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Trucial Oman Scouts
Mu'askar al Murqaab
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G 1408

24th June 1969

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TRUCIAL OMAN SCOUTS HANDBOOK

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TRUCIAL OMAN SCOUTS - HANDBOOK

24 June 1969

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HISTORICAL BACKGROUND TO THE TRUCIAL STATES

Early History

1. The South East corner of the ARABIAN PENINSULA has, from earliest times, been called OMAN. That portion of it which faces the PERSIAN GULF is called the COAST OF OMAN. (The Arabic title of the TOS is "Jat Sahil Uman" - "Force of the Coast of Oman")
2. The first inhabitants are believed to have been of MEDITERRANEAN origin. These were followed by the migratory streams of Arab tribes, one coming from the YEMEN through the HADRAMAUT and the other coming from North ARABIA. These gradually settled over the whole area, providing the basis of the tribes of today. The earlier settlers were pushed into the MUSANDAM PENINSULA where they still exist as the SAHILI tribe, sections of which still retain their own language and customs.
3. In 530 BC came the first of four periods of PERSIAN domination of the area. The others (540, 1256 and 1737 AD) were to bring certain features of PERSIAN civilisation which were to help some of the nomads to settle as cultivators. Among these features are underground water irrigation channels (Arabic: FALAJ) which still exist today.
4. ISLAM came to the area during the first muslim expansion across the ARABIAN PENINSULA after the death of the Prophet, MUHAMMED, in 632 AD. Certain of the tribes were to have their religion strengthened by the zealous WAHABIS of SAUDI ARABIA who dominated the interior in the nineteenth century.

The Maritime Truces

5. In the seventeenth century BRITAIN first came to the PERSIAN GULF, looking for outlets for trade from the EAST INDIA COMPANY. At first she was in competition with the PORTUGUESE, then the DUTCH and finally the FRENCH. It was not until FRENCH power in the area was broken by the capture of MAURITIUS in 1809 that she could turn her attention to a pressing problem, that of the pirates in the PERSIAN GULF.
 6. The most adventurous of the pirates in the GULF came from the COAST OF OMAN; so much so that it was known to many people as the PIRATE COAST. At this time there were five separate Sheikhdoms along the coast, ABU DHABI, DUBAI, SHARJAH, AJMAN and UMM AL QUWAIN. Paramount among the pirates were the QAWASIM (pronounced JAWASIM) of SHARJAH. Operating in shallow-draft, fast dhows, well fitted with cannon, they were the terror of merchant shipping, neither giving nor expecting quarter. They were difficult to catch at sea and their bases, in shallow uncharted creeks defended by forts and cannon, required a full scale expedition to assail. From time to time small punitive expeditions were sent which, although successful at the time, failed to stop piracy altogether.
 7. In 1819 a powerful expedition set out from BOMBAY to seize the main pirate stronghold at RAS AL KHAIMAH, then part of the Sheikhdom of SHARJAH. The force arrived off the coast in December of that year, and, after a six day struggle, the port was taken, its defences demolished and the majority of its ships destroyed. This was followed early in 1820 by a GENERAL TREATY OF PEACE signed, separately, by the five ruling Sheikhs. The first article of this treaty pledged each Sheikhdom to refrain from piracy but permitted lawful warfare at sea.
- Following the signing of the treaty there were few acts of piracy. However, before fifteen years had passed it was obvious that "lawful warfare" was continually degenerating into indiscriminate piracy and a stronger treaty was required. In 1835 the Rulers agreed to a MARITIME TRUCE on all forms of warfare at sea to cover the period of that year's pearl fishing season. This truce was renewed annually until 1843 when a ten year truce brought peace to the sea until 1853. In that year a PERPETUAL MARITIME TRUCE was agreed by the five States. From this period onwards the coast became known as TRUCIAL OMAN and the Sheikhdoms as the TRUCIAL STATES.

9. For many years prior to this date much of the interior of Trucial Oman has been dominated by the WAHABIS from what is now SAUDI ARABIA. From 1800 onwards they occupied BURAIMI oasis for various periods. They were finally expelled from the oasis by a MUSCATI force in 1869.

The Exclusive Agreements

10. In 1892, following certain intrigues by PERSIAN, TURKISH and FRENCH agents on the TRUCIAL COAST, the ruling Sheikhs, then six in number owing to the establishment of a separate Sheikhdom of RAS AL KHAIMAH, and the Ruler of BAHRAIN signed EXCLUSIVE AGREEMENTS with the British Government which bound themselves and their heirs:

- a. NOT to treat with any power other than the British Government.
- b. NOT to consent to the residence of any foreign agents in their territory without the assent of the British Government.
- c. NOT to cede, sell or otherwise give for occupation any part of their territory save to the British Government.

The Twentieth Century

11. From 1892 on the British Government became more closely concerned in the affairs of the TRUCIAL STATES than before. At first they carefully avoided becoming involved in internal affairs, which were largely a story of assassination, tribal raids, and wars between the States. However from the 1930s onwards a deeper concern was shown in internal matters with the establishment of air communications, part of Imperial Airways link to INDIA, and the negotiation of oil concessions in the TRUCIAL STATES. A British Political Officer was appointed in 1939 to the office which had been previously filled by an Arab Residency Agent in SHARJAH.

12. Wars between SHARJAH and DUBAI in 1940 and DUBAI and ABU DHABI in 1945-48, constant tribal raiding, abductions into slavery and armed robbery during this period gave concern for the security of oil company parties and other foreigners apart from the humanitarian need to bring some form of peace to such a troubled area. In 1950 the British Government agreed to establish a small levy force on the coast.

13. In 1952 the TRUCIAL STATES COUNCIL was formed. This is a Council of the Rulers which meets once or twice a year to discuss matters of mutual interest, such as the spending of development funds, nationality laws and travel documents. At the first meeting of the council the Ruler of the newly recognised State of FUJEIRAH was presented to the other six Rulers. In the same year a small SAUDI force established itself in the BURAIMI Oasis, renewing their claims to sovereignty. The blockade and expulsion of this force by The Scouts is recorded in the History of The Scouts.

14. Since 1950 the development of TRUCIAL OMAN has been considerable. Peace and security have come to the area. Motor transport has opened up the interior to trade. DUBAI, with its large dhow harbour has had a trade boom that has brought considerable prosperity to the town. Oil has been discovered in Abu Dhabi and Dubai, and is being looked for elsewhere. The first oil was exported from BAS ISLAND in July 1962. A hospital at DUBAI and clinics throughout the coast have brought medical relief to the people. Some schools, including a trade school, have been established. An agricultural trials station and school is teaching new methods of cultivation. All this, however, can only be considered a start from which much remains to be done.

A SHORT HISTORY OF THE TRUCIAL OMAN SCOUTS

INTRODUCTION

1. The Force, first known as The Trucial Oman Levies (TOL), was raised in 1951 by Major Hankin-Turvin, a contract Officer appointed by the Foreign Office to command it. It was then a small force of some 60 Arab soldiers and its task was to provide a degree of security and safety to those resident or travelling in the country for whom Her Majesty's Government was responsible.

SAUDI THREAT

2. Next year, a major event in local history ensured that the Levies should increase in potential and in significance. The Sa'udis attempted by a coup de main to make acceptable to Abu Dhabi and Muscat their long standing claim to the Buraimi Oasis. A small party of about 40 Sa'udi soldiers under Turki bin 'Ataishan moved into Hamsa village. The Sultan's reaction was understandably hostile and he at once raised a force of local tribesmen to evict the invaders. Such precipitate action was, however, thwarted by Her Majesty's Government, who, less excitably, began to expand the Levies.

3. The first and immediate step was not a success; a squadron from the Aden Protectorate Levies (APL) had to be returned hurriedly to Aden after a mutinous incident in which two British Officers died. But expansion continued with increased recruitment from the local tribes and a change of status occurred. Hitherto the Levies had been a Foreign Office concern, paid by them and officered by men of their choice. It was now to come under the War Office direction, officered by regulars on secondment, and the burden of payment shared by both departments.

4. With the expansion came action. Hamasa was blockaded and the Sa'udis contained. But they had friends close at hand. The Shaikh of the Bani Ka'ab tribe to the North, 'Ubaid bin Jum'a, raised his tribe and attacked the Levies supply route. A battle ensued, 'Ubaid bin Jum'a was deposed and forced to flee for protection to Hamasa.

BURAIMI

5. The matter of ownership of the Buraimi Oasis went for arbitration in Geneva. As a preliminary to negotiations a neutral zone was set up around the oasis from which it was agreed that both the Sa'udis and Levies should withdraw, leaving in their stead small parties of one Officer and 15 men from each side. The negotiations dragged on for about a year before coming to a premature and unsatisfactory end and Her Majesty's Government decided to re-occupy Buraimi by force. On 26th October, 1955, the Sa'udis, assisted by 'Ubaid bin Jum'a and his own loyal following, resisted in vain the Levies assault and the oasis was restored to its previous ownership.

TRUCIAL OMAN SCOUTS

6. On the re-establishment of the Riyadh Line the Levies, now, at the instigation of the Political Resident, known as the Trucial Oman Scouts (TOS) re-deployed to enable them to afford protection to the Oil Company, then operating in Abu Dhabi territory, against a possible invasion from the West. To meet this requirement the strength was increased from three squadrons to five and the number of British Officers was almost doubled.

7. Early in 1957 tension between the States of Ras al Khaimah and Fujairah, caused by an unresolved boundary dispute, gave rise to anxiety and for the first time a squadron of Scouts was posted into the North Eastern territory.

~~SECRET~~

MUSCAT OPERATIONS

8. In July of the same year the Muscat Armed Forces (SAF) suffered a severe reverse in the hands of the rebels in Oman under the leadership of Talib bin 'Ali, the Imam's brother. The Scouts with a composite British Force under Brigadier J.A.R. ROBERTSON were sent to OMAN to assist and by the end of August had succeeded in re-imposing the Sultan's authority, except on the high summit of Jabal Akhdar itself.

9. Throughout the remainder of that year and 1958 the rebels waged a guerrilla campaign against the Sultan's Armed Forces and the detachments of Scouts who went to their assistance. Within the frontiers of the Trucial States the Scouts continued their effective patrolling, aimed at preventing inter-tribal strife and discouraging gun runners. The Training Centre at Manama was started and, with a slightly larger cadre of British NCOs teaching them the way, the level of efficiency in the Force reached a new height.

10. During December 1958 and January 1959, the Scouts, in co-operation with the Sultan's Armed Forces and the Special Air Service, were once more engaged against the Omani rebels. This time with more success: Talib, the Imam Ghali and Sulaiman bin Himyar, paramount Sheikh of the Bani Riyam, fled to Sa'udi Arabia and the rebel forces were dispersed from the Jabal Akhdar.

11. From 1957 to 1959 there was a squadron stationed at Ibri for patrolling and security duties. After the Sultan's Armed Forces took this commitment over in April 1959 the Scouts continued to send patrols into Northern Oman until February 1961.

Since 1959

12. In May 1959 a shooting war broke out between Fujeirah and Ras al Khaimah tribesmen in the hill area North of Masafi. The TOS were moved in to put a stop to the fighting. Since that time there has always been a Scouts squadron at Masafi.

13. August 1960 saw the formation of the Desert Regiment, a grouping of, at that time, two squadrons under a mobile Regimental Headquarters. The Regimental Headquarters was established at Idhen, North of Manama, and the two squadrons, D and X, were at Ghail and Khatt respectively with the 3 in Mortar Troop at Masafi. The concept of the Desert Regiment was found to be cumbersome for both command and administration and in September 1961 it was disbanded.

14. In the autumn of 1961 a new establishment of the TOS was written. This reduced the number of Headquarters and simplified command, control and administration. The number of squadrons was fixed at five but their strength was considerably increased. On orders from Headquarters Middle East the Force reorganised onto the new establishment in October 1961. A Support Group was formed and the administrative services reorganised for field operations.

15. 1961 ended with a full scale exercise in the West of the Trucial States in which the Force practiced its field roles. At the end of the year and beginning of 1962 the Force operated in support of the civil authority by controlling an outbreak of smallpox (25,000 civilians were vaccinated) and successfully combating a plague of locusts.

INTERNAL SECURITY

16. The major role of the TOS is to keep the peace throughout the Trucial States. This is achieved by continual patrolling by sub units on a programme co-ordinated by Force Headquarters; by this means the confidence of the Rulers, Walis and people has been gained and peace has been maintained in the Trucial States.

