

5/30/17/3

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

AUGUST 1944

TO

JULY 1945

ORIGINAL

2 BEACH GROUP
STORES PLATOON

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form C.2118.
(Adapted.)

2 AUST. BEACH GP. STORES
PL.

(Erase heading not required.)

Unit _____ Date and Time. From 26 JUL. '44 To 31 JUL '45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
Deadmans Gully Ref. Map. Cairns 1" to 1 Ml. 611886	26 Jul 44		NXL41013 Sgt. STONE R.T. joins unit ex 5 A.R.D.	Unit training for operations and running a Stores Dump of approx 350 tons capacity.
	29 JUL.44		QX52646 Sgt. BUSTEED T.J. joined unit on transfer from 1 Aust. C.E. (Wks.)	
	31 JUL44		Amendment No.2 to W.E.T. (Name of Unit changed from 2 Aust. Stores Pl. to 2 Aust. Beach Gp. Stores Pl.)	
	16 Aug.44		NXL39248 Spr. GRIFFITHS H.J. sent to A.A.C.C. School	
	18 Aug.44		Crane Tractor mounted 3 ton lift received for training.	
	22 Aug.44		QX57188 Spr. PRICE F.G. admitted to 116 A.G.H. sprained ankle (accidentally injured)	
	28 Aug.44		QX57188 Spr. PRICE F.G. rejoins unit.	
	9 Sep.44		NXL39248 Spr. GRIFFITHS H.J. returns from Cooking School.	
	22 Sep.44		QX7161 Cpl. FUREY R. admitted 116 A.G.H. operation old shrapnel wound.	
	3 Oct.44		VXL3469 Spr. BURGE D.T. marched in ex 2/32 Aust. Inf. Bn.	
	3 Oct.44		New W.E. IV/14B/2 issued.	
	3 Oct.44		WXL4604 Spr. BARRETT L. admitted 116 A.G.H. sprained wrist (accidentally injured).	
	7 Oct.44		WXL4604 Spr. BARRETT L. returns from Hospital QX48849 Lt. L. HENRY O.C. marched out to Stores Officers Refresher Course.	

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form C.2118.

(Adapted.)

2 AUGUST BEACH GP. STORES PL. (Erase heading not required.)

31 JUL

Unit _____ Date and Time. — From 26 JUL. '45 To 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
Deadman's Gully Ref. Map. Cairns 1" to 1 mi. 611886	29 Oct. 44		VX133730 Spr. DOHERTY W. joins unit ex 1 R.A.E. TNG. BN.	Unit training for operations and running a Stores Dump of approx 350 tons capacity.
			WX40068 Spr. SPILLMAN M.A. joins unit ex 1 R.A.E. TNG. BN.	
			NX135691 Spr. FULLER M.E. joins unit ex 1 R.A.E. TNG. BN.	
			NX179015 Spr. HILL R.L. joins unit ex 1 R.A.E. TNG. BN.	
	31 Oct. 44		Amendment No. 3 to W.E.T. increases W. Tarpaulins from 12 to 30, Lamps Electric from 1 to 9	
	4 Nov. 44		NXB0074 Spr. ALLAN L.A.R. joins unit ex 2/46 Tpt. Pl.	
	17 Nov. 44		Amendment No. 1 W.E.T. IV/14B/2. Alteration to Table of Weapons and Ammunition only.	
	1 Dec. 44		NXB0074 Spr. ALLAN L.A.R. transferred to 2/46 Tpt. Pl.	
	2 Dec. '44		VX87994 Spr. SHELDRIK R.R. joins unit ex 2/46 Tpt. Pl.	
			QX11842 Spr. BUCKBY C. transferred to 2 M.E. Pl.	
	28 Dec. 44		WX69063 Spr. WALTERS. C.H. promoted A/Cpl.	
	2 Jan. '45		QX48849 Lt. L. HENRY O.C. rejoins unit.	
	11 Jan. 45		VX67994 Spr. SHELDRIK R.R. transferred to L.H.Q. Cartographic Coy.	
	26 Jan. '45		QX11774 Spr. TALBOT M. marched out to 16 A.P.S.C. for reallocation (B2)	

WAR DIARY ~~OR INTELLIGENCE~~ SUMMARY.

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(Adapted.)

(Erase heading not required.)

2 AUST. BEACH GP. STORES PL. 31 JUL.45

Unit _____ Date and Time.—From 26 JUL. '44 To _____

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
Deadmans Gully Ref. Map. Cairns 1"tolm1611886	31 Jan. '45		Amendment No. 4 TO W.E.T. affects minor details only	
	15 Feb. '45		QX48849 Lt. L. HENRY evacuated to 116 A.G.H. extensive burns left hand (accidentally injured)	
	28 Feb. '45		QX7161 Cpl. FUREY R. transferred to 1 Aust. Base Stores Coy.	
WONDECLA	5 Mar. '45		Unit moves from Trinity Beach to Wondecia.	
"	8 Mar. '45		Unit vehicles move from WONDECLA to staging area CAIRNS.	
RED LYNCH	10 Mar. '45		Unit moves from WONDECLA TO RED LYNCH.	
WONDECLA	10 Mar. '45		NX116642 Spr. LISZEWSKI H. marched in ex 3 Aust. Maant. Pl.	
RED LYNCH	13 Mar. '45		QX48849 Lt. HENRY L. O.C. rejoins unit ex 116 A.G.H.	
AT SEA	16 Mar. '45		Unit embarks CAIRNS on U.S.A.T. SEA BARR.	
" "	16-19 Mar. '45		Move to off CAIRNS during cyclone.	
" "	19 Mar. '45		Ship gets under way sailing alone.	
" "	21 Mar. '45		NX101745 Spr. LEWIS F.A. embarked CAIRNS per S.S. BOTH.	
" "	24-25 Mar. '45		At anchor off BIAK.	
" "	25 Mar. '45		Leave BIAK accompanied by Naval Tanker and Corvett	

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2 AUST. BEACH GP. STORES PL. (Erase heading not required.)

31 Jul

Unit

Date and Time.—From 26 JUL. '44

45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
AT SEA	27 Mar. 45		VX69063 A/Cpl. WALTER C.H. rank confirmed.	1001
MOROTAI	28 Mar. 45		Disembarked MOROTAI, Fostered into camp area by 2/31 Tpt. Pl.	1001
Morotai 1ml to 1" 837277	29-30 Mar 45		Preparation of camp site. Camp site shared with 2 Aust. M.E. Pl.	1001
" "	1-6 Apr. '45		Preparation of Engineer Store Dump.	1001
" "	3 Apr. '45		VX85443 Spr. PARKER S.H. embarked CAIRNS "LINDLEY M. GARRISON".	1001
" "	4 Apr. '45		NXL01745 Spr. LEWIS F.A. disembarked MOROTAI.	1001
" "	8 Apr. '45		NX59348 Sgt. HUNT W. graded B2.	1001
" "	7 - 10 Apr. '45		"JOHN DOCKWEILER" unloading, working parties obtained from 2/2 Pnr. Bn.	1001
" "	11 Apr. '45	1530	Working party provided by 2/13 Fd. Coy.	1001
" "		1800	"WILLIAM A. HENRY" commences unloading.	1001
" "	12 Apr. '45		Unloading.	1001
" "	13 Apr. '45		Unloading. Commenced waterproofing vehicles for O.B.O.E. 1.	1001
" "	14 Apr '45		"AINSWORTH" unloading.	1001
" "	15 Apr. '45		"SILAS BRADY" unloading.	1001

WAR DIARY ~~OR INTELLIGENCE~~ SUMMARY.

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2 AUST. BEACH GP. STORES PL.

(Erase heading not required.)

31 J

Unit

Date and Time. From 26 JUL. '44 To 45

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
MOROTAI $\frac{1}{2}$ ml. to 1" 837277	16 Apr.45		Unloading.	
" "	17 Apr.45		VXB5443 Spr. PARKER S.H. disembarked MOROTAI.	See also appendix report on Engr. Dump MOROTAI
" "	17-19 Apr.45		Crating W.E.T., preparing theatre stores for loading.	
" "	17 Apr.45		VXB5443 Spr. PARKER S.H. joins unit ex 5 A.R.D.	
" "	18 Apr. '45		VX101016 Spr. PLATTUSS joins unit ex 1 Aust. Base Sub-Area Details Depot.	
			WXL4605 Spl. BARRETT H.F. evacuated to 2/5 Gen Hosp. (Sick)	
			VXL3468 Spr. BURGE D.T. to 17 Aust. Indep. Pro. Pl.	
			VX91226 Spr. PILKINGTON J. joins unit ex 1 Aust. Base Sub-Area Details Depot.	
" "	20 Apr.45		Dump handed over to 60 Aust. Corps Fd, Pk. Coy.	
" "	21 Apr/45		NXL75474 Spr. MARSHALL L.H. PROMOTED A/Cpl. Personnel begin embarking on L.S.T.'s. Main body travelling on L.S.T.1027	
AT SEA	21-26 Apr.45		Anchored off MOROTAI.	
" "	27 Apr.45		Under way	
BRISBANE	28 Apr.45		SX24342 Spr. HERREM D.M. embarked "VAN HENTZ".	
At Sea	28-30 Apr45		At Sea.	

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2 AUST. BEACH GP. STORES PL.

26 JUL. '45

31 JUL 45

Unit

Date and Time.—From

To

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
TARAKAN	1 May. 45	0815	Infantry Land	
		1030	L.S.T.'s beach LST 1027 grounds and has trouble with pontoons.	See also appended report on TARAKAN Operation
		1250	Personnel disembarked LST 1027	
		1330	Dump recce. completed unit prepares site.	
		1600	First stores received into dump	
			Intermittent sniping from a woodpecker caused holdups during the day. A few 75 mm shells were landed on the beach	
"	2-6 May.45		Routine issues and receipts	
2	7 May.45	2100	Fire in Dump caused by a 2 Fd. Coy. truck catching fire. A large stack of explosives was menaced by flames but was manhandled to safety. Only damage to Unit stores was to lighting set.	
"	8-15 May.45		No damage occurred to Dump stores. Routine issues and receipts.	
"	13 May. '45		SX24342 Spr. HERREM D.M. disembarked MOROTAI	
"	16 May. '45		Follow up convoy arrives	
"	16-17 May.45		Unloading follow up convoy	
"	17-18 May.45		Unit stores and transport loaded on to LST 467	
"	18 May. '45		Dump handed over to 2 Fd. Coy. Convoy sails	

WAR DIARY or INTELLIGENCE SUMMARY.

Army Form C.2118.

(Approved)

2 AUST. BEACH GP. STORES PL. (Erase heading not required.)

to

Unit

Date and Time.—From

26 JUL. '45 31 Jul

45 To

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
MOROTAI	22 May 45		Unit disembarked MOROTAI.	
MOROTAI ref 1 st to 1 st MI. 884324	22 May 45		Moved into prepared camp in transit area.	
2 "	23-24 May 45		Reconstructing Camp.	
" "	24 May 45		WX14605 Cpl. BARRETT H.F. employed MOROTAI and deplaned TOWNSVILLE (evacuated 2/5 A.G.H. to 2/4 A.G.H.)	
" "	24 May-2 Jun 45		Training and refitting.	
" "	3 Jun. '45		Move ex Transit Camp to new Camp on Coast Guard Rd. to sort stores for O.B.O.E.2. Merged with 2 PIs. of 11 W & P. Coy. for work.	
" "	4 Jun. '45		Sorting Stores, Camp Construction	
" "	5 Jun. '45		Sorting Stores, Camp Construction.	
" "	6 Jun. '45		Sorting Stores, Waterproofing M.T. 4/ 5 K.V.A. Lighting Sets picked up from Ordnance for use as Theatre Stores.	
" "	6-10 Jun. 45		Sorting and marking stores.	
" "	11 Jun. '45		Slotting of stores commenced.	
" "	12 Jun. '45		Slotting of stores. 3/ 5 K.V.A. Lighting Sets picked up from Div. on loan only for OBOE 2	

WAR DIARY or INTELLIGENCE SUMMARY.

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2 AUST. BEACH GP. STORES PL. (Erase heading not required.) to 31 Jul. 45
Unit _____ Date and Time.—From 26 JUL. '44 To _____

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
MOROTAI	13 Jun45		Fd. Coys. pick up mobilike loaded stores	1001
"	17 Jun45		First L.S.T.'s begin loading.	1001
"	20 Jun45		Personnel begin boarding ship. Majority personnel on L.S.T. 703, Vehs on L.S.T.'s 1016, 1017, 938, 777, 639. O.C. and recce party on "KANIMBLA".	1001
"	23 Jun45		Rehersal of landing.	1001
"	25 Jun. '45		Convoy sails	1001
BALIKPAPAN 1:25000 582591	1 Jul45	1610	Recce Party lands GREEN Beach. Site allotted unsuitable so new site chosen.	1001
		1200	Personnel land.	1001
"	2 Jul45	0900	Mortar shell kills 2 men wounds one in dump area. All of another unit.	1001
		1100	QX13069 Spr. HINKS R.J. wounded in thigh by mortar fragment. Evacuated to L.S.T. 1017	1001
			Receiving and issuing of stores.	1001
"	3 Jul.45		Receiving and issuing of stores.	1001
"	4 Jul.45		QX13069 Spr. HINKS R.J. returned Unit.	1001
BALIKPAPAN 1:25000 580597	5 Jul.45		New Camp site commenced.	1001

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2. AUST. BEACH GP. STORES PL.

