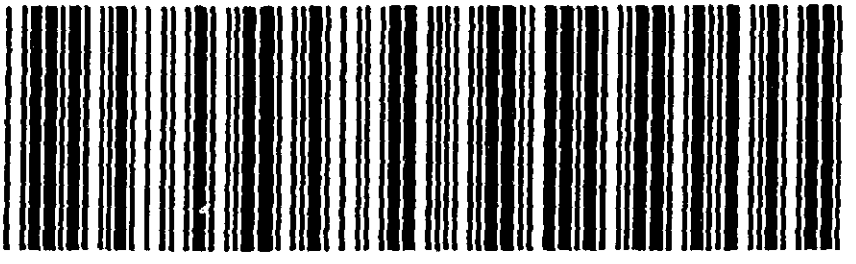
AWM52
Australian Military Forces, Army headquarters, formation and unit diaries, 1939-1945

1/11/3
MISCELLANEOUS
1 Australian Beach Group

August 1945



1/11/3-0182

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required)

Army Form C.2118 (adapted.)

Unit HQ 1 Aust Beach Group *Date and Time.—From* 1 Aug 45 *To* 31 Aug 45

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
LABUAN	1 Aug		1 Aust Beach Gp under comd Col C J CUMMINGS DSO OBE located at camp site ref map LABUAN SOUTH 1 :25,000, map ref 822825. Capt A J COMBERY, who had been on the mainland carrying out a survey of ~~rice~~ Rubber production and areas of potential production, returned to this HQ.	List of Appendices attached
	3 Aug		NX124602 Capt D E OATES marched out to 9 Aust Div Reception Camp for onward movement to 1 Aust Base Sub Area. Heavy rain during the night caused all roads to be closed until 1000 hrs	
	4 Aug		A further heavy fall of rain night 3/4 Aug again interrupted communications The camp area was flooded, many tent floors being under water.	
	8 Aug		The Comd returned from 1 Aust Corps conference at LOOMAI, Maj J E GAMMON who had accompanied comd, proceeded direct from	

4.41—Govt. Printer, Brisbane.

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C.2118
(adapted.)

(Erase heading not required)

Unit..... *Date and Time.—From*.....*To*.....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
			MOROTAI to BALIKPAPAN to observe work of 2 Aust Beach Gp.	
	10 Aug		Radio announcement that Japan was willing to discuss surrender terms.	
	13 Aug		Maj J E GILLON returned from BALIKPAPAN	
	15 Aug	0800	A BBC broadcast by Mr ATTLEE, Prime Minister of Great Britain gave out that Japan had accepted the terms of the POTSDAM conference. The news was received quietly; further negotiations during the month were followed with interest. All personnel are keen to get on with the job of releasing and repatriating PWs held in BORNEO; 1 Aust Beach Gp has been warned for movement to the mainland, there to take over an area yet to be defined	
	27 Aug		The second party of personnel released under the five year/plan service comprised of 1 offr and 8 OR marched out to 9 Aust Div Reception	

4-43.—Govt. Printer, Brisbane.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required)

Army Form C.2118
(adapted.)

Unit ..... *Date and Time.—From* ..... *To* .....

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
			Camp for onward movement to AUSTRALIA.	
			The Allied Fleet was reported to have entered SAGAMI BAY with	
			a detachment in TOKYO BAY.	
	28 Aug		Allied airborne tps landed on ATSUGA airfield, the force	
			consisting of engineers and technicians.	
	30 Aug		Seaborne tps commenced landing at YOKOSUKA naval base; the	
			landing continues without incident.	

4.43.—Govt. Printer, Brisbane.

[redacted]

Appx A

LIST OF APPENDICES

ORIGINAL

AUGUST 45

Appendix	"A"	COB 1 Aust Beach Group
"	"B"	Fd Returns (Original Only)
"	"C"	Routine Orders
"	"D"	Order of the Day by Gen Sir Thomas Blamey C.B.E., K.C.B., C.M.G., D.S.O., E.D.
"	"E"	Orders and Instrs to Subordinate Formations
"	"F"	1 Aust Beach Group Revsits
"	"G"	Report on Beach Organisation LABUAN ISLAND (Original Only)

ORDER OF BATTLE OF UNITS OF 1 AUST BEACH GROUP

as at 1 AUGUST 1945

HQ 1 Aust Beach Group

Det "Q" Aust FS Sec

2 Aust Beach Sig Sec

2/4 Aust Pnr Bn

HQ 2/166 Aust Gen Tpt Coy

2/47 Aust Tpt Pl

2/48 Aust Tpt Pl

2/166 Aust Wksp Pl

57 Aust BIPOD Pl

1 AALC Coy (Beach Gp)

20 AMCU

2 Aust Ord Beach Det

1 Aust Beach Wksp AEME

15 Aust Indep Bde Gp Pro Pl

3 Aust Armd Div Sal Unit

Appx B

Army Form W.3008 (Adapted) (Page 1) (Revised Jan., 1942)

FIELD RETURN OF OFFICERS

29 45 (Serial No.)

At 0600 Hrs. Saturday 4/8/1945. H.Q. 1 Aust Beach Gp (Unit)

W.E. III/17/2. OFFRS. 11 O.R's. 36 + OFFRS. ..... O.R's. ..... ATT. BY W.E.

PART A.—POSTED STRENGTH, SURPLUS OR REINFORCEMENTS REQUIRED.

1	2	3	4	5	6	7	8	9	10
W.E. EXCLUDING ATTACHED.				DETAIL.	ATTACHED ALLOWED BY W.E.				
Rein'fts Required.	Deficient W.E.	Surplus to W.E.	Posted Strength.		Arm or Corps.	Posted Strength.	Surplus to W.E.	Deficient W.E.	Rein'fts Required.
			1	Colonel *					
				Lieut.-Colonels					
	1		1	Majors					
	1		4	Captains					
		1	3	Lieutenants					
				Quarter-masters					
				A.A.N.S. and A.A.M.W.S. Offrs.					
				Civilians Counting as Offrs.					
			9						

	DETAIL		A.I.F.	C.M.F.	A.W.A.S.	A.A.N.S.	A.A.M.W.S.	CIVIL.	R.A.N.	R.A.A.F.	* *	TOTAL.
Analysis of Part A to be shown here by ALL units. Only units notified in para. 10 of instructions for compilation of form will complete Part E(1) & E(2).	A.		9									9
	E.(1)											
	E.(2)											

* Insert detail of higher ranks as necessary.
* * Personnel belonging to a category not provided for in the analysis will be shown in this Col. Particulars will be shown, e.g., 20 U.K. Forces; 10 N.Z. Forces.

PART B.—PARTICULARS OF OFFICERS JOINED OR QUITTED DURING WEEK.

OFFICERS JOINED DURING WEEK

Army No.	Rank.	Name and Initials.	Unit From.	Date.	CAUSE.
NX70942	Capt	LLOYD V S	2/4 Pnr Bn	29/7	To be seconded and appt
					Staff Capt Learner
					Authority 9 Aust Div
					AG2/31/1269 of 27/7/45

OFFICERS QUITTED DURING WEEK.

Army No.	Rank.	Name and Initials.	Unit To.	Date.	CAUSE.
NX24602	Capt	OATES D.E	1 Aust Base	3/8	To be held pending advice
			sub area details		from LHQ as to disposal
			depot		Authority 9 Aust Div AG
					1369 of 1 Aug 45

PART C.—DESCRIPTION OF OFFICERS WHOSE RETURN TO ..... (Unit) IS PARTICULARLY REQUESTED. ...../...../194.....

Army No.	Rank.	Name and Initials.	REMARKS (e.g., present whereabouts if known).

H.Q. 1 Aust. Beach Gp *Unit*

Army Form W.3008
(Adapted) (Page 2)
(Revised Jan., 1943)
29 / 45 (Serial No.)

PART D.—NOMINAL ROLL OF OFFICERS ON POSTED STRENGTH

At 0600 Hrs. Saturday 4 / 8 /1945 (Total to agree with Columns 4 and 7 of Part A.)

1 Substantive Rank and Higher Temporary Rank if Held.	2 Army Number.	3 Surname.	4 Initials.	5 Posting.	6 Whether present with Unit (insert Yes or No)	7 If not present with Unit, state how employed.	8 Date of Detachment.
Lt-Col	QX 6011	CUMMINGS	C.J	Comd	No	I Aust Corps Conference	
T/Col							
Capt	NX 2101	CANNON	J.E	DAQMG	No	do	
T/Maj							
Capt	VX 74779 70850	GUY	C.C	I.O	Yes		
Capt	NX [illegible]	CRAGGS	S	SC(A)	Yes		
Capt	NX 55077	COWDERY	A.J	SC(Q)	Yes		
Capt	NX 70942	LLOYD	V S	SC(L)	Yes		
Lt	NX 65840	LAWRY	J.S	SC(L) Mvt	Yes		
Lt	QX 44568	CROW	P	[illegible] O	Yes		
Lt	NX 54955	FILMER	G.R	Equip O	Yes		

PART E.—NOMINAL ROLL OF OFFICERS ATTACHED FROM OTHER UNITS.

Substantive Rank and Higher Temporary Rank, if Held.	Army Number.	Name and Initials.	Unit.	Date of Attachment.	Nature of Attachment.
Mr	24/18	BRADY G	YMCA	20/12/44	
6 Aug 45					

Date of Despatch

V. B. Leamd
Signature of Commander Capt.
for S.C. 1 AUST. BEACH GP.

A.W. 2in Wts 12/44

Army Form W.3008
(Adapted) (Page 1)
(Revised Jan., 1943)

FIELD RETURN OF OFFICERS

31 45 (Serial No.)

At 0600 Hrs. Saturday 18/ 8 /1945 H.Q. 1 Aust. Beach Gp (Unit)

W.E. III/17/2 OFFRS. 11 O.R's. 36 + OFFRS. ..... O.R's. ..... ATT. BY W.E.

PART A.—POSTED STRENGTH, SURPLUS OR REINFORCEMENTS REQUIRED.

1	2	3	4	5	6	7	8	9	10
W.E. EXCLUDING ATTACHED.				DETAIL.	ATTACHED ALLOWED BY W.E.				
Rein'fts Required.	Deficient W.E.	Surplus to W.E.	Posted Strength.		Arm or Corps.	Posted Strength.	Surplus to W.E.	Deficient W.E.	Rein'fts Required.
			1	Colonel *					
				Lieut.-Colonels					
			2	Majors					
	2		3	Captains					
		1	3	Lieutenants					
				Quarter-masters					
				A.A.N.S. and A.A.M.W.S. Offrs.					
				Civilians Counting as Offrs.					
			9						

	DETAIL		A.I.F.	C.M.F.	A.W.A.S.	A.A.N.S.	A.A.M.W.S.	CIVIL.	R.A.N.	R.A.A.F.	* *	TOTAL.
Analysis of Part A to be shown here by ALL units. Only units notified in para. 10 of instructions for compilation of form will complete Part E(1) & E(2).	A.		9									9
	E.(1)											
	E.(2)											

* Insert detail of higher ranks as necessary.
* * Personnel belonging to a category not provided for in the analysis will be shown in this Col. Particulars will be shown, e.g., 20 U.K. Forces; 10 N.Z. Forces.

PART B.—PARTICULARS OF OFFICERS JOINED OR QUITTED DURING WEEK.

OFFICERS JOINED DURING WEEK

Army No.	Rank.	Name and Initials.	Unit From.	Date.	CAUSE.

OFFICERS QUITTED DURING WEEK.

Army No.	Rank.	Name and Initials.	Unit To.	Date.	CAUSE.

PART C.—DESCRIPTION OF OFFICERS WHOSE RETURN TO ..... (Unit) IS PARTICULARLY REQUESTED. ...../...../194.....

Army No.	Rank.	Name and Initials.	REMARKS (e.g., present whereabouts if known).

H.Q. 1 Aust. Beach Gp
Unit

Army Form W.3008
(Adapted) (Page 2)
(Revised Jan., 1943)
SL 45 (Serial No.)

PART D.—NOMINAL ROLL OF OFFICERS ON POSTED STRENGTH

At 0600 Hrs. Saturday 18/8/1945 (Total to agree with Columns 4 and 7 of Part A.)

1 Substantive Rank and Higher Temporary Rank if Held.	2 Army Number.	3 Surname.	4 Initials.	5 Posting.	6 Whether present with Unit (insert Yes or No)	7 If not present with Unit, state how employed.	8 Date of Detachment.
Lt-col	QX 6011	CUMMINGS	C.J	Comd	Yes		
T/Col							
Capt	NX 5101	CANNON	J.E	DACMS	Yes		
T/Maj							
Maj	NX 12279	SULLIVAN	J.F	DADMS	No	Detached I AAMC Coy	9/8
Capt	VX 74779	GUY	C.C	I O	Yes		
Capt	NX 70930	CRAGGS	J	SC(A)	Yes		
Capt	NX 35077	COWDERY	A.J	SC(Q)	Yes		
Lt	NX 65840	LAWRY	J.S	GSOIII	Yes		
Lt	QX 44368	CROW	P	Hyg O	Yes		
Lt	WX 34953	FILMER	G.R	Educ O	Yes		

PART E.—NOMINAL ROLL OF OFFICERS ATTACHED FROM OTHER UNITS.

Substantive Rank and Higher Temporary Rank, if Held.	Army Number.	Name and Initials.	Unit.	Date of Attachment.	Nature of Attachment.
Mr	B4/12	BRADY G	YMCA	20/12/44	

18 Aug 45
Date of Despatch

Signature of Commander
S.C. 1 AUST. BEACH GP.

a.w. 2m blks 12/44

Less det of I CR with 20 Aust Inf Bde

Army Form W.3009 (Adapted)
(Page 1)
(Revised Jan., 1943)

FIELD RETURN OF OTHER RANKS

29/45 (Serial No.)

At 0600 Hrs. Saturday 4/8/1945 H.Q. 1 Aust Beach Gp

W.E. III/17/8 OFFRS. 11 O.Rs. 30 + OFFRS. ____ O.Rs. 5 ATT. BY W.E.

Part A. Posted Strength, Surplus or Reinforcements Required.

1	2	3	4	5	6	7	8	9	10
W.E. EXCLUDING ATTACHED.				DETAIL.	ATTACHED ALLOWED BY W.E.				
Reinfts. Required.	Deficient W.E.	Surplus to W.E.	Posted Strength.		Arm or Corps.	Posted Strength.	Surplus to W.E.	Deficient W.E.	Reinfts. Required.
				W.Os. Class I.	AAOC	1			
			1	W.Os. Class II.					
				Squadron or Company Quartermaster Sgts.					
			1	Staff Sergeants					
		2	5	Sergeants	AAMC	1			
NR	1		1	Corporals	POSTAL	1			
			24	Troopers, Privates, etc.	AACC	3	1		
				Civilians counting as O.R.					
*			32	Totals of cols. marked * should agree with details shown in Part E on Page 2.		*			*

Analysis of Part A to be shown here by All units. Only units notified in para. 7 of instructions for compilation of this return will complete analysis of Part B(1) and B(2).

* * Personnel belonging to a category not provided for in the analysis will be shown in this col. Particulars will be shown, e.g., 20 U.K. Forces, 10 N.Z. Forces.

Detail.		A.I.F.	C.M.F. Under 19 Years.	C.M.F. 19 Years and over.	A.W.A.S.	A.A.M.W.S.	CIVIL.	R.A.N.	R.A.A.F.	* *	TOTAL.
A		38						[illegible]	[illegible]		38
B(1)											
B(2)							[illegible]				

Part B. Other Ranks Attached from Other Units.

Number of O.Rs.	Unit to which they belong.	Number of O.Rs.	Unit to which they belong.
2	'Q' Sec HQ (at present detached)		
1	AACC Adviser		
1	2/4 Pnr Bn		

Part C. Other Ranks Included in Part A Detached to Other Units.

Number of O.Rs.	Unit to which detached.	Number of O.Rs.	Unit to which detached.
1	Cpl attached Records		
1	Sgt detached I AAMC Coy (Beh Gp)		
1	Sgt	2/4 Aust Pnr bn	

Part D. Description of Other Ranks Whose Return To ____ (Unit) is Particularly Requested. ____/____/194____

Army No.	Rank.	Name and Initials.	REMARKS (e.g., present whereabouts if known).

H.Q. 1 Aust. Beach Gp Unit

Army Form W.3009
(Adapted) (Page 2)
(Revised Jan., 1943)

29 / 45 (Serial No.)

PART E. Detail of Present Strength and Reinforcements required as shown in Part A of Army Form W.3009 at 0600 Hours Saturday 4 / 8 /1945.

Details of Tradesmen. GROUP I.	W.E.	Posted Strength	Reinfs. Required
Ammunition Examiners			
Armament Artificer Fitter			
Armament Artificer Fitter (Electrical)			
Armament Artificer Fitter (M.V.)			
Armament Artificer Fitter (A.F.V.)			
Armament Artificer Instrument			
Armament Artificer Radio			
Armament Artificer Signals			
Armament Artificer Wireless			
Artificer, Artillery			
Artificer, Engine			
Blacksmiths			
Bricklayers			
Computors			
Cooks, Hospital		1	
Coppersmiths			
Dispensers			
Draughtsmen	1	1	
Draughtsmen (Architectural)			
Draughtsmen (Engineering)			
Draughtsmen (Mechanical)			
Draughtsmen (Topographical)			
Electricians	3	3	
Electricians (M.V.)			
Electricians (Signals)			
Fitters			
Fitters (Cycle)			
Fitters (Electrical)			
Fitters (Gun)			
Fitters (Instrument)			
Fitters (M.V.)			
Fitters, Railway Signal			
Fitters, Signals.			
Grinder, Precision			
Mechanics, Instrument			
Mechanics, Instrument (Signals)			
Mechanics, Instrument (Surgical)			
Mechanics, Radio			
Mechanic, Typewriter			
Mechanics, Wireless			
Millwrights			
Operators, Excavator			
Pattern Maker			
Pharmacist			
Photographer, Wet Plate			
Photowriter			
Plumber			
Saw Doctors			
Surveyors			
CARRIED FORWARD	4	5	

Details of Tradesmen. GROUP I. (cont.)	W.E.	Posted Strength	Reinfs. Required
Surveyors, Engineering			
Surveyors, R.A.A.			
Surveyors, Topographical			
Surveyors, Trigonometrical			
Toolmakers			
Turners			
Watchmakers			
Welders			
GROUP II.			
Armourers			
Axemen			
Bakers			
Bty. Comd'rs. Asst.			
Boilermakers			
Carpenters			
Carpenters and Joiners			
Cooks	2	2	
Dental Mechanics			
Driver-Mech. (Eng. and Mot.)			
Driver-Operator			
Drainers			
Electricians			
Electricians (Engineers)			
Fire Control Operators			
Gun Operator			
Hatchman			
Height Taker			
Helio Operator			
Instrument Operator			
Intelligence Duties	1	2	
Joiners			
Lineman			
Lineman, Signals			
Lithographers			
Machinists, Metal			
Machinists, Wood			
Masons			
Masseurs			
Mechanics, M.T.			
Miners			
Moulders			
Nurses, Trained			
Observation Post Asst.			
CARRIED FORWARD	7	9	

Details of Tradesmen. GROUP II. (cont.)	W.E.	Posted Strength	Reinfs. Required
Operating Room Asst.			
Operator, Keyboard			
Operator, Line			
Operator, Signal			
Operator, Switchboard			
Operator, Wireless			
Opticians			
Painters			
Panel Beaters			
Photographer, Dry Plate			
Predictor Numbers			
Printers			
Radiographers			
Riggers			
Sawyers			
Signallers			
Signwriters			
Telescope Identifn. Numbers			
Well Borers			
Wheelers			
Winchman			
Wireman			
Wood-Turners			
GROUP III.			
Battery Surveyors			
Butchers		1	
Clerks	7	8	1
Clerks, Supply			
Clerks, Technical			
Coach Trimmers			
Conductors			
Cooks			
Dental Clerk Orderlies			
Despatch Riders			
Draughtsmen, Signals			
Drivers, H.T.			
Driver Mechanics	1	1	
Driver Tpte. Plant			
Engine Hands, I.C.			
Equipment Repairers			
Farriers			
Fitters' Mates			
Gun Layers			
CARRIED FORWARD	15	17	

Details of Tradesmen. GROUP III. (cont.)	W.E.	Posted Strength	Reinfs. Required
C.P.O. Assistants			
Hammermen			
Leather Stitchers			
Orderlies, Nursing			
Orderlies, Nursing Mental			
Plate Layers			
Rangetakers			
Riveters			
Roughriders			
Saddlers			
Saddletree makers			
Shoemaker and Boot Repairer			
Stevedores			
Stokers, Stnry. Engine			
Storemen, Technical			
Tailors			
Textile Refitters			
Tinsmiths			
Vulcanizers			
Wagon Erectors			
Whitesmiths			
BATMAN	11	11	-
DVRS	2	2	
GEN DUT	2	2	
Hyg Dut	1	1	
Inf Sgt		1	
COMS	1	1	
DETAILS OF NON-TRADESMEN.			
Ordnance	1	1	
Conductor			
AAMC Clerk	1	1	
Postal	1	1	
ATTACHED BY W.E.			
Total of columns marked * to agree with columns 4 and 7, and 1 and 10 of Part A respectively	55	58	

NOTES.—(a) If rank other than private is involved give details on back.
(b) Authorised trades or specialists not included in list will be added as required in spaces provided.
(c) Where A.W.A.S. and/or A.A.M.W.S. personnel are desired show details on back.
(d) Where replacement not desired note accordingly on return by insertion of N.R. in col. "Reinfs. Required."
(e) Where any request or notation is made on back of form, the words "See Back" should be written in one of the blank spaces on this page.

4 Aug 45
Date of Despatch

V.S. Shenyd Capt.
for S.C. 1 AUST. BEACH GP.
Signature of Commander

PARTICULARS OF NCO'S

	RANK	W.E	POSTED	SURPLUS
WARRANT OFFICER CLASS I				
Brigade ~~Major~~ Warrant Officer Ordnance	WO I	1	1	
WARRANT OFFICER CLASS II				
Chief Clerk	WO II	1	1	
STAFF SGT COMS	S/SGT	1	1	
SGTS				
Clerks	Sgt	8	2	
Intelligence	"	1	8	1
Inf	"		1	1
Medical	"	1	1	
CLERKS				
Clerks	Cpl	2	1	*
Postal	"	1	1	

PARTICULARS OF SURPLUS NCO'S IN ACCORDANCE WITH GRO 187/44

VX 71929 Sgt MACDONALD H.R. A.I Posted as Intell Sgt

PARTICULARS OF SURPLUS NCO'S

NX 14599 Sgt WILLIAMSON R.D A.I This NCO was transferred to 2/4 Aust Inf Bn for 6 months trg with inf before proceeding to OCTU under instructions pre-selection board of officers. NCO has completed this term and is awaiting next OCTU intake

PARTICULARS OF WARRANT OFFICER ATTACHED PART 'B'

NX 81991 WO II BATTERHAM M.J A.I This Warrant officer was posted as Catering Advisor I Aust Beach Gp by LHQ, at present there is no vacancy on our WE

ORs considered to be AWL	NIL
ORs considered to be medically downgraded	NIL
ORs considered to be still on leave or returning from leave	NIL

* Pro-forma submitted to higher formation for promotion to Cpl Clerk

WE less 1 OR detached 20 AUST INF BDE

Army Form W.3009 (Adapted)
(Page 1)
(Revised Jan., 1943)
[redacted]/45 (Serial No.)

FIELD RETURN OF OTHER RANKS

At 0600 Hrs. Saturday 18/8/1945. HQ 1 Aust Ubiquch Gp

W.E. III 17/8. OFFRS. 11 O.Rs. 30 + OFFRS. O.Rs. 5 ATT. BY W.E.

Part A. Posted Strength, Surplus or Reinforcements Required.

1	2	3	4	5	6	7	8	9	10
W.E. EXCLUDING ATTACHED.					ATTACHED ALLOWED BY W.E.				
Reinfts. Required.	Deficient W.E.	Surplus to W.E.	Posted Strength.	DETAIL.	Arm or Corps.	Posted Strength.	Surplus to W.E.	Deficient W.E.	Reinfts. Required.
				W.Os. Class I.	AACC	1			
			1	W.Os. Class II.					
				Squadron or Company Quartermaster Sgts.					
			1	Staff Sergeants					
		8	5	Sergeants	AAMC	1			
			1	Corporals	POSTAL	1			
			24	Troopers, Privates, etc.	AACC	2			
				Civilians counting as O.R.					
•		2	32	Totals of cols. marked • should agree with details shown in Part E on Page 2.		5 •			•

Analysis of Part A to be shown here by ALL units. Only units notified in para. 7 of instructions for compilation of this return will complete analysis of Part B(1) and B(2).

• • Personnel belonging to a category not provided for in the analysis will be shown in this Col. Particulars will be shown, e.g., 20 U.K. Forces, 10 N.Z. Forces.

Detail.		A.I.F.	C.M.F. Under 18 Years.	C.M.F. 18 Years and over.	A.W.A.S.	A.A.M.W.S.	CIVIL.	R.A.N.	R.A.A.F.	• •	TOTAL.
A		37						[redacted]	[redacted]		37
B(1)											
B(2)							[redacted]				

Part B. Other Ranks Attached from Other Units.