TASKS OF THE TRUCIAL OMAN SCOUTS

In accordance with the Directive of the Political Resident, Persian Gulf, dated 5th October 1967 the tasks of the Trucial Oman Scouts are as follows:-

- a. To assist in the maintenance, good order and internal security in the Trucial States and to protect the Trucial States from armed incursion, hostile infiltration and subversion.
- b. To gather all manner of intelligence relevant to the maintenance of the security of the Trucial States; and by liaison with the Sultan's Armed Forces in Muscat and Oman, with the Abu Dhabi Defence Force and with local police forces, to exchange with them intelligence on the area which is of mutual concern. Priorities and special intelligence targets will be laid down from time to time by JIG (Gulf) or by LIC's Dubai and Abu Dhabi
- c. To prevent and detect criminal offences by any person in those parts of the Trucial States in which the Force is authorised to operate, in the exercise of the powers conferred by King's Regulation No. 1 of 1951.
(Note: Detection and prevention of ordinary criminal activities are primarily the responsibility of the local police forces, with whom all ranks are to cooperate when required. Members of The Scouts have, however, under Articles 4 and 7 of King's Regulation No. 1 of 1951, powers of arrest and search in certain circumstances. These powers are not to be exercised without the specific authority of the Political Agent or Ruler concerned unless an Officer is satisfied that the urgency of the situation demands it. When any person is arrested in the exercise of these powers, instructions for his disposal are to be sought in accordance with Article 6 of the King's Regulation 1951.)
- d. To cooperate and maintain liaison with British naval, army and air forces in the area and with the Abu Dhabi Defence Force.
- e. When so required, to provide an escort for British Political Representatives travelling in the Trucial States.
- f. To assist the Civil Power in natural disasters.
- g. To advise the Political Agents, Dubai and Abu Dhabi, on military and security matters, and to coordinate action decided upon with any police and local security forces involved.

STATE BRIEF I - ABU DHABI

RULER. Shaikh Zaid bin Sultan al Nahayan.

1. In August, 1966, Shaikh SHAKEBUT bin Sultan was deposed by a family coup and Shaikh Zaid was recognised by HMG as being the new Ruler. Shaikh SHAKEBUT had ruled since 1928 and had in recent years failed to use any of his wealth from oil revenues to the benefit of his country.

TOPOGRAPHY. (Approx. size 26,000 square miles)

2. It is the largest of the Trucial States with an area approximately the size of WALES. The coastal strip consists of a SUEKHAT belt which runs almost from the DUBAI border to QATAR. Its width varies between five and ten miles except in the far West where the SUEKHAT MATTI extends some sixty miles inland to the Southern ABU DHABI border with SAUDI ARABIA. After rain SUEKHAT can become an impassible morass.

3. The extreme Western tip between the SUEKHAT MATTI and QATAR consists of a stony plateau, kept reasonably clear of sand by wind action.

4. The rest of the State consists of sand dunes which rise steadily as they get further from the coast. In the Western part of the State the grain of the land runs roughly North-South. However, this gradually changes direction towards the East where N. - SE direction of the dunes becomes more pronounced. In the SE they are interspersed with long SUEKHAT strips. Going is relatively easy along the grain of the dunes.

5. Water is scarce in most of this area with the exception of the LIWA hollows in the South and the BURAIMI Oasis in the East.

POPULATION. (Approx. population 45,000.)

6. Much of this total is to be found in ABU DHABI town and the BURAIMI Oasis. As the country develops there is a growing ex patriot population of labourers.

TRIBES.

7. BANI YAS.

One of the principal tribes of Oman, to be found largely on the Gulf coast and roaming the hinterland. The Rulers of both ABU DHABI and DUBAI, come from this tribe, their sub sections being al BU FALAH and al BU FALASAH, respectively. A large important sub section of the BANI YAS is the MAZARI, primarily found in the LIWA area.

8. MANASIR.

Principal nomadic tribe of ABU DHABI. They cover all the Southern portion of the State and own date gardens in the LIWA.

9. AWAMIR.

An important tribe of Oman of which the ABU DHABI section is only a third. They cover much of the state but extend far beyond its borders. They are considered to have the best knowledge of the sands. They live peacefully with the MANASIR.

10. DHAWAHIR.

A less nomadic tribe than those mentioned above. They are found in the BURAIMI area.

11. NA'IM.

A very ancient Arabian tribe with connections and affiliations throughout Oman. The Ruling family of AJMAN come from this tribe. Unlike all the other tribes mentioned above which come under the group heading HINAWI, the NA'IM are GHAFIRI. This difference stems from a major civil war in Oman in the

18th Century. All tribes in the Trucial States belong to one side or the other. The differences still cause friction or are made the excuse for disputes.

OIL.

12. OFF SHORE

Offshore exploration was started in 1957 with DAS ISLAND being used as the field headquarters. The UMM SHAIK field was discovered and was in production by 1962. The ZAKUM field was discovered shortly afterwards and both are now in production. The AL BUNDUQ field has been located but has not yet been developed. Rough production figures in millions of long tons are shown below:-

1962	1963	1964	1965	1966	1967
1½	3	2.9	4.3	5	6

13. OWNERSHIP

The operating company is ABU DHABI MARINE AREAS (ADMA). BP has a 2/3 interest and Compagnie Francaise des Petroles an interest of 1/3.

14. ONSHORE

Exploration on shore started in 1948. Oil was found in 1953 when MURBAN 1 was drilled. The high concentration of Hydrogen Sulphide in the crude oil rendered it dangerous. One British mud engineer was killed in a rig explosion. However, it was established that substantial reserves of oil existed when MURBAN 2 was drilled at the end of 1958.

15. The two onshore fields in production are MURBAN and BU HASA, both of which are linked by pipe line to the tanker terminal at Jebel DHANNA. A further field, the ABU JIDU field is being developed at the moment. The field headquarters is at TARIF. Rough production figures in millions of long tons are shown below:

1964	1965	1966	1967
5.9	9	12.1	12.2

16. OWNERSHIP

The operating company is ABU DHABI PETROLEUM COMPANY (ADPC). SHELL, BP, Compagnie Francaise des Petroles and the Near East Development Corporation (US) all have a 23½% interest. The remaining 5% is owned by GULBENKIAN.

17. ABU DHABI is thought to have the largest oil reserves in the world for its size. It has certainly a higher per capita income than any other country. The Ruler is getting approximately 50 million pounds sterling a year from oil revenues. It is thought that his income will reach 100 million pounds sterling by 1970.

18. Exploration is also being carried out by other oil companies in areas relinquished by ADMA and ADPC. Two onshore (PHILLIPS/AMINOL/AGIP and a Japanese Consortium) and one offshore (MITSUBISHI).

/ DEVELOPMENT.

DEVELOPMENT

18. Under the previous Ruler, Shaikh SNAKEBUT, little use was made of the money from oil revenues. However, a police force and the Abu Dhabi Defence Force were founded by him.

19. The present Ruler has embarked on a five year development plan which includes the building of roads, houses, power stations, hospitals and a deep water port. He is acutely aware of the need for fresh water. A pipe line has been constructed from BURAIMI to ABU DHABI, and contracts have been awarded for the construction of large distillation plants in ABU DHABI town.

20. Money is also to be spent on encouraging local industry, thus diversifying the economy which is at present entirely dependent on the export of crude oil. The projects include a cement factory, a refinery, petrochemical plants, textile production, fishing and pearl diving.

PROBLEMS OF THE AREA.

21. Much of ABU DHABI State is the subject of a territorial claim by SAUDI ARABIA. The last manifestation of this was the occupation of a fort in the BURAIMI Oasis on ABU DHABI territory in 1952. Since then the claim has been in abeyance. It is alleged that ARAMCO do not respect the border and have been prospecting just inside ABU DHABI territory. However, the exact line of the border is difficult to establish in this region.

22. Though ABU DHABI lives in harmony with its neighbours, there have been minor frictions with the SULTAN of MUSCAT, over the Eastern border, especially the BURAIMI Oasis. The exact alignment of the border in the North with Dubai and SHARJAH is in dispute.

STATE BRIEF II - DUBAI

RULER. Sh. RASHID bin SAID al MAKTOOM.

1. Sh. RASHID has been the Ruler since 1958. However, his father became senile before he died and he acted as Regent for some time before his death. The growth and development of the town of DUBAI is almost completely due to his financial genius. His daughter Shaikha ~~MARIAM~~ is married to the Ruler of QATAR.

TOPOGRAPHY. (Approximate size 1,500 square miles)

2. DUBAI has a narrow subkhat strip along the coast, with one major creek which is the best natural harbour in the southern Gulf.

3. The hinterland is all sand desert consisting of low to medium dunes which run roughly NE to SW.

4. Water is reasonably abundant throughout most of the state but is at its best about 10 miles inland from the capital where a garden area has been created.

5. DUBAI has a dependency on the southern frontier with MUSCAT in the wadi HATTA of approximately 35 square miles.

POPULATION. (Approximate total population 60,000)

6. Most of this is to be found in the town of DUBAI. There is a large expatriate population of labourers, clerks, merchant traders and Europeans in managerial or advisory capacities. A rough breakdown of nationalities in the town shows that local Arabs number approximately 45%, Persians probably are the largest expatriate group being over 15% of the total.

TRIBES

7. BANI YAS

They form the majority of the population, specially the al-BU FALASAH section from which the Ruler comes. Also the MAZARI section of the tribe. (See State Brief I).

8. Most of the small remainder are either MANASIR or BANI QITAB, a breakaway group from the MANASIR who roam the SHARJAH, DUBAI and Northern ABU DHABI steppes. Their centre is DHAID in SHARJAH territory.

9. The wadi HATTA area in DUBAI's dependency is mostly inhabited by BIDUWAT, a small mountain tribe who are largely settled. Living in the same area are some BANI KA'AB, a large MUSCATI tribe who are semi nomadic.

INCOME

10. OIL.

DUBAI at the time of writing, is not an oil producing state. In 1966 an offshore find was announced which was called the al FATAH field. It should be in production by early 1969. In 1964 the offshore and onshore oil companies merged and the Dubai Petroleum Company was formed. It is formed mainly by CONTINENTAL OIL (35%), BP (33%), CFP (17%). The anticipated income to the Ruler on the first year of production is approximately 7 million pounds sterling.

TRADE.

11. The importance of DUBAI as a port began in 1904 when British India first included the port on their scheduled services. Even then at least 20 steamships a year called in. In the early fifties the Ruler had the creek professionally surveyed by Sir William Haldrow & Partners and dredged by Overseas Ast. DUBAI now handles at least 40 ships a month.

12. Much of DUBAI's trade has grown up as a result of the poverty of the Indian sub continent for which DUBAI is an entrepot, reselling goods primarily from Europe and Japan.

13. GOLD. This is the most important single item of trade and the principal reason for DUBAI's wealth. DUBAI has become the third largest gold market in the world, retailing gold bought in Europe to India and Pakistan. The gold enters DUBAI legally and is then shipped across the gulf in local craft, only becoming illegal on entry into the territorial waters of the recipient country. In 1967 approximately 45 million pounds sterling of gold were purchased on the LONDON BULLION MARKET. The average profit to the ordinary investor varies but can be as high as 65%, with the gold syndicate owners making more.

DEVELOPMENT

14. It is the Rulers far sightedness and financial acumen that are responsible for DUBAI being the principal town of the Southern Gulf. The state income is considerably less than that of ABU DHABI.

15. The town has a viable municipality, health service and fire brigade. Also a reliable Water Company and Electricity Company. The police force is dealt with in a separate Annex. Its shops and amenities cater for most of the needs of its diverse population.

16. The steady increase of trade and passenger requirements have necessitated the construction of a Deep Water Port and the expansion of the airport which currently handles some 30 aircraft a week. The town is perpetually expanding and projects are in hand to develop the internal road network and to build suburban roads.

17. Most of the world's major firms are represented by local managers or agents. Light industry is expanding under private enterprise.

PROBLEMS OF THE AREA

18. The frontier with ABU DHABI has never been properly settled but this has not caused any recent friction.

19. Friction has always existed between DUBAI and ABU DHABI since the DUBAI section of the BANI YAS broke away from the remainder in 1833. The last open war between the two states was in 1948 which DUBAI won without difficulty. The current rivalry is a more personal one between the two Rulers.

20. As in SHARJAH the growing numbers of expatriate labour are a threat to internal peace. It was largely they who rioted in June '67.

21. Despite the fact that the BANI YAS and the MANASIR are HINAWI, while the BANI QITAB are GHAFIRI they live peacefully with one another.

STATE BRIEF III - SHARJAH

RULER. Shaikh KHALID bin MOHAMMED al QASIMI.

1. The present Ruler came to power in 1965 after his cousin, Shaikh SAQR bin SULTAN had been deposed by a family coup. By SAQR's misuse of the limited state revenue, SHARJAH stood still while DUBAI expanded and grew in wealth.

TOPOGRAPHY. (Approx. area 1,300 square miles)

2. SHARJAH has a narrow SUEKHAT strip along the coast, never being more than about 3 miles deep. The coast is much intersected by creeks and tidal channels. SHARJAH creek is used as a port but a sand bar across its mouth severely limits its capacity.