26 JUL. 44 to 31 JUL 45

To

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
BALIKPAPAN 1:25000 580597	6 Jul 45		Another camp site set up across road to make room for 2/25 Fd. Pk. Coy. Receiving stores in new dump, old dump for issue only. Manned by det - L/Cpl. Trigg in charge.	See also report on OBO3 2 appended.
" "	7-9 Jul 45		Routine receipts and issues.	
" "	10 Jul. '45		Base dump sited in Refinery Area. All stores now received this dump and two initial dumps for issue only.	
" "	10-17 Jul 45		Working parties supplied to base dump.	
" "	13 Jul. '45		C.R.E.F. AUST. DIV. to be approving authority	
" "	14 Jul. '45		Unit placed under command 2/25 Fd. Pk. Coy. for work.	
" "	17 Jul. '45		Released from work Base Dump and cleaning out initial Dump.	
" "	20 Jul. '45		Unit allotted to supply working parties for Base Dump.	
" "			Shifted to new camp site. Map ref. 593591	
" "	21 Jul. '45		Shifted camp again Map ref 563628	
" "	22 Jul. '45		Shifted camp back again to map ref 593591.	
Balikpapan 1:25000 593591	23 Jul. '45		Supply first working party Base Dump.	

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2 AUST. BEACH GP. STORES PL.

26 JUL '44 to 31 JUL. '45

Unit

Date and Time.—From

To

Place.	Date.	Hour.	Summary of Events and Information.	Remarks and references to Appendices, Diaries, &c.
Balikpapan 1:25000 593561	24 Jul. '45		Working base dump.	Unit supplying daily working party of 12 to Base Engineer Dump.
" "	25 Jul. '45	0300	Air Raid by 10 planes. Two bombs dropped 200 yds. from camp. No damage or casualties. Working Base Dump.	
" "	26 Jul. '45	0400	Air. Raid. No bombs in area. Working Base Dump. Repainting and overhauling M.T.	
" "	27 Jul. '45	2300-2359	Air raid small bomb landed 150 yds. of camp. Conference at Bch. Gp. to work out details of releases under 5 year scheme.	
"	28 Jul 45		QX13069 Spr HINKS R.J. to hospital (constitutional)	
	29 Jul 45		Work started anti-malarial drainage of area round camp using native labour. Wet morning.	
	30 Jul 45		Portion of unit constructing culverts over drains. Fine.	
	31 Jul 45		QX13069 Spr HINKS returns to unit. Wet morning.	

AUSTRALIAN MILITARY FORCES

SUBJECT: REPORT ON OBOE 1

2 Aust. Beach Gp. Stores Pl.
R.A.E. A.I.F.
24 MAY. '45

GENERAL ON OPERATION

The Engineers Stores position on Tarakan Island during the initial stages of the landing up to P + 7 was unsatisfactory. There were few requisitions which were filled, but records of receipts and issues were more or less useless, and few of the stores had been sorted and stacked. This position can be attributed to several factors:-

(a) The operation did not proceed to plan, resulting in the Stores Dump being utilised as a bivouac and parking area. At one period there were upwards of 500 men and 100 vehicles in the area occupying all available space and captured stores had to be restacked before incoming stores could be unloaded off vehicles.

(Some of the units involved were

2/11 Fd. Coy.	2/13 Fd. Coy.
2 Fd. Coy.	2 M.E. Pl.
2/2 Pmrs	Arty Rgt.
R.A.A.F.	USN CB

(b) As a Corollary to (a)
Approx 1/3 of the area was used to store P.O.L.

(c) NICA occupied a large portion of the area also.

(d) The area had very restricted use.

(i) The open ground shown on plan as available was useless as it was too swampy.

(ii) The existing stacks were designed to carry oil pipe and the bearers were therefore spaced at approx 10' centres rendering them useless for stacking anything other than pipes or long timber, unless decked over.

(iii) The existing sheds were either full of Japanese Stores or in use as per (a) (b) and (c) until P + 10.

(iv) The dump was designed to be worked by the railway system, then by the road system.

(v) The traffic circuit to the Southern Pier utilised the Stores Dump circuit and after P + 7 it was found necessary to shift the site for bridging stores, from near the Southern Pier because of the number of GTC vehicles parked in the area made it impossible to load or unload stores.

(e) Lack of means of identifying stores packed in crates or ships tanks (See preparation of Stores)

(f) Working Parties (See under separate heading)

(g) Lack of accurate information regarding shipments (See under separate heading).

(h) Lack of experienced storemen and checkers (See Personnel)

(i) Confusion regarding stores carried in by Field Coys (See Theatre stores)

By P 10 the dump was largely cleared of bivouacing personnel and 2/11 Fg. Coy. Vehicles continued to use the dump roads for parking; Native labour was available for day work and Docks operating personnel for night work; the A.G.T. continued to use the dump circuit and to park in the dump. This enabled dump work to be carried out systematically and by P 15 all stores had been classified and sorted and the majority binned or stacked, the rail system within the dump was in operation; the large warehouse had been cleared, new bins constructed, shelters erected over perishable goods and a partial stock take made. By P 15 when the dump was handed over to Corps, cards were up to date on all items with the exception of corrugated iron which was still being recovered from NICA and bridging which was still being collected from roadside dumps and bridging sites.

PLANNING FOR THE OPERATION:

It was unfortunate that this unit was not given the opportunity of stating its requirements before a firm plan was adopted. This had two effects.

- (a) Not being fully in the picture it was difficult to formulate a comprehensive plan for the unit's role in the operation to decide what equipment was necessary to make demands for any special additional equipment.
- (b) Arrangements were made to which this unit would have objected most strongly had it known they were proposed:
e.g. Arbitrarily allocating to other units space on this unit's vehicles without regard to the unit's own requirements in equipment.

(ii) Detaching one G.M.C. from the vehicles allotted to the unit for the operation to be used by Bomb Disposal.

(iii) Leaving working parties to be arranged after the landing.

INFORMATION RE STORES SHIPMENTS.

No information as to the stores to be taken in on the assault wave was available till three days prior to leaving MOROTAI. The list of stores supposed to have been shipped was different again, while the stores actually loaded varied from both lists (e.g. BARBED WIRE, of which only five coils were shipped).

In the case of stores for the oil tank installation, the unit did not know of their despatch till several days after the landing and received no shipping list.

No advice at all was received of the composition of follow-up stores.

Advice as to tonnages despatched varied from the tonnage received. It was advised that 1500 tons of assault stores would be received. Actual tonnages to 16 May were :-

Initial stores	610 tons	} approx.
Oil stores	198 "	

On 17 May follow up stores arrived to a nominal total of 226 tons. This unit did not check the stores into dump, but a casual check indicated that the tonnage received was considerably less.

PREPARATION OF STORES

THIS unit had not seen the stores for the operation till they arrived at MOROTAI. There, the following difficulties were discovered:-

- (a) Crates had in a number of cases been classified into separate sections (Bailey Bridge, SBG etc) but the numbering of the crates in each of the series started at 1 without any qualifying numeral or letter, resulting in numerous cases of up to six or seven crates bearing the same number.
- (b) The case contents were often shown on the loading lists as "deck bolts etc" or "miscellaneous pipe fittings etc". Even then there were deficiencies and shortages. Moreover, there was insufficient time to repack and label crates for easy identification on the far shore.

The crates for the oil tank were all clearly marked and were accompanied by a list of contents for each case. However, there was no loading list from which to identify the case markings, and the lists of the contents were inside the cases.

The only remedy for this is for the unit to be closely connected with the crating and marking of stores, or that some standard system of marking be adopted by the mainland dumps and detailed crating lists made available at least some weeks before the stores have to be handled.

For operational use, there is no reason why the contents should not be shown on the crate, either stencilled on, or in the form of a packing list sealed in a waxed envelope tacked to the crate.
- (c) The numbers on some of the crates were incorrect, Example Crate 39, on being opened might contain ~~four tool boxes numbered 11,12,13,14~~, the contents of crate 398
- (d) Some smaller crates were recreated in larger crates. Example; Crate 460 on being opened might contain four tool boxes numbered 11,12,13,14.
- (e) In some cases there were no loading lists for shipments.

These difficulties made sorting and checking of stores well nigh impossible and it was only with the help of 2 Fd. Coy. that the stores for the operation were assembled.

STORES - CRATING AND PACKING:

The crating of American stores such as lighting sets etc was excellent. The machines were firmly bolted inside the crates and effectively tropic proofed. The crates were strong enough to withstand rough handling. Included in the crates, properly packed and tropic proofed, were complete kits of tools and spare parts.

Crating of stores from Australian sources varied in quality, but none were entirely satisfactory. Some machines were packed in open crates with only a half hearted attempt at tropic proofing. One heavy diesel engine so packed arrived with the engine bed cracked and the oil feed lines smashed. Others were packed in well built cases and quite effectively tropic proofed, but they were free to move inside the cases, resulting in broken oil lines, chipped pulleys etc. Some of the machines were deficient in essential parts, example: starting handles for Molomite filter pumps. One 32V 1 generating set was minus petrol tank. Spare parts were in some cases packed in sugar bags without any tropic proofing.

The new nail cases proved satisfactory as did the ammo boxes.

Some confusion resulted from the use of old ration drums for stores in that Sups and Engineer Stores were in some cases interchanged.

It is felt that some ~~work~~ effort should be made to provide tropic proofed packs for such items as refills for fire extinguishers,

S tanks, hessian, snadbags, small hand tools etc, which deteriorate rapidly when stored without adequate protection for the weather.

Loading of miscellaneous stores into ships tanks is unsatisfactory for operational requirements because of the difficulty of access to them quickly.

Heavy crates should have strips at least $1\frac{1}{2}$ " thick in order that slings may be placed under them in any position.

UNLOADING SHIPS:

A little extra work at the ship in loading trucks would save much time in the dump.

When loading heavy crates, corrugated iron, Mesh etc., a space should be left all round the load to enable a sling to be put on without the use of bars and levers. Even if dunnage had to be specially provided at the docks the saving in time at the dump would be worth the trouble.

Where at all possible, loads should be restricted to one item of stores. This saves much time in checking, unloading and stacking.

Care should be taken in loading machinery to load right side up and if the machine is not crated to avoid loading other crates on top of it (petrol tanks, switch boards, oil lines were damaged in this way).

The BCC on White Beach in many occasions despatched loads of small stores with the cargo net still in place. This saved much time in unloading, as a crane could then ~~move~~ remove the whole load with one lift instead of hand labour being employed on 30 or 40 small lifts.

GMC trucks used for carting arc mesh should have the high sides removed. This would cut 5 min of each turn around, as the crane is unable to swing the mesh clear of the sides and the seat stays catch on the mesh when it is dragged off the back.

SECURITY OF STORES:

For the first few days after the landing the stores dump was used as a bivouac and parking area by the following units:

2/11 Fd. Coy.
2/13 Fd. Coy.
2 Fd. Coy.
Arty. Bty.
R.A.A.F.
USN CB
5 M.E. COY. (1Pl.)
2 M.E. Pl.
N.I.C.A.

The amount of pilfering under these circumstances was much smaller than anticipated and was mainly restricted to captured and Dutch Stores. Of course, no close check for pilfering could be made till all the units moved out.

Although a small quantity of Aust. Stores cannot be accounted for, it is certain that they were used by the Fd. Coys in the initial stages of the operation but were not drawn on requisition.

Large quantities of cor. iron and pickets were taken by the natives in the NICA compound for use as shelters. After discussion with NICA Officers, it was agreed to leave the iron being used by women and children until they could be placed under cover by NICA when the latter was to return it. More than half had been returned before this unit left the dump and there is no reason to suspect that NICA will not return the lot (this arrangement made stock checks on cor iron worthless) but it would have been inhuman to compel the immediate return of all iron.

The unit could not provide pickets for the dump but kept three storemen on duty all night. All parts of the dump were lighted and in addition parties were at work at all hours. This arrangement appears to have been successful.

BEACH LIGHTING

On the afternoon of P day, this unit received instructions to instal and operate floodlights on Red Beach. This was done although the labour could have been used in the dump. The lights were not used that night. /s/

It is felt that the task of installing and operating these lights should have been allocated to 2/11 Fd. Coy. which carries an electrician on W.E. who would have no other electrical work to carry out in the initial phase of a landing. The Fd. Coy could also provide a jeep trailer for transportation of set (a Howard).

This unit has only one man capable of running a lighting plant and he should be fully occupied installing and operating the dump lighting. No provision is made for an electrician on W.E.

DUMP LIGHTING

Dump lighting was not in operation until P + 8 due to two main causes.

- (a) The electrician had to be used on unloading stores due to lack of working parties.
- (b) The set was damaged by the fire on P + 7 and another set had to be installed in its place.

The lighting provided was a series of 100W lamps in reflectors conical 10". This proved more effective than the 3 1000W floodlights, but took longer to install.

It is intended to try 9/500W floodlights mounted on 20 ft poles on the next operation. These could be carried ready to erect on the semi-trailer.

The lighting was invaluable in speeding unloading, enabling heavy loads to be handled safely at night. It was also a very potent factor in preventing pilfering.

The heavy duty diesel set was installed after the Howard was damaged and proved much more satisfactory for the job and in a static position its weight (approx 1 ton as against 800 lbs for the Howard) is not important.

COMMUNICATION

It is considered that a telephone should be provided to the dump at the earliest possible. Much time could be saved by this units personnel in tee-ing up working parties, obtaining information from the beaches, relaying stores information. In the reverse direction units would be saved much time by a phone check on stocks before sending for stores.

COMMAND

During the operation and at MOROTAI this unit operated independantly and was regarded by RAE 1 Aust. Corps and 9 Div. as an independant unit with direct approach to CRE, an arrangement which worked very well.

On the other hand information for Bch. Gp. H.Q. was still despatched via 2/11 Fd. Coy. This caused undue delay (up to 24 hr.)

in the receipt of info and in some cases (sitreps, passwords for instance) information was not received at all. Approach through Fd. Coy. was dispensed with for other matters and it would be more satisfactory in despatches were to be forwarded direct. (The same situation applied at Morcetai prior to the p operation and will apparently apply here again).

