

AWM52
2nd Australian Imperial Force and
Commonwealth Military Forces unit war
diaries, 1939-45 War

Item number: 8/2/26

26 Infantry Brigade

April 1945

WAR DIARY - APRIL 1945

1. 0630 hrs. MS VAN HEUTSZ moved out from FINSCHHAFEN in a northerly direction up the coast. A good view of the coastline over which 9 Aust Div adv to SIO took place in Dec 1943 - Jan 1944, added much interest to the day's voyage.
 1000 hrs. A practice shoot by the ship's AA gunners coincided with Air Raid alarm drill, all tps going below decks.
 1600 hrs. Draught beer was made available to tps.
 1830 hrs. A quiz session, conducted by Mr. BEAVIS of the YMCA, was held on the after hatch. Prizes of cigarettes, tobacco and sweets were eagerly sought after, and an enjoyable half hour was spent.
2. Normal ship's routine.
 During the day the transport passed through waters north of HOLLANDIA, in which area recent reports indicated the presence of enemy submarines. Consequently a zig-zag course was maintained. Ship's gun crews held a practice shoot during the day.
3. Zig-zag course held as CAPE D'URVILLE, DUTCH NEW GUINEA is passed. Boat and raft station emergency drill was carried out. Information was received that the ship would arrive at BIAK ISLAND tomorrow morning.
 During the voyage, tps main pastimes have been cards, "Housie" and reading. Reading materials, cards and other amenities have been supplied by the Comforts Fund and YMCA.
4. 0730 hrs. Dropped anchor off BIAK ISLAND in hy rain.
 1400 hrs. Several pers from the corvette ROCKHAMPTON, RAN, visited the ship to meet old friends among the tps aboard, and many experiences were exchanged with the men of the "Silent Service."
 1700 hrs. HMAS ROCKHAMPTON encircled the VAN HEUTSZ several times, to the accompaniment of blasts from the sirens of both vessels. The corvette's crew on deck gave us three cheers, which were returned by the tps with interest, intermingled with much other badinage from both vessels.
 1800 hrs. The convoy, now consisting of 4 ships with 2 escorting corvettes, moved out from BIAK en route to the destination.
 1835 hrs. Air raid warning sounded, all pers proceeding below decks.
 1855 hrs. All clear sounded.
 1925 hrs. Air raid warning again sounded, similar precautions being adopted as before.
 2010 hrs. All clear. Many tps dispersed to sleep on open deck.
5. No land sighted for the day, routine being normal.
 During the afternoon, the ceremony of "Crossing the Line" was enacted, when King Neptune and his Royal Staff visited the ship. The usual court was held, some of the victims of initiation into the "Solemn Mysteries of the Ancient Order of the Deep" being Capt. HONEYSETT, Lt ILLINGSWORTH and Lt. ANTHONY. To show due honor and respect to King Neptune, the initiation ceremonies consisted of eating portion of a tin of fish, the remainder being rubbed in to the hair; the new member was then dipped head first into the refuse bins from the kitchen, saved for the purpose. Much merriment was caused by the appearance of these newly anointed subjects of His Majesty King Neptune, as portrayed by Lt MAHONEY.
 A copy of the "Imperium Neptuni Regis" is in the appendices.
6. Normal ship's routine. Fine hot weather is now the daily lot.
 1630 hrs. A convoy of four ships appeared and joined in with ours. Throughout the journey the food has mainly consisted of bully beef, M & V and fish, with occasionally fresh fruit. Fresh bread however has been much appreciated.

7. 0800 hrs. Transport dropped anchor off MOROTAI ISLAND beachhead. Tps prepared to commence disembarkation at 1430 hrs.
1500 hrs. Bde HQ pers were transferred from the VAN HEUTSZ to the wharf by LCMs, landing at 1530 hrs. MT conveyed tps to camp site, on GILA PENINSULA. As unit stores were still to be unloaded, all ranks made themselves comfortable in the open.
The presence of RAAF Spitfires and Allied aircraft over the area were the subject of much commentary by tps.
Several cinemas running nightly in the area were largely attended.
8. Tents and flys were erected, and unloading parties proceeded to the wharf to land stores.
Shortage of fresh water in the area limited tps personal hygiene. All pers were issued with camp stretchers, thus adding greatly to their comfort.
9. General cleaning up of area continued. Unit jeeps and trailers now being available, their use for carrying additional water enabled tps to thoroughly clean themselves and eqpt.
2000 hrs. Air Raid Alarm sounded, but no action took place, the All Clear being notified at 2030 hrs.
An issue of 2 bottles of beer was made to all tps.
10. Rear party in charge of unloading of unit stores arrived in area. All stores now unloaded.
The canteen was today set up, supplying soft drinks and cigarettes, swimming at the nearby coral beach is popular, although numerous small cuts have been received by the bathers.
American cinemas supply the usual evenings entertainment.
11. 0930 hrs. All tps received their second cholera inoculation. Camp now completely set up. Rations appear to be quite adequate and satisfying.
12. Fine weather prevails on the island. Bde Planning Hq est nearby in constant liason with this camp.
1930 hrs. Air Raid Red Alarm - no enemy action.
13. 0900 hrs. Inoculation pde for all pers requiring TAB. Camp site being cleaned up by daily working parties.
Distribution to units under comd was commenced today by Planning HQ. Matter distributed included Terrain studies, Int reports, maps and Photomaps of the area of future ops.
All clothes were treated with "Betty" mite repellent.
14. Water allowance of 300 gals to be conserved daily. Newly erected showers not to be used until 1600 hrs daily.
Normal camp routine.
All tps were issued with US half tents and pegs.
15. Normal routine. All tps now using NEI currency.
16. SC(L) Lt. HESLOP, OC Bde HQ Rear Party, arrived by air. Rear party anchored offshore upon arrival today, and are expected to disembark this evening.
2000 hrs. Rear party arrived in area.
17. 2/23 Bn and 2/24 Bn arrived on the island during the day, and were convoyed immediately to their respective camping areas. Preparations well in hand for Operation OBOE ONE.
18. Normal camp routine.
19. 4 rfts incl one sjt, marched in. Normal camp duties.

I M P E R I U M N E P T U N I R E G I S

TO ALL SAILORS WHEREVER YE MAY BE:
and to all Mermaids, Whales, Sea Serpents, Porpoises,
Sharks, Dolphins, Crabs, Lobsters and all other Living
Things of the Sea

GREETING: Know ye: That on this day of
1945 in Latitude 00000 and Longitude 13400

there appeared within Our Royal Domain the
bound North for the Equator and for

BE IT REMEMBERED

That the said Vessel and Officers and Crew and Passengers
thereof have been inspected and passed on by Ourself and
Our Royal Staff
AND BE IT KNOWN: By all ye, Sailors, Marines, Land Lubbers
and others who may be honoured by his presence that

having been found worthy to be numbered as one of our
Trusty Shellbacks he has been duly initiated into the

SOLEMN MYSTERIES OF THE ANCIENT ORDER OF THE DEEP

Be it further understood: That by virtue of the power
invested in me I do hereby command all my subjects to
show due honour and respect to him wherever he may be

Disobey this order under penalty of Our Royal Displeasure

Given under our hand and seal this

1945

.....
His Majesty's Scribe

.....
Ruler of the Raging Main

S E C R E T

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
OFFICE OF THE CHIEF ENGINEER
INTELLIGENCE SECTION

LANDING BEACH CONDITIONS

LINGKAS PORT
TARAKAN ISLAND, N. E. BORNEO

12 APRIL, 1945

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REFERENCES:

See Terrain Evaluation Report No. 90A, Tarakan Island.