3. The hinterland is sand desert with low to medium dunes, much as DUBAI. This becomes gravel plain along the eastern border which runs along the line of foothills. This is a fertile, well watered area, rich in gardens and natural shrub. It is intersected by innumerable wadis running East-West. Movement in this area is good though uncomfortable across the grain of the land. When the wadis are in spate movement is extremely hazardous.

4. SHARJAH has three dependencies on the East Coast (the SHAMALEEYA, incorrectly referred to as the BATINAH) these are a relic of the days when the whole coast was under SHARJAH Rule. From North to South they are:

HUSN DIBBA	approx.	6 sq. miles
KHOR FAKKAN	approx.	40 sq. miles
KALBA	approx.	55 sq. miles.

The area consists of rugged, crumbling mountains rising in places to 2,500 feet, intersected by wadis, with gravel beds and rich soil. The KALBA dependency has a narrow SUEKHAT belt on the coast.

POPULATION. (Approx. population 30,000)

5. The majority of these are in the town of SHARJAH. The two other towns of any size are KHOR FAKKAN and DHAID, each with a population of about 2,000. SHARJAH town has a large ex-patriot community which is largely Pakistani and Indian.

TRIBES.

6. QAWASIM.

The tribe of the Ruling Family of SHARJAH and RAS AL KHAIMAH. Originally they were the most prominent tribe/family of the Southern Gulf, ruling as equals with the Ruler of MUSCAT. Their heyday was the early part of the 19th Century when their large pirate fleet was raiding as far afield as the Red Sea. They are now relatively small in number but still command the loyalty of most of the tribes from the Northern Trucial States.

7. BANI YAS.

Comprise much of the remaining Arab population of SHARJAH town area. They are mostly settled fishermen.

8. BANI QITAB.

They are the principal tribe of the SHARJAH sand desert. They are semi-nomadic and based at DHAID. A smaller tribe that roves the same area are the TUNAJI. They are both GHAFIRI.

9. MAQBIYIN.

9. NAQBIYIN.

There are many small tribes in the mountain areas and dependencies. The principal tribe is the NAQBIYIN who are to be found in KHOR FAKKAN, KALBA and HUSN DIBBA. They are all settled and are either fishermen or gardeners. Nearly all these tribes are GHAFIRI.

INCOME.

10. SHARJAH's main source of income is the rent derived from the British base and airfield which is 150,000 pounds sterling annually. Water is sold both to the BTS Camp and the Scouts HQ. The existence of British Troops has increased the general trade in the town.

11. No oil has been found in commercial quantities in SHARJAH State. SHELL have just bought the concession, formerly held by MECOM Oil, and will conduct a new survey.

12. Like the other "have not" States SHARJAH gets a certain income from the sale of Postage Stamps, driving licences and passports.

DEVELOPMENT.

13. Due to lack of money and the mal-administration of the previous Ruler, Sh. SAQR bin SULTAN, SHARJAH has lagged a long way behind DUBAI.

14. Through gifts from IMG and the other Rulers the main town has certain amenities. It has a Municipality and a reasonably reliable water and electricity company. A deep water jetty and civil airport terminal are being constructed at the moment but lack of money may hamper completion. The road systems presented by SAUDI ARABIA and ABU DHABI are nearing completion and will give the town internal roads, a link out to DHAID and a road to RAS AL KHAIMAH. A 70 bed hospital is under construction, paid for by the TSDO and merchants.

15. KHOR FAKKAN is being opened up as a town. It is the best harbour on the Eastern coast and its facilities are being improved by the construction of a jetty.

PROBLEMS OF THE AREA

16. Most of SHARJAH's borders are ill defined and some are in active dispute. SHARJAH is GHAFIRI territory whereas many of her neighbours are HINAWI. This applies particularly on the East coast where her dependencies are surrounded by FUJAIRA, a traditional enemy. The most notable area for disputes is DIBBA where there have been over a 100 incidents in the last three years.

17. SHARJAH has a long standing rivalry with DUBAI compared to whom she is now very much a poor relation, having once been the principal centre of trade and commerce. Within the last twenty years there has been an active war between the two states across the frontier, though incidents today are rare.

18. The large expatriot population and the glut of white collar workers, products of the Kuwaiti schools, could cause an internal security problem in the future.

STATE BRIEF IV -- RA'S AL KHAIMA

RULER. Shaikh SAQR bin MOHAMED al QASIMI.

1. The present Ruler came to power in 1948, by a coup d'etat taking over from his uncle who had been on the throne since 1921. He was exiled in 1961. The Ruler is a cousin of the Ruler of SHARJAH.

TOPOGRAPHY. (Approx. area 350 sq. miles)

2. The State is divided into two. The Northern part is approximately 400 sq. miles and the Southern 250 sq. miles.

3. There is a narrow coastal SUKHAT strip, much intersected by creeks and tidal inlets. The principal creek has the capital town built around its mouth.

4. The Northern part of the state stretches south along the foothills of the mountain range with a fertile belt of gravel plain, apart from one large bite belonging to FUJAIRA. The Western side is medium desert.

5. The Southern part of the state is almost completely mountainous. It stretches from the watershed of the mountain range East to the foothills. The gravel plain belongs to SHARJAH.

6. Water is reasonably plentiful throughout the area.

POPULATION. (Approx. population 20,000)

7. Most of these are contained in the Northern part of the State being reasonably well spread over the fertile gravel plain. There are quite sizeable settlements at JAZIRAT al HAMRA, RAMS and SHA'ARM. There is a small but growing expatriate coelic community.

TRIBES

8. QASIMI

The Ruling family of RA'S AL KHAIMA. Not a very numerous tribe but commanding the loyalty of many others. They are found mostly in the town area which has a mixed population including some BANI YAS. The State is predominately GHAFIRI. (See State Brief III).

9. KHAWATIR

A semi nomadic tribe in the area of IDHIM and KHATT. They are probably the largest individual tribe in the State. There are also two small Bedu tribes who roam the Western sand area. They are all GHAFIRI.

10. NAQIYYIN

They are to be found on the plain and in the foothills and are mostly settled cultivators. They are GHAFIRI.

11. MIZARI & MAHARIZAH.

These are two of the many small mountain tribes, but ones whose names frequently occur in disputes. The MIZARI come from the area of FARA, the MAHARIZAH from MASAFI. They are both GHAFIRI.

12. SHIHU

Primarily a MUSCATI tribe who inhabit the MUSSANDAM, but they overflow their borders into the area of RAMS, SHA'AM and to the south KHATT. They are thought to be the original inhabitants of the peninsular. They are a fierce tribe of hill people who speak their own dialect. They are HINAMI and flaunt this on occasions when the Ruler is trying to impose his will on them against their wishes. Though those settled in RA'S AL KHAIMA territory are undoubtedly citizens of RA'S AL KHAIMA state at times of stress they openly declare for the SULTAN OF MUSCAT.

13. HABUS

A section of the SHIHU who have drifted away from the main tribe. They live in the foothills back from the coast almost entirely within the boundaries of RA'S AL KHAIMA. They are also HINAMI.

INCOME

14. RA'S AL KHAIMA has leased her off-shore concessions to Union Oil of California who have started drilling 25 miles off shore. They are optimistic of making a strike. Southern Natural Gas have a 20% ownership. No on-shore concession has been granted since it was relinquished by Union Oil.

15. Apart from rent for concession areas, there is no State income of any worth. Some income is derived from the sale of postage stamps, about QDR 750,000, and driving licences and passports.

DEVELOPMENT

16. The capital's state of development is much the same as SHARJAH except that it does not have the benefit of DUBAI's proximity or a British base.

17. A town council has been established and there is a state water, electricity and telephone company. The port serves little more than the needs of the town but the creek is being improved. A 50 bed T.S.D.O. hospital will be completed shortly.

18. An agricultural trials station has been established at DIQ DAQQA. It has taught local farmers modern techniques and increased the range of their produce. A commune has been formed to handle the sale and distribution of fruit and vegetables which find a market in DUBAI and SHARJAH.

19. A road is under construction to link RA'S AL KHAIMA with DUBAI and SHARJAH. It will also connect the small towns along the coast. This is a gift from SAUDI ARABIA.

PROBLEMS OF THE AREA

20. The Ruler's relations with the SHIHU and HABUS are poor. Under the previous Ruler they lived in harmony with the rest of the State, but they now stress the fact that they are HINAMI and traditionally opposed to the Ruler. This is a purely internal problem but has become the responsibility of the Scouts when the RA'S AL KHAIMA police have been unable to cope.

21. Like SHARJAH.

21. Like SHARJAH, much of RA'S AL KHAIMA State has a common border with FUJAIRA, which is a constant source of friction. The key trouble spots of the area are:-

- (a) MASAFI where the village is split between the two states.
- (b) ASSIMAH, raised to the ground in 1959 by the inhabitants of the FUJAIRA village of TAYIBA.
- (c) FARA, a cultivated area at the mouth of the Wadi SIDR which belongs to FUJAIRA.

22. Because the town is relatively small and well spread out and the expatriot community is not yet numerous, there is no great threat to internal security other than the problems mentioned in para. 20.

STATE BRIEF V - AJMAN

RULER Sh. RASHID BIN HUMAID AL NAIMI.

1. The Ruler came to power in 1923, having taken over from his father who ruled for twenty years. He is now an old man and has, for all practical purposes, handed over his rule to his second eldest son, HUMAID.

TOPOGRAPHY Approximate area 100 sq. miles.

2. The main state of AJMAN is about forty square miles, comprising of a narrow coastal strip and about a dozen miles of hinterland. The coast is subkhat and has one large creek with the town of AJMAN on its southern promintory. Behind this is an area of low desert.

3. AJMAN's dependency around MANAMA is about ten square miles, on the edge of the mountain range. It is a relatively fertile area with a reasonable supply of water though the quality is poor.

4. There is a dependency of some 40 sq. miles in the wadi HATTA area on the MUSCAT border.

POPULATION Approximate population 4,000.

5. About half of whom live in the capital town. The only other populous areas are around MANAMA and MASFUT, but this is a small percentage of the remainder.

TRIBES

6. NAIM

An ancient Arabian tribe from which the Ruler comes (al BU KHURAIIBAN section). They are to be found thinly scattered over much of OMAN. They are the root from which the KHAWATIR and the al BU SHAMS come. In AJMAN they are mainly to be found in the capital. Though a GHAFIRI tribe it has a close tie with MUSCAT. The remainder are BANI YAS and PERSIANS.

7. BIDUWAT

A semi-settled tribe to be found in the Wadi HATTA (along with some BANI KAAB, a large MUSCATI tribe). They are GHAFIRI.

8. BANI QITAB

Some are found in the area of MANAMA who may regard themselves as followers of the Ruler.

INCOME

9. There is no state income of any worth. The oil concessions were leased by MECOM but these have lapsed and are now open to bidders.

10. Some money is obtained through postage stamps, driving licences and passports.

DEVELOPMENT

11. Development has been confined to gifts from HMG and wealthy rulers. A rudimentary water and electricity service

exists/.....

and telephones will be installed shortly. Some form of internal roads will result from presents from Sh. ZAID and SAUDI ARABIA. IRAN has presented a small outpatients hospital.

12. The Trucial States Development Office are hoping to open up the fishing industry by the construction of wharfage and, at a later date, some kind of refrigeration.

PROBLEMS OF THE AREA

13. AJMAN was involved with the MUSCAT rebellion in the fifties acting as an agent for the supply of arms. However, since the revolt was crushed, this has lost significance.

14. AJMAN lives peaceably with her neighbours and does not suffer from inter-tribal feuds to any marked degree.

STATE BRIEF VI - UMM AL QAWAIN

RULER. Sh AHMED bin RASHID al MU'ALLA, MBE.

1. The Ruler has been in power since 1929 when he took over from his father who had ruled since 1904. He is an old man and suffers from Diabetes. He is likely to hand over to one of his sons shortly, either RASHID, the eldest, or SULTAN, the second eldest.

TOPOGRAPHY. (Approximate area 300 sq. miles)

2. UMM AL QAWAIN has a subkhat coast with an open creek whose mouth is littered with small islands and sand bars. The town is built on the point of a peninsula which forms the seaward side of the creek.

3. The hinterland is low to medium sand desert which just reaches the edge of the gravel plain where there is a fertile garden area at FALAJ MU'ALLA.

4. UMM AL QAWAIN has no dependencies.

POPULATION (Approximate population is 3,500)

5. The vast majority are in the capital. The only other centre of population is FALAJ MU'ALLA, the Ruler's country seat. This varies between about 100 in the winter to about 500 in the summer.