REQUISITION FOR STORES.

Despite the fact that the Brigade and Beach Gp. Operation Orders clearly set out the method of obtaining engineer stores units did not observe this, the Fd Coys being the worst offenders. The restriction was imposed because the quantity of stores was very limited and it was essential to insure that they were not dissipated on trivial jobs. Unnecessary friction was caused through non observance of the correct procedure when units were forced to procure the appropriate approval before stores were issued. (No requests for stores obviously needed for operations were refused or delayed on this account).

A lot of time would have been saved in officers and NOO's in charge of jobs planned their work beforehand and made a full list of materials to complete the job. This would require on requisition one approval, one issue, one truck. Too often do Pl. Sgts. send to the dump for twenty separate issues of nails when a case issued on the first demand would have completed the job. Field Coys in particular had a habit of sending sappers to the dump for "a handfull of bolts, a few pipe fittings and some pickets" or to "see what I can find which might be useful for the job". A little forethought would avoid a lot of time waste on this account. That some enterprising people often got what they wanted without asking, was shown by the discrepancies between dump records and actual stocks. Endeavouring to check this scrounging, and continual adjustments to cards wasted much time.

Another unsatisfactory arrangement was practised by 2/11 Fd. Coy. of sending tradesmen to work in the dump. These sappers made no attempt to co-operate with the storeman in accounting for stores for example, a plumber would draw a certain size reducer then change it for another size without telling the storeman,

Units which drew tools and other stores on loan often returned them without getting a receipt from the dump for them. This places the dump in the embarrassing position of say, having all its shovels out on loan, but still in the dump.

WORKING PARTIES:

Provision of working parties for the dump needs to be arranged before an operation, and definite personnel allocated. Much of the unloading was carried out by unit personnel who should have been employed on checking, sorting, issuing stores, resulting in confusion when trying to account for stores later.

Working parties are needed round the dump for other purposes than unloading.

- (i) Clearing of areas.
- (ii) Cutting and placing of dunnage
- (iii) Construction of coverage, bins etc.
- (iv) Movement of stores from transit areas to bins or stacking areas.
- (v) Construction of roads and drainage within dump area.

The requirement for the dump should be worked on the basis of each man handling one ton per shift of 8 hours (figures based on past results for unloading and stacking).

Working parties arrived up to two hours late and without food. In some cases, the unit had to feed up to 20 men out of its own ration supply.

Some working parties arrived at the dump to do 12 hours work and after having been at the front line for the previous 12 hrs.

NOTE: For the next operation the Beach Gp. Stores Pl. has a working party of 30 attached to the unit in addition to others available on call.

EQUIPMENT

TRANSPORT

The transport available to the unit was insufficient for the work due to:

- (a) Lack of Jeep Trailer.
- (b) Transfer by 2/11 Fd. Coy. of one GMC to Bomb Disp.

The jeep should have been fully employed as duty vehicle for O.C. instead, it had often to make trips for water or rations when the GMC was otherwise employed. The Jeep without trailer was of little use - a captured Jap Trailer proved invaluable. The one G.M.C. could have been used solely as an administrative vehicle - carrying working parties, picking up rations and bread, and queuing up for water, etc. The semi-trailer had sufficient work to keep it going full time, but mechanical faults kept it idle for approximately $\frac{1}{2}$ of its time. The other GMC should have been used in the dump, sorting stores from the transit dump to sheds and stacks. Fortunately it was possible to use railway trucks in this instance, but both G.M.C.'s should be made available for unit use in future operations. In future operations, sufficient unit loading will exist to fill one G.M.C. and the semi-trailer, and it is suggested that the other G.M.C. be loaded with small valuable theatre stores such as compressor tools, exploders, hand tools, etc, which might otherwise be open to pilfering.

CRANES

Both at MOROTAI AND TARAKAN the Peters Wheeled Cranes, despite earlier pessimism as to their performance, proved amazingly effective and took great punishment. However, they did not strike much wet weather which would have immobilized them. They could be used in confined spaces and within the warehouse, due to the type of boom. An Osgood crane was stationed at the dump for some time, and under favourable conditions (large tonnages to be stacked within reach of the boom or unloading to a transit area), proved very effective. For sorting and restacking, or work around the sheds it was useless. It is felt that one HD7 crane with forward mounted boom should be provided in addition to the wheeled cranes for the next operation to ensure mobility in wet weather. Its value in dry weather would be negligible compared to either Peters or Osgood Cranes.

EQUIPMENT IN EXCESS OF W.E.T.

Following items of equipment not on W.E.T. are considered necessary in future operations:-

Barrows wheeled pneumatic tyred	3
Carts, pneumatic tyred	2
Roller conveyor lengths	8
Skids for trucks (local Pattern)	1 set.
Crane slings with hooks (.L.P.)	3 #
Slings : S.W.R. 10'	12
15'	8
10'	6
15'	6
Timber Grabs (Scissors type)	1
Lighting Sets, Lister Blackstone 5 KVA	1
Floodlights, complete with poles	9
Lamps 500 Watt	18

Cable V.I.R. AND TRS as required
Telephone

1

The following items deficient on W.E.T. are required also.
(E2 as submitted before leaving MOROTAI) :-

Grabs lifting chain 2 ton	1 set.
Tarpaulins (12 issued so far of tot. 30)	18
Stencils zinc - 1 $\frac{1}{2}$ " letters	1 aset.
" " - 2 $\frac{1}{2}$ " "	1 set.
Cabinets steel filing	1
Markers Case (Weston)	2
Ink Case Markers (Weston)	2 gls.

Handwritten signature
O.C. 2 AMMUNITION CO. STORES PL

PERSONNEL

The existing W.E. of this unit, as pointed out previously is quite inadequate for the task allotted it. This difficulty is increased by the unsuitability of personnel posted to the unit. No reinforcements have yet been received who have been trained with Engineer Stores units, some have no sapper training at all. The original members had no stores experience and, though they were given training at Trinity Beach, the scope was limited by the small variety of stores handled and by the fact that it is impossible for the average soldier to visualise an object from its description. Attempts made to have members of the unit trained by attachment to Field Parks and Bridging Parks proved unsuccessful, as were attempts made to arrange for N.C.O.'s to be sent to schools.

The lack of training was reflected most strongly in recognition of bridging stores. The only bridging stores handled before had been S.B.G. and P.L.B. whereas the stores to be handled for TARAKAN included BAILEY, STOCK SPAN, and F.B.E. as well.

Recognition of machinery was another stumbling block as most of the machines had never been seen before. As, in addition, the unit had no lists of the component parts of a water purifier, pile driver, oil tank, even when the items had been identified it was impossible to say whether the unit was complete or not.

It is not generally understood that a high standard of intelligence and extensive training and experience are necessary in any member of an Engineer Stores Unit. For example, for a storeman to be able to sort bridging, he must be able to readily distinguish between 450 different pieces of equipment some of which are remarkably alike; in the landing at TARAKAN no fewer than 630 different items were handled and for efficient operation at least 8 members of the unit should have been able to recognise the lot. As it was, the O.C. had to identify a large proportion of the items and, in case of a few stores outside advice had to be sought.

Additionally, of reinforcements posted to unit in last two months, three drivers have never driven a FWD vehicle and will have to be trained in driving and maintenance before they can be used on unit transport, and other man posted to unit as carpenter TG2 and shown as such on personal papers is actually trade grouped as Dvr. Mech T.G.3, which tradegrouping was given him ~~by~~ by last unit because it had no vacancy for carpenters. Another reinforcement posted to unit recently is a TG2 Instrument Operator. Fortunately he proves quite a good clerk. Whilst in a large unit some job can always be found for miss fits, a small unit cannot afford to have them.

Shown below is a suggested amended W.E. based on experience in the last operation. Lest it may seem extravagant, a comparison is suggested with other units. For example, take storemen. The present W.E. of this unit which is expected to handle up to 500 tons of stores daily in some 1000 different categories is allotted 3 storemen TG3: to look after it. WET alone the 2/11 Fd Coy. uses a S/Sgt, a cpl, and 5 OR's.

<u>POSTING</u>	<u>PRESENT W.E.</u>	<u>SUGGESTED W.E.</u>	<u>REMARKS</u>
2 1/c W.O.II	-	1	Pref. with stores experience but must be able to drive men.
S/Sgt. Clerk	1	-	
Sgt. Clerk	-	1	
Sgt. Pnr.	1	1	Desirable but not essential.
1/Sgt. Tpt N.C.O.	-	1	Absolutely essential if unit tpt maintenance and records are to be kept upto standard This appointment laid down in orders.
Pnr. Cpls.	3	3	
Tech. Storemen TG3	3	9	One to serve as unit WM and four to each 12 hr shift.
Clerks TG3	3	2	
Electrician TGI	-	1	To install and operate dump lighting, to check electrical goods.
Fitter Engine TGI	-	1	To maintain unit MT and M E and service machinery carried in store. (on BOE 1 this was done by M.E.C. whose tradesmen were not fully occupied due to low usage of M.E.
Engine hand 1/c TG3	1	-	
Dvr. Mech TG3	1	-	
Dvr. tpt Plant TG3	3	4	To enable continuous operation of two cranes

<u>POSTING</u>	<u>PRESENT W.E.</u>	<u>SUGGESTED W.E.</u>	<u>REMARKS</u>
Drivers M.T.	2	6	Two spare to permit continuous service. <i>lit</i>
Batman Driver	1	-	Jeep must be available 24 hrs. per day.
Batman	-	1	
Pioneers	3	6	Two for unit duties, two per shift of 12 hrs. picket and runner.
Carpenter TG2	2	2	
TOTAL	24	39	

Attached by W.E.	A,A.C.C.	CPL.	1
		COOK TG2	1

(to enable meals to be served during shift work). Present WE allows for one cook only.

Approval for this W.E. is not expected. But it should be possible to effect adjustments to existing postings as outlined above. If in addition the unit were permitted to carry supernumary to establishment and Electrician TG1 and a tpt N.C.O., the efficiency of the unit would be greatly increased in future operations.

W. J. [Signature]
O.C. 2 AUST. BEACH GP. S TORES LT.
PL.

AUSTRALIAN MILITARY FORCES

2 AUSTRALIAN BEACH GROUP STORES PL.

15 MAY. '45

ENGINEER STORES RESUME

TONNAGES

Received since 1 May. '45

160

	AUST.	LOCAL	ISSUED	
			LOCAL	AUST.
GENERAL STORES	188	38	38	50
HUTTING	115	5	5	46
EXPLOSIVES	10			4
OPERATIONAL EQUIPMENT	297	20	20	176
BULK OIL INSTALLATION				
	610	63	63	276

McDermott
O.C. 2 Aust. Beach. Grp. Stores Pl. Lt.

SECRET

SUBJECT: REPORT ON ORON 2

2 AUST BEACH GROUP STORES PL.,
R.A.E., A.I.F.,
29 JUL 1945

Ref. Map: BALIKPAPAN 1 : 25000.

GENERAL

Recco party landed at 1100 hrs, 10 min behind schedule. Due to
Due to displacement of the beach markers, the party had a rather longer
walk than anticipated, but recco was completed by 1200 hrs. As the site
proposed on initial plan was unsuitable a further recco was made east
and west within the limits of the beach-head. A fairly suitable site
was located at 582591. The first stores were received into this dump
on the evening of F day.

As the capacity of this dump was limited, a further area was
allocated at the road junction 580597. Bridging stores were routed
to this dump on F+3, but the full area could not be used until 18 Bde
R.O. shifted its site on evening of F+4. The main body of the unit plus
attachments moved into the new area on evening of F+4, leaving a det of N
C.O. and 3 OR and a crane from this unit in the dump at 582591. This new
dump received stores from F+5 till F+8 incl.

A Base Dump was opened at 573622 on morning of F+9 and all stores
were then received by this dump. A det of 2/25 Fd Pk Coy manned the
dump at 580597, all remaining personnel assisting 11 Wks and 6 Wks in
the dump at base.

The responsibility for unloading engineer stores passed from
B each group to C.O. 2/25 Fd Pk Coy on the opening of the base dump
and the Beach Group Stores Pl performed the following tasks:

- a. Manning the beach dump at 582591;
- b. Provision of continuous checking staff in the base dump;
- c. Assistance to base dump with transport;
- d. Preparation of consolidated statistics on receipts and issues
at all dumps and general liaison between R.A.E. 7 Div and the
dumps.

On F+17 a Fd Pk dump was opened at 594616, and this unit was
relieved of duty in the Base Dump to shift stores from the two initial
dumps to the Base and Fd Pk dumps.

The unit was taken off this work on F+19 and allotted to 11 Wks
and Pks Coy for works in the Base Area.

SITE

As at TARIKAN the site allotted on the key plan for an Engineer
Stores Dump was largely swampy ground incapable of carrying vehicles.
The small area of firm ground was very heavily cratered. It would have
been possible to drain and backfill the site to make a fair dump area,
but this would have taken too many man and machine hours to be attempt-
ed on F day. This area was very heavily mined, confirming intelligence
reports.

The site at 582591 was excellent for a small dump-level ground,
good access, stable soil, but its capacity was limited to 750 to 1000 tons

The dump at 580597 was adequate to receive all stores of the F,
F+2, and F+6 convoys, but would have required considerable surface im-
provement to attain this capacity. It was in addition traversed by two
traffic routes and would thus have presented difficulties in maintain-
ing proper controls.

The Base Dump has adequate coverage, but limited hardstanding.
The latter is, however capable of expansion by grading and back-filling.
It is near the port and connected to it by a sealed road and a railway.
Internal traffic is carried by a network of sealed roads, by the main
rail system and by trolley lines.