Number of O.Rs.	Unit to which they belong.	Number of O.Rs.	Unit to which they belong.
2	Q Aust FSS Sec		
1	AACC Catering Advisor		
1	2/4 Fmr Bn		

Part C. Other Ranks Included in Part A Detached to Other Units.

Number of O.Rs.	Unit to which detached.	Number of O.Rs.	Unit to which detached.
1	Cpl attached Records		
1	Sgt detached I AAMC Coy		
1	do	2/4 Aust Fmr Bn	

Part D. Description of Other Ranks Whose Return To.....(Unit) is Particularly Requested...../...../194.....

Army No.	Rank.	Name and Initials.	REMARKS (e.g., present whereabouts if known).

H.Q. 1 Aust. Beach Gp Unit

Army Form W.3009
(Adapted) (Page 2)
(Revised Jan., 1943)

51 / 45 (Serial No.)

PART E. Detail of Present Strength and Reinforcements required as shown in Part A of Army Form W.3009 at 0600 Hours Saturday 18/8/1945.

Details of Tradesmen. GROUP I.	W.E.	Posted Strength.	Reinfs. Required.	Details of Tradesmen. GROUP I. (cont.)	W.E.	Posted Strength.	Reinfs. Required.	Details of Tradesmen. GROUP II. (cont.)	W.E.	Posted Strength.	Reinfs. Required.	Details of Tradesmen. GROUP III. (cont.)	W.E.	Posted Strength.	Reinfs. Required.
Ammunition Examiners				Surveyors, Engineering				Operating Room Asts.				G.P.O. Assistants			
Armament Artificer Fitter				Surveyors, R.A.A.				Operator, Keyboard				Hammermen			
Armament Artificer Fitter (Electrical)				Surveyors, Topographical				Operator, Line				Leather Stitchers			
Armament Artificer Fitter (M.V.)				Surveyors, Trigonometrical				Operator, Signal				Orderlies, Nursing			
Armament Artificer Fitter (A.F.V.)				Toolmakers				Operator, Switchboard				Orderlies, Nursing Mental			
Armament Artificer Instrument				Turners				Operator, Wireless				Plate Layers			
Armament Artificer Radio				Watchmakers				Opticians				Rangetakers			
Armament Artificer Signals				Welders				Painters				Riveters			
Armament Artificer Wireless								Panel Beaters				Roughriders			
Artificer, Artillery								Photographer, Dry Plate				Saddlers			
Artificer, Engine								Predictor Numbers				Saltpetre makers			
Blacksmiths								Printers				Shoemaker and Boot Repairer			
Bricklayers								Radiographers				Stevedores			
Computers								Riggers				Stokers, Stby. Engine			
Cooks, Hospital		2		GROUP II.				Sawyers				Storemen, Technical			
Coppersmiths				Armourers				Signallers				Tailors			
Dispensers				Axemen				Signwriters				Textile Refitters			
Draughtsmen	1	1		Bakers				Telescope Identin. Numbers				Tinsmiths			
Draughtsmen (Architectural)				Bty. Comd'n. Asst.				Well Borers				Vulcanizers			
Draughtsmen (Engineering)				Boilermakers				Wireless				Wagon Erectors			
Draughtsmen (Mechanical)				Carpenters				Wireman				Whitesmiths			
Draughtsmen (Topographical)				Carpenters and Joiners				Wireman				BATMAN	11	11	
Electricians				Cooks	2	2		Wood Turners				DVRS MT	2	2	
Electricians (M.V.)				Dental Mechanics								GEN DUT	2	2	
Electricians (Signals)	3	3		Driver-Mech. (Eng. and Med.)								HIG DUT	1	1	
Fitters				Driver-Operator								Inf Sgt		1	
Fitters (Cycle)				Drainers								COOKS	1	1	
Fitters (Electrical)				Electricians											
Fitters (Gun)				Electricians (Engineers)											
Fitters (Instrument)				Fire Control Operators				GROUP III.				DETAILS OF NON-TRADESMEN.			
Fitters (M.V.)				Gun Operator				Battery Surveyors				Ordnance			
Fitters, Railway Signal				Hatchman				Butchers		1		Conductor	1	1	
Fitters, Signals				Height Taker				Clerks	7	6	1	Asst Clerk	1	1	
Grinder, Precision				Helio Operator				Clerks, Supply				Postal	1	1	
Mechanics, Instrument				Instrument Operator				Clerks, Technical							
Mechanics, Instrument (Signals)				Intelligence Duties	1	2		Coach Trimmers							
Mechanics, Instrument (Surgical)				Joiners				Conductors							
Mechanics, Radio				Lineman				Cooks							
Mechanic, Typewriter				Lineman, Signals				Dental Clerk Orderlies							
Mechanics, Wireless				Lithographers				Despatch Riders				ATTACHED BY W.E.			
Millwrights				Machinists, Metal				Draughtsmen, Signals							
Operators, Excavator				Machinists, Wood				Drivers, H.T.							
Pattern Maker				Masons				Driver Mechanics	1	1					
Pharmacist				Messmen				Driver Tstn. Plant							
Photographer, Wet Plate				Mechanics, M.T.				Engine Hands, I.C.							
Photowriter				Miners				Equipment Repairers							
Plumber				Moulders				Farriers							
Saw Doctors				Nurses, Trained				Fitters' Mates							
Surveyors				Observation Post Asts.				Gun Layers							
CARRIED FORWARD	4	4		CARRIED FORWARD	7	8		CARRIED FORWARD	25	16		Total of columns marked * to agree with columns 4 and 7, and 1 and 10 of Part A respectively	35	37	

NOTES.—(a) If rank other than private is required give details on back.
(b) Authorised trades or specialists not included in list will be added as required in spaces provided.
(c) Where A.W.A.S. and/or A.A.M.W.S. personnel are desired show details on back.
(d) Where replacement not desired note accordingly on return by insertion of N.R. in col. "Reinfs. Required."
(e) Where any request or notation is made on back of form, the words "See Back" should be written in one of the blank spaces on this page.

18 Aug 45
Date of Despatch

S.C. 1 AUST. BEACH GP.
Signature of Commander

[redacted]

[redacted]

PARTICULARS OF NCOS

	RANK	W.E	POSTED	SURPLUS	DEFICIENCY
WO CLASS I					
Brigade Ordnance Warrant Officer	WO I	1	1		
WO CLASS II					
Chief Clerk	WOII	1	1		
STAFF SGT					
CQMS	S/SGT	1	1		
SGTS					
Clerks	Sgt	2	2		
Intelligence		1	2	1	
Inf			1	1	
Medical		1	1		
CPLS					
Clerks		2	1		1 N/R
Postal		1	1		

PARTICULARS OF SURPLUS NCO'S POSTED IN ACCORDANCE WITH GRO 187/44

VX 71929	Sgt	MACDONALD H.R	A.1	Posted as Intelligence Sgt

PARTICULARS OF SURPLUS NCO'S

NX 14599	Sgt	WILLIAMSON R.D	A.I	This NCO was transferred to 2/4 Aust Inf Bn for 6 months trg with inf before proceeding to OCTU under instructions from Pre-Selection Board of Officers. NCO has completed this term

PARTICULARS OF WARRANT OFFICER ATTACHED PART 'B'

NX 81991	WO II	BATTERHAM M.J	A.I	This WO was posted as Catering Advisor I Aust Beach Gp, at present there is no vacancy on our WE for such posting

ORs considered to be AWL	NIL
ORS considered to be still on leave or returning from leave	NIL
ORs considered to be medically downgraded	NIL

Pro forma submitted to higher formation fro promotion of Cpl Clerk

RESTRICTED

Appx C

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

ROUTINE ORDER PART 1

by

COL C J CUMMINGS

COMMANDING 1 AUST BEACH GROUP

Serial 20 — 14 Aug 45

A162 CASH REQUIREMENTS

Units under command will cease to draw cash requirements from 93 Aust Depot Cash Office and will draw from 9 Aust Div Cash Office located opposite 9 Aust Div Reception Camp.

A163 9 AUST DIV ROUTINE ORDERS

Attention is directed to the following 9 Aust Div Routine Orders

297 Deficiencies in WETs
311 Damaged or Defaced Currency
312 Cargo Nets

A164 RELEASES FROM AMF

1. Return required by HQ 9 Aust Div in accordance with their para 25 of AG14/1/1436 of 10 Aug 45 will be submitted to reach this HQ by 0900 hrs on first day of each month.

2. Units will ensure that elections are entered in AB83 NOT later than 31 Aug 45 in respect of those personnel eligible for discharge at that date and monthly thereafter as personnel become eligible.

A165 ANTI MALARIAL PRECAUTIONS - CINEMA AREA

1. In accordance with 9 Aust Div Standing Orders Chap 18 Part 11 para (x) one officer will be supplied by units as under to attend the cinema area opposite 15 Aust Indep Bde Gp Pro Pl on nights on which the mobile cinema is operating.

2. To assist the Duty Officer in policing anti-malarial precautions a det of 15 Aust Indep Bde Gp Pro Pl will be available. All personnel committing breaches of anti-malarial precautions will be apprehended and full details as to name and unit obtained irrespective of formation or service under which offender serves. NO personnel will be admitted to the area while incorrectly dressed or contravening anti-malaria precautions. Details of offenders will be handed to this HQ.

3. Unit responsibility for supplying an officer not necessarily the same officer, will be for weekly periods as under:-

Week ending 26 Aug 45	2 Aust Ord Beach Det
2 Sep 45	2/4 Aust Fmr Bn (B Coy)
9 Sep 45	2/4 Aust Fmr Bn(C Coy)
16 Sep 45	1 Aust Beach Wksp AEME
23 Sep 45	2 Aust Beach Sig Sec
30 Sep 45	2/166 Aust Gen Tpt Coy

DAQMG 1 AUST BEACH GROUP
(J E GANNON)

Distribution: List "B"

N O T I C E S

Hq 1 AUST BEACH GP REGIMENTAL FUNDS

Trust Account as at 31 JUL 45

Balance at 1 Jul 45	£45: 8:5	Balance 31 Jul	£48:17:6
AGS Distribution May 45	2:19:1		
Refund of Amenities Charges	10:-		
	£48:17:6		£48:17:6

CHURCH SERVICES - SUN 19 AUG 45

Religion	Time	Place	Units to attend
C of E and other Protestant denominations	0830	YMCA tent 2/4 Aust Pnr Bn (Followed by Holy Communion)	All Units
RC Mass	0830	Queen Road opp 1 AMC Coy (Beach Gp)	All Units
	1000	North Road opp 2/48 Tpt Pl	"
(Confessions will be heard before Mass)			

15 AUGUST 45

RC Mass	Wed 15 Aug 0830	Queen Road opp 1 AMC Coy(Beach Gp)	
	1900	Catholic Mission Church North Road	

Feast of Mother of God

RESTRICTED

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

ROUTINE ORDERS Part I

by Nos 166 - 167

COL C J GULLINGS

COMMDTG 1 AUST BEACH GROUP

Serial 21 25 AUG 45

A166. ANTI-MALARIA PRECAUTIONS

1. 9 Aust Div AQ 302 of 5 Aug 45 is cancelled.

2. Until anti-malaria precautions will be carried out by all units on LABUAN ISLAND as well as those stationed elsewhere in BORNEO. Two cases of scrub typhus have occurred recently amongst the civil population on LABUAN. The dangers of entering native houses and fraternising with natives is again stressed.

A167. CONTAMINATION TO EQUIPMENT - GAS ARMS

1. Incidents have recently occurred where units have effected modification in the field to service and operational weapons and equipment without first receiving approval from HQ.

2. In one instance a weapon of overseas design undergoing troop trials was subject to modification in the field without authorisation from HQ.

3. It is pointed out that this practice is considered dangerous, in that non-standardisation between AUSTRALIA and other Dominions etc may result. In addition, operational and other weapons are very difficult to replace.

4. Addressees will ensure that any modification or alterations made to weapons and equipment either on charge or on loan should be covered by the issue of the appropriate authority by HQ.

Major
DAAG 1 AUST BEACH GROUP
(J E GAMMON)

Distribution:-
List "A"

NOTICES

CHURCH SERVICES - SUN 26 AUG 45

Denomination	Time	Place	Units to Attend
C of E and other Protestant denominations	0830	LCA tent 2/4 Aust Fwd Bn (Followed by Holy Communion)	All Units

Religion	Time	Place	Units to attend
RC Mass	0830	Plain Rd	All units
	1000	North Rd opp 2/48 Aust Tpt Pl	"
	(Confessions will be heard before mass)		

App x D

PROFORMA MESSAGE

FROM : 1 beach gp TOO 171200I

TO : all units

AG 172 (.) RESTRICTED (.) quote (.) adv LHQ BORNEO 15 Aug 45 (.) ORDER OF THE DAY by GEN SIR THOMAS BLAMEY GBE KCB CMG DSO ED C in C AUST MILITARY FORCES (.) the JAPANESE have surrendered (.) our long and arduous struggle has ended in complete victory (.) the climax has come at the time when all six AUST DIVS are fighting strenuously each in its own area in the far flung battle line (.) no DIVS amongst the ALLIES have contributed more to the downfall of our enemies than ours (.) our general officers and our commanders and staffs of all grades our regimental officers, our warrant and noncommissioned officers have led you unfalteringly to victory (.) under their guidance the troops have been forged into a magnificent army to the pride and glory of AUSTRALIA (.) we have fought through the burning days and freezing nights of the desert we have fought through the ooze and sweat of tropic jungles (.) we have defeated the ITALIANS and the GERMANS and we would soon have destroyed completely the JAPANESE before us (.) we will go to our homes having done our part in ensuring freedom for all our people (.) we will NOT forget the freedom for which we have fought so long and successfully and so let us stand together in future years to ensure it remains the crowning heritage of the AUSTRALIAN people (.) and above all we give thanks to the ALMIGHTY for this greatest and crowning mercy that marks for all people the total downfall of tyranny (.) unquote (.) this ORDER OF THE DAY is to be fully promulgated (.) all informed

Capt

FROM : 9 div 071530I

TO : list "B"

QG4179 (.) RESTRICTED (.) all captured JAPANESE arms and eqpt will be returned to nearest Sal Dep (.) no JAPANESE arms or eqpt will be issued from Sal Deps without authority this HQ (.) instrs as to future disposal of those arms and eqpt by salvage will be issued by this HQ

S.S

Appx E

1 AUST BEACH GROUP TRAINING SYLLABUS

WEEK ENDING 12 AUG 45

Serial	Unit	Date	Time	Outline of Training	Special Exercises	Remarks
(a)	(b)	(c)	(d)	(e)	(f)	(g)
1	2/4 Aust Fmr Bn	Daily	0900-1230	TRAINING INCLUDES Adm Parades, close order drill, sec & bty drill, Mortar & MMG drill, range finder, & director drill weapon trg 20ETS rifle bayonet trg, MMG stoppages & mechanism, weapon drill, 20ETS bren 2" Mortar, bayonet trg, PT route march		
2	1 AMC Coy (Beach Group)	Daily	0800-1200	TRAINING INCLUDES Parade, squad drill, CAB rifle trg compass exercises, Malay, malarial control & DMT. Type 36 hand grenade handling throwing & safety precautions Lectures: Flyborne disease in the tropics Aircraft recognition, History & Topography of BORNEO and ethnology of inhabitants, treatment of snake bites Demonstrations: Administration of hypodermic injections, improvisation of splints.		Normal function of Unit holding cases continue and collection of casualties from craft at Beach.
3	All other Units of 1 Aust Beach Group	Daily twice per week		Adm Parades Smartening Up Parades Lectures.		Remainder of time with normal routine duties necessitated by respective roles.

NOTE: All training syllabi subject to operational necessity.

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]		[illegible] General : Education period - debates		[illegible]
3	[illegible]	[illegible]	Daily	[illegible] twice per week		[illegible]

[illegible]

VEO

Subject : PASSWORDS

SECRET

HQ I AUST BEACH GROUP
17 Aug 45
GI 784

The following passwords will come into effect at 1200 hrs on the days shown for the subsequent 24 hrs :-

Aug 21	LIMERICK	Aug 26	LILYDALE
22	LONGFORD	27	LOVELACE
23	LYNDHURST	28	LEYLAND
24	LUKEWARM	29	LITTLETON
25	LISMORE	30	LAPLAND
		31	LONGFELLOW

Lt
G III I AUST BEACH GROUP
(J.S.LAWRY)

Distribution
List 'A'

Army Form C2136 (Small)
(Pads of 100) (Adapted Sept. 1943)

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) I beach gp — Originator — Date—Time of Origin 181000I — Office Date Stamp

TO units as for revsit 24 — For Action

(w) For Information (INFO.)

Message Instructions GR

ORIGINATOR'S No. G2 159 SECRET (.) REVIST 81 to 181000I

I beach gp (.) no change (.)
infm from 9 div sitrep 109 to 170900I
BERRI-MIRA (.) 20 bde (.) no change (.) SERIA oil well no 114 extinguished and sealed (.)
OTHER AREAS (.) no change (.) all infm

This message may be sent AS WRITTEN by any means except ( ) Wireless

Signed Capt.

If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER

Signed

Originator's Instructions Degree of Priority

Time	System	Op
THI or TOR		
Time Cleared		

Army Form C2136 (Small)
(Pads of 100) (Adapted Sept. 1943)

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) 1 beach gp — Originator — Date—Time of Origin 181400 I — Office Date Stamp

TO list "B" plus RAN CMS — For Action

(w) For Information (INFO.) 8 base sub area

Message Instructions GR

ORIGINATOR'S No. G 179 restricted (.) to celebrate the surrender of Japan subject to op and adm requirements GOC has approved two days holiday all ranks (.) units carrying out tasks for 8 base sub area will arrange duties to permit maximum number personnel to observe holidays subject to requirements of 8 base sub area

This message may be sent AS WRITTEN by any means except ( ) Wireless

Signed Capt.

If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER

Signed

Originator's Instructions Degree of Priority SDS.

Time	System	Op
THI or TOR		
Time Cleared		

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 19[illegible] I

TO : List "B"

GI 139 restricted (.) unit censorship is amended to the extent that all AAF personnel may now state their location

Capt SDS

Appx VE

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 010830I

TO : units as for revsit 24

GI 118 (.) SECRET (.) REVSIT 46 to 010830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 31 jul (.) D coy (.) 16 pl (.) from 801825 NORTH along main track to 795850 return same route (.) from 801825 direct to coast at 797811 to 794824 801825 (.) 17 pl (.) from 809862 to 806864 to 797864 795841 return same route (.) str 2 offr 10 OR (.) A coy (.) from 813888 to 816907 819900 815893 813888 (.) from 813888 to 814879 802879 813888 (.) str patols not specified approx one sec (.) NMS (.)

infm from 9 div sitrep 93 to 310900I (.)
BRUNEI-MIRI 20 bde (.) 2/15 bn pl patrol from BRUNEI by MT to track junct 251170 then by foot to ABANG 188102 (.) one sec moved by PRAHU to BANBIA 158118 (.) disposns 2/17 bn L coy 688716 (.)
AIR (.) 300530I jap plane dropped two bombs strafed BRUNEI town area (.) 300600I one bomb dropped MIRI area (.) two natives wounded BRUNEI NO other cas or damage (.)
NORTH BORNEO 24 bde (.) 2/28 bn patrol to enemy posn 432887 found abandoned one enemy dead (.) patrol to 441979 then 441876 contacted two enemy killed one wounded one who escaped (.) further four enemy contacted moving SOUTH 445883 killed two (.) patrol 29 jul found two enemy dead at 446894 (.) active patrolling PAPAR KIMANIS BEAUFORT MEMPAUT areas NO enemy seen (.) disposns last light (.) 2/32 bn B coy less two pls 584332 pls 583329 009248 standing patrol 647277 (.) 2/11 cdo sqn patrol to KURUMAN NO enemy seen (.) BALIKPAPAN 7 div (.) PATOCHAMPAP sector (.) 2/7 cav cdo regt patrol reports enemy posn now unoccupied (.) other patrols NO enemy seen (.) TEMPADONG sector (.) patrol cleared enemy killing 9 (.) CAPE PENADJAM sector (.) 2/9 bn patrols in contact (.) total enemy cas to date counted dead 1660 estimated dead 240 PW 58 all infm

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If liable etc

SDS

Capt

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 020830I

TO : units as for revsit 24

GI121 (.) SECRET (.) REVSIT 47 to 020830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 1 aug (.) D coy (.) 16 pl (.) from 801825 to 795852 801850 return along swamp edge to 801825 (.) from 801825 to 806827 807806 801808 803813 801825 (.) str patrols one sec (.) NMS (.)

infm from 9 div sitrep 94 to 010900 (.)
BRUNEI - MIRI (.) 20 bde (.) 2/13 bn patrols with FOO from MIRI to square 4478 searched area returned NO enemy seen 2/15 bn patrol from LAWAS moved on foot to MALABAN 2351 via SINDUMIN (.) returned NO enemy seen (.) junc made with 2/3 Tk/A regt at SINDUMIN (.) 31 jul routine patrol left LIMBANG for UKONG (.) 2/17 bn sec patrol from 690715 to 674699 then by inland track to 699691 NO details (.)
AIR 310545I one unidentified plane passed over BRUNEI from NORTH (.) total enemy cas to date 234 counted dead 51 estimated dead 69 PW (.)
NORTH BORNEO (.) 24 bde (.) active patrolling continued in areas PAPAR KIMANIS BONGAWAN BEAUFORT NO enemy seen (.) 2/28 bn report patrol clash NEAR BEAUFORT 1 enemy killed (.) 2/3 tk/a regt patrol to MESAPO 1 195545 (.) NO contact general patrolling SIPITANG area NO enemy seen (.)
BALIKPAPAN (.) SEPINGGANG LANGAR sector (.) NEI patrols active (.) encountered two enemy river guard house (.) house destroyed 1 enemy killed (.) BATO CHAMPAR sector (.) patrol killed one enemy (.) 2/5 cdo sqn maintain contact with enemy (.) total enemy cas to date (.) counted dead 1668 estimated killed 280 PW 58 all infm

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If liable etc



SDS

Capt

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 030830I

TO : units as for revsit 24

GI122 SECRET (.) REVSIT 48 to 030830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 2 aug (.) D coy (.) 16 pl (.) from 801825 to 795841 790840 795824 801825 (.) from 801825 to 803808 along swamp edge to 795824 801825 (.) A coy (.) 8 pl (.) from 813888 to 813879 802878 801881 813888 (.) from 813808 to 813879 802871 803883 813888 (.) D coy patrols sec str (.) A coy str 4 OR (.) NMS (.)

infm from 9 div sitrep 95 to 020900I (.)
BRUNEI - MIRI (.) 20 bde (.) 2/13 bn patrols down RIAM RD to 436793 to 438770 returned NO enemy seen (.) 2/15 bn patrol to RAMBA returned BRUNEI NMS (.) disposns 2/17 bn B coy less two pls less one sec 7960 two pls and one sec 688716 (.)
NORTH BORNEO (.) 24 bde (.) 2/28 bn patrol engaged 7 enemy at 430885 killed 3 (.) enemy returned fire with one SMG two LMG and rifles from same area (.) 2/43 bn patrol BEAUFORT LEMBAKUT area NO enemy seen (.) 2/32 bn standing patrol killed 3 enemy movin south at 636363 (.) other patrols PAPAR KIMANIS BONGAWAN area No enemy seen (.) 2/3 tk/a rcgt active patrolling LIMBANG estate area anddown BARAM river (.)
BALIKPAPAN (.) 7 div (.) SEPINGGANG MANGGAR sector (.) report of 100 enemy working from JOMA to BAROE (.) patrol MLI coy moved to BAROE (.) disposns 2/16 bn A coy AMBORAWANG C coy SAMBODJA (.) BANJOEMAS sector (.) 2/5 cdo sqn maintain contact TEMPADONG sector (.) approx 50 enemy attached our posns (.) attack repulsed with loss to enemy (.) total enemy cas to date counted dead 1673 estimated dead 240 PW 57 all infm

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If liable etc

SDS

Capt

WO

PRO FORMA MESSAGE FORM

FROM : 1 beach gp TOO: 040830I

TO : Units as for Revsit 24

GI123 SECRET (.) REVSIT 49 to 040830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 3 aug (.) D coy (.) 16 pl (.) from 801825 to 807807 806804 807807 801825 (.) from 801825 to 802834 799847 793844 793842 801825 (.) A coy (.) 8 pl (.) from 813888 to 813883 823884 821890 813888 (.) from 813888 to 813878 802878 801881 813881 813888 (.) str patrols one sec (.) NMS

Infm 9 div sitrep 96 to 030900I (.)
BRUNEI - MIRI 20 bde (.) 2 aus 2/13 bn pl patrol from PUJUT by canoe up MIRI RIVER then TANIKI RIVER to search for track leading BAKONG (.) 1210I patrol reported at 533878 NO enemy seen (.) 2/15 bn river patrol to UKONG returned LIMBANG NO enemy seen (.) 2/17 bn patrols from SIMBANG along track to KAMPAR 9531 thence along track north bank RIMPAYUH RIVER to TELINGAN returned NO enemy seen (.) patrols BAKONG MARUDI area NO contact (.)
NORTH BORNEO 24 bde (.) 2/28 bn OP observed 4 enemy digging in at 430884 (.) posn engaged with MORTARS (.) enemy still in posn (.) patrol to 440903 came under fire from estimated 12 enemy (.) 1 enemy killed 1 wounded and arty engaged area (.) 2/32 bn standing patrol at 632362 observed what appeared to be native with walking stick moving SOUTH along railway line (.) patrol to investigate was fired on from side of railway line (.) area engaged with SAA and grenades (.) patrol BEAUFORT MEMBAKUT area No enemy seen (.) 2/2 MG bn patrolling areas BENTUKA MARUMAN NO enemy seen (.) 2/3 tk/a regt patrol to 353756 returned NO contact (.)
BALIKPAPAN (.) 7 div (.) SEPINGGANG MANGAR sector (.) one pl NEI LAMA one pl BAROE all patrols throughout sector NO enemy seen (.) BATO CHAMPAR sector (.) 2/5 cdo sqn maintain contact all infm

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If liable etc

SDS

Capt

WD

PRO FORMA MESSAGE FORM

FROM: I Beach Gp TOO: 0508301

TO : Units as for Revsit 24

GI125 SECRET (.) REVSIT 50 to 0508301 (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 4 aug (.) A coy (.) 8 pl (.) from 813886 to 814880 824875 823883 814880 813888 (.) from 813888 to 822894 818902 813888 (.) D coy (.) 16 pl (.) from 801825 to 794845 793823 801825 (.) from 801825 806826 804805 793823 809825 (.) str patrols one sec (.) NM3 (.)