TRIBES

6. al 'ALI

Originally from Arab speaking PERSIA from which the Ruling family and many of the inhabitants of the state come from. Most are settled in the capital but some roam the hinterland. They are GHAFIRI.

7. BANI YAS

As in most towns along the coast, they form a settled population of fishermen. More correctly they are BU MAHAIR. They are a minority group.

INCOME

8. Oil concession rights were secured by MECOM in 1962 but the Ruler became dissatisfied with the company and they lapsed in 1965. No one holds the rights at the moment and the state income suffers accordingly.

9. The Ruler derives a small income from all goods sold locally by demanding a percentage. This causes local resentment.

10. Apart from gifts from the more wealthy Rulers, his only other source of income is postage stamps, licences and passports.

∟ DEVELOPMENT

DEVELOPMENT

11. Only minimal development has taken place and this is the result of external aid. There is a rudimentary water and electricity supply and some internal road construction. The Ruler of ABU DHABI is paying for the conversion of a medical clinic into a 20 bed hospital.

12. As in AJMAN, the TRUCIAL STATES DEVELOPMENT OFFICE is improving wharfage with the intention of increasing the fishing industry with a view to export.

PROBLEMS OF THE AREA

13. None. The Ruler has acted as a mediator in frontier disputes between other states.

STATE BRIEF VII - FUJAIRA

RULER

Shaikh MUHAMMED bin HAMAD al SHARQI.

1. FUJAIRA was not recognised as a state until 1952. Prior to this the Ruler had been the paramount Shaikh of the SHARQIYEEN. The territory which now comprises FUJAIRA state originally belonged to SHARJAH, but broke away in the latter part of the last century. The Ruler was born in 1908, his eldest son, HAMAD was born in 1948. The Ruler normally resides in DUBAI.

TOPOGRAPHY. (Approx. area 450 sq. miles)

2. The state is split into two parts, the Northern one being about 300 sq. miles. The region is mountainous with the exception of the narrow strip on the Eastern coast, the SHAMALIYA, though incorrectly referred to as the BATINAH coast.

3. The Southern area, in which the capital lies stretches from the watershed to the sea embracing the Wadi HAM and its tributaries.

4. The Northern area runs from the MUSCAT border in the North down both sides of the mountain range to the Wadi Siji, this includes some of the gravel plain to the WEST of the mountains. However, within this area there are various enclaves belonging to RA'S AL KHAIMA and SHARJAH.

5. The notable routes in the area are as follows:-

(a) the Wadi Siji to MASAFI

(b) the Wadi UYAYNAH/SHIMAL to DIBBA

(c) the Wadi ASSIMAH to ASSIMAH and the TAYIBAH plain.

(d) the Wadi HAM to FUJAIRA.

(e) the coast, along its entire length from DIBBA to KALBA.

6. Water is reasonably plentiful throughout the whole area.

POPULATION. (Approx. population 9,000)

7. The main populated area is around the capital and its satellite, GHURFA which contains about one third of the total. Some of the other coastal settlements are quite sizeable, the principal one being DIBBA.

8. A small proportion of the population live in villages in the mountains, notably MASAFI and TAYIBAH.

9. There are some BALUCH and PERSIANS in the larger areas of population.

TRIBES

10. SHARQIYEEN

Unlike all the other Trucial States, FUJAIRA consists almost solely of one tribe of which the Ruler is the paramount Shaikh, they are HINAWI. Because of the size of the tribe, it is usually referred to by its subsections. The names that occur most frequently are:

(a) the HAFAITAT - MASAFI area.

(b) the ABADILA - TAYIBAH area.

(c) the SARAI DAT - Wadi SIDR area.

/INCOME. . . .

INCOME

11. The offshore oil concessions are held by a German firm, DOMIN BOCHNER MINERAL GESELLSCHAFT. They have found a promising area about twenty miles off shore and have sold 70% of their rights to DUTCH SHELL. The seismic survey has been carried out and drilling will start shortly.

12. Apart from gifts, the minting of gold coins, sale of postage stamps, licences and passports there is no other source of income. Agriculture and fishing produce only enough for internal needs.

DEVELOPMENT

13. The only development which has taken place has been the result of gifts from other Rulers and the Trucial States Development Office. This has produced a rudimentary electricity and water scheme in FUJAIRA and GHURFA. There are plans for DIBBA to have the same facilities. Some modern houses have been erected through a gift from Shaikh ZAID.

14. There are no tarmac roads and no telephones, though the oil company plan some communication links with DUBAI. The T.S.D.O. plan to build a 50 bed hospital at DIBBA. There is a 35 bed maternity clinic in the capital which is run by missionaries.

15. The Ruler has embarked on a number of building projects which includes a hotel at MASAFI and a large palace in the capital. None of these have yet been completed.

PROBLEMS OF THE AREA

16. The State Briefs for SHARJAH and RA'S AL KHAIMA have already mentioned the problems that exist between these States and FUJAIRA. They all stem from the long standing HINAWI/CHAFIRI feud. The main trouble centres are:

- (a) MASAFI
- (b) ASSIMAH/TAYIBAH
- (c) Wadi SIDR/FARA
- (d) DIBBA

However, experience has shown that trouble can break out at any point along this border.

UAE. 1A.
(Tru. T.O. Scouts).

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Trucial Oman Scouts
Mu'askar al Murqaab
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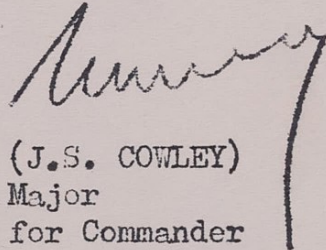
18 December 1969

Distribution List attached

TRUCIAL OMAN SCOUTS
HANDBOOK
AMENDMENT THREE

Reference: A. G 1408 dated 24th June 1968.

Remove pages with "Oil in the Trucial States" and replace with attached sheets.


(J.S. COWLEY)
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for Commander

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DIO NE
DIO RAS AL KHAIMAH
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OIL IN THE TRUCIAL STATES

ABU DHABI

1. Offshore.

a. Exploration was started in 1957 with DAS Island being used as the Field Headquarters. The operating company is ABU DHABI MARINE AREAS (ADMA), in which two-thirds interest is held by BRITISH PETROLEUM (BP) and one-third by COMPAGNIE FRANCAISE DES PETROLES (CFP). The area produced 5,937,000 tons in the first half of 1969, compared with a total of 8,710,880 for the whole of 1968. All production is shipped from the terminal on DAS Island, where a Jetty can take tankers of 200,000 dwt.

b. Payments by ADMA to the state of ABU DHABI reached £21,977,000 in 1968. This is on the production from two fields, UMM SHAIF, (which started production in 1962) and ZAKUM (started production in 1967), the latter is still being developed with productive capacity being raised to 15 million tons a year. A third field, AL BUNDUQ, lies across the offshore boundary between ABU DHABI and QATAR. ADMA will be operated and revenues from any production will be divided equally between the two states, but the boundaries were only recently agreed and there are no plans for developing the field at the moment.

c. ABU DHABI OIL COMPANY, comprising MARUZEN, DAIKYO and NIPPON MINING, acquired two offshore areas in December 1967, relinquished by ADMA. The new field is 45 miles West of ABU DHABI town. In September 1969 a commercial strike was made at MUBARRAZ. A second well is now being drilled about nine miles South-East of MUBARRAZ No. 1.

2. Onshore.

a. Exploration started in 1948. Oil was found in 1953 when MURBAN 1 was drilled. However, the high concentration of hydrogen sulphide rendered it dangerous and the well was capped after a rig explosion. MURBAN 2 was drilled in 1958 and it was established that the MURBAN field held substantial reserves. Production started in December 1963 with the Field Headquarters in TARIF. The BU HASA field was brought into production in 1965. Both fields are connected to the tanker terminal at J. DHANNA.

b. In 1968 additional storage was completed at the J. DHANNA terminal and improvements to No 2 berth to enable tankers up to 200,000 dwt to load part cargoes. Construction has begun on a third sea line and berth, and onshore, a 24 inch 40 mile loop on the main pipeline to the terminal has been completed. New wells are being drilled, and additional degassing and pump station facilities installed at BU HASA.

c. The operating company is ABU DHABI PETROLEUM COMPANY (ADPC), BP, CFP, SHELL and the NEAR EAST DEVELOPMENT CORPORATION each have a 23.75% share, and 5% is owed by GULBENKIAN. ADPC reports payments of £41.9 million to the ABU DHABI Government in 1968 against £29.9 million in 1967. Exports in 1968 were 14,758,077 tons, 21% more than in 1967. The ABU DHABI Government invited international tenders for oil concessions in three island areas covering 9,066 sq km (approx 3,500 sq mls), relinquished by ADPC in September 1969, under an agreement concluded in 1965. The areas are, one South West of J. DHANNA, one South-West of MURBAN, and one in the East of the state.

...../d.

d. PHILLIPS, AMINOIL and AGIP acquired concessions over four ABU DHABI land areas in 1967. PHILLIPS is operator and has been drilling about 90 kms South of J. DHAFRA, West of the MURBAN field. DHAFRA No 1 was abandoned at 10,000 feet, and DHAFRA No 2 has been drilled 12 kms to the South. Here PHILLIPS has made the latest discovery onshore, 55 miles from the coast South of J. DHANNA, and 160 miles south-west of ABU DHABI town. It is shut in pending further evaluation of the commercial possibilities of the field.

e. MITSUBISHI won two onshore concessions in May 1968. They formed the MIDDLE EAST OIL COMPANY in September 1968 and started their seismic surveys in November, over an area of 6,500 sq km. Drilling is due to start in February 1970, and it is hoped to start production in early 1973.

3. Production.

Rough production figures in millions of long tons are as follows:

	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
Offshore	1.5	3	2.9	4.3	5	6	8(?)
Onshore	-	-	5.9	9	12.2	12.2	16
Total	1.5	3	8.8	13.3	17.1	18.2	24

ABU DHABI is now the 12th largest oil producer in the world and ranks after the big four in the Middle East. The state income from oil is expected to reach £100 million by 1970.

NORTHERN TRUCIAL STATES

DUBAI

1. a. In June 1967 the Al FATAH field was announced, located 55 miles offshore at a depth of 7,900 feet. The first rig was launched in June 1968. Production from the field began in September 1969 at a rate of 65,000 b/d to be increased to 100,000 b/d early in 1970. In August 1969 the DUBAI PETROLEUM COMPANY (DPC) successfully towed the worlds largest underwater crude oil storage tank, KHAZZAN DUBAI 1, to the Al FATAH field and submerged it. The 15,000 ton steel tank, 205 feet high, has a storage capacity of 500,000 barrels.
- b. DUBAI PETROLEUM COMPANY consisted of CONTINENTAL 35%, BP and CFP 50%, DEA (Texaco) 10%, and SUN 5%. However in October 1969 HISPANOIL announced its acquisition of 50% interest in DUBAI MARINE AREAS (DUMA) in which BP formerly held two thirds interest and CFP one third.

SHARJAH

2. a. The original concession was based by the Texan firm of JOHN W. MECOM in 1962. Oil was found onshore in non commercial quantities at JUWEIZA at a depth of 12,166 feet. Negotiations with JAPEX in 1967 came to nothing.
- b. In January 1969 two concessions were granted. The first to ANGLO-DUTCH SHELL which covers the main land onshore area of 2,190 km. The second to a consortium of SHELL 60% and the BOMIN MINERALOLGESELLSCHAFT 40%. This covers the Eastern Dependencies of SHARJAH, 286 sq km onshore and 1,194 sq km offshore. The mainland offshore concession is still open to tenders.

FUJAIRA

3. a. The BOMIN company secured the total concession in 1967. A survey revealed a promising offshore area. In July 1968 SHELL brought a 60% share in the concession. Drilling commenced in December 1968 at a point 30 miles offshore. By February 1969 a depth of 9,500 feet had been reached and the well was then abandoned.

RAS AL KHAIMAH

4. a. The total concession was based to UNION OIL OF CALIFORNIA in 1962. In 1967 the onshore concession was abandoned. The RAS AL KHAIMAH OIL COMPANY now consists of UNION OIL 80%, SOUTHERN NATURAL GAS 20%. The first offshore well was started in early 1968 24 miles north-west of SHA'AM in 320 feet of water. Hydrocarbons were encountered, but mechanical difficulties stopped drilling and the well had to be abandoned. Further drilling will be carried out in the 700,000 acre marine concession.

UMM AL QUWAIN

5. a. The concession was originally based to MECOM, JAPEX included this area in their negotiations in 1967 which failed. In November 1969 OCCIDENTAL gained this concession.

AJMAN

6. a. originally based to MECOM, and negotiated for by JAPEX. It was through that this concession would be taken up by, SHELL, but it is believed that they have been recently outbid by WINTESHALL.