RATE OF UNLOADING

Up till F+11 the rate of unloading was very slow, averaging 100
to 120 tons per day. This slow rate did not, however affect the operat-
ional requirements AXK11 to any great extent. Water supply was delayed
some 24 hrs due to late arrival of S tanks and pumps; shortages of deck-

SUBJECT: SHORT ON ORDER 2

SECRET

ing timber had to be made up from local sources; improvisation had to be resorted to to construct bridges from the available units.

The mobile loaded stores carried in by the field coys tided them over the period of short supply in the dump. From the fewness of the demands made on the dump in the first few days, it would appear that, with the possible exception of bridging, engineer stores for use up till D+2 could be carried ashore mobile loaded.

The commencement date of base installations was considerably delayed by the slow rate of unloading of the liberty ships.

The rate of unloading speeded up after the opening of the cam dock and the building of L.S.T. hardstandings in the more sheltered area at BROWN BEACH.

The dumps were at all times able to cope with the deliveries of stores, and for most of the time actually had a surplus of crane power. Labour was sufficient for the job.

INFORMATION RE STORED SHIPMENTS

A Bill of Lading was made out at HONOTAI for every shipment and two copies of this were supplied to the dump in advance of unloading. It was thus easy to check on the whereabouts of stores still afloat.

Unfortunately, it was not always possible to discover the ship from which particular stores were being delivered, so full use could not be made of them as manifests are an unloading check.

The time spent in preparing them is definitely worthwhile.

PREPARATION OF STORES

a. MARKING

An attempt was made at HONOTAI to re-mark all the cases with the case contents in lieu of a recognition symbol.

Sufficient time was NOT available to so mark all cases and some were merely marked in crayon.

The little that was done proved conclusively the value of showing OUTSIDE the cases a list of contents. This list should be painted on as crayon is so easily obliterated.

Many cases of machinery are marked at the factory with a list of contents, but these were in general obliterated by the various other identification marks superimposed by engineer dumps forwarding stores. In some cases these markings are most essential for recognition, e.g. WATER PUMPS, where the crates are all marked "No. x of y cases". Unless these markings are left visible, all crates must be opened before any deficiencies can be identified- 9 crates of No 4 is not one complete set but 9 sets deficient 72 crates.

b. SIMPLIFICATION OF PACKS

ABRAHAMSON'S

The practice of packing quantities of a variety of items in one case has nothing to recommend it, as it increases the difficulty of checking, binning and issuing, without any compensating advantages. Each case should contain only one type of store. Loose small stores should be packed in standard packs of say 25 or 100 to speed up handling. Even pioneer tools could be made up in standardised ARS mesh pallets.

c. INCORRECT LISTS OF CONTENTS

As at TARAKA it was discovered that the list of case contents supplied with crates marked T.R. could NOT be relied on.

For example, crate T.R. 369 was listed as containing

Crimpers	20
Percussion igniters porcelain	1200
Trip wire	1200 yds.
When the case was opened it contained	
Crimpers	4
Trip wire	600 yds
Pets No 6	50
P.I.D.	400 ft
Tubes fuse sealing	75.

SUBJECT: REPORT ON ORO 2SECRETd. GENERAL

The personnel clotting and shipping stores cannot be expected to recreate and mark stores at the same time. In any case it is unlikely there will ever be sufficient time. Therefore the work of preparing engineer stores for an operation must be done at the base dumps.

Stores should be put up in standard unit packs.
There should be only one type of store per pack.

The case contents should be clearly and permanently marked on the outside of the case.

Any system of marking which involves the checker's referring to long lists of numbers is little better than no system of marking at all.

CRATING AND PACKING

The same remarks apply to this operation as to ORO 1 - the crating of Australian origin was very poor as compared with that of American origin.

One glaring example of the results of faulty packing was R.A.L. Pumps. The machines were well tropic-proofed and packed in a strong well made case. But NO provision was made to secure the machine from movement inside the case! The result was that the starting handles of all five machines received were bent or broken and the magnetos on three were damaged beyond repair due to impact against the sides of the case.

It is essential that all machinery be secured inside the cases by bolting to bearers on the floor and that cases be strong enough to resist crushing and rough handling.

UNLOADING OF STORES

Once again loads were dumped on to trucks without consideration of the difficulties of unloading in the dump.

There was no shortage of damage and its use under loads would have saved much time at the dumps - not only man hours but truck and crane hours. It is the driver's responsibility to supervise loading of his vehicle and drivers of engineer vehicles carting from the wharf saw that they were loaded in such a way that unloading was made as easy as possible.

At times no effort was made to ensure that trucks were loaded with engineer stores only, and stores of all services and unit stores were loaded on common vehicles and despatched to dump. This meant that engineer stores had to be sorted out of the collection and the remainder loaded back on the truck and sent elsewhere.

Again, a number of loads of P.O.L. were delivered to R.A.A.F. as bitumen although clearly branded MGO etc.

SECURITY OF STORES

The dispersal of stores in three dumps necessitated staffing and picketing of all three.

NO difficulty in respect of pilfering was experienced in the dumps for which 2 BGN GP STORES FL was responsible.

COMMUNICATION

Telephone was installed early on F day and was very valuable.

Direct intercom with 2/11 PD COY was maintained until F+12 by wireless. The number of messages passed in this case was small, but it is considered that provision of a set on future operations is worth a thought.

CONCLUSION

Until F+9 O.C. 2 BGN GP STORES FL was responsible for taking into dump all engineer stores crossing the beach, and was also the approving officer for requisitions. Assisting in this were the stores FL and the Bridging FL of 2/25 FD Rk Coy.

SUMMARY REPORT ON CDR 2

SECRET

These two pls returned to their parent unit on its arrival on F-5.

On F-9 C.O. 2/25 Fd Pl Coy was made responsible for unloading and became the approving authority for requisitions, whilst C.O. 2 Boh Sp Stores Pl maintained liaison between R.A.E. 7 Div. and the various dumps and was responsible for preparing consolidated daily reports on receipts and issues.

On F-12 C.R.E. 7 Div. became the approving authority for requisitions.

On F-13 2 Aust Boh Sp Stores Pl was placed under command 2/25 Fd Pl Coy for purposes of engineer stores unloading.

On F-16 the unit was relieved of duty in the Base Dump and commenced shifting stores from the two initial dumps into the Base Dump and the Plv Fd Pl Coy.

On F-19 this unit's personnel were allotted to 11 Aust Wks and Fds Coy for work in the Base Dump and 2/25 Fd Pl Coy assisted by cranes and M.T. from this unit took over the shifting of stores.

From F-9 onwards there was NO Boh Sp Stores Dump and C.O. 2 Boh Sp Stores Pl had NO authority to issue stores to Boh Sp units, unless they had requisitions approved by div.

The above arrangements with the accompanying split up of the unit over several jobs were hardly satisfactory from a unit point of view and it is felt that it may have been better if a definite Boh Sp dump had been established after the arrival of the Fd Pl Coy and the advanced Pl of the 11 Wks and Fds, as was originally planned.

ATTACHMENTS

For the initial stages of the landing this unit had attached the Bridging and the Stores Pls of 2/25 Fd Pl Coy. The assistance given by these attached personnel was invaluable, but it is suggested that a better arrangement would be:

a. As demands for bridging stores are almost exclusively divisional and the Bridging Pl is equipped with vehicles and men to handle all its bridging, it would be better if this Pl operated as an independent divisional detachment; and, in fact, the Pl actually operated on this basis, assisted only by cranes from the Boh Sp pool.

b. A re-modelling of the unit's W.T. would give better results than the attachment of an additional pl, without the accompanying admin and c worries.

Without these additional pls, the task would have been far too great for this unit.

TRANSPORT

The unit's semi-trailer was employed almost continuously in carting stores from the beach. While there is NO objection to this in principle, provision of relief drivers is a problem, NO allowance being made for this on W.T. The Fd Pl Coy was placed in a similar position with its semi-trailers.

It is suggested that for future operations the C.T.C. should bring ashore a Pl of semi-trailers, thus freeing engineer vehicles for engineer uses.

WORKING PARTY

NO permanent working party was initially allotted to the engineer stores dump, whereas other dumps were given permanent working parties from F day. This seemed unreasonable when it was considered that nearly half the total of stores to be unloaded up to F-15 were engineer stores. Working on the figures given in COM WIS/20 for Beach work in Britain, to attain the rate of unloading as planned would have required 1682 men/hrs daily in addition to the services of the unit's two cranes working round the clock i.e. a coy of para.

SECRETSUBJECT: REPORT ON OBOE 2

The fact that unloading was much slower than anticipated enabled the unit to carry on till the establishment of a Base Dump when adequate labour was arranged. Jew

Labour is required in a dump for purposes other than unloading, for example, for preparation of stacking areas, cutting and placing sunnage, erection of tarpaulin shelters, all of which can be carried out by a permanent working party in between spells of unloading.

W.F.

The remarks made re W.F. in the report on OBOE 1 still apply. The W.F. is insufficient to permit prolonged operation on a 24 hr basis.

The latest amendment to W.F. provides an additional crane, with no increase in W.F. to operate it. It is quite useless having four cranes on W.F. and personnel to operate only two of them. Moreover the additional plant results in a decrease in the dump operating staff (operator excavator substituted for pioneer).

Crane driving requires skilled operators and it is unreasonable to expect untrained men to relieve the regular drivers on long shifts. Yet it is waste of plant hours not to work them continuously. The solution is to increase personnel or decrease cranes. As the M7 tracked cranes have a very limited application, it is felt that they could be deleted. The only alteration to W.F. then necessary would be to substitute one operator excavator for a driver transportation plant, thus giving two drivers to each of the cranes remaining.

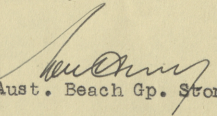
MacDermid LT.
O.C. 2 Aust BEACH GROUP STONE PL.

APPENDIX TO REPORT O.B.O.E. 2/

NOTE:

These figures do not include R.A.A.F., Bulk Oil, Wharfage or Bridging Stores, which were not received into Dumps controlled by this Unit, but they are submitted as showing the general trend of receipts and issues.

W.B.

 Lt.
O.C. 2 Aust. Beach Gp. Stores Pl.

TONNAGE REPORTS - GENERAL ENGR. STORES

DATE	TIME	TONS REC'D.	TONS ISSUED
1 Jul. '45	1800 hrs.	-	-
2 " "	0600 "	10	-
2 " "	1800 "	20	-
3 " "	0600 "	60	-
3 " "	1800 "	75	-
4 " "	0600 "	170	-
	1800 "	270	12
5 " "	0600 "	335	12
	1800 "	392	15
6 " "	0600 "	415	20
	1800 "	422	27
7 " "	0600 "	457	35
	1800 "	465	44
8 " "	0600 "	470	44
	1800 "	485	65
9 " "	0600 "	516	65
	1800 "	520	70
10 " "	0600 "	530	75
	1800 "	599	85
11 " "	1800 "	707	115
12 " "	1800 "	717	121
13 " "	1800 "	867	155
14 " "	1800 "	1087	177
15 " "	1800 "	1321	207
16 " "	1800 "	1521	227
17 " "	1800 "	1724	250

Ken Chung LT.
O.C. 2 AUST. BEACH GP. STORES FL.

War Diary

RESTRICTED

Serial 1/45
Nos 1 - 15.

The information given in this document is not to be communicated either directly or indirectly to the Press or to any person not authorised to receive it.

AUSTRALIAN MILITARY FORCES

ROUTINE ORDERS PART 1

by

Lieut L. HENRY
Comd 2 Aust Beach Gp Stores Pl.

(AIF)

IN THE FIELD

2 Bch Gp Stores Pl
26 May 45

1. DRESS

The dress at all times in this area will comprise, shirt, trousers, boots, gaiters, belt, except:

- (a) When bathing or when covered by a mosquito net.
- (b) If permission is granted by an officer, shirts may be removed when performing manual labour.

After 1800 hrs sleeves will be rolled down.

Shirts will be worn to mess parades.

Shirts must be worn INSIDE the trousers.

2. CENSORSHIP.

Censorship regulations are the same as if the unit were still on TARAKAN, and no mention will be made of any move from there.

Articles of enemy equipment may be fwd through post only if O.K'd by I.O. 2 Beach Group.

3. TENT LINES.

Considerable improvement is necessary in the tidiness and cleanliness of tent lines. There is no excuse for slackness in this area and the occupants of each tent will be held jointly responsible for its condition.

4. SPEED LIMITS

Speed limits for all vehicles, 20 mph except where lower limits are imposed by roadside notices.

5. A.A.F. G2.

No vehicle will leave unit lines without a G2 endorsed to cover the extent of the drivers duties. Details of times of arrival, mileage etc. must be filled in by driver. G2 will be handed back to Orderly Room after each trip. At the end of the day the G2 will be signed off and any reports made out. (1 Aust Corps R.O. 61).

6. UNATTENDED VEHICLES

Any driver who leaves his vehicle unattended on this island except in unit lines or authorised vehicle parks, will be severely punished. A vehicle is unattended if the driver is u

unable to keep it under observation. (1 Aust Corps RO 67).

7. MALARIAL PRECAUTIONS

As before.

8. SCRUB TYPHUS PRECAUTIONS

Clothes will be treated with Betty on Monday 28 May and every Monday thereafter.

9. CLOTHING AND EQUIPMENT

Owing to shortage of clothing and equipment, the scale of replacements is very low and in future free issues will be made only when the worn article is returned. In cases of loss action will be taken in accordance with GRO 727/43

10. EMERGENCY RATIONS

Emergency rations are intended to be used only when other rations are unavailable and will be replaced only on that bases. They will not be used when rations are supplied, nor will they be discarded.

11. IDENTITY DISCS

Identity discs will be worn at all times and loss must be reported immediately.

