

10/20/11

JANUARY TO
JUNE 1943

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
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ORIGINAL

I BULK PETROLEUM
STORAGE COMPANY

S E C R E T

W A R D I A R Y

O F

1st AUST. BULK PETROLEUM STORAGE COY.

From 22nd January, 1943

To 31st January, 1943.

VOLUME 1.

1st. Aust. Bulk Petroleum Storage Coy.

WAR DIARY.

January 22nd - 31st.

Jan 22.

1st Aust Bulk Petroleum Storage Coy. A.A.S.C. formed at Broadmeadows
vic L of C Area

W.E.T. IV/57/1, Capt I.P. Warne- Smith appointed O.C.

Jan 27.

Sgts. Toohey, Parker, Ptes. Schofield, Binns marched in from vic L
of C Area Training Depot, A.A.S.E.

Jan 28

Pte. Fitzpatrick T.F. marched in from vic L of C Area Training Depot
A.A.S.C.

1st AUST. BULK PETROLEUM STORAGE COY.

Handwritten signature Capt O.C.
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S E C R E T

W A R . D I A R Y

O F

1st AUST. BULK PETROLEUM STORAGE COY.

From 1st February

to

28th February, 1943.

VOLUME No. 2.

1st Aust Bulk Petroleum Storage Coy.

WAR DIARY.

February 1st - 28th, '43.

Feb 1. Location of unit : Broadmeadows, Vic L of C Area

4. Vehicles marched in : 3 x 3 ton, 3 x 15 cwt.

8. Lieuts Cooney and Young marched in from N.T. B.I.P.O.D.

S/Sgt Mackay marched in from N.T. B.I.P.O.D.

A/Sgt Watt B " " 1st Aust Petrol Depot Type A

Pte McMahon " " 118 A.G.T. Coy.

" Williams " " 3rd Amb Coy.

" Wilkinson " " N.T. B.I.P.O.D.

" Powell " " " "

" Sando " " " "

" Keenan " " " "

17 members " " Vic L of C Area B.I.P.O.D.

29 " " " N.S.W. L of C Area B.I.P.O.D. stationed
at Homebush N.S.W. pending movement of
unit.

9. Training and equipping of personnel begun

12. Capt Warne-Smith marched in from L.H.Q. Melbourne.

Pte Morrell (coppersmith) marched in.

13. Capt Warne-Smith left for destination.

Strength : 3 Officers 59 ORs Short 2 Officers 9 ORs

14. Personnel on final leave.

16. Personnel returned from leave.

Lieut Solomon marched in from A.A.S.C. School Geelong.

17. Pte Conway (cook) marched in.

" Saddington " " .

18. Pte Longmore marched in.

Bren-gun shoot at Williamstown - all personnel qualified.

5 ORs marched in ex Training Depot Watsonia

20. Pte Cannon marched in.

Strength : 4 Officers 68 ORs

Unit inspected by L.H.Q. drafting officers - pte Williams failed to
pass.

Under Lieut Solomon, 11 ORs left with vehicles and equipment for
Albury by road.

22. Pte Williams marched out - not D.P. 1

2 Officers and 28 ORs entrained for Sydney.

23. 3 officers 39 ORs plus 6 vehicles marched into B.I.P.O.D. N.S.W.
for rations.

25. Meeting at Port Moresby between officers of Aust Army and U.S. Army
to plan bulk delivery of Aviation petrol from the new bulk ocean
terminal at Elevala to various air fields in the Port Moresby area
and to define the responsibilities by units of the various services
involved. Ref copy attached.

26. 3 officers 66 ORs embarked ss Tarabona for destination.

Sgt Garlepp and Cpl Parker remained with trucks as rear party.

Meeting at Port Moresby between P.O.L. Liaison Officers and O.C.s
of B.P.S. Coy and B.I.P.O.D. setting out each unit's duties and
dealing with various problems bulk distribution incurs.

27. Strength : 4 Officers 68 ORs.

1st AUST BULK PETROLEUM STORAGE COY.
Handwritten signature
O.C.

BULK DELIVERY OF AVIATION PETROL - PORT MORESEY.

Meeting held on 25th Feb. 1943

STS 10A/5/493.

Present.	Major Cowles,	L.H.Q.	}	Aust.
	Major Baldwin,	C.O.S.C.		
	Major Powell,	R.A.E.	}	Army.
	Capt. Warne-Smith,	B.P. Sup. Coy.		
	Capt. Shadforth	D.D.S.T.	}	
	Capt. McGinnis,	Q.M.E.		
Capt. Weaver	Engineers	}	U.S.A.S.O.S.	
Capt. Shore	5th Air Corps.			U.S.A.A.F.

The object of the meet was to plan bulk delivery of Aviation petrol from the new bulk ocean terminal at ELEVALA to various air fields in the PORT MORESEY area and to define the responsibilities by units of the various services involved.

2. Captain Shore gave estimated peak oftakes at the various fields as follows:-

"7 Mile"	26,000 Imp galls per day
Ward's	26,000 " " " "
Waigani	18,000 " " " "
Kila	7,000 " " " "
Laloki	7,000 " " " "
Bomana	No figures available butas the

requirement was 73 and 90 octane and would continue to be imported in drums, no action to provide bulk facilities was considered necessary.

The above estimates were accepted as reasonable provision, although it was understood that they were some 50% higher than recent average daily consumption.

3. Captain Weaver explained the plans of the U.S. Army engineers for bulk tankage and pipe-line delivery, Bulk tankage to be installed was -

"7 Mile"	1 x 21,333 Imp gall capacity tanks.
Ø	2 x 8,333 " " " "
Total,	<u>38,000</u> " " " "
Ward's	1 x 21,333 " " " "
Ø	1 x 12,200 " " " "
Total	<u>33,533</u> " " " "
Kila Ø	1 x 12,200 " " " "
Laloki Ø	1 x 12,200 " " " "
WaiganiØ	1 x 12,200 " " " "

It was considered that the bulk capacity at landing strips should be approximately two days supply. Captain Weaver undertook to review the above proposals and consideran increase in tankage at waigani which was at present sufficient for only 2/3rds of a peak days supply.

Captain Weaver also undertook to provide maps of the area showing proposed location of the tanks at each strip.

The above officer explained that it was proposed to instal the tanks in hillsides in such a manner that aviation gasoline could be fed both from and into the tanks by gravity.

The tanks marked Ø in table above were now available in PORT MORESEY and it was estimated by capt. weaver that they would be ready to receive bulk ex road tank waggons by the last week in March.

4. Captain Weaver explained that the proposals regarding pipe-line delivery to Ward's and Seven Mile landing strips were not yet defined in detail. Major Baldwin pointed out that the minimum size of pipeline would be 4-inch diameter. This would give about 5,000 galls. per hour, subject to availability of suitable pumping facilities. It was agreed that the above rate would be satisfactory not only to supply Ward's and Seven Mile, but to allow these points to be used as drawing points for bulk waggons servicing the further air-strips. In such an event it would be necessary to provide additional bulk facilities at both these points and it was suggested that at least one additional 70,000 gallon bolted tank be installed and preferably two.

It was agreed that -

a. Australian Army would provide suitable facilities for attachment of pipe-line to tanks E. F. and G at ELEVALA.

b. As the pipe-line was a relatively long-range product immediate provision would be made for servicing by road tank waggon throughout the area.

5. The estimated turn round times for road tank waggons were

Ward's Seven Mile and Kila.	3 hours.
Waigani and Laloki	4 hours.

Working 15 hours per day number of tank waggons required to maintain peak requirements were 31 (including 10% wastage) for 750 gallon convertible type and 25 (including 10% wastage) for waggons with 1,000 gallon fixed tanks.

Major Baldwin stated that facilities existed at Port Moresby for stripping 3 ton l-w-b chasses and attaching the 1,000 gallon tanks. Whilst such action would be more involved than strapping 750 gallon tanks on to bolsters on existing vehicles it was his opinion that the chasses could be converted from flat-tops to 1,000 gln. tankers and back in 48 hours per operation at Port Moresby. Subject to confirmation of the above opinion by Engineers sub-committee, Army oil Advisory committee it was the unanimous opinion of the meeting that the 18 tanks of 1,000-1,200 glns. capacity available from oil companies in Australia replace the 24 x 750 gll capacity tanks, now proposed.

This would relieve M.T. and manpower problems both of which were acute in the P.M. Area. Under this scheme it would be necessary to have built in Australia a further 5 tanks of 1,000 gallon capacity.

6. Pending the availability of pipe-line facilities (date of which is indefinite) the above proposals would mean withdrawal of 23, 3 ton F.W.D. trucks from the available transport in the area. If equivalent tonnage of products other than P.O.I. in drums was to be landed over the wharf it is considered essential that the trucks so seconded, should be immediately replaced from the mainland.

7. Consideration was given to possibility of using in a temporary sense 10 - U.S.A. 6 x 6 2½ ton chasses and certain 850 gallon capacity R.A.A.F. tankers. After further investigation it is not recommended that such action be taken.

8. It was agreed that Australian Army would assume responsibility for delivery from ELEVALA USAAF drum dispersal areas or bulk tanks therein, in drums or bulk, but not by pipe-line.

Australian Army would not be responsible for dumping from drums into bulk tanks but would deliver all drums to points at the dispersal area which were reasonably accessible and would endeavour to avoid the necessity for double handling when drums were required for dumping into bulk tanks.

OPERATING INSTRUCTIONS.

B.I.P.O.D. NEW GUINEA AND BULK PETROLEUM STORAGE COY.

Meeting held on 26 Feb. 1943.

Present.	Lt-Col. Richardson	ADST P/M Sub-Area,
	Major Cowles	DADS LHQ
	Major Cogswell	DADST P/M Sub-Area.
	Capt. Shadforth	P.O.L. Offer. DDST
	Capt. Warne-Smith	CO Bulk Pet. Storage Coy.,
	Capt. Walter.	P.O.L. Offer. ADST
	Lieut. Lockrey.	O.C. (Acting) B.I.P.O.D.
	Lieut. Gain.	B.I.P.O.D.

1. Sub-division of functions between B.I.P.O.D. and B.P.S. Coy.

A. It was agreed that all bulk deliveries received at Elevala would be dtunned into 44 or 4 gln drums and or filled into tank-waggons by B.P.S. Coy.

Deliveries of 4 gln and 44 gln drums would be made to B.I.P.O.D. direct from B.P.S. Coy. Turnover of B.I.P.O.D. drum reserves would be arranged by A.D.S. & T. through P.P's as and when necessary.

b. B.I.P.O.D. (i) would be responsible for filling 4 gln drums of all products other than M.T. Petrol (80).

(ii) Establishment and maintenance of a minimum of 90 days stock level of Petrol (50,000 x 44 gln drums). Distillate in 44 gallon drums Power and Lighting Kerosene and Lubricants.

(iii) The receipt, filling into 44 gallon drums and issue of distillate fuel as received from liberty type ships at the present bulk installation.

2. The existing functions of B.I.P.O.D. (vide attachment to LHQ memo "Petroleum Supplies into Port Moresby" of 4 Sept 42) were reviewed. Recommended amendments are outlined in Appendix A. Similarly the functions of Bulk Petroleum Supply Coy are given in broad terms in Appendix "B".

3. Establishment of necessary reserves. It was agreed that the target objective should be 90 days reserves of P.O.L. in the area. This figure was determined as a practical minimum in relation to the transport facilities in the area, the holding capacity of present dispersion areas and the principles in operation with other supplies.

Such reserves would be made up in the case of M.T. Petrol by 500,000 gallons bulk stocks and 2,200,000 gallons in 44 gallon drums.

4. Containers for M.T. P.O.L. Reserves. It was agreed that reserves would be held if possible as follows.

a. M.T. Petrol and Range Fuel - in 44 gallon heavy drums.

b. Distillate fuel, Lighting and Power Kerosene in light 44 gall. drums.

c. Lubricants - in 44 gallon light drums.

d. Greases - in appropriate packs of 36/45 lb., 10 lb. and 2 lb. sizes.

e. Hydraulic brake fluid and shock absorber oil - in 4 gall. and one quart sized containers.

5. Relations with U.S.A.A.F. As ^{no} information existed regarding stock levels which were to be held by USAAF in 44 gallon drums it was arranged that Captain Shadforth should confer with U.S.A.A.F. and complete arrangements for segregation and allocation of drums received in the Port Moresby area between the services. To confer with DDST, COSC and form a drum ~~disposal~~ disposal committee on which would be representatives of COSC and the two services concerned, if such action appeared desirable.

6. Requirements of 44 gallon drums to establish M.T. P.O.L. Reserves:

Total requirements are estimated to be about -

60,000 Heavy drums)
16,000 Light drums)

At present there were about 33,000 drums in the area known to be available for M.T. Petrol. Empty drums from U.S.A.A.F. and Aust Army were being accumulated at the rate of about 2,000 per day.

a. It was recommended that as there was a definite shortage of drums in the area, instructions should be issued immediately to cease return of empty drums to the mainland. Instead they would be delivered to a selected dispersal area for sorting.

b. Drums would be allocated in accordance with recommendations para (4) above for M.T. P.O.L. and between services, as agreed by the ~~existing~~ drum disposal committee.

c. LHQ will be requested to make all future shipments of Power and Lighting Kerosene in heavy drums which would then be available for building M.T. reserves.

d. Lubricating oil drums would be retained in the area and used for bulk distillate where possible.

e. L.H.Q. and 5th U.S. Air Corps HQ will be advised by COSC of estimated further requirements of drummed M.T. petrol and Aviation spirit as early as possible. The drum disposal committee would be responsible for the preparing of the necessary information.