ABU DHABI

1. Offshore. Exploration was started in 1957 with DAS Island being used as the field headquarters. The UMM SHAIF field was discovered first and in production by 1962. The ZAKUM field was discovered shortly afterwards and in production by Oct 1967. The al BUNUQ field has been located but not yet developed.

2. Ownership. The operating company is ABU DHABI MARINE AREAS (ADMA). It is formed by BP who have a 2/3 interest and Compagnie Francaise des Petroles (CFP) an interest of 1/3.

3. Onshore. Exploration started in 1948. Oil was found in 1953 when MURBAN 1 was drilled. However the high concentration of hydrogen sulphide rendered it dangerous and the well was capped after a rig explosion. MURBAN 2 was drilled in 1958 and it was established that the MURBAN field held substantial reserves. Production started in Dec 1963 with the field headquarters at TARIF.

4. The BU HASA field was brought into production in 1965. Both fields are connected to the tanker terminal at JEBEL DHANA by a 24" pipeline. A new field has been defined at ABU JIDU.

5. Ownership. The operating company is ABU DHABI PETROLEUM COY (ADPC). BP, CFP, SHELL and the NEAR EAST DEVELOPMENT CORPORATION each have a 23.75% share, 5% is owned by GULBENKIAN.

6. Production. Rough production figures in millions of long tons are as follows:

	1962	1963	1964	1965	1966	1967	1968
OFFSHORE	1.5	3	2.9	4.3	5	6	8 (?)
ONSHORE			5.9	9	12.1	12.2	16
TOTAL	1.5	3	8.8	13.3	17.1	18.2	24

ABU DHABI is now the 12th largest oil producer in the world and ranks after the big 4 in the Middle East. The state income from oil is expected to reach £100 M by 1970.

6. Relinquished Areas.

a. PHILIPS/AMINOL/AGIP acquired a concession from ADPC in Jan 67 and are carrying out exploration in two onshore areas totalling 13,000 sq.km.

b. MITSUBISHI won an onshore concession in May 68. They formed the MIDDLE EAST OIL COMPANY on 3 Sep 68 and started their seismic surveys in November. The area is 6,500 sq.km. It is hoped to start production in early 1973.

c. MARUZEN OIL/DAIKYA OIL/NIPPON MINING won offshore concession from ADMA totalling 4,416 sq.km. They have formed the ABU DHABI OIL COY (JAPAN). The first six wells are to be drilled in Mar 69. It is hoped that production will start in 1971.

DUBAI

7. Concessionaires. The onshore concession was originally held by CONTINENTAL OIL 55% SUN OIL 22.5% and DEUTSCHE ERDOL 22.5%. The offshore concession had the same ownership as ADMA. In 1964 the two companies merged and DUBAI PETROLEUM COY (DPC) was created, the ownership is split equally and CONTINENTAL are the operating partner.

8. Strike. In June 67 the al FATAH field was announced, located 55 miles offshore at a depth of 7,900 feet. The first rig was launched on 7 Jun 68. It is hoped that production will start in the first half of 1969 and is likely to produce 30,000 barrels a day by 1970. A new underwater storage technique is to be employed.

SHARJAH

9. The original concession was leased by the Texan firm of JOHN W. MECOM in 1962. Oil was found onshore in non commercial quantities at JUWEIZA at a depth of 12,166 feet.

10. Negotiations by JAPEX in 1967 came to nothing.

11. On 12 Jan 69 two concessions were granted. The first to ANGLO-DUTCH SHELL which covers the mainland onshore area of 2,190 sq.km. The second to a consortium of SHELL 60% and the BOMIN MINERALOLGESELLSCHAFT 40%. This covers the Eastern Dependencies of SHARJAH, 286 sq.km. onshore and 1,199 sq.km. offshore. The mainland offshore concession is still open to offers.

FUJAIRA

12. The BOMIN company secured the total concession in 1967. A survey revealed a promising offshore area. In July 68 SHELL bought a 60% share of the concession. Drilling commenced in Dec 68 at a point 30 miles offshore. By mid Feb 69 a depth of 9,500 feet had been reached.

RAS AL KHAIMAH

13. The total concession was leased to UNION OIL of California in 1962. In 1967 the onshore concession was abandoned.

14. The RAS al KHAIMAH oil company now consists of UNION OIL (80%), SOUTHERN NATURAL GAS (20%). The first offshore well was started in early 68 24 miles NW of SHA'AM in 320 feet of water. The first strata of interest at 9,000 feet proved to be dry. By mid Feb 69 a depth of 14,385 feet had been reached.

AJMAN & UMM AL QUWAIN

15. Both these states originally leased their concession to MECOM, as did SHARJAH. JAPEX included their areas in their negotiations in 1967 which failed. It is thought that their onshore concessions will be taken up by SHELL.

MAIN SUPPLY ROUTES

1. AL HAIIRA - KHOR FAKKAN via DHAD ROAD - SIJI - MASAFI - FUJAIRA.
- 1A. MASAFI - KHOR FAKKAN via DIBBA.
2. AL HAIIRA - MASAFI via UMM AL QAWAIN - HAM HAM - MAHAMA - ASSIMAH.
3. AL HAIIRA - ASHAD via UMM AL QAWAIN - FALAJ MU'ALLA - MAHAMA - FAYHA - QOR.
4. AL HAIIRA - AL AIN via FAYHA - WADI SHARM.
5. AL HAIIRA - AL HAMRA via AUB DHABI - TARIF - JEBEL DHANNA.
- 5A. ABU DHABI - AL AIN via highway.
- 5B. TARIF - BADIYA.
- 5C. TARIF - BU HASA.

Notes

1. This brief should be used in conjunction with the relevant map sheets in the 1:100,000 series. It gives information that the maps do not reveal and clarifies some of the map's vagaries.
2. Mileages are only approximate. Only total mileages are shown. Due to numerous factors, accurate mileages cannot be taken. These include minor variations in tracks, wheel slip and discrepancy between tyre sizes and milometer calibration. Landrover milometers are accurate with the standard tyre, 720 x 16. Larger tyres can produce up to 5% difference.

ROUTE 1 AL HAJRA - KHOR FAKKAN

AL HAJRA - DTS camp SHARJAH

New road to DEHAID - head for lowest point in the mountains from DEHAID, tracks are multiple. Avoid track turning SOUTH just before Wadi SIJI (DC 067927) - SIJI (DC 0792) - follow wadi track (leaving bed at DC 128985) to MASAFI (DC 1598). Leave TCC camp on left and join Wadi HAM track. Track occasionally divides, both lead to coast. FUJAIRA plain. Track forks at DC 299786 (Right fork leads to KALBA*) take LEFT fork for FUJAIRA.

INLAND ROUTE

Keep FUJAIRA on the right and follow inland track - MURBAH (DC 3695) avoid track to LEFT which leads to MADHAF - QIDFA (DC 3598). Track goes slightly inland through foothills and over low pass to KHOR FAKKAN.

COAST ROUTE

Keep FUJAIRA on the left - GHURAYFAN (DC 3578) and join beach. THIS ROUTE ONLY TO BE TAKEN AT LOW TIDE, because of danger when crossing KHAWR SAWDA (DC 355866). Leave beach at DC 356860 BEFORE KHAWR SAWDA which is much bigger than the map suggests. Rejoin beach 1 mile NORTH of KHAWR and follow to QIDFA (DC 3598). Then join inland route. Beware of floods.

Distance 91 miles

Time 4 hours

* FUJAIRA - MUSCAT BORDER

Follow track to SOUTH of KALBA avoiding LEFT fork to KHAWR KALBA (DC 353693) to KHATMAT MALAHA (DC 3631) which is MUSCAT customs post.

ROUTE 1A

MASAFI - KHOR FAKKAN

From TOS camp head NORTH through Northern part of MASAFI. Avoid a right fork to gardens. Follow single track through foothills & wadis to TAYIBAH plain. Avoid left fork for ASSIMAH at DD 163092 - TAYIBAH (DD 1610) - Wadi UYAYNAH (very narrow, steep and rocky but passable to BEDFORDS) single track emerges on to DIBBA plain. Tracks are multiple leading into DIBBA. Keep right and leave gardens and village on the left - AR RUL (DD 3031) - AQABAT AL HADID (DD 331313) (passable to BEDFORDS but steep) - across plain to AQABAT AS SUBAYKHA (DD 347294) (very steep with bend) - RUL DADNAH (DD 3426) leave village on left, avoid tracks to the right leading to ZIKT - AQQAH (DE 3519) - AQABAT TCGHATAIN (DD 353170) - SHARM (DD 3516) - BADIYAH (DE 3513) - ZUBARA (DE 3609) - LULAYAH over low pass and across bay to KHOR FAKKAN. (DIOs house is in the first block of houses on the left).

Distance 47 miles

Time 2½ hours.

ROUTE 2

AL HAIIRA - MASAFI

AL HAIIRA - take main road to RAS AL KHAIMAH from camp up to road/track junction at CD 915498 (spur road to be constructed to DIQ DUQQA (CD 9739) at the end of RAS AL KHAIMAH creek.) Take right fork followed by sharp right turn for KHAWTAN (CD 9744) - DIQ DUQQA (Just before Agricultural trials station, HAM HAM camp visible on the right at 300 M.) After DIQ DUQQA coffee shop avoid left forks leading to KHATT (DD 0033) and agricultural area - multiple tracks lead SOUTH over gravel plain to MANABA.

Turn left for FARA (DD 0810) and ASSIMAH (DD 1308) at wadi ASH - SHAL (DD 011045) - single track leads round GHAYL (DD 0608) - FARA (DD 0810) - single track leads up Wadi SIDR - turn right at DD 093113 into wadi MAWRAD, follow the ASSIMAH (DD 1308) (rocky and difficult. Passable to DEFORS but not recommended) - fork right across TAYIBAH plain and head SOUTH for MASAFI.

Distance 87 miles

Time	AL HAIIRA - DIQ DUQQA	1½ hrs
	DIQ DUQQA - MANABA	1 hr
	FARA - MASAFI	2 hrs

ROUTE 3

AL HAIRA - ASWAD

AL HAIRA turn right from camp follow Has al Khaimah road to coffee shop on main road opposite UMM al QAWAIN on edge of creek. $\frac{1}{2}$ mile beyond take track running WEST across the sand (20 mins travelling through fairly heavy sand on well defined track) to Wadi HAM bed called DUTEA al ALI track turns SOUTH and follows wadi bed over corrugated sand and gravel - Tawi BIYATAH CD 7011 - turn left out of wadi bed at CD 839031 to FALAJ MU'ALLA CD 8304 continue through village to wadi bed approx $\frac{1}{2}$ mile beyond and turn EAST in wadi bed to tawi MURAOQBAT CD 8901 - $\frac{1}{2}$ mile beyond, turn RIGHT from wadi out of bed, track goes due east over gravel plain. White buildings visible which are TOS CAMP and village.

Take track past airfield going WSW and head for SOUTH end of ridge of sand dunes to DHAID. Go past old fort in SOUTH of village and take prominent single track going SOUTH, easy sand track - tawi HAMDAAH CC 9081 continue SOUTH* - tawi FILI CC 9164 (2 conspicuous towers) - main track SOUTH closing on hills to QARN al HIMAR CC 9356 (prominent small hill at mouth of wadi QAWR) go to LEFT take track going SE into Wadi QAWR, avoid track going to RIGHT to wadi HATTA CC 945544 - follow wadi QAWR track due EAST to al QAWR CC 0954 - HURAYLAT CC 1351 (coffee shop, pump, dispensary) through series of small villages, leave hills at ASWAD (MUSCAT customs post and OG fort).

Distance 110 miles

Time	AL HAIRA-MANAMA	2 hrs
	HAMDAAH-FILI	1 hr
	FILI-ASWAD	<u>2 hrs</u>
	Total	5 hrs

* Route to FAYHAH and SUMAYNI turn RIGHT at CC 913731 (about $\frac{1}{2}$ way between tawi HAMDAAH and tawi FILI) to FAYHAH (prominent gap near SOUTH end of FAYHAH range).

ROUTE 4

AL HAIHA - AL AIN (Through MUSCAT)

AL HAIHA - SHARJAH BTS camp - join track on perimeter fence by power station - head SE along water pipe line (track not marked on map) - pumping station at Tawi BIDA'AT (CC 5202) - tawi BIL KHARIS (CC 6100) - track joins shallow sand wadi bed - FAYHA coffee shop (CC 7969) - tawi al HISH (CC 7932) old tower and u/s petrol pump on LEFT of track - follow track over gravel plain keeping close to mountains to SUMAYNI customs post (CC 6728) on MUSCAT border. Report to customs post and fort - take left hand fork from fort for Wadi SHAMA, single track leads to SHAMA (CC 9709) gardens on left and ruined fort - keep straight for NUWAY (CC 9509) - take left fork after village heading SOUTH over gravel plain - go round west end of MAHADHA (CC 9598). Tracks are multiple - maintain SW direction through mountains - HILI (CC 7585) 1st ABU DHABI village in BURAYMI complex (now connected to AL AIN road system*) leave village on right, take track going SOUTH - BURAYMI village (CC 7501) now hospital on left, Walis fort on right. Multiple bumpy tracks going SOUTH to AL AIN crossroads. Turn right on to dual carriage way, go through main village area, FORT JAHILI on left 500 M from road.