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
OFFICE OF THE CHIEF ENGINEER
INTELLIGENCE SECTION

LANDING BEACH CONDITIONS

LINGKAS PORT
TARAKAN ISLAND, N. E. BORNEO

PHOTOGRAPHIC NOTE:

Color photography was used in an effort to determine underwater depths by parallax measurement with a standard type of stereoscopic plotting machine. However, the color transparencies were over-exposed, causing the detail in the shallow water areas of the beach to be indistinct or entirely lacking. The beach gradients and hydrographic information contained in this study are, therefore, estimated, and should be used with caution.

GENERAL STATEMENT:

This Landing Beach Study was published to supplement the landing beach information contained in Terrain Evaluation Report 90A. The information herein was obtained from large scale (1:4000) vertical color photography, large scale black and white photography, and all available hydrographic chart data.

The beaches in this area are not suitable for landing operations due to the flat slopes of the beach and the large amount of silt that has been deposited along the foreshore throughout the entire area. The silted portion of the beach extends seaward for 800 to 1500 feet from a narrow sand beach. The submerged silt is not stable enough to support the weight of a man. It is believed that unless landings are made by the shallowest draft type of craft, at an extreme high tide of 10 to 11 feet, craft will ground too far from firm beach to allow easy access to shore.

Successive high tide lines on the beach are indicated by the oil deposit remaining on the beach after the water has receded. The line of highest high tides is evidenced by the cut bank at the general vegetation line. By a parallax measurement of ground elevations at the tide lines thus established, and by computing the height of tide at the time of exposure of successive flights of photography, an accurate estimate of the beach gradient can be established. The landing beach information in this study was obtained by using this method coupled with deep water data obtained from hydrographic charts and aerial photography. All depths given are referred to depths below highest high water, and are not based on MLLW.

LANDING BEACHES:

WHITE BEACH: 950 feet long, located southeast of the north wharf between the wharf and Sibengkok River. Beach is backed by a gently sloping bank about 5 feet high which will be no obstacle to troop movement. Near the river mouth, the beach slopes at 1.6% for 75 feet from the high water line. The 18-foot line lies about 825 feet offshore at this point, and the 3-foot line will be about 180 feet offshore. Near the wharf, the beach slope is 2.2%, making the 3-foot line fall 100 to 125 feet offshore at a high tide of 10 to 11 feet.

RED BEACH: Beach lies between the Sibengkok River and the oil jetty 2300 feet to the southeast. Although the beach is backed by a sloping bank 6 feet high, it will offer no hazard to troops or vehicles except where raised to 10 feet by wharf approach construction. At the eastern end of the beach the 3-foot line is approximately 172 feet offshore (1.7%). Stream mouth is very shallow and will allow entrance for very shallow native or assault craft only.

YELLOW BEACH: About 1250 feet of narrow (20 to 30 feet) sand beach backed by earth bank 10 feet high, extending general length of beach. The inshore beach has a gradient of 1.5%, with the 3-foot line falling about 185 to 205 feet offshore. The 18-foot line lies 860 to 875 feet offshore. The eastern end of the beach is believed to have a slightly steeper slope than the western end, and small craft can possibly approach to within 100 feet of shore on an extreme high tide.

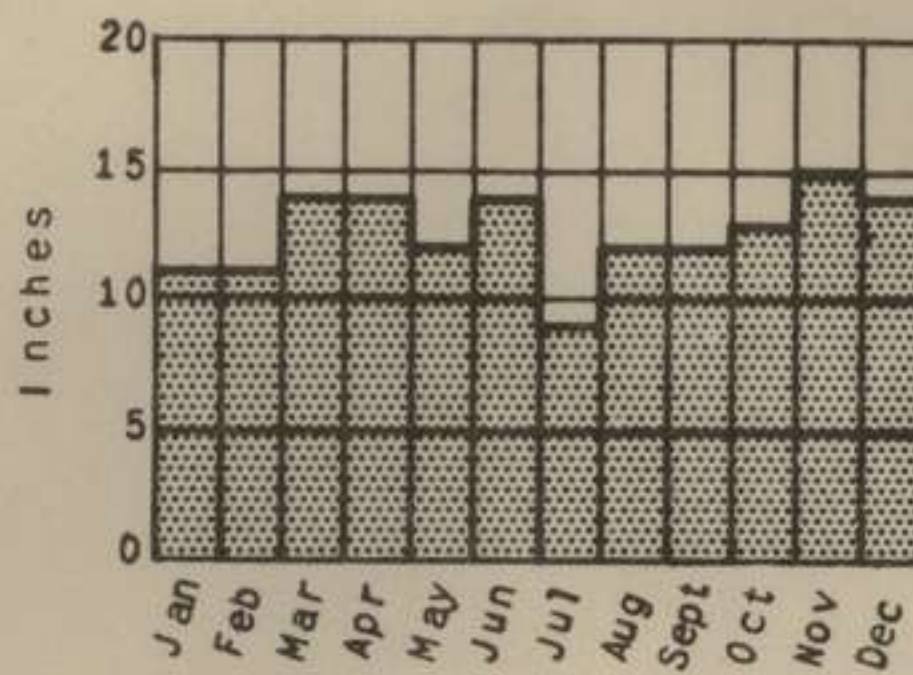
GREEN BEACH: About 800 feet long, located adjacent to and northwest of the south wharf. Sand beach 40 to 50 feet wide, backed by a bank 6 to 8 feet high, between beach and road. From high water line, beach slopes 2.6 feet to 170 feet offshore (1.5%) and continues at a 2.6% grade to the 36-foot line at the wharf head. Landing craft with a draft of 3 feet will beach about 200 feet offshore at a tide stage of 9 to 10 feet above MLLW.

NOTE: Height of tide at the time of the offshore oblique photography was 8.0 feet above Mean Lower Low Water.

CLIMATIC DATA

TARAKAN ISLAND, N.E. BORNEO

RAINFALL



Mean Monthly Rainfall

WIND ROSES



Dec-Jan-Feb



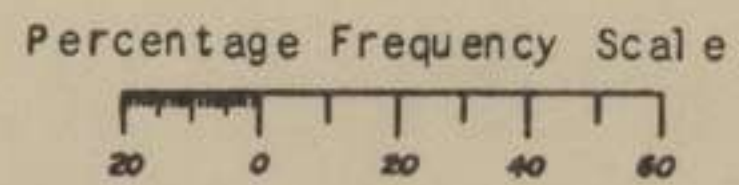
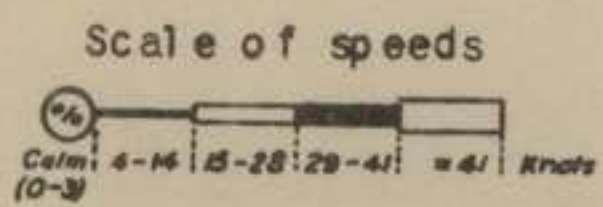
Mar-Apr-May



