

AWM52

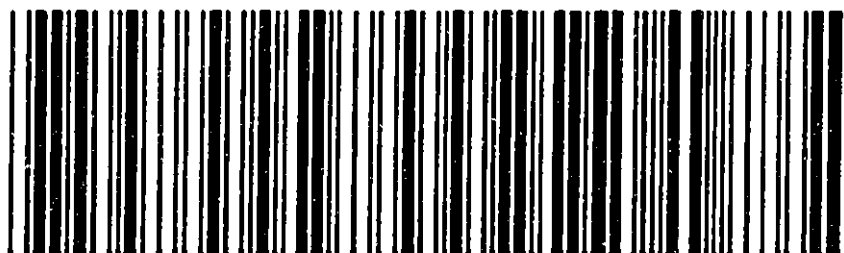
Australian Military Forces, Army headquarters,
formation and unit diaries, 1939-1945

1/10/1

HEADQUARTERS

Australian New Guinea
Administrative Unit

April 1944, part 1, G branch



1/10/1-036%

G

Date and Time. From 1 April 44

To 30 April 44.

Place	Date	Summary of Events and Information	Remarks and references to Appendices
Hq. I CAN	2 April	Copy of Reports by WO Graham in the Mil. Area forwarded to OSI HQF and VHC.	Appx 'A'
	3 April	6 aeronautical maps issued to DC (Sigs) HQF.	
	4 April	Extracts from Report by WO H Frame in Bougainville area re crashed aircraft were forwarded to C(Air) IG Force.	Appx 'B'
		5 strategical maps of the Markham Area issued to Agriculture Section HQF.	
	5 April	A request was sent to Survey IG Force for Admiralty Charts from Daru to Cape Moresby.	
	7 April	Letter sent to East Petroleum Coy re safe handling was to be forwarded to them from this commandative at Moravia.	
	8 April	Identification disc recovered from crashed aircraft near Tonsani and covering report forwarded to C(Air) IG Force.	Appx 'C'
	10 April	Request for mooring buoys for beach use received from DC Daru was forwarded to C(Air) IG Force.	
	11 April	2 Aeronautical map of New Guinea for Native Labour sent to HQF.	
	12 April	LCHW Location Statement published and copies furnished to C(Air) IG Force, HQF and VHC.	
	14 April	21st April - 1st Lt. J. G. L. returned from Survey IG Force to be held in reference until the return of Civil Administration.	
		15 April : AFHQ, 1 : 5800 and aeronautical series were issued to Native Labour.	
	15 April	1 civilian Identity card issued.	
	17 April	Letter signed by C(Air) IG Force re enquiry into crashed aircraft in Ligatuna Area.	Appx 'D'
	18 April	Civilian Identity disc and information received from DC Ligatuna, re crashed aircraft forwarded to US Graves Registration Coy. Copy of report re plane crash at 11 miles received and forwarded to	Appx 'E'

ORIGINAL "G"

WAR DIARY

G Branch ANGAU

From 1 April 44

to

30 April 44

Hq ANGAU	18 April	(Continued) Report and Identification Disc found vicinity of crashed aircraft in Nigaturu area forwarded to US Graves Registration. Appx 'F'
	19 April	1 Civilian Identity Card issued.
	20 April	Information on "Air Rescue Scheme - Ramu Valley" suggested by ADC Lae forwarded to G(Air) NG Force. 2 Civil Identity issued.
	21 April	5 4": 1 mile; 5 1" : 1 mile; and 1 aeronautical map on Papua forwarded to Hq Southern Region.
	22 April	Request forwarded to Hq MGF for 200 copies of booklet "Censorship and Security in New Guinea".
	23 April	NIL
	24 April	All information on crashed B24 Tufi District passed to DAAG ANGAU.
	25 April	Instructions for disposal of carrier pigeons held at Daru was signalled to DC Daru. Request for information on Missionary Adolf Wagner was sent to PIB. 5 Civilian Identity Card issued.
	26 April	Memo received from FELO on formation of a Northern Echelon. Appx 'G'
	27 April	5 Civilian Identity Cards issued.
	29 April	Copies of Reports on search for crashed aircraft in Mt. Victoria area (WC Blencowe) and Mamba River area (WC Yeoman) Copies SAT and other Trg publications forwarded to NGIB. 2 Civilian Identity Cards Issued. Appx 'H' Appx 'J'
		'G' Branch Monthly Report Appx 'K'
		1. K. Location statement. Appx 'L'

641090
G
ORIGINAL
WAR DIARY

1 APRIL 1944

TO

30 APRIL 1944

The activities of the Services supervised and Coordinated by "G" Branch
are attached as shown -

SIGNALS SECTION WAR DIARY

Appx 16

13.3.44

APPENDIX

1. Enemy Patrols. Practically all movements through these areas. An enemy patrol had arrived from KULAU at KUSAK on Feb 1 when it was dispersed by a patrol of 2/nd own Bn. Casualties nil. No movement of enemy patrols from KULAU. Enemy had little contact with local natives it was said that TEMELE natives were used both for cargo boys and scouts.
2. The enemy had lost the respect of the natives which apparently they had when the enemy first moved in this area. Natives stated that the Japanese were rubbish true. It was stated that the enemy had not sufficient food and were draining the resources of the natives. No bottles - no matches - no cigarette papers - no trade goods of any description - no pay for work performed - the enemy killed the native pigs - no medicines were given out. The enemy was only a very small man and it surprised the natives after finding out the real type of man he was how they should be superior to the white man. (These remarks are from natives who had assisted the enemy when he first came here and after getting poor treatment from him deserted to the bush). On the contrary the MILITARY natives who stayed in their villages and fed the Jap received good treatment and were to this present moment assisting the Jap by scouting for him and advising all troop movements of ours. It appears that the information that the enemy wanted to 'shake hands' and were only considering the natives by stopping the war and thus saving loss of native lives has had a effect on the native mind. However, when asked if news of Allied victories which I had circulated 1st October had reached them they replied that this had resulted in KUSAK natives deserting villages and going to live at UASURU. The 1st and 2nd Bn

natives had been told to keep Census Books and their RATS clean and saw it our return. It is considered that the KUL TUL of SIBILI COOL whom I sent out on this mission and who reported the news correctly, gave the American Airmen up to the Enemy last December, as a result of a bomb killing his brother. (This information was contained in diary of 100 of Provost Corps captured at LUSAK.) Banam natives stated that the enemy at KULU had repeatedly sent for the Copu and Banams to report to KULU but they refused.

3. Information of Missing US Airmen and I.I.F. Officer.

Owing to Native Carriers BI-AR, YAKOBUS, S. OLUS and SILE natives of SIBILI, at present employed at S I T, guiding patrol to native hideouts and upon arrival working right through the night seeking natives the success of the patrol is due. The Copu and Banam natives when contacted tracked the Airmen from KUTU down through most difficult country and which be almost impossible for Europeans to follow tracks. Upon their cooperation everything depended. Information gained from natives alerted Police runners to be sent ahead with news of Patrol's presence to the missing men. Also the patrol was broken up and food and patrol members were sent ahead while a selected few covered every piece of ground to make certain that the missing men actually had gone ahead as seemed indicated by their tracks. Missing men were found on Northern Bank of RUTU by I.I.F. who brought them over the RUTU River to a camp to await patrol.

Summary- Natives have seen the writing on the wall and are anxious to establish themselves in our esteem. They cannot be blamed for assisting the enemy. The few natives who have voluntarily stayed with the enemy fear the coming of our reoccupation. Some natives met with in last patrol have undertaken to do certain missions and a RV has been made. If successful this news will be reported later.

All natives who assisted the patrol have been adequately repaid and supplies of medicines and food have been issued to the ill-servers.

Patrol The mission road from SIBU to KULU was chosen as the best route in. Any part of this road was journeyed on and found to be in fair order for a small party. Mostly streams were followed and from mouth of KULU River after approx 4 hour the survey was followed on which proved to be a plain trail for some hours then turning into a well marked Kanaka pad.