7. Bulk distillate, B.I.P.O.D. will continue to be responsible for all action associated with the receipt of and drumming of bulk distillate cargoes received ex Liberty ships, with exception that B.P.S. Coy., would be responsible for providing clean sound drums, properly stencilled.

8. Offshore deliveries. B.I.P.O.D. will continue to be responsible for provision of all M.T. P.O.L. for such shipments. The existing depot in the wharf area would be kept appropriately stocked by B.I.P.O.D. who would be responsible for ensuring that double-handling was avoided wherever possible. This involved drawing from ship's side instead of from dispersal areas.

9. 4 gallon drums. The present practice of certain G.T. Coys of drawing in 44 gallon drums led to congestion and delay in filling points. The reason for this action (water contamination problems) would be largely removed by new methods of handling. It was agreed that the 4 gallon drum delivery system would replace single point filling, subject to suitable precautions being available for the exclusion of water at filling points and pourers in 4 gal drums being available in the area.

No alteration was proposed to the present U.S. Army system of drawing petrol supplies in 44 gallon drums.

Mr. Lockrey stated that there were ample 4 gallon drums in the area to meet all anticipated requirements. B.I.P.O.D. undertook to keep ADST advised of any additional requirements well in advance, so that indents could be placed on LHQ as necessary.

10. War Establishments B.P.S. Coy. and B.I.P.O.D.

a. B.P.S. Coy - C.O. stated that whilst the necessary 100 native labourers had been promised only 40 had so far been procured. Unless special action was taken the remainder would either not be obtained or would be of a type unsuited for the work.

ADST undertook to have the necessary action taken through ANGAU immediately.

C.O. also stated that latest information was that personnel of unit were at Sydney awaiting transhipment by boat on 23 Feb. Major Cowles was to make enquiries at Adv. L.H.Q. on 1 Mar 43 and endeavour to ensure arrival in port no later than 7 Mar. 1943 as the first bulk shipment was expected on 12 Mar. 1943.

10. B.I.P.O.D. (a) It was pointed out that present establishments were inadequate in labour personnel. Such labour requirements could not be attached as neither Army nor Native labour was available for this purpose in Port Moresby area. In any event such attached labour as had been obtained was not more than 30% effective, as it was transitory and could not be properly instructed in the time available on the job.

A draft establishment was submitted by Captain Shadforth. This consisted of a Headquarters of 2 offrs. and 7 O.R's and sections of 1 Offr. and 44 O.R's. The present technical personnel was retained, the additions being mainly labour.

The meeting agreed that some such amendment to W.E. was essential for conditions in operational areas such as New Guinea and recommended that it be submitted through appropriate authority to LHQ for amendment.

(b.) The present authorised strength of B.I.P.O.D. at Port Moresby was HQ and four sections, giving a total of 5 officers and 114 O.R's. Actual strength not including "X" list was 5 officers and 118 O.R's plus 8 O.R's attached for labour duties.

Examination was made of requirements in terms of proposed new establishments and revised duties of B.I.P.O.D. (refer Appendix A.)

It was recommended that the following be provided:

- a. Prior to transference of Bulk distillate duties to B.P.S. Coy
- H.Q. and 3 Sections (5 officers and 139 O.R's)
- b. When Bulk distillate duties transferred to B.P.S. Coy.
- H.Q. and 2 Sections (4 officers and 95 O.R's)

The point was made that in any change-over from present to proposed W.E's there would need to be exchange of some technical personnel for labourers. This is caused by the alteration in functions of B.I.P.O.D. (see Appendix A)

(c) Milne Bay. Major Cowles reported that his general observations of conditions at Milne Bay confirmed the view that alteration of the W.E. for that area, along the lines proposed by P.M. was urgently necessary. G.O.C. 5 Aust Div. had already personally taken action to this end. Whether one or two sections was necessary in this area depended upon definition of B.I.P.O.D. duties in connection with small ships supply, which could only be determined after discussion with U.S.A.S.O.S. H.Q. in Sydney. Major Cowles undertook to do this and advise A.D.S. & T. accordingly.

Immediately the position urgently demanded relief in the form of a detachment of 10 O.R's and two N.C.O's from Port Moresby B.I.P.O.D. for duty at Milne Bay. As agreed this was submitted to DDST who approved and authorised necessary action.

(d) ORO BAY: Major Cowles reported on the B.I.P.O.D. activities at this point on information received from an N.C.O. who had been posted for interim P.O.L. duties there by P.M. B.I.P.O.D.

It was agreed that a section to proposed W.E. was necessary at this point and that recommendation to LHQ would be made accordingly.

It was also considered that a representative of ADST should visit this area at an early date to ensure that there was no repetition of the Milne Bay difficulties.

(e) General. It was desired to bring to the attention of L.H.Q. that in New Guinea, it was useless sending B.I.P.O.D. personnel that were not A.I. classification and preferably over 21 years of age.

(f) Relationship between Milne Bay and ORO Bay B.I.P.O.D's and A.D.S. & T. New Guinea Sub-Area.

In view of poor communications, it was recommended that Milne Bay and Oro Bay B.I.P.O.D's should remain separate entities.

Weekly stock reports should continue to be sent direct to DST, LHQ by signal and repeated to DDST, Adv. LHQ and ADST Port Moresby Sub-Area.

11. W.E.T's: General discussion took place on above, Major Cowles reported findings at Milne Bay. It was considered that W.E.T's were now satisfactory with the exception that greater development of mechanical aids, such as drum-lifters, power operated pumps for all purposes including cleaning of drums etc., were required.

It was agreed that O.C's B.I.P.O.D's would prepare a list of requirements and submit to Major Cowles for appropriate action at LHQ.

12. Accessories including bungs and washers for 44 and 4 gallon drums.

a. Present LHQ replenishment program considered satisfactory, subject to additional supplies for B.P.S. Coy as per recent signal, being despatched to P.M.

b. C.O. B.P.S. Coy to supply to Major Cowles details of all outstanding materials in W.E.T., which had not been received or of which there was no knowledge of actual shipment having been made. Major Cowles to take appropriate action to expedite and advise ADST P.M. Sub-Area accordingly.

13. Acceptance of delivery of all P.O.L. products.

a. B.I.P.O.D. The major difficulties reported were contamination of petrol (with water and dirt) and bulk distillate from liberty ships' deep tanks.

Amended procedures were designed and all interested advised per medium of minutes of meeting, 19 Feb. 1943, "P.O.L. Supplies Port Moresby" vide para. 3 "M.T. Petrol" and para 5 "distillate fuel".

b. B.P.S. Coy. C.O. unit is preparing detailed operating instructions which will be submitted through A.D.S. & T. to DST LHQ for check and approval.

14. Responsibility of B.I.P.O.D. for supply of M.T. P.O.L. to USASOS.

This has been defined in minutes of meeting 19 Feb. 43 "P.O.L. supplies - port Moresby"; special reference is made to para 13 and 12.

15. Alterations to Lubricating oil range:

Details of proposals as outlined in para 7 of Minutes of Meeting "P.O.L. Supplies Port Moresby" were repeated.

Recommendation therein that existing grades would continue to be supplied until exhausted was confirmed. It was agreed that disposal of any surpluses of individual grades at that time, should be by return to Australia.

16. Disposal of U.S. P.O.L. Products.

B.I.P.O.D. to prepare a complete list of all "out-of-contract" grades held. Any products usable would be rebranded to standard brands. Other products would be disposed of to salvage. Major Cowles to advise upon this point.

17. Packing of Lubricants:

a. This packed in cartons (particularly the heavier packs) had frequently arrived U/S and losses were large. It is recommended that future packs should be in drums or pails wherever possible. Smaller tin packs of grease and special products in cases, would be preferred.

b. Special products pack.

(i) Water-pump grease - Recommend all future requirements by received in 2 lb packs.

(ii) H.B.F. & S.A.O. - Recommend 50% packed as at present in 4 gallon drums and 50% in quart pack.

18. Personnel Problems: The meeting recommended that B.I.P.O.D. personnel should be relieved after nine months service in New Guinea conditions and given leave and a period of duty under less severe climatic conditions in Australia.

It was agreed that such personnel procedure would only be practicable on a roster system, replacing a sub-section at a time. To be workable such a plan demanded that a pool of fresh A.L. B.I.P.O.D. personnel be available in Victoria, N.S.W. and Q'land, from which to draw the required replacement personnel.

b. It was considered that officers for B.I.P.O.D. sections to operate in isolated areas such as Milne Bay and Oro Bay should in future be drawn from B.I.P.O.D. New Guinea, as experience of the conditions in this area was invaluable in avoiding the difficulties which had beset B.I.P.O.D. personnel supplied from Australia in the past.

The above recommendations regarding personnel are recorded as recommendations of the meeting. Implementation will be through appropriate channels and with the concurrence of New Guinea Force H.Q.

APPENDIX B.DUTIES OF BULK PETROLEUM SUPPLY COMPANY.1. Receipt of Bulk cargoes:

Will receive bulk cargoes of M.T. Petrol 80 octane 100 into tanks at Elevala bulk ocean terminal.

2. Quality and accounting for Bulk cargoes.

Will be responsible for quality of products received and accounting for quantities received. Detailed operating instructions for such activities will be prepared by C.O. B.P.S. Coy., and submitted for approval to DST LHQ

3. Bulk distillate:

If and when bulk distillate tanks are installed at Elevala B.P.S. Coy will take over from B.I.P.O.D. all responsibilities for receiving and filling into 44 gallon drums.

4. Filling of 4 and 44 gallon drums of M.T. Petrol:

a. All of the above for the area will be filled by B.P.S. Coy and delivered to B.I.P.O.D. who will be responsible through ADST for advising detailed requirements by location, type and quantity.

b. All empty 44 gallon drums and all empty 4 gallon drums of M.T. Petrol 80 will be returned to B.P.S. Coy which will be responsible for inspection and cleaning in preparation for filling stencilling etc.

c. B.I.P.O.D. will requisition to B.P.S. Coy through ADST for all requirements of empty light 44 gallon drums for filling with distillate fuel.

d. The empty drum dispersal area will be the responsibility of the B.P.S. Coy.

5. Aviation 100 Octane in Bulk.

a. B.P.S. Coy will be responsible for filling into 44 gallon drums or bulk road waggons in accordance with indents placed by 5 U.S. Army Air Corps. This will be co-ordinated through ADST in the manner that has applied for drummed shipmenst over the wharf.

b. B.P.S. Coy will be responsible for cleanliness and suitability of all containers in which bulk aviation gasoline is delivered.

6. Accounting for deliveries within the area.

B.P.S. Coy. responsibilities will cease upon receipt of documents for appropriate authority at the bulk ocean terminal. Detailed instructions covering this will be prepared by ADST in conjunction with C.O. B.P.S. Coy.

S E C R E T

W A R D I A R Y

O F

1st AUST. BULK PETROLEUM STORAGE COY.

From 1st March, to 31st March, 1943.

VOLUME NO. 3.

1st Aust Bulk Petroleum Storage Coy.

WAR DIARY.

March 1st - 31st '43.

- Mar 1. 2 motor cycles shipped on ss Taroon from Brisbane.
2. Sgt Garlepp and Cpl Parker embarked with 6 vehicles on Aspasia Nomikos.
 5. 4 Officers 66 ORs at sea.
 7. 3 Officers 66 ORs disembarked at Port Moresby, met by O.C. Capt Warne-Smith and moved to 1st Aust Corps Reception Camp.
 8. Unit proceeded to installation site Hanaubada, map ref P/M 1" - 1 mile 868382. 18 tents already pitched for ~~for~~ occupation. Personnel messing with 14 Fd Engineers until own cookhouse built. B and C tanks completed and connected by 8" pipeline with wharf and 6" line with filling area. Filling lines built and drum washing and loading platform under construction. "A" tank under construction with pumping machinery installed. Pipelines to E F and G tanks being laid Foundations for D.
 9. Personnel engaged on drum sorting and preparation of installation for receipt and issue of petrol. Tanks B and C complete. A part complete. Cookhouse, officers Mess, Mens mess, Q Store under construction by 14 Fd Engineers.
 10. Showers completed and operating.
 12. Tank stand and showers collapsed.
 13. Strength : 4 Officers 66 ORs. Construction of A tank proceeding. Concrete housing of pump engine commenced.
 14. 14,589 drums on hand - 3495 clean Q Store nearing completion. Occupied temporarily as Orderly Room.
 15. Officers and ORs messes completed.
 16. Unit canteen opened.
 17. Cookhouse completed and in operation. Q Store moved from Officers Mess to own quarters. Orderly Room still located at end of new Q Store.
 18. Accountancy Instructions compiled. Workshops completed. Sidney William hut for Q Store completed.
 20. Strength : 4 Officers 65 ORs. Average natives on strength 82 daily. New showers installed.
 21. Flood lighting filling area installed. Area wired off. Bunds being built around B and C tanks. Checking Office completed.
 22. Preparations for discharge ex Valldemosa.