12. EXPLOSIVES

With the exception of Ammo on issue, NO explosives of any kind will be kept in unit lines.

13. SICK PARADE

Personnel wishing to report sick will do so on 0715 Pde.

Sick Parade leaves Orderly Room at 0815 Hrs.

14. SECURITY - NATIVES ON MOROTAI.

Extract from Corps R.O. Ser 13/45, No 59.

- (a) No natives will be allowed to enter or remain in or near any headquarters, camp, dock, installation, or other area under military control whatsoever on this island, with the exception of gangs of natives under the control of a responsible officer or NCO who will be in possession of a nominal roll of the natives under his control.
- (b) All natives landing from water craft within the MOROTAI area will be detained and reported through channels as set out in para (d) below.
- (c) Troops will not trade with natives in any way for the purchase, sale or exchange of souvenirs, clothing, cigarettes, or any other goods whatsoever.
- (d) All troops discovering the presence of natives not under the control of a responsible officer or NCO will, after detaining the natives, immediately report their presence to unit headquarters. The unit will immediately inform NICA and will make the necessary arrangements for the natives to be delivered to the native compound or such other place as NICA may require.

15. CARRIAGE OF TROOPS IN VEHICLES.

1/2 ton Jeep 4 pers incl Dvr. GMC 25 pers incl Dvr.
1 Aust Corps RO 69

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by LT. L. HENRY

O.C. 2 AUST BEACH GROUP STORES PL. 2 R.A.E., A.I.F.

555

5 Jun 45.

76. CAMP ROUTINE

REVEILLE	0630
A Parade	0635
Mess	0700
Parade	0750
Dismiss	1200
Mess	1230
Parade	1315
Dismiss	1700
Mess	1730
Lotion Parade	1830
Lights out	2230

17. LOSS OF EQUIPMENT AND CLOTHING

Loss of equipment and clothing through carelessness will be made good, and personnel will be debited accordingly.

18. SICK PARADE

Routine order 13/45 is cancelled.

Personnel will report sick on the 0635 hrs parade. Sick parade leaves orderly room at 0730 hrs.

Paul H. H. H. LIUT.
O.C. 2 AUST BEACH GROUP STORES PL.

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ROUTINE ORDERS

BBB66E

part 1

by LIEUT L HENRY.

O.C.2 AUST BEACH GROUP STORES PL.

13 Jun 45

19. SECURITY OF ITEMS OF CONTROLLED STORES

Attention is directed to the safeguarding of binoculars, compasses watches and pistols.

When not in actual use such articles will be kept under lock and key by the officer or O.R to whom they are on issue, or if no receptacle capable of being locked is available, stored in unit QM store.

20. ALLOWABLE INCOME TAX DEDUCTION.

<u>AMOUNT OF INCOME</u>	<u>ALLOWABLE DEDUCTIONS</u>
Not exceeding 250	The whole income
251 - 258	146
259 - 300	146 less 1 for every 1 by which the income exceeds 258
301 - 350	104 less 1 for every 3 by which the income exceeds 300
Exceeding 350	79 less 1 for every 3 by which the income exceeds 350

Personnel desiring further particulars reIncome Tax can obtain same from Orderly Room

21. EMERGENCY RATIONS

Emergency Rations will only be used in cases when no other rations are available. Consumption will be reported immediately.

Henry

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ROUTINE ORDERS

PART I

by Lt. L. HENRY

O.C. 2 AUST. BEACH CP. STONES PL.

14 JUL. '45

22. DENGUE PRECAUTIONS

An epidemic of Dengue Fever in the Beach Area appears imminent. the following precautions will therefore be taken.

- (a) Shirts will be worn at all times unless permission has been given by an Officer for their removal. This permission will only apply for the particular job of work and shirts will be replaced during rest periods.
- (b) Shirts will be worn in the tent lines and personnel resting will rest under mosquito nets.
- (c) Mosquito Lotion will be applied to exposed parts at two hourly intervals.
- (d) N.C.O.'s in charge of personnel working away from Camp Area will ensure that each man carries a bottle of repellent and uses it as directed.
- (e) Personnel working in the shade will NOT under any circumstances work without shirts.

23. CENSORSHIP.

Cases have been reported of looted goods being forwarded through the post to addresses in Australia. Looting is forbidden and all available civilian goods are required by N.I.C.A. to rehabilitate the Natives.

No civilian goods will be received for franking unless accompanied by a certificate from the soldier that the articles are his personal property and were not obtained at BALIKPAPAN.

The restriction does not apply to articles of enemy equipment which have to be censored by the Int. Off. 2 Aust. Bch Op., or to coins etc., which may be forwarded under normal arrangements.

24. RELEASES.

A number of soldiers will be released shortly, on the basis of service, age, dependants etc.

All personnel who have served five years in the Army of which two years were overseas will report to the Orderly Room on or before the 16 Jul., bringing with them all relevant particulars, whether they desire to be discharged or not.

This information is required only to determine the numbers of personnel affected. There is no guarantee that releases will follow.

25. ATEBRIN

Atebrin will be administered on the 0655 hrs. parade.

N.C.O. in charge of Beach Dump will supervise parade there and N.C.O. in charge of morning shift at Base Dump will supervise the taking of Atebrin before breakfast at the Base Dump. Atebrin for these purposes will be drawn as required from the Q' Store.

26. SPEED LIMITS.

Speed Limits for all Vehicles are:-
Vasey Highway east of KLANDASAN Beach (i.e. from just beyond
P.O.L. Dump) 20 M.P.H.
Remainder of Vasey Highway and all other roads
15 M.P.H.
Tracked Vehicles are not to use macadamised roads.

27. TENT LINES

All rubbish, tins, etc. around tent lines will be collected,
burnt and the remains buried. This for your own protection to avoid
disease.

28. SEA BATHING.

Sea Bathing is permissible except within 400 yds of mouths
of rivers. Costumes must be worn.

Fresh Water Bathing is absolutely forbidden due to the
presence of Bilharzia organisms.

W. C. S. Aust. LT.
O.C. 2 AUST. BEACH CP. STORES FL.

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ROUTINE ORDERS

PART I

by LIEUT. L. HENRY

O.C. 2 AUST. BEACH. GP. STORES PL.

23 JUL. '45

26. SHIRTS

Attention is drawn to 7 Aust. Div. orders re wearing of shirts. Shirts will be worn at ALL times by ALL personnel except cooks who may wear singlets during the daylight hours.

27. FIREARMS

The promiscuous discharging of firearms is forbidden due to the risk of injury to other troops in the vicinity.

28. AMMUNITION

Each man will draw from the "Q" Store sufficient ammunition to bring his issue to the following level:-

Owen Gunners	120
Riflemen	50

This ammunition will NOT be expended for any other purpose than against the enemy.

Practice shoots will be arranged when adequate safety precautions can be taken against accidents.

29. DAILY ROUTINE

REVEILLE	0645 hrs.
ATEBRIN PARADE	0655 "
BREAKFAST	0700 "
WORK PARADE	0730 "
LUNCH BREAK	
(PERS IN CAMP)	1130-1230 hrs.
(" " DUMP)	1230-1330 "
STANDDOWN	1700 hrs.
EVENING MEAL	1800 "
SLEEVES DOWN	1900 "
LIGHTS OUT	2200 "

30. R.A.P.

Personnel requiring attention at R.A.P. will report on 0655 hrs. parade.

31. CENSORSHIP.

Censorship regulations still permit mention to be made of having during this campaign been to TARAKAN and BALIKPAPAN only. NO mention will be made of having stayed or called at any other Island, nor will reference be made to the duration of the voyages.

Attention is drawn to 1 Aust. Corps GSI 1037 posted on the Notice Board re censorship regulations.

No mention will be made in correspondence of Allied P.W. in the area of operations. In particular no mention of finding of P.W. effects, recovery of P.W.'s, treatment by enemy and and infer^{ed} conjecture of their fate will be made.

32. DEFENCE

Every man will sleep with his rifle or owan gun loaded and beside his bed.

The Bren Guns will be kept in the "Q" Stores, loaded and with 10 magazines out per gun.

Pickets will pay particular attention to the beach to guard against possible small boat landings.

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AUSTRALIAN MILITARY FORCESROUTINE ORDERS PART I

BY

LIEUT. I. HENRYO.C. 2 AUST BEACH GROUP STORES PL., R.A.F., A.I.F.20 JUL 4533. DUTIES

Picquet = as per roster on notice board.

Orderly N.C.O. =	Jul. 31	SGT BUSTED
	Aug 1	Cpl MARSHALL
	2	Sgt STONE
	3	Cpl WALTERS

34. DRESS

i. Personnel are reminded of the following:

- a. Belts and gaiters must be worn at all times.
- b. Shirts are to be worn inside trousers NOT outside.
- c. Clothes are to be kept mended.

ii. The practice of tearing shirts down the middle will cease forthwith. This is an offence and chargeable under ARMY ACT Section 24 para(4).

35. SHAVING

Personnel will shave daily.

HYGIENE36. DISEASE

Stricter attention is necessary to hygiene precautions- the mosquitoes which carry dengue and filaria (elephantiasis) have been found in this unit's tent lines and the danger of becoming infected is great.

The presence of natives in the camp area makes anti-hookworm measures very important - NEVER place bare parts of the body on the ground, particularly on moist ground.

Urinals have been provided near the latrines, M.T. shed and the Q store - use them.

37. LIGHTING PLANT

L/cpl BOWEN is in charge of the plant which is out of bounds to unauthorised persons.

Any interference with wiring in tents will result in that tent's being deprived of lights.

Lamps will not be removed from holders while the power is on.

The plant will be switched off NOT later than 2200 hrs.

In the event of air-raid, orderly N.C.O. will see that the set is switched off.

38. INFLAMMABLE FLUIDS

1 AUST CORPS R/O 105/45.

Fatal accidents have been caused by petrol and other inflammable fluids being used for lighting or boosting fires. This practice will cease forthwith and under NO circumstances will inflammable fluids be used for this purpose.

I. Henry LT.
O.C. 2 AUST BEACH GROUP STORES PL.

20 Jul 45.NOTICE

Mobile laundry will wash clothes here as at MOROTAI. Clothes to be washed will be handed in to Q store by 1800 hrs 3 Aug clearly marked with name in full and the letters A.M.C.

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ROUTINE ORDERS

BY

LT. L. HENRY

O.C. 2 AUST. BEACH CP. STORES PL. P.A.E.

SERIAL :13

30 SEP. '44

ORDERLY SERGEANT : SGT. STONE
ORDERLY STOREMAN : SFR. TRIGG
PIRE PICKET : CPL. BARRETT
SFR. ARCHER
SFR. ROSS (JNR.)

DUTIES

CAMP FATIGUE

2 OCT. : SFR. MCCARTHY
3 " : " GORE
4 " : " BARRETT
5 " : " TRIGG
6 " : " MEEHAG
7 " : " ADAMS
8 " : "
9 " : " ARCHER.

NOTICES:

DRIVERS M.T.

Attention is drawn to Standing Orders for M.T. requiring licences to be carried at all times.


SALUTING:

Other Ranks not saluting Officers :

- (1) Before addressing them
- (2) Before leaving them
- (3) When passing

will be charged with neglect to obey an order.

NOTE: Cigarettes must be extinguished before addressing an Officer.


O.C. 2 Aust. Beach Cp. Stores Pl. Lieut.:

REGIMENTAL TRUST FUND ACCOUNT.

Balance as at 1 Sep. '44	-	6 - 8 - 10
Receipts	-	3 416 - 5
		<hr/> 10 - 5 - 3
Withdrawals		
(Payments to D.A.D. Amenities		
for purchase of Cricket		
Material)		1 - 11 - 0
		<hr/> 8 - 14 - 3

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ROUTINE ORDERS

BY

LT. L. HENRY

O.C. 2 AUST. BEACH OP. STORES PL. N.A.E.

SERIAL: 12

23 SEP. '44

ORDERLY SERGEANT : SGT. BUSTED
ORDERLY STOREMAN : SPT. MCCARTHY.
FIRE PIQUET : L/CPL. WALTERS
 SPT. BARRETT
 SPT. BURGE

DUTIES

CAMP FATIGUE

23 SEP.	:	<u>SPT. MARSHALL</u>
24 "	:	"
25 "	:	" <u>BURGE</u>
26 "	:	" <u>ROSS (Snr.)</u>
27 "	:	" <u>ROSS (Jnr.)</u>
28 "	:	" <u>BRICE</u>
29 "	:	" <u>MULLALLY</u>
30 "	:	" <u>TALBOT</u>
1 OCT.	:	"

STRENGTH

Decrease QX7161 CPL. POREY R. Evac. 116 AGH 22/9/44

NOTICES :

BINOCULARS, COMPASSES, WATCHES GS. AND PISTOLS. 1 AUST. CORPS R/O 34/44

- (a) The attention of all ranks is directed to the fact that Binoculars, Compasses, Watches GS. and Pistols, are articles of equipment of which the greatest care must be taken.
- (b) When not in actual use, such articles will be kept under lock and key by the officer or other rank to whom they are on issue, or if no receptacle capable of being locked is available, stored in the Unit Q.M.Store.

TRAFFIC ROUTES - ATHONTON TABLELANDS AREA

The section of road, KURANDA to junction with COOK HIGHWAY will be closed from 22 Sep. to 1 Oct, both dates inclusive. During this period special time-table for GILLIES HIGHWAY will operate

TIME TABLE

UP FROM CAIRNS

DOWN TO CAIRNS

0200-0500	0600-0900
1000-1300	1400-1700
1800-2100	2200-0100

SECOND VICTORY LOAN. GPO F334

- (a) The Second Victory Loan of 120,000,000 cash will open for subscription on 26th September 1944, and close not later than 31 October, 1944.
- (b) Arrangements have been made for paymasters to accept applications for Commonwealth Government Inscribed Stock or Treasury Bonds from members of the forces serving in Australia or New Guinea who desire to invest their savings in the loan.

