given that the pronunciation would vary according to the language of the name itself and of the person consulting the index.)

Aircraft*Type name/number*

Aircraft very rarely have given names, but when a name is mentioned, it should be used in italic in the index (for example, Lindbergh's *Spirit of St Louis* (an early example of sponsorship), and the *Enola Gay* (which dropped the first atom bomb)).

Aircraft are usually referred to by their type name, such as Spitfire or Flying Fortress, or type number, usually preceded by the name of the manufacturer, for example Messerschmitt Me 109 (in German books Bf 109) and Messerschmitt Me 110 (Bf 110). These should be in roman (not italic).

Where only two or three aircraft are mentioned in a book, they may appear individually as main entries, but where a multiplicity of types appear (as they would in specialist literature or accounts of air warfare), it is sensible to group them under the manufacturer's name. This accommodates the problem of aircraft types which are given a different name when sold to another air force, or an improved development of the type is produced, so the Curtiss P-40 Warhawk (USAAF), Tomahawk (RAF), and P-40D, F and K Kittyhawk (RCAF, USAAF and RNZAF) would be grouped. This technique also has the advantage of showing how the manufacturer's design concept progressed over time. The principle applies equally to military and civilian aircraft.

Service aircraft nomenclature

The following notes on service aircraft nomenclature may be helpful to the indexer unfamiliar with practice outside their own country.

Germany

A contraction of the firm which designed the aircraft, followed by a type number, such as (Junkers) Ju 88. A suffix letter indicates a sub-type, such as Ju 88A, and further modifications indicate the production of an improved series, such as Ju 88A-6. The Messerschmitt types 108, 109 and 110 appear to depart from this, as their prefix is Bf for Bayerische Flugzeugwerke, the title of the Messerschmitt company when they were designed. Few types had a name, but notable were Junkers Ju 87 'Stuka', the feared dive-bomber, and the Messerschmitt Me 262 'Sturmvogel' (jet powered) and Me 163 'Komet' (rocket powered).

Japan

Japanese Army Air Force types each had a consecutive serial number prefixed by Ki (from *Hikoki*, meaning airplane).

The Japanese Naval Air Force uses a letter-number-letter-number combination, the first letter giving the function, for instance A shows carrier-borne fighter, D shows carrier-borne bomber, and H shows flying boat. The first number gives the order the design entered service, the second letter denotes the manufacturer, for example K for Kawanishi, M for Mitsubishi and N for Nakajima, and the last number is the model version. Thus A6M2 indicates the Zero-Sen, which is a carrier-borne fighter, the sixth such type in service, built by Mitsubishi, and is the second version. Grouping aircraft under the manufacturer's name will avoid much confusion.

This complex naming system was the reason an Allied code was used for Japanese aircraft, using boys' and girls' names (such as 'Judy' for the Yokosuka D4Y Suisei dive-bomber and 'Nate' for the Nakajima Ki 27 fighter).

Soviet Union/Russia

From 1941 designations were simplified to a contraction of the designer's name followed by a design bureau series number. Abbreviated names included A. N. Tupolev ANT; S. V. Ilyushin Il; S. A. Lavochkin La; Lavochkin, Gorbunov and Gudkov LAGG; A. N. Tupolev Tu; A. I. Mikoyan and

M. I. Gurevich MiG; A. S. Yakovlev Yak. Best known during the Second World War was the Yak-9 'Stormovik' tank-buster.

As the Cold War developed NATO ascribed code names to Soviet aircraft. For example fighter MiG-25 was known as 'Foxbat', MiG-27 as 'Flogger' and long-range reconnaissance Tu-142 as 'Bear'.

United States

Until 1962 the US Army and the Navy and Marine Corps had different function codes to designate their aircraft. The US Army Air Force used a function code with type numbers consecutively allocated by the design bureau regardless of manufacturer, thus the B-24 Liberator bomber is built by Consolidated-Vultee, while the B-25 Mitchell bomber is built by North American. Under the Navy system the function code is followed by a design sequence number, then a letter identifying the manufacturer; thus the flying boat PB4Y Catalina is a patrol bomber built by Consolidated-Vultee (denoted by the letter Y) and is the fourth of its kind. In 1962 the Navy system was discontinued, as many manufacturers had been taken over, and the function codes were simplified.