* Dual carriage way starts on WEST side of HILI. Follow road SOUTH & WEST to ABU DHABI turn off. Straight over, road turns EAST at roundabout. Fort visible from next roundabout 500 M from road on Right.

RETURN JOURNEY. Between SUMAYNI and FAYHA take track nearest mountains for coffee shop (Do not fork right at CC 8148) other track passes to WEST of FAYHA in wadi bed.

Distance 110 miles

Time	SHARJAH - FAYHA	2 hrs	
	FAYHA - SUMAYNI	1 hr	
	SUMAYNI - MAHADHA	1 hr	
	MAHADHA - AL AIN	$\frac{1}{2}$ hr	Total 4 $\frac{1}{2}$ hrs

ROUTE 5

AL HAIIRA - AL HAMRA

AL HAIIRA - JUBAIRA BEACH ROAD (incorrect on 1:100,000 map, go to T junction on beach. Tarmac road runs along beach to area CC 1781 where main ABU DHABI track begins) - JEBEL ALI (CC 1189) pass to WEST (multiple tracks) - area BC 5084 (avoid tracks forking right which lead to ABU DHABI town) - ABU DHABI crossroads

(DB 565900) - BURQA HANNAH (DB 144897) pass to SOUTH - TARIF (YS 6263) pass to SOUTH of oil camp, regain coast route, do NOT head inland for HABSHAHI oil flares (Route 5B & C) - HADWANIYA (YS 1762, rocky outcrop) pass just SOUTH. Track splits in three. NORTH - fairweather (subkhah) route to JEBEL DHANA, CENTRE, foul weather route (sand) to JEBEL DHANA, SOUTH oil coy track to al UQAYLAH (XS 705442) - al RUWAYS (XS 800685) fair and foul weather track join up, close to sea - pipeline, cross at XS 765660 take SW fork for al HAMRA, passing J. DHANA old airstrip to SE - al HAMRA.

Time by L/R 8 hrs
Distance 245 miles

ROUTE 5A ABU DHABI - BURAIMI

AL AIM highway connects state capital to BURAIMI oasis. Dual carriage way due for completion in late 1969. Turn RIGHT at first roundabout, over 2nd roundabout, JAHILI FORT visible at 3rd roundabout at 500 M on the RIGHT.

Distance 97 miles

Time by L/R 1½ hrs

ROUTE 5B TARIF - DADIYA

From TARIF take HABSHAN road (leading to oil flares) - turn SE off road at YS 6843 on to ABU JIDU track (sign posted) - pass East of Black hills at ABZIMI YS 7434 - tented ADF camp DADIYA YS 9015.

Distance 50 miles

Time by L/R 1¼ hrs

ROUTE 5C TARIF - BU HASA

HABSHAN road from TARIF - straight at YS 6843 - metalled road leads to BU HASA installation.

Distance Approx. 65 miles

Time by L/R 1¼ hrs

CIVIL COMMUNICATIONS
IN THE TRUCIAL STATES
(as at 1st July 1969)

DUBAI STATE TELEPHONE COMPANY (INTERNATIONAL AIRRADIO LIMITED)

1. Area covered - DUBAI - SHARJAH - AJMAN - al HAIRA (TOS).
2. DUBAI now has two sub exchanges, one for JUMAIRA and one for the DUBAI side. The main exchange is in DEIRA. There are approximately 2,100 connections in the town.
3. SHARJAH is a sub exchange of DEIRA. It has approximately 300 lines.
4. TOS has its own 50 line automatic exchange. BTS/RAF have a military 600 line automatic exchange. Both are connected by line through the SHARJAH exchange to the civil network.
5. A fifty line cable connects SHARJAH with DUBAI. It currently has 10 working junctions permitting 10 simultaneous calls.
6. AJMAN has a fifty line exchange with about 30 extensions. This is connected by line to the SHARJAH exchange with the facility of 2 simultaneous calls between AJMAN and the SHARJAH/DUBAI complex.
7. IAL is planning to install a 50 line automatic exchange in UMM al QAWAIN linked by radio to the DUBAI/SHARJAH complex. It is hoped that it will be operational by the end of October 1969.

RAS al KHAYMAH STATE TELEPHONE COMPANY (CABLE & WIRELESS)

8. Radio telephones have been installed at:-

SHARM	(DD 0879)	Police Post.
Jazirat al HAMRA	(CD 7943)	Police Post.
DIQ DUQQA	(CD 9739)	Agricultural trials Station.

This connects them to the RAS al KHAYMAH town system which has a 100 line exchange; a further 100 lines are to be added in the next few months.

9. The German Rock quarrying Company at KHOR KHUWAYR (DD 0571) will have a similar service in due course.
10. A VHF radio link connects the RAS al KHAYMAH system to the Cable & Wireless office in DUBAI where there is a manual exchange on the DUBAI system. This link is operated daily between 0800 hrs. and 2000 hrs. It can handle simultaneous calls, facilities for another circuit exist.

ABU DHABI TELEGRAPH & TELEPHONE COMPANY LIMITED. (IAL)

11. Area covered ABU DHABI - BURAIMI.
12. ABU DHABI now has a 5,000 line exchange. It is planned to replace it with a 10,000 line exchange in due course, the other will be installed in BURAIMI.
13. It is connected to the DUBAI circuit by a radio link run by Cable & Wireless which is open from 0800 hrs - 2000 hrs daily.
14. BURAIMI now has a 150 line exchange with approximately 105 connections. There are two telephones in Jahili Fort (TOS). At the moment the only link is the Telegraph Office which can work on voice on a 24 hour service. It will be connected to the ABU DHABI exchange by a radio telephone. It is not possible to communicate direct between BURAIMI and DUBAI.

...../KHOR FAKKAN.

KHOR FAKKAN.

15. CABLE & WIRELESS run a cable office in KHOR FAKKAN which operates to SHARJAH.

FUJAIRA.

16. CABLE & WIRELESS have installed a link between FUJAIRA and DUBAI through the troposcatter station at JEBEL ANI. This is to give communications facilities to the Oil Company operated by BOMIN and SHELL NV.

MISCELLANEOUS.

17. There are numerous private radio links operated by government departments and commercial organisations. A summary of these is shown below. It should be noted that not all the private links operating in the Trucial States have been cleared through the Gulf Frequency Board. It is not possible, therefore, to maintain a complete record.

a. Air traffic net. (IAL)

SHARJAH - DUBAI - ABU DHABI

(BAHRAIN - SALALA - MASIRAH)

b. Shipping agents, Gray Mackenzie & Co. (IAL)

DUBAI - ABU DHABI - RAS al KHAIMAH

(BAHRAIN - DOHA)

c. ADPC/ADMA (IAL)

ABU DHABI - DAS ISLAND - SHARJAH (BP)

TARIF - JABAL DHANA - HABSHAN - BU HASA (Oil field)

CHEBRA (Santa Fe drilling Co.)

d. Seismic and Drilling Companies.

GGC and Santa Fe both operate radio nets from their base camps to the field parties.

e. DUBAI Police.

Maintain a net within the town, mostly with vehicle mounted sets. They currently possess 6 VHF equipped vehicles.

f. ABU DHABI Police.

A large network connecting all police posts. Their locations cover the coastal strip, the Buraimi oasis and the DUBAI border.

g. Various firms engaged in large projects have their own private nets.

e.g. (1) Costains (Dubai deep water port)

Quarry site - DUBAI - Saloons FFR

(2) Al Mulla/bin Laadin (SHARJAH - RAS al KHAIMAH road)

(3) Owaisis Trading Company (Heavy plant agents)

DUBAI - ABU DHABI.

h. IAL have sold a number of Pye SB 125 HF sets to Rulers. It is not known where they are all deployed.

UAE. IA.
(TRU - Pub).

32 (Gulf) Field Squadron RE
British Forces Post Office 64

Sharjah Military 2023

32 3970

THE TRANSPENINSULAR ROAD - WADI HAM SECTION

General Background

1. In 1967 Sir William Halcrow Ltd (Consulting Engineers) produced for the Trucial States Council (TSC) a report on road development in the Northern Trucial States. This recommended that roads be built as follows. (See Annex A)

a. West Coast.

A road going from Abu Dhabi to Ras Al Khaima following the line of the existing Coastal tracks. This has now been completed from Dubai to Ras Al Khaima, most of the money for this was provided by Saudi Arabia. The work was done by contractors. The section from Abu Dhabi to Dubai will be paid for by the Abu Dhabi Government when funds are available! (It is unlikely they will want to improve access to the new port being constructed at Dubai. This is about 9 months ahead of the new port at Abu Dhabi).

b. East Coast.

A road from Fujaira to Dibba. This has been completed to base level over most of its length. This work has been done by the Trucial States Council (Works Department) using local labour. The final "Black Top" will be done by a contractor.

c. Transpeninsular Road.

This is to link the East and West coasts. It runs from Sharjah to Dhaid and then to Fujaira via Wadi Siji, Masafi and Wadi Ham. The Section Sharjah to Dhaid was completed in July 1969 and was constructed by contractors.

Transpeninsular Road - Wadi Ham Section. (See Annex B)

2. The Royal Engineers were asked in spring 1969 if they would take on part of the Wadi Ham Section. They had previously given assistance to the TSC in widening and lowering some of the hill passes on the East Coast Road. They were asked to start at Bithna about 9 miles north of Fujaira. Mainly because this was a difficult section involving a lot of blasting.

3. The Bithna By pass.

a. The original "contract" was to excavate a pass behind the village, a long sidehill cut along the bottom of a very difficult face and build one Callender Hamilton Bridge. This was to be finished by 1 Apr 70. The plant work was in fact finished by early February and a new section together, with a concrete culvert, taken on. The bridge was completed in early April.

...../b.

b. The Squadron is now shaping the formation to sub-base level over the whole Wadi Han Section from Bithnah to Masafi. At the same time they are completing the culvert, which should be finished in early June.

4. Future Work.

It is planned that 53 (Gulf) Fd Sqn should take on the next section north of Bithnah after they have built a second Callender - Hamilton Bridge just south of the village. The new section includes two 100 ft Callender - Hamilton Bridges and four culverts. At the same time it is hoped to start plant work on the west side of the jebel. Working down Wadi Siji from Masafi.

5. Labour and Plant.

a. The work at Bithnah has been done by 1 Tp 32 Fd Sqn with a detachment from Support Troop to operate the plant. They deployed on 16 Oct 69 and will have served 7 months of their tour in the Bithnah Camp. They spent about one month out of the camp in December/January (this was Christmas followed by Exercise "Straight Flush".) The numbers started at about 35 in October 69 rose to 50 in November/December and are now about 35.

b. Personalities.

- Troop Commander - Lt Graham Smith.
- Troop Ssgt - Ssgt Russell.
- Recce Sgt - Sgt Brodie.
- Clerk of Works - WOII Ward.