Jun-Jul-Aug



Sept-Oct-Nov



LINGKAS, TARAKAN ISLAND, 1945

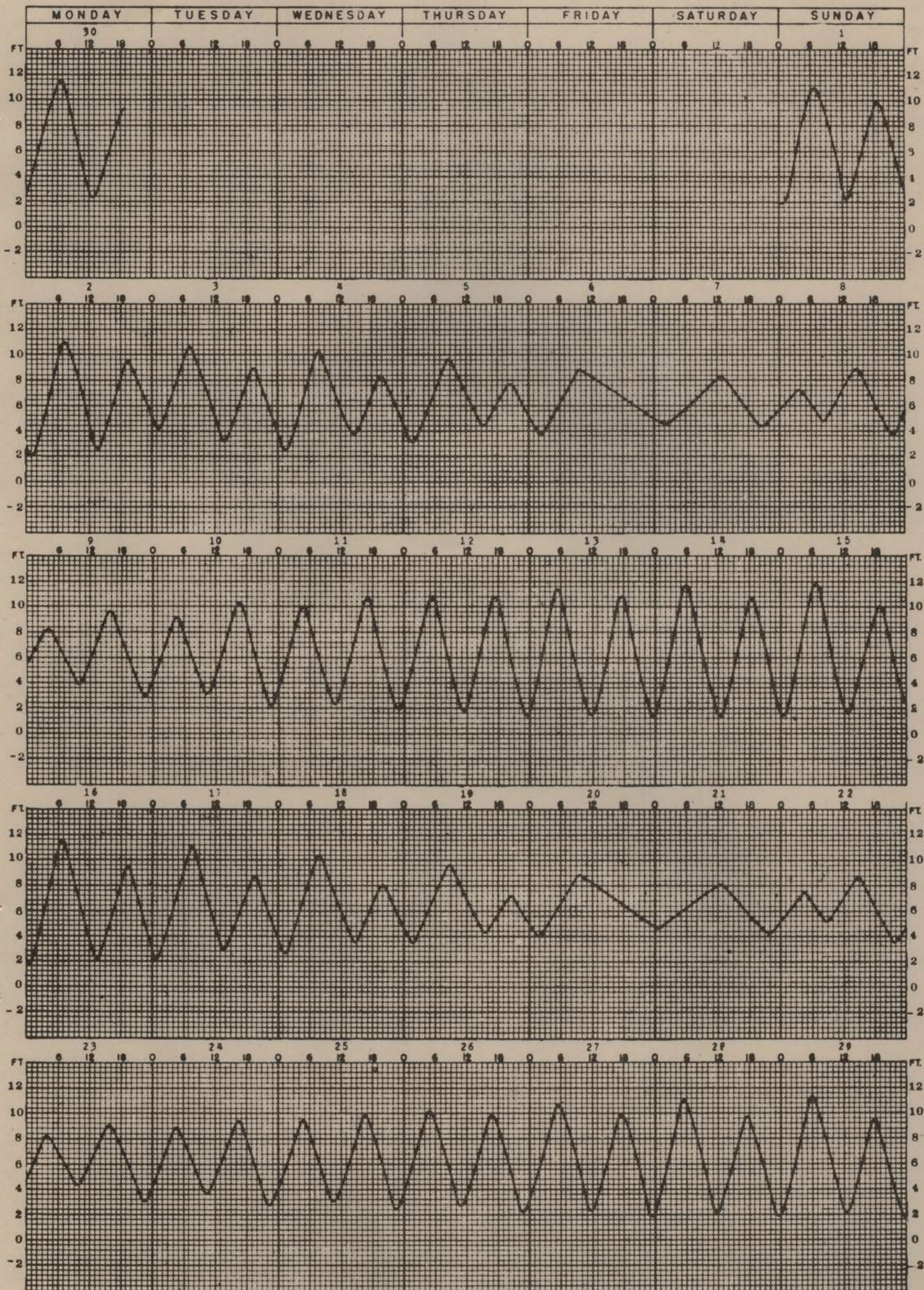
APRIL					MAY					JUNE				
DAY	HIGH		LOW		DAY	HIGH		LOW		DAY	HIGH		LOW	
	Time	Ht.	Time	Ht.		Time	Ht.	Time	Ht.		Time	Ht.	Time	Ht.
	<i>h. m.</i>	<i>ft.</i>	<i>h. m.</i>	<i>ft.</i>		<i>h. m.</i>	<i>ft.</i>	<i>h. m.</i>	<i>ft.</i>		<i>h. m.</i>	<i>ft.</i>	<i>h. m.</i>	<i>ft.</i>
1	06 40	10.9	00 28	1.9	1	06 40	11.3	00 13	1.8	1	07 35	10.2	00 52	2.1
Su	18 45	9.8	12 55	2.2	Tu	18 44	8.8	13 10	2.4	F	19 52	7.4	14 22	2.7
2	07 02	10.9	00 46	2.0	2	07 08	10.9	00 35	2.1	2	08 18	9.5	01 29	2.7
M	19 05	9.4	13 21	2.5	W	19 09	8.4	13 39	2.9	Sa	20 56	7.9	15 16	3.0
3	07 29	10.7	01 05	2.2	3	07 39	10.4	01 00	2.5	3	09 13	8.8	02 19	3.3
Tu	19 26	8.9	13 49	3.1	Th	19 39	7.8	14 18	3.4	Su	22 40	6.8	16 34	3.3
4	07 58	10.2	01 25	2.5	4	08 18	9.7	01 27	3.1	4	10 38	8.1	03 46	4.1
W	19 46	8.3	14 22	3.7	F	20 21	7.2	15 11	4.0	M	.. ..	..	18 16	3.2
5	08 35	9.6	01 47	3.0	5	09 16	8.9	01 55	3.8	5	01 03	7.2	06 37	4.2
Th	20 01	7.6	15 08	4.4	Sa	22 50	6.7	17 16	4.4	Tu	12 32	7.8	19 32	2.9
6	09 27	8.8	02 05	3.7	6	11 34	8.3	02 51	4.7	6	02 13	8.0	08 17	3.6
F	.. ..	..	.. ..	..	Su	.. ..	..	20 05	4.0	W	13 58	7.9	20 25	2.3
7	.. ..	..	02 08	4.5	7	02 43	7.4	07 44	4.7	7	03 00	8.9	09 20	2.9
Sa	12 43	8.3	21 41	4.4	M	13 53	8.5	20 49	3.4	Th	14 58	8.1	21 06	1.9
8	03 47	7.2	08 15	4.8	8	03 09	8.4	08 57	3.9	8	03 38	9.7	10 03	2.3
Su	14 49	8.9	21 46	3.6	Tu	14 54	9.0	21 20	2.8	F	15 43	8.3	21 43	1.6
9	03 46	8.1	09 23	3.9	9	03 38	9.3	09 43	3.0	9	04 14	10.4	10 44	1.8
M	15 37	9.6	22 07	2.9	W	15 36	9.4	21 49	2.1	Sa	16 23	8.3	22 17	1.3
10	04 10	9.1	10 03	3.1	10	04 06	10.2	10 20	2.4	10	04 48	10.7	11 22	1.5
Tu	16 11	10.2	22 30	2.3	Th	16 12	9.7	22 18	1.7	Su	17 01	8.3	22 49	1.2
11	04 35	10.0	10 37	2.3	11	04 35	10.9	10 54	1.8	11	05 22	11.0	11 58	1.4
W	16 42	10.6	22 55	1.8	F	16 45	9.8	22 45	1.4	M	17 35	8.1	23 22	1.2
12	05 01	10.7	11 10	1.7	12	05 06	11.4	11 28	1.6	12	05 56	11.0	12 34	1.4
Th	17 12	10.8	23 20	1.5	Sa	17 17	9.7	23 14	1.3	Tu	18 10	7.9	23 54	1.4
13	05 29	11.3	11 41	1.5	13	05 35	11.6	12 02	1.5	13	06 28	10.8	.. ..	..
F	17 41	10.8	23 46	1.3	Su	17 48	9.4	23 41	1.4	W	18 44	7.6	13 10	1.6
14	05 57	11.6	.. ..	..	14	06 06	11.6	.. ..	..	14	07 01	10.4	00 24	1.7
Sa	18 10	10.5	12 13	1.4	M	18 17	9.0	12 36	1.7	Th	19 19	7.3	13 47	1.9