WAR DIARY.

March 1st - 31st '43 (Cont)

- Mar. 23. ss Valldemosa arrived with 610,482 galls M.T. 80 and 496,452 galls Aviation 100 and commenced discharging M.T. 80 into B tank. Filling 44s of M.T. 80 commenced. Personnel working 2 x 12 hour shifts. Issuing of M.T. 80 to B.I.P.O.D. Refer attached copy of letter to A.D.S.T. re tanker discharge. Work on A tank discontinued while tanker discharging cargo.
24. M.T. discharge completed and water pumped into lines to clear lines of spirit. Discharge of Aviation 100 commenced into C tank. Aspasia Nomikos arrived at Port Moresby.
25. Filling of Aviation not commenced owing to rain. Pumping forced to cease until quantity of spirit filled into drums. Discharge completed and Tanker left at 1000 hours. Issue of Aviation 100 to U.S. Forces begun.
26. Drum sorting and cleaning. Filling. Gas lecture to N.C.O.s and Officers by Capt Clifton 102 G.T.C.
27. Drum sorting and cleaning. Filling
Strength : 4 Officers 63 ORs.
Total issues : M.T. 80 195,624 galls
 Av 100 67,936 "
Strength of natives 80
A tank nearing completion. D tank under construction
29. Filling Av 100 and issuing to U.S. Forces. Shortage of native labour. Strength should be 100 - average daily strength 82, not sufficient for work in hand. Letter sent to A.D.S.T. asking for an increase in allotment of number of natives to 120 and when in full operation to 150 to cover sickness, A.W.L.s cooks and boss-boys who do not work.
30. Rusty and leaky drums being forwarded back to Australia for cleaning and repairing by all available ships. B.I.P.O.D. taking empty light drums for distillate.
31. Filling and gravelling of No 1 filling area not completed. Weather : Heavy and light rain generally after 1700 hours fell practically daily throughout the month. One drum spraying cleaning plant in operation on no 1 filling area Drum Rumbling plant not commenced. 4 gall drum filling plant not commenced. Overhead cover for fillers and inspection shed on no 1 filling area not commenced.
Issue of M.T. 80 61336 galls from 28/3/43
 Av 100 142956 " " "
- | | | |
|---------------------------|--------|-------|
| Balance B tank | 356508 | galls |
| " C " | 291040 | " |
| Gain on M.T. 80 for month | 2986 | galls |
| " " Av 100 " " | 5480 | " |
- 2963 clean M.T. drums 854 clean Aviation drums
3648 unwashed and 10342 unsorted drums on hand.
- Number of rustys and leaks to be returned to Australia.

1st AUSTRALIAN PETROLEUM STORAGE COY.
Heard & Co. Ltd.
P.O. BOX 1000, PORT MORESBY, N.G.

A.D.S. & T.
P/M Sub-Area.TANKER DISCHARGE "VALDEMOSA" 23rd - 25th March.

1. The Log of Discharge of the Valldemosa, copy of ship's receipts, certificate of emptiness etc., have already been forwarded.

2. Method of Discharge.

Motor spirit 80 octane was discharged first into the empty "B" tank. The pumping rate was limited to 80 tons per hour for the first hour; pumping was then gradually speeded up with a limit of 75 lbs. pressure to the inch placed on the ship.

Forty four gallon drum filling commenced at 1915 hours on the 23rd - 2½ hours after the ship began discharge- and continued till 1030 hours on the 24th. Four thousand four hundred and forty seven (4447) drums were filled during the period. As the ship's pumping rate did not exceed 35,000 gallons per hour, the drum filling operation did not delay the ship.

After the completion of discharge of M.T. 80 spirit, 17,000 gallons of salt water, equivalent to a line and a half full, was pumped into the line at a speed of approximately 75 tons per hour, B tank received 5½ inches of water in this operation. Aviation 100 octane was pumped next - rate 80 tons per hour for the first hour - and the valves left open into B tank. A fitter was stationed at Water Draw Off Cock "B" tank, and water was drained off as it was being pumped in. After 30 minutes the flow was directed into C tank and the valves into B closed down. B received a further 1½ inches water in this operation and C a total of three inches. Pumping rate was increased on the ship and the maximum attained was 45,000 gallons per hour. After five hours pumping it was the intention to fill 350 x 44s of 100 octane to make sufficient space available in C tank to take full discharge of cargo. However, heavy rain set in and continued throughout the night of 24th and 25th and as there is no roof covers over the fillers, the filling operation was cancelled until the weather cleared. The ship, closed down from 0400 hrs on 25th until 0630 hrs on the 25th instant, when drum filling commenced and 400 drums were filled. After discharge of Aviation 100 octane, 14000 galls of sea water was pumped into the line and into C tank. The final check dips showed B tank 7" water on the side dip and 2" water in centre dip the water thus being 6" below the bottom of draw off pipe. C tank showed 6 5/8" water side dip 2½" water centre dip - water 6 3/8" below bottom of draw off pipe.

3. Jetty and Mooring Dolphins.

Since difficulty was experienced in berthing the Valldemosa and at one period it appeared that one mooring dolphin might collapse. It is understood that recommendations have gone forward through the Engineer Services for the provision of two more mooring dolphins and the strengthening of the fenders and jetty.

4. Water in Aviation 6" Delivery Line and Tank Construction.

Ship's water and sludge lodged in the 6" Aviation delivery line during discharge. This was discovered before filling operations commenced, and during filling the drain cock near filling points was left wide open in an endeavour to trap the water. Before the arrival of the ship the U.S.A. Aviation Petroleum Officer was advised that this might occur, and to place the first delivery of 400 drums aside for inspection. The water and sludge came away from the line in small quantities only and the line was twice drained and thirty thousand gallons fallen into drums before the spirit was 100% free from contamination.

(Cont.)

Several samples of spirit from the tank were taken immediately after dischargem at heights varying from 6" to 1ft. 4" from the bottom of the tank and there was no sign of water, sludge or grit in any of the samples. In B tank the 8" inlet and 6" lines enter straight into the tank at the same height, 1'3" - the outlet line is 15 feet away from the inlet.

In C tank the 8" inlet and 6" outlet also enter straight into the tank at 1'3", but the outlet line is only 4'9" away from the inlet. Water will undoubtedly lodge in the delivery lines of these tanks again if drums are filled during discharge operation as the surge of spirit coming into the tank through the inlet pipe will be drawn into the vortex created by the drawing off through the outlet pipe. The M.T. delivery line also received a little water but it was cleared without much trouble.

The following recommendation are made to obviate the trouble -

a. Inlet pipes at least 25 feet away from outlet pipe (This has been done on A tank and arrangements made for similar construction on D.)

b. Future tanker cargoes not to exceed the storage space available in shore tanks, so that drum filling operation do not have to proceed simultaneously with tanker discharge -

Motor spirit 80 Octane B tank	435,838 gallons
Aviation 100 Octane	964,418 gallons Imperial.

The above figures are the tanks full capacity, less quantity remaining in tank below the draw off pipe, and a 2% safety margin for expansion etc.

c. Provision of swivel elbowed outlet pipes inside the tanks. These pipes would be an added safety precaution against the valves breaking.

d. Provision of water separators in the draw off lines.

5. Penflex Automatic Fillers.

These gave considerable trouble during filling operations. There were many leaks and automatic cut-offs did not function correctly, resulting in spillage and overfilling. Considerable adjustments have since been made to the fillers, and they are now about 90% efficient.

Extra washers have been ordered from L.H.Q.

6. Tanks B and C. did not show one leak and there were only three small weeps on the main discharge line, which was an excellent result.

7. Ullage dip advices.

Forward advices of the expected date of arrival and the approximate gallongage to be delivered, was received by the Coy. The ullage dips of ship's tanks, water content, specific gravity and exact gallongage of the M.T. spirit was signalled from the last port of call. No information was received about the Aviation spirit. It is essential that full particulars of both grades is forwarded by signal direct to this coy.

8. Telephone Communication, Ship and Shore.

This was only fairly satisfactory and more phones will be needed before the discharge of the next tanker.

A recommendation to that effect has gone forward.

9. Guards.

A guard of three posts was requested for the installation and although it was apparently agreed to, nothing was or has been done. The W.E. IV/57/1 of this unit does not provide for guards and if mounted from the coy. as they were during ship's discharge, some essential work is omitted.

All valves in the installation and on lines are locked, either open or shut during working hours and are all locked down when operations cease. It is not considered that this is sufficient precaution. There are no guards in the area at the present time.

MAY 10 1943

S E C R E T

W A R D I A R Y

O F

1st AUST BULK PETROLEUM STORAGE COY

From 1 April 1943

To 30 April 1943

VOLUME 4

1st Aust Bulk Petroleum Storage Coy.

WAR DIARY

April 1 - 30th 1943

- April 1. Sgt Garlepp and Cpl Parker with vehicles and stores disembarked from "Asphasia Nomikos"
Location of unit - Hanaubada - Port Moresby 1" to 1 mile
Ref 868382
2. HQ Orderly Room nearing completion
R.Os. Part I Nos 1 - 6 promulgated
 3. Orderly Room completed and occupied
Issues : M.T. 80 81,048 gallons
Aviation 100,107,668 gallons
Strength, 4 officers 65 ORs.
Average no of natives for week, 80.
 4. Letter re transport - Location of Transport Unit to cart ex installation.
 6. 90 natives arrived for work.
 7. Address by O.C. to N.C.Os. on unit responsibilities, personnel and general outline of work ahead.
12 ORs attached for work, retions and discipline ex 2/2 A.A.S.C.
 9. Personnel engaged on drum sorting and cleaning. Approximately 7500 drums M.T. 80 required for next tanker discharge.
Capt I.P. Warne-Smith advised of his appointment to rank of Major.
 10. Strength, 4 officers 64 ORs plus 12 men attached.
Average no of natives, 90 daily.
Issues for week: 178,904 M.T. 80
145,552 Av 100
Balance C tank 44,043
" B " 102,578
A tank nearing completion; will be ready for next tanker. Work proceeding on 4 Gall drum plant. Roof construction proceeding on D tank. Preparatory work on E tank commenced.
 11. Letter to D.D.S.T. re U.S. loading and accounting procedure of deliveries.
Preparations for receipt of M.T. 80 and Av 100 ex tanker due to arrive approx. 15th instant.
Filling ex "B" and "C" tanks finished until arrival of tanker.
Phones to A, B and C tanks connected.
R.Os. Part I nos 7-11 promulgated.
Letter from A.D.S.T. calling for weekly return of unit's activities.
 12. Air Raid, 43 Jap planes over at 1100 hours. Bombs dropped approx. 6 miles from area.
 13. Details of ullage, s.s. "Associated" Voyage No 2, received.
Weekly report on activities to A.D.S.T.
 14. Application to Amenities Board for wireless for this unit.
Air Raid alarm 1200 hours.
Vehicle markings received from A.D.S.T. No serial number.
Application to A.D.O.S. for additional workshop equipment not on W.E.T. E 2.
 15. 2 N.C.O.s 9 ORs from 2/2 A.A.S.C. attached for duty, returned to unit, and replaced by 2/1 A.A.S.C. personnel - 1 N.C.O. 11 ORs.

1st Aust Bulk Petroleum Storage Coy.

WAR DIARY

April 1 - 30th '43 (cont)

- April 16. Pte Connors returned to mainland, medically unfit.
Arrival of ss "Associated" with 734,475 galls M.T. 80, 933,828 galls Av 100. M.T. 80 commenced pumping to approx 386,070 galls. Filling operations M.T. 80 commenced. Personnel working 12 hour shifts. Refer attached copy of letter to A.D.S.T. re tanker discharge.
17. Strength of unit: 4 officers 65 ORs.
Discharge of Av 100 into A tank commenced. Filled to approx 478,879 galls. Slight leak at top of A tank and water drawn off to bring level of spirit below leak. Discharge of Av 100 into A completed and pumping into C tank commenced of balance of Av 100. On completion of discharge of Av 100, pumping was suspended of balance of M.T. 80 to allow quantity of that spirit to be filled into drums.
Outbreak of fire at native village left of road to A tank approx. 3 feet from pipeline. Subdued by line patrol man and native police. Caused by natives.
18. Discharge of M.T. 80 into B tank completed. Filling of that spirit into drums held up by lack of transport. Hoses disconnected at 0615 hours, ship sailed 0640 hours. Total number of drums filled during discharge 7521 x 44s.
Quantity received in shore tanks :
M.T. 80 676,103 imp galls
Av 100 928,625 " " "
19. 12 ORs ex 2/1st Coy A.A.S.C. returned to unit.
Letter to A.D.S.T. re discrepancy re ships manifest figure and quantity received in shore tanks.
21. U.S. trucks carting Av 100.
26 ORs ex 2/105 G.T.C. personnel TOS attached for duty and rations to assist in cleaning all bulk stocks from shore tanks before arrival of Voyage No 3. Tanker expected on May 5th.
2300 x 44s daily to be filled.
22. Heavy rain from 1630 hours on. 7 " fell. (approx)
23. Return of personnel to attend Cooking School
18,316 imp galls bulk Av 100 loaded into American road waggons for delivery to "Hilo" U.S. Navy ship. Pipeline extensions and hoses required to make issue were supplied by U.S. Army.
Two U.S. Aviation refuelling units used for the work and B.P.S. Coy responsible for filling, checking etc. Delivery completed in 7 hrs.
24. Strength : 4 officers 64 ORs. 26 personnel attached.
Average attendance natives 92.
Issues : Av 100 391,128 imp galls.
M.T. 80 189,462 " "
Balance M.T. 80 324,469 imp galls. Gain for week 1809 imp galls
" Av 100 588,263 " " Gain " " 8932 " " "
Clean empty M.T. 80 drums 4060
" " Av 100 " 995
Water in B tank reduced to 5"
900 x 44s Av 100 carted by American vehicles.
25. Day of rest.
Water being pumped into "D" tank by Engineers for testing purposes.
27. Transfer of Av 100 from "A" tank to "C" tank.
L/Cpl Ingram marched out to 9th Aust Coy. A.A.S.C.
Pumping from "A" tank at rate of 30,000 galls per hour approx.
Heavy rain during morning.