Food. Natives living mostly on a black and edible leaves. All present poor physique.

Water. Numerous streams and swampy country near the RUTU River.

Natives. Badly in need of medical treatment and good food. Only those named in report contacted but understood that many have died.

Accommodation. Shelters erected at KULU River-but to accommodate 20 men at KUTU - SIBILI 4 native huts to be used in case of emergency.

Summary of Native outlook. Natives were instructed to plant gardens and build new houses. Axes were given out to enable them to start immediately. Natives were assured that our Airmen would not strafe them and this alone seemed to make the future look brighter. Also they were told that they would not be forgotten and from time to time medicines and food would be sent them. This is already an accomplished fact.

R.E.C. Behaviour good. Strict discipline needed to maintain standard owing to familiarity with troops (this is caused by troops in the first place).

Carriers. As patrol moved in little known routes all carrier boys had no cause for alarm at any time and with the food ration now being issued to them they arrived back in good condition.

Map of area patrolled encl. Route marked.

ORIGINAL

"G"

ANGRY	1943	1944
VOLUME		
APPENDIX		

EXTRACT FROM REPORT OF PATROL BY WO II FRAME D C, P OTOFI DISTRICT,
FROM PONGANI TO MIDDLE AND UPPER MUSA RIVER AND MAIN RANGE - 4 JAN 44
to 17 FEB 44

"Heard report from Vil Counc GORURA that a plane which had crashed some months ago had been found by Vil Counc ALOW of UBONA village which is a full days walk from here; decided to leave the next day with a skeleton party to investigate the report and check up on the NAMUDI villagers said to be there. Paid Vil Counc DINO of this village fl as wages due for year ending 30/6/43.

11th Jan. At 0600 left NAMUDI with 4 constables and 12 carriers, leaving Cpl MABAWAKI in charge of the remainder of the patrol. Turned SOUTH off the main road 1/2 mile from NAMUDI, one hour to old NAMUDI village now deserted, then SW over the top of Mt SIRIMU, and due west down the other side, then SOUTH again arriving UBONA 1630. Met the 20 people from NAMUDI on the road returning to their village. The village of UBONA (UJ 1328) of 15 houses is deserted except for one family, Vil Counc ALOW had left for ABAU two days ago, this village being in that Dist. Vil Counc DARIBURU of SANGU reported and said that he knew where the plane was.

12th Jan. At 0600 left UBONA with small party guided by Vil Counc DARIBURU. Followed AWALA River up for one mile to its junction with the SKWASI crossed river by suspension bridge and continued SW along the AWALA for about 4 miles, crossed river and another two miles in the same direction arrived and crossed SOWUE creek, 1/2 mile from its junction with the AWALA River, then climbed to about 500' still travelling in the same direction and arrived at the scene of the crash at 1600 hrs approx UJ 0324. The plane, presumably a one engined 'fighter' of the American Army Air Force came down at a low angle and caught fire. The remains of one man were found among the wreckage, but not his identity, neither was it possible to determine the type of plane. The undermentioned information is complete of that found among the wreckage.

STRUMBERG

- Injection Carburettor

No. 76734

Model MD.12K2

Parts list no. 392049 - 10

Assemb. DRAC No. 392075

Set No. AM 112

Fuel press. 14 lbs per sq. inch.

Propeller Blade markings.

DWC. No. 6. 14-1ci. 5-12.

Serial No. 53924

Style A - 1 - 42.

2000 R.F.M.

24 V.D.C.

75 C. rise.

Vil. Counc. DARIBUMU said that Vil, Counc. ALOW found the plane about 6 months ago while out hunting and took him to where it was, no other villagers were shown the plane for fear they might take some of the parts.
The remains of the pilot were buried and a presentation of arms was carried out by myself and three members of the R.I.C. in his honour.

1 Feb 44 : Left village and visited the wreckage of crashed E 24 (ref Patrol No 6-43/44 Tufi) about 3 miles N.W. of the village. The identity discs of the three undermentioned members of the crew were found.

JOHN MEDOVIC. 35512639 T43.
NICK MEDOVIC 3978 E 123rd St. CLEVELAND, OHIO.

R.M. SCHOOLEY, Jr. 39240499 T43.
Ethel Schooley Box 77. BELCIT KAN.

FRANCIS H PARONTO. (this only on silver wristlet disc)

PONGANI POLICE CAMP. TUPI

15th March 1944.

SEARCHED	INDEXED
SERIALIZED	FILED
VOLUME	
APPENDIX	

ORIGINAL "G"

DO
TUPI DIST.

Special Report covering a crashed Allied plane, found by GESA of BOKU Village and examined by WO2 FRANK D.C. on the 15th March 1944 while carrying out a patrol in the area N.W. of Pongani Police Camp.

On the 13th of March while I was carrying out an inspection of BOKU Village (33974) the native GESA of this village reported that while he was out hunting two days ago on KEIA Point he came across a crashed plane which he knew had never been found before; he did not come in to Pongani to report the plane because Const. GESA had passed through his village the same day with the news that a Govt Patrol was coming through this area on the 13th March.

On the 15th of March at 0930 hrs I left WAI-WAI (33897) guided by GESA, crossed EMBIC Bay by canoe, landed at 1000 hrs and climbed due North up steep bank for 1/2 mile then turned West and after following the top of a ridge up for another mile arrived at the scene of the crash at 1040 (33995). The plane, a two engined bomber of the American Army Air force came down almost perpendicular and burnt out; the remains of five members of the crew were found also their identity which appears as under.

Lieut Robert A. MCNA (taken from the front of a burnt leather wallet)

4036454. Jack HOLT (on wristlet identity disc) and J.W.H. on cigarette lighter.

Sgt Harold J. MACNA. (painted twice on one large and one small tool box)

SMITH Richard W.

T-185613 T42 C.

Russell N SMITH (on regulation identity disc)

408 N. RANDOLPH ST.

MAC. ONE ILL. P.

McELHINEY Cecil R.

T-185679 T42 C. (on regulation identity disc)

George McELHINEY

106 WIDE AVE.

DIXSON TENN. P.

All numbers and markings among the wreckage were taken down and are listed below.

No on Tail 43-32--- the last figure only was unreadable.

Propeller (3 blades) markings.

DWG - No - 6393A - 12.

Serial No N254420

High 88

Low 17

In hub of Propeller: Serial No. 95705
Cent No. NKS-2199
23H5C-287

The two markings, . and ., were noticed on different number plates found among the wreckage.

23-9-8 in Aust Currency was found near the remains of SMITH Richard W. and it goes forward with other number plates, identity discs and other odds and ends found.

Left the area at 1540 and arrived back at WAI-WAI at 1645.

ORIGINAL

Appx 'D'

ANGAU	3
NOTES	7
APPROVAL	

ANGAU
O/406
17 Apr 44

G

G(Air)
NO FORCE

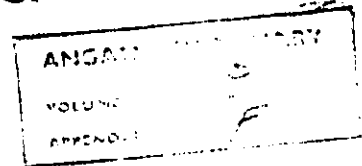
CRASHED AIRCRAFT

1. During the course of an inquiry into the reported killing of an unknown airman in the early stages of the Japanese occupation of the Mambara District, a youth of SOROFUTA village (ref BUNA Strat 2C 9903) came forward and tendered the sum of twenty pounds, in three notes. He stated he had found the money some 18 months ago near the wreckage of an aircraft, said to have been American.
2. The money is being held in trust by the Finance Officer, ANGAU, until claimed by proper authority.
3. A later report (from Patrol Officer Robert) has been received together with a wristlet identity disc on which is engraved "T.J.CAREY US Army Air Corps" on the outside and "17025811" on the inside.
The wristlet and a copy of PO Robert's report are forwarded herewith.
4. The plane parts referred to in Robert's report are being held by the D.C. at HICATURU and your advise as to their disposal would be appreciated.
5. US War Graves Registration Section (Belle 40) has made inquiries concerning this case and wish to obtain the enclosed wristlet for identification purposes. A copy of Roberts report has been sent to them.
6. The inquiry as to the ultimate fate of the airman is continuing at HICATURU.