Armies and land forces: formations

Military indexing involves establishing from the text to be indexed a hierarchy of the forces involved, to distinguish the various formations and units which appear as the text unfolds. A single, standardized approach is impossible as nations have varying organizations and there have been considerable changes over time. Texts may contain an Order of Battle, which will be a helpful guide to formations, though only those mentioned in the text should be indexed.

The level of indexing will depend on the depth of detail in the text and the likely user's requirements. Not all levels of formations may be needed. Accounts of campaigns, such as Russian fronts in both World Wars, will concentrate on army groups, armies and corps, while D-Day concerns army groups, armies, corps and divisions, with occasional mention of smaller units performing significant actions. More localized actions and regimental memoirs will mostly have references to cavalry/armoured regiments and infantry battalions: for example publications covering the Second Anglo-Boer War and the Falklands War.

Separate headings are required for each national army involved. Subheadings are then used to show the hierarchy of formations in descending size, which also reflects the chain of command. Sub-subheadings may then be used to show the composition of formations, which can be of help to clarify pivotal moments in a battle. Officers commanding formations where mentioned, should also have a separate entry.

Sort order

This is one of the occasions when, for a specialist readership, it is appropriate to depart from alphabetical order. As indicated above the normally preferred order is hierarchical.

The list below (based on the British War Office Army List of seniority) suggests possible main/first level subheadings in the preferred order:

- 1 **Army groups:** usually spelt out as First, Second, Third, Fourth, etc. (but sorted in numerical order). In the Second World War the Germans on the Russian front had Army Groups North, Centre and South, and in the north of France A and B, while the Russians named their groups for the scene of operations, such as Stalingrad Front.
- 2 **Armies:** usually Arabic numbers, such as 8th Army, but also spelled out (usage in the text should be followed but the sort order remains numerical); but in the American Civil War and French Napoleonic Wars they were named for their area of operations, for example Army of the Potomac, Army of Châlons.
- 3 **Corps:** British corps always have roman numbering, such as XXX Corps. Other armies may have roman numbering followed by the commander's name, such as Austrian II Corps (Liechtenstein) or arabic for Napoleon's 1st Corps (Davout). Rommel's Deutsches Afrikakorps (DAK) had no number.
- 4 **Divisions:** British divisions are numbered, often with territorial provenance, such as 51st (Highland). Other armies' divisions are named for their commander, such as the American Army of 1776 Greene's Division, French cavalry of 1859 Division de Desvaux. The German army used a numerical system, for example 21st Panzer, 84th Infanterie. If given, it may be possible to show the brigades which make up the division as subheadings of the division.
- 5 **Brigades:** British brigades are numbered, as a constituent part of a division. Other armies are usually named for their commander. If given by the author it may be possible to show the regiments or battalions which make up the brigade as sub-subheadings of the brigade.
- 6 **Battle groups:** a self-supporting unit containing its own armour, artillery and engineers, almost always named for its commander.
- 7 **Cavalry/armoured regiments:** historically the élite, until in the late 1930s most cavalry regiments were converted to armoured regiments. These regiments are units of battalion size. In the British Army Life Guards head the sort order, followed by the Royal Horse Guards (Blues and Royals), then the regular cavalry regiments using their historic names. Royal Tank Regiments were numbered 1 to 4. After the regular regiments come the Yeomanry, and Volunteer/Territorial formations linked to counties.
- 8 **Royal Artillery,** sub-units are batteries.
- 9 **Royal Horse Artillery** (later, field-gun units in armoured divisions).
- 10 **Royal Garrison Artillery,** disbanded after the First World War.
- 11 **Royal Corps of Engineers.**
- 12 **Royal Corps of Signals.**
- 13 **Infantry regiments.** British regiments were originally formations raised by a local landowner or experienced soldier, who became colonel, and the regiment was named

after him: for example, Kirke's Regiment employed at Tangier. By the time of Marlborough's wars with the French, the regiments were administered by the War Office and were serially numbered, for example 22nd Foot.

The Cardwell reforms of 1881 linked regiments to a geographical area and authorized dividing the regiments into two battalions, one to remain in Britain while the other served overseas, for example 1st Bn (28th Foot) Gloucestershire Regiment, 2nd Bn Gloucestershire Regiment. This was sometimes written as 1/28 and 2/28 (sorted under 28). The serial numbering was retained and became the basis of the Army List Seniority.⁶

Only the Canadian Army has a similar order of precedence.