1st Aust Bulk Petroleum Storage Coy.

WAR DIARY

April 1st - 30th '43 (cont)

April 28. Transfer between A to C tank completed. "A" tank drained and Engineers commenced pumping water to "A". Loss of Av 100 on transfer 2151 imp galls.

29. Small fire at No 1 empty drum dump immediately extinguished and no damage caused. Special Order issued re danger of smoking in area. Application for extra water tank 1 x 1000 gallon.

30. Strength : 4 Officers 66 ORs - 1 N.C.O. 25 ORs attached. 2
2 personnel in hospital.

Average attendance of natives 98.

"D" tank ready to receive discharge of M.T. 80

"E" tank - Roof construction in progress.

"F" tank - Commencing erection

"G" tank - Floor base commenced.

Drum filling platform - Roof erection proceeding.

4 gallon Drum Filling Plant - Work proceeding.

Drum Rumbling Plant preparing for roof erection.

Weather - Rain most nights after 1700 hours with heavy rains during day towards end of month.

Balance Av 100 "A" tank : empty

"C" tank : 456,488 imp galls

M.T.80 "B" tank ; 12,938 " " "

Total issues since 24/4/43.

Av 100 131,780 imp galls

M.T.80 315,027 " "

Gains for Month.

Av 100 5,161 imp galls

M.T.80 17,062 " "

clean Av 100 drums 1,960

" M.T.80 " 648

2660 rusty and leaky drums to be returned to Australia.

1st AUST. BULK PETROLEUM STORAGE COY.

Handwritten signature
OFFICIAL COPY OF THE RECORDS OF THE 1ST AUST. BULK PETROLEUM STORAGE COY.

NOT TO BE PUBLISHED.

AUSTRALIAN MILITARY FORCES.

ROUTINE ORDERS PART 1.

by

CAPT. I.P. WARNE-SMITH, O.C.

1st AUST. BULK PETROLEUM STORAGE COY. A.A.S.C.

serial No. 1/43.

paras. 1 - 6.

2;4;43.

1. EXTRACTS N.C.F. ORDERS:

No. 53. Purchasing and Landing of Liquor:

- a. The practice of purchasing or otherwise acquiring liquor from the crews of ships will cease forthwith.
- b. Liquor will not be landed from any vessel by military personnel or members of ships' crews.
- c. Breaches of this order will be the subject of severe disciplinary action and will also result in the confiscation of such liquor.

No. 69. Indiscriminate firing of small arms.

Personnel are warned that indiscriminate firing of S.A.A. must cease forthwith.

No. 73. Beach wiring, Moresby Area:

Attention is directed to the necessity for maintenance of all defensive wiring in the port Moresby Area.

Recently working parties have been observed removing portion of the wiring in order to obtain access to the beaches for the purpose of removing sand.

No. 80. Care of tentage:

The wastage of tentage in New Guinea is high and owing to the shortage of raw materials replacement is difficult.

Units will take all steps to preserve tentage and in particular will ensure that:

- a. Friction does NOT occur between the tent and fly. This is caused by faulty erection and slack ropes.
- b. Mosquito net poles, bones, etc., do NOT touch the canvas inside tents.
- c. Nails, safetypins, wires etc., are NOT pushed through the canvas for the purpose of hanging mosquito nets, etc.
- d. Tent guys etc., are slackened and tightened during and after rain.

No. 94. Malaria control:

Commanding officers will ensure that tents and huts in their areas are thoroughly sprayed with fly-spray immediately after reveille and between sunset and dusk. The tents should be closed for 20 minutes after spraying. Half-an-ounce of flyspray is sufficient for one 12 x 14 tent, and a correspondingly greater amount for larger spaces.

ROUTINE ORDERS PART 1.

Serial No. 1/43.

Paras. 1 - 6

2:4:43.

1. Extracts H.G.F. orders: (contd.):

From dusk to sunrise all ranks will wear slacks with boots and anklets web, gaiters or puttees, and long sleeved shirts buttoned at the wrist. Shirts may be left open at the collar button, but will be buttoned up completely in all other respects. The prohibition of wearing shorts, short or open sleeves, or shirts NOT buttoned up in accordance with this order, will be enforced rigidly.

2. Reversions: W.3oll 18/43

No.	Rank.	Name.		Particulars	Date.
NK145743	L/Sgt.	Abrahams,	W.O.	Reverts to cpl.	26:2:43.
NK133233	L/Sgt.	Lincoln,	C.B.	" "	26:2:43.

3. Promotions: W.3oll 21/43

NK133230	S/Sgt.	Tyler,	K.A.	From. to A/W.O.l.	7:3:43.
----------	--------	--------	------	-------------------	---------

4. Promotions promulgated in R.O's Part 11 No. 2 of 26:2:43.

NK50237	S/Sgt.	Mackay,	M.A.	From. to A/W.O.l1	8:2:43.
---------	--------	---------	------	-------------------	---------

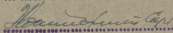
5. Reversions promulgated in R.O's Part 11 No. 2 of 26:2:43:

VK69086	A/Sgt.	Parker,	E.G.	Reverts to A/Cpl.	26:2:43.
VX116570	A/Sgt.	Coats,	C.G.	" "	26:2:43.
VX121563	A/Sgt.	Warton,	J.R.	" "	26:2:43.

6. Allotment of new numbers on transfer to A.I.F.

V280720	Pte.	Wilkinson,	A.W.	R.O's Pt. 11 No.1 24:2:43.	VX119968
V150607	"	Binn,	S.L.	R.O's Pt. 11 No.25 19:2:43.	VX123231
V77802	"	Nightingale,	A.C.	"	VX123224

1st AUST. BULK PETROLEUM STORAGE COY.

 O.C.

Not to be published.

AUSTRALIAN MILITARY FORCES.

ROUTINE ORDERS PART I

by

MAJOR I.P. HARRIS-GEITH C.C.

1ST AUST BULK PETROLEUM STORAGE COY.

A.A.S.C.

Serial No 2/43

Paragraphs 7 - 11

11 April 1943.

7. EXTRACTS H.C.F. ORDERS:

No. 118 Survey Marks.

- a. Several cases have occurred recently of survey marks being destroyed, either inadvertently or deliberately.
- b. In the PORT MORSBY area there are a number of Trigonometrical points marked by a tripod beacon over a brass plug inscribed "R A N Hydrographical survey" set in concrete. Other marks in evidence are wooden or iron pegs bearing numbers.
- c. All ranks must be acquainted with the urgent necessity for preserving survey marks, and, should it be necessary or desirable to destroy or remove any such mark for the purpose of building or road construction, the matter will be referred to HQ NEW GUINEA Force before the mark is destroyed or removed.

No. 124 Malaria control measures.

During the months of April May and June mosquito breeding in this area will be at a maximum. A sharp increase has occurred already within the last two weeks.

The worst and most dangerous breeding areas for the malaria vector are the water-logged wheel ruts which are being produced throughout the area by lack of track discipline.

Units will instruct all drivers of M.T. that new tracks must not be made and explain to them the potential danger thereby avoided.

No. 129 Bulk Petroleum storage Coy.- security of Elevala Jetty.

ELEVALA Jetty (Ref JN Special 1"-Inch 563373) is out of bounds to all personnel not in possession of a pass signed by C.C. Bulk Petroleum storage Coy. and is not to be used by any small craft as moorings.

No. 136 Pistols, possession of.

1. Pistols of any type or description shall not be sold, purchased or exchanged.
2. On or after 15 April 1943 it will be an offence for any member of the A.M.F. to have in his possession or custody any pistol other than one issued to him by Army authority or where he has the permission referred to in para 3 hereof.
3. Permission may be granted by a Formation Comd to any member to have in his possession a pistol other than one issued to him; such permission to be in writing, signed personally by Formation Comd.
4. All ranks in possession of pistols not issued to them or not provided for under the last para will forthwith surrender the same to the C.M. or H.Q. orderly room of their unit.
5. All ranks having pistols in their possession are held personally responsible therefor and will immediately report the loss of such pistol.
6. The loss of a pistol is to be regarded as an offence for which the offender is to be tried by court-martial, unless the Formation Comd otherwise directs. In all cases of loss of pistols, the offender will be charged and a summary of evidence, which will be forwarded to the

ROUTINE ORDERS PART I

Page 2

Serial No 2/43

Paragraphs 7 - 11

11 April 1943.

7. EXTRACTS H.Q.F. ORDERS. (cont)No. 136 pistols, possession of. (cont)

Formation contd, will be taken.

7. NEW GUINEA Force Order 86/42 is cancelled.

8. Health.

Personnel whose work necessitates constant contact with loaded petrol must observe the following precautions :

- Washing of hands before partaking of food
- Use of vaseline, which is obtainable from unit & Store. Vaseline must be rubbed well into hands and forearms before commencing work.

9. Reversions - W 3011 - 26/43.

No	Rank	Name	Particulars	Date.
N 802801	Spec T.O. 11	Blizzard C.C.	Reverts to pte	7/3/43
	Cook			
N 142510	Spec T.O. 111	Jeffrey C.A.	" " "	7/3/43
	DVR			

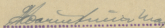
10. Gradings - W 3011 - 26/43

No	Rank	Name	Particulars	Date.
N 802801	Pte	Blizzard C.C.	Graded A/T O 1 (fitter)	7/3/43
NX 142510	"	Jeffrey C.A.	" A/T O 1 (fitter)	7/3/43
V 800971	"	Cannon W.C.	" A/T O 11 (carp & join)	7/3/43
VX 80440	"	Laity R.W.	" A/T O 1 (blacksmith)	7/3/43
VX 121504	"	Conway E.J.	" A/T O 11 (cook)	7/3/43
VX 121532	"	Brown D.R.	" A/T O 111 (clerk)	7/3/43
VX 119913	L/Cpl	Tilley E.W.	" A/T O 111 (clerk)	7/3/43

11. Promotions - W 3011 - 26/43.

No	Rank	Name	Particulars	Date.
VX 19192	Pte	Heenan A.B.	Promoted to A/Cpl	7/3/43
VX 119908	"	Wilkinson A.W.	" " A/Cpl	7/3/43

1st AUST. BULK PETROLEUM STORAGE COY.

 O.C.

Not to be published

AUSTRALIAN MILITARY FORCES.

ROUTINE ORDERS PART 1

by

MAJOR I.P. WARNE-SMITH O.C.

1st AUST BULK PETROLEUM STORAGE COY.

A.A.S.C.

Serial No 3/43

Paragraph 12.

30 April 1943.

12. Special order

- (i) Smoking is prohibited in any drum dump in the 1 Aust B.P. S. Coy's Area.
- (ii) "Smoke ons" will be granted to drum sorting Personnel at regular intervals, but only under instruction from the H.C.O. in charge, and at a safe distance of at least 50 feet from any drum stack.
- (iii) Any soldier disobeying this order will be severely dealt with.
- (iv) It is also the duty of personnel of this unit to see that natives and drivers of trucks, or anyone else entering the Area, obey this order.

1st AUST. BULK PETROLEUM STORAGE COY.

Warne-Smith I.P. O.C.

IW/II

1st Aust Bulk Petroleum
Storage Coy.
19/4/43.A.D.S.T.
P/M Sub-AreaSUBJECT : TANKER DISCHARGE VOYAGE NO 2 ss "ASSOCIATED"

1. The Log of discharge, copy of ship's receipts, certificate of emptiness etc are attached.

2. Method of discharge
Copy of procedure adopted is attached.

3. Berthing of Ship
This was accomplished perfectly and ship did not even touch mooring dolphins, fenders or jetty.

4. 44 Gall Drum Filling of 80 Octane Spirit
Operation commenced at 0010 hours on the 17th instant, and continued until 0330 hours on the 18th inst. 7521 x 44s were filled. Some water appeared in the 6" filling line on two occasions during operation. Drum filling operations were stopped while water was drained from drain cocks. This caused a delay of the filling of drums of approximately an hour.

The ship was stopped pumping from 1620 hrs to 2250 hrs on the 17th, so that sufficient drums would be filled to allow the tanker to complete discharge into tank "B".

Approximately 3 hours delay to drum filling also occurred because of insufficient transport to take the drums away.

These delays did not effect the time of departure of tanker as it could not sail before dawn on the 18th instant.

5. Leaks

A bad leak developed around the weld and at the blank flange of the 6" Air Foam pipe near the top of "A" tank. By draining all the water from the bottom of tank, the level of the water was brought just below the leak.