Infm from 9 div sitrep 90 to TOO900I (.)
BRUNEI - MIRI 20 bde (.) 2/15 bn patrols from LUMBANG by LCM to limit navigable BARU POI river then by prahu to KEMILIPAN WEST along track to ANGGUN 6709 to KUBONG 5911 to return LUMBANG 6 aug (.) patrol from LUMBANG by LCM up PANDUKAN river to KUBONG then NW along track to PUASH 5217 then return LUMBANG (.) patrol from LUMBANG to MEMAPOK 0946 SEMUMUN [illegible] to return 6 aug (.) 2/17 bn patrol from 689715 to 695697 then inland track to 699691 (.) patrol demolished previously reported enemy built tunnels returned same route (.) NO enemy seen (.)
NORTH BORNEO (.) 24 bde (.) 2/28 bn listening post at 436887 engaged 4 enemy killing 2 (.) later patrol moved EAST encountered 16 enemy at 437887 killing 6 (.) further patrol found 2 enemy dead in same area (.) patrolling continues in areas BEAUFORT PAPAR KIMANIS (.) KIMANIS railway bridge now open to light traffic(.)
KEMILIPAN (.) 7 div (.) SEPPINGGANG MANGGAR sector 2/16 bn (.) minor patrols engagements reported TEMPADEONG sector (.) patrol encountered enemy approx one pl (.) TEMPADEONG sector (.) patrol encountered enemy approx one pl arty shelled position (.) total enemy cas to date counted dead 1687 estimated killed 240 PW 60 all infm

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If liable etc

SDS

Capt

WO

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 0706301

TO : Units as for Revsit 24

GI126 (.) SECRET (.) REVSIT 51 to 070830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 6 aug (.) A coy (.) 8 pl (.) from 813868 to 822834 823888 (.) from 813888 to 823888 824883 (.) str patrols one sec (.) NMS (.)
dispositions (.) 3 armd div sal unit from 827834 to 823832 (.) otherwise NO change

infm fro.. 9 div sitrep 99 to 060900I (.)
BRUNEI - MIRI (.) 20 bde (.) 2/15 bn patrols up the TANLIU river reached BTKUBOR 559750 (.) 5 enemy seen this area (.) natives report track runs EAST from BTKUBOR to ARANG river (.) patrol returned PUJUT 5 aug (.) pl patrol with FOO from SOUTH KNOLL down KIAM rd to 437776 (.) patrol saw 1 enemy vic house 441784 (.) arty engaged (.) NO further movement seen (.) 1620I patrol left SOUTH KNOLL to investigate report of 9 enemy vic house 411785 (.) 2/15 bn patrol up PANDARUAN river reached KUBONG returned overland through TRUNKU 5515 to LUMBANG (.) report NO enemy in area (.) patrol up BATUAPOI river reached SEMAPAN last reported vic (.) NO enemy seen (.) disposn 2/17 bn D Coy less pl 686716 pl 7960 (.) 2/1 MG bn pl A coy relieved pl B coy 905039 (.)
NORTH BORNEO 24 bde (.) 2/28 bn patrol encountered enemy vic 439906 (.) following arty conc patrol moved fwd probably killed 1 enemy (.) patrol engaged by enemy from flanks NO cas (.) patrols BAHUKAN MEMBAKUT PAPAR areas NO contact (.)
BAHKPAPAR (.) 7 div (.) .. SIPITINGGANG LANGGAR sector (.) disposns B Coy 2/14 bn LABORATANG (.) BATOCHAMPAR sectors (.) night 4/5 aug enemy attempted infiltration arty posns (.) 4 enemy killed (.) TAMPARULON SECTOR (.) patrol contacted 5 enemy who withdrew (.) further patrols encountered approx 50 enemy (.) no report (.)
all infm

If liable etc

Capt

SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 080830I

TO : Units as for Revsit 24

GI128 SECRET REVSIT 52 to 080830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 7 aug (.) D coy (.) 16 pl (.) from 801825 to 805814 782829 789854 760825 805814 801825 (.) str 1 offr 3 OR (.) from 801825 to 795815 795795 807807 801825 (.) str 3 OR (.) from 801825 to 794824 792840 801825 (.) str one sec (.) A coy (.) 9 pl (.) from 813877 to 815877 814872 813877 (.) from 813877 to 814872 824873 815826 813877 (.) str both patrols one sec (.) NKS (.) disposns (.) 2/166 gen tpt coy less one pl moving from present area to 809876 move to be completed by 12 aug (.)

Infm from 9 div sitrep 100 to 070900I (.)
BRUNEI - MIRI (.) 20 bde (.) 2/13 bn patrol to house 411785 returned reported NO enemy seen (.) 2/15 bn patrol BATU APOI river reached KUBONG NO contact (.) 2/17 bn patrol BAKONG area NO further report (.) 2/2 MG bn relief of B Coy by A coy now complete (.)
NORTH BORNEO (.) 24 bde (.) 2/28 bn patrol found 8 enemy dead at 432887 (.) patrol to area 439906 No enemy seen (.) disposns standing patrol at 424885 withdrawn to coy area 408891 (.) 2/43 inf bn patrolling BEAUFORT MEMBAKUT area NO enemy seen (.) 2/32 bn patrolling BONGAWAN KINABATIS PAPAR area NO enemy seen (.) natives report 1 enemy dead dressed in native clothes found at 656376 believed enemy wounded 2 aug in tunnel area (.)
BALIKPAPAN (.) 7 div (.) SEPINGGANG MANGGAR sector (.) patrols encountered enemy inflicting cas (.) BATCCHALPAR sector (.) patrol encountered 3 enemy killing 2 (.) further enemy party engaged (.) TEMPADUNG sector (.) patrols encountered enemy inflicting cas (.) total enemy cas to date counted dead 1700 estimated killed 242 PW 62 (.) all infm

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If liable etc

Capt

JDS

WO

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 090830I

TO : Units as for Revsit 24

GI129 SECRET (.) REVSIT 53 to 090830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) D coy (.) from coy HQ 808863 to 812867 812873 810880 805887 thence south along MACARTHUR rd to 808853 (.) str 8 OR (.) NMS (.)

Infm from 9 div sitrep 101 to 080900I
BRUNEI - MIRI (.) 20 bde (.) 2/13 bn patrol with FOO moved from 422831 to 424818 along track to 437803 to 441796 thence 448793 and along track to 453780 to 441784 thence NORTH to RIAM rd 437802 and back to 422831 (.) NO enemy seen (.) patrol from 401813 along RIAM rd to 405795 412799 thence via track along LOAK river to SOUTH KNOLL NO reports as yet (.) 2/15 bn patrol BATU APOI river last reported KUBONG has now arrived LIMBANG (.) 1 dead jap found KUBONG (.) patrol returned LIMBANG from TEMENGGONG MENGATAI area NO details (.) 2/17 bn patrol returned from BARONG NO enemy seen (.) total enemy cas to date counted dead 235 estimated killed 51 PW 69 (.)
NORTH BORNEO (.) 24 bde (.) 2/28 bn disposns A coy standing patrol re-established 424885 (.) standing patrol fired on 2 enemy vic house 431885 killed 1 (.) other patrols NO enemy seen (.) 2/43 bn patrols BEAUFORT MEMBAKUT area NO enemy seen (.) 2/32 bn patrols BONGAWAN KINANIS PAPAR areas NO enemy seen (.) enemy cas 1 killed (.) 2/11 cdo sqn patrols 180154 to SABANG and PIMPING to BIMSULOK NO enemy seen (.) 2/3 tk/a regt 2 day recce patrol to LAKATAN river returned NO enemy seen (.)
BALIKPAPAN (.) 7 div (.) SEPINGGANG LANGGAR sector (.) long range patrol CAMBODIA area last report enemy encountered killed 2 (.) other patrols NO enemy seen (.) BATOCHAMPAR sector (.) cav patrol encountered enemy 1 killed (.) enemy ambush located own cas 1 wounded (.) TIMPADEONG PENAJAM sector (.) active patrolling (.) patrol released 63 indian PW (.) 5 indian PW arrived SAMBODJA (.) total enemy cas to date counted dead 1730 estimated killed 247 PW 61 all infm

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If liable etc

Capt

WO

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 100830I

TO : Units as for Revsit 24

GI130 SECRET (.) REVSIT 54 to 100830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 9 aug (.) A coy (.) from 814887 to 816925 797925 805867 814877 (.) from 813897 to 814904 804902 805896 813897 (.) D coy (.) from 810862 to 805864 792872 802883 810862 (.) from 810862 813896 819894 818888 814884 810862 (.) str patrols one sec (.) NMS (.) 2/9 cav cdo sqn (.) patrols 8 aug found one enmy dead in hut 778912 (.) death caused by suicide with rifle (.) native report lead to discovery (.)

Infm from 9 div sitrep 102 to 090900I(.)
BRUNEI - MIRI 20 bde (.) movt observed on RIAM rd approx 455780 (.) arty engaged and rounds fell in target area (.)
NORTH BORNEO (.) 2 bde (.) 2/28 bn patrol following air strike to vic 429885 came under fire from 5 rifles 1 LMG from enemy def posn (.) patrol killed 2 enemy (.) other 2/28 bn patrols report NO enemy seen (.) 2/43 bn patrol KEMBANUT area NO enemy seen (.) 2/32 bn patrols BONGAWAN KINANIS P.P.R areas NO enemy seen (.) 2/11 cdo sqn patrols SABANG BINSULOK NO enemy seen (.)
BALIKPAPAN (.) 7 div (.)long range patrol SAMBODJA to MILFORD HIGHWAY heard considerable MT movement (.) patrols along MILFORD HIGHWAY engaged enemy killing 3 (.) some enemy stragglers killed (.) following arty conc patrol occupied enemy posn and PAMALOEAN village (.) total enemy cas to date counted dead 1739 estimated killed 247 P/W 61 all infm

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If liable etc

Capt

S/D

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 110830I

TO : Units as for Revsit 24

GI131 SECRET REVSIT 55 to 110830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 10 aug (.) D coy (.) from 810862 to 805864 792872 802883 810862 (.) 16 pl (.) from 801825 to 805814 thence NORTH along coast SUNGAI BATU BATA to junc 805845 return same route (.) A Coy (.) from 814888 to 825889 819896 814896 return same route (.) from 814896 to 819896 816907 return same route (.) str all patrols one sec (.) NIL (.)

Infm from 9 div sitrep 103 to 100900I (.)
BRUNEI - MIRI (.) 20 bde (.) disposns 2/13 bn C coy from PUJUT relieved A coy on CANADA feature (.) 8 aug 2/17 bn patrol route 687717 to 676722 to track junc 676732 on well defined track report No enemy seen reported telephone lines of recent enemy movement (.) NORTH BORNEO (.) 24 bde (.) relief of 2/28 bn by 2/43 bn commenced (.) C coy 2/43 bn relief C coy 2/28 bn (.) 2/28 bn standing patrol at 431887 killed 3 enemy vic house 430884 (.) other patrols NO enemy seen (.) 2/43 bn patrols BEAUFORT MEMBAKUT areas NO enemy seen (.) 2/32 bn local patrol DONGAMAN KIMANIS PAPAR areas NO enemy seen (.) total enemy cas 2 killed (.) disposns last light 9 aug (.) 2/28 bn C coy 475891 (.) 2/43 bn C Coy loss pl 435889 standing patrol 431887 (.) 2/11 cdo sqn (.) patrols SABANG to KARUMAN and in BINSULOK area NO enemy seen (.) 2/3 tk/a regt (.) 2 day recce patrol by RDF to LABANAN river returned WESTON NO enemy seen (.) BALIKPAPAN (.) 7 div (.) SEPINGGANG MANGGAR sector (.) patrol AMBOLANG to TAG 73 encountered 9 enemy killed 7 (.) BATOCH PAPAR sector (.) patrol cut KILOMD HIGHWAY (.) reported two 25m (.) PUNGUNGAPD patrol from area saw 2 enemy on highway (.) patrol killed 1 enemy (.) standing patrols engaged by enemy (.) enemy posn engaged with arty and mortar fire (.) TEMPADEONG PANDJAM sector (.) 2/1 pnr bn patrol located abandoned bunkers and encountered approx 30 enemy freshly dug in 3 enemy killed and posn engaged with arty fire (.) total enemy cas to date counted dead amended progressive total 1752 estimated killed 249 PW 61 all infm

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If liable etc

Capt

SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO 120830I

TO : Units as for Revsit 24

GR152 SECRET REVSIT 56 to 120830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols 11 aug (.) A coy (.) from 814889 to 810880 808862 return same route (.) from 814889 to 819899 815910 808913 814889 (.) D coy (.) 16 pl (.) from 810825 792831 794853 795852 return along main tracks (.) from 801825 south to 805805 798809 803814 801825 (.) NMS (.) Infm from 9 div sitrep 104 to 110900I (.)
BRUNEI - MIRI 20 bde (.) 2/13 bn (.) 1255 hrs one enemy sighted at 455779 (.) arty shelled general area (.) later patrol to 456779 reported NO enemy seen (.) 2/15 bn patrol to LIMONG returned LIMBANG 9 aug enemy seen (.)
NORTH BORNEO 24 bde (.) relief of 2/28 bn by 2/43 bn continued (.) 2/43 bn assumed command PADAS river area (.) standing patrol 431777 engaged and killed 2 enemy 430884 (.) patrols BEAUFORT MEMBAKUT PAPAR areas NO contacts (.)
AIR 24 kittyhawks dropped belly tanks bombs and straffed enemy posns vic 430884 (.) bombs in target area (.) straffing very accurate (.) disposns 2/28 bn HQ 572794 B coy 367903 (.) 2/43 bn HQ 411893 A coy less pl 427895 pl 428890 (.)
BALIKPAPAN 7 div (.) BALIKPAPAR sector (.) active patrolling continued (.) TEMPILONG sector (.) patrol PAMALIAN engaged 4 indonesians wearing enemy uniforms some cas inflicted 1 PW taken (.) enemy cas to date counted dead 1764 estimated killed 249 PW 62 all infm

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If liable etc

Capt SOS

WD.

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 130830I

TO : Units as for Revsit 24

GI 133 SECRET REVSIT 57 to 130850I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) NO patrols for 12 aug (.)
Infm from 9 div sitrep 105 to 120900I (.)
BRUNEI-MIRI 20 bde (.) 2/15 bn patrol to TGPUNYIT square 3848 located crashed enemy twin engined bomber at 405487 (.)
NORTH BORNEO (.) 24 bde (.) 2/43 bn standing patrol killed 1 enemy in vic 430884 disposns (.) 2/28 bn A coy les three pls 367894 pls 369891 396890 363891 D coy less two pls 429036 pls 425036 423034 (.) 2/43 bn HQ 411893 A coy less two pls 425893 pls 425895 428890 B coy less two pls 406891 pls 407893 424885 C coy less pl 437889 pl 433888 D coy 410895 (.) 2/32 bn C coy 606375 (.) 2/3 tk/a regt (.) recce patrol [illegible] river killed one enemy (.)
BALIKPAPAN 7 div (.) routine patrolling NO contact made 332764 (.)
all infm

If liable etc

Capt SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 140830I

TO : Units as for Revsit 24

GI134 SECRET REVSIT 58 to 140830I (.)
LABUAN 1 beach gp 2/4 pnr bn (.) patrols to 13 aug (.) D coy (.) 16 pl from 801825 to 805815 by prahu then followed coast to SUNGAIKIKA BENUA square 7883 down river as far as possible returned same route str 1 offr 4 OR (.) from 801825 north along track to junc 795852 to 800850 returned same route str one sec (.) 801825 along track to 793824 along coast to 798808 to 803813 then returned direct str one sec (.) A coy (.) 8 pl (.) from 813888 to 820940 829944 825950 820950 820945 to 813886 (.) further patrol to search square 8094 (.) str both patrols one sec (.) NMS (.)
Infm from 9 div Sitrep 105 to 130900I (.)
BRUNEI - MIRI (.) 20 bde (.) 2/17 bn patrol by MT from SERIA to PERUMPONG 981159 then on foot to 015126 established base 10 aug patrolled to LAGEI 125005 NO enemy seen (.) 12 aug patrol returned SERIA (.) 2/15 bn patrol from LAWAS to LALAMAN reported no enemy seen (.)
NORTH BORNEO (.) 24 bde (.) 2/43 bn observation patrol 432887 killed 1 enemy at 430886 (.) later 4 enemy seen moving house at 428877 (.) local patrols BEAUFORT KEMBAHUT PAPAR areas NO enemy seen (.) 2/3 fd/a regt 2 day recce patrol PADAS river to 193830 returned NO enemy seen (.)
BALIKPAPAN (.) 7 div (.) local protective patrolling in all sectors (.) minor contacts made (.) all infm

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If liable etc

Capt SDS

PROFORMA MESSAGE

FROM 1 beach gp 151700I

TO all units

GO 812 (.) SECRET (.) ref notification surrender JAPAN by prime minister ENGLAND at 150800I (.) difficulty may be experienced in ensuring that all enemy have received and are complying with surrender notification (.) full security measures must therefore continue (.) surrender of individual Japanese will NOT be accepted except in cases of small isolated parties which have lost contact with their unit HQ (.) individuals of units trying to surrender are to be directed to report to OC of their unit (.) japanese unit surrenders will NOT be accepted until further instructions are issued earliest (.) in the event of japanese commanders NOT below coy commanders desiring communicate with our forces bn comds as directed by bde comds may make arrangements for interviewing enemy comds within our lines (.) usual procedure for conducting enemy parlementaries that is white flag NO arms escorts and blindfolded through forward positions will be adopted

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Kinney Maput Reg SDR

PRO FORMA MESSAGE FORM

From : 9 div 162015I

To : List C less serials 3, 5, 7, 31-33, 35, 38

AG1694 (.) CONFIDENTIAL (.) in view of the JAPANESE surrender and the anticipated early notification of the cessation of hostilities all comds of units and sub units are reminded of the necessity for keeping the tps occupied and taking all possible action to insist on and maintain a high standard of discipline (.) GOC 9 div impresses on all comds that the entertainment of tps and their gen livelihood is their responsibility (.) amenities and education offrs etc are NOT directly responsible in this matter but are available to help and advise comds at all times (.) GOC 9 div requests that comds give this matter their attention immediately and take all necessary action to entertain and occupy their tps in the best way possible consistent with trg and tasks which may be allotted from time to time

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[illegible] maj S D S

PRO FORMA MESSAGE

FROM ; 1 beach gp TOO: 171200I

TO : units as for revsit 24

GI 136 SECRET (.) REVSIT 60 to 171000I
LABUAN1 beach gp (.) SITNOR

Infm 9 div sitrep 108 to 160900I
BRUNEI-MIRI 20 bde (.) 2/15 bn patrol returned to LAWAS from MALAMAN sq 2249 NO enemy seen(.)
NORTH BORNEO 24 bde (.) local protective patrolls all areas NO enemy seen (.) dispos 2/32 bn A coy HQ 577331 pl 576329 577333 586335 C coy HQ 585334 pl 619338 588333 604373 (.) 14 aug the BONGAWAN railway bridge was open to traffic (.) railway BEAUFORT PAPAR now complete(.)
BALIKPAPAN 7 div (.) protective patrolling all sectors all infm

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if liable etc SDS

Capt

PRO FORMA MESSAGE FORM

FROM: 1 beach GP TOO: 191000 I

TO : Units as for Revsit 24

G1158 SECRET REVSIT 62 to 190900I (.)

LABUAN 1 beach GP (.) nothing to report (.)
BRUNEI - MIRI (.) 20 bde (.) 16 aug 1 enemy found by natives was handed to 2/15 bn at LIMBANG (.) total enemy cas to date 235 counted dead 1 estimated dead 70 PW (.)
NORTH BORNEO 24 bde (.) 2/43 bn patrol moving to GP 425882 encountered 2 enemy including 1 officer moving NORTH (.) officer fired pistol (.) NO casualties enemy escapted SOUTH (.) later 3 enemy were seen moving NORTH and 1 moving SOUTH vic 427881 (.) patrol along SOUTH bank PADAS river to 412892 found native in house badly slashed by sword (.) patrols BEAUFORT PAPAR areas NO enemy seen (.) heavy rain fell BEAUFORT PAPAR areas (.) PADAS river risen 7 feet at 2100 hrs still rising all infm

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If liable etc

Capt ADS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 201000I

TO : Units as for Revsit 24

GI 140 SECRET (.) REVSIT 63 to 200900I (.) all areas SITNOR all infm

If liable
Capt

SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 210900I

TO : Units as for Revsit 24

GI141 SECRET (.) REVSIT 64 to 210900I (.)
LABUAN 1 beach gp (.) nothing to report (.)
Infm from 9 div sitrep 112 to 200900I (.)
BRUNEI-MIRI 20 bde (.) 2/13 bn (.) during night 18/19 aug enemy infiltrated via SOUTH KNOLL square 4181 and threw 9 grenades (.) NO cas (.) 19 aug 15 enemy sighted moving in area square 4179 (.)
NORTH BORNEO 24 bde (.) 2/43 bn MP at 424884 reported enemy movement vic railway line 427881 (.) other areas NO enemy seen (.)
TARAKAN 26 bde (.) 19 aug 45 PW surrended (.)
AIR (.) 2 mosquitoes recce and leaflet dropping mission KUCHING SIBU BINTULU areas (.) sighted 50 to 100 white PW and possibly some sisters in the LINTANG barracks (.) all waved (.) natives collected and waved leaflets at aircraft all.infm

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If liableetc

Capt SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 220900I

TO : Units as for Revsit 24

GI142 SECRET REVSIT 65 to,220900I (.)
LABUAN 1 beach group (.) no change (.)
Infm from 9 div sitrep 113 to 210900I (.)
BRUNEI-MIRI 20 bde (.) SITNOR (.)
NORTH BORNEO 24 bde (.) 2/43 bn patrol encountered 2 enemy at 437885 (.) 1 OR killed (.) patrol killed 1 enemy (.) 1850I two enemy aggressively approached standing patrol 424884 patrol engaged killed 1 enemy (.) during day enemy movement was seen at 427881 (.) other areas no enemy seen (.) disposns 2/32 bn B coy relieved D coy (.)
TARAKAN 26 bde (.) 45 PW brought in by jap patrol 21 aug (.)
BALIKPAPAN 7 div (.) minor patrol engagements reported otherwise SITNOR (.) enemy cas to date counted dead 1785 estimated killed 249 PW 63 all infm

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If liable, etc

Capt SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 230900I

TO : Units as for Revsit 24

GI 143 SECRET revsit 66 to 230900I (.)
LABUAN 1 beach gp (.) NO change (.)
Infm from 9 div sitrep 114 to 220900I (.)
BRUNEI - MIRI 20 bde (.) SITNOR (.)
NORTH BORNEO 24 bde (.) considerable enemy movement SOUTH from house 427880 and across bridge at 427881 (.) several enemy at house 427880 were observed reading two sheets of paper possibly surrender pamphlets (.)
OTHER AREAS (.) NO report all infm

If liable etc

Capt 3DS

PRO FORMA MESSAGE FORM

FROM: 1 BRIGADE GROUP TOO: 240900I

TO : Units as for Revsit 24

GIRUA SECRET REVSIT 67 to 240900I (.)
LABUAN 1 beach group (.) nothing to report (.)
Intn from 9 div sitrep 115 to 250900I (.).
BRUNEI-MIRI 20 bde (.) SITNOR (.)
NORTH BORNEO 24 bde (.) considerable enemy movement vic bn 427061 and house 427060 (.) casposms (.) 2/28 bn D coy moved from LIMBANAT to 407011 (.) 2/43 bn 4 pl 424897 A coy pl 424885 standing patrol 425882 B coy 406891 C coy pl at 432888 relieved by pl D coy (.) C coy pl moved to 413895 (.) 2/2 MG bn (.) C coy less two pl 587537 (.)
OTHER AREAS (.) no report all inctn

If liable etc

Capt SDS

R&O [illegible] MESSAGE FORM

FROM: 1 beach gp TOOO 250900I

TO : Units as for Revsit 2.