DA & JMG Brigadier
ANGAU

"G" District Office
District of Nambere
Nigaturu
4/6/44.

D.O.
Nambere District,
Nigaturu.



SPECIAL REPORT

Subject : To investigate, and to try to ascertain the type of aircraft, and if possible the identity of the crew of the plane which crashed in the MOCUPUTA vicinity approximately 18 months ago.

Two Village Constables and three V.C.'s of MOCUPUTA, plus six village natives guided the party to the wrecked aircraft which was one hours walk from MOCUPUTA.

The wreck was in a gully and about five hundred yards from the nearest track. Parts of the plane were found up to 80 yards from the main wreckage, or what was left of it.

The only parts which could be identified were the two engines which were 14 cylinder, twin row, Wright Cyclone engines and part of a wing. There were several parts which were brought back namely :

Bomb sight.
Instrument panel
Rear indicator panel.
2 .30 calibre Browning M.G.'s.
1 .5 calibre Browning M.C.

These exhibits should establish the type of aircraft beyond doubt.

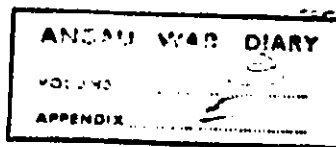
The area was thoroughly "combed" for any personal equipment, and one rolled gold identity wristlet was found. This was oval in shape, U.S. ARMY - US ARMY AIR CORPS was engraved on the front, with the number 17025811 engraved on the back. The US Army Air Corps "Wings" insignia appeared on the front. This is the only means of establishing the identity of the crew and it should serve the purpose.

Garden and bush houses in the area were searched for any gear and there was none to be found. It was a pity that the natives had not unduly bothered about the wreck as a track had to be cut to get to it.

Searching inquiries were made as to the report of two parachutes still in the trees. This report seems to be unfounded as no native in the area knows anything about the parachutes. The natives can only account for two of the crew, one was alive when found and was taken to HIC PURU. The other was murdered by a native HIC PURU who has since paid the extreme penalty for the crime. The remainder of the crew are unaccounted for, they were not seen or heard of about the time of the crash and could possibly have come down some miles away.

The village people of MOCUPUTA willingly gave every assistance possible to the party.

COPY



61 G Appx 121
SME 31/1

ORIGIN

District Office
Samarai District
ANGAU Milne Bay
11 Apr 44

H. ANGAU NCF

REPORT OF PLANE CRASH

At 1030 hrs on 9 Apr 44 Half Caste Tom English heard what he thought to be a plane crash in the hills and reported the matter to PO 1 Theekston.

A ground party of Police and local natives, with medical kit, was immediately despatched to search area where the plane was thought to have crashed, and A.R.C., RAAF advised.

Native reported back at 1700 hrs, and advised that a plane had been located, but that both occupants had been killed on impact. A.R.C. RAAF advised.

MC 11 Robson and party of natives was despatched at 0700 hrs on 10 Apr 44 and came back at 1300 hrs with the bodies of P.C. Brook and Lieut McIntyre of the 53 Field Arty USA.

Majors O'Connor and Ware of the 53 Field Arty, USA, called at District Office at 1400 hrs on 10 Apr 44 and expressed their appreciation and thanks to ANGAU for the assistance given in locating and recovering the bodies.

Natives responsible for locating the plane will be rewarded in accordance with prescribed scale.

(sgd) L. Capt
/District Officer, Samarai District

Copies to (1r) NCF (2)

18 April 44

Capt

(C L STE LY; GS 1000)

COPY

ALLIED LAND FORCES HEADQUARTERS

FAR-EASTERN LIAISON OFFICE

ALLIED WAR DIARY

APPENDIX

Port Moresby
22 April 44

FORMATION OF F.E.L.O. NORTHERN ECHELON

With the establishment of F.E.L.O. Headquarters at Lae, a Northern Echelon of the organisation will be formed under the command of Major J. Taylor, A.I.F. The second in command will be Capt C.A. Swanson, A.I.F., at Finschhafen.

Lieut W.J. de Bruyn R.A.N. will be also established at Finschhafen and will be charged with Liaison with N.I.C.A., F.E.L.O. leaflet operations from New Guinea in Netherlands Territory, and supervision of Japanese operational leaflets. He will pass all communications to Capt Swanson for transmission to C.C. Northern Echelon at Lae.

The C.C. Northern Echelon will be responsible to Director F.E.L.O., and will be responsible for all F.E.L.O. activities connected with the operations conducted by ALLIED Force and New Guinea Force.

(sgd) J.C.R. FROUD
Paymaster Commander, RANVR.
Director.

Copies passed to : Hq Northern Region, ANGAU.
PC LAE.

By 'G' Branch ANGAU
23 Apr 44.

Capt
(C L ANTHONY) GS ANGAU

"G"

DISTRICT OFFICE
10 FIVE ELY
12 April 44.

ANGLO-AMERICAN DIARY	
VOLUME	3
APPENDIX	H

District Officer
Forestry

- (1) Search for crashed C47 (Douglas) 'plane on the South slope of Mt. Victoria.
- (2) Recovering of two bodies, personnel, from crashed C47, near KAGI.

I was flown over Mt. Victoria, on 11/2/44, by Capt. Landernyle in a C47.

I located the crash, and estimated it to be between 10,000 and 11,000 feet up, on the South side of Mt. Victoria.

I had the pilot fly up and down until I located a ridge running up to somewhere near the crash. It was hard to tell from the air if it was possible to travel up to it.

We then took a bearing from the crash to KAGI village, which is situated at the foot of Victoria.

On the 21st, with Sgt. Miller and Sgt. Taylor, 1st Canadian Tropic Division personnel, 25 carriers, and a truck, I went by truck to KAGI labour camp. From KAGI we walked to the crash.

Our supplies were dropped to us at KAGI by Capt. Landernyle, on the 15th March.

On the 21st March, with additional supplies, I left the labour camp, and we left the main road and continued on to KAGI village.

At KAGI, stores were sorted, and the strongest carriers picked out for the climb up the mountain.

I identified the ridge that we flew down, and on the 24th March we started up it.

Camp was made at 3 p.m. that day, after a hard walk - we had to cut a path through the bush part of the way.

I estimated we had reached 8000 feet; it was bitterly cold, and had rained all the afternoon. The air was so bad sprung up.

The Americans were badly knocked up, and were inclined to want to quit, however, I pointed out that after a good nights rest they could feel better. But none of us had much sleep - it was too cold. The roar of water as it went over falls, could be heard on either side of our ridge. There were five falls in the vicinity, two of them with a drop of about 100 feet.

We broke camp next morning and started on up the ridge again. As we went on, breathing got hard, and we had to stop every 20 or 30 yards, on account of the thin air.

We were in typical ghost country: moss hung in great strips from the trees, and was dripping with moisture. Mossy ferns were above the ground, and over the top of the ferns was a layer of moss. It was this we were walking on, not the ground. Every now and again someone would put his foot through, and go down up to his thigh and still not touch the ground.

The sides of the ridge dropped sheer for about 500 feet, to the rivers that fed the waterfalls. The top of the ridge narrowed to about ten yards wide.

About 9 a.m. the clouds closed in, making visibility nil; then abruptly, the ridge fell away in front. Looking over the edge we saw below two rivers started below us, one falling each side of our ridge. Here, I estimated, at about 10,000 feet and still on the burning.

I considered it too dangerous to ascend, both for the carrier and the Americans who were not sure-footed.

We have gone back and attempted another ridge, would have taken a week, and I was not carrying rations. Through breaks in the mist we could see that the surrounding country was extremely rough and difficult, so I decided to turn back and try for the KAGI crash.

e returned to our previous night's camp with it mishap.