6. Stock Discrepancy

A loss of 55,372 gallons of 80 octane spirit showed up between shore receipts and the ship's manifest figure.

A full report is attached.

7. Fire Hazard

At 2130 hrs on the 17th instant, a fire broke out in the first native hut on left hand side of causeway leading to "A" tank. Some of the burning debris was within 3 feet of main 8" pipeline. The fire was put out quickly by line patrol man and natives.

This native village constitutes a fire hazard and it is our opinion that all natives should be evacuated from it.

8. Pressure and Vacuum Valves

The design for each tank calls for two pressure and vacuum valves. Due to non-arrival of P & V valves from the mainland, it was necessary to take one from "C" tank to put on "A" tank. As "A" and "C" tanks have wooden roofs which allow a certain amount of vapour escape, between top of tank and roof junction, this was not considered dangerous.

"D" tank is due for completion by May 7th and if P & V valves do not arrive in time for next tanker discharge, it will be necessary to take one P & V valve from "B" tank to put on "D" tank.

This will not be a safe practice as "B" tank has an iron roof. It is requested that action be taken to expedite the delivery of P & V valves.

9. Storage Space available for next Tanker discharge.

"D" tank should be available for next tanker discharge and will hold approximately 490,000 galls (imp). Because of layout of pipelines and valves, and location of 4 gall drum filling plant, this tank should be kept exclusively for M.T. 80 octane. A temporary valve will be placed in the delivery line to make it possible to fill "D" tank with Aviation 100 octane.

TANKER DISCHARGE (cont)

9. (cont)

100 octane on next discharge, if that is absolutely necessary.
 The preferable amount of cargo to be despatched on the next tanker
 would be --

	<u>Aviation 100</u>		<u>M/S 80 octane</u>
"A" tank	500,772 galls	"B" tank	435,838 galls
"C" tank	482,809 "	"D" tank	500,000 approx.
<hr/>		<hr/>	
Total	982,981 imp.galls	Total	935,838 approx
<hr/>		<hr/>	

Arrangements will be made by this Coy to have tanks "A", "B", and "C"
 emptied into 44 gall drums by the 10th May '43.

ORIGINAL

S E C R E T

W A R D I A R Y

O F

1ST AUST. BULK PETROLEUM STORAGE COY. (A.I.F)

From 1st May to 31st May 1943

VOLUME NO. 5

12 JUN 1945

1st Aust Bulk Petroleum Storage Coy.

WAR DIARY

May 1 - 31st 1943

- May 1. Col Milner D.D.S.T. shown over area.
Discussion with Lt-Col Caro (11 Aust Div) re camouflage and local defence.
Congestion at U.B. Aviation dumps. Loads from wharf and B.P.S. Coy U.S. unable to handle through insufficient manpower. B.P.S. Coy to continue filling.
Gen McNider with Capt McGinnis shown over area.
Col Anderson phoned C.C. re delivery of Aviation 100.
Location of unit : Hanaubada P/M 1" to 1 mile, 868382
2. Water being pumped from jetty to "A" tank and then to "D" tank.
Approx 3/8" spirit in "D" tank.
Bulk delivery 1665 imp galls Aviation 100 to U.S. Road Wagon.
3. 3" water pumped into "C" tank.
Attendance of natives, 100
3" water pumped into "B" tank.
U.S. bulk wagon carting Aviation 100 to bulk tank at wards prome.
17 trucks carting full 44s to wards prome for discharge into bulk tank and returning with same empty.
Two attached 2/105 G.T.C. personnel returned to their unit strength.
4. Brig McDonald, D.S.T., L.H.Q. and Col Milner, D.S.T., N.C.F. and Lt-Col Johnson, D.D.S.T., C.O.S.C. shown over installation and area.
Brig Drake Brockman, Lt-Col Hussey, inspection of tanks and area.
Gas lecture to all personnel by Lieut Young.
5. Pte J.L. Allan attached from 2/105 G.T.C. charged under Section 1 AA 15 - "absented himself from place of duty without permission of N.C.O. in charge". Fined £1.
Advice of Voyage No 3, ss "Muculana" with 983,723 imp galls Av 100 and 935,000 imp galls M.T. 80, received.
6. Lt-Col Caro (11 Aust Div) re defence of area.
All bulk tanks emptied except for a couple of inches below drawoff.
Drum stocks Av 100 being issued to bulk tanks at dromes. Other vehicles carting rustys to wharf and backloading empties.
Unit location forwarded to A.D.S.T.
P/M 1:25000 - 863377, 873382, 862392, 858386.
8. Proposed amendments to War Establishment forwarded to A.D.S.T.
Increase of 42 ORs and 40 natives.
Explosion in "D" tank, under control of Engineers caused by petrol and water being drained from tank igniting and running back into tank during testing operations by Engineers. Damage to roof.
(Report enclosed)
Maj Gen Mackay, C.O.C., and Maj Gen Northcott, Chief of Staff,
Brig Secombe arrived 1515 hours to inspect area.
Brig McDonald, Brig Drake Brockman arrived 1443 hours to inspect area
Balance Av 100 3935 imp galls
" MT 80 11840 " "
Issues for week Av 100 364,118 imp galls
" " MT 80 193 " "
Strength : 4 officers 84 ORs, 24 ORs attached ex 2/105 G.T.C.
Average attendance natives 100 daily.
9. Receiving and sorting of drums in preparation for discharge of voyage No 3. 11,000 drums M.T. 80 to be filled during discharge if tank "D" not repaired in time.
Letter to D.D.S.T. C.O.S.C. re fire and explosion at "D" tank.

17 JUN 1943

1st Aust Bulk Petroleum Storage Coy

WAR DIARY

May 1st - 31st 1943 (cont)

- May 10. Repairs to "p" tank being done by 14 Pd Engineers. - to be ready for discharge ex "Nuculana".
Air raid alert 1130 hours.
New soakage pit and drain from cookhouse completed.
11. Arrival of ss "Nuculana" with 983,723 imp galls Av 100 and 935,000 imp galls M.T. 80 at 1025 hours. Discharge commenced of Av 100 into "C" tank and on reaching 16' 7 $\frac{1}{2}$ " closed down and Av 100 commenced pumping into "A" tank. Approx 273 x 44 Av 100 were filled from "C" "A" tank filled to 29' 8 $\frac{1}{2}$ ". Water pumped to "C" and "A". Ship closed down. Noticeable vibration during pumping. Line pressure reduced from 70 lbs to 50 lbs per square inch.
Gas lecture by Lieut Murtagh, NGF C.W. Section.
12. Commenced pumping into "p" tank. Water drained during pumping to 3". "p" tank filled to 16' 7 $\frac{1}{2}$ ". Closed down ship - commence pumping to "p" tank. "p" tank filled to 28' 1". Close down ship, commence pumping into "p" tank; balance of spirit pumped into "p".
burning of grass around area.
13. Finished pumping to "p" tank. Water to "p" tank. Hoses disconnected. Air raid at approx 2130 hours. Bombs dropped approx 7 miles from area Pte D.M. Warton marched in from 8 Aust Adv Ammo Dept.
R.C.s Part I No 13 - 17 published,
14. Burning of grass around camp area.
Arrival of hydrometers, thermometers and testing glasses,
M.V. "Nuculana" sailed at 1700 hours.
15. Gasoline dump at ANGAN set on fire at approx 1830 hours. Sparks fell over "B" tank and filling area. Foam extinguisher called in from U.S. Forces and fire finally quelled at approx 1945 hours. Fire fighting equipment of unit inadequate. Two fire picquets on duty all night. (Report attached).
Air raid at approx 2000 hours. No bombs near area. Second raid at approx 2030 hrs - shrapnel from ack-ack guns fell over area.
Balance "A" tank 483,588 galls Balance "C" tank 193,865 galls
" " "B" tank 427,341 " " " "p" tank 471,898 "
Issues M.T. 80 206 imp galls, Av 100 315,901 imp galls
Strength 4 Officers 64 ORs. 24 ORs attached from 2/105 C.T.C.
Average attendance of natives 100.
16. Fire fighting roster compiled.
17. Airalarm at approx 1400 hrs and 2200 hrs.
Bulk road tankers disembarked and sent to 2/105 workshops.
18. R.C.s Part I Nos 18 - 20 published
Advance advice of Voyage No 4 received. Vera due to arrive approx June 10 with 935,000 M.T. 80 and 1,483,000 galls Av 100 octane.
19. Air alarm at 2045 hrs.
Work commenced on new latrine for men and separate latrine for native
20. Transfer of Av 100 from "A" tank to "C" tank commenced. Approx ~~473,345~~ 473,345 galls pumped to "C" tank during night.
21. Heavy rains from 1430 hrs.
Pumping of balance of spirit to "C" tank. Only ~~42 1/2~~ 4 $\frac{3}{8}$ " Av 100 remains in "A" tank. Pump not sufficiently strong to push remainder into "C" tank.
Pte Russell marched in from 1 Aust Corps Reception Camp.

1st Aust Bulk Petroleum Storage Coy.

WAR DIARY

May 1st - 31st 1943 (cont)

May 22. Strength 4 officers 62 ORs. Attached ex 2/105 G.T.C. 27 ORs
Balance Av 100 470,608 imp galls

MT 80 566,852 " "

Issues Av 100 206,845 " "

MT 80 332,355 " "

15 cwt 4 x 4 Can Utility returned to 10 Aust Adv Ord Depot and replaced by 15 cwt G.S. Utility.

11,784 clean MT drums on hand

7,552 " Av " " "

Average attendance natives 95.

23. Filling into bulk U.S. road waggons
Completion of pumping operation between "A" and "C" tanks of Av 100
Advised by C.O.S.C. that unit will be supplied with jeep on arrival of same from Australia.

24. 0130 hrs 2 enemy planes dropped bombs in sea
2 3/8" water pumped into "B" tank from "A" tank.
Advance advise of 6,000 drums M.T. 80 required by U.S.A. for loading on to ship.
Test delivery of 700 galls Av 100 made by Road Tanker No 1 to Wards prome.

25. 9,627 x 4 gall drums empty arrived from ss "Admiral Chase" and commenced delivery to unit.
New empty drum area sited.

26. Filling M.T. 80 ex "D" tank commenced.
Bulk filling line completed.
Commenced delivery of M.T. 80 to U.S. Army
Drums consigned to Tatana Wharf for delivery to ss "X 37"
"Empire Hamball". Personnel working night shift.

27. Four bulk road waggons in operation.
Area visited by Governor - Gen Lord Gowrie, Lt Gen Herring, Brig Gen McIndier, Brig Steele, Commander Hunt.
No native labour during afternoon - required by ANGAU for Governor General's visit.
No drums M.T. 80 delivered to "X 37" at Tatana wharf.

28. 83 drums power Kerosene received from B.I.P.O.D.
1 x 15 cwt utility slightly damaged by fire,
Recommended consigning of M.T. 80 to Tatana Wharf.
Plans for defence of area ~~completed~~ *completed* (see *Lighting*).
One asbestos suiting received per air freight.

29. Strength 4 officers 65 ORs Attached ex 2/105 G.T.C. 27 ORs
Average strength natives 88.
Balance Av 100 296,875 imp galls
" M.T. 80 221,446 " "
Issues Av 100 185,920 " "
" MT 80 354,301 " "
6093 clean drums on hand (M.T. 80)
8260 " " " (Av 100)
Approx 5525 drums M.T. 80 delivered to U.S. Army Tatana Wharf
Balance to be delivered on Monday 31/5/43.

30. U.S. Base Engineers require 1,600 empty light drums for bunker oil
Commenced carting at 0900 hrs.
Pte Peavis marched out to hospital with Dengue.
Advice of arrival of Shwedagon with 1,200,000 galls Av 100 on approx 7th June. The "Nera" may arrive later.
"E" tank to be completed by 3rd June.
Fire broke out at Native Village Hanaubada at approx 1840 hrs.
Approx 3/4 of native village destroyed. Main fire quelled at 2200 hrs. Power cut off. D.P.S. personnel patrolled area and foam extinguisher ex U.S. stood by.

WAR DIARY

"	AV	100	235,966	"	"
---	----	-----	---------	---	---

Clean M.T 80 drums	4837
--------------------	------

"	4	Ball	"	9627
---	---	------	---	------

"E" tank completed, but water test for leaks not yet finished, ~~and~~
delivery line not yet erected.

"G" tank - " " "

1st AUST. BULK PETROLEUM STORAGE COY.

Ramona Lewis

WA 20421
Not to be published

AUSTRALIAN MILITARY FORCES

ROUTINE ORDERS PART I

by

MAJOR I.P. WARNE-SMITH O.C.

1ST AUST BULK PETROLEUM STORAGE COY

A.A.S.C.

Serial No 4/43

Paragraphs 13 - 17

13 May 1943

13. EXTRACTS H.C.F. ORDERS

No. 160 Improper Dress by Night

Personnel found improperly dressed outside unit lines at night are liable to arrest.

Personnel so arrested will be charged and placed in FORT MORESBY Provost compound for collection by unit.

A.P.M. NEW GUINEA Force will advise units daily of personnel so detained. Such personnel will be collected under escort under unit arrangements before noon of the day of advice.