GI143 SECRET REVSIT 68 to 250800I (.)
LUZON 1 beach gp (.) disposns (.) 2 ord beach det and 3 amd div sal unit now located 824827 (.) otherwise NO change Infm fro... 9 div sitrep116 to 240900I (.)
SAKEI-LIRI 20 bde (.) SITNOL
NORTH BORNEO 24 bde (.) some enemy seen vic house 427880 (.) three listening intently to news of Japanese surrender broadcast by amplifiers fro... 2/43 bn posn (.) 2/3 t/a (.) [illegible]disposn T&C Bn moved to main HQ 213250 11 bty 217744 with one tp 262801 (.)
OTHER AREAS (.) no report all infm

If liable etc

Capt SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 261000I

TO : Units as for Revsit 24

GI146 SECRET REVSIT 69 to 260900I (.)
LABUAN 1 beach gp (.) no change
Infm from 9 div sitrep 117 to 250900I (.)
BRUNEI - MIRI 20 bde (.) sitnor (.)
NORTH BORNEO 24 bde (.) scem enemy seen vic br 427881 and house 427880 (.) enemy seen in tree OP located 428879 (.) 2/2 MG bn hq with hq coy and b coy moved MELPAKUL to LABUAN (.)
OTHER AREAS (.) no report all infm

If liable etc

Capt SDS

P.O FORM MESSAGE FORM

FrOM: 1 beach gp TOO: 27C900I

TO : Units as for Revsit 24

GI147 SECRET REVSIT 70 to 270900I(.)
1 beach gp (.) no change (.)
Infm from 9 div sitrep 117 to 230900I (.)
ENEMY-INT (.) 20 bde (.) SITUATION (.)
FORCE DISPOSITION (.) 24 bde (.) enemy mov seen vic house 427880 and br 427881 (.) 2/43 bn D coy relieved C coy (.) natives from VILLAGE 599423 report party of 50 enemy burnt 10 native huts at VILLAGE as reprisal for killing of 1 jap by natives(.)
OTHER ARMS (.) no report all infm

If liable etc

Capt SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach group

TO: units as for revsit 24 TOO: 280900I

GI 140 SECRET REVSIT 71 to 280800I(.)
LABUAN 1 beach group(.) no change
infm from 9 Div SITREP 118 to 270900I(.)
BRUNEI MIRI 20 Bde(.) dispositions 2/15 bn A coy LAWAS B coy BRUNEI bn HQ C and D coys LIMBANG(.) 2/17 bn A coy BALAI with pls LABI and SERIA otherwise no change(.)
NORTH BORNEO 24 Bde (.) PADAS river area (.)some enemy movement seen vic house 427880 and along SOUTH bank MONTENIOR KETGEL(.)
AIR tac R KUCHING town saw some hundreds white men and approx 100 white women in compound areas also sign reading quote WELCOME unquote(.) 15 vehs and several small parties jap also seen(.)japs took no evasive or hostile action (.)
other area no report all infm

If liable etc

Capt SAS

PRO FORMA MESSAGE FORM

From:- 1 beach gp
To: all units as per revsit 24 T00:200800I
GI 149 SECRET REVSIT 72 to 298001(.)
LABUAN 1 beach group (.) no change
infm from 9 div SITREP 119 to 260900I(.)
BRUNEI-MIRI (.) 20 Bde(.) SITNOM(.)
NORTH BORNEO 24 bde(.) some movement japs vic house 427860 hr 427861(.)
otherwise NBS(.)
AIR(.) mosquito recce over KUCHING saw one jap a/c on strip displaying red pennant and staff car with pennant which drove from KUCHING to LINTANG barracks(.)
other areas no report(.) all infm

Capt SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOC: 2909001

TO : Units as for Revsit 24

GI150 SECRET (.) revsit 73 to 2909001 (.)
LABUAN 1 beach gp (.) no change
Infm from 9 div sitrep 120 to 2909001 (.)
BRUNEI-KLIA 20 bde (.) STRONG (.)
NORTH BORNEO 24 bde (.) some enemy mov vic house 427880 otherwise NIL (.)
OTHER AREAS (.) no report all infm

If liable e.c.o

Capt SDS

PRO FORMA MESSAGE FORM

FROM: 1 beach gp TOO: 310900I

TO : Units as for Revsit 24

GI151 SECRET REVSIT 74 to 3109001 (.)
LABUAN 1 beach gp (.) NO change
Infm from 9 div sitrep 121 to 3009001 (.)
BRUNEI - MIRI 20 bde (.) SITNOR (.)
NORTH BORNEO 24 bde (.) 25 enemy sighted vic 430885 and house 427880 (.)
OTHER AREAS no report all infm

If liable etc

Capt SDS

REPORT ON BEACH ORGANISATION

LABUAN ISLAND

OBOE SIX

18 AUG 45

1 AUST BEACH GROUP

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SECRET

REPORT ON BEACH ORGANISATION LABUAN ISLAND OPERATION OBOE 6

by

COL C J CUMMINGS DSC OBE

COMMANDING 1 AUST BEACH GP

PART 1

1. INTRODUCTION

(a) Scope of the operation

Operation "OBOE 6" was executed with the object of capturing and holding areas LABUAN ISLAND, MUARA ISLAND - BRUNEI PENINSULAR - BRUNEI Town with a view to subsequent capture of area PAPAR RIVER - BRUNEI BAY - LUTONG - SERIA MIRI to permit the establishment of an advanced fleet base in BRUNEI BAY and to protect oil and rubber resources in these areas.

9 Aust Div Force incl 1 Aust Beach Group less 20 Aust Inf Bde Gp was allotted the task of landing on BROWN 1 and BROWN 2 beaches and occupying LABUAN ISLAND.

20 Aust Inf Bde Gp was allotted the task of securing MUARA ISLAND, seizing BRUNEI PENINSULAR including BRUNEI TOWN.

1 Aust Beach Group landed under command of 24 Aust Inf Bde over BROWN 1 and BROWN 2 beaches and established a BEACH MAINTENANCE AREA from which it supplied the Force until relieved of this responsibility by 8 AUST BASE SUB-AREA on Z plus 21.

(b) SHIPPING AND CRAFT

The following amphibious shipping was available for transport of the assault force.

1 LSD

1 AKA

3 LSI

5 APD

20 LSM

21 LCI

34 LST

4 LST
4 LSM
6 LCI

were held in objective area for coastwise ops.

6 LCTs

2 coys of EB and S Regt were available in objective area from Z plus 1 for supply and lighterage.

(c) HISTORY OF 1 AUST BEACH GP

1 Aust Beach Gp was formed at TRINITY BEACH, NORTH QUEENSLAND in December 1943 and in turn has trained with 6 Aust Div and 7 Aust Div. The period of training embraced 5 full scale amphibious bde exercises using major landing ships and landing craft.

Operation OBOE 6 was 1 Aust Beach Gps initial operation.

PART 2

1. PLANNING

(a) Divisional level - Comd 1 Aust Beach Gp was present at Divisional Comd outline plan conference and all subsequent conferences.

Slimming down of units and vehs was carried out by Division to suit shipping allotted.

Order of Battle Order of battle and staff table of units of 1 Aust Beach Group is attached as Appx "A"

Comd 1 Aust Beach Gp was placed under comd of 24 Aust Inf Bde for landing.

(b) Bde Level - Bids for inclusion in allotted ships and sequence of landing were submitted by 1 Aust Beach Gp. Final Bde landing craft table was generally in accord with laid down principles and was accepted by 1 Aust Beach Gp. Sequence of landing of 1 Aust Beach Gp is attached as Appx "B".

(c) Beach Gp Level - Beach Gp comd plan was given at conference of COs and OCs on Z - 20. A final co-ordinating conference was held 2 days before embarkation.

(d) Unit Level - Unit plans and orders were received by 1 Aust Beach Gp HQ on sailing day minus four. As tps were distributed over so many ships in the convoy they were briefed prior to embarkation.

4 models of the proposed BMA were available within the Beach Gp for briefing of tps.

(e) Comments :- Time allotted for planning

The time allowed for planning was sufficient for the Beach Gp to effect its plan in detail.

Units not in OOB of 1 Aust Beach Gp but closely associated with Beach Gp.

Certain units on the OOB of the force were on landing either to be in support of the Beach Gp or closely allied with the Gp. Main units concerned were :-

2/1 Aust Docks Op Coy
det 2/2 Aust L of C Pro Coy
stretcher bearer dets of Fd Amb
Det AACS
Det P and S Unit.

It is considered that all units which have to work in close alliance with the Beach Gp should be placed under command of the Beach Gp at the commencement of planning. This was not done in operation OBOE 6 and resulted in reshuffling of certain pers just prior to embarkation and other cases of units landing too late or in wrong sequence for their task.

Discharge of Matthews Flinders - Closer liaison should have been effected by Beach Gp with RAE concerning the discharge of the pile ship "MATTHEW FLINDERS". The piles were for construction of wharfage facilities at LABUAN and the responsibility for discharge of the ship rested with RAE. To facilitate the discharge of the ship Beach Gp made available at times pers for labour and also cranes. In addition portion of the beach was made available for stacking of piles. These factors had not been appreciated by the Beach Gp in the planning and although in this operation amicable arrangements were made between the parties concerned on the ground, in different circumstances confusion might occur.

PART 3

1. BEACH GP PLAN FOR DEVELOPMENT OF BMA

(a) General

The Beach Gp plan was based wholly on the trg the Gp had received and was in accordance with the principles set out in 1 Aust Corps pamphlet "Beach Organisation and Maintenance". It is considered that the workings of 1 Aust Beach Gp in this operation have proved the principles laid down in that pamphlet to be correct.

(b) First Key Plan

The layout of the BMA was designed around the network of rds already in existence on the island. First Key Plan is attached as Appx "C"

(c) Composition of the Assault Force

The force to be landed from assault convoy consisted of :-

Pers	17511	
Vehs	2269	
Unit stores	1906	tons DW
Maintenance stores (incl RAAF)	14773	" "
RAAF stores	8000	" " (Bamberger & Greer)

Follow up was scheduled to arrive on Z plus 17.

(d) Description of Beaches

The Beaches - Subdivision of the landing area into beaches Brown 1 and Brown 2 is shown in Key Plan.

Total length	1200 yds
Width at lowwater	approx 175 yds at centre tapering to 25 yds at eastern extremity and 50 yds at western extremity.
Width at high water	At high water springs beach is completely covered to the duneline with 6 ft depth of water at edge of shelf.
Gradient	Approx 1.20 for 20 yds from dune line then 1.150 over remainder of shelf.
Character	Coral shelf covered by fine closely packed sand. Provided excellent going for all types of wheeled or tracked vehs.
Underwater obstacles	nil

Beach Exits — Exits from beach to ABLE rd were through soft sand and are mesh covering was necessary to make exits trafficable for wheeled vehs.

Tides	HW		LW	
Z day	1040 hrs	8' 1"	1851 hrs	2'1"
Z plus 1	1122	8'4"	1925	1'9"
Z plus 2	1201	8'5"	2044	1'9"

Current and winds — negligible

GENERAL - Approx 100 yds at the eastern extremity of Brown Beach 2 was suitable for dry ramp beaching of LCMs and LSMs at all tides, LSTs could be worked over entire beach provided that they were grounded at high water and allowed to dry out. The average time that LSTs so dried out could be worked was 5 hours in each 24 hours.

(e) DESCRIPTION OF AREA TO BE DEVELOPED AS BMA

Lateral road (ABLE Rd) a ten foot bitumen sealed rd existed approx 40 yds behind the dune line. This rd was deeply cratered in several places, the craters being full of water.

BMA framework rds The first key plan was designed to existing rds bounded by and incl KING-ABLE and BAKER RDS. All the rds were narrow and with the exception of HOWE rd were one way only. The rds were in most instances badly cratered.

(f) Dump areas Full use of high ground was made in First Key Plan and in each instance dump areas were suitable although in most cases certain areas of low lying ground could not be used. This did not cause any readjustment of sites.

(g) Second Key Plan Was firmed on Z plus 1 day and is attached as Appx "D"

PART IV

1. THE LANDING

(a) The beach gp was allotted over the following ships of 24 Aust Inf Bde Gp in the assault convoy :-

5 LCI
7 LSMs
10 LSTs
1 LSD
2 LSIs

(b) The landing craft table provided for RAN commando, Sigs, Med, Engr parties together with recce gps to be landed with the assault waves and the main bulk of mech eqpt load carrying vehs and labour for discharge of stores to be landed from 6 LSTs which were priority 'A'.

(c) The landing wave diagram provided for waves 1 to 6 incl to land on a timed basis between D hour and D plus 20 mins, thereafter the waves were shown on call. As the bulk of Beach Gppers and eqpt was aboard LSTs in wave 14, it was considered essential that at least the 6 priority 'A' craft referred to Part 4(1)(b) be beached as soon as possible and certainly before stores from LSIs and AKA commenced to be discharged, which it was estimated would be approx D plus 2½ hrs. Prior to embarkation the Beach Gp Comd and PBMR attended several conferences with USN where the beaching of craft was discussed and assurances were given by Capt HUDSON USN that priority 'A' LSTs would be beached NOT later than D plus 2 hrs. In fact the LSTs did not beach until D plus 5 hrs with the result that mech eqpt and vehs were not available for discharge of stores from small craft ex LSIs, AKA until D plus 6 hours.

2. RAN COMMANDO AND AMERICAN BEACH PARTY

The US Naval orders provided for USN Beach party No 10 to beach all craft from D hour until first wave of LSTs had beached when control would pass to PBMR (RAN Commando 'A')

The USN beach master did not set up his cond post in correct relation to Beach Group HQ and at all times he was difficult to locate on the be chec; when located by the Beach Gp Comd action was not obtained as it would have been if the RNAS, who is an integral part of beach gp, had been responsible for all the beachings. In addition messages were despatched from Beach Gp HQ to HQ ship requesting that LSTs be beached as arranged. It is considered that the division of responsibility on D day between USN beach party and RA. Commando was the direct cause of ships not beaching as planned.

3. Comments

(a) It is considered that all landing craft tables and wave diagrams should show craft serials and waves of craft to beach at a certain time with the added notation "unless otherwise ordered."

(b) That RA. Commando be solely responsible for beaching of all craft.

Part V

1. UNLOADING OF CARGO

(a) The beach gp plan provided for all craft being discharged over Brown 1 and Brown 11 beaches. 900 tons DW of bulk stores were required to be discharged by 1800 hrs on D day from 2 LSI and 1 AA to allow these ships to sail at that time, a further 4070 tons DW of bulk stores were required to be discharged from 24 LST to allow convoy to sail A.K on D plus 4.

(1) In addition following heavy shipping arrived with assault convoy and had to be discharged by D plus 17.

[illegible] LUNT	1276 tons DW
[illegible] LODGER	4971
[illegible] BERGEN	2626
[illegible]	2022
[illegible] WARDEN	2066
LOCHIE	4748
TOTAL	18,711

(b) The method was

(i) for all beaching ships and craft to discharge direct onto beaches, M.L. Pontoons were carried but were NOT to be unshipped unless absolutely necessary. Two pontoons causeways were placed in position on 2 & 4. These pontoons were not used for discharge of LSTs

(ii) All cargo on heavy shipping was discharged onto DUKWs and craft in nets, on shore cranes lifted the nets onto lorries which in turn were discharged by cranes at dumps.

(iii) During the 3 hours in each 24 hours when LSTs ramps were dry cargo was handled direct from tank deck to lorries which proceeded direct to dumps, during the period when water gap was too great for lorries, DUKWs and LCMs were used to ferry cargo from LSTs to shore where cargo was transhipped to lorries.

(iv) Owing to the late arrival of LSTs carrying cranes 500 tons of cargo from 2 LSIs and AAA was discharged into LCMs and 3 LSMs which were not beached until shore facilities were available.

(c) Tonnages

Attached as Appx "B" is schedule showing daily tonnages discharged by Beach Gp.

(d) Labour

(i) Labour for work on beaches and in MAA was obtained from

2/4 Aust Pnr Bn

14 Aust Works Coy

The availability of working personnel from these sources was 960.

(ii) 2/4 Aust Pnr Bn was given the task of working all beaches whilst 14 Aust Works Coy provided working parties for the various dumps. Allocation of works coy personnel was as follows:-

Amn	30
Sups	100
POL	60
Ord	60
Reserve	120
	370

(iii) With the exception of those pers with 2/4 Aust Pnr Bn all pers of works coy came under command of the unit for whom they were to work as soon as they landed. The dets of works coy were all self contained with cooks and adm pers and bivouaced in the dump areas.

(iv) The allotment of labour was in each case adequate.

(v) The reserve labour was used to bolster the work on beaches in early stages and later to relieve dump personnel.

PART VI

1. Defence

(a) General

(i) The responsibility for co-ordination of the defence of the Beach Maintenance area was given to the CO 2/4 Aust Pnr Bn.

(ii) Each sub unit was responsible for defence of own area siting of weapons in each area being in accord with general defence plan.

(b) Seaward Defence

LM/A and MG pls of 2/4 Aust Pnr Bn were sited on beaches in a beach defence role. It is considered that defence from seaward attack is a naval responsibility and misunderstandings with serious complications might easily occur when both Navy and

Army have a hand in the matter.

(c) Attack on Beach Head

On the night L + 10 - + 11 an organised party of enemy approx 100 strong successfully infiltrated through BMA to Brown 1 beach, the attck was repulsed with 36 enemy counted dead, remaining enemy took cover in swamps within the BMA and were mopped up by 2/4 Aust Fmr Bn and units of Beach Gp during ensuing 3 days. The attack did not seriously delay the discharge of shipping and on the night of L + 10 & + 11 Brown 11 beach did not extinguish the beach lights and all work on that beach went on as usual.

PART VII

Equipment

(a) Cranes

(i) 10 heavy shovel type cranes were allotted to 1 Aust Beach Gp for operation. These cranes handled at least 70% of total bulk stores landed and were by far the most important single item of eqpt used. It is considered that much of the heavy awkward eqpt sent to the far shore could not have been handled without them.

(ii) The cranes were operated by personnel of 2/4 Aust Fmr Bn, maintenance being carried out by AASC. It is considered that some organization to administer and control the cranes of a beach gp should be raised and separate recommendations have gone to higher authority to effect this.

(b) Gravity Roller Runway

1500 feet of roller runway was taken in for primary use on beaches and a secondary use in dumps. The roller was not used on beaches, but was a necessity in ammn and supply dumps.

(c) Lighting

Lighting was by 5 KVA sets, 6 being available to Beach Gp. It is considered that a minimum of 10 is required.

PART VIII

1. MISCELLANEOUS

(a) Unit Stores

During the operation a total of over 6000 tons of unit stores were handled. In fact, the unit stores dump handled a greater tonnage than any other dump. Apart from the actual quantity of these stores the main difficulty arose through stores being greatly mixed up. This meant that hundreds of tons of stores had to be held and sorted in the beach maintenance area before being made available to units. A det of 2/4 Aust Fmr Bn staffed the dump in conjunction with the Personnel Transit area.

It was planned that labour would be obtained from transitory ops but this was not satisfactory, working parties had to be provided from Beach Gp labour reserves. It is considered that a trained and formed unit should be available to control the unit stores dump and in future ops it is recommended that one Sup Dep Pl be attached to Beach Gp solely for this purpose. The unit should be attached in sufficient time before hand to allow for thorough briefing and training.

(b) Personnel transit area

Personnel transit area was manned by det 2/4 Aust Fmr Bn satisfactorily.

(c) Vehicle transit area

Manned by det HQ 2/166 Aust Gen Tpt Coy satisfactorily.

PART IX - RAN COMMANDO "A"

1. Passage to Far Shore

(a) Beach Parties took passage to the far shore as complete units preloaded in two LSTs. This arrangement was most satisfactory as all stores were preloaded into LCVPs. provided by the respective LST. Last minute briefing was also possible by embarking as a complete party.

(b) Deputy Principal Beachmaster (Lt J A WHITE, RANVR) took passage in LCI 749.

(c) Principal Beachmaster, Reserve Beach Party No 5, Boat Recovery and Repair Party and Camp Party took passage in HMAS MANOORA.

(d) The passage to the far shore was uneventful.

2. The Assault

(a) Two Assistant Beachmasters, one Leading Seaman and two seamen landed with the second wave of assault troops at D plus 3 mins on each beach. The parties landed in the wave guide boats provided by the LST. This arrangement proved highly satisfactory.

(b) The main Support Parties landed with the fourth wave of Assault troops at D plus 9 mins.

(c) No 10 US Naval Beach Party proceeded inshore with third wave and carried out recce of beach for suitable beaching area for major landing craft.

(d) Detachment of Boat Recovery and Repair Party, under Command Mr. J. HOMEWOOD, Bosun, RAN landed with sixth wave at D plus 20 mins.

(e) Deputy Principal Beachmaster landed in seventh wave at D plus 25 mins.

(f) Principal Beachmaster landed in eigth wave at D plus 35 mins.

(g) Reserve Beach Party No 5 and remainder of Boat Recovery and Repair Party landed with eleventh wave on call.

(h) Beach Party No 1 - was under command of Sub-Lt Parkinson as Beachmaster, with sub-Lts North and Burns as Assistant Beachmasters.

(j) Beach Party No 2 - was under command of Lt. Merewether RANR as Beachmaster with sub-lts Fairbairn and Gates as Assistant Beachmasters.

(k) Beach Party No 5.- was under command of Lt Tedford as Beachmaster with Sub-Lt Hamilton as Assistant Beachmaster.

3. Beach Signal Section

(a) This section was under command of Sub-Lt Norris-Smith RANR.

(b) Two signalmen and two telegraphists landed on each beach with third wave of LSTs at D plus 6 mins.

(c) Commanding Officer and five ratings landed as Main Support Party, Brown 2 beach at D plus 9 mins.

(d) Petty Officer Telegraphist and five ratings with second wave, D plus 3 mins at junction of beaches.

(e) Follow up party comprising five ratings landed D plus 2 hrs.

(f) Two signalmen and two telegraphists remained afloat with Divisional Reserve and landed at WESTON on 13 Jun.

4. Beaching of Landing Ships

(a) The beaching of LCI(L), LSM and LST was the sole responsibility of the LST Beaching Officer, Lt-Cdr Carter, USN.

(b) It was his duty to select suitable beaching slots after receipt of Recce reports of offshore approaches submitted by USN Beach Party No 10 under command Lt. Myers USN.

(c) On selection of these slots it was the responsibility of the RAN Commando to erect transits.

(d) Beach Control of Landing ships was disorganised in the early stages due to a breakdown in communications. This failure was due to the immersion of one SCR 610 set. This was the only failure in what proved to be a faultless signal organisation.

(e) It was the opinion of the LST Beaching Officer that the most suitable beaching hour for LSTs was 1430. This did not meet with the approval of the Beach Group Commander who desired an earlier beaching of high priority ships which carried urgently required mechanical equipment and personnel necessary for the expeditious discharge of minor landing craft.

Under orders of Beach Group Commander, PEMr requested Assault Force Commander (Captain Hudson USN) to consider an earlier beaching. His request was referred to LST Beaching Officer. First LST beached on right extremity of Brown 2 Beach at 1439.

(f) From experiences on "Z" Day, PEMr does not favour dual control of the beachhead. It was later proved that personnel of RAN Commando are capable of satisfactorily beaching any type of landing ship. Twenty four LSTs were beached without mishap by RAN Commando on 28 jun.

(g) LCMs obtained a dry beaching on "Z" Day when all were discharged without drying out.

5. Minor Landing Craft.

(a) The beaching of minor landing craft was satisfactory on both beaches. The handling of craft from HMAS "MANOORA" and HMAS "WESTRALIA" was of a high standard. Some difficulty was experienced with craft from "TITANIA" due to crews deserting their craft and proceeding on sight-seeing expeditions. Several craft from "TITANIA" were left aground by the fast ebbing tide.

(b) The discharge of LCMs was considerably delayed by the absence of cranes. These were portion of the high priority mechanical equipment referred to above and were not available till after beaching of first LST.

(c) Cargo from LSIs was loaded in nets which remained in craft to permit of expeditious discharge on the beach. In the absence of cranes it was suggested that the nets be dragged from the craft. No suitable mechanical equipment was available for this method of discharge due to same being engaged on high priority work.

(d) In order that LSIs could complete discharge on schedule one LSM was despatched to each of the LSIs.

5. Beach Group Headquarters - "Z" Day

(a) One outstanding fault on Z day was the separation of Naval Commando from Beach Gp HQs. This was due to Naval Signal Section setting up a signal station approx 100' away, which the Principal Beachmaster was compelled to use as his HQ in the early stages. This was corrected on Z plus 1.

6. Beach Markings

(a) Beachmasters had paid particular attention to the preparation of beach markers. Beach extremity markers were erected with great speed by Advanced Beach Parties as they were visible from the "Line of Departure" at D plus 6 mins.

(b) Transit markers were well erected and favourably commented on by Commanding Officers of LST.

7. Boat Recovery and Repair Party

(a) No salvage craft were available for use by this party, salvage being the responsibility of the US Navy.

(b) Mr Homewood and party of nine seamen landed at D plus 20 mins and were responsible for the erection of transits.

(c) Later this party was detailed for recce of VICTORIA HARBOUR and berthing facilities.

(d) On the launching and mooring of Naval Lighterage Pontoons by detachments of US Construction Battalion, the BR & RS were instructed in the maintenance of pontoons and relieved the CBs within twenty four hours.