15	06 12	11.7	00 10	1.4	15	06 37	11.4	00 07	1.6	15	07 35	9.8	00 55	2.1
Su	18 37	10.0	12 45	1.6	Tu	18 47	8.5	13 12	2.1	F	20 00	6.9	14 27	2.3
16	06 54	11.5	00 36	1.7	16	07 07	10.9	00 34	2.0	16	08 12	9.2	01 27	2.6
M	19 04	9.4	13 18	2.1	W	19 17	8.0	13 46	2.6	Sa	20 47	6.5	15 10	2.7
17	07 25	11.0	01 00	2.1	17	07 41	10.3	00 58	2.6	17	08 50	8.4	02 04	3.1
Tu	19 32	8.7	13 50	2.8	Th	19 50	7.4	14 27	3.2	Su	22 01	6.3	16 06	3.0
18	07 57	10.4	01 21	2.6	18	08 17	9.5	01 26	3.2	18	09 42	7.7	02 46	3.8
W	19 55	8.0	14 28	3.5	F	20 33	6.8	15 22	3.8	M	.. ..	..	17 21	3.2
19	08 30	9.6	01 42	3.3	19	09 06	8.7	01 41	3.9	19	00 18	6.3	04 45	4.3
Th	20 20	7.2	15 18	4.3	Sa	.. ..	..	17 21	4.2	Tu	11 09	7.1	18 47	3.2
20	09 18	8.8	01 47	4.0	20	10 46	8.0	.. ..	..	20	01 54	6.9	07 58	4.2
F	.. ..	..	.. ..	..	Su	.. ..	..	20 02	3.9	W	13 05	6.7	19 45	2.9
21	.. ..	..	00 07	4.6	21	03 25	7.1	07 52	5.0	21	02 41	7.6	09 10	3.6
Sa	12 43	8.1	21 33	4.1	M	13 34	7.8	20 44	3.5	Th	14 19	6.7	20 28	2.5
22	04 19	7.5	08 50	5.1	22	03 23	7.8	09 03	4.4	22	03 16	8.2	09 52	3.1
Su	14 52	8.6	21 47	3.5	Tu	14 44	8.0	21 10	3.1	F	15 10	6.8	21 02	2.2
23	03 55	8.2	09 35	4.3	23	03 36	8.5	09 41	3.7	23	03 48	8.9	10 27	2.5
M	15 31	9.0	22 04	3.1	W	15 23	8.3	21 32	2.7	Sa	15 48	6.9	21 35	1.9
24	04 15	8.8	10 06	3.6	24	03 57	9.2	10 11	3.1	24	04 20	9.4	10 59	2.1
Tu	16 03	9.4	22 19	2.7	Th	15 52	8.4	21 53	2.4	Su	16 23	7.0	22 06	1.5
25	04 29	9.5	10 32	3.0	25	04 18	9.8	10 39	2.7	25	04 49	9.9	11 28	1.7
W	16 29	9.7	22 39	2.4	F	16 19	8.5	22 13	2.1	M	17 00	7.2	22 38	1.2
26	04 48	10.1	10 58	2.6	26	04 39	10.3	11 06	2.3	26	05 18	10.2	11 59	1.4
Th	16 51	9.8	22 56	2.1	Sa	16 45	8.5	22 35	1.8	Tu	17 27	7.3	23 12	1.1
27	05 08	10.6	11 22	2.3	27	05 04	10.8	11 34	2.0	27	05 52	10.4	12 31	1.3
F	17 16	9.8	23 14	1.9	Su	17 13	8.5	22 58	1.6	W	18 02	7.4	23 45	1.0
28	05 28	11.0	11 47	2.1	28	05 30	11.0	12 02	1.9	28	06 23	10.4	.. ..	..
Sa	17 36	9.7	23 31	1.8	M	17 36	8.4	23 24	1.5	Th	18 39	7.4	13 05	1.2
29	05 50	11.3	12 13	2.1	29	05 57	11.1	12 33	2.0	29	06 57	10.1	00 22	1.1
Su	17 58	9.5	23 51	1.8	Tu	18 05	8.2	23 51	1.6	F	19 17	7.4	13 40	1.3
30	06 13	11.4	.. ..	..	30	06 26	11.0	.. ..	..	30	07 36	9.7	01 01	1.3
M	18 19	9.2	12 40	2.2	W	18 34	8.0	13 04	2.1	SA	20 02	7.2	14 17	1.4
					31	06 59	10.7	00 20	1.7					
					Th	19 10	7.7	13 41	2.3					