Next morning e contacted Capt Wandernyke by flare, and gave him the return signal.

Capt Wandernyke was to come over every day to check our bearings and help us locate the crash. As it turned out, it would have been of little use, as e dry day at about 9 a.m. the cloud closed in, making flying impossible. Also, it rained unceasingly for next four days.

e returned to anumu village.

- (2) WAGI Crash - In mid April we left anumu village, and walked through to ile and WAGI village, thence to BOHILU village. Village constable WAGI took us out to the C 47, which was about two hours walk from the village. The plane had crashed into a creek and had broken its back.

This plane I remembered as attempting to drop supplies to us at WAGI, during the campaign, and striking a dead tree, causing it to swerve across the valley and crash. I remember that e e man jumped by parachute, and landed safely. However, when a patrol reached the spot where he landed, the parachute was there, but the man was gone. The patrol trained him for a day and then turned back. As far as I know, he was never traced.

Two bodies of W personnel were recovered from the crash, and brought back to Fort Crosby by the BO Graves Registration.

The bodies were those of 2nd Lieut later, and Sgt Mackey. It must have been the man who jumped.

e returned to Podinum village, thence to Ifogi, anari, Ilolo arriving in Fort Crosby on 11 April 1944.

At anari I made inquiries about the possibility of going to BOHILU village, and thence up to Victoria - this is from the West side. I believe that Major Elliott Smith at one time came from anumu through BOHILU village, and the Venam river to BOHILU. From Pebeni, he found a ridge that took him to the top.

The trip would be possible from this direction, but when 10,000 feet was reached, it would be necessary to work around from the West side to the South to a dry lake bed situated at 11,000 feet. There, a base camp could be made and from it, searches sent out. I would say the crash lies about half a day's walk away, 1000 feet below this dry lake.

It would be necessary to carry about 6 weeks rations, and for each carrier to be issued with 3 blankets, a groundsheet, and sweater. It would probably take about 80 to 120 carriers.

In the few days we were up on Mt Victoria, all the carriers developed colds. Had we remained a week, there was the possibility of pneumonia breaking out. In this rarified atmosphere, 4 hours going is a good day's work for a boy carrying 30 lbs.

Another problem is water, as when travelling up ridges, it sometimes takes hours to obtain water for cooking purposes.

Again, it is not certain this plane is a C 47, it being impossible to ascertain the type from the photos available. It could be a Japanese crash.

ANGAU WAR DIARY

VOLUME

APPENDIX

Appx 'J'

29/1

Iona Sub-District
BAMBARE DISTRICT

28th March 1944.

The District Officer
NIGARU

No Search for crashed L5 and L6 planes. IGARA RIVER.

21st March 1944 received following messages by phone.

MIC - JEMK15 - 20. AIRCRAFT CRASHED IN AREA OF
TERRACE L5 AND L6 PLANE and L7 PLANE. L5 PLANE
CRASHED IN AREA OF L6 PLANE. L6 PLANE CRASHED IN AREA OF L7 PLANE.

MIC - JEMK15 - 20. AIRCRAFT CRASHED IN AREA OF L5 PLANE. L5 PLANE
CRASHED IN AREA OF L6 PLANE. L6 PLANE CRASHED IN AREA OF L7 PLANE.

Both these messages were received at the same time - 2.15 p.m.
this morning - and immediately two police were despatched to IGARA
and two more to the IGA River to organise search of area
defined in messages.

Shortly after a small plane - L5 - called at a rip. The pilot and
a US intelligence officer conferred with me as to probable position
of crashed plane. They then set off on a search, asking me to
delay my departure, as they intended to call on me and would be able
to give me more exact information.

They arrived back at 2 p.m. to say that the pilot had guided
them to wreck and they had located aircraft. No survivors
observed nearness.

The approx position was shown to me on the map and I immediately
set to and prepared for an early departure for the following
morning. My intention being to proceed to Taututu village and
conduct search from there.

I also suggested to pilot of L5 that he take a can of water, some
rations and tobacco and drop these to survivor in his way back to
Taututu and that he drop a message that I would be on my way in
the morning. The small plane then left to do this and was to
return again early in the morning, before I left, with further
instructions and more definite information regarding location -
pilot was still busy about this.

Later that night I received a further message reading -
MIC JEMK17 - 21. AIRCRAFT CRASHED IN AREA OF L5 PLANE. L5 PLANE
CRASHED IN AREA OF L6 PLANE. L6 PLANE CRASHED IN AREA OF L7 PLANE.

22nd March 1944 left station and proceeded to GINI by foot, taking
natives, a dog and rations and further police.
I embarked on canoes at GINI and reached Taututu
at noon. Villagers informed me no signs of plane in difficulties
had been seen nor had they seen one go down. Proceeded from here
with all available villagers, to aid in search and after passing
the village of L5 - aircraft were noticed circling a spot on the
right hand bank of the river. My procession of canoes were then
noticed by circling aircraft and they guided me to a place on the
banks about a half mile further on. A landing barge was just
tying up here and it had brought a US search party from GINI or
GRO BAY. They had as guide a native who had been sent down the
river the preceding day. This party entered bush in one direction
and myself with other police in another. Shortly afterwards (crash
being in swamp approx 200 yds from bank) the airmen were located by
GINI and brought back to the barge. They turned out to be the
crew from the L5 which had landed at IGARA on the previous day. The
pilot had cuts about the face from broken windshield but the
intelligence officer was uninjured. The small plane had crash-landed
in 10 ft 'kuru-kuru' grass covering a small swampy area and was
hardly broken or it appeared to be hardly broken up. After plane
crew had set out on barge, I followed after on canoes to contact
villagers on my way to Taututu.

On arrival at BSB (4.30 p.m.) I found another boat tied up alongside bank and the crew told me a search party consisting of medical officers and islanders from Cap. Ward Point (M) had left on search to NW of village - where the first crashed plane, had been located - about three miles (they said) in. I made a m and told police to send to BSB and W's villages for more natives to aid in search and as it was now on the verge of darkness decided to delay search till morning.

About 7 p.m. a Lieut. Newber (M) arrived and said some of the party were still in bush and were camping there for the night to get an early start in the morning. These men had arrived on the edge of a swamp which was holding up their progress. He then took the barge and left taking 1 natives and the supplies on board, saying that he and his men were also here.

23rd March 1944 Only this morning set out with forty natives and five police on a village track which leads from BSB to the river. After following this through alternate patches of swamp and timber country for two hours found the camp occupied by US search party on the previous night. A sign of any one so set off again in direction of airfield. A sign of another route to that taken by the party - but still in direction of camp. At about 1 1/2 hours further on found a sergeant and a man returning to the camp. The sergeant had his knife with him. They informed me that I had almost reached the swamp where of he was about to proceed. Cutting through the swamp (sawgrass and cane) I heard two shots, and thinking this was a trap track firing I changed direction and came on the search party who were held up by thick walls of sawgrass which they were hacking at with two knives. They informed me that they had been about a mile away. I directed the natives to commence cutting grass, but as guiding planes had left to return to base working by compass as to direction. The Lieut in charge then fired two shots to see if he could get an answer and almost immediately he heard a third from a 50 calibre gun followed by faint shouts. Our direction could have taken us past the wreck so we again altered course and shortly afterwards came across some parachutes, with supplies attached. These had been dropped from searching airplanes. Just as we further into swamp we finally came out into area where we had machine pistol. There were two survivors - one man with a broken thigh bone and a suspected fractured shoulder, the other had a huge gash in his leg below the knee. The 'sergeant' who had directed the previous day - was also in attendance and the wounds and wants of the injured men had been attended to. The pilot of the plane, and APC, had been killed outright being buried with the top part of the machine door in the mud. There was no trace of him at all. One of the paratroopers told me that he had dropped 15 yds from plane and that he had taken two hours to reach the men and he had to force his way with his hands. His life was included in his equipment. All this was evidence of the thickness of the grass in the locality.