Particulars of Loan:

- (e) Loan applications may be made for an amount of 10 or any multiple of 10.
- (d) Treasury Bonds are payable to bearer and are issued at par for 10, 50, 100, 500, and 1,000.
- (e) Inscribed Stock may be purchased at par for amounts of 100 or multiples of 10 above 100.
- (f) Interest is payable at 2½% per annum if invested for five years and at 3½% per annum if invested for sixteen years, and will be credited half-yearly to a members savings bank account or current account, if desired.
- (g) Interest will be subject to Commonwealth taxation but not any income tax under the law of a state. During the period of uniform taxation, a rebate of 2/- in the pound on interest will be allowed to cover freedom from state taxation.
- (h) Any bank nominated by a member will, if requested, hold the bonds in safe custody.
- (i) Application forms will be available from paymasters and unit pay representatives and are required to be completed in duplicate. An applicant's signature will be witnessed by an officer.
- (j) Sufficient credit must be available in a members's pay book to cover the amount he or she desires to invest in the loan. The amount subscribed will be debited in the pay book.
- (k) Cash may be accepted in payment of a loan subscription, in which case the amount tendered will be entered in the pay book to establish the necessary credit and a pay sergeant's or cash office receipt issued and pasted in the pay book.
- (l) Deposits on account of loan subscriptions will not be accepted. Where members desire to subscribe by instalments, the procedure set out in GRC 2.503/1944 will be observed.
- (m) The Commonwealth Bank will forward to a member an interim receipt for the amount subscribed.
- (n) General:
Both Treasury Bonds and Inscribed Stock are readily realisable and may be sold at any time. Any bank will arrange this for a member, if desired.

ANCAU - APPLICATIONS FOR APPOINTMENT TO THE DISTRICT SERVICES.

- (a) Applications are invited from members of the ANP for appointment to the District Services of the Australian New Guinea Administration Unit (ANCAU).
- (b) The age of applicants should be 20-25 years, but applications will be considered in cases of special qualifications from applicants not over the age of 35 years.
- (c) Personnel interested in the above may obtain further particulars by application to the Orderly Room.

Reddy Lieut.,
O.C. 2 Aust. Beach op. Stores Pl.

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ROUTINE ORDERS

BY

LT. L. HENRY

O.C. 2 AUST. BEACH CP. STORES PL. R.A.S.

SERIAL : 11

16 SEP. '44

ORDERLY SERGEANT : SGT. STONE
ORDERLY STOREMAN : SPR. MEHARG
PIPE PIQUET : CPL. PUREY
SPR. MULLALLY
SPR. GORE

DUTIES

	<u>CAMP PIQUET</u>	<u>CAMP VATTIQUE</u>
16 SEP.	: SPR. TRIGG	SPR. GORE
17 "	: " ADAMS	" "
18 "	: " ARCHER	" TRIGG
19 "	: " BURGE	" BARRETT
20 "	: " ROSS (Snr.)	" MEHARG
21 "	: " TALBOT	" ADAMS
22 "	: " MEHARG	" ARCHER
23 "	: " MARSHALL	" MARSHALL
24 "	: " BARRETT	" HENRY

CLASSIFICATIONS

MX201053	Spr. Ross J.M.	Clerk T.G.III	23.6.44
MX175474	" Marshall L.H.	Tech. Storeman T.G.III	23.6.44
WX14604	" Barrett L.	Engine Hand T.G.III	1.7.44
QX11774	" Talbot M.	Clerk T.G.III	16.6.44
WX5117	" MCCARTHY A.S.	Tech. Storeman T.G.III	16.6.44
MX175474	Spr. Marshall L.H.	Clerk T.G.III	23.6.44
WX14604	" Barrett L.	Minor T.G.III	1.7.44
QX11774	" Talbot M.	Platelayer T.G.III	16.6.44
WX5117	" McCarthy A.S.	Platelayer T.G.III	16.6.44

RELINQUISHMENTS

NOTICES

HITCH-HIKING COOK HIGHWAY

The practice of troops hitch-hiking on COOK HIGHWAY is prohibited.

Transport is provided to take the approved leave quota from 2 Aust. Beach Op. to CAIRNS and return.

In future, disciplinary action will be taken against drivers who pick up casual personnel on the road.

PROMOTIONS

VX69063 Spr. WALTERS C.H. TO rank of L/Cpl. 23.6.44

L. Henry
O.C. 2 AUST. BEACH CP. STORES PL. LIEUT.,

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3. OPERATIONAL

4. TRAINING

5. RESEARCH

6. LOGISTICS

7. FINANCE

8. LEGAL

9. GENERAL

9. GENERAL

10. OTHER

11. REMARKS

12. REMARKS

13. REMARKS

13. REMARKS

14. REMARKS

14. REMARKS

15. REMARKS

15. REMARKS

16. REMARKS

17. REMARKS

18. REMARKS

19. REMARKS

20. REMARKS

21. REMARKS

22. REMARKS

23. REMARKS

24. REMARKS

25. REMARKS

26. REMARKS

27. REMARKS

28. REMARKS

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30. REMARKS

31. REMARKS

32. REMARKS

33. REMARKS

34. REMARKS

35. REMARKS

36. REMARKS

37. REMARKS

38. REMARKS

39. REMARKS

40. REMARKS

41. REMARKS

42. REMARKS

43. REMARKS

44. REMARKS

45. REMARKS

45/1.

At

BY

O.C. 2 AUST. BEACH GP. STORES PL. R.A.E.

2 SEP. '44

CAMP PICKET		:	SPR.	TALBOT
2	SEP.	:	PRICE	
3	"	:	"	
4	"	:	"	TRIGG
5	"	:	"	MARSHALL
6	"	:	"	ARCHER
7	"	:	"	MEHARG
8	"	:	"	BURGE
9	"	:	"	ROSS (SNR.)
10	"	:	"	ROSS (JNR.)
11	"	:	"	ADAMS

		<u>MESS ORDERLY</u>		<u>CAMP FATIGUE</u>	
		<u>SPR.</u>	<u>BURGE</u>	<u>SPR.</u>	<u>TRIGG</u>
2	SEP.	:	"	"	"
3	"	:	"	"	"
4	"	:	"	"	"
5	"	:	"	"	"
6	"	:	"	"	"
7	"	:	"	"	"
8	"	:	"	"	"
9	"	:	"	"	"
10	"	:	"	"	"
11	"	:	"	"	"
12	"	:	"	"	"

1. Approval has been granted for personnel on leave without pay or seasonal and occupational purposes to be admitted to military hospitals and to receive medical treatment for illness or injury, providing the illness or injury is due to military service.
2. It has also been approved that pay will be granted only for the period during which the member is ordered to be taken on strength of a hospital unit or depot.

Permission is now granted for troops under command of First Aust Army in any area of QUEENSLAND South of 12 deg. South Lat. to send postcards and books of views through the post provided that the following is observed:-

- (a) The name of the unit or formation does NOT appear on the cards or books, nor is any indication given of the actual location of a particular unit.
- (b) The views or cards disclose only general places which a soldier may have visited within the area described above, and are franked by an officer and bear the unit censor stamp.

CENSORSHIP (CONTD)

(6) Such cards or books of views are forwarded ONLY to Australian addresses.

Any attempt to indicate unit location by reference in letters to views posted, will be regarded as a serious breach of censorship and disciplinary action will be taken accordingly.

CONSERVATION OF RUBBER - SYNTHETIC TYRES

1. The critical rubber situation and the necessity for obtaining the maximum service from tyres has been stressed from time to time. The further deterioration of the situation, necessitating the introduction of tyres of synthetic construction, renders it imperative that greater care than ever be exercised in the use and maintenance of all tyres, whether of synthetic or natural rubber construction.
2. Synthetic tyres are far more susceptible to failure through abuse than tyres constructed from natural rubber. All concerned will, therefore :-
 - (a) exercise the utmost care to avoid -
 - overloading
 - underinflation,
 - hard braking and fierce acceleration,
 - high speeds,
 - bumps and other causes of severe impact;
 - (b) check wheel alignment frequently and correct irregularities promptly;
 - (c) rotate wheels regularly;
 - (d) remove stones and flint from tyres during unit maintenance;
 - (e) submit tyres for replacement at the correct stages for recapping; and
 - (f) submit damaged tyres for repair without delay.
3. Prompt disciplinary action will be taken if breaches of this order occur.

COMMONWEALTH WAR LOANS:

1. Approval has been given for members of the A.M.F. to subscribe to Commonwealth Loans by making an allotment of portion of their pay to the Commonwealth Bank. Amounts received by the Bank under the allotment will be credited to a special account in the members name and interest will be allowed thereon at the rate borne by the bonds selected for purchase by the member. As often as funds in the account accumulate to the extent of ten pounds, the Bank will purchase a ten pound Commonwealth Treasury Bond on behalf of the member.
2. Where a member desires to subscribe in accordance with the provisions of this order, he will sign an allotment, in the form W.F.12, of the daily amount (in even shillings) he wishes to contribute for the purchase of Treasury Bonds, the name of the allotted being shown as "Commonwealth Bank of Australia.....Branch" (with the insertion of the name of the capital city of the members state of enlistment). The member will, at the same time, sign a printed notification to the Bank, a copy of which is set out in the appendix to this order. Forms of notification may be obtained from Unit Pay Representatives.
3. Bonds will be held by the Commonwealth Bank at the Capital City of the members state of enlistment for safe custody on behalf of the member. In the case of members enlisted in the Northern Territory or New Guinea bonds will be held by the Commonwealth Bank at Adelaide and Brisbane, respectively.
4. Where a member is discharged or cancels his allotment, the special account will be closed and any balance remaining therein will be credited to the members bank account or paid to him, whichever he desires.


O.C. 2 Aust. Beach Gp. Stores Pl. R.A.E. Lieut.,

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ROUTINE ORDERS

BY

LT. L. HENRY

O.C. 2 AUST. BEACH OP. STORES PL.

19 Aug. '44

SERIAL: 9

ORDERLY SERGEANT : SGT. STONE

ORDERLY STOREMAN : CPL. MURPHY.

MESS ORDERLIES :

20 Aug.	:	SPT. TALBOT
21 "	:	" MARSHALL
22 "	:	" ROSS (JNR)
23 "	:	" BURGE
24 "	:	" ADAMS
25 "	:	" ROSS (SNR)
26 "	:	" TRIGG
27 "	:	" ARCHER
28 "	:	" PRICE
29 "	:	" MEHARG

FIRE PIQUET : L/CPL. WALLERS
SPR. BURGE
" MEHARG

CAMP PIQUET : Personnel to report to Orderly Room
2/11 Rd. Coy. R.A.E. by 1755 hrs.
on day of duty.

20 Aug.	:	SPT. PRICE
21 "	:	" MARSHALL
22 "	:	" ARCHER
23 "	:	" MEHARG
24 "	:	" BURGE
25 "	:	" ROSS (SNR)
26 "	:	" ROSS (JNR)
27 "	:	" ADAMS
28 "	:	" TALBOT
29 "	:	" TRIGG
30 "	:	" PRICE.

NOTICES:

TACTICAL EXERCISES WITH TROOPS

9 Aust Div is conducting a tactical exercise at TRINITY BEACH to be carried out by :

24 Aust Inf Bde Op.	-	24 to 27 Aug 44
26 Aust Inf Bde Op.	-	11 to 14 Sep. 44
20 Aust Inf Bde Op.	-	29 Sep to 2 Oct 44

To ensure the value of the exercises will not be lost, all personnel are instructed not to pass on any details of the brigade exercise concerning one brigade group to any components of the other brigade groups who are to carry out such exercise at a later date.

CIVIL RACE MEETINGS

Members of the AIF are prohibited from participating in civilian race meetings either as jockeys or bookmakers.

FISHTRAP AT BUCHAN POINT

The fish trap at BUCHAN point is out of bounds to all troops.

REQUEST HOUR

PERIOD: 0900 hrs. to 1000 hrs each Saturday morning.

SPECIAL INSTRUCTION RE M.T.

All vehicles will be inside wire compound by 1800 hrs - that is at guard mounting time.

No vehicle will be outside compound after 1800 hrs unless driver is in attendance. This applies to the parking area in 2/11 Rd. Coy. lines as well as any part of the camp area. No vehicle will be permitted to leave compound unless driver has A.2 signed by an officer.

Severe disciplinary action will be taken for any infringement of this order.

CONSERVATION OF RUBBER.

The present shortage of rubber has reached a very serious stage. The two chief causes of wastage of rubber in tyres are speeding and poor tyre maintenance.

Action will be taken to ensure that speed limits are observed and that proper maintenance is carried out at all times when a vehicle is halted for more than periods of a few minutes. Drivers are instructed not to drive over stumps and sharp rocks etc. in order to conserve tyres. *W*

All drivers must realise their responsibilities more keenly.

NEW VEHICLE PARK - CAIRNS

A new parking area has been established at corner GRAYTON and SHIELDS ST, CAIRNS, and is open for 24 hrs. per day.

Lt. of 6 Provost will picquet such park.

Only cars, vans and jeeps may use such area, and G2 and Drivers licence must be produced and checked.

Vehs. up to 3 ton may use this park between 0800 hrs and 1800 hrs daily, ONLY.

After 1800 hrs, vehs 2½ ton and 3 ton will park in an area on West side of GRAYTON ST opposite the car park. Vehs will park at right angles to the road and will face outwards.

The latter area is for exclusive use of 1 and 2 Aust Beach Group.