This became the norm until the Second Boer War when militia or volunteer battalions were raised, later to be known as the Territorial Army. In the First World War I as many as 14 battalions were raised for some regiments, producing for example the 8th Battalion Durham Light Infantry (8/DLI). The Battalion number is ignored in sorting.

This system remained in force until the drastic amalgamations of 2004, when many famous regimental names disappeared.⁷

14 **Royal Army Service Corps** (now the Royal Logistic Corps).

15 **Royal Army Medical Corps**.

16 **Parachute Regiment**, originally three battalions.

17 **Commandos**. There were 1–4 Commando units during the Second World War, but there are now only the Royal Marines.

18 **Special Air Service (SAS)**.

Other armies

In other armies regiments were initially known by the officer who raised them or their honorary colonel-in-chief, but a numbering system quickly appeared, for example, Reed's 2nd New Hampshire Regiment, Infantry Regiment nr. 47 Graf Kinsky. In Germany regiments were numbered in order by the state of their origin, such as the 14th Bavarians; in France by their battle function, for example 11^e Chasseurs, 45^e Ligne. Modern armies tend to adopt straightforward numbering with no territorial or traditional attribute.

The United States Army had similar origins to the British. Washington's Army in 1776 consisted of volunteer territorial militia, such as the Philadelphia Associators Militia, and later the 1st to 6th Virginia Regiments. During the Civil War regiments were drawn from the Union states, but were numbered sequentially by the Department of War. In later wars recruitment was nationwide and the territorial connection was lost. The first units to land on Omaha Beach were simply the 16th and 116th Infantry Regiments.

Napoleon's *Grande Armée* was organized in divisions, each usually made up of four regiments which had 3,800 men each. A regiment had five or six battalions (each the size of a British regiment), one at the depot, and a battalion had six companies.

The Japanese Army has a similar system, in which an

infantry division has three regiments, each the equivalent of a British brigade. Each regiment is divided into three battalions: for example the 214 Regiment has 1/214 Bn, 2/214 Bn and 3/214 Bn.

Soldiers, sailors and airmen

Tables of ranks can be found at Annex II.

A problem arises when the rank of a person changes in the course of the book being indexed. The most elegant way to resolve this is to use the highest rank achieved, which will coincide with the individual's memoirs or obituary. In a detailed biography it may be more informative to treat each stage as a new heading, for example Nelson, Midshipman Horatio; Nelson, Lieutenant Horatio; Nelson, Captain Horatio, and so on.

The actual name may also change (for example when a person succeeds or is elevated to the peerage). The best practice is to use the version which occurs most, for instance Wellington, Arthur Wellesley, 1st Duke of, with a cross reference to Wellesley, Arthur, *see* Wellington.

Annex I NATO standard ship designators (selected list)

AGB	Ice breaker
AGOR	Oceanic research ship
AH	Hospital ship
AOE	Fast combat support ship
AOR	Replenishment oiler
AXS	Sail training ship
CV	Aircraft carrier
CVH	Helicopter carrier
CG	Cruiser, guided missile
DD	Destroyer
FF	Frigate
LCA	Landing craft, assault
LPD	Amphibious transport with dock
LPH	Amphibious assault ship, helicopter
LST	Landing ship, tank
MH	Minehunter
MS	Minesweeper
PBO	Patrol vessel, offshore
SSN	Submarine nuclear-powered
SSBN	Submarine ballistic missile

Notes

- ¹ *New Hart's rules*, 5.16.
- ² To be found in the headings of country pages in *Jane's fighting ships*, also http://en.wikipedia.org/wiki/ship_prefix
- ³ See Annex 1 for a selected list. A full list may be found in the preliminary pages of *Jane's fighting ships*.
- ⁴ When the outer planking of a ship became rotten, the frames and timbers were used to build a virtually new ship of the same name.
- ⁵ The Netherlands Navy has always included a ship named *Van Speijk* in memory of a gallant officer who blew his ship up to prevent capture by Belgian rebels in 1831.
- ⁶ See www.the-dicksons.org/arms/regiments181
- ⁷ See www.hmforces.co.uk/corpsandregiments

Annex II British military ranks showing equivalence (abbreviations in parentheses)