The doctor, with search party, decided to move off. Almost immediately so I had natives move the stretcher with 'Kip' (sargeant) covered with blankets. I then instructed all police to stay with stretcher party natives, and set off ahead with some of the men and some natives to widen and improve the track through the swamp grass to give better and easier progress to stretcher bearers. On way back met natives coming in with two army stretchers and further food supplies.

The journey in was about ten miles and ten miles out again. At 5 p.m. we were overtaken by a heavy rain storm and pushed onto our camp at the village, which was reached just after dark. Another barge had arrived and was moored waiting to take out the injured and search party.

Stretcher party did not arrive that evening - they camped on site of previous night's camp.

24th March 1944 Went all boys to meet rescue party and relieve stretcher men, then prepared food and hot drinks but on their arrival the doctor decided to move off straight away and have food on barge as they proceeded down stream.

I then paid all boys who had participated in search and made arrangements for them to get the parachutes and supplies that had been dropped in vicinity of wreck and they were to bring these to IOMM.

25th March Left by canoe on return journey to IOMM gathering all
1944 movable fittings and parachutes from the crashed IS
 on the way. Made camp at Manatu for the night.

26th March Proceeded and reached IOMM at 4.30 p.m. Subsequently
1944 contacted Fifth USAC at FOBUDURU and reported that
 movable gear and parachutes had been brought to this
 station and could be collected at their convenience.

(303) J. M. Noonan SIC/IOMM
 Patrol Officer

MONTHLY REPORT - "G" BRANCH

PERIOD 1 APR - 30 APR 44

ANCAU WAR DIARY

VOLUME

APPENDIX

1. NATIVE REHABILITATION - MORESEY DISTRICT.

In connection with the question of Native Rehabilitation in the Moresby District, GIII(I) consulted RAA NGF regarding their future plans for the use of the BCERA Artillery Range.

Moresby Base Sub Area, Aust Naval Hqs, US Army, and RAAF were also interviewed with a view to finding out their future intentions and requirements for Camp sites, Installations, etc between BCERA HEAD and FAIRFAX HARBOUR.

When "G" has received final advice to the above enquiries, Maj Vertigen will be advised accordingly.

2. FACILITIES FOR TRANSMISSION OF A.P. Coy. MAIL.

Due to the changing situation in this theatre, the question was raised as to the necessity of SAFE HAND delivery for AUSTRALIAN PETROLEUM Coy Mail.

G III(I) contacted Lt-Col MYERS (NGF).

The matter was referred to HQ, who decided that the privilege previously granted should cease, as reasons no longer warranted such precautions.

3. ACQUISITION OF TOPOGRAPHICAL and MISCELLANEOUS CIVILIAN RECORDS.

In anticipation of expected changes at HQ NGF, arrangements were made with GS(Int) NGF, for GIII(I) ANCAU files and maps etc.

Many files and documents were acquired containing much valuable information connected with the topography of NEW GUINEA.

Included among others papers passed to HQ for safe-keeping, were some civilian records which had been useful to GS(Int) through many phases of the present campaign.

4. TRAINING

NG Inf Bn was supplied with such maps and literature as were available and essential to commence a training program.

Although many Training Pamphlets are in short supply at the moment, arrangements to acquire some have been made to meet future needs as training advances.

5. ANCAU LOCATION STATEMENT

On the 12th Apr 44, a restricted distribution was made of ANCAU LOCATION STATEMENT No. 1.

"G" Branch has been advised of many minor discrepancies in this initial Locstat, and an amended Statement is being prepared.

6. MAPS AND STUDIES

Many maps and studies continue to be received by this Branch, but as will be seen in the following list, the areas covered follow the changing scene of operations.

D.F.G. 1 : 20,000

JAKONDE
JASTERA BAY
POEGI IS
KOCJABO RIV
CAPE TINSAY
CYCLOPS
SELEPOC DR IT

MAPS

D.F.G. 1 : 20,000

HOLLANDIA BROM
BENTANI BROM
KELAPA
DORUBIS RIV
CAPE TANKERMAN
AJAPOSI
SHOLLEC

D.F.G. 1 : 20,000

DAFONSERO
HOLLANDIA BAY
TEPIER
GRIMS RIV
CAPE MASSCE
DHELEPE

MAPS

NEW BRITAIN 1 : 20,000

KABANGA BAY
TALIII BAY

D.N.C. 1 : 63,360

SANOKI RIVER
BESAR ISLAND
CAPE GRICE
TALI RIVER
BENTANI LAKE
TANABERAN BAY
GRIT E RIVER

NEW GUINEA 1 : 20,000

MARNGE
SPRING IS.
TULIC IS.
TADJI BROKE
ARUEGO CK.

MISCELLANEOUS

HOLLANDIA 1 : 250,000
AITAPE EAST 1 : 63360

STUDIES.

TERRAIN ANALYSES

HOLLANDIA AREA 56-61
KAR KAR WEST (Rev) No 11
UVC EAST (Rev) No 12
MALALA EAST (Rev) No 13
VANIMO EAST (Rev) No 20
WADKE Is.D.N.C. No 27

TERRAIN ANALYSES

BUT No 18
GABELLE FEN. No 19
AITAPE-VANIMO
HOLLANDIA No 25

TERRAIN STUDIES

KAVIENG No 75
HOLLANDIA No 78

ENGINEER'S ANNEX

HUMBOLDT BAY - HOLLANDIA - TANABERAN BAY AREAS No 61A to ACS TS 61
AITAPE AREA No 77A
HOLLANDIA
WENAK
SEPIK AREA

SPECIAL ENGINEERING REPORT

FORESTS of DUTCH N.G.

MISCELLANEOUS

PHOTOGRAPHIC ANNEX HOLLANDIA
SPOT AREA STUDY - CONSTRUCTION MATERIAL VERADLER HARBOR

H. J. Anthony
(C L ANTHONY) CS 23645 Capt

MINUTE

ORIGINAL "9"

ANGAU WAR DIARY	
VOLUME	2
APPENDIX	L

Headquarters
ANGAU
0/430
12 Apr 44

ANGAU LOCATION STATEMENT

1. Attached is a copy of ANGAU Location Statement No 1 of 31 Mar 44.
2. Recipients are requested to advise "Q" Branch of any amendments or additions relating to their respective branch or service up to 2359 hours on the 14th and last day of each month.
3. Attention is drawn to the fact that minor discrepancies may exist in this initial Statement vide the following example :-
"X" Branch may have stated that they have a section at DOBODURA, when in actual fact the location of the section is perhaps 3 to 4 miles away and possibly on an adjoining map sheet.
4. Where sections/detachments are located in mapped areas it is not sufficient to quote place names when the actual location is at variance with the place named.
5. It is therefore stressed that the utmost care be given to checking the map references as quoted in this initial statement, any alterations to be embodied in the next return.
6. Please acknowledge.

W. L. Anthony Capt
W. L. ANTHONY CS ANGAU

<u>DISTRIBUTION</u>	<u>Copy Nos</u>	<u>Method of Issue</u>
G.O.C.	1	By Hand
DA & QMG	2	" "
"G" Branch	3	" "
"A" Branch	4	" "
"Q" Branch	5	" "
DDDS & NA	6	" "
DDNL	7	" "
MEDICAL	8	" "
R.P.C.	9	" "
WAR DIARY	10, 11, 12.	" "
NORTHERN REGIONAL HQ	13	(By Hand to Staff Captain
SOUTHERN REGIONAL HQ	14	By Hand
NEW GUINEA FORCE	15	DRLS

LOCATION STATEMENT No 1.

AUSTRALIAN NEW GUINEA ADMINISTRATIVE UNIT
AND ROYAL PAPUAN CONSTABULARY (UNDER COMMAND)

AS AT 2359 hrs 31 MAR 44.

COPY No. 10....