Time meridian 120° E. The hours of the day are numbered consecutively from 0^h (midnight) to 23^h (11 00 p. m.). 12^h is noon. All hours greater than 12 are in the afternoon (p.m.). Heights are reckoned from the datum of soundings on charts of the locality which is mean lower low water.

PREDICTED TIDE CURVE
 HEIGHTS IN FEET ABOVE CHART DATUM
 (MEAN LOWER LOW WATER)

LINGKAS, TARAKAN ISLAND
 LAT. 3°17'N. LONG. 117°35'E.

APRIL 1945
 TIME MERIDIAN 112°30' E



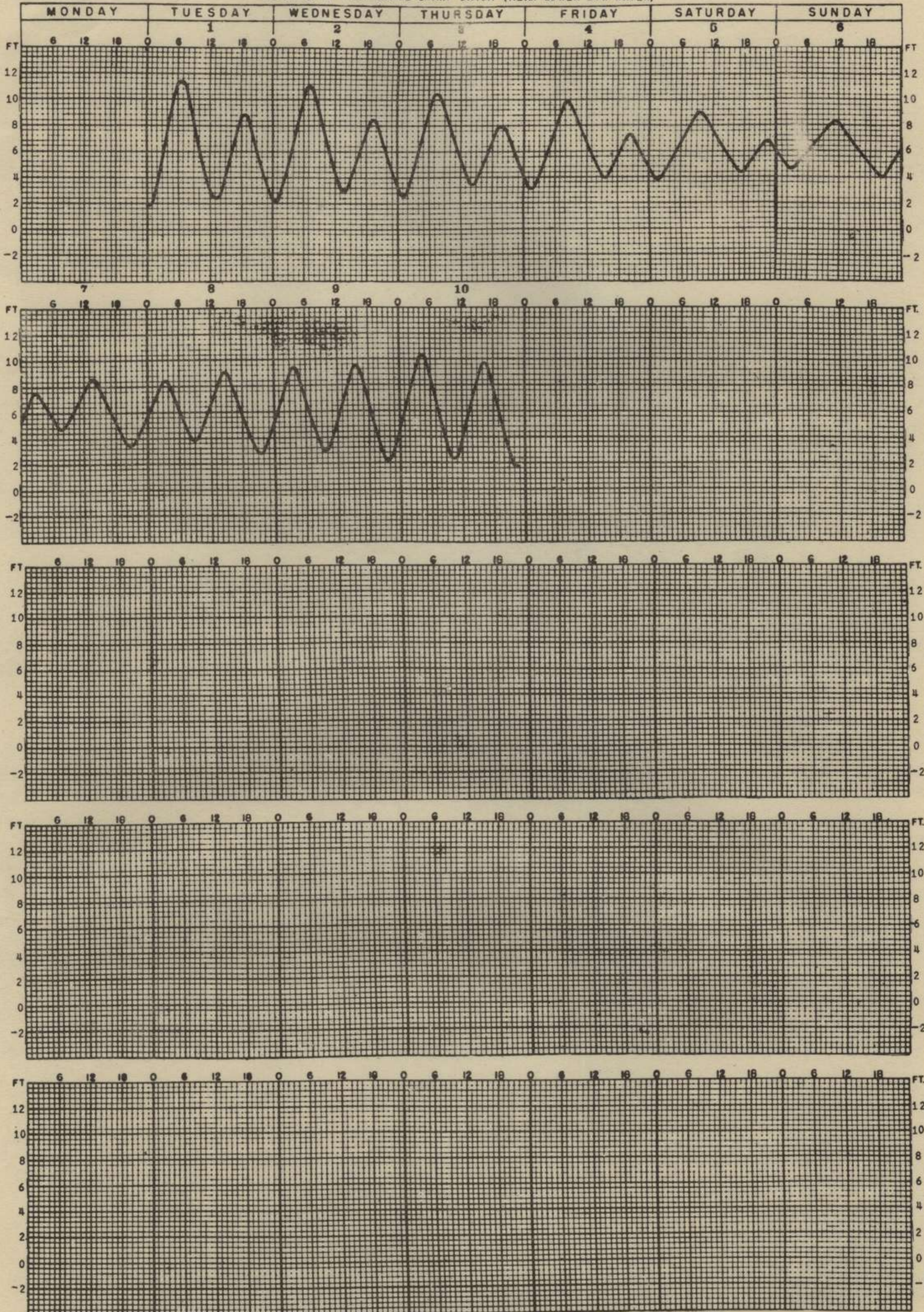
EACH SMALL DIVISION HORIZONTALLY REPRESENTS ONE HOUR AND VERTICALLY 0.4 FOOT

PREDICTED TIDE CURVE

LINGKAS, TARAKAN ISLAND
N.E. BORNEO
LAT 3°17'N. LONG 117°35'E

1 MAY TO 10 MAY, 1945
TIME MERIDIAN 120°

HEIGHTS IN FEET ABOVE CHART DATUM (MEAN LOWER LOW WATER)



EACH SMALL DIVISION HORIZONTALLY REPRESENTS ONE HOUR AND VERTICALLY 0.4 FOOT

DIAGRAM OF TIDES, SUNLIGHT, AND MOONLIGHT

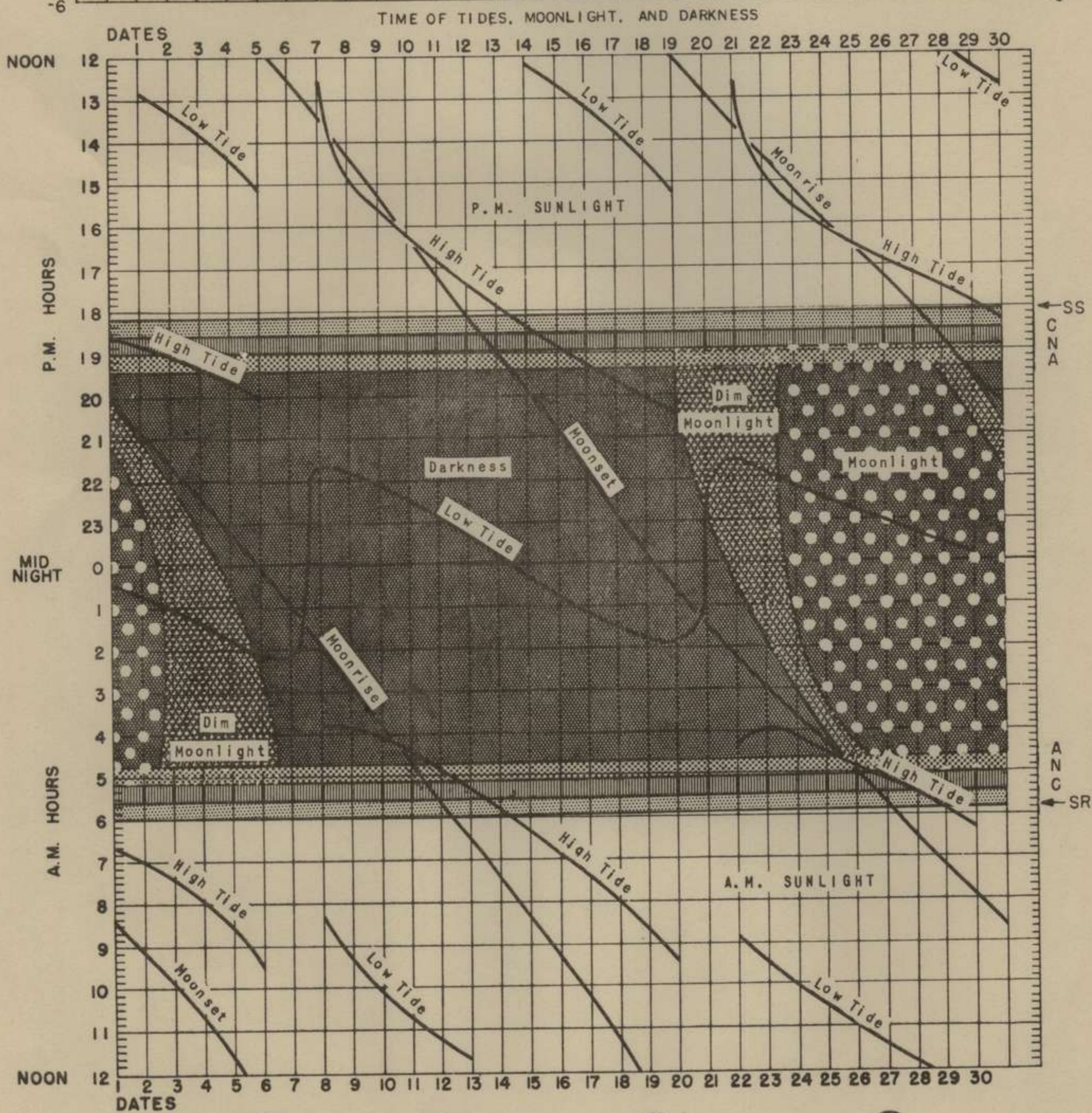
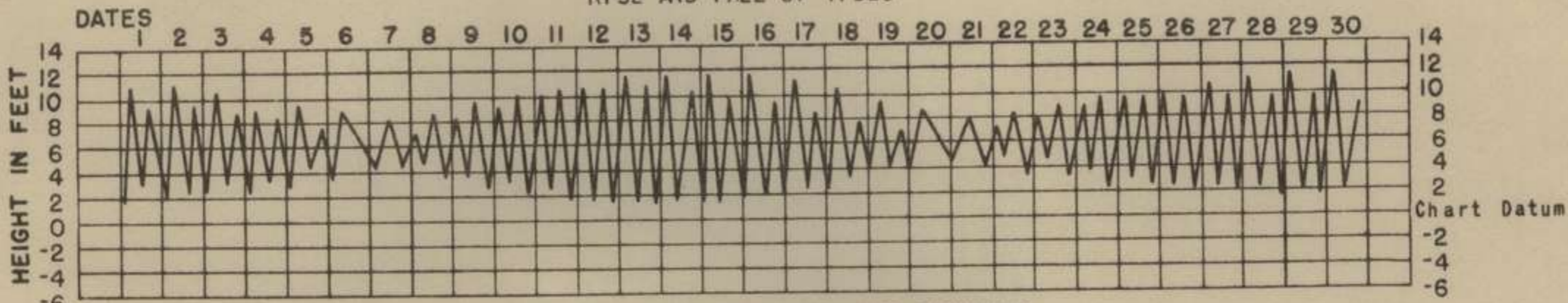
LINGKAS, TARAKAN ISLAND