(e) A further detachment from this unit carried out recce of beach off cape KLIAS.

8. Beach Signal Section

(a) Communications throughout the assault phase and during later period, were of a high standard. SCR 610 sets proved ideal for seaward communications. The erection of a signal office also proved of great value. Beach signal station continued to operate on a twenty four hour schedule until relieved by Port Director on "Z" plus 20 days.

(b) Sub-Lt. Norris-Smith commanded the Signal Section in a very able manner and assisted by a very efficient staff headed by Leading Signalman Glassington, acting as Yeoman.

9. Beach Party No 5 and Camp Party

(a) On landing these parties proceeded to Commando Bivouac Area and prepared camp and hot meals for assault parties. Personnel of No 5 Party were used as reliefs on the beaches.

10. Duties of Commando on subsequent days.

(a) With the sailing of assault convoy the Commando directed its activities to control of lighterage.

(b) Principal Beachmaster acted in the capacity of Port Director until relieved by USN Port Director on "Z" plus 20 days.

(c) During this period four Liberty Ships and two smaller cargo ships were discharged over the beaches.

(d) Naval parties were made available to assist in mooring of Oil Barges.

(e) Various parties were detached for beach recce and assault foles with coastwise ops.

(f) On 30th Jun Naval Sig Tower ceased to operate as from 2359 hrs and on 1 jul USN Port Director took over.

11. Provision of Water Craft for Naval Commandos

From experiences in this operation PBMR considers it imperative that Naval Commando Units be provided with suitable watercraft in order that they may carry out their numerous duties to seaward.

[illegible]

[illegible]

1. The role of [illegible]/15 Aust Fd Coy and troops under command was to provide engineer assistance for 1 Aust Beach Group during the assault and capture of [illegible].

2. This report deals only with the operation on [illegible] during which specific engineer tasks included:-

(a) Clearance of beaches and EW of mines and booby traps.

(b) Assistance in recovery of vehicles on the beach.

(c) Construction of beach exits.

(d) Construction repair and maintenance of roads within the [illegible].

(e) Disposal of all UXBs

(f) Establishment of water supply

(g) Establishment of Beach Engineer Stores Dump

(h) Provision of beach lighting

(i) Provision of any further assistance ordered by Cond 1 Aust Beach Group.

ENGINEER COMMAND

3. CC 2/15 Aust Fd Coy [illegible] was in command of all engineers allotted to 1 Aust Beach Group for the assault phase. These comprised:-

2/15 Aust Fd Coy

1 Aust Mech Equpt Pl

1 Aust Beach Gp Stores Pl

Det 2/24 Aust Fd Pk Coy

Det 2/1 Aust Mech Equpt Coy

Det 2/1 Aust Boring Pl

5 Aust Bomb Disposal Pl

3 Aust Bomb Disposal Sec [illegible]

ASPECTS REQUIRING TO SPECIFIC

4. Training

Training in AUSTRALIA proved to be sound and along the correct lines. As a result of the amphibious operations carried out in [illegible] area all personnel were conversant with Beach Gp procedure.

The only task which had not been rehearsed during period

of basic training was the crossing of road craters caused by the initial bomb attack. Methods of crossing were however evolved and practised at the staging area (CREST I.

Further experiments in beach lighting were also carried out at (CREST I and a recapitulation of drill for lifting mines and booby traps with special reference to lessons learnt during T.R.I.D. operation.

Intelligence

5. Maximum intelligence available during the pre landing period was good and Terrain Studies and air photos made it possible to envisage probable tasks and requirements in men to a high degree with reasonable accuracy.

Preparation

6. Approx five weeks were available for pre planning in the Staging area. OC 2/15 Aust Fd Coy was a member of the Beach Group planning team and was relieved of all responsibility of Adm the Coy during the period.

7. The operation in general was executed according to plan and no major reorganisation was required once the landing had been made.

Briefing

8. A detailed scale model 20 ft square of the Beaches constructed in a building in the Coylines, and platoons and sections were briefed in detail on it.

9. Air photos and maps were available for inspection by all members immediately prior to each battle and during the approach voyage.

10. The detailed briefing paid dividends particularly in the initial stages when troops and vehicles were not landed at the planned points and traffic circuits had to be reorganised. Not one Engr vehicle or man failed to report to the correct place.

Loading

11. By allotting 12 trucks 3 ton of the Gen Tpt Coy to the carriage of engr stores it was possible to load all stores and equipment on wheels or sleds.

12. Vehicles were tactically loaded and distributed throughout the convoy in accordance with expected landing times. Due to

"shut outs" and last minute changes however vehicles did not always land as planned and stores were not always available at the time required. As an example 50% of the Beach Gp angle dozers and 6 mesh for beach roads was not available until D + 2 and then only after considerable difficulty had been experienced in locating the craft to which the equipment had been reallocated immediately prior to sailing.

13. Good conditions on the beach and in the DUKWs made improvisation possible and no serious delays were caused by the non arrival of stores.

ASSAULT

14. Beach Gp Engrs included in the assault waves of LVTs and LCVPs consisted of two recce parties landing at D + 6 mins and a mine clearance and Comd party at D + 17 mins - a total of 34 all ranks together with two angledozers.

15. The bulk of the working numbers arrived at D + 45 mins and were ferried ashore from the LCIs in DUKWs. By D + 60 two pls were working on the beach clearance and construction of exit tracks. The third pl landed at D + 110 mins after being delayed reason unknown, on the call in. 6 angledozers with 20 tons 9 mesh were ashore by D + 90 minutes.

EARLY TASKS

16. The object of tasks on D day was to make available facilities to clear the beach of vehicles and stores and to maintain the flow of stores direct from beach to dump areas. One pl was allotted to each of the following tasks:-

(a) Beach maintenance

(b) Repair and maintenance of existing recce circuit

(c) Provision of internal dump areas.

17. Early water supply was commenced on night D/D plus 1.

LESSONS

18. The following lessons were learnt from the operation:-

(a) Cranes for offloading of craft proved very successful but more organisation is needed for control and maintenance.

(b) If the Beach Group stores Pl is to hand over the operation of the engr stores dump as early as Z + 5 it hardly justifies its existence as the work could be done by a Div Fd Pk Coy.

(c) Greater provision of eqpt bridging for bomb craters should have been carried by Beach Gp Fd Coy

(d) "Walky Talky" sets should be carried by Beach Gp Engrs as immediate comm between beaches is imperative

(e) Changes in priority for discharges of craft carrying engr stores and equipment by loading staff without reference to Engr Comd could have seriously hampered work on beach.

(f) On a beach such as that at LABUAN a minimum of one angle dozer should be allowed for each LST unloading on the beach. Additional mechanical equipment placed under Comd during the initial stages should remain under Comd until all offloading is completed.

RECOMMENDATIONS

19. The following recommendations are made in the light of experience gained during this operation:-

(a) All mechanical equipment and cranes should be fitted with lights suitable for night working.

(b) At least six mobile lighting sets should be carried complete with floodlights to facilitate dump operation and road construction work at night.

(c) At least two electricians TC 1 should be carried on the War Establishment of a Beach Gp Fd Coy. If total strength was to remain unchanged the Surveyor TC 1 could be deleted.

TECHNICAL

METHODS

ENGINEER CONTROL ON BEACH

20. The Engineer Comd Gp on landing set up a Comd Post, on the boundary of BROWN 1 and BROWN 11 beaches. This operated until D + 10 hrs when Coy Headquarters opened in the bivouac area.

21. On each of BROWN 1 and BROWN 11 beaches R.E control posts

were established by the two Fd engrs when they landed with their recce in the assault waves. These posts continued to function for several days. The task of the officers manning these posts was to provide constant supervision of engr tasks on the beach and to give technical advice to the Beach Commanders, as required. They co-ordinated the use of all mech equipment working on the beach. This was essential during the initial stages of the landing when equipment was simultaneously required for beach clearance, exit construction, and vehicle recovery.

CLEARANCE OF BEACHES

22. Little difficulty was experienced in clearing the beach of obstacles. Neither mines nor booby traps were encountered though a few UXBs had to be made safe. Until it became obvious mines had not been laid the beach was carefully searched and exit tracks marked.

CONSTRUCTION OF BEACH EXITS

23. Since RIFLE RANGE RD ran parallel to the beach about 100 yds inland it was decided that this would serve as a lateral rd and that a number of exit tracks would be constructed to it from points where LSTs berthed. Initially 4 exit tracks were constructed on each beach and this was later increased to six. In all 1360 yds of exit tracks were provided.

24. The beaches were of firm sand and little difficulty was experienced in locating and constructing the tracks. Alignment was in some cases affected by bomb craters and the debris of demolished buildings, so that tracks were not always straight.

ARC MESH ROADWAYS

25. ARC mesh was successfully used in beach exits and over soft spots in the ESA road system. The mesh was laid over "FIBREX" and "PABCOTITE" building paper and in one instance over hessian. No preparation of the sub grade was necessary on the beach but where the mesh we used to repair roads on ESA large ruts were first filled with stone and timber.

26. Modified 5' steel star pickets were used to hold the mesh in position. These were of two designs. The first cut off to a length of 4'2" with a 6" length of ½" MS rod welded to form tee head at the top and the second cut to 4'2" with a top 4" flattened

and bent at right angles with the principal axis of the picket.

27. Two pickets were normally sufficient to hold each sheet of mesh in position. It was found that a picket with an overall driving length of 3' - 3' 6" would have been more than suitable but this was a matter which could only be recommended by experience and not by prior intelligence.

28. The mesh roadways stood up very well under traffic but required continuous maintenance. On the beach the mesh was not deformed by vehicles loaded to normal capacity but overloaded trucks brought in by RAAF units rutted the mesh considerably. Maintenance parties remained on the beach throughout the whole offloading period, relaying sheets, filling ruts and in some cases completely covering the mesh with sand.

29. In the initial stages of the landing LCVTs used an ARC mesh exit and later some RAAF tracked vehicles did likewise, resulting in complete destruction of the mesh. This once again emphasised the need for strict traffic control to see that tracked vehicles use only the exits allotted them.

REPAIR AND MAINTENANCE OF ROADS IN BMA

30. BMA roads consisted of those in the area bounded by and including CALLAGHAN, PANANG, RIFLE RANGE & NORTH ROADS. All the roads were narrow and with the exception of NORTH RD carried one way traffic only.

31. Road work consisted of repairing craters, widening and surfacing as well as the provision of culverts and internal dump circuits.

32. Two craters were initially crossed with a span of TLB but by Z + 4 these had been lifted and the craters filled. Suitable road making material was not readily available during the initial stages but the rubble from destroyed buildings formed a satisfactory substitute.

33. In all 1104 yds of main roads were gravelled and 3760 yds of internal dump roads constructed.

DISPOSAL OF BOMBS AND BOOBY TRAPS

34. Responsibility for disposal of all UXBs on LABUAN ISLAND was divided between Army and Air Force bomb disposal units.

35. Very few booby traps were encountered and work in the initial stages was confined to the lifting of UXBs and naval shells, as well as surveying and making safe dumps of Jap bombs.

WATER SUPPLY

36. The undermentioned quantities of water had to be found filtered if necessary chlorinated and detasted.

Z ≠ 2 24,000 gals

Z ≠ 3 24,000 gals

Z ≠ 4 50,000 gals

This amount was a Force requirement. After Z ≠ 4 only 30,000 gals had to be provided for Beach Gp units.

47. Initially water supply was from 4 shallow wells which were pumped alternately to give a daily output of 10 - 15000 gals. A second point was established at GOVERNMENT HOUSE using an existing well supplemented by the tapping of a spring in the vicinity. This gave an additional 1000 gals per hour.

38. On the arrival of the boring rig on D ≠ 2 a temporary 6" bore was sunk to 50' giving 800 gals per hour on D ≠ 4 work was commenced on a permanent water point at GOVERNMENT HOUSE This consisted of a 6" bore sunk to 150' yielding 1800 gallons per hour., with elevated storage and vehicle filling facilities.

ENGINEER STORES DUMP

39. OC 1 Aust Beach Gp Stores Pl was made responsible for handling all engr stores for the Task Force through the BMA.

40. The stores and bridging pls of 2/24 Aust Fd Pk Coy were placed under his direction from Z to Z ≠ 3 to assist in the landing stacking and issuing of stores. By the end of Z ≠ 3, 780 tons of Engineer stores had been received into this initial dump and none had accumulated on the beach.

BEACH LIGHTING

41. A lighting tower 27' high of tubular scaffolding was constructed on each beach for night offloading. Three 1000 watt lamps powered by a 5 KVA lighting set operated with each.

42. The lighting sets had been fitted into trailers 8 cwt and a delay was caused in the provision of lighting on Z day while the lighting sets which had been towed in by another unit were located.

43. An unforseen difficulty that arose was the cracking of lamps, not through operation, when they were suddenly cooled by a shower of rain. Another difficulty was the efficient installation and operation of lighting sets on two beaches by a Fd Coy which carries only one electrician on establishment.

UNLOADING RAMPS FOR LSTS

44. The flatness of the beach above LWM created a difficulty not forseen in the planning. LSTs berthing at high tide were able to force their bows onto this shallow shelf but as the tide fell the heavily laden stern floating inthe deeper water beyond the shelf sank, lifting the bow of the ship excessively. In one case when the ramp was fully lowered, it was still 12" above the beach.

45. Ramps of sand were pushed up with mechanical eqpt for each craft at each low tide. A ramp 12' high and 60' - 80' long could be formed in 1 hour but under traffic it required continual maintenance.

46. Timber ramps were tried and also semi-permanent ramps of sandbags but these were not a success as no effort appeared to be made to berth successive craft in the same spot and maintenance required after each high tide was excessive.

47. It is considered that due to the excessive height of many of the ramps equipment bridging such as MLB could not have been successfully used as the gradient would have been too steep. Sand ramps were quite satisfactory but if possible one angle dozer should be provided for each LST on the beach while off-loading.

EQUIPMENT

VEHICLES

48. Vehicles landed during the assault phase generally proved adequate thought the inclusion of the 8 remaining tip trucks of the Fd Coy would have been welcomed.

49. Vehicles functioned satisfactorily and the water proofing was effective.

CRANES

50. 'OSGOOD' type Cranes of varying capacities were used for the offloading of craft. The beach was firm enough

to hold them without the provision of barstandings. The only recommendations to be made is that the cranes each be fitted with a powerful light for night working.

COMMUNICATIONS

51. "WALKEY TALKEY" sets proved unsatisfactory for early beach communications but is considered that the equipment was faulty. No 11 sets were wrapped in waterproof covers and carried ashore in the early stages and functioned quite well. During the long approach voyage however the batteries tended to go "flat" and for future operations it is recommended that arrangements be made to have batteries recharged enroute.

ENGINEER STORES FOR BEACH GP ENGRS

52. It is considered that with the exception of ARC mesh the composition of the stores carried was very satisfactory. An additional 20 tons of ARC mesh could have been well used, particularly had more rain been experienced.

PART XI - 2 AUST BEACH SIG SEC

1. Unit Role

(a) To provide initial comms for the Comd of the Assault Bde.

(b) To provide lateral comms between landing beaches.

(c) To provide comms within the BMA, by line and SDS, and to act as clearing centre for Safe Hand Air-Courier service.

Tasks

(a) To establish a Beach Signal Station on each of the assault beaches, and to take over the line left by the assault bns as they went forward. To link the two beaches by line, thus giving the Bde Comd a direct line to the left bn.

(b) To establish a temporary MBSO (Main Beach Sig Office) on Brown Beach 2, for the use of the Bde Comd, giving him comms by wireless and line to each assaulting Bn and wireless comms rearward to the Div Comd and reserve Bn, afloat.

(c) To establish a MBSO on the site laid down in the Key Plan, to provide line comms to units in the Beach Maintenance Area, and a wireless link to the MBSO with the Assault Bde on the BORNEO mainland. To co-ordinate the arrival and despatch of Safe Hand Courier despatches from Catalina aircraft.

2. Particular aspect peculiar to the Operation

(a) It was anticipated that the line of trees along the beach front would be useless for the building of cable lines, after the shelling and bombing of the initial bombardment. Actually this was not so. Very few trees had been uprooted by the bombardment and the blast of the explosives had very effectively cleared the tree trunks of hindering foliage, leaving them free for the running of lines.

(b) It was not anticipated that the site laid down for the MBSO and the HQ of the Beach Op would be a swamp area. This was the case and as a result, the MBSO was sited some 250 yds inland from the position laid down in the Key Plan.

(c) It was not anticipated in the planning that advance units of 8 Base Sub Area would require comms supplied by the Beach Sig Sec. No provision had been made to cater for this unit, many of whom were concerned in the unloading of craft or

constructional work in the BMA. As many as 12 phones had to be borrowed (at a time when telephones were high priority) in order to cope with this problem. It is suggested that in future, such Base Area units, moving independently and away from their normal source of comms, carry a telephone to cover the position as stated above. Alternatively, that the telephone holdings of the Beach Sig Sec be increased.

3. Lessons

(a) It is considered that too much heavy equipment was carried ashore on the man. A change in the WET of the sections transport would overcome this. See recommendation para 5(ii).

(b) Too much fd cable was carried ashore on the man in the initial stage. A closer estimate of cables requirements, and a reserve carried on the Jeep trlr seems to be the answer.

(c) Large waterproof bags issued to carry wireless sets, were found to be too heavy and bulky to handle conveniently in the limited space of LCVP. See recommendations Para 5 (ii)

4. Recommendations

In the briefing of personnel prior to operations, it is suggested that all operators or linemen concerned with the operation of a wireless link, or the laying and cutting of lines, be collected together and briefed by the same person at the same time. This will save confusion and give the personnel an opportunity to get together, and iron out any problems of their own.

5. Technical

Methods

No difficulties were experienced in the allocation of personnel and technical equipment to the various tasks. The addition of the temporary MBSO, did not materially effect the broad plan, except to delay, for a few hours, the establishment of the MBSO. It is considered that the planning accounted for all technical problems that may have arisen.

Equipment

(a) Wireless - During the assault all wireless sets worked exceptionally well. W/T sets No 22 Aust (Yellow band) and W/T sets no 46 carried by this section. Later it was found that the resistors in the No 22 sets (particularly the 1 Meg Ohm and 100000 ohm) had to be replaced due to their increase in resistance. As much as 100% increase was found in some cases. Both the No 22 sets and the No 46 sets proved very satisfactory as far as this section is concerned.

(b) Line -

(i) The establishment of this section provides for 2 switchboards 10 line Magneto and 15 telephones "L". Switchboards 10 line U.C. functioned well for the first 10 days of the operation, after which time they developed shorts in the relays. Swbds 10 line U.C. are far too heavy for assault operations.

(ii) Telephones "L" considered very satisfactory. It is suggested that the bell be adjusted to give a loud ring, particularly when subscribers are sometimes some distance from the phone or where they may be called away frequently. In the BMA the noise level, caused by heavy traffic, barges, and other machinery, is sometimes very high, and the ring of the Tele "L", as it is now, is inaudible. The necessary adjustments to the instrument can be made by the section's instrument mechanics.

(iii) The rubber cover of the handset of the Tele "L" is not satisfactory. There have been many instances of sticky and perished covers, and it is thought that this is due to perspiration from the hands of telephone users.

(iv) It was found that the WET of telephones (15) was insufficient. No provision was made to cater for advance units of the Base Sub-Area and 12 additional phones had to be borrowed. 15 telephones are sufficient to cater for all Beach Group units, and it is suggested that if a Base Area switchboard is not to be installed early in the operation, provision be made in the way of extra telephones and possibly one extra switchboard, to cope with this matter.

(v) Assault cable W130 proved very efficient in the initial stages of the operation. It is essential that this cable be well built to get best results.

(c) Transport.

The WET for this section is 5 jeeps and 1 trailer. Only 3 jeeps were used in the assault stage, the other two jeeps coming in later with the follow up convoy.
It is considered that 1 trailer is insufficient. In this operation the lack of additional trailers was very noticeable, as personnel had to carry ashore equipment which could quite easily have been brought in on trailers had they been available. It is recommended that 2 additional trailers be added to the WET of this section.

(d) Tropic proofing and waterproofing.

The tropic proofing of eqpt has been very satisfactory. One No 46 set was completely submerged in salt water for 15 seconds. After the battery had been changed the set continued to operate for the next 24 hrs. Later it was cleaned and overhauled by the section instrument mechanic and the set shows no ill effects to date.
As mentioned in para 3(c) there was a need for small waterproof bags in convenient sizes to hold the component parts of wireless sets, particularly No 22 sets; also for other items of technical eqpt carried ashore.
Standard waterproofing (to stage 4) on vehicles proved satisfactory.

PART XII 2/4 AUST FD. BN

GENERAL

1. Unit role was that of Beach Bn in I Aust Beach Group.

2. Tasks allotted to bn were as follows :-

   i. Provide Beach Comds and Staffs on Brown 1 and Brown 2 Beaches.

   ii. Provide organised working parties to each Beach Comd to discharge cargo from ships and craft in accordance with stores unloading plan.

   iii. Provide staff to recce, organise and control MT.

   iv. Provide staff for RAAF stores landing area.

   v. Organise and co-ordinate def of BMA.

   vi. Organise beach def of beaches within BMA.

   vii. Assist in oct and maintainance of Beach Group signal office in accordance with Sig Plan.

   viii. Construct and control PW cage.

   ix. Construct and control Native Compound.

   x. Post sign posted public latrines on each beach.

3. All above tasks were carried out and no major problems arose which had not been met with or visualised in trg.

4. LESSONS

   i. Greater attention should be given to loading of ships prior to op. In many cases stores had been loaded laterally across the deck of the ship and then other stores loaded on top of them. In other cases they had been restacked during voyage to gain more sleeping space for tps, so that stores became completely mixed up.

   ii. In spite of prior trg 40% of vehs landed on X day were drowned. This was caused either by faulty waterproofing or bad driving. Sufficient bulldozers and tractors were available on the beach for recovery.

   iii. Unloading could have been speeded up if manifests of ships loading were made available to Beach Comd prior to beaching. He could then arrange for labour and eqpt in adv.

iv. Ramps of LSTs,as ships dried out,would not reach the beach and time was lost in building earth and sandbag ramps to bridge gap. It is necessary to anticipate this and have the required eqpt available as the tide goes out.

v. Some form of control from beach over ships movement after beaching is necessary. During unloading LSTs frequently retracted,sometimes for a few yards and sometimes to an anchorage.To do this ramps were raised and bow doors closed causing delays of up to 1 hr before unloading could be recommenced.No prior notification was ever given.

vi. More speedy method of clearing tps from Beach area on Z day is required.

vii. Beach Group vehs were not available for unloading early enough.

5. RECOMMENDATIONS

i. That beach bn biv area be sited close to beach, preferably between beach coy biv areas. This will ensure more efficient control.

ii. Signals

That provision be made for the storing of eqpt such as wireless sets,phones and switchboards on LSTs, in a place where they will be free from damage from weather at the same time be available for maint.

iii. That Beach Group stores vehs be carried on LSMs and beached before LSTs to enable speedy availability of trucks for discharging subsequent cargoes.

iv. That prior to op,the supervision of the ships' loading be carried out by LCCs,and LCOs,and that stores be slotted from front to rear so that,when unloading,at least three types of commodities can be off-loaded at once and to avoid sudden congestion at the dump areas.

v. That Beach Group unit stores be marked w

WE AND AET

I. That no amendment be made to WE.

II. That the following amendments be made to AET :-

(a) Clothing and necessaries

Increase of 1 Trousers JG and 1 Shirt JG to provide 3 sets per man.

(b) Sec J 2

Cat No JBA0403 - containers water 2 gal aust. increase to 200.

(c) Sec Y

Cat No YAA 785 - switchboards magneto 10 line (Aust) No 2. Increase to 3 to provide one res board.

Cat No YAA 856 - Telephone sets 'L' No.2 (Aust). Increase to 30.24 phones are required for Beach Group Signal Office lines incl 3 party lines. This would leave a res of six for maint.

Cat No.YAA 432 - Frames D and P 10 wire (Aust) No.1
230 - Connectors 5 pr double (Aust) No.1
137 - Boxes terminal sig office (Aust) No.1

Increase to 2 each to provide complete eqpt for 2 switchboards.

WPT

Increase of 7 jeeps and 11 trailers to provide an allotment as follows :-

4 jeeps	-prime movers for 2 pr Tk A guns.
1 jeep 1 trailer	Comd
1 jeep 1 trailer	Sig Pl(fitted with mech layer)
2 jeep 2 trailer	one each BCC.
4 jeep 4 trailer	Mortars and amn.
4 trailers	To be used when Tk A guns are in posn for delivery of ration

PART II

TECHNICAL

1. Craft Used

i. The following craft were available for unloading from ships in the stream :-

16 LCMs
4 LCTs
46 DUKWS
6 LSMs (From X to X plus 2)

ii. 495 tons of stores were unloaded from LSIs into 6 LSMs to enable speedy departure of LSIs.

2. Method of Unloading

i. Cranes

(a) Cranes were used on both beaches to unload hy stores from craft to MT, and to unload netted stores from DUKWs to MT.

(b) Cranes were switched from beach to beach and beach to dumps as required.

(c) Cranes proved indispensable for unloading hy. eapt too bulky and weighty for man-handling.