No. 171 Native Administration

1. Reports have been received that troops are supplying natives with rations in excess of those fixed for natives. This is causing them to cease cultivating their gardens and looking for food themselves, and is increasing the difficulties of administering the natives who are coming to rely on for food on strangers who may leave at any time.

2. It must be impressed on troops that native welfare in all areas bears upon the successful conduct of operations in NEW GUINEA and that by supplying natives with food they are hindering their welfare.

3. Troops are to be warned that this practice must cease in the interests of the natives, and that severe disciplinary action will be taken against offenders.

No. 172 Hygiene and Malaria Control

NEW GUINEA FORCE Order No A 161 of 1943 is amended by deleting reference to NEW GUINEA FORCE Order 56/43 and substituting therefor NEW GUINEA FORCE Order 36/43.

No. G 182 Interference with signal communications

1. Instances have occurred recently of field cable and copper wire lines having been deliberately cut and sections stolen.

2. Formations and units will take action to ensure that all ranks are informed of the danger of vital communications being disrupted by such vandalism.

3. The use of field cable for any purpose other than that for which it is intended is a serious offence.

4. The deliberate damage to signal communications and theft of field cable is to be regarded as an offence for which the offender is to be tried by court martial, unless the formation commander otherwise directs. In all cases of deliberate damage to signal communications and theft of field cable the offender will be charged and a summary of evidence, which will be forwarded to the formation commander, will be taken.

Serial No 4/43

Paragraphs 15 - 17

13 May 1943

14. EXTRACTS G.R.O. of 25 APRIL '43o 327 Bungs and Washers for 4 Gall and 44 Gall Drums

severe shortages of rubber used in washers and of die-caste metal used in bungs make it essential that these items be conserved. Units using drums will replace bungs and washers and tighten them with a bung spanner. Care will be taken not to damage bungs by using a hammer or other unauthorized method of opening.

No. o 341 Breaking down of service or enemy ammunition

1. The breaking down of service or enemy ammunition in any way, other than that authorized by training publications, hand books, regulations in existence or instructions issued from L.H.Q. is strictly forbidden.
2. The breaking down of any service or enemy ammunition by unauthorized persons is prohibited.
3. If information is required on the internal construction of any type of service ammunition, reference can be made to inspecting ordnance officers posted to H.Q. of Corps or I. of C Areas.
4. Enemy ammunition will normally be broken down or demolished by R.A.E. units (preferably bomb disposal units) under instructions from formation etc. headquarters.

No. o 342 Ignitor sets - grenades No 36M - susceptibility to moisture

1. The .22 R.F. cartridge cap, as used in the ignitor sets for grenades No 36M, is highly susceptible to moisture.
2. Personnel handling ignitor sets containers will observe strictly the following procedure:
 - (a) Ignitor sets are always issued in soldered cylinders, should a cylinder be opened and the whole of the contents not expended, the cylinder will be resealed by effective adhesive tape or shellac binding.
 - (b) detonators which show visible signs of corrosion or verdigris on the caps will be treated as suspect, as these are liable to produce blanks. Units will refer such detonators to an inspecting ordnance officer for determination of condition.
3. Units will keep the number of "ready use" grenades to a minimum, consistent with operational needs, and in tropical areas this number will not exceed four days requirements in advance.

No. o 364 units classified as A.I.F. units

The following unit is classified as A.I.F. under the provisions of G.R.O. A 170/1943

1 Aust bulk petroleum storage Coy.

No. A 367 Leave without pay

1. In order to remove any misunderstanding by members concerning the effect of a grant of leave without pay, irrespective of the authority under which such leave is granted, attention is directed to the provisions of War Financial (Military Forces) Regulations which provide, in effect, that all pay (including allotments) and pay allowances cease in respect of any period for which a member is granted leave without pay.
2. When leave without pay is granted, the following will not be payable during the period of such leave:
 - (a) pay (including deferred pay)
 - (b) field allowance
 - (c) command allowance
 - (d) special allowance
 - (e) exchange allowance
 - (f) dependants allowance

Serial No 4/43

Paragraphs 15 - 17

15 May 1943

14. EXTRACTS G.R.O. OF 23 APRIL '43 (cont)No. A 307 Leave without pay (cont)

- (g) travelling allowance
- (h) subsistence allowance
- (i) any allowance payable under regulation 9 of the abovementioned regulations.

5. Leave without pay will not be imposed on a member compulsorily and, consequently, will always be covered by written application from the member, specifying that leave is desired without pay.

15. REVERSIONS PROMULGATED IN R.Os. PART II NO I OF 3/5/43 QUEENSLAND I OF C AREA

Number	Rank	Name	Particulars	Date
HX 133233	l/sgt	Lincoln C.B.	Reverted to cpl	26/2/43
HX 145743	l/sgt	Abrahams W.G.	" " "	26/2/43
HX 147074	pte	Blizzard C.G.	Relinquished Gwp II cook	7/3/43
HX 142510	pte	Jeffrey G.A.	" Gwp III Dvr Mech	7/3/43

16. TRADE GROUPINGS PROMULGATED IN R.Os. PART II NO I OF 3/5/43 QUEENSLAND I OF C AREA

Number	Rank	Name	Graded	Date
HX 147074	pte	Blizzard C.G.	A/Gwp I fitter	7/3/43
HX 142510	pte	Jeffrey G.A.	" " "	7/3/43
V 500671	pte	Cannon W.G.	" " II carpenter	7/3/43
VX 80440	pte	Laity R.W.	" " I blacksmith	7/3/43
VX 121584	pte	Conway E.J.	" " II cook	7/3/43
VX 121532	pte	Brown D.B.	" " III clerk	7/3/43
VX 119915	l/cpl	Tilley E.W.	" " " "	7/3/43

16. PROMOTIONS PROMULGATED IN R.Os. PART II NO I OF 3/5/43, QUEENSLAND I OF C AREA

Number	Rank	Name	Promoted	Date
HX 133230	s/sgt	Tyler K.A.	A/No I	7/3/43
VX 119968	pte	Wilkinson A.W.	A/cpl	7/3/43
VX 19192	pte	Keenan A.B.	A/cpl	7/3/43

1st AUST. BULK PETROLEUM STORAGE COY.

Not to be published

AUSTRALIAN MILITARY FORCES

ROUTINE ORDERS PART I

by

MAJOR I.P. HARRIS-GUTH O.C.

1ST AUST BULK PETROLEUM STORAGE COY (A.I.F.)

A.A.S.C.

Serial No 5/43

Paragraphs 10 - 20

10 May 1943

10. REE I.A.S.C. IN 8030

Any personnel who consider themselves suitable for commissioned rank will make written application, giving information outlined below, to this unit's Hqs.

All applications will be submitted by 1600 hours 19/5/43.

- (a) Date of birth
- (b) Date of enlistment
- (c) Date of promotion
- (d) Theatres of service, including periods
- (e) Schools and courses
- (f) Special qualifications
- (g) Educational qualifications
- (h) Civil qualifications etc.

19. CONFIRMATIONS OF RANK - W 3011 42/43

<u>Number</u>	<u>Rank</u>	<u>Name</u>	<u>Particulars</u>	<u>Date</u>
VX 68684	A/Sgt	Toohy	J.L. Rank of Sgt confirmed	15/5/43
VX 68459	A/Cpl	Catherine	G.L. " " Cpl "	15/5/43
VX 68970	A/Cpl	May	R.R. " " Cpl "	15/5/43
VX 121563	A/Cpl	Warton	J.R. " " Cpl "	15/5/43
VX 77999	A/Cpl	Cranham	E.C. " " Cpl "	15/5/43

20. APPOINTMENTS - W 3011 42/43

VX 68970	Cpl	May	R.R. Appointed Lance Sgt	15/5/43
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1st AUST. BULK PETROLEUM STORAGE COY.

Harold Lindsay O.C.

IW/18

1st Aust Bulk Petroleum
Storage Coy. (A.I.F.)
9/5/43.

D.D.S.T. C.O.S.C.
A.D.S.T. P/M Sub-Area

SUBJECT : FIRE AND EXPLOSION IN B.P.S. COY. INSTALLATION

1. At approx 1300 hours on the 8th inst. as the result of fire and an explosion, a small portion of the roof of the new tank "p" was blown off. There were no casualties.
2. The damage to the tank is not vital and the Engineers in charge of the construction expect to complete repairs in 4 or 5 days.
3. The tank, which had not been handed over to the B.P.S. Coy, had been filled with water through the 8" ship's discharge line and tested for leaks by the Engineers. The water contained approx. 300 galls of Aviation petrol, some of which would be in the line because of a small leak in the main valve of "C" tank. A sample of contents of tank had been taken by B.P.S. Coy and shown to the Engineers.
4. The major portion of water from "p" tank was discharged through 8" line at junction point to "E" "F" and "G" and for flushing through the 6" delivery line from "p" tank. The portion under the discharge and delivery lines which contained the water and petrol, was emptied through Audco drain cock, and passed out through drain under the bund and into the Negro transport Coy's camp in the valley just below "p" tank.
5. A match apparently thrown by one of personnel of the above Coy about a hundred yards away from the tank, after the tank had been emptied, ignited the petrol on top of the water and the flames travelled back under the drain and through the Audco drain cock, which had been left open together with 8" line valve, causing the small explosion and fire.
6. The next tanker discharge is due early am on the 11th inst. The storage space available which included "p" tank would have been just sufficient to take full discharge of 1,918,725 imp galls. As "p" tank may not be repaired in time, this Coy is making the necessary preparations to drum off 500,000 galls of M.T. 80 octane spirit during tanker discharge. Provided the necessary transport assistance is given, this operation will not cause more than two or three hours delay to the tanker. The D.A.D.T. P/M Sub-Area has been contacted, and given the information that if petrol has to be drummed off during the discharge it will be necessary to supply twenty five trucks working continuously for forty hours, in addition to our regular transport platoon of 2/105 G.T.C.
7. As three Naval tanks are to be built along sides of valley below "p" tank, it is again stressed - refer our IW of 31/3/43 addressed to A.D.S.T. P/M Sub-Area - that as a safety precaution the Negro transport Coy occupying the valley (Map reference 867384 P/M Artillery Series 1.25,000) should be removed from the area.

Stanley Wray

1W/21

1st Aust Bulk Petroleum
Storage Coy. (A.I.F.)
16/5/43.

D.D.S.T.

C.O.S.C.

Copy to A.D.S.T.

SUBJECT : FIRE IN THE VICINITY OF B.P.S. COY INSTALLATION

1. At approximately 1830 hours on the 15th instant, a fire broke out in a small shed containing inflammable material and stores, about 100 yards distant from "B" tank of the B.P.S. Coy. The store shed was controlled by ANGAU.
2. The cause of the fire is not yet known.
3. The fire was fought by personnel of this unit, using two 30 gall portable extinguishers (Fire foam) and 2 gall extinguishers, the 190th QM U.S.A. Regiment, which was phoned by this Coy., using a 500 gall Foam Generating Truck, and by 2/14 Field Park Engineers with their water cart.
4. The fire was under control and nearly out at approximately 1945 hours, about a quarter of an hour before enemy raiders appeared over the area.
5. Two soldiers, one a member of the B.P.S. Coy, and one with a working party attached, were slightly injured whilst fighting the fire, through coming in contact with a live electric power wire.
6. During the fire, sparks from the flames, which reached approximately 50 feet high, blew directly over "B" tank, and it was necessary to surround the tank with a squad of men for protection.
7. This fire is the third in the vicinity of tanks and pipelines in the past month, any of which might have caused serious consequences - Refer Tanker Discharge Report, Voyage No 2 of the 19th April '43 and Fire and Explosion Report on the 9th May '43 - on each occasion the fires have been caused by personnel of outside units, located in the installation area.
8. It is strongly urged that because of the importance of the bulk Petrol Installation, and because of its vulnerability to fire, that the following recommendations be agreed to :
 - a. That all units located in the installation area bounded by the following Map Reference :

Port Moresby Sheet 1 : 25,000	863377	862392
	873382	858386

are moved to another area as soon as possible.

- b. Until the above is agreed to, this Coy to be given the authority
 - i. To have sole control of any fire fighting operations in the Area and to get out the action to be taken by other units.
 - ii. To enforce on other units any safety precautions that may be deemed necessary.
 - iii. To remove immediately any particularly dangerous Fire Hazard in Area not controlled by the B.P.S. Coy.

Handwritten signature

17/20

1st Aust Bulk Petroleum
Storage Coy. (A.I.F.)
14/5/43.

A.D.S.T.
P/M Sub-Area

SUBJECT : TANKER DISCHARGE VOYAGE NO 3 M.V. "NUCULANA"

1. The Log of Discharge, copy of ship's receipts, certificate of emptiness etc. are attached.
2. Method of discharge : Copy of procedure adopted is attached.
3. Berthing of ship : No difficulty was experienced.
4. Leaks : "A" tank developed a leak at the blank flange of Air Foam Pipe. After tightening down bolts the leak ceased.
"D" tank developed a leak around the bottom manhole and is still weeping slightly.
5. Next tanker discharge : No advice has been received of the approx date of arrival or quantities to be carried, of next tanker discharge, Voyage No 4.
6. In the meantime it is the intention to deliver 100,000 galls daily at 1800 hours on the 29th instant, storage space in tanks will be available to take 680,000 galls of Aviation 100 octane, and 680,000 galls of M.T. 80 octane spirit. Arrangements could be made to increase this quantity if it ~~is~~ were necessary.