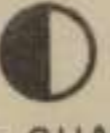
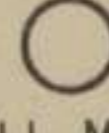
APRIL 1945

LAT. 03° 17' N. 117° 35' E.

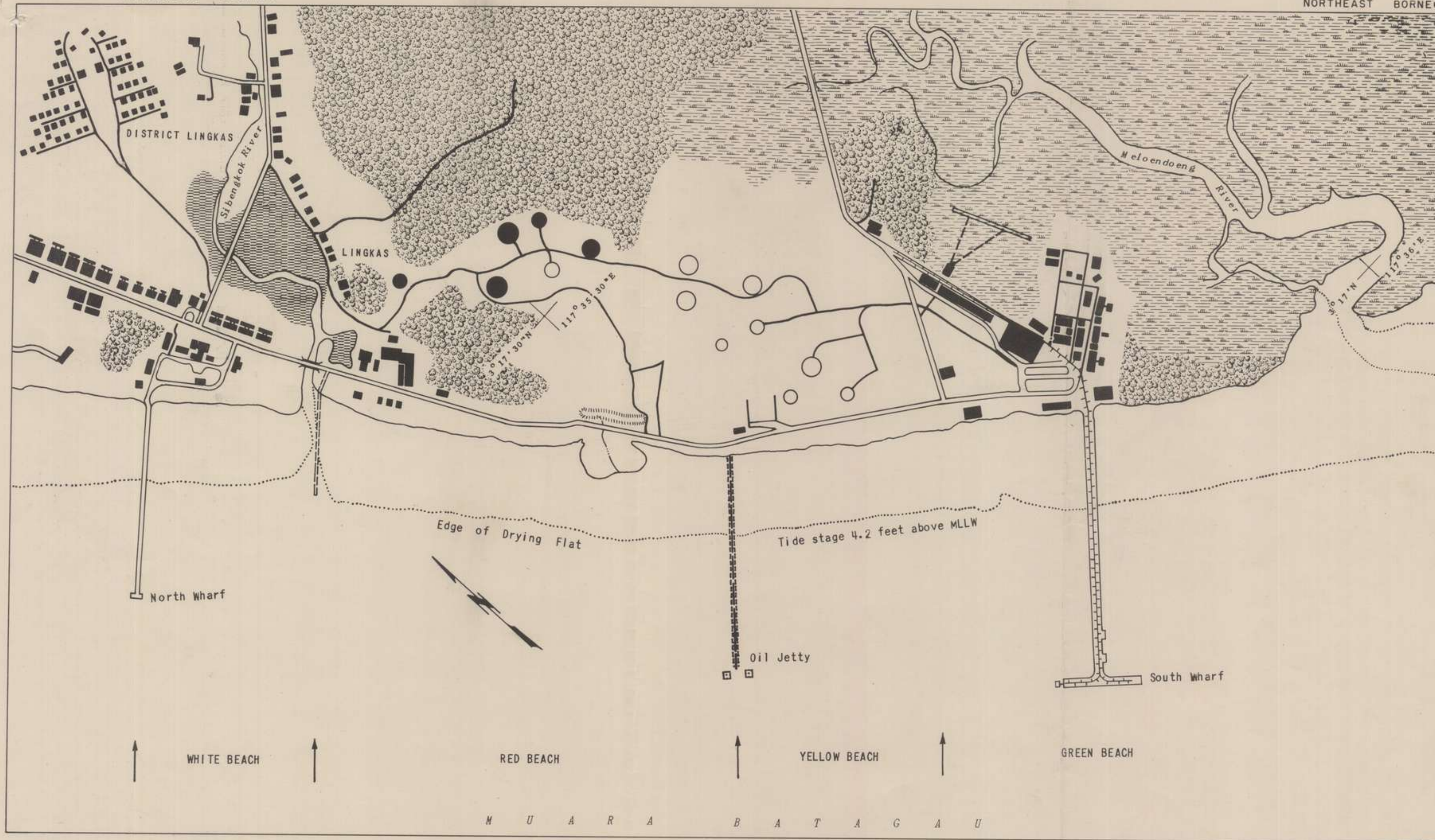
Time Meridian 120°

RISE AND FALL OF TIDES



 LAST QUARTER
  NEW MOON
  FIRST QUARTER
  FULL MOON

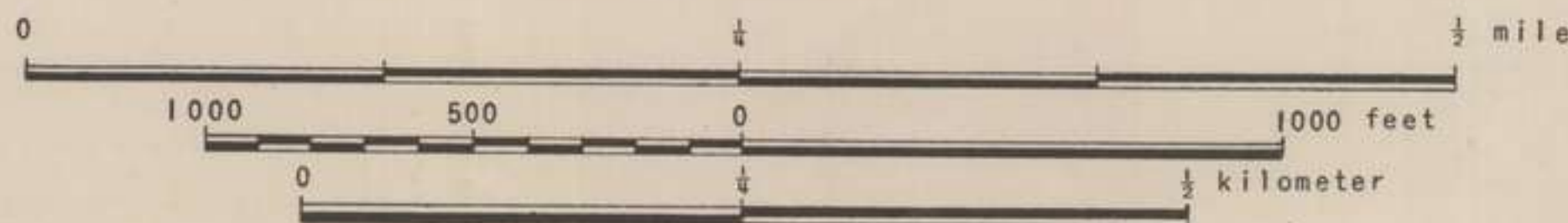
A-ASTRONOMICAL TWILIGHT
 N-NAUTICAL TWILIGHT
 C-CIVIL TWILIGHT
 SS-SUNSET
 SR-SUNRISE



LEGEND

- Road, hard surfaced
- Road, lightly surfaced
- Bridge
- Buildings or Huts
- Tanks, destroyed
- Tanks, existing
- Stream, intermittent
- Swamp
- Mud Flats
- Secondary growth
- Oil Pipe