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
MORESBY	HEADQUARTERS ANGAU	COMMAND HQ	KONEDOBU	PORT MORESBY	1 : 25000 (1st Ed)	872369
		HQ "G" BRANCH	"	"	"	874372
		SIGNALS SECTION	"	"	"	874372
		HQ "A" BRANCH	"	"	"	874372
		LEGAL SECTION	"	"	"	874372
		FINANCE OFFICE	"	"	"	874372
		HQ "Q" BRANCH	"	"	"	874372
		SUPPLIES AND STORES SECTION	HANUABADA	"	"	866379
		QM STORE	KONEDOBU	"	"	876370
		TRANSPORT SECTION	"	"	"	877370
		FIELD PO	"	"	"	874372
		MARINE SECTION	PORT MORESBY	"	"	863354
		CAMP COMMANDANT	KONEDOBU	"	"	876370
		OR: CAMP	"	"	"	876370
		OR: TRANSIT CAMP	"	"	"	876370
		HQ DISTRICT SERVICES	"	"	"	874372
		HQ NATIVE LABOUR	"	"	"	874372
		ANGAU TRAINING SCHOOL	KILA	BOOTLESS INLET	"	903325
		HQ MEDICAL SECTION	KONEDOBU	PORT MORESBY	"	874372
		QM STORE	"	"	"	876370
		RAP (EUROPEAN)	"	"	"	876370
		RAP (NATIVE)	HANUABADA	"	"	866379

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
MORESBY	HEADQUARTERS ANGAU	DETAL SECTION	KONEDOBU	PORT MORESBY	1 : 25000 (1st Edition)	876370
	UNDER COMMAND	HQ ROYAL PAPUAN CONSTABULARY	"	" "	" "	874372
	REGIONAL HQ	SOUTHERN REGION NORTHERN REGION	(not yet established) FINSCHHAFEN	LANGEMAK BAY	" (3669)	598466

NOTE : (under command NEW GUINEA INFANTRY BATTALION and PAPUAN INFANTRY BATTALION See Appx "A".
(for ANG-PCB Locations (army personnel only) see Appx "B".

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
FLY RIVER	DS & NA MEDICAL	DISTRICT OFFICE SECTION	DARU	DARU STRAT	1st Edition	(U)H 5275
			"	" "	" "	(U)H 5275
PURARI	DS & NA MEDICAL NATIVE LABOUR	DISTRICT OFFICE SECTION	KIKORI	KIKORI STRAT	1st Edition	(P)Y 6569
		"	"	" "	" "	(P)Y 6569
		"	"	" "	" "	(P)Y 6569
	"Q" NATIVE LABOUR MEDICAL	SAW MILLS SECTION	ROMILLY	" "	" "	(P)Z 4342
		"	"	" "	" "	(P)Z 4342
LAKEKAMU	DS & NA MEDICAL NATIVE LABOUR R.P.C. "Q"	"	WAROI	" "	" "	(P)Z 4438
		DISTRICT OFFICE SECTION	KAIRUKU	YULE STRAT	1st Edition	(Q)B 1907
		"	"	" "	" "	(Q)B 1907
		"	"	" "	" "	(Q)B 1907
		"	"	" "	" "	(Q)B 1907
		DETACHMENT AGRICULTURAL SECTION	MEKEO	" "	" "	(Q)B 3214
	DS & NA MEDICAL	SUB-DISTRICT OFFICE SECTION	KEREMA	WAIU	" "	(L)V 3402
		"	"	" "	" "	(L)V 3402
	DS & NA	SUB-DISTRICT	GOILALA	YULE	" "	(Q)B 6851
	DS & NA NATIVE LABOUR	POST SECTION	TERAPO	" "	" "	(Q)A 8180
		"	"	" "	" "	(Q)A 8180
	DS & NA	POST	KAMBISI	BUNA	2nd " (Revised)	(Q)B 9925
	NATIVE LABOUR	POST	KARIAVA	KIKORI	1st "	(L)W 0360

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
MORESBY	DS & NA	DISTRICT OFFICE	HANUABADA	PORT MORESBY	1 : 25000 1st Edition	866379
	NATIVE LABOUR	SECTION	"	" "	" "	866379
	MEDICAL	"	"	" "	" "	866379
	R.P.C.	POLICE DEPOT	"	" "	" "	866379
	"Q"	SUPPLIES AND STORES SECTION	"	" "	" "	866379
	"Q"	MARINE SECTION	PORT MORESBY	" "	" "	863354
	DS & NA	SUB-DISTRICT OFFICE	RIGO	KAPA KAPA	1 : 63,360 "	312005
	MEDICAL	SECTION	"	" "	" "	312005
	DS & NA	POST	HAND KILA	GALLEY REACH	" 2nd " (3697)	575753
	NATIVE LABOUR	SECTION	" "	" "	" "	575753
	DS & NA	POST	PAPA I	LEA LEA INLET	" (3698)	699541
	DS & NA	POST	TUPUSELEI	PORT MORESBY STRAT	2nd Edition	(Q)H 0627
	DS & NA	POST	HOOD POINT (HULA)	KALO	1st Edition	(Q)N 5071
	MEDICAL	SECTION	KILA	BOOTLESS INLET	1 : 25000 " "	903325
	NATIVE LABOUR	TRANSIT CONTROL	KILA	" "	" "	903328
	NATIVE LABOUR	CAMP	KILA	" "	" "	902331
	MEDICAL	HOSPITAL	GEMO	PORT MORESBY	" "	827357
	MEDICAL	SECTION	BISIATABU	UBERI	1 : 63,360 " "	145436
	R.P.C.	POLICE DEPOT	"	"	" "	145436
	R.P.C.	NATIVE GAOL	"	"	" "	145436
	"Q"	POULTRY FARM	KARAKATANA	"	" "	217340
	"Q"	NATIVE LABOUR GARDENS	12 MILE	PORT MORESBY	1 : 25000 " "	965473
	NATIVE LABOUR	SECTION	" "	" "	" "	960460
	"Q"	NATIVE LABOUR GARDENS	17 MILE	" "	" "	043436
	NATIVE LABOUR	SECTION	17 MILE	" "	" "	047436
	"Q"	NATIVE LABOUR GARDENS	ILOLO	UBERI	1 : 63,360 " "	168457
	NATIVE LABOUR	SECTION	"	"	" "	168457

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
SAMARAI	DS & NA "Q"	DISTRICT OFFICE SUPPLIES AND STORES Sub-Section	MILNE BAY (HIGITA HOUSE) " " " " "	GILI GILI 1 : 25000 (2019) " " " "		353433 353433
	"Q"	F.P.O. SECTION	BARAGA "	MILNE BAY 1 : 63,360 (2007) " " " "		253429 253429
	MEDICAL R.P.C.	DETACHMENT SECTION	" "	" " " "		253429 253429
	NATIVE LABOUR TRANSPORT	SUB-SECTION	"	" " " "		253429 345442
	DS & NA MEDICAL	SUB-DISTRICT OFFICE SECTION	ABAU "	ABAU STRAT (2nd Edition) " " " "		(Q)C 5858 (Q)C 5858
	DS & NA MEDICAL	SUB-DISTRICT OFFICE SECTION	MISIMA "		Lat 10° 47'S Long 152° 45'E Lat 10° 47'S Long 152° 45'E	152° 45'E 152° 45'E
	"Q"	MARINE SECTION "SLIP"	SARIBA	SAMARAI STRAT (1st Edition)		(R)L 7711
	"Q"	MARINE SECTION	GILI GILI	GILI GILI 1 : 25000 (2019)		418434
	"Q"	MARINE SECTION	KONEMATVA	ARGYLE 1 : 63,360		884222
	"Q"	SAW MILL	LASE LABE	MILNE BAY " (2007)		535313
	"Q"	SAW MILL	WAIGANI	" " " "		285440
	"Q"	SAW MILL	KWATO	GUANGURINA " (4808)		692107
	NATIVE LABOUR	SECTION	K.B. MISSION	GILI GILI 1 : 25000 (2019)		472441
	NATIVE LABOUR	SECTION	BUI BUI	" " " "		392339
	NATIVE LABOUR	SECTION	SIDEIA ISLAND	SAMARAI STRAT (1st Edition)		(R)L 9515