JUL 13 1948

S E C R E T

W A R D I A R Y

O F

1ST AUST BULK PETROLEUM STORAGE COY
A.I.F.

FROM 1st June 1943

TO 30th June 1943

VOLUME NO 6

1st Aust Bulk Petroleum Storage Coy
A.I.F.

WAR DIARY

June 1st - 30th '43

June 1. Col Richardson, Maj Baldwin, Maj Worrsam called.

Location : 862.375 873.376
864.390 857.388

Map Ref P/M 1 : 63360

2. Construction

"E" Tank - completed but water test for leaks not yet finished - delivery line not yet erected.

"F" Tank - construction proceeding

"G" Tank - " "

E F & G Drum and Vehicle Filling Area (Filling Area No 2) in course of construction.

Vehicle Filling plant Drum Area 1 completed.

4 gallon drum Filling plant - construction proceeding

Drum Rumbling plant - construction stopped.

3. Capt McLaughlan attached for instruction, marched in from H.Q.

S.A. L of C Area.

Pte Howard evacuated to hospital with mumps - second case in 2 weeks

4. Personnel engaged on drum sorting and cleaning. Approx 26,000 drums may be required for filling during discharge of Voyage No 4 due on 14th instant.

R.O's Part I Paras 21 - 23 promulgated.

5. Water pumped into "D" Tank up to 162"

Strength : 4 Offrs 64 O.R's - Attached 1 Offr 26 O.R's

Average attendance natives 84.

Balance M.T. spirit 13,298 imp galls

" Avia " 53,432 " "

Issues M.T. " 154 " "

" Avia " 190,278 " "

Clean M.T. 80 drums 7,644

" Avia 100 " 11,286

6. Col Grant, Adv L.H.Q., shown over area.

8. "E" Tank completed - water test not finished.

"F" Tank - roof construction proceeding and testing for leaks Engineers state tank will be ready for filling byn 17th inst.

"G" Tank - construction proceeding

Naval tanks for distillate - excavation to be completed in 3 days time.

E F & G Drum Filling Area No 2 - construction proceeding

4 gallon Drum Filling Plant - " "

Drum Rumbling plant - construction stopped.

9. Discussion of, and drafting of amended W.E.T. by O.C. B.P.S. and

Major Worrsam, "Q" Branch, (P.O.L.) L.H.Q.

Advice from L.H.Q. "Q" Branch that Navy is to refuel small craft with 100 oct. Avia. Gas from Elevela Jetty by 4" line connected to tanks.

10. Transfer of balance of Avia. 100 in "A" Tank to be made to "C" Tank. Natives being picked up from new quarters by 4 trucks from 2/105 GTC each morning and returned at night. Time of arrival at morning is approx. 0800 hrs. Personnel of machine gun crews receiving vickers gun instruction from 7th Aust Machine Gun Bn.

11. Strength 4 officers and 62 O.R's. 1 officer 25 O.R's attached.

Average attendance of natives - 86. Water being drained from tanks in preparation for tanker discharge.

Balance Avia. 100 8,954 imp. galls.; M.T. 80 3,106 imp. galls.

Issues Avia. 100 44,880 " " M.T. 80 9,289 " "

Clean Avia. 100 drums 16,771 Clean M.T. 80 drums 11,830

1st Aust Bulk Petroleum Storage Coy. (A.I.F)

WAR DIARY

June 1st - 30th 1943

- June 13. Tanker "H.D. COLLIER" Voyage No 4 arrived with 1,483,010 imp galls Av 100 and 942,388 imp galls M.T. 80. Discharge commenced of Av 100 into "C" Tank.
Air Raid at 2000 hrs - two Jap planes dropped bombs on other side of harbour in line with Tanker.
14. C tank filled to 29' 3". Pumping stopped and discharge commenced into A. A tank filled to 29' 3 7/16". Discharge commenced into E which was filled to 22' 1 1/2".
Filling into drums and bulk waggons took place from C tank. Dip at end of day 18' 6 7/8". Final discharge of Av 100 made to C tank.
Lines cleared of Av 100 into E tank. Water pumped to E C & A tanks. Approx 40 trucks ex 2/105 G.T.C. and 11 trucks ex 190 QM U.S. carted during the day in addition to 21 bulk waggons.
15. Pumping commenced of M.T. 80 to B tank. Filled to 6' 6". Discharge commenced into D. Sample of spirit from B tank amber colour.
Pumping into D stopped at 4' 9 1/4". Spirit pumped to B tank to 16' 10 1/2".
Changeover to D, filled to 28' 6".
Filling of M.T. 80 during afternoon of 624 drums.
Air alarm at 1600 hrs.
16. Completion of discharge M.T. 80 to B tank. (see attached report)
Transfer of Av 100 from A to C tanks.
E tank completed and filled with Av 100. Floor and half the insides of this tank (inside) were not painted and delivery line not yet erected.
F tank to be completed by 19th inst. G tank construction proceeding.
Naval distillate tank - floor construction proceeding.
E F G Filling Area No 2 - construction proceeding.
Drum rumbling plant - construction stopped.
4 gall drum filling plant - construction proceeding.
17. Transfer of Av 100 A tank to C tank.
Air raid at approx 2130 hrs. Transfer stopped till all clear sounded.
No bombs dropped.
"H.D. COLLIER" sailed at approx 1300 hrs.
3,087 drums M.T. 80 required by B.I.P.O.D. for delivery to ss "MEREDITH" X 60 at Tatana wharf. Personnel on night duty loading.
18. Completion of transfer A to C tanks. Only 1ft spirit left in A tank.
Pipeline A to C full Av 100.
Personnel on night duty loading M.T. 80 for Tatana.
19. Completion of delivery to Tatana wharf
Strength : 4 offrs 61 OR's. attached 1 offr and 24 OR's.
Average attendance natives 95.
Balance Av 100 820,344 imp galls
 M.T.80 686,627 " "
Issues Av 100 679,181 " "
 M.T.80 257,956 " "
Clean empty Av 100 drums 10,430
 " " M.T 80 " 6,276
20. Arrival of ss "SCHWEDAGON" with 1,080,148 imp galls Av 100 octane.
Discharge commenced into "A" tank.
21. Discharge to A tank completed and commenced into F. At 1400 hrs pumping was stopped for approx 10 hrs for ballasting.
22. Pumping commenced into C tank till 0430 hrs. pumping of balance of spirit made to F tank. See attached report.
Transfer of M.T. 80 by gravity from D tank to B tank.
23. Completion of pumping water to clear lines and disconnection of hoses.
F tank completed and taking part of discharge of SCHWEDAGON.
Delivery Line not completed.

1st Aust Bulk Petroleum Storage Coy. (A.I.F)

WAR DIARY

June 1st - 30th 1943.

June 23. G tank - construction proceeding

(cont) Naval Tanks - floor construction proceeding.

Drum Rumbling Plant - construction recommenced.

4 gall drum Filling Plant - construction proceeding.

24. ss "SCHWEDAGON" sailed at approx 0900 hrs .

Transfer of Av 100 from A tank to C tank.

R.O's Part I published paras 24 -29.

25. Water to be pumped to G tank by Engineers.

Line of spirit A - C cleared to C tank.

26. Strength : 4 offrs 60 OR's. Attached 1 offr 24 OR's.

Average attendance natives ~~24~~ 90.

Balance Av 100 351,750 imp galls

" M.T. 80 457,908 " "

Issues Av 100 1,542,108 " "

" M.T. 80 233,203 " "

Clean empty Aw drums 11,853

" " MT " 1,923

Unsorted empty ~~2,900~~ 2,900

27. Servicing of U.S. bulk waggons.

28. Transfer of Av 100

From A tank to C tank approx 8 ft

" E " " C " " 7 ft

" E " " A " to capacity of A tank.

29. O.C. B.P.S. Coy. absent on inspection visit to Milne Bay.

Transfer of Av 100 from A tank to C tank approx 8'.

2 Aust B.I.P.O.D. to receive 3,000 empty 4 gall drums.

30. Strength 4 offrs 60 OR's. Attached 1 offr 24 OR's.

Transfer of Av 100 from A tank to C tank approx 6'.

Construction G tank proceeding.

Naval tanks - Floor construction proceeding. Construction of E F G Filling Area.

Drum Rumbling plant - structure completed and plant being installed.

Filling equipment being installed in 4 gall drum filling area.

Weather : Fine with strong breezes.

Balance Av 100 1,203,680 imp galls

" MT 80 223,204 " "

Issues Av 100 from 27/6/43. 345,418 imp galls

" MT 80 " " 9,366 " "

1st AUST. BULK PETROLEUM STORAGE COY.

Harold W. B. O.C.
O.C.

A.D.S.T.
P/M Base AreaSUBJECT : TANKER DISCHARGE VOYAGE 5 ss "SCHWEDAGON"

1. Log of discharge, copy of ship's receipts and certificate of emptiness are enclosed.

2. Method and order of discharge

- a. Aviation 100 octane discharged into "A" Tank. Filled to capacity.
- b. " " " " " " "F" " . Filled to 8' 4".
- c. " " " " " " "C" Tank. Filled to capacity.
- d. completion of discharge into "F" Tank.
- e. ship's discharge line to F C & A Tanks cleared with water.

3. Filling Operations during Discharge

Bulk wagon filling from "C" Tank five hours after completion of ship's discharge into tank.

4. Delays and Pumping Operations

Delays :	changeover shore tanks	1 hr
	Air Raid Alarm	1 hr 15 min
	Ballasting ship	10 hr 30 min
		<hr/> 12 hr 45 mins

Total pumping time 54 hrs 10 mins, less delays 12 $\frac{1}{2}$ Hrs.

Actual pumping time 41 hrs 25 mins.

With a full cargo of 1,200,000 galls the SCHWEDAGON would take approx 58 hrs to complete discharge as the ship must ballast with water ~~first~~ after emptying Tanks 1 2 & 3.

The time of discharge however should be cut down to approx 46 hrs on the SCHWEDAGON'S next voyage as an 8" y piece connection will be made here to enable ship to use its 2 x 6" lines during discharge and an additional pump.

5. Future cargoes for SCHWEDAGON

When forwarding a mixed cargo of M.T 80 octane and Aviation 100 oct to avoid the possibility of leakage contamination and because of ballasting difficulties, the loading should be, Tanks 1 2 & 3 (approx 680,000 galls imp) one grade, and Tanks 4 5 & 6 (approx 520,000 imp galls) the other. The ship on arrival will always discharge from Tanks 1 2 & 3 first. To make the necessary shore arrangements this Coy. should be advised by signal immediately after loading, of the disposition of cargo.

6. Colour and Gravity of Cargo

Loaded ex Hobart 618,607 imp galls old stock - colour blue, gravity .712 at 60°.

Loaded ex Sydney 461,541 " " - colour green, gravity .720 at 60°.

"A" Tank, empty before discharge, was filled to capacity with Hobart cargo. The remainder of the Hobart cargo was pumped into "F" Tank, which was topped up with Sydney cargo. "F" Tank now contains a mixture of approx 1/3 Hobart stock to 2/3 Sydney stock.

"C" Tank was filled with Sydney cargo.

It is the intention to inter-transfer between tanks so that the stocks delivered from the working tank "C" will contain a mixture of approx 1/3 Hobart cargo and 2/3 Sydney cargo.

TANKER DISCHARGE "SCHWEDAGON" (cont)

7. Stock Discrepancy, Manifest, Ship and Shore

Shore figures showed a loss of :

12,261 imp galls against the manifest figure.
 16,759 " " against the ship's figures worked out on the
 ullages at the last port of call.
 2,267 imp galls against the ship's figures worked out on the
 ullages taken on arrival at port Moresby.

Set out below are the ship's ullage dips at the last port of Call
 Sydney, and the ullage dips taken on arrival at port Moresby by the
 clerks from B.P.S. Coy. in conjunction with a ship's officer.

Tank Ship	Last Port of Call				Arrival				Increase ins	Decrease ins
	Ft	ins	Water	Temp	Ft	ins	Water	Temp		
1 port	3	5 1/2	-		3	9 1/2	-	80	4	
2	3	6	-	60	4	11	-	79	17	
3	1	9	-		1	3	5 3/8	80		6
4	2	3	-		2	1	-	78		2
5	2	1	-	60	1	6	8	78		7
6	2	1	-	60	1	1	2 1/2	80		12

Starboard

1	3	7	-		3	10	2 7/8	78	3	
2	3	9 1/2	-	60	3	2	-	79		7 1/2
3	1	7 1/2	-		1	1	4 1/2	80		3
4	2	0 1/2	-		2	-	1 1/2	81		1 1/2
5	2		3 1/4	60	1	4 1/2	5	78		7 1/2
6	2	1	-	60	1	3	-	78		10

Summer Tanks

4 port	2	-			1	10	-	79		2
4 star	1	11 1/2	-		1	8 1/2	-	80		3

The difference in temperature between Sydney and Port Moresby should
 decrease the height of ullage dips in main tanks from 5 to 6 inches

The big loss on No 2 Port Tank (approx 5,000 galls) occurred through
 a known leak out of the tank into the sea. The ship also shows a loss
 of approx 5,000 galls through the apparent omission of water dips
 in six of the tanks at Sydney. The remainder of losses would probably
 be due to evaporation.