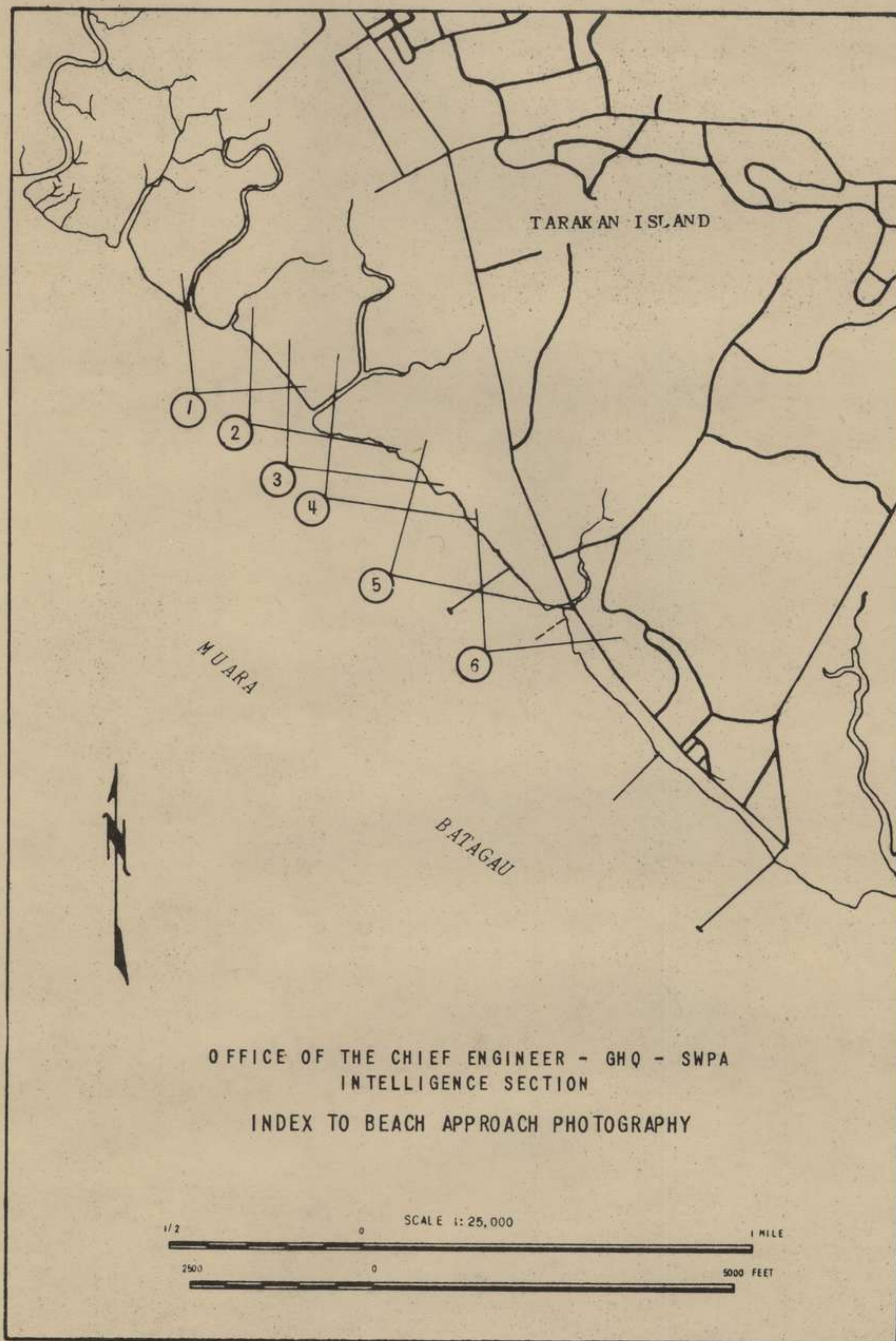
SCALE 1:5,000 approx.



TARAKAN ISLAND
NORTHEAST BORNEO

Prepared under the direction of the Chief Engineer, GHQ, SWPA, by the Intelligence Section, April 1945, from vertical aerial photography by the 2nd Photo Charting Squadron, U.S. Army, April 1945.

CAUTION: This map was produced from aerial photography. Due to lack of accurate ground control, distances scaled on the map may be at variance with actual ground distances.