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
TROBRIANDS	DS & NA	DISTRICT OFFICE	BILGLO	VIVIGANI	1 : 25000 (2062)	351519
	MEDICAL	SECTION	"	"	"	351519
	TRANSPORT	SUB-SECTION	"	"	"	352518
	"Q"	SUPPLIES AND STORES	"	"	"	375558
	NATIVE LABOUR	SECTION	VIVIGANI	"	"	366558
	DS & NA	SUB-DISTRICT OFFICE	LOSULA	KIRIWINA IS	1 : 63,360 (Sheet 1 2nd Edition)	174398
	MEDICAL	SECTION	"	"	"	174398
	NATIVE LABOUR	SECTION	"	"	"	174398
	DS & NA	SUB-DISTRICT OFFICE	ESA-ALA	DAWSON STRAIT	1 : 63,360 (1299)	898080
	DS & NA	POST	KULUMADAU	WOODLARK IS	" (Sheet 3 1st Edition)	995830
	NATIVE LABOUR	SECTION	"	"	"	995830
	DS & NA	POST	MAPAMOTIA	FERGUSON IS	STRAT (1st Edition)	(R)F 5320
	MEDICAL	SECTION	DERA	"	"	(R)F 5448
	NATIVE LABOUR	SECTION	KITAVA IS	TROBRIAND STRAT	"	(R)B 4725

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
TUFU	DS & NA	DISTRICT OFFICE	TUFU	CAPE NELSON	1 : 63,360 (3611)	252811
	MEDICAL	SECTION	"	" "	" "	252811
	R.P.C.	DETACHMENT	"	" "	" "	252811
	DS & NA	SUB-DISTRICT OFFICE	BANLARA	TUFU STRAT	(2nd Edition)	(Q)K 8803
	MEDICAL	SECTION	"	" "	" "	(Q)K 8803
	DS & NA	POST	PONGANI	" "	" "	(Q)J 4788
	MEDICAL	SECTION	"	" "	" "	(Q)J 4788
MAMBARE	DS & NA	DISTRICT OFFICE	HIGATURU	BUNA STRAT	(2nd Edition)	(Q)D C203
	MEDICAL	SECTION	"	" "	" "	(Q)D 0203
	R.P.C.	DETACHMENT	"	" "	" "	(Q)D 0203
	DS & NA	SUB-DISTRICT OFFICE	KOKODA	KOKODA	1 : 63,360 (3659)	525029
	MEDICAL	SECTION	"	" "	" "	525029
	DS & NA	POST	IOMA	BUNA STRAT	(2nd Edition)	(Q)C 6161
	MEDICAL	SECTION	"	" "	" "	(Q)C 6161
	"Q"	SUPPLIES AND STORES (Sub-Section)	DOBODURA	DOBODURA	1 : 25000 (3603)	213148
	MEDICAL	SECTION	"	" "	" "	213148
	NATIVE LABOUR	SECTION	"	" "	" "	213148
	TRANSPORT	SUB-SECTION	"	WARISOTA	" (3601)	197166
	"Q"	COFFEE ESTATE	SANGARA	POPONDETTA	" (3604)	061147
	NATIVE LABOUR	SECTION	SUSUPI	ORO BAY	1 : 63,360 (1st Edition)	290023
	NATIVE LABOUR	SECTION	HANIGILO	" "	" "	278033
	NATIVE LABOUR	SECTION	BOREO	BUNA	" (3696)	294217
	NATIVE LABOUR	SECTION	KETA	" STRAT	(2nd Edition)	(Q)J 3995
	NATIVE LABOUR	SECTION	INONDA	POPONDETTA	1 : 25000 (3604)	121078
	NATIVE LABOUR	SECTION	AMBORO	SOPUTA	" (3605)	034197

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
SOUTH MARKHAM	DS & NA	DISTRICT OFFICE	SALAMUA	SALAMUA 1 : 2 000	(3560)	748013
	MEDICAL	SECTION	"	"	"	748013
	NATIVE LABOUR	SECTION	"	"	"	748013
	DS & NA	SUB-DISTRICT OFFICE	WAI	WAI 1 : 63,360	(3511)	382722
	MEDICAL	SECTION	"	" 1 : 63,360	"	382722
	NATIVE LABOUR	SECTION	"	"	"	382722
	DS & NA	POST	MC ROBE	SALAMUA STRAT	(1st Edition)	(L)X 3527
	MEDICAL	SECTION	"	"	"	(L)X 3527
	DS & NA	POST	GALAINA	"	"	(L)W 8911
	DS & NA	POST	TUNGU	MARKHAM STRAT	(1st Edition)	(L)R 1317
	NATIVE LABOUR	SECTION	LABU I	NADZAB 1 : 63,360	(3550)	643374
	NATIVE LABOUR	SECTION	WAMPIT	WAIWE	(3583)	308383
	MEDICAL	MOVEABLE SECTION	WAMPIT ROAD	-	-	-

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE	
NORTH MARKHAM	DS & NA	DISTRICT OFFICE	LAE	LAE	1 : 25000	(3508)	692393
	MEDICAL	SECTION	"	"	"	"	692393
	NATIVE LABOUR	SECTION	"	"	"	"	692393
	NATIVE LABOUR	SECTION	MALAHANG	"	"	"	723416
	R.P.C.	POLICE DEPOT	LAE	"	"	"	692293
	"Q"	SUPPLIES AND STORES (Sub-Section)	"	"	"	"	701407
	"Q"	F.P.O.	"	"	"	"	692392
	"Q"	GARDENS	MALAHANG	"	"	"	723416
	DS & NA	SUB-DISTRICT OFFICE	PINE RHAFEN	LA JEMAK RAY	1 : 25000	(2nd Edition)	616580
	"Q"	SUPPLIES AND STORES (Sub-Section)	"	"	"	"	625580
	TRANSPORT	SUB-SECTION	"	"	"	"	598466
	NATIVE LABOUR	GARDENS	"	"	"	"	3513
	NATIVE LABOUR	SECTION	MAKAROC	"	"	"	617582
	NATIVE LABOUR	SECTION	DREGER HARBOUR	"	"	"	642495
	NATIVE LABOUR	SECTION	SONG RIVER	SATELBERG	"	(3638)	622678
	MEDICAL	SECTION	"	"	"	"	622678
	NATIVE LABOUR	SECTION	HELDSEBACH	"	"	"	610653
	MEDICAL	SECTION	NATZAB	NADZAB	"	(336)	430545
	NATIVE LABOUR	SECTION	"	"	"	"	430545
	"Q"	GARDENS	"	"	"	"	430545
	DS & NA	POST	DUMPU	DUMPU	"	(3671) (2nd Edit)	683513
	MEDICAL	SECTION	"	"	"	"	683513
	DS & NA	POST	GUSAP	AMARI	1 : 63,360	(3594)	635174
	MEDICAL	SECTION	"	"	"	"	635174
	NATIVE LABOUR	SECTION	"	"	"	"	635174
	DS & NA	POST	KULBUM	BOANA	"	(Prov)	578696
	DS & NA	POST	TAMIGUDU	MONGI RIVER	"	"	340385
	DS & NA	POST	WANTOAT	IKWAP	"	"	070058
	MEDICAL	SECTION	SAIDOR	SAIDOR	"	(REVISED)	580770
	NATIVE LABOUR	SECTION	KELANOA	SCHARHOFST POINT	1 : 25000	(3677)	232199