Royal Navy	Army including Royal Marine ¹ Commissioned officers	Air Force
Admiral of the Fleet (AF)	Field Marshal (FM)	Marshal of the RAF (MRAF)
Admiral (Adm)	General (Gen)	Air Chief Marshal (ACM)
Vice Admiral (Vice Adm)	Lieutenant-General (Lt-Gen)	Air Marshal (AM)
Rear Admiral (Rear Adm)	Major-General (Maj-Gen)	Air Vice Marshal (AVM)
Commodore (Cdre)	Brigadier (Brig)	Air Commodore (Air Cdre)
Captain RN (Capt) ²	Colonel (Col)	Group Captain (Gp Capt)
Commander (Cdr)	Lieutenant-Colonel (Lt-Col)	Wing Commander (Wg Cdr)
Lieutenant-Commander (Lt-Cdr)	Major (Maj)	Squadron Leader (SqN Ldr)
Lieutenant (Lt)	Captain (Capt)	Flight-Lieutenant (Fl-Lt)
Sub-Lieutenant (Sub-Lt)	Lieutenant (Lt)	Flying Officer (Flg Off)
Acting Sub-Lieutenant (A/Sub-Lt)	Second Lieutenant (2/Lt)	Pilot Officer (Plt Off)
	Senior non-commissioned officers (NCOs)	
Warrant Officer Class I (WO1)	Regimental Sergeant-Major (RSM)	Warrant Officer (WO1)
Fleet Chief Petty Officer (FCPO)	Sergeant-Major (S-M)	Warrant Officer II (WOII)
Chief Petty Officer (CPO)	Squadron/ Battery/ Troop/Company Quartermaster/Sergeant/Staff Sergeant (SqN/Bty/Trp/Coy QMS/Staff Sgt)	Flight Sergeant/Chief Technician (Flt Sgt/Ch Tec)
Petty Officer	Corporal-of-Horse (no abbreviation), Sergeant (Sgt)	Corporal (Cpl)
Leading Seaman	Lance Corporal	Leading Aircraftsman (LAC/Tech)
Able Seaman (AB)	Trooper (Tpr)/Gunner (Gnr)/Sapper (Spr)/Signalman (Sig)/Driver (Dvr)/ Technician Guardsman (Gdm)/Rifleman (Rfm)/Private (Pte)	Aircraftsman
Ordinary Seaman (obsolete)	Junior Leader (obsolete)	Junior Aircraftsman (obsolete)

Notes:

1 No hyphen for Royal Marine officers.

2 Always Captain RN, to avoid confusion with Army rank.

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Michael Forder, after service as an officer in both the Royal Navy and the Merchant Navy, gained an Open University degree and qualified as a teacher. He has been indexing since 1993, specializing in military titles, including Jane's fighting ships, the International Journal of Nautical Archaeology, The mariners' mirror and the Orders and Medals Research Society Journal.

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Annex III Specimen index

Battle of Chickamauga, 20 September 1863

Union Army of the Cumberland

Rosecrans, General William

Chief of Staff

Garfield, General James

CORPS

XIV (Thomas, Maj-Gen George)

Baird's Division

Brannan's Division

Negley's Division

XX (McCook, Maj-Gen Alexander)

Davis' Division

Johnson's Division

Sheridan's Division

Wood's Division

XXI (Crittenden, Maj-Gen Thomas)

Palmer's Division

Reynolds' Division

Van Cleeve's Division

Reserve (Granger, Maj-Gen Gordon)

Steedman's Brigade

BRIGADES

Beatty's Brigade

Buell's Brigade

Carlin's Brigade

Harker's Brigade

King's Brigade

Laibolt's Brigade

Lytle's Brigade

Martin's Brigade

Sirwell's Brigade

Stanley's Brigade

Turchin's Brigade

Van Derveer's Brigade

Walworth's Brigade

Wilder's Brigade

Wilich's Brigade

REGIMENTS

8th Kentucky Regiment

9th Ohio Regiment (Prussian)

15th United States Regiment

15th Wisconsin Regiment (Scandinavian)