A. R. Russell

A R RUSSELL
Major RE
Officer Commanding
32 (Gulf) Field Squadron RE

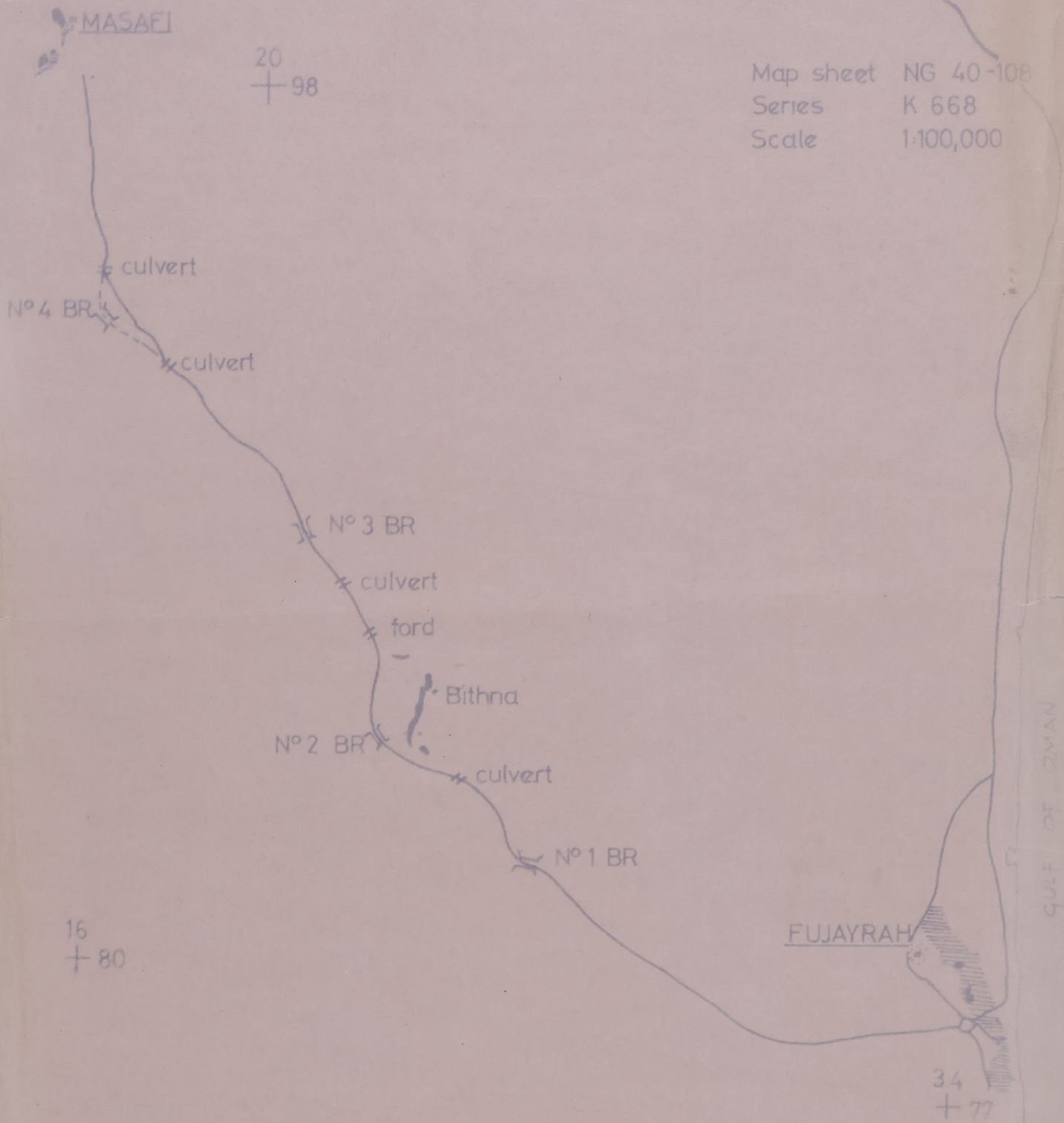


BLUE = Good track
 |||| = Priority Surfing
 ~~~~~ = Unmarked

30  
+ 00

Map sheet NG 40-108  
Series K 668  
Scale 1:100,000

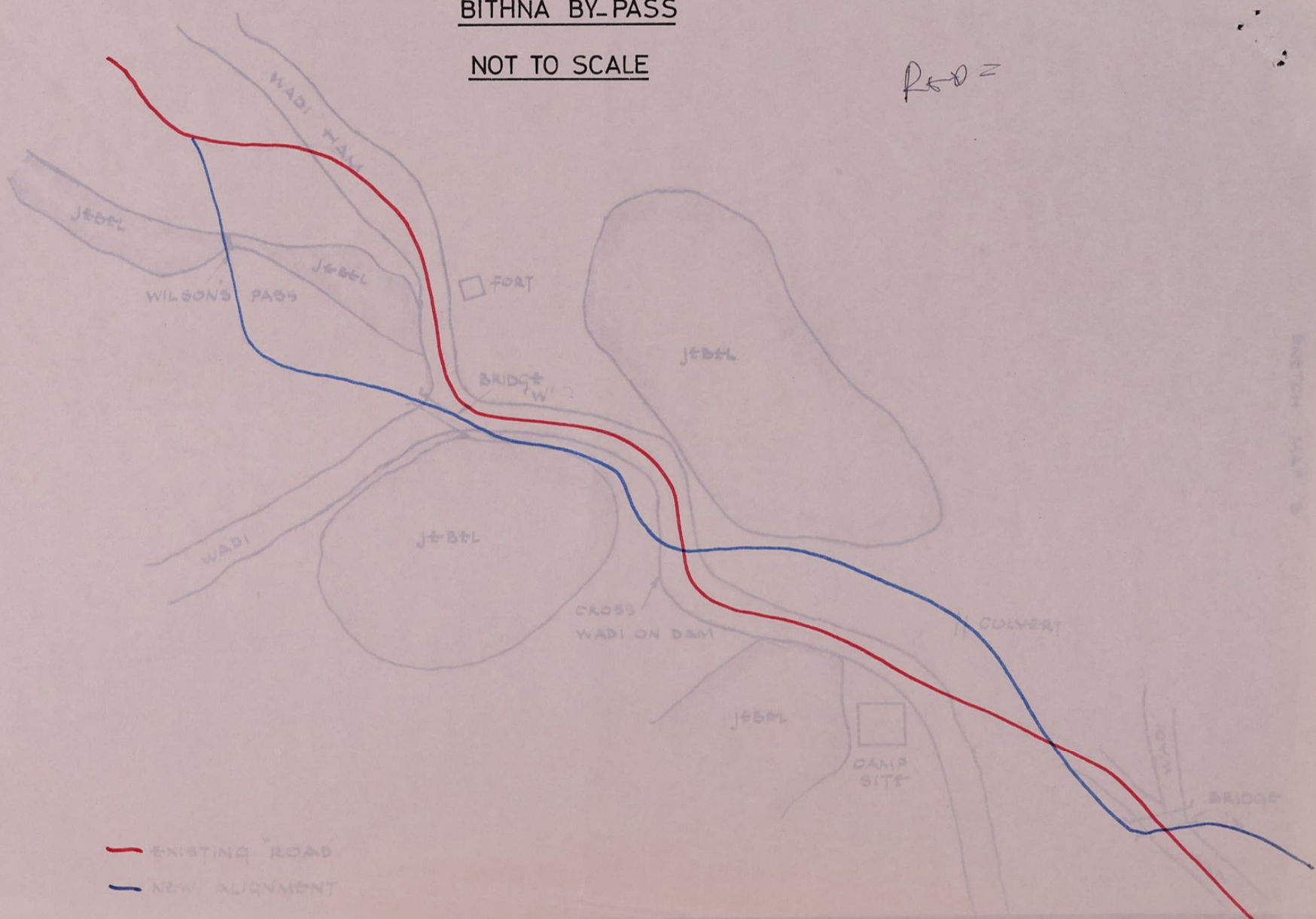
20  
+ 98



BITHNA BY-PASS

NOT TO SCALE

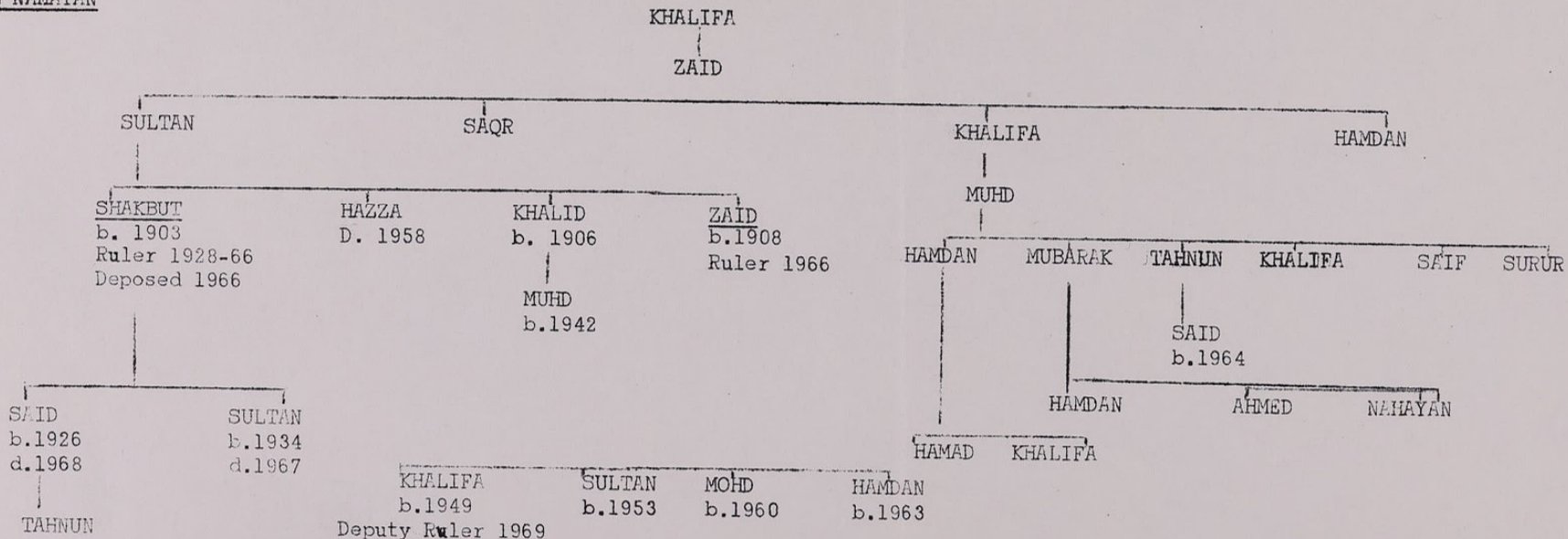
R50 =



- EXISTING ROAD
- NEW ALIGNMENT



ABU DHABI  
AL NAHAYAN



AJMAN

NAIMI

RASHID HUMAID

HUMAID

ABDUL AZIZ

ALI

NASIR

RASHID

MUHD

ABDUL AZIZ  
R. 1900-08

MUHD

SALIM

RASHID

MAJID

SULTAN

SAQR

NASIR

HUMAID  
R. 1891-00

HUMAID  
R. 1908-28

NASR

SAID

RASHID  
R. 1928

ABDUL AZIZ  
b. 1922 (Dcd)