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
RAMU	DS & NA	DISTRICT OFFICE	BENA BENA	BENA BENA	1 : 63,360 (Prov)	020056
	MEDICAL	SECTION	" "	" "	" "	020056
	R.P.C.	DEPOT	" "	" "	" "	020056
	NATIVE LABOUR	SECTION	" "	" "	" "	020056
	"Q"	GARDENS	" "	" "	" "	019056
	NATIVE LABOUR	SECTION	GAROKA	" "	" "	902122
	NATIVE LABOUR	SECTION	SIGOIYA	" "	" "	979091
	DS & NA	SUB-DISTRICT OFFICE	HAGEN	RAMU STRAT	(1st Edition)	(W)M 8953
	MEDICAL	SECTION	" "	" "	" "	(W)M 8953
	DS & NA	POST	CHIMBU	" "	" "	(W)N 7734
	MEDICAL	SECTION	" "	" "	" "	(W)N 7734
	DS & NA	POST	KAINANTU	KAINANTU	2 : 63,360 (Prov)	416875
	NATIVE LABOUR	SECTION	" "	" "	" "	416875
	"Q"	EXPERIMENTAL FARM	AIYURA	" "	" "	471812
	DS & NA	POST	WABAG		Lat 5° 29'S Long 143° 10'E	
	DS & NA	POST	FAITA	RAMU STRAT	(1st Edition)	(W)O 2179
	DS & NA	POST	BUNDI	" "	" "	(W)O 2368
	NATIVE LABOUR	SECTION	" "	" "	" "	(W)O 2368
	MEDICAL	SECTION	KEROWAGA	" "	" "	(W)N 6448
	NATIVE LABOUR	SECTION	" "	" "	" "	(W)N 6448
	NATIVE LABOUR	SECTION	MINGENDE	" "	" "	(W)N 6739
	NATIVE LABOUR	SECTION	ASOLAKA	KARIMUI STRAT	" "	(W)O 2234
	MEDICAL	SECTION	" "	" "	" "	(W)O 2234
	MEDICAL	SECTION	BAROLA	" "	" "	(L)Q 3085

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
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MISCELLANEOUS DETACHMENTS

MEDICAL	SECTION	KUMBUM IS	ARANTE	1 : 63,360	(1st Rev)	304212
MEDICAL	SECTION	SAG SAG	CAPE GLOUCESTER	"	" "	535837
NATIVE LABOUR	SECTION	11 DIV		-	-	-
NATIVE LABOUR	SECTION	29 BDE		-	-	-
NATIVE LABOUR	SECTIONS	ATTACHED TO ALAMO FORCE				
DS & NA	POST	GLOUCESTER	)			
DS & NA	POST	ARANTE	)	Map references not yet		
DS & NA	POST	MANUS	)	to hand.		
DS & NA	POST	SAIDOR	)			

DISTRICT	Branch of ANGAU	UNIT	NAME OF STATION	MAP	LOCATION	REFERENCE
<u>INFANTRY</u>						
NORTH MARKHAM		REAR HQ NEW GUINEA INF BN	MALAHANG MISSION	LAE	1 : 25000 (3508)	708405
		ADV HQ NEW GUINEA INF BN	" "	NADZAB	1 : 63,360 (3550)	318390
		REAR HQ PAPUAN INF BN	BISLATASU	UBERI	1 : 63,360 (1st Edition)	142433
		ADV HQ PAPUAN INF BN	FINSCHAFEN AREA	SATELBERG	1 : 25000	628688

AUSTRALIAN NEW GUINEA PRODUCTION CONTROL BOARD

APPX 'B'

LOCATION STATEMENT OF DETACHMENTS AS AT 2359 HOURS 31 MAR 44

ARM OR SERVICE	UNIT	MAP	LOCATION	REFERENCE
ANG-PCB	Trade Store DARU	DARU STRAT	(1st Edition)	(U)H 5275
	Trade Store KAIRUKU	YULE STRAT	(1st Edition)	(Q)B 1907
	Trade Store KEREMA	WAJ STRAT	(1st Edition)	(L)V 3402
	Trade Store HANUABADA	PORT MORESBY 1 : 25000	(1st Edition)	866379
	Trade Store RIGO	KAPA KAPA 1 : 63,360	(1st Edition)	312005
	Trade Store MANU MANU	GALLEY REACH 1 : 63,360	(2nd Edition)	575753
	Trade Store MILNE BAY (Baraga)	MILNE BAY 1 : 63,360		253429
	Trade Store GOODENOUGH IS (Deba)	FERGUSON IS STRAT	(1st Edition)	(R)F 5448
	Trade Store DOBODURA	DOBODURA 1 : 25000	(3603)	213148
	Trade Store SALAMAU	SALAMAU 1 : 25000	(3560)	748013
	Trade Store LAE	LAE 1 : 25000	(3508)	692393
	Trade Store FINSCHHAFFEN	LANGEMAK BAY 1 : 25000	(3669) (2nd Edition)	616580
	Warehouse PORT MORESBY	PORT MORESBY 1 : 25000	(1st Edition)	861353
	KOKODA Plantation	KOKODA 1 : 63,360	(3659)	525029
	ORANGERIE BAY Plantation	URAMA & HILLPORT HARBOR 1 : 63360	(1270)	560400
	CUPOLA Plantation	YULE STRAT	(1st Edition)	(Q)A 4195
	ATULA Plantation	BUNA STRAT	(2nd Edition)	(Q)D 0203
	HAGITA Plantation	GILI GILI 1 : 25000	(2019)	353433
	WAIGANI Plantation	MILNE BAY 1 : 63,360	(2007)	285445
	GILI GILI Plantation	GILI GILI 1 : 25000	(2019)	418434
	RAMAGA Gp Plantation	MILNE BAY 1 : 63,360	(2007)	621273
	PUNI PUNI Plantation	ATULAMA BAY 1 : 63,360	(3529)	505559

WAR DIARY - "G" BRANCH SIGNALS ANGAU.APRIL 1944

ANGAU WAR DIARY

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APPENDIX 11

April.

2. Temporary wireless station established at MANNU MANNU pending repair of overland telegraph line.
3. Replacement wireless equipment forwarded to ABAU by aircraft from 9 Comm Squadron.
4. F/L Bath of 73 Wing RAAF discussed RAAF Met. requirements and advised that the matter would be taken up with LHQ. No action would be taken by ANGAU pending result of this action.
5. Wireless equipment transferred from NQ AWW Coy.
6. Request lodged with HQ NGF for 25 signal personnel. Request refused pending further investigation.
6. Telephone installed by ANGAU at RPC SEGARI.
7. Communication established with all stations on ANGAU Wireless network except BANIARA.
8. Application lodged with HQ NGF for "Signal Addresses" for ANGAU.
9. Request lodged with HQ NGF for permission for ANGAU traffic to be sent in clear by wireless.
10. New battery charger forwarded to PORT ROMILLY.
12. Revised schedule for ANGAU Network forwarded to all stations.
13. Conference attended by Brig. Col Chardon Sigs, Col. Wilson HQ NGF and S.O.III Sigs. ANGAU to discuss ANGAU signal personnel requirements.
14. Indent submitted for Signal equipment for Native Training School.
15. Tentative date of opening of signal school to be 22 May 44.
16. Draft copy of proposed W.E. for ANGAU Signals, forwarded to HQ NGF.
17. Line constructed by ANGAU signal personnel to MARINE Sec for the purpose of providing direct line to ANGAU.
20. Request lodged by S.O. III Sigs. for Movement to FINSCHHAFEN.
21. An appreciation of ANGAU future wireless equipment requirements forwarded to HQ NGF.
24. S.O.III Sigs. departed for HQ Northern Region to discuss Signal problems. Action being taken with HQ NGF to provide suitable switchboard and telephones for HQ Northern Region. Switchboard provided for D.O. LAE.
25. S.O.III Sigs. discussed signal requirements with DO LAE.
26. S.O.III Sigs. returned to HQ ANGAU.
27. Discussed signal personnel for ANGAU with S.O. 2 Sigs. HQ NGF.
30. Discussed ANGAU line and telephone requirements with O.C. No 2 Coy 18 Aust L of C Sigs.

S.O. III Sigs. ANGAU.