Units supplying transport will be responsible for security of vehicles in last named area, and a picquet of 1 NCO and 1 Driver for each 3 vehicles will remain with vehs until dispatched by Picquet Officer.

Similar picqueting arrangements will be carried out for vehs parked at BALACLAVA CLUB.

The old veh park in CAIRNS is closed to Units of 2 Aust. Beach Group.

W. J. Dwyer Lieut.,
O.C. 2 Aust. Beach Gr. Stores Pl.

W. J. Dwyer

RESTRICTED.

The information given in this document is not to be communicated either directly or indirectly to the press or any person not authorised to receive it.

ROUTINE ORDERS

~~ROUTINE ORDERS~~

by

Lt. L. HENRY

O.C. 2 AUST. BEACH GP. STORES PL.

SERIAL: 8

12 AUG. '44

DUTIES :

ORDERLY SERGEANT : SGT. BUSTEED.

DUTY STOREMAN : SPR. MARSHALL

MESS ORDERLIES :

14 Aug.	:	SPR. ROSS (Snr.)
15 "	:	" MEHARG
16 "	:	" BURGE
17 "	:	" BUCKBY
18 "	:	" ARCHER
19 "	:	" TRIGG
20 "	:	" PRICE
21 "	:	" MARSHALL

FIRE PIQUET :

CPL. FUREY
SPR. TALBOT
" POLLARD

CAMP PIQUET FOR 14 AUG. '44 :

CPL. FUREY
L/CPL. WALTERS
SPR. PRICE
" BURGE
" ARCHER T.A. Bot
" MEHARG
" ADAMS
" TRIGG

NOTICES:

Under no circumstances will mail be posted in Cairns. All such mail is being returned to Units for censoring.

Any letters returned because they were NOT censored will involve the writer in disciplinary action.

Lt. L. Henry
O.C. 2 Aust. Beach Gp. Stores Pl. Lieut.,

DISTRIB UTION :

2/11 Aust. Bd. Coy. R.A.E.
Notice Board
File
War Diary

1/
1/
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War Diary

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ROUTINE ORDERS

by

Lt. L. HENRY

O.C. 2 AUST. BEACH GP. STORES PL.

SERIAL: 7

5 AUG, '44

DUTIES :

ORDERLY SGT.: Sgt. HUNT.

DUTY STOREMAN: Spr. MEHARG.

MESS ORDERLIES:

6 Aug.	:	Spr. BUCKBY
7 Aug.	:	Spr. ARCHER
8 Aug.	:	Spr. TRIGG
9 Aug.	:	Spr. PRICE
10 Aug.	:	Spr. MARSHALL
11 Aug.	:	Spr. ROSS (Jnr.)
12 Aug.	:	Spr. ADAMS
13 Aug.	:	Spr. TALBOT
14 Aug.	:	Spr. ROSS (Snr.)
15 Aug.	:	Spr. MEHARG.

FIRE PIQUET. :

Cpl. BARRETT
Spr. ARCHER
Spr. MARSHALL

NOTICES:

DRESS : All personnel who leave the camp area at any time must be properly dressed. This applies to personnel proceeding to concerts or moving pictures and to personnel proceeding along roads outside unit camp areas.

CIVILIAN RESIDENCES AND PROPERTY :

Members are again reminded that all civilian houses and property in this area, are out of bounds.

FIRES : Owing to the serious danger of bushfires, all personnel are instructed to observe every precaution, and that lighted cigarettes or lighted matches will not be thrown either from moving vehicles, or by personnel in areas where there is a possibility of outbreaks of fire.

LEAVE IN MOSSMAN:

The carrying and consumption by members of bottled liquor in public thoroughfares in MOSSMAN, and the use of obscene language is forbidden.

MOVING PICTURE PROGRAMME:

Mon. 7 Aug. 44 at 1 Aust. Beach Gp. O.C. 2 Aust. Beh. Gp. St. Pl.
Chester Morris in "Alias Boston Blackie"
Lydon. Bartholomew in
Ten per cent only may attend.
Thur. 10 Aug. 44 at 2 Aust. Beach Gp.
Ritz Bros & George Murphy in "Life Begins at College"
"G Man Jitters"
"Training Police Horses"
"Anzacs in Action"
Movietone News.

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O.C. 2 Aust. Beach Gp. STORES PL.

Lt. L. HENRY

4571

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is to be communicated either directly or
indirectly to the press in any form, not
authorized to receive it.

Not

ROUTINE ORDERS

by.

Lt. L. HENRY.

C.O. & i/c. ENO. STORES PL.

Serial 6.

29. July. 44.

DUTIES.

Duty Storeman: Sp. Trigg.

Free Duties.

- 20 July. Sp. Price
- 21 July. Sp. Marshall
- 1 Aug. Sp. Rees (Trs.)
- 2 " Sp. Adams
- 3 " Sp. Talbot
- 4 " Sp. Rees (Snr)
- 5 " Sp. Buckley

Free Piguet

4 Cpl Walters
Sp. Rees (Snr)
Sp. Buckley

Camp Piguet for 5 Aug.

Cpl Baintt
Cpl Walters
Sp. Rees (Jr) Sp. Marshall
Sp. Buckley Sp. Rees (Snr)
Sp. Price Sp. Talbot

CONCERT.

many cases have been noted of personnel not wearing gaiters, with their sleeves rolled up and not using mosquito netting.
After 1730 hrs.

Malaria control instructions apply to personnel proceeding on leave & those attending group concerts or unit picture shows. C.O.s will ensure close supervision of these personnel and that disciplinary action is taken against offenders.

3.

- NOTICES -

ENTERTAINMENTS

MOTION PICTURE PRECOURSE

MON. 28 JULY. 1st 1st BENCH GROUP.

Wanda Gadd in "Turnabout" and "Public Enemy No. 1".

THURSDAY. 3 AUG. 2nd 1st BENCH GROUP.

Rebecca Russell & Brian Abene in "Lured Wife", "Stranger than Fiction" & "Gay Places". Meniscus News.

CONCERT.

1st Army Amities Concert Party will hold a concert at 2nd 1st BENCH GROUP Theatre on Tuesday 1 Aug commencing 1930 hrs.

EVER/

2 AUST. BEACH GP. STORES PL. P.A.E.
TRAINING SYLLABUS FOR WEEK COMMENCING

16 OCT. '44

45/1

1/5/44

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	STAURDAY
0830- 0900						
0900- 1200	1/3 Pl. Bridging Training 2/3 Pl. Dump Maintenance	1/3 Pl. Bridging Training 2/3 Pl. Dump Maintenance	1/3 Pl. Bridging Training 2/3 Pl. Dump Maintenance	1/3 Pl. Bridging Training 2/3 Pl. Dump Maintenance	1/3 Pl. Bridging Training 2/3 Pl. Dump Maintenance	
1300- 1600						
1900- 2100		Route March			Route March	Beach Engineers Parade Betty Pde. & Organised Sports 1300-1600 hrs.

NOTE: At all times personnel are being trained in routine issuing and receiving of stores

T. F. Beaton
 O.C. 2 Aust. Beach Gp. Stores Pl. Lieut.

2 AUST. BEACH GP. STORES PL.


RESTRICTED

SYLLABUS FOR WEEK COMMENCING 9/10/44

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
0830- 0900						
0900- 1200	1/3 Pl. Bridging training 2/3 Pl. Pump maintenance.	1/3 Pl. Bridging training 2/3 Pl. Pump maintenance	1/3 Pl. Bridging training 2/3 Pl. Pump maintenance	1/3 Pl. Bridging training 2/3 Pl. Pump maintenance	1/3 Pl. Bridging training 2/3 Pl. Pump maintenance	1/3 Pl. Bridging training 2/3 Pl. Pump maintenance and Buddy Mde. & Organised Sports 1330-1630 hrs.
1330- 1630						
1900- 2100		Route March			Route March.	

Note: At all times personnel are being trained in routine issuing and receiving store

Distribution: 1
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 2/11 Flg. Coy. 3


 Lieut.
 O.C. 2 AUST. BEACH GP. STORES PL.

SYLLABUS FOR WEEK COMMENCING

2 OCT. 1944


4511

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
0830- 0900	Revision S.A.T. Bren Gun & S.M.G.	Revision S.A.T. Bren Gun S.M.G.	Range Practice	Pump Maintenance	Pump Maintenance	0830 hrs. Pl. Pde.
0900- 1200	"	"	"	"	"	0900 hrs. Beach Emars Pde.
1330- 1630	"	"	"	"	"	1030 hrs. Betty Pde. Inspection Mosquito Nets
1900- 2100	-	Route March	-	-	Route March	1330-1630 hrs. Organised Sports.

NOTE: At all times personnel are being trained in routine issuing and receiving of stores.

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 LIEUT.,
O.C. 2 AUST. BEACH GP. STORES PL.

2 AUST. BEACH GP. STORES PL.

RESTRICTED

SYLLABUS FOR WEEK COMMENCING 25 SEP. '44

45/11

8
2

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
0830-0900	Construct mock up A.L.C. 40	Construct mock up A.L.C. 40	Training in loading of A.L.C. 40	Training in loading of A.L.C. 40	Pump Maintenance	Camp Cleaning
0900-1200	" "	" "	" "	" "	" "	Betty Parade Camp improvements mosquito nets
1300-1600	" "	" "	" "	" "	" "	Inspection mosquito nets Organized Sports
1900-2100		Route March		Route March	Route March	

NOTE: At all times personnel are being trained in routine issuing and receiving of stores.

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De Ching Lieut.,
O.C. 2 Aust. Beach Gp. Stores Pl.

SYLLABUS FOR WEEK COMMENCING 18 SEP. '44

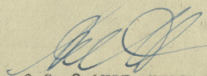
45/1

<u>TIME</u>	<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>	<u>SATURDAY</u>
0830- 0900	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES.	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES.	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES
0900- 1200						
1500- 1600						
1900- 2100						

NOTE: At all times personnel are being given instruction in routine issuing and receiving

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 O.C. 2 AUST. BEACH GP. STORES

SYLLABUS FOR WEEK COMMENCING

11 SEP. '44

45/1

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
0830-0900	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES
0900-1200						
1300-1600						
1900-2100						

NOTE: At all times personnel are being trained in routine issuing and receiving

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[Signature]
Lieut
 OC 2 Aust Stores Platoon

SYLLABUS FOR WEEK COMMENCING 4 SEP. 144

<u>TIME</u>	<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>	<u>SATURDAY</u>
0830- 0900	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	COMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES
0900 - 1200						
1300- 1600						
1900- 2100						

NOTE: At all times personnel are being trained in routine issuing and receiving

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[Signature] Lieut.,
 O.C. 2 Aust. Beach Gp. Stores Pl.

45/1.

2 AUST. BEACH CP. STORES PL.

RESTRICTEDSYLLABUS FOR WEEK COMMENCING 21 AUG. '44

<u>TIME</u>	<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>	<u>SATURDAY</u>
0830- 0900	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES.	DUMP MAINTENANCE AND SUPPLY FOR BRIGADE EXERCISES.
0900- 1200						
1500- 1600						
1900- 2100						

NOTE: At all times personnel are being trained in routine issuing and receiving

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De Bury Lieut.,
 O.C. 2 Aust. Beach Cp. Stores Pl.


SYLLABUS FOR WEEK COMMENCING 14 AUG. '44

<u>TIME</u>	<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>	<u>SATURDAY</u>
0830 - 0900	Parade	Regimental	Regimental	Bayonet Practice	Bayonet Practice	Bayonet Practice
0900 - 1200	Parade	Rifle Revision	Construction Bivouac Area	Knots & Lashings	Dump Maintenance	(a) Camp Cleaning (b) Betty Parade (c) Insp. Mosquito Nets. (d) Camp Imp. Organised Sport.
1300 - 1600	Dump Maintenance	Dump Maintenance	do	Dump Maintenance	do	
1900 - 2100		Route March			Handling Stores by Night.	

NOTE:- At all times personnel are being trained in routine issuing and receiving.

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 O.C. 2 Aust. Beach Gp. Stores Pl.

Lieut.,

SYLLABUS FOR WEEK COMMENCING 7 AUG. 44

<u>TIME</u>	<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>	<u>SATURDAY</u>
0830 - 0900	Regimental	Regimental	Regimental	Bayonet Practice	Bayonet Practice	Bayonet Practice
0900 - 1200	Dump Maintenance	Owen Gun Revision	Construction Bivouac Area	Bren Gun Revision.	Dump Maintenance	(a) Camp Cleaning (b) Betty P. (c) Insp. Mes Net
1300 - 1800	do	Dump Maintenance	do	Dump Maintenance	do	(d) Camp. Improv.
1900 - 2100		Route March			Handling Stores by night.	

NOTE:- At all times personnel are being trained in routine issuing and receiving.

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McDermott
..... Lieut.
OC 2 Aust Engrs Platoon

2 Aust. STORES PL.

RESTRICTED 4571

Syllabus for Week commencing 31. Jul.

Fin

<u>TIME</u>	<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>	<u>SATURDAY</u>
0830-0900	Bayonet Pract	Bayonet Practice	Bayonet Practice	Bayonet Practice	Bayonet Practice	Bayonet Practice
0900-1200	Building Arc Mesh Structures ALL DAY	DUMP MAINTENANCE	LAYING ARC MESH	DUMP MAINTENANCE	DUMP MAINTENANCE	(a) Camp cleaning (b) Betty Parade (c) Inspect Mos. Nets
1300-1600		do	do	do	do	(d) Camp Improv
1900-2100		Exercise - Handling Stores at night			Route March	

NOTE - At all times personnel are being trained in Routine Issuing and Receiving

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[Signature]
CO 2 Aust Stores Pl
Lieut

2. Post-Mortem

2. Notes for Week Commencing 21st

2. Notes for Week Commencing 21st

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
6.00-7.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
7.00-8.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
8.00-9.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
9.00-10.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
10.00-11.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
11.00-12.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
12.00-1.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
1.00-2.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
2.00-3.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
3.00-4.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
4.00-5.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right
5.00-6.00	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right	Exercise - Hurdling at right

NOTE: All the above exercises are to be done in the morning.