(d) Quick transference of cranes from point to point was not possible due to slow speed - 1 mph approx.

ii. Roller Runway

(a) This was used from craft or ship to dune line. It did not prove satisfactory. It took 2½ hrs to erect approx 350 ft and required 60 men to operate. This time incl moving from one LST to another.

(b) The tonnage rate per hr was never higher than 12 tons.

(c) As the tide rose the runway became covered with water and consequently stores became wet.

iii. Man-Handling

(a) Loading vehs in ship.

This is ideal method but was restricted to the period when a dry ramp or a loading depth - NOT more than 2 ft was available.

(b) By DUKW to dune line, then offloaded into MT.
This method was employed during the period when vehs could NOT wade the water gap. It is slow and involves double handling of stores, but does enable a continuous discharge of the ship.

(c) By DUKW direct to stores dump.
This is preferable to previous method but is dependent on availability of DUKWS. This method can be combined with previous one when DUKWS overtake offloading to MT on dune line.
If sufficient DUKWS are available to enable complete turn-round with continuous unloading of ships, this method would be ideal.

(d) By ferrying vehs between shores and ships on LCMS.
This is an effective method where there is a water gap deep enough for the easy manipulation of the LCMS.

(e) By unloading to naval pontoons.
NL pontoons were landed and placed in posn on BROWN 1 and 2 beaches on . plus 3,13 Jun.
They proved very suitable for unloading of LCTs and LCMs. Two craft can be berthed and unloaded at the same time by cranes. Pontoon on BROWN 2 carried away on one side on . plus 7,17 Jun, due to faulty mooring. It was then securely anchored by RAN.

3. <u>Beach Lighting</u>

Lighting plant worked efficiently from night of . day on. As a consequence rate of unloading during day was maintained throughout the night.

4. <u>PA System</u>

PA system worked very efficiently and proved an invaluable asset in control of work on the beaches.

5. Recommendations

i. That a transporter be available for speedy transference of cranes.

ii. That beach comds be allotted 1 jeep each.

iii. That for unloading 500 lbs aerial bombs a hook similar to can hooks with 6 hooks on a ring be provided.

iv. That cranes be provided with pipe slings,as the ordinary wire sling is not satisfactory for lifting of hy piping,and that in any case four instead of two wire slings be provided.

v. That engr eqpt incl at least 3 automatic loaders and 2 hydraulic cranes of the tractor drawn type be provided to handle hy stores.

PART XIII - 2/166 AUST GEN TPT COY

1. GENERAL - UNIT ROLE AND TASKS ALLOTTED

(a) Personnel of Coy, embarked between 25 May and 2 Jun 45. Strength as under :-

	Offr	ORs	Total	¼ton 4 x 4	2½ton 4 x 4	3 ton misc
HQ 2/166	3	25	28	2	1	1
2/47	2	96	98	1	33	5
2/48	2	95	97	1	33	5
2/166 wksp	1	25	26	1	-	7

Unit Role

(a) To land on Brown 1 and Brown 2 beaches.

(b) To supply transport as required to unload stores etc, from ships and transport same to dump areas.

(c) Supply staff to control vehicle transit area.

Tasks

(a) Vehicles were waterproofed and preloaded with unit stores and upon landing, transported stores to unit areas shown on First Key Plan. Vehicles loaded with stores of 24 Aust Inf Bde were unloaded and stores handed over to unit representatives present in Personnel Transit Area. Transhipment of stores was carried out in the following manners :-

Direct loading from LST, LCT and LCM. Transhipment by cranes from DUKWS @ from dune line. After unloading preloaded stores, vehicles reported to LST slots for reloading. Tonnages carried up to and incl Z plus 10 were:-

Z day	338	tons
Z plus 1	1655	"
Z plus 2	1219	"
Z plus 3	2213	"
Z plus 4	1684	"
Z plus 5	1207	"
Z plus 6	1139	"
Z plus 7	1493	"
Z plus 8	1104	"
Z plus 9	1194	"
Z plus 10	1429	"
Total	14,675	tons

(b) Vehicle Availability - 67 x 2½ ton vehicles were landed and 66 made available for Beach work until Z plus 3. Thereafter availability was 60 vehicles owing to repairs.

2. PARTICULAR ASPECTS PECULIAR TO GP.

Briefing - Personnel other than Beach Group units did not appear to be briefed properly consequently personnel and transport had no idea as to their destination or task thus causing congestion of roads.

Transport - large numbers of unnecessary vehicles were landed by Div units and RAAF on Z day. This transport was not unloaded until Z plus 1 onwards. Overloaded RAAF vehicles some 4 x 2 type towing trailers, drowned owing to faulty waterproofing, congested the beaches and roads.

Owing to the gradual slope of sea bed, craft grounded some distance from shore and could not be worked by wheeled transport until low tide. During this period, discharge rate was regulated by the availability of DUKWS.

(a) Lessons.

LSTs were badly loaded, having traverses of one item, consequently dump areas were not receiving a constant flow, eg. POL dump would be swamped with stores, and amn or supplies receiving only small quantities. This delayed transport and congested dump areas and road.

Large quantities of stores were received that only could be transported on semi-trailers. RAAF and engineer units co-operated in this unloading but insufficient trailers were available.

Full WE of jeeps of Gen Tpt Coy should arrive in assault convoy. They are required for control of MT.

(b) Recommendations

LSTs should be loaded with the commodities running lengthwise so that different commodities can be unloaded simultaneously and priority cargoes made readily accessible. If possible, Beach Gp personnel should

supervise loading of assault convoy (incl stores). Survey of stores prior to loading so that semi-trailers can be landed in assault convoy to overcome this problem. These vehicles to be attached to Beach Gp Gen Tpt Coy.

3. TECHNICAL.

(a) Methods

Brake drums, linings, wheel cylinders and brake retracting springs were damaged by salt water, sand and mud. As the removal of these parts is a major maintenance, it is not possible to include this as an ordinary routine matter without seriously affecting availability of transport. It is considered that the Army must accept liability by allowing sufficient time (minimum of 14 days) after the completion of the Beach Gp operation for complete overhaul of the parts concerned and replacement of damaged parts. The following amendment to scale of issue is recommended for gen tpt coy in amphibious operations. It is most essential that this scale be issued to the unit as delays were caused by Field Parks, who held additional stocks, not operating.

(b) Equipment

PART NO.		OBOK SIX USAGE	ENTITLEMENT Present total	ENTITLEMENT recommended
605360	Rear Linings sets brake shoes	66 sets	W/S pl 14 sets each pl 6 "	W/S pl 40 2ea pl 20
605379	" " front	16 "	W/S pl 5 sets each pl 5 "	15 W/S pl 10 ea pl 5
477474	Spring brake shoe retracting brake	82 only	W/S pl 5 sets each pl 5 "	W/S pl 60 15 eachPl 20

20 galls	PFU red lead	Special issue for amphibious operations.
20 "	PFU enam black(for wheel rims)	
5 "	Linseed oil	
5 "	Turps	
4 Lbs	Powdered Graphite	

Suggested amendment to WE and WET

Signal Equipment - it is considered essential that some form of communications should be included in WET as calls on signal units preclude the installation of internal systems in CTC and Control points.

Suggested Amendment.

Personnel	NIL Unit orderlies have been trained in installation.			
Equipment	10 line switchboard - 1 sets, telephone - 8		HQ	1
			Pls (1 ea)	3
			Traffic control	3
			Spare	1
			Total	8
	Cable, miles			2

PART XIV - 2/106 AUST GEN TPT COY

GENERAL :

1. The primary task allotted to the DUKWs once the off loading of preloaded stores had been completed was the offloading of Maintenance Stores from ship to shore.

Vehicles landed were as follows :-

No of vehs	Time Landed	2/106 Unit stores	Other unit stores	air craft	Maint stores	Total
10	Z plus 3 hrs	8	2	-	-	10
15	Z plus 3½hrs	6	-	3	6	15
8	Z plus 4 hrs	1	3	-	4	8
19	Z plus 7 hrs	1	-	-	18	19
14	Z plus 2 days	-	14	-	-	14
66		16	19	3	28	66

By Z plus 8½ hrs 52 vehicles were available for work. The delay was due to preloaded vehicles taking 6 to 8 hrs before being offloaded at dump or Dump Line; Low tonnage was entirely due to road hold-ups and delays of up to 3 hours on turn round. The following table shows DUKWs available, in Wksp and used, with tonnage carried for each 24 hrs :-

	Available	Wksp	Used	Tonnage	Remarks
D	49	3	49	249	
D plus 1	47	5	42	1671	
D " 2	50	2	47	333	Offloading LSTs practically completed and low tonnage due to waiting for ships to make firm anchorage
D " 3	59	7	42	667	
D " 4	58	8	58	1386	
D " 5	56	10	52	1363	
D " 6	60	6	48	1131	
D " 7	62	4	42	1017	

The following additional tasks were carried out :-

(a) Evacuation of Casualties by DUKWs from land to LSTs, LCMs, Hospital Ship and Flying Boats.

(b) Conveyance of Native Personnel and Native Rations for BBCAU.

(c) Refuelling Flying boats.

(d) Mails to Flying Boats.

(e) Supplies to troops on PAPAN ISLAND, HAMILTON PENINSULAR.

(f) Disposal of Bombs at sea.

(g) Ferrying personnel to and from ships in stream.

(h) Towing pontoons for Port Construction from ship to shore.

(i) Coastal Patrols.

(j) River work (carrying supplies and patrols) on mainland.

2. The intensive training carried out by the Coy on the mainland in a minor exercise with the assistance of Lt Comdr McKAUGH and Capt KENNEDY of 1 Aust Beach Op proved of inestimable value. Due to delay in movement from the mainland to staging area it was not possible to liaise to the fullest extent with Formation HQ regarding the preloading of DUKWs. Therefore the preloading of ₰25 pdr with amn, sig eqpt and gun crew could not be tested. This also applies to the preloading of AUSTER PLANES.

LESSONS LEARNT

This first operation of an Aust DUKW Coy was almost in the nature of an experiment and it proved that in general the basic training as given was sound.

The following lessons were recorded:-

(a) When loading stores on LSTs at sea the main weight of the load should be kept from the centre of the Cargo Hatch and forward.

(b) A DUKW should always leave the LST stern first in order that control of the craft can be obtained from the propeller. If the DUKW leaves the LST bow first the only control is by means of the front wheels which is not sufficient if a strong current is running.

(c) Vehicles must be thoroughly and efficiently maintained before being committed to Ops as they can expect to work at least 48 hrs with only minor maintenance work being effected.

(d) OR Rations and fresh water to be carried on DUKW at all times.

(e) A DCP(DUKW Control Post) to be established by recce party immediately on completion of recce.

(f) All DUKWs, whether preloaded or not should check in at this point at arrival at beach for the following reasons :-

(i) If preloaded with Amn to be taken to Gun positions, guides have a definite point to assemble.

(ii) Officer i/c of DCP is fully aware of road and dump conditions and can retain DUKWs, or arrange unloading on Dune Line with BCC thereby reducing road conjestion and delay due to inaccessability of dump areas.

(g) It is impossible to lay down that a fixed number of DUKWs will work a certain type of vessel, as the number of hatches working varies from time to time and additional hatches are opened frequently at a few minutes notice. There are also various delays to be allowed for, such as hold-up at ship, mechanical failure of crane eqpt, delay at dump areas etc. As the primary task is to get ships cleared additional DUKWs would be sent out to the vessel by the DCP so that the ship can carry on discharging even though the cargo is kept on wheels.

INTERNAL ORGANISATION OF COY

(a) During the first 7 days it was not possible to operate and maintain section identity for the following reasons :-

(i) Some DUKWs go direct to dump and others offload at the Dune Line.

(ii) A DUKW will not necessarily return to the same ship each time.

(iii) Transport is in the form of a pool, although separate Pl vehicle parks and maintenance areas etc have been established.

UNLOADING

(a) The following can be used as a guide, conditions permitting smooth continual running :-

(i) Where water gap is 80 - 130 yds and DUKWs are off-loading by crane onto 3 ton trucks on the Dune Line, 8 DUKWs per LST are required if there are 3 to 4 cranes working.

(ii) If a 2½ mile circuit (water-land) from ship to dump is in use, 10 DUKWs per LST are necessary.

(iii) With ships standing off in stream the best method is to send out 2 DUKWs per hatch (one loading, one standing by) and when DCP see a DUKW leave the ship's side, another DUKW is sent out. This system worked well with ships up to 2 miles offshore.

(h) During discharge of ship in stream, it is essential for 2 sig personnel to be on board for ship to shore communications. Messages can also be passed by this method for BCC.

(i) If possible, a waterman sjt or suitable NCO should also be on board during discharge of ship for control of DUKWs at ship's side.

RECOMMENDATIONS

(a) That a tubular steel raised platform, 14 ft high, with a platform area of 8 ft x 10 ft be part of Unit eqpt for a speedy erection of a DCP. The latter has been found most essential for the control of DUKWs.

(b) In view of the complete failure of 108 Mk ii wireless sets in Ops. that one wireless set No 128 (Aust) be made available at an early date for trials. Herewith is LHQ memo 218-74 of 12 Feb 45 para 3.

Quote " Wireless sets No 128 (Aust) will ultimately replace wireless sets no 108 Mk ii and prevision has been made to include requirements of Amph Veh Inur. All relative WETs including that of AVI will be amended at a later date to provide for the issue of Wireless Sets 128 (Aust) but supplies will not be available until late in 1945" unquote.

(c) That a spot light be fitted to each DUKW by using Jeep headlight design :- Swivel head mounted on telescopic bracket in conjunction with existing rear vision mirror.

MATERIAL

GPW 13005 or 13006 Head Lamp Assy	1
Tubing steel 5/8 in External Dia	2 ft
Wire, automotive laquered cotton covered 3 or 4 mm.	6 ft

(d) Port and Starboard Lights.

These are most essential for night operations and the present moment experiments are being carried out.

(e) It is strongly recommended that consideration be given to an increase of 30 drivers in Pl strength. There are two operators for each D UKW (Dvr & Co-Dvr) who should be on the vehicle at all times, but it has been found that the DUKWs are required to operate over 24 hours, for indefinite periods. Consequently DUKWs had to operate, even at night,with only one driver and this can be extremely dangerous in bad weather or rough sea. In view of lack of trained personnel available to cover wastage, such an increase would give a nucleus for training personnel as DUKW Operators.

(f) Phones : Direct Phone communication with MBSA and DOP is essential within Z plus 6 hrs. In OBOE 6 it was 36 hrs before phones were connected. Consideration should also be given to the allocation of two phones to Coy HQ and one per Pl for inter-Unit hook up to be established by unit personnel.

(g) The inclusion in WE of a Coy of a light craft with shallow draft and capable of approx 12 knots is considered essential, for the control of DUKWs at sea, economical transport of liaison personnel and recce duties, (it is impossible for one DUKW to overtake another). Such a craft would also be used for the speedy location of DUKWs posted overdue.

(h) AVI :

It is strongly recommended that the AVI ME and WKT be cancelled and personnel with eqpt be absorbed into the Pls. The officer, Watercraft Sjt and Dvr-Batman also cook would be added to Pl HQ with exactly the same duties and responsibility as previously. The Sig Personnel to become an extra section of Pl. One Dvr/Mech to be added to Pl HQ as Dvr of the Recce and Liaison DUKW or Launch (if same can be obtained). The TMT Clerk to be a clerk on Pl HQ. This is considered necessary as no provision is at present made for transport records and "Q".

Balance of AVI Wksp section to be added to Pl Wksp Sec with the following variations :-

S/Sjt Mech to be a Sjt to leave on S/Sjt in charge.

One welder to be a Panel Beater.

ME

Addition to Pl from AVI of all AVI Eqpt. Addition to Pl Wksp section of AVI Wksp Eqpt as varied below :-

SUGGESTED WKSP MET FOR A TRANSPORT PLATOON DUKW WITH THE AVI WKSP SECTION PERSONNEL ABSORBED INTO PLATOON

WORKSHOP EQUIPMENT - Based on Tropical Scale "A"

WORKSHOP VEHICLES *- Scale "A" less diamond T Wrecker plus essential eqpt ex AVI as follows:-

SECTION F

EAA 0453	Chest, tool fitters MT	1
	Kits Tool -	
2015	Dvr Mechs	2
2016	Electricians H/S	1
2027	Mechanics MT	2
2028	Painters	1
2024	Welders	1
	Vices Bench parallel cast 4½ in	1

MAJOR MACHINE TOOLS

Apparatus -

Oxy acetylene welding & cutting No 1 (AUST)	1
Plant welding Electric Eng driven No 1 (AUST)	1
Generators Acetylene portable	1

SECTION H.1.

HA 0542	Cylinders O- Acetylene	1
0561	Oxygene	1

SECTION J.1.

JA 5313	Covers waterproof 208 x 15'	1

SECTION Z.2.

ZBA0001	Charging sets 300 watt Mk 1 (Chore horse - Johnson)	1

PLUS ITEM NOT SHOWN ON EITHER WET SECTION F

FAA 2030	Kits tool Aust Panelbeaters	1

SECTION Z 2

ZB 0135	Charging sets 1260 Watt No 2 ONAN	1	These items are now held by Pls but are not on Scale "A" & are reqd for the charging of signal batteries
ZB 1818	Associated stores & eqpt	1	

TECHNICAL

Repairs		Remarks
SEIZED MOTORS	2	These were caused by the Flexible Oil Line to Oil filter breaking. This Part is not available To eliminate the trouble as most of the Oil Lines were perished, Oil filters were by-passed.
WARPED OR CRACKED MANIFOLDS	28	These in my opinion are caused by back pressure in the Exhaust system. To overcome this straight through exhaust systems are being carried out as speedily as possible. Manifolds when warped have to be aligned by hand thus creating wasted man hours; Also R/Stud is being sheared, necessitating removal of Cyl Head, removal of stud and retapping.

PROPELLOR SHAFTS BENT

21 In the first place these wear caused by bad roads and entrances to dumps; later by petrol drums being unloaded from ships and instead of floating ashore as anticipated lodged in the mud and caused 13 of these repairs. Had skegs been fitted they may have saved several shafts from the drums, but those damaged by road, the R/Hull would have been torn out. Unit held no special pulling tools for this type of repair. Indents were submitted 8 mths ago with a reply in APR that they were NOT available, and to re-indent in 6 mths time.
Inner thrust bearing retainers were found to be broken on dissembling; These had to be erased as no stock is carried and the parts are NOT available. Three shafts were reinstalled with twisted splines.

PROPELLOR SHAFT OUTBOARD BEARING SUPPORT

7 These were torn away and lost when shaft was bent. A sample was taken to AEME who took 7 days to make 2, with remarks that they would make no more. To place vehs on the road we made a mould from whatever loam that was available and cast supports from Duralium obtained from a Jap propellor, with metals added to increase tensile strength. When these supports were broken off, in most cases studs were sheared.
These had to be drilled out and holes filled with bronze, then retapped. These and many other threads applicable to these vehicles are UBS (SELLERS). DADT 1 ARGA was informed that this item was most

essential for the efficient operat
Pl and to date this Item is not to han

TYRE INFLATION DEVICE	30	These mostly consisted of broken connectio. linkages caused through drift wood and seized diaphram rings. Repairs were carried out by weling and improvising of metals.
HULL	10	Hulls were damaged mainly from drift wood. Hulls averaged holes from 1 in to 3 ft in diameter.
FLOOR BOARD SUPPORTS	12	These were badly damaged, requiring removal, straightening and rewelding due to bad handling of cargo. Pls have been instructed to place four 12 ft dunnage boards on the floor of the Cargo compartment until further supports can be fitted.
RUDDERS	8	Five of which are stuffing boxes through worn bush; will be replaced on arrival of wksp vehs. Three with damaged Rudders and bent rudder shafts.
BRAKES	16	Mostly adjustments with a few seized wheel cyls caused by idleness at assembly area BRISBANE and in transit. These can be rectified with the minimum of spare parts used.
CENTRE BEARING PROPELLOR SHAFT DRIVE	2	These Bearings are of a sealed type and have seized. Bearing not obtainable to date and none issued in Sealing. To get over the difficulty bearings from winch drive were substituted. Old bearings will be freed then boiled in grease and replaced on winch drive.
MAJOR REPAIRS	2	DUKW on which sling load was dropped necessitated removal of side and back coaming and replacing a new panel 6 ft x 2 ft in hull. DUKW which sank in 40 ft of water. Hull badly damaged in salvaging. Engine, trans etc has to be overhauled.

MINOR REPAIRS - Numerous cases of water in lines, necessitating dissembling fuel filter, fuel pump, carby, draining of tank and lines. Most of this trouble was caused from sediment from 4 gall drums. Seized and leaking Bilge Valves caused by dirty Bilges, due to insufficient care being taken by dvrs in the carrying of timber, cement etc. Bilge pump strainers have been found to be clogged with cotton waste and rubbish. Most of Higgings Bilge Pump Chains had to be adjusted. Gear Pins - approx 20 were replaced in the first 24 hrs. This trouble will run in cycles as pins wear and are fitted as a safety device.

SPRINGS 3 These had to be replaced, probable cause - striking permanent objects in the water, eg. anchor chains.

HEADLIGHTS (Sealed Beam Lamps) All vehicles arrived on ISLAND with 2 good lamps. 24 have been replaced and now 80% of vehs have only one efficient lamp. In my opinion these lamps are not suitable for this type of veh. In most cases damage to filament of the map is caused; when mooring - vehs bump ship's side mainly due to swell from the sea. It is suggested that these could be replaced by conventional truck lamps - CVT for example.

FRONT PROPELLOR DRIVE SHAFT Only one of these has been broken and as part is not obtainable, repairs are being effected by welding broken spline to shaft, making of sleeve which will be shrunk on then welded.

WHEEL NUTS

Maintenance of wheel nuts will have to be checked when vehs are operating at full pressure as 90% of wheel nuts after the first 48 hours were found to be loose, some missing.

EQUIPMENT

The Jeep mech "B" loading maint nos 1 and 2 are inadequate for work on these types of vehs and could all be replaced with one "N" loading truck to each pl. Where two or more pls take part in an operation it is advisable if possible to take heavy wksp pl vehs as the delay caused by work taken outside wksp from my experience here prevents vehs from returning to operations from 3 to 7 days and longer than is necessary.
One case for example - making a new "Woodruff Key" filling key way with bronze, recutting and making bush, the vehicle was off the road for 4 days, whereas it is only a 6 hr job with eqpt.

SCALING OF PARTS

The scaling of spare parts held by 2/106 Aust Wksp Pl 2/19 - 2/20 Aust Tpt Pl (DUKW) are approx 40% with practically no transmission or marine parts. It would be appreciated if inquiries could be made as to whether these parts are obtainable on mainland (ord BANDIANA) if so could issue of same be expedited as soon as possible. Advice was received that supplementary parts issue would be made prior to leaving the mainland but to date these parts are not to hand.

SHELTER

It has been found through experience that any unit operating DUKWs a portable shelter could be erected for personnel working in the sun.

Water Piping or any scrape metal which could be made into a frame - 7' x 7'6" x 5' with domed top covered with canvas.

This shelter will sit on deck and can be moved to provide shelter on any part of the vehicle.

PART XV 2/240 AUST SUP DEPOT PL

GENERAL

1. 2/240 Aust Sup Depot Pl with under comd 179 Aust Sup Depot Pl (AIF) and det 14 Aust Works Coy was allotted the following tasks :-

(a) To operate and maintain a supply dump in the Beach Maintenance Area.

(b) To receive all supplies and expense stores from the initial assault convoy into such dumps- such supplies representing 30 days requirements for a force of 22,000.These consisted of 5 days POR 2;10 days BEL 6 ;15 days EMPA including both biscuits and bread making materials,and 30 days expense stores including tobacco,papers matches and chocolate D ration. .. reserve of one 3 rations was also included.

(c) To issue from D plus 1 onwards to Bde,Div and Beach Group Supply points daily bulk requirements of such supplies.

(d) To establish a water point in Supply Dump area- water being brought in on the Assault Convoy in 2 gal water cans- from which unit daily requirements were met.This water point was utilised by Div,Bde and Beach Gp Sup Depot.

(e) To receive all BBCAU and American supplies into Supply Dump Area and Issue in bulk to BBCAU and American Units.

(f) Platoons were utilised as under :-

2/240 Aust Sup Depot Pl Receiving,sorting, stacking and issuing in bulk to the Bde,Div and Beach Gp Supply Depot Pls.

179 Aust Sup Depot Pl Assisting 2/240 Aust Sup Depot Pl in above tasks until such time as EMPA rations were issued to units (D plus 5) when this pl operated the Beach Gp Supply Point.

(g) On X plus 5 re-supply to Mainland Depots commenced from BMA supply dump. This consisted of SWPA rations. Owing to the high rate of discharge from Assault LSTs and also from two AKA's which were discharging SWPA rations requiring sorting in Supply Dump area an additional Sup Depot Pl (2/187 Aust Sup Depot Pl) was attached to handle re-supply missions. Had re-supply missions consisted of ABL 6 ration and not SWPA at this stage of the operation such missions could have been handled by 2/240 Aust Sup Depot Pl.

(h) Stores ex re-supply were handled by 8 Aust Base Sub-Area.

2. It is considered that such training as - recce, selection and lay-out of dump sites as was received by all personnel in previous Beach Group training, covered all aspects of the Supply Depot Platoons' role in this operation.