16th United States Regiment

17th Kentucky Regiment

18th United States Regiment

19th Illinois Regiment

19th Ohio Regiment

21st Michigan Regiment

21st Ohio Regiment

22nd Illinois Regiment

25th Illinois Regiment

27th Illinois Regiment

29th Indiana Regiment

31st Ohio Regiment

35th Ohio Regiment

39th Indiana Regiment

42nd Indiana Regiment

44th Indiana Regiment

51st Illinois Regiment

51st Ohio Regiment

74th Ohio Regiment

79th Indiana Regiment

82nd Indiana Regiment

98th Illinois Regiment

100th Illinois Regiment

115th Illinois Regiment

125th Ohio Volunteers

140th Ohio Regiment

ARTILLERY, Chief of, Mendenhall, Major John

1st Michigan Battery

1st Missouri Light Artillery

18th Indiana Battery

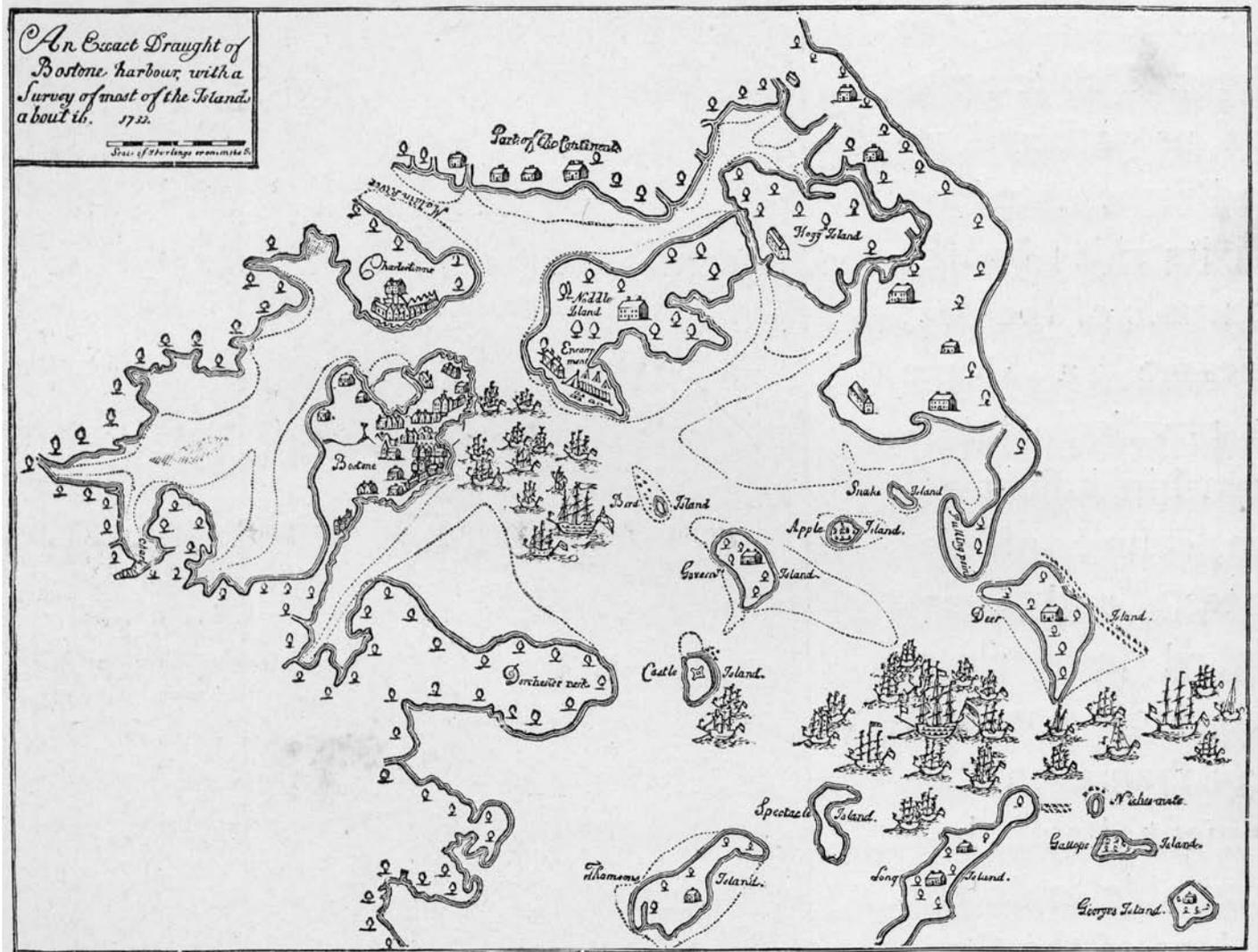
26th Pennsylvania Battery

Battery H, Fifth Artillery

Bridges' (Illinois) Battery

CAVALRY, Mitchell, Brig-Gen Robert

ENGINEERS, 1st Michigan Engineers and mechanics



Boston Harbour in 1733. Image from the Probert Encyclopaedia, www.probertencyclopaedia.com