2. Notes for Week Commencing 21st

2. Notes for Week Commencing 21st

2 AUST STORES PL

STORES RESUME 29 JULY.

1. Receipts

24 tons

2. En route

25 tons

3. Present holding 144 tons (includes 20 tons taken store for exercise).

4. General Remarks.

Food supplies as are much are required urgently. Greater part of week now in hand is up and 20 tons ordered on July demand is not yet available. But squared timber 4"x12", 3"x2" and 6"x1" are unobtainable in Corps dumps. Builders hardware is in short supply. Other positions satisfactory.

W. H. H. H.

Distribution:

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 War diary 1

W. H. H. H.

45/1.
2 AUST BEACH GP. STORES PL.

STORES RESUME 29 Aug. '44

1. RECEIPTS :- 65 TONS
2. EN ROUTE :- 30 TONS
3. PRESENT HOLDING :- 200 TONS (includes 20 tons taken stores)
4. GENERAL REMARKS :-
'ARC' Mesh position fair. Present exercises causing high rate of usage - approx 10 tons per month.
Hessian is in very short supply and a minimum of 2000 yds. is required at once for backing mesh.
- NA

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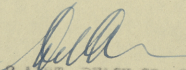
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O.C. 2 AUST BEACH GP. STORES PL. LIEUT.,

45/1
2 AUST. BEACH GP. STORES PL.

STORES RESUME 29 SEP. '44.

1. RECEIPTS :- 10 tons
2. EN ROUTE :- 25 tons
3. PRESENT HOLDING :- 130 tons (includes 20 tons taken stores)
4. GENERAL REMARKS :- 'ARC' Mesh position is now satisfactory. Russian is still in very short supply and a minimum of 2000 yds. is required at once for backing mesh. Paint and cement are required urgently for maintenance purposes.

NOTE:- Position regarding spare parts for M.W. is serious. Plant has been grounded for some weeks awaiting parts.

 LIEUT.,
O.C. 2 AUST. BEACH GP. STORES PL.

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1 AUST. CORPS	:-	1
2/11 PD. COY.	:-	1
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WAR DIARY	:-	1

CRANES TRACTOR MOUNTED - 3-TON LIFT - TRACKED(a) MAXIMUM LIFT:

Tests have shown that the full lifting capacity can only be attained on level ground and decreases sharply as slope of ground to rear of tracks increases. This is due to lengthening of lever arm of load and displacement of centre of gravity of tractor assembly.

Level ground

Displacement of
Centre of GravityIncrease in length
of lever arm of
the load.DIAGRAM

As this condition not only occurs naturally on beaches, but is readily created by track spin in loose sand, it is impossible to load the plant to its design load.

Even on hard level ground, the machine can only shift the load backwards as the track lift due to forward motion is sufficient to cause instability. In a test on hard level ground with a load of 63 sheets of 'ARC' Mesh and boom in position for 3 ton lift, when machine was driven forwards it tilted until the load rested on the ground; it was however possible to shift the load backwards without tilting.

Further tests are being carried out in loading a mock up ALC40 to determine maximum load which can be safely handled.

(b) MODIFICATIONS:

A guard is being built over the winch tensioning rods which at present foul the load and are constantly being damaged with resultant risk to personnel.

It is intended to try the effect of a heavier counterweight, but there is a limit to the weight the machine can carry in loose sand.

(c) CONCLUSION:

It is obvious from the tests that this design of crane is quite unsuitable for beach work, although it may be practical to use it for approximately half the design loads.

W. J. Murray Lieut.,
O.C. 2 Aust. Beach Op. Stores Pl.

DISTRIBUTION:

1 Aust. Corps	: 2
2/11 Pd. Coy.	: 1
File	: 1
War Diary	: 1

CRANES INDUSTRIAL TRACTOR MOUNTED - 3 TON LIFT.

- (a) MAXIMUM LIFT: Further trials have taken place since last monthly report.

The hoist handled 3 tons with ease but with the boom trailing this tended to lift the rear wheels and the tractor was unable to pull the trailing wheels out of a depression 2" deep. This was due to the slipping of the rear wheels. The load was then dropped, the tractor reversed and the load picked up again. On the third attempt it pushed the trailing wheels out of the depression.

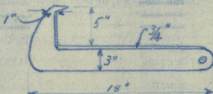
The machine was then tried with a two ton load. The tractor was able to handle this with ease over normal ground with small depressions.

The trailing wheels were then driven into a 6" depression. The tractor was unable to pull the load over this obstacle owing to the lifting of the front wheels when power was applied.

It would appear that the maximum load of the equipment should not exceed 2 tons, unless the hoist is kept stationary and used for lifting only, in which case up to 3½ tons can be handled with reasonable stability.

- (b) LIFTING GEAR:

A new set of hooks has been made as per drawing below. These are much more satisfactory than the old ones and can safely handle any load of mesh the crane can take.



M.S. HOOK

DISTRIBUTION:

1 Aust Corps	:	1
2/11 Fd. Coy.	:	1
File	:	1
War Diary	:	1

[Signature] Lieut.,
O.C. 2 Aust. Beach Gp. Stores Pl.

2 AGST STORES PL.INTELLIGENCE SUMMARY 29 JUL.

Genes industrial ~~tractor~~ tractor
mounted 3 ton lift.

~~The~~ Two cranes were taken on strength at 7 July.

The tractor is a Massey Harris shod with pneumatic tires.

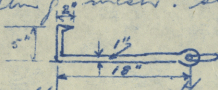
The hoist is mounted on 2 trailing polymeric typed wheels ~~and~~ attached to the tractor by a ball and socket joint on the rear axle. The hoist is hydraulic manufactured by Austral Sheet Metal Works.

Performance.

The hoist will easily lift three tons. Range of boom is from 3' feet to 14 feet with an average clearance of 5 ft.

Things were fashioned for all normal lifts and special hooks fabricated for handling meshes. See detail.

Two hooks are used on each stack of 2 tons.



It is difficult even with these hooks to handle meshes which has not been hand-stacked, and further trials are being made.

The tractor will handle loads on reasonably flat areas but in rough steep or boggy country the front wheels lift as ~~poor~~ as power is applied to the rear wheels. The small diameter front wheels are useless for steering in sand. The tractor will travel only on flat sand and, unladen, bogging as ~~poor~~ as sand is applied on any ~~other~~ ^{rough} surface.

AUSTRALIAN MILITARY FORCES

2 AUST. BEACH GP. STORES PL.

17 APR. '45

REF. 80/1/1

SUBJECT: ENGINEER STORES DUMP

TO:

C.R.E.

9 AUST. DIV.

I tis desired to point out some of the difficulties which are being experienced in running the Engineer's Initial Maintenance Dump. Of course little can be done to improve the situation because of the present urgency of producing stores and lack of other units to assist in the proper handling, receiving and issuing of stores; but I feel I should place a few facts on paper whilst the matter is still current.

2.

SECURITY OF STORES:

- (a) 25% of all crates received were smashed and the contents wholly or partly missing - this applies mainly to items, such as Bailey Panel Pins, nuts, bolts etc. Many larger items such as Bailey Rocking Rollers, arrived on one truck, their empty crates on another.
- (b) Pilfering is occurring from the dump area itself. Application was made to 9 Div. for a guard which mounted 1116001 but was recalled at 1315301. It has not yet been replaced. Although my men are working 24 hrs. a day round the dump it is relatively easy to pilfer stores.
- (c) Again, resorting is taking place, to assemble stores for tactical loading. There are three separate parties working on this and it is not possible to allocate checkers to each of these parties as well as to unloading. It is suspected that some "scrounging" is taking place by these parties, and in any case there is no check other than the lists with which they supply me.
- (d) Despatch notes received with stores from the wharf are framed in very unspecific terms and would assist any desire to mis appropriate stores by transport or docks troops.

DUMP ACCOUNTING : ORGANISATION:

At the moment DUMP sorting and records are well behind shipments due to main causes :-

- (a) Difficulties in recognition of stores :-
 - (b) Lack of facilities to cope with peak unloading and consequent ultimations from movements to dump loads without checking or stacking or receive no stores at all.

The difficulty is mainly one of the unsuitability of the unit to handle the job before it.

- (b) (1) OFFICERS:

I am the only Officer and responsibility for administering the unit and preparing for operations as well as the detail work of running the dump; this entails an average of 18 to 20 hrs. per day and even at this a lot remains undone.

- (b) (11) STOREMEN:

The W.E. provides only three storemen - one per shift To provide checkers 8 pioneers have been attached from 2/2 Pnr. Bn. and my own carpenters, pioneers and drivers are also assisting in checking. The checking

naturally leaves much to be desired and is, I know, inaccurate. Inaccuracies are as far as possible rechecked but many must pass unnoticed.

(III) N.C.O.'s.

The present shifts are controlled by two Cpls, and a Sapper - Transport N.C.O., Cpl. Pnr. and Spr. Storeman.

The other two N.C.O.'s are Orderly Room Sgt and Pnr. Sgt., the latter coordinating shift work etc.

(IV) CRANES.

The W.E. provides only one driver per crane which limits their potential output.

(V) VEHICLES.

W.E. provides again for only one driver for each vehicle i.e. four, yet I require at least a Jeep and a G.M.C. on duty 24 hrs. (the latter caters for working parties).

The difficulty with IV and V is now doubled because all Unit transport is being waterproofed and hence grounded.

C.R.E. Corps has assisted by an arrangement with C.R.E. Docks to make two cranes available as required. Unfortunately, Movement Control have first call on cranes and the Docks Coys are not always in a position to supply cranes - for example at time of writing an officer of 5 Aust. Docks Coy. is operating a HD7 Crane for a while to help me over a present peak period.

- (a) (1) Few of my men have had the opportunity to attending bridging schools and this was the first time I have seen the BAILEY BRIDGE - thus recognition of components was slow.

- (11) Crating of bridging stores was most confusing e.g. Crate marked "X" would show on the Bill of Lading under five or six different headings without other means of identification necessitating opening of crates to determine contents.

- (111) Some of the crates were not numbered at all.

- (IV) Many of the crates were wrongly numbered - e.g. a case of hurricane lamps bearing the serial number of a case of timber connectors. In some cases figures were left off the serial nos. e.g. 393 written as 39.

- (V) Some crates bore on the outside a serial number not shown on list and were found to contain smaller boxes inside serially numbered as per list.

- (VI) Movement control have one object - to get stores off the ships and into dumps and in principle this is the correct aim. However, it results in a very unbalanced organisation where all available men and cranes are concentrated shifting stores from the ship, depleting the facilities available to the the recipient e.g. with 40 men and one crane this dump has unloaded 32 trucks of heavy stores in one hour. This was when the "William A. Henry" was unloading our stores from five batches into 30 odd trucks.

Their attitude has always been "if you cannot handle the stores fast enough in the dump, we will send them back to sea". Naturally at peak periods under this threat stores were unloaded without checking, sorting or stacking, in order to ensure that they were at least on the island. As these peaks continue the pile of unsorted stores grows until now it is being drawn on for O.B.O.E.1 crippling any chance we had of making a stock take.

- (VII) In very few cases has it been possible to secure lists of contents of the cases.

3. An earnest effort is being made in the matter of maintaining accurate records, but my policy is to get the stores here and get them to the correct people without any delay due to insistence on checking and taking stores on charge before issuing. This policy is widely susceptible to abuse, but rightly or wrongly I believe it worth the risk if it means providing the stores now when needed not too late.

4. LABOUR:
Labour is scarce and largely inefficient. Loads which one Sapper can handle require a working party of four. Great difficulty is experienced in getting parties to work on loads over 500 lbs. which are considered crane jobs. The labour, being out of control of dump personnel, is hard to handle particularly when my O.C. shift is only a sapper. Smokes are unnecessarily prolonged.

5. PLANT:
Due to shortage of cranes and drivers it has always been necessary to borrow cranes when loading is heavy. There is only one source of supply - Docks, and there is an L.E.C. ban on the use of Docks cranes outside the port area. However, the Docks Coys have nearly always come to my assistance often at great inconvenience to their own working program. The "borrowing" being essentially a personal matter takes up much of my time and also entails delay between the arrival of trucks and the obtaining of a crane.

6. TRANSPORT:
Transport has to be provided for working parties. When my unit transport is unavailable, as at present, extreme difficulty is experienced in arranging transport. For example, from 0001 till 0045 today there was no party in the dump, because S & T had been unable to arrange transport and I had been forced to borrow it elsewhere.

7. INTELLIGENCE:
It is impossible to obtain forecasts of the unloading of Ships at Red Beach. In addition information received from Movements is often misleading - for example, on receipt of warning that large quantities of R.S.J's were arriving, a lot of time was spent arranging for a crane. The R.S.J's were found to be light rails for 2' Railway. Two "fifteen Ton" locomotives were found to be not more than five tons. It is impossible to obtain accurate times of docking or unloading more than an hour or so in advance.

8. No details have yet been given of this Unit's responsibilities as regards the dump.

Crating lists have come to hand for shipments of "William Henry" and "Bilas BRADY" but not for the "John Dockweiler".

8. AREA
Clearing of dump area has progressed just in advance of stores stacks and the cessation of work on clearing the dump due to waterproofing of 2 Aust. M.E. Pl.'s Plant will cause congestion very shortly, particularly now that a large area has been set aside for "tactical stacking".

W. A. D. L.
O.C. 2. AUST. BEACH GP. STORES PL. Lt.