3. (a) The establishment of an area, distinct from the main Supply Dump but within the perimeter of the Supply Depot Pls area allotted in the first key plan, into which some 200 tons of ABL 6 rations were dumped and stacked and which was solely utilised as Bde, Div and Beach Gp Supply Points up to X plus 4, was found to be of great advantage in so far as that it relieved the congestion of traffic in the main supply dump where mixed loads of SWPA hospital, rations and expense stores were arriving at a very high rate. As soon as Bde and Div Supply Points were moved further forward this area became the established area for the Beach Gp (and ultimate sub-area) DID.

(b) The use of roller runway and 1yd crane proved its value in a supply depot pl with a Beach Gp.

Commodities were received in very mixed loads which necessitated sorting which could have not been made possible without roller runway. A transit area was not possible to establish, there not being sufficient personnel or available transport to move sorted commodities to their respective dumps;therefore each small area where stores were sorted over runway although initially being a transit area eventually became a small dump area which contained the majority of SNFA commodities in stacks up to 20-30 tons each.

Separate areas had to be allocated for expense stores,hospital supplies,tobacco etc,which when sorted must be removed from dump areas to a security area to prevent pillage.There was no pillaging of these commodities in the Supply Area on this operation.

1yd crane was essential for quick discharge of DUKW's in which all cases etc arrived in cargo nets direct from ship's side.This procedure also assisted labour parties who, when DUKW's helped to unload a small quantity of SNFA rations ex LSTs,found difficulty in unloading cases over the side of the DUKW.

(c) It was found that lighting of the dump areas was essential;without such lighting,supplies could not have been sorted at night,which had such been the case,issues of SNFA rations could not have been made as early as they were.

(d) Labour being on the spot and available for supplementing shifts if necessary,was found to be of great advantage.Shift work of three (3) six-hour shifts was worked by this pl on this operation and on this basis men worked efficiently throughout the operation.

4. It is recommended that :-

(a) In view of the uncertainty of the supply area as allotted in first key plan,being suitable for the storage and stacking of supplies,and if such were the case a further reconnaissance for an alternate site being necessary,some means of transport be made available for recce party.In this operation neither pls truck ¼ ton 4 x 4 nor truck 2½ 6 x 6 arrived in supply area until H plus 12 hours.
On this operation the site allotted this pl for a supply area consisted of an area approx 500 yds by 300 yds being equally divided by a main road. This gave the choice of either areas if necessary;of these two areas ,only one was suitable for storage of supplies.The size of this area was adequate for tonnage received.
It is suggested that the size of the area required for Supply Depot Platoon in each Maintenance Area is 300 yds by 250 yards with an alternate site of same size to be used if necessary.

(b) As in this operation- labour be attached to Supply Depot Pl-number of personnel required for labour being 75 plus cooks etc.

(c) Such stores as BBC.U,if to be storredin Supply area should all be clearly marked with the BBC.U marking.This was not done in this operation with the result that unmarked commodities for BBC.U were stacked with the same comridity included

(d) If ABL 6 ration is available in sufficient quantities it would be of greater advantage to the Supply Depot Pl, if such could be issued for a longer period than they were on this operation before SWPA rations are issued. SWPA rations were issued on L plus 5.

5. Equipment

(a) Equipment made available to this pl for the operation was :-

i. Roller Runway - 300 ft (with a further 300 ft if required)

ii. 5yd crane - 1

iii. 5 KVA 240-415V generating set - 1

iv. 1000 watt floodlights with standards- 3 plus necessary lighting eqpt for offices.

This equipment proved its value to a Beach Gp Supply Depot Pl and it is stressed that such eqpt be given high priority of discharge in order to be available for immediate use from night of L day.

PART XVI - 57 AUST BIPOD PL

GENERAL

1. This platoon was responsible for the receipt and issue of all POL required for the assault force, including RAAF and US forces from Z day till Z plus 20.

The work was carried out with the assistance of 62 Aust BIPOD Pl and 60 personnel from 14 Aust Works Coy.

Detailed issues were from Z plus 1, on presentation of an AAB 55(a).

The total tonnage handled inwards was 4500 tons, of which 510 tons comprised 4 gall drums.

Should a similar task be required again, it is suggested that 75 actual working personnel be made available to handle the work. The peak tonnage handled was 205 tons by 14 men, in 6 hours at night.

Dumps roads and culverts were completed and all bays cleared by Z plus 5. This work was done by engineers.

The lighting of the dump area was completed by unit personnel by Z plus 4.

2. All phases of the task allotted were normal BIPOD duties and did not present any unforseen difficulties.

3. A considerable amount of unit equipment is not required in the initial stages (approx 3 tons); this comprises of drum bungs and washers (2 tons), drum cleaning machine, tinsmith's toolkits, roller runway (3" pitch) 40 ft. These items are not required till later in the operation and should be left for the follow up.

4. As a BIPOD Pl only carries one officer, it is suggested that for Beach Gp operational work that an extra officer be allotted to the original platoon. It has been proved that one officer cannot cope with all the duties required to be covered by him, during the initial stages.

It is recommended that only 7 days supply be taken in 4 gal drums, and an issue of 3/4" taps be made through BIPOD to assist units handling 44's. The number of times that 4's have to be handled before reaching their final destination, makes

then an unsuitable pro-osition. In using only a minimum number of 4's they can easily be re-filled at BIPOD if required for further use.

TECHNICAL

METHODS

1. To reduce further the number of 4 gal drums it is suggested that vehicle re-filling Point be established at a suitable point as per First Key Plan and operated by BIPOD.

All vehicles could then be refueled without having to return to unit lines, and also help to reduce the number of vehicles collecting detailed issues from the main dump whilst the full pressure of unloading is in progess.

These vehicles refilling point could easily be established and oper ted with very little alteration to the present 44 gall drum decanting plant. This machine is capable of emptying 20 x 44 gall drums per hour, if required, with four outlets.

Once the initial rush of receiving 4 gall containers has past, a transit platform is necessary for the sorting of 44 gall drums coming into the dump. This platform would then eliminate any hold up of vehicles that may occur due to sorting as the containers are unloaded in the bays. This platform would be required to be approx 40 ft long and 30 ft wide, built the height of a vehicle table. Drums could then be trans-shipped across the platform and sorted at the same time, loaded on to one or two vehicles which would be used only to transport the sorted drums to their respective bays. Vehicles carrying only one gr de would be sent direct to the required bay. The actual number of vehicles required to transport the drums from the beach to the actual stack would not be increased, and the turn round increased, plus the fact that extra transport and labour would not be then required later to move drums to their correct stacks.

EQUIPMENT

2. Additional electrical wire is required for dump lighting. WET only allows 1500 ft and for actual Beach Group work 2000 yds is required to light a 4000 ton size dump.

The addition of an extra mechanical loader for 44 gall drums would be of great advantage. This could also be used as required on the beach. Mechanical loaders were tried out on Brown 11 for loading 44's ex LSMs and would be of even greater value in unloading LSTs.

PART XVII - 1 AAMC COY (BEACH GP)

GENERAL

Nature of Op and Tasks Allotted

1. 1 AAMC Coy had the task in this operation (a) of establishing BDS on Brown 1 and Brown 2, and was responsible in initial phases of landing for collection of casualties from assault Bns. This role was to be modified after D plus 2 hrs to collecting casualties from ADSs of 2/3 Fd Amb which would then evacuate the assault bns (b) 1 AAMC Coy was also given the task of evacuation seaward of casualties after necessary treatment as directed by DADMS 1 Aust Beach Gp. Half Coy 2/3 Fd Amb was allotted to assist BDS Brown 2 and help set up MBDS but was not available during operation. (c) 1 AAMC Coy was also required to collect and dispose of casualties which occurred on the assault beaches and within the BMA.

2. There were no tasks allotted which had not been visualised in training except that all surgery on native casualties had to be undertaken by this unit, BBCAU detachment having no surgical facilities. Owing to late landing of ADS on Brown 1 and the speed of the advance BDS on Brown 1 had long carries from 2/28 Bn before arrival of tpt.

3. Lessons

The evacuation of casualties was not delayed even despite over long carries on Brown 1 sector because casualties were light on Brown 2 and extra stretcher bearers were transferred from Brown 2 to assist this BDS.

The half Coy of 2/3 Fd Amb allotted to BDS did not land until Z plus 1. As there were not many casualties establishment of BDS on both beaches could be effected by BDS personnel, but had there been many casualties the establishment of MBDS by night of Z Day would have been difficult.

There are insufficient personnel to set up proper holding facilities for patients if the majority of unit SB personnel are committed to carrying casualties.

It is recommended that half coy of reserve Fd Amb be landed early to assist Beach Dressing Station to set up the site of Main Beach Dressing Station.

TECHNICAL

Methods.

The Surgical Team landed Dplus 3 hrs. All operations on Z day were performed on LSIs. This worked very well, The surgical Team should not be part of the AAMC Coy. It should be attached for an operation or be under the control of ADMS, as in fact it was, and moved to whatever place a surgical centre is required. The MBDS after Z plus one become an holding centre for minor sick and expanded to 50 beds, and also held and treated 10-15 post operative native surgical cases. This continued until 6 Jul.

EQUIPMENT

1. Coverage - Tarpaulins did not make very satisfactory coverage except for immediate light shelter. The 20 x 15 type supplied on ME were too heavy and as carried by hand proved exhausting to the carriers. It is suggested that the new light type tarpaulins be supplied in lieu.
2. Marquees hospital small are better shelter in tropical areas. Tarpaulin shelters do not give adequate protection in beach areas from driving rain.
3. It is recommended that 4 tarpaulins 30 x 20 light be supplied in lieu of 8 tarpaulins 20 x 15 and 3 marquees hospital small, or two marquees hospital large.
4. Rucksacks were not found to be suitable. Sufficient medical equipment for use in all centres before arrival of vehicles can be carried ashore in haversacks with basic pouches small attached to sides.
5. Other equipment was adequate.

PART XVIII 20 AMCU

GENERAL

1. Unit Roll and Tasks allotted

i. To carry out Malaria and Dengue Control in the Beach Maintenance Area.

ii. Particular Aspects Peculiar To Operation

Nil.

iii Lessons

The necessity of having a power sprayer in the unit equipment for quick adult control in the early stages of the operation.

iv. Recommendations

Unit to be larger than 'C' Type or to be increased in strength.

TECHNICAL

2. i. Methods

Unit commenced control on D plus 1. Adult spraying with 2% DDT in kerosene with pyrethrum was carried out in all buildings of hospitals, native compounds and houses taken over for use. Had a power sprayer been available for this work it could have been carried out more efficiently and expeditiously. Plaster of Paris and Saw-dust cubes soaked in malaria oil and 5% DDT, and DDT solution in Malaria Oil were used for larval control. The cubes are a quick efficient and lasting means of controlling breeding in shell and bomb craters.

ii. Equipment

Full A E T Equipment is sufficient for the operation. Small unit transport is required at an early stage of operations.

PART III. [illegible] BEACH MAINTENANCE AREA

GENERAL

1. Unit Role

The task allotted to this unit was the recovery and and repair of vehicles and equipment in Beach Maintenance Area. The most important of these were the recovery of drowned and stalled vehicles from the water, and the further task of repairing these vehicles and getting them back on to the road in the shortest possible time. Prior to the operation, the checking and repairing of vehicles to assure that they were in good condition, and the supervising of the waterproofing. This unit was also called on to maintenance cranes, lighting plants used on the beach, and the repair of water craft.

2. Peculiar Aspects

There were really no peculiar aspects of this operation that had not been covered in training, or visualised beforehand, except with regard to servicing of cranes, although this task was fulfilled without any great difficulty or strain on our resources.

3. Lessons Learned

It was learned from this operation that we could expect a greater amount of vehicle recovery from the water, because of the following reasons :-

i. Bad driving.

ii. Indifferent waterproofing.

iii. Unsatisfactory waterproofing grease.

iv. Breathers being exposed to heavy rain on ships during voyage.

v. Shell craters and underwater obstacles.

vi. Too great a wading depth, sometimes 6 to 7 ft.

vii. Vehicles overloaded.

viii. Vehicles being sent forward in such short notice that they had to be waterproofed on the beat with insufficient equipment.

there were not a great number of vehicles that could really classified as drowned,as most of the vehicles had really stalled,and after towing from the water the majority started up. The balance were on the road after receiving attention of the technical staff allotted to the recovery section in about 1 hrs.

4. Recommendations

It is recommended that quite a big majority of these faults can and should be,remedied. A lot of them are caused by the failure of units to obey instructions,and in others lack of training in Units. Of these faults,the following are considered the faults that could be remedied.

Referring to the previous paragraph :-

i. It is considered this is brought about in a lot of cases by lack of training in unloading into water,the driver being nervous because of inexperience.

ii. This is a real fault peculiar to Air Force and only to a small degree to army vehicles, Air Force apparently,not having sufficient trained personnel.

iii. Waterproofing grease,having in it too much oil,which reacts on rubber insulator on the ignition,in some cases even dissolving the rubber sleeve on the spark plugs,and not being able to withstand the heat,even of the sun.

iv. That the breathers should be covered over by drivers after the vehicle has been loaded on the ship.

v. This is purely a unit's disregard of orders, and it is suggested that vehicles should be inspected at assembly areas,and any vehicles so found,should have some of the load removed.

viii. From information received from personnel of one unit whose vehicles had to be recovered from the water, it was learned that these vehicles had to be loaded in a hurry at MORETAI, and they were told that they would have to do them on board. Unfortunately there was no waterproofing grease aboard, and they tried to do the job with ordinary grease, which of course was not successful. Another factor that caused more work, was the loading of equipment less the prime movers, they being loaded on other vessels, or loaded behind their particular piece of equipment.

TECHNICAL

5. 1. It is considered that the methods employed are quite satisfactory, as is borne out by the fact that there was no great cluttering up of the beach head or wksp. As the success of an operation depends on the initiative displayed by the Officers and NCOs, the fundamental principles of the training, are considered adequate.

2. So far as our equipment is concerned it is advised that more mechanical equipment would be a decided advantage. This could be arranged by the detailing of Mech Equipment tractors etc., being attached permanently for at least the first two days. This unit had the use of equipment from I Aust Mech Equipment Pl., but they were being withdrawn for quite long periods at various times for road work. In respect to workshop equipment it is considered that this unit be allotted space for at least another 3 ton storestruck. Although, as stated previously, we were able to carry out the tasks allotted, this was only possible because we had foreseen the necessity of carrying [illegible]

large stocks of spare parts,and expense stores, and to do this it was a case of having to load the vehicles to their maximum.Fortunately our vehicles had a dry shod landing,otherwise we should have had a great deal of trouble,with the possibility of not being able to fulfil our role as well as we did.This unit has only 1 acetylene welding outfit on establishment of the workshop section.Therefore another acetylene generator and torch,would be a decided advantage,making it possible to do outside repairs on ships and other equipment, which was necessary this time,without depriving the workshop of its only outfit.As this operation showed that there is quite a lot of general engineering to be done,it is considered that the WE should be amended to carry at least one straigt fitter,and one additional oxy and electric welder. It has always been found that steel ropes,shackles, thimbles and hooks,of large size,are unavailable, and it is suggested that necessary steps be taken tomake these more readily procurable,otherwise the functions of the recovery vehicles are greatly handicapped.

PART XX - 2 AUST ORD BEACH DET

1. GENERAL

(a) The 2 Aust Ord Beach Det was responsible for the maintenance of the assault forces for a period of thirty days with both ordnance stores and ammunition. The detachment functioned in accordance with the drill as laid down for such a unit, there being no amendments of any magnitude necessary. The dump sites were excellent both as regards toarea and type of terrain, which aided greatly the development, and contributed largely to the smooth functioning of both depots. The tasks allotted were satisfactorily executed, and it is considered that the ME of this unit is sufficient for any future operation of a similar nature, taking into account that labour commensurate with the nature of the task is allocated, as was onde in this instance. The initial task for this unit was to maintain the assault forces for a period of thirty days, but as the POD was not functioning at the end of this period, such maintenance was continued for a further twenty days.

(b) It was not visualised that Bde and Div Ammunition Points would be established at 2 Aust Ord Beach Det Amun Dump, for these points did not function. A list of issues made to both Bde and Div units was obtained from this unit and forwarded as separate returns to Div and Bde respectively by the AASC representatives controlling these points.

2. TECHNICAL

(a) Coverage - It is considered essential that if future operations of this magnitude and nature are contemplated, a review of the coverage situation (covers waterproof) with relation to the Ordnance Beach Det will be most necessary.

In this operation the coverage afforded by MET (85 only 20 x 15) was definitely inadequate, being insufficient to cater for the tonnages involved. This is no way impaired the efficient functioning of the unit, for the additional coverage required was made available by ADOS 9 Aust Div.

(b) It is suggested that dunnage, either 4 x 4 or 4 x 2 be included in the scaling tonnages for both ord stores and Amn, as the time and labour involved in making bush timber suitable could in my opinion, be used more advantageously.

(c) MET Amendments

(i) Charging set 1260 watt: In view of the fact that the efficient functioning of stores and amn dumps during the hours of darkness depends upon adequate lighting, it is recommended that two of the above type of set complete with associated stores (globes, cables, etc) be included in the MET of an Ordnance Beach Det. One plant would not be sufficient as the amn and stores areas may often be well apart as was the case in this operation, so to ensure adequate lighting facilities the addition of two of these sets is strongly recommended. A 1260 Watt set officers very few transportation difficulties as it is easily handled in contrast to the heavier HVA Type. Existing lighting facilities consist of Gloria and Hurricane Lamps, the use of which is contrary to Amn Mag Regulations, and naturally the risk of fire would be greatly minimised. A further advantage is that is the case of air-raids one switch only need be thrown to black out the complete area, whereas at present hurricane lamps have to extinguish often at great risk to the person extinguishing same.

(ii) Telephone Sets L. - In addition, so as to link both the dumps with HQ per phone and have an outside phone as well, an additional two tephone sets L are definitely needed. The amt at present allows for two of these sets which can be seen are inadequate.

(iii) Trailers water (Jeep) - A further recommendation is that trailers water replace one of the Jeep trailers held on WET, for this would be of the utmost assistance in ensuring a definite supply of water being available. As it was, in this operation a large quantity of 2 gall water cans had to be included in the unit stores. Should a trailer be not available some type of water fitment is suggested, due regard being paid to weight etc.

(iv) Carts hand Jungle (Aust).- Carts hand jungle (Aust) were used extensively for moving small loads within both depots and it is desired that three be included in the WET of this unit on the basis of two for stores section and one for ammn section.

(d) Accountancy

The accounting system of the stores section could be improved if Army Book 286 was used initially in lieu of the present AAH108, and C952Ds used as soon as practicably possible afterwards, particularly if resupply missions are contemplated, for this form allows for the package details, markings etc,m to be indicated and permits of a better distribution of copies.

A stock return embracing 76 items was called for each evening by 'Q' 9 Aust Div, and it was considered that the forwarding of this return could have been reduced to twice weekly, for the time involved in compilation could have been put to better advantage. It is readily understood that a return of controlled stores would be needed but not for items of clothing and general stores.

AMMUNITION DEPOT

Total tonnage received into stock	1777
Total tonnage issued from stock	640
Number of indents received	162
Number of vouchers prepared	162
Number of issues made to mainland (BORNEO)	35

STORES DEPOT

RECEIPTS	Original scaling	178
	Hospital Reserve	52
	Resupply	75
	Total	305
Average tons received per day		10.16
Total number of receipt vouchers received, registered and acquitted :		114
GENERAL	Storehouse coverage erected	9000 Sq Ft
	Open stack coverage used	3600 " "
	Total length of internal road constructed	300 yds
	Average man hours worked per day over 30 days	10.38 per man
ISSUES	Total number of indents rec	
	No 1 Sub Depot	122
	2	1002
	3	279
	Hospital Reserve	29
	Number of vouchers prepared	
	No 1 Sub Depot	122
	2	1047
	3	301
	Hospital Reserve	29
	Average vouchers prepared per day	49.96
	Tons of stores issues :-	
	LABUAN	151
	BORNEO LAIDLAND	47
	Total	198
	Average tons per day issued	6.6
	Total number of issues to BORNEO	121
	Controlled stores issued released from 9 Aust Div	207

PART XXI - 15 AUST INDEP BDE GP PRO PL

1. General

Tasks allotted were as follows:-

(a) Control of all traffic within the BMA

(b) Control of all stragglers within BMA

(c) Rigid policing of craft, beaches and dumps to prevent looting.

(d) To assist in the rapid disembarkation of personnel, stores and vehicles.

(e) By calm and efficient direction, to clear beaches of all personnel and vehicles that were to move through the BMA.

This unit did not experience any aspect that had not been forseen during 1 Aust Beach Group Training exercises.

Lessons Learned

(a) Signposting as experienced on BMA exercises is too elaborate.

(b) Overloaded vehicles caused unnecessary traffic jams. This was most noticeable with vehicles of RAAF.

(c) That Provost Jeep must be landed by H plus 60.

Recommendations

(a) The only sign posting necessary on D Day is the rapid sign posting of roads by code names plus signs leading to V.T.A., P.T.A. and essential units (i.e. Amn POL)

(b) A rigid inspection of all vehicles should be carried out at the pre-embarkation area, checking mainly on overloading and correct water-proofing.

2. Suggested Amendments to WE

A Beach Gp Provost Platoon should consist of 4 sections and 2 offrs in place of 1 offr and 2 sections. During the period between operations these extra sections could be put to useful occupation.

WET

Satisfactory.

PART VIII - 5 AUST ARMD DIV SAL UNIT

1. General

The task allotted this unit of establishing a depot to receive salvaged material from the forward area and the BMA was carried out on similar lines to that adopted during training exercises in the [illegible] area and no serious difficulties were encountered. Lack of transport for the first couple of days gave an opportunity to erect sheds and bays for the receipt of salvage.

2. Technical

No provision is made in AE[illegible] for covering of salvage material such as Electrical, Med Stores and Weapons which will deteriorate if exposed to the weather, this was overcome with the use of Fibreen. It is suggested that 4 tarpaulins 30 x 20 be added to AE[illegible] of this unit for future use.

3. It is recommended that Officers appointed as Salvage Officers in the various Units be impressed with the necessity of evacuating salvage found in their area to the salvage depot as soon as possible to prevent loss and damage by souvineer hunters. In many instances valuable equipment was rendered useless through this practice, to quote one case £300 worth of Microscopic Instruments were reduced to the value of 30/- because of the lenses being taken.

ALLOCATION OF 1 AUST BEACH GROUP TO CONVOY AND O.O.B.