8. Ship's Departure Time

The ship was held at B.P.S. Coy. jetty awaiting an escort from 0030
 hrs on 23/6/43 to 0900 hrs on the 24th instant.

9. A composite sample of ship's cargo has been forwarded c/- Chief Officer
 for the D.D.S.T. Brisbane to forward to L.H.Q.

1W/27

1st Aust Bulk Petroleum
Storage Coy. (A.I.F)
17/6/43.

A.D.S.T.
P/M Sub-Area

SUBJECT : TANKER DISCHARGE VOYAGE 4 "H.D. COLLIER"

1. Log of discharge, ship's receipts, certificate of emptiness are enclosed.

2. Method of Discharge

- a. Aviation 100 discharged into "C" Tank. Filled to capacity.
- b. Aviation 100 discharged into "A" Tank. Filled to capacity.
- c. Aviation 100 discharged into "E" Tank. Filled to 22' 8".
- d. Remainder of Aviation 100 pumped into "C" Tank, which had been drawn on during discharge into "A" and "E" Tanks. This operation saved part of a later transfer from either "A" or "E" to "C" Tank.
- e. Lines all cleared with water.
- f. M.T. 80 octane discharged into "B" Tank. Filled to 15 ft.
- g. M.T. 80 octane discharged into "D" Tank. Filled to capacity.
- h. Completion of discharge of M.T. 80 octane into "B" Tank.
- i. Lines to "B" and "D" cleared with water.

3. Filling Operations

The filling of bulk waggons and drums of Aviation 100 octane from "C" Tank and drums of M.T. 80 octane from "B" Tank, was carried out 4 hours after completion of first discharge into tanks from the ship. The second discharge from ship into tanks "C" and "B" to top up was made after working hours. Before and after dips of tanks were made for each operation.

4. "E" Tank was made ready for receipt from ship a few minutes before discharge began. The floor and half the insides of tank were not painted. There were no leaks in tank, but considerable vibration occurred along portion of 8" line to tank, which had not been bedded on proper supports.

5. Delays and Ship's pressure etc

Air Raid	1 hr 45 mins on the 13th
Repairs to ship's pumps	1 " on the 14th
Change of lines on ship	1 "
Change over tanks shore	1 " 30 "
Stripping of ship's tanks	3 " 15 "

8 hr 30 mins

The total time of discharge was 62 hrs 15 mins and the actual pumping time 53 hrs 45 mins. The slow average hourly pumping rate into "B" Tank was caused through an air leak developing in ship's pumps. The maximum hourly delivery obtained into "E" Tank working at a pressure of 75 lbs to sq in was approx 51,000 galls.

The maximum hourly delivery into "B" at 70 lbs press	-	61,000 galls
"C" at 70 lbs press	-	76,000 "
"A" at 70 lbs press	-	110,000 "
"D" at 75 lbs press	-	45,000 "

Water pumping into "D" and "E" tanks was made at a 40 lb pressure and to "C" "A" and "B" at 20 lb pressure.

6. The ship left jetty at 0840 hrs on the 16th instant and anchored in the bay to de-gas and to await convoy until 1300 hrs on the 17th.
7. Tank "F" will be ready to receive part of the cargo of tanker "SCHWEDAGON", Voyage 5, due on the 20th instant.

AUSTRALIAN MILITARY FORCES

ROUTINE ORDERS PART I

by

MAJOR I.P. WARD-SMITH O.C.

1ST AUSTRALIAN PETROLEUM STORAGE COY. (A.I.F.)

A.I.F.C.

Serial No 6/43

Paragraphs 21 - 23

4 June 1943

21. EXTRACTS G.R.O.

No. 622 Conservation of Rubber

1. The supply situation in regard to rubber is now so serious as to make it imperative that every ounce of rubber in use by the Army should be conserved to the utmost.

The use of vehicles is to be restricted to essential requirements.

2. When vehicles are used the following six points are to be rigidly enforced :

- i. Don't speed, avoid rapid acceleration, harsh braking and fast cornering.
- ii. Check pressures daily with gauges to protect side walls and save tread wear.
- iii. Keep brakes equalized, wheels true, and watch for misalignment.
- iv. Interchange tyres at prescribed intervals to keep wear even.
- v. Closely inspect tyres daily, remove any stones, and repair minor cuts.
- vi. Report defects immediately.

22. EXTRACTS H.C.F. ORDERS

No. 136 Pistols, Possession of

1. Pistols of any type or description shall not be sold, purchased or exchanged.

2. On or after 15 Apr 43 it will be an offence for any member of the A.M.F. to have in his possession or custody any pistol other than one issued to him by Army authority or where he has the possession referred to in para 3 hereof.

3. Permission may be granted by a formation comd to any member to have in his possession a pistol other than one issued to him; such permission to be in writing, signed personally by formation comd.

4. All ranks in possession of pistols not issued to them or not provided for under the last para will forthwith surrender the same to the G.O. or H.Q. orderly room of their unit.

5. All ranks having pistols in their possession are held personally responsible therefor and will immediately report the loss of such pistol.

6. The loss of a pistol is to be regarded as an offence for which the offender is to be tried by court martial, unless the formation comd otherwise directs. In all cases of loss of pistols, the offender will be charged and a summary of evidence, which will be forwarded to the formation comd, will be taken.

7. NEW GUINEA Force order 55/42 is cancelled.

serial No 6/43

Paragraphs 21 - 23

4 June 1943

22. EXTRACTS H.Q.F. ORDERS (cont)No. A 218 personnel with marine experience

1. personnel with seafaring or marine experience are urgently required for the operation and maintenance of small craft.
2. personnel with the necessary experience will lodge applications with this HQ by 10 June '43.

No. A 221 Tradesmen --- Photo-litho

1. Applications are called for from personnel who have had experience in civil life in the following occupations :

printers down
litho-draughtsmen
plate setters
machine printers
litho offset printers
proofers

for employment with the AUST SVY CORPS as :

hallo-operators
lithographers -
draughtsmen
machine printers
proofers.

2. Applications, giving full information and experience should be in writing and addressed to A D SVY, HQ NEW GUINEA FORCE.

No. A 226 Personnel for Aerated Water Factory

1. personnel with experience in cordial or aerated water manufacture or with a natural inclination for mechanical work and a desire to learn a trade, are required for the maintenance and operation of aerated water factories to be established in NEW GUINEA.
2. personnel with necessary experience will lodge applications with this HQ by 10 June '43.

No. A 229 Subsistence Allowance

1. Attention is directed to NEW GUINEA Force orders Nos 261/42 and A 150/43 and Administrative Instruction No 94.
2. personnel granted leave in terms of the above will be paid Subsistence Allowance within their unit before marching out to 1 AUST CORPS RECEPTION CAMP.
3. The amount of Subsistence Allowance paid will be governed by the number of days leave granted by NEW GUINEA Force, notice of which will be received by units before personnel are marched out to 1 AUST CORPS RECEPTION CAMP. If further leave is granted in AUSTRALIA, thus entitling a member to additional Subsistence Allowance, such allowance will be paid to the member on return to his unit in NEW GUINEA.
4. Subsistence Allowance will not be paid in AUSTRALIA to members who are granted leave from NEW GUINEA. If circumstances arise preventing a member from receiving the allowance prior to proceeding on leave, the amount due will not be paid until the return to the unit in NEW GUINEA.
5. Subsistence Allowance will not be paid by 1 AUST CORPS RECEPTION CAMP, except to members of that unit.

Serial No 6/43

Paragraphs 21 - 25

4 June 1945

23. REG 341 DISTINGUISHING COLOUR PATCHES 1ST AUST B.P.S. COY.

To be New Guinea I. of C patch - dark blue over green on a grey background.

1st AUST. BULK PETROLEUM STORAGE COY.

Hamilton
..... O.C.

NOT TO BE PUBLISHED.

AUSTRALIAN MILITARY FORCES

ROUTINE ORDERS PART 1

by

MAJOR I.F. WAINES-SMITH, D.C.

1st ARMY BULK PETROLEUM STORAGE COY. (A.I.F.)

A.A.S.C.

Serial No. 7/43

Paragraphs 24-39

24th June, 1943

24. Extracts from G.R.O's:

G.494 Engineering Cadetship:

1. The provision of engineering cadetships (both civil engineering and electrical and mechanical engineering) for a limited number of cadets, who may be drawn either from serving personnel or from civilian sources, is under consideration.

2. Although the scheme has not yet been finally settled or approved, applications will be invited forthwith for cadetships on the following basis.

(a) Cadets will be selected only from candidates between the ages of 17 years and 20 years, who are medically class A1, who are or become members of the AIF, and who have reached Leaving Certificate standard in English, Mathematics and Science or have equivalent qualifications. Parental consent to join the AIF will be required in respect of any cadet who is not already a member of the AIF.

(b) Cadets selected from civilian sources will be enlisted in the AIF and all cadets will, during their cadetships, remain serving soldiers in the rank of private or sapper, with pay and allowances accordingly. Text books will be provided by cadets at their own expense.

(c) Engineering cadetships will cover a course of military training, courses at approved educational establishments and a final course at an OCTU, over a period of approximately 3 years. Successful cadets will receive commissions subject to vacancies existing. Pending appointments to commissioned rank, such cadets will be allotted to RAE or AMHE units in the ranks.

(d) Cadetships as such will terminate on the cessation of the war but it is hoped to make arrangements for the completion of the courses which have been commenced, as part of a repatriation scheme of vocational training.

(e) Cadets who prove unsatisfactory or become medically unfit or who are unsuccessful may have their cadetships terminated and be returned to normal army service.

3. Applications will be made by serving personnel to their COs who will forward all applications direct to HQ (2-INC), to reach HQ not later than 5th July, 1943. (This is essential to allow sufficient time for selection in time for assembly of selected cadets for the first course expected to commence on 1st September, 1943.)

COs will, with each application, furnish a report on the candidate as to his character, ability and suitability.

Copies of applications and reports will be sent by COs through normal channels to HQ 1 of C area in which the unit is serving.

24. Extracts from G.O's: (contd)

A.457 Leakage of military information in proceedings before civil courts.

1. When giving evidence in a civil court, a soldier will merely give his number, rank and name and state that he is a member of the AMF, without mentioning the name of his unit.
2. In no circumstances will a soldier divulge in open court the location of his unit, unless the bench rules that a full answer is essential to the case, in which event he will offer to write the information on a slip of paper to be handed to the bench.
3. The danger to security in disclosing the location of units cannot be too strongly impressed on all ranks.

25. Extracts from H.C.F. orders:

Q.259 scarcity of toilet paper:

Owing to extreme shortage of toilet paper the scale of issue has been temporarily reduced.
It is essential that all personnel realise the necessity for preventing waste.

Q.262 Unlawful possession of parachutes:

1. The continuous delivery of supplies and ammunition to certain forward areas is dependent on the quick return to ordnance after use of parachutes supply dropping. The maintenance of fighting troops in the forward areas is being jeopardized by "souveniring" of parachutes.
2. Any member of the Allied forces who has now or at any time he here after has in his possession without lawful authority any parachute or part of a parachute will immediately return it to his unit HQ for return to salvage.
3. Units will take disciplinary action against any member who is in possession of a parachute or part of a parachute without lawful authority.

26. Appointments promotions and confirmations of rank:
promulgated in H.O's Part II No. 1 & 2 June, 43. Q'land L. of C.

No.	Rank.	Name.	Particulars.	Date.
VX66604	A/Sgt.	Toohay,	J.L. Rank of Sgt. confirm.	15:5:43
VX66499	A/Cpl.	Catharcols,	G.L. " Cpl. "	15:5:43
VX121583	"	Warton,	J.R. " " "	15:5:43
VX77909	"	Cramon,	H.C. " " "	15:5:43
VX66670	"	Bury,	R.R. " " "	15:5:43
			Appointed L/Sgt.	15:5:43

27. Trade grouping promulgated in H.O's Part II No. 2 of 2 June, 1943
Q'land L. of C. Area.

VX73583	Pte.	Marrell,	H.P. graded A/Group III (Ginsmith)	7:3:43
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28. Army Number - change of - enlistment G.M.F. to A.I.F.
Promulgated in Special H.O's Part II No. 1 of 26:43 Q'land L. of C.

H306561	Pte	Stapleton,	H.V. H233332	6:4:43
V65406	"	Berry,	G.E. V133166	6:4:43
V600971	"	Cannon,	G.C. V133167	6:4:43

29. Confirmation of rank: W.3011 No. 52/43 of 24th June, 1943.

VX34344	A/Sgt.	Batt,	B. Rank of Sgt. confirm.	24:6:43
VX60006	A/Cpl.	Parker,	R.C. " Cpl. "	24:6:43
VX113070	"	Opate,	G.C. " " "	24:6:43
VX119934	"	Cocking,	G.E.H. " " "	24:6:43
VX66644	"	Austin,	M.H. " " "	24:6:43
VX119934	"	Wilkinson,	A.H. " " "	24:6:43
VX19192	"	Keenan,	A.B. " " "	24:6:43

1st AUSTRALIAN BULK PETROLEUM STORAGE COY

Handwritten signature O.C.