RASHID

MUHD

ABDULLAH

HAMDAN

MUHD

SULTAN

SAID

RASHID

ABDULLAH

ALI  
b. 1920

HUMAID  
b. 1930  
D. Ruler

NASIR  
b. 1936

ABDULLA  
b. 1936

ABDUL AZIZ  
b. 1936

SAID  
b. 1938  
HUMAID  
b. 1960

HAMDAN  
b. 1953

SAQR  
b. 1955

AHMED  
b. 1961

MUHD  
b. 1961

MUHD  
b. 1951

GAMAL  
b. 1960

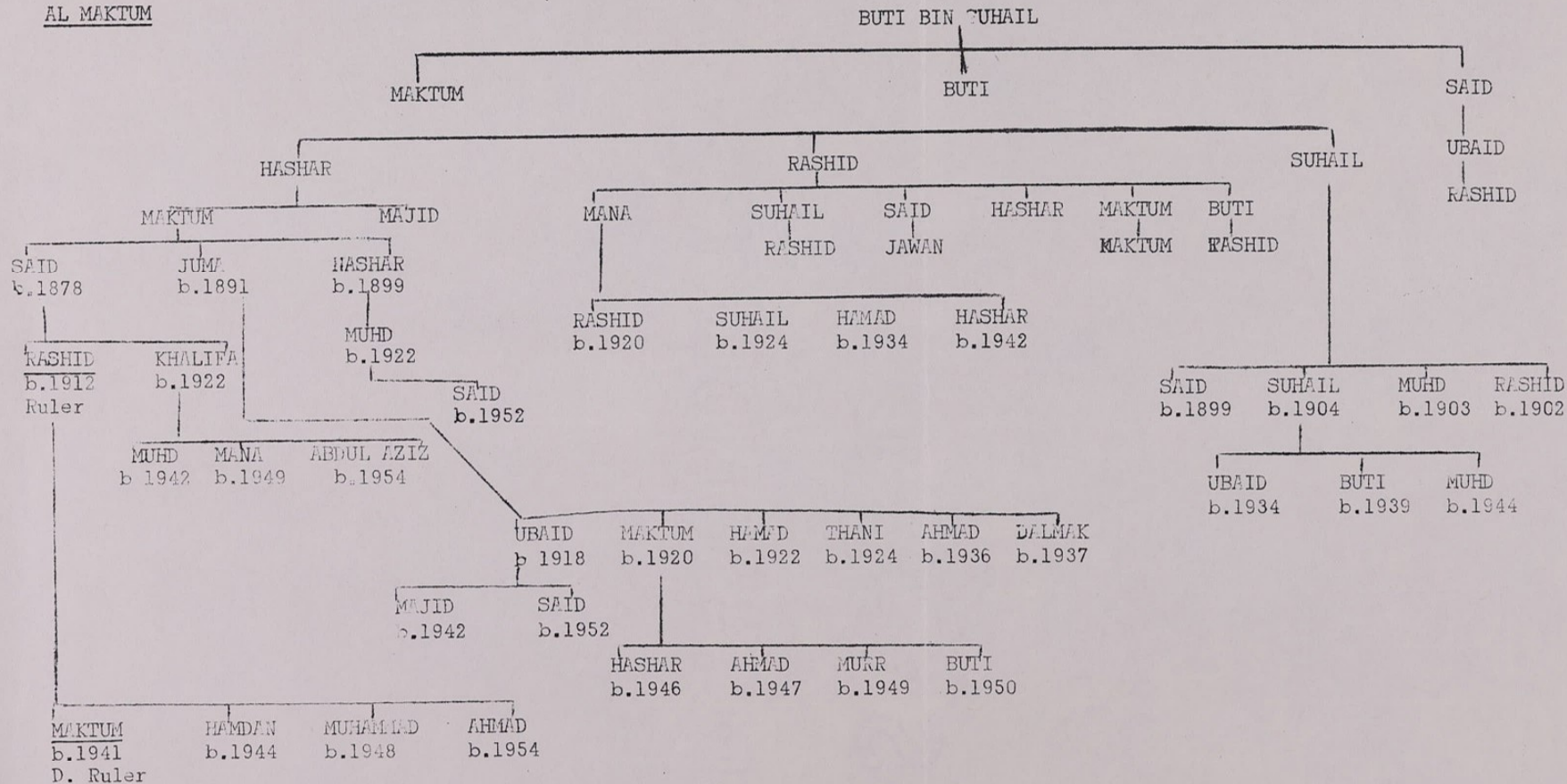
SULTAN  
b. 1954

MUHD  
b. 1957

AHMAD  
b. 1959

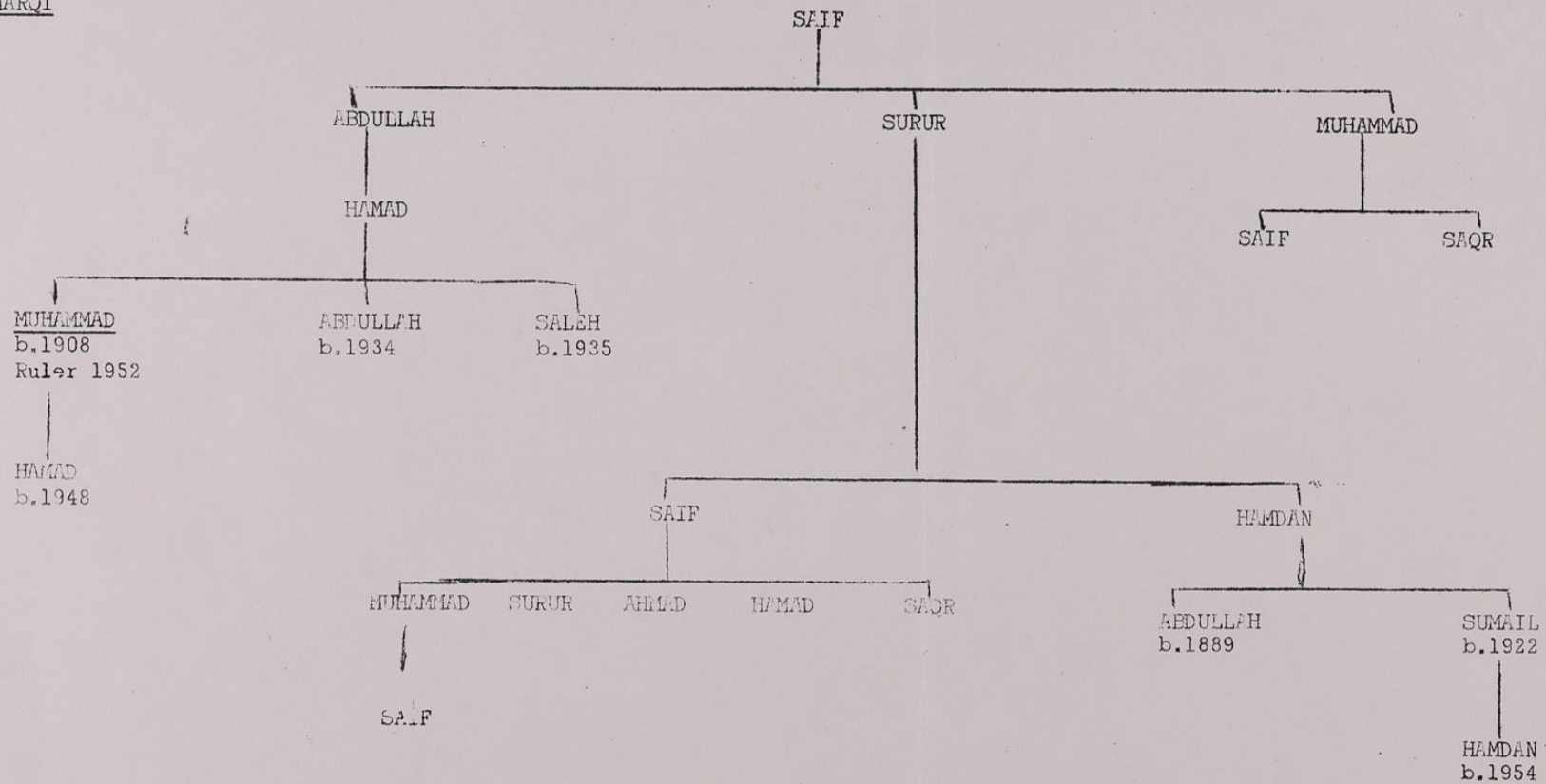
DUBAI

AL MAKTUM



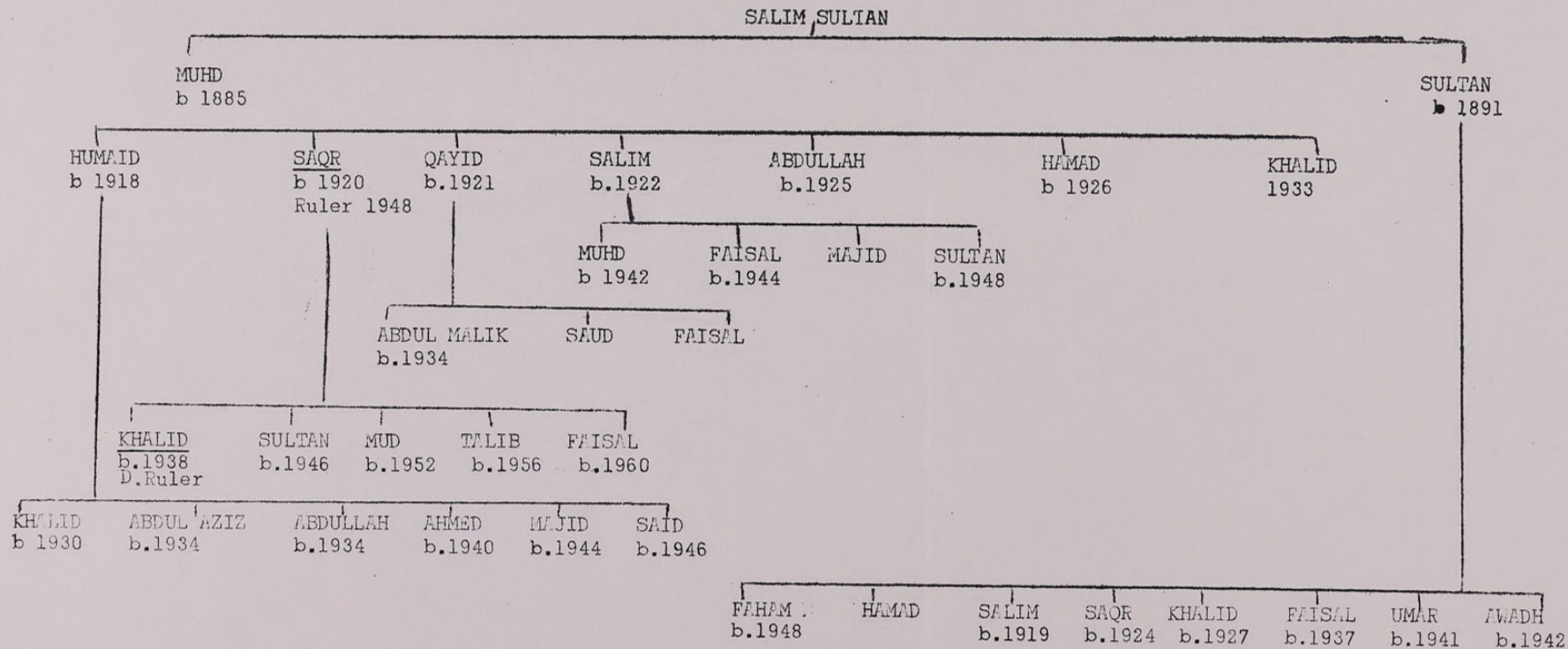
FUJAIRA

SHARQI



RAS AL KHAIMA

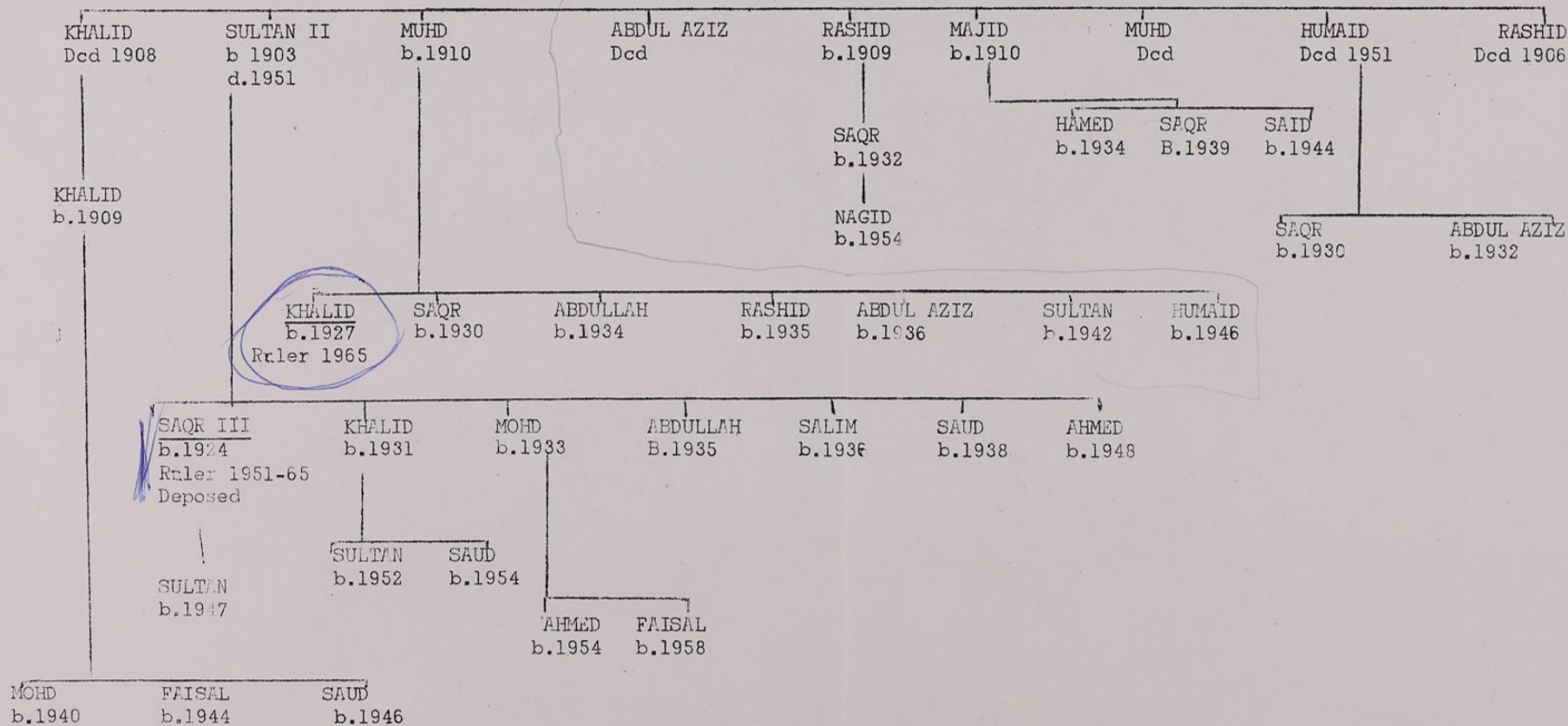
QASIMI



SHARJAH

AL QASIMI

SAQR II  
1883-1914



UMM AL QUWAIN

MUALLA

MAJID  
|  
RASHID  
|  
ABDULLAH  
Ruler 1854-1872