Appx "A" to report on Beach Organisation LABUAN IS Op OBOE 6

Serial	UNIT	LANDING WITH 24 AUST INF BDE																												LANDING WITH 20 AUST INF BDE													
		Assault Convoy												Follow Up Convoy												Left at Moratai									Total									
			Trucks					Trlrs							Trucks					Trlrs							Trucks					Trlrs					Trucks					Trlrs			
		Pers	1/4 Ton	2½ Ton	3 Ton	Misc Vehs	Mech Eqpt	Jeep	Various	Guns	Unit Stores	Total Vehs	Scale "A" Stores	Pers	1/4 Ton	2½ Ton	3 Ton	Misc Vehs	Mech Eqpt	Jeep	Various	Guns	Unit stores	Total Vehs	Scale "A" Stores	Pers	1/4 Ton	2½ Ton	3 Ton	Misc Vehs	Mech Eqpt	Jeep	Various	Guns	Unit stores	Total Vehs	Total Stores	Pers	1/4 Ton	2½ Ton	3 Ton	Misc Vehs	Mech Eqpt	Jeep	Various	Guns	Unit stores	Total Vehs	Scale "A" Stores
1	Hq 1 Aust Beach Group	43	3					2			30	5	5	4										5													47	3									
2	2/15 Aust Fd Coy	230	8	2	10		3(e)	8	6(i)			37		17	3	1	6			3			20	13	10	4					4				4	251	11	3	16	4	3	11	6		20	54	10										
	1 Aust Mech Eqpt Pl	38	2	1	2		25(f)	2	M.)			33		1										2		3				4				4	42	2	1	2	4	25	2	1			37	2										
	1 Aust Beach Gp Stores Pl	24	1	1			2(g)					4		1						5				1		1				9				9	26	1	1		9	2			5	13	1										
	2 Aust Beach Sig Sec	45	3					1				4												1		2				2				2	47	3			2		1			6	1										
	3 Aust Beach Sig Sec																									4	2							2	4	2								2										
	2/4 Aust Fmr Bn	792	5					1	4		10			2										42		38									832	5					1		4	10	42	43	3				1		.5			
8	Hq 2/106 Aust Gen Tpt Coy	26	1	1		1(a)		1			4			2	2																				28	3	1		1		1		4	8	1	4								
9	2/47 Aust Tpt Pl	97	1	33	2	3(b)		1			40			1	1					1			2	2		1				1				1	99	2	33	2	4		2			43	2									
	2/48 Aust Tpt Pl	97	1	33	2	3(b)		1			40			1	1					1			2	2		1				1				1	99	2	33	2	4		2			43	2									
	2/166 Aust Msp Pl	26	1		6	1(a)					8													1											26	1		6	1					8	1								
	2/240 Aust Sup Depot Pl	33	1	1							2													1											33	1	1							2	1								
	57 Aust DIPOD Pl	29	1	1				1			3													1											29	1	1							3	1								
	1 AAMC Coy (Beach Group)	77	3	1		1(a)		3			8			2	2								2	4		2				4				2	79	5	1		1		3			10	4	1								
	20 AAMCU (Beach Group)	9	2					2			4																								11	2					2			8										
	2 Aust Ord Beach Det	75	1					1			2			1	1					1			2	2						4				4	76	2					2			4	2									
17	1 Aust Beach Msp AMH	74	1	1	4	3(c)	2(h)	1			12			2	1					1			2	2		2				3				3	78	2	1	4	6	2	2			17	2									
18	15 Aust Indep Bde Gp Pro Pl	39	4					3			7				2								2	1						4				4	39	6			4		3			13	1									
19	3 Aust Armd Div Sal Unit	30	1					1			2													1											30	1					1			2	1								
20	RAN Commando	114	1					1			2			1	1					1			4	2	13										115	2					2			4	4	13	65	1				1		.5		
21	5 Aust Bomb Disposal Pl	23	1	1				1	1(L)		4			3									2	1											26	1	1				1	1		2	4	1								
22	Det Op Research Sec	1																																	1																		
23	YMCA Rep	1	1					1			2																								1																		
24	Det "G" TS Sec	2																																	1	1					1			2										
25	14 Aust Works Coy	468	2					2			4														12											468	2					2			4	12									
26	179 Aust Sup Depot Pl	32	1					1			2			1									14		1											33	1								2	1									
		2425	46	76	26	12	32	35	8	4	30	239	-	39	14	1	6			10			45	31	106	58	2			32				34	-	2522	62	77	32	44	32	45	8	4	75	304	106	114	4				2		1		
	/106 Aust Msp Pl less Det	13																																																			
	& 2/106 Aust Gen Tpt Coy	26	3		1			2			6			2									1		1	12	1			5				6	25	1			5				6	1									
	/19 Aust Tpt Pl less Det (DUKWS)	69	4			2(a)		4			29			26				12					12	2		4	1			10				10	28	3	1		2		1		6	1									
	/20 Aust Tpt Pl (DUKWS)	93	4			3(a)		4			41			2										2		4	1			10				10	99	4			4		4			51	2									
	/1 Amp Veh Increment (DUKWS)	25	1			2(a)					3			1										1		4	1			10				10	99	4			4		4			51	2									
	/2 Amp Veh Increment (DUKWS)	25	1			2(a)					3			1										1											26	1			2					3	1									
	TOTALS :	2676	59	76	27	70	32	45	8	4	30	321		71	14	1	6	12		10			46	43	114	78	3			57				60		2825	76	77	33	139	32	55	8	4	76	424	114	114	4				2		1		

(a) 400 Gal Watercart
(b) 2 x 400 gal watercarts & 1 D/T Rec Veh
(c) 3 x D/T Rec Vehs
(d) DUKWS
(e) R4 Tractor

(f) 6 x HD 7 Bulldozers
2 x D4 "
2 x Auto Patrols
1 Herman shovel
14 Osgood cranes

(g) 2 x HD 7 Cranes

(h) 2 x D8 Tractors
(i) 1 Trlr Pump Jupiter
2 Trlrs 5 KVA
3 Trlrs Compressor
(k) 1 Ditcher
(l) 1 Trlr Compressor

003376J

TOP SECRET

Appx "B" to report on Beach Organisation LABUAN IS Op OBOE 6

OBOE SIX

EXTRACTS FROM 24 AUST INF BDE LANDING TABLE

(Issued in conjunction with 1 Aust Beach Group OO No 1 dated 17 May 45)

Craft Available:-
LST [illegible] - 16 x LCVP
2 x LCM
LSI MANOORA - 22 x LCVP; 2 x LCM
LSD CARTER HALL - 16 x LCM
10 x LST 48 x LVT 7 x LSM 5 x LCI

Ldg Craft Ser No (a)	Craft Ready to Beach (b)	UNIT (c)	Personnel Parties: Foot (d)	Personnel Parties: Veh (e)	Vehicles and Guns: No Type (f)	Stores: Tons Type (g)	Embark Sector or Beach (h)	Craft (i)	Ship (j)	Landing Sector and Beach (k)	Remarks (l)
		RAN Commando	22					Control Boat	LST 1025	BROWN ONE	On Control boat
		RAN Commando	22					Control Boat	LST 585	BROWN TWO	"
29-32	D Plus 6	2/4 Aust Pnr Bn (BCC) 6 2/15 Aust Fd Coy 4 1 AAMC Coy (Bch Gp) 3 2 Aust Beach Sig Sec 5 RAN Commando Sigs 4	22					LVT (4)	LST 637	BROWN ONE	HAVE 3
33-36	D Plus 6	2/4 Aust Pnr Bn (BCC) 6 2/15 Aust Fd Coy 4 1 AAMC Coy (Bch Gp) 3 2 Aust Beach Sig Sec 7 RAN Commando Sigs 4	24					LVT (4)	LST 640	BROWN TWO	HAVE 3
54	D Plus 12	2/15 Aust Fd Coy	2					LCM	LSD CARTER HALL	BROWN ONE	HAVE 5
55	D Plus 12	1 Aust Mech Eqpt Pl 2/15 Aust Fd Coy	5	2	1xD7 Dozer 2sleds Mesh			LCM	LSD CARTER HALL	BROWN ONE	HAVE 5
56	D Plus 12	1 Aust Beach Msp 2/15 Aust Fd Coy	2	5	1xD8 Trac			LCM	LSD CARTER HALL	BROWN ONE	HAVE 5

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
57	D Plus 12	1 Aust Mech Eqpt Pl		2	1 xD7 Dozer 2 x Sleds Mesh			LCM	LSD CARTER HALL	BROWN TWO	WAVE 5
58	D Plus 12	1 Aust Beach Wksp 2/15 Aust Fd Coy	5	5	1 x D8 Tractor			LCM	LSD CARTER HALL	BROWN TWO	WAVE 5
59	D Plus 12	2/15 Aust Fd Coy	2					LCM	LSD CARTER HALL	BROWN TWO	WAVE 5
60	D Plus 12	2/15 Aust Fd Coy	2					LCM	LSD CARTER HALL	BROWN TWO	WAVE 5
61	D Plus 12	2/15 Aust Fd Coy	2					LCM	LSD CARTER HALL	BROWN TWO	WAVE 5
62	D Plus 12	2/15 Aust Fd Coy	2					LCM	LSD CARTER HALL	BROWN TWO	WAVE 5
65 -74	D Plus 20	1 Amph C Coy (Bch Gp)	28					LCVP	LSI WESTRALIA	BROWN ONE	WAVE 6
75 -82	D Plus 20	2 Aust Beach Sig Sec RAN Commando Sigs	23 12					LCVP	LSI MANOORA	BROWN TWO	WAVE 6
83	On Call	5 Aust Bomb Disp Pl 15 Aust Indep Bde Gp Pro Pl 2/15 Aust Fd Coy 1 Aust Beach Stores Pl 1 Aust Mech Eqpt Pl	17 5 73 18 5					LCI 955		BROWN ONE	
84	On Call	2/15 Aust Fd Coy 2 Aust Beach Sig Sec HQ 1 Aust Beach Group 15 Aust Indep Bde Gp Pro Pl 1 Aust Beach Wksp RAN Commando 1 Amph C Coy (Bch Gp)	20 2 10 3 2 2 26					LCI 749		BROWN TWO	

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
87-89	Free Wave	HQ 1 Aust Beach Group RAN Commando	11 2					3 LCVP	LSI MANOORA	As directed	
101	On Call	1 Aust Mech Eqpt Pl		2	1 x HD7 2 x Sleds Mesh				LSM 65	BROWN ONE	
102	On Call	2/15 Aust Fd Coy		8	2 x jeeps 1 x 2½ ton 1 x 5 ton 2 x trlr jeep 1 x trlr misc				LSM 50	BROWN ONE	
		1 Aust Mech Eqpt Pl		4	1 x D4 1 x D7 3 x Sleds Mesh						
		5 Aust Bomb Disp Pl		2	1 x jeep 1 x trlr jeep						
		2 Aust Beach Sig Sec		2	1 x jeep 1 x trlr jeep						
103	On Call	2/15 Aust Fd Coy		2	1 x D4 1 x sled mesh				LSM 51	BROWN ONE	
		1 Aust Mech Eqpt Pl		2	1 x jeep 1 x trlr jeep						
		15 Aust Indep Bde Gp Pro Pl		2	1 x jeep 1 x trlr jeep						
		2/4 Aust Fmr Bn		2	1 x jeep 1 x trlr jeep						
104	On Call	2/48 Aust Tpt Pl		4	2 x 2½ ton				LSM 52	BROWN ONE	
105	On Call	1 Aust Mech Eqpt Pl		4	2 x HD7 4 x sleds mesh				LSM 53	BROWN TWO	
		2/15 Aust Fd Coy		8	1 x jeep 1 x 2½ ton 2 x R4 2 Sleds mesh 1 x trlr jeep						
		HQ 2/166 Aust Gen Tpt Coy		1	1 x jeep 1 x trlr jeep						
106	On Call	HQ 1 Aust Beach Group		2	1 x jeep 1 x trlr jeep				LSM 63	BROWN TWO	
		1 AAMC Coy (Bch Gp)		2	1 x jeep 1 x trlr jeep						

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
107	On Call	1 AMMC Coy (Bch Gp)	9	2	2 x jeeps 2 x trlrs jeep				LSM 64	BROWN TWO	
		1 Aust Mech Egpt Pl	2	2	1 x D4 1 x Sled Mesh						
		2/48 Aust Tpt Pl		2	2 x 2½ ton						
108	On Call	15 Aust Indep Bde Gp Pro Pl	23					LCI 746		BROWN ONE	
		HQ 2/106 Aust Gen Tpt Pl	6								
		HQ 2/166 Aust Gen Tpt Pl	8								
		2/240 Aust Sup Depot Pl	3								
		57 Aust BIPOD Pl	3								
		2 Aust Ord Beach Det	3								
		2/4 Aust Pnr Bn	93								
		HQ 1 Aust Beach Gp	3								
109	On Call	2/15 Aust Fd Coy	50					LCI 745		BROWN TWO	
		2/4 Aust Pnr Bn	84								
110	On Call	2/4 Aust Pnr Bn	48					LCI 744		BROWN TWO	
119-126		2/4 Aust Pnr Bn	80					LCVP	LSI WESTRALIA	BROWN ONE	
131		2/4 Aust Pnr Bn	4	2	2 x jeeps 2 x trlrs jeep			LCM	LSI WESTRALIA	BROWN ONE	
		RAN Commando	8								
132		14 Aust Works Coy	4	2	2 x jeeps 2 x trlrs jeep			LCM	LSI WESTRALIA	BROWN ONE	
135-150		2/47 Aust Tpt Pl		2	1 x jeep 1 x trlr jeep			LCVP	LSI WESTRALIA	BROWN ONE	
		2 Aust Beach Sigs	4	2	2 x jeeps 2 x trlrs jeep						
		Beach Group YMCA		1	1 x jeep 1 x trlr jeep						
		20 AMCU	7	2	2 x jeeps 2 x trlrs jeep						
		3 Aust Armd Div Sal Unit	29	1	1 x jeep 1 x trlr jeep						
		2/19 Aust Tpt Pl		8	4 x jeeps 4 x trlrs jeep						
		2/20 Aust Tpt Pl		8	4 x jeeps 4 x trlrs jeep						

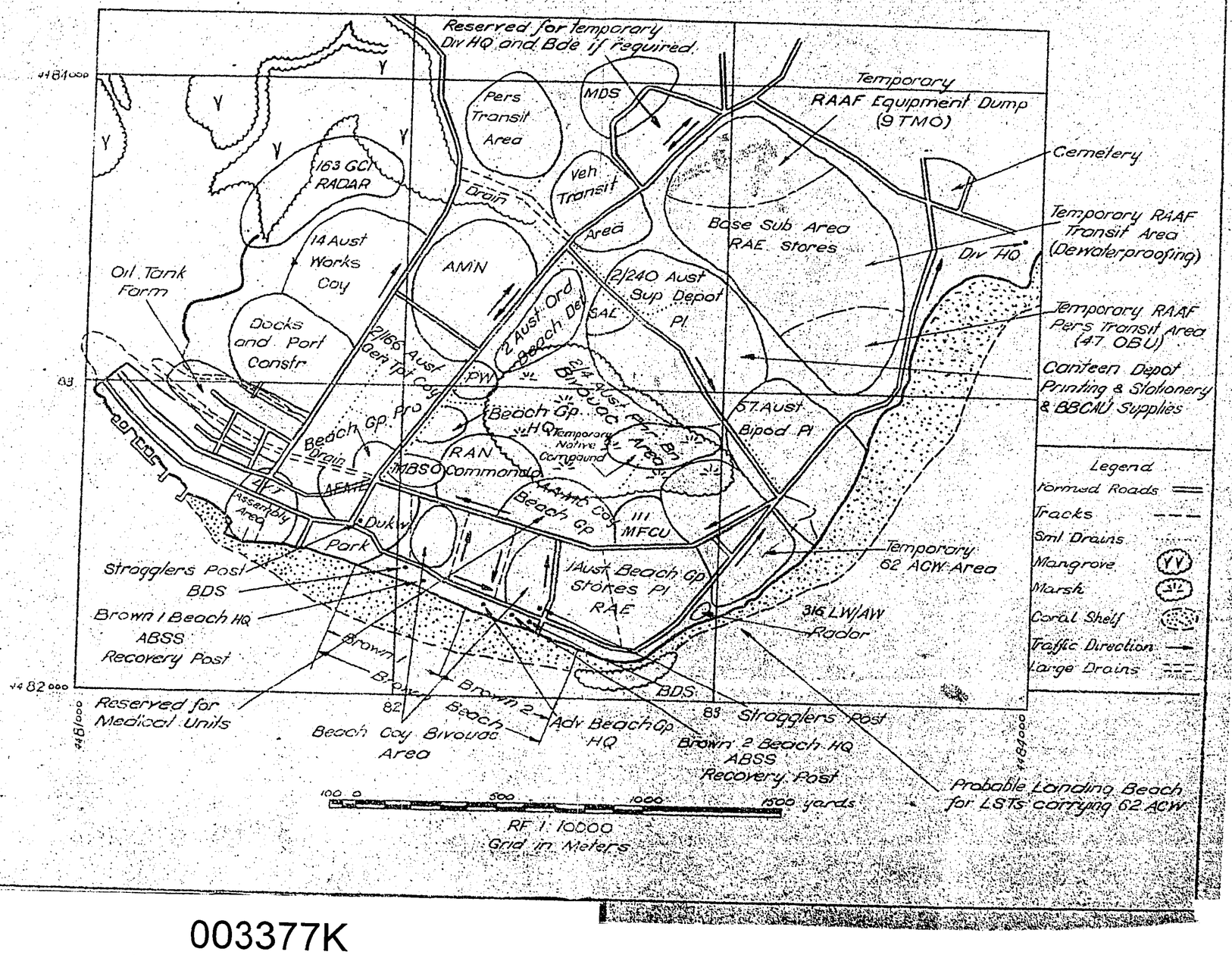
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
164-169		2/4 Aust Pnr Bn	49					LCVP	LSI MANOORA	BROWN TWO	
170-177		2/4 Aust Pnr Bn Det Ops Research Sec	48 1					LCVP	LSI MANOORA	BROWN TWO	
179		HQ 1 Aust Beach Group	6					LCM	LSI MANOORA	BROWN TWO	
194-200		2/1 Aust Amphib Veh Inc 2/2 Aust Amphib Veh Inc RAN Commando	36	2 2	1 x jeep 1 x jeep			LCVP	LSI MANOORA	BROWN TWO	
214	On Call	HQ 1 Aust Beach Group 2 Aust Ord Beach Det 2/4 Aust Pnr Bn 2/47 Aust Tpt Pl 2/15 Aust Fd Coy 1 Aust Mech Eqpt Pl 5 Aust Bomb Disp Pl 1 Aust Mech Eqpt Pl 2/4 Aust Pnr Bn 57 Aust BIPOD Pl 14 Aust Works Coy	9 86 8 10 2 23 100	2 2 6 36 8 2 2 2 4 1	2 x jeep 1 x trlr jeep 1 x jeep 1 x trlr jeep 2 x jeeps 2 x 2 pr 18 x 2½ ton 4 x 3 ton 1 x 2½ ton 1 x trlr misc 1 x jeep 1 x trlr misc 4 x Osgood Cranes 1 x jeep 1 x trlr jeep				LST 560	BROWN ONE	
215	On Call	2/19 Aust Tpt Pl 19 Aust Indep Bde Gp Pro Pl HQ 2/166 Aust GT Coy 2/48 Aust Tpt Pl 2/4 Aust Pnr Bn 179 Aust Sup Depot Pl 2/15 Aust Fd Coy 2/4 Aust Pnr Bn	13 10 100 28	18 2 4 20 2 6	6 x DUKWS 1 x jeep 1 x trlr jeep 1 x 2½ ton 1 x 3 ton 10 x 2½ ton 3 x Osgood Cranes				LST 591	BROWN ONE	

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
216	On Call	2/106 Aust Msp Pl	13						LST 1025	BROWN ONE	
		2/15 Aust Fd Coy		3	3 x jeeps 3 x trlrs jeep 2 x trlrs KVA						
		62 Aust BIPOD Pl		2	1 x jeep 1 x trlr jeep						
217	On Call	2/240 Aust Sup Depot Pl	26						LST 595	BROWN ONE	
		2 Aust Ord Beach Det	35								
		2/47 Aust Tpt Pl	11	32	25 x 2½ ton 1 x DT						
		1 Aust Beach Msp	17	8	1 x jeep 3 x DT 1 x trlr jeep						
		2/4 Aust Pnr Bn	130								
		2/15 Aust Fd Coy		12	2 x jeeps 4 x 3 ton 2 x trlrs jeep 1 x trlr misc 1 x trlr Jupiter						
		1 Aust Mech Eqpt Pl		1	1 x jeep 1 x trlr jeep						
		1 Aust Beach Gp Stores Pl		6	1 x jeep 1 x 2½ ton 2 x Osgood Cranes 2 x HD7						
		14 Aust Works Coy	86								
		62 Aust BIPOL Pl	27								
218	On Call	H.Q. 2/106 Aust GT Coy	12	8	3 x jeep 1 x 3 ton 2 x trlr jeep				LST 637	BROWN ONE	
219	On Call	2/166 Aust Msp Pl	10	16	1 x jeep 7 x 3 ton				LST 638	BROWN TWO	
		1 Aust Mech Eqpt Pl		8	2 x 3 ton 2 x Auto patrols 1 x Harman Shovel						
220	On Call	2/15 Aust Fd Coy		2	1 x 3 ton 1 x trlr misc				LST 640	BROWN TWO	

TOP SECRET

APPENDIX "C"
To Report on
Operation Oboe 6

FIRST KEY PLAN
BEACH MAINTENANCE AREA
OPERATION OBOE 6

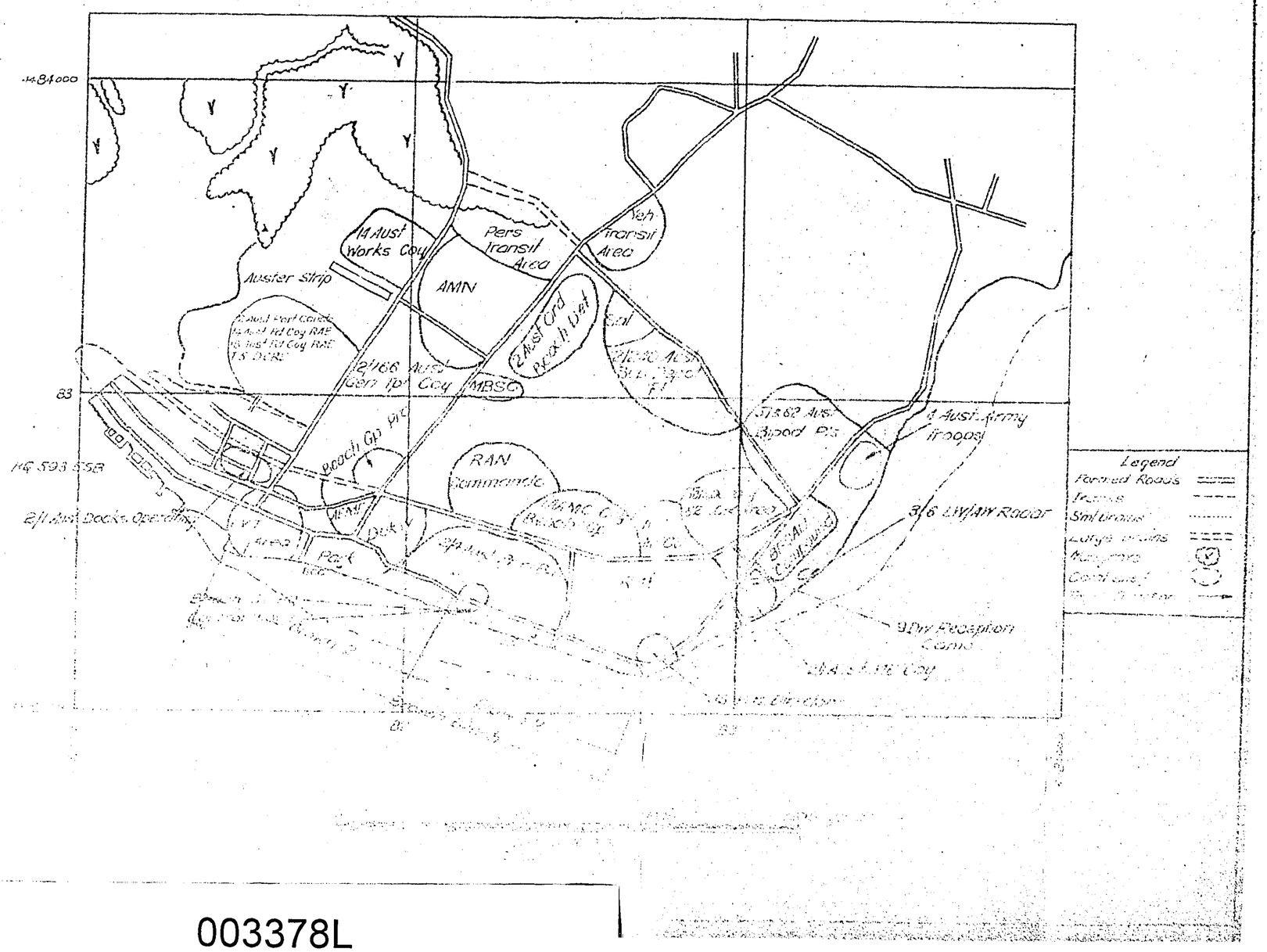


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TOP SECRET

APPENDIX 'L'
To Report on
Operation Oboe 6

SECOND KEY PLAN
BEACH MAINTENANCE AREA
OPERATION OBOE 6



003378L

OBOE 6

DAY	NO OF VEHS	BULK STORES IN DW (LONG) TONS	TOTAL DW (LONG) TONS
Z + 1	1588	939	13643
Z + 2	1026	1839	10047
Z + 3	-	2879	2279
Z + 4	65	1440	1960
Z + 5	-	2055	2055
Z + 6	45	1290	1650
Z + 7	47	2050	2426
Z + 8	-	1299	1299
Z + 9	-	1388	1388
Z + 10	-	1505	1503
Z + 11	-	1132	1132
Z + 12	-	718	718
Z + 13	-	1194	1194
Z + 14	-	1394	1394
Z + 15	-	1519	1519
Z + 16	-	1924	1924
Z + 17	-	381	381
Z + 18	1198	1746	11322
Z + 19	833	2483	9117
Z + 20	-	1670	1670
Z + 21	-	728	728
	4802	31141	69549

BORNEO 1:25,000

LABUAN NORTH (SPECIAL)

SHEET 3147-II SPECIAL

Depths over 10 metres are not shown. Soundings shown in metres at mean low water. Information from British Hydrographic Charts.

CHINA SEA

Bethune Head

KUBONG BAY

BATU MANIKAN

Kubong Bluff

LUBOK TEMIANG

PULAU

KOLAMPANG

KOLAMPONG BAY

PORON BATU

SIAMINDANAU BAY

LABUAN

T ARU

Tg Layang Layangan

Tg Aru

PANTA

LAYANG LAYANGAN (Reported)

BORNEO 1:

PULAU

LABUAN

Bi KALAM

Belukar

TIMBALAI

Lubok Payau

Tg Kiam Sam

Tg Punei

BRUNEI BAY

Tg Taras (Collier Head)

Tg Batu

Ramsey Pt

VICTORIA HARBOUR

CHANNEL

EAST

Hamilton Pt

R Rancha Pt

Outer Shoal

P. PAPAN

LEGEND

Road, hard surfaced

Road, lightly surfaced

Road, earth

Highway Bridge

Buildings or Huts

Rocks

Shallow or Drying Reef

Streams

Depth line

Underwater Obstruction

Scattered Trees

Forest

Secondary Growth

Plantation (coconut)

Plantation (rubber)

Sand

RELIABILITY DIAGRAM

A. Reliable : from accurately controlled vertical photography.

B. Fairly Reliable : from small scale vertical photography and Hydrographic Charts.

INDEX TO SHEETS

ABBREVIATIONS

LEGEND

Scale 1:25,000

HEIGHTS AND DEPTHS IN METRES

INDEX TO SHEETS

LABUAN SOUTH SPECIAL
BORNEO

003379M