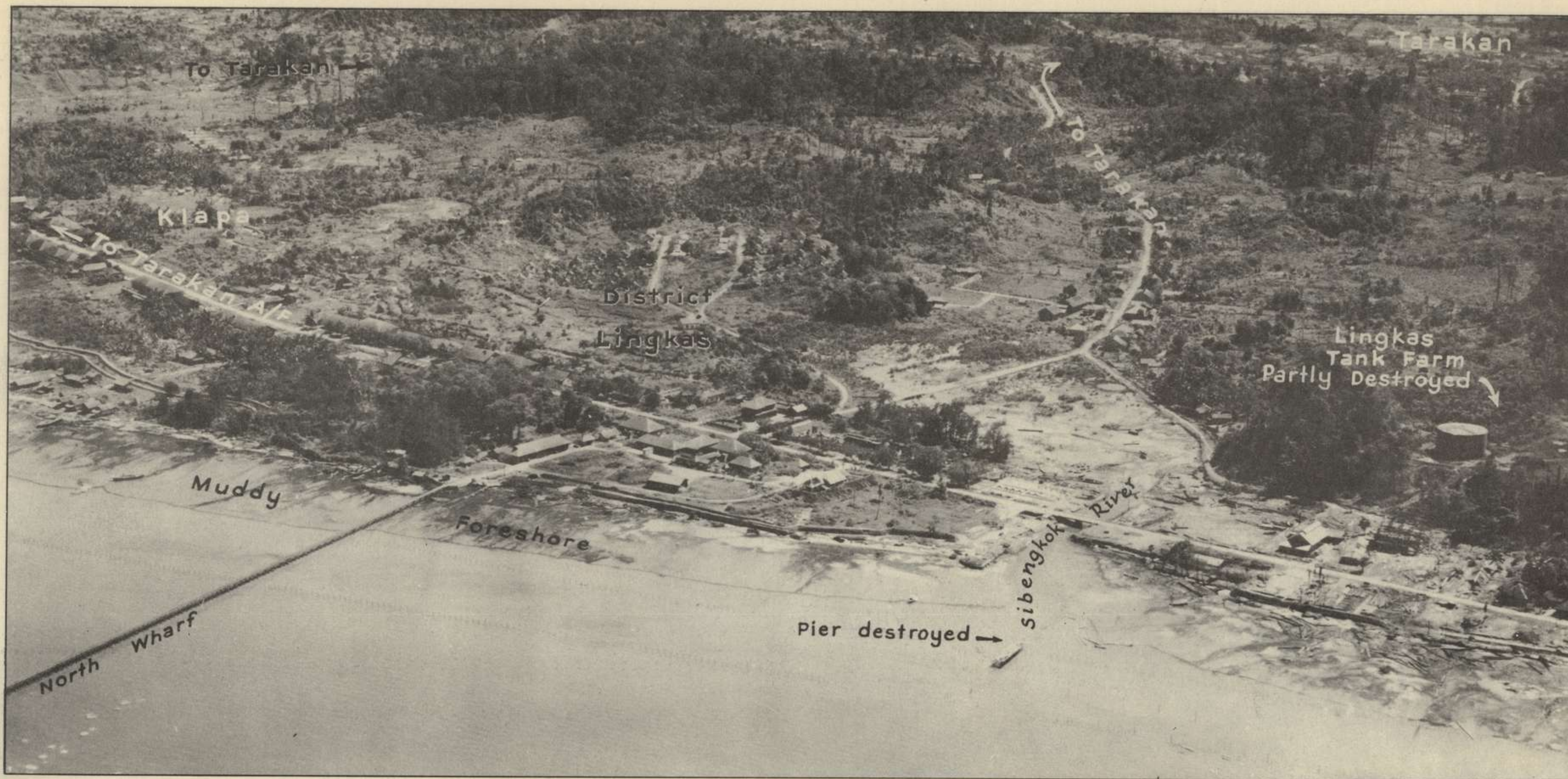












War Diary

TOP SECRET
 Appx C(iii) to 26 Aust Inf Bde
 Administrative Order 1 of
 14 Apr 45

AMMUNITION
INITIAL MAINTENANCE FOR OBOE ONE

Serial	Item	20 Days WUR (INTENSE)		Additional Amn Req'd		Total Req'd		Tonnage	
		Rounds	Boxes	Rounds	Boxes	Rounds	Boxes	DW	Cub
1	Ctges Illum 1" J	750	5	-	-	750	5	.069	.123
2	" Sig 1" Red	750	5	-	-	750	5	.069	.123
3	" Sig 1" Green	750	5	-	-	750	5	.069	.123
4	" SA Ball .380 Rev	2520	14	-	-	2520	14	.055	.030
5	" SA Ball .303 Bdr	668000	668	-	-	668000	668	22.645	16.293
6	" SA Ball .303 Ctn	272064	218	-	-	272064	218	8.162	5.317
7	" SA Tracer .303	11232	9	-	-	11232	9	.350	.220
8	" SA Incendiary .303	2496	2	-	-	2496	2	.077	.050
9	" SA Ball 9 mm	572800	179	-	-	572800	179	8.019	3.891
10	" SA Ball .303 Belt	153500	307	-	-	153500	307	5.831	5.386
11	" SA 7.92 mm Belt	28800	64	57600	128(40days)	86400	192	4.148	4.266
12	Generators Smoke No.8	150	15	-	-	150	15	.405	.375
13	Ctges QF 2 Pr AP Shot	432	27	880	55	1312	82	4.054	3.154
14	" " HE	984	41	1944	81	2928	122	7.672	6.199
15	" " Case	120	5	-	-	120	5	.238	.250
16	" QF 25 Pr Normal	21248	2656	-	-	21248	2656	73.777	75.888
17	" " Tropic	2064	258	-	-	2064	258	7.166	7.371
18	" " Super	1920	240	-	-	1920	240	7.006	6.857
19	Shell QF HE SL25 Pr .117	8640	2160	-	-	8640	2160	113.684	37.894
20	" " .119	8640	2160	-	-	8640	2160	113.684	37.894
21	" " .231	1920	480	-	-	1920	480	25.263	8.420
22	" QF Smoke 25 Pr	1440	360	2160	540	3600	900	42.875	15.790
23	" " Star 25 Pr	-	-	300	75	300	75	3.920	2.610
24	Shot QF AP 25 Pr	240	60	-	-	240	60	1.860	.938
25	Ctges QF 3" How HE	270	135	542	271	812	406	8.696	5.972
26	" " Smoke	30	15	62	31	92	46	.986	1.244
27	Bombs ML HE 2" Mor	8406	467	-	-	8406	467	14.600	11.675
28	" " Smoke 2" Mor	2808	156	-	-	2808	156	4.100	3.900
29	" " 2" Mor Illum	756	42	-	-	756	42	.913	1.050
30	" " Sig Red	198	11	-	-	198	11	.240	.275

(2)

Serial	Item	20 Days WUR (INTENSE)		Additional Amh Req'd		Total Req'd		Tonnage	
		Rounds	Boxes	Rounds	Boxes	Rounds	Boxes	DW	Cub
31	Bombs ML 2" Mor Sig Green	198	11	--	--	198	11	.250	.275
32	" " HE 3" Mor Normal	4098	683	--	--	4098	683	28.458	32.523
33	" " " " Tropic	4098	683	--	--	4098	683	28.458	32.523
34	" " Smoke 3" Mor	2046	341	--	--	2046	341	12.178	16.238
35	Ctges QF 3.7 Gun HE 208	2800	1400	--	--	2800	1400	81.200	60.868
36	" " 3.7 " 230	400	200	--	--	400	200	12.934	8.695
37	" " 3.7 " SAP	320	160	--	--	320	160	10.666	8.421
38	" " 40 mm HE	7200	300	--	--	7200	300	23.070	15.000
39	" " " AP	720	30	--	--	720	30	2.307	1.500
40	Grenades Hand 36 m	3828	319	1920	160	5748	479	5.569	5.505
41	" Rifle 36 m	960	80	--	--	960	80	1.000	1.311
42	" Hand No.69	986	29	--	--	986	29	.560	.750
43	" Rifle 63 Smoke	765	51	--	--	765	51	.625	.615
44	" " T/A No.68	969	57	--	--	969	57	1.250	1.000
45	" Hand No.75	960	80	--	--	960	80	1.316	1.404
46	" Hand No.77	960	40	--	--	960	40	.555	1.000
47	Bombs Incendiary 1 1/2 lbs	192	8	--	--	192	8	.158	.140
48	Fuzes Peron 231	1000	50	--	--	1000	50	1.730	1.660
49	Fuzes T & P 222B	1344	56	--	--	1344	56	2.240	1.870
50	Primers Peron No.1 Mk II	2400	6	--	--	2400	6	.024	.130
								<u>695.163</u>	<u>454.907</u>

TOP SECRET

Appx C(iii) to 26 Aust Inf Bde
Administrative Order 1 of
14 Apr 45AMMUNITIONINITIAL MAINTENANCE FOR OBOE ONE

Serial	Item	20 Days WUR (INTENSE)		Additional Amn Req'd		Total Req'd		Tonnage	
		Rounds	Boxes	Rounds	Boxes	Rounds	Boxes	DW	Cub
1	Ctges Illum 1" J	750	5	-	-	750	5	.069	.123
2	" Sig 1" Red	750	5	-	-	750	5	.069	.123
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8	" SA Incendiary .303	2496	2	-	-	2496	2	.077	.050
9	" SA Ball 9 mm	572800	179	-	-	572800	179	8.019	3.891
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21	" " " .231	1920	480	-	-	1920	480	25.263	8.420
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32	" " HE 3" Mor Normal	4098	683	-	-	4098	683	28.458	32.523
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50	Primers Peron No.1 Mk II	2400	6	-	-	2400	6	.024	.130
								<u>695.163</u>	<u>454.907</u>

ISLAND OR BLUE BEACH
SADAU ISLAND
SECRET

Copy No. ²⁰.....

19 Apr 45

26 AUST INF BDE REHEARSAL OO 1

Reference Maps : SOUTHWEST MORATAI 1 inch to 1 mile

INFORMATION

1. (a) The rehearsal will take place on KOKOJA ISLAND 7627 and will conform as near as possible to OBOE ONE SADAU ISLAND operation vide 26 Aust Inf Bde Operation Order 1 of 17 Apr 45.
5. (b) (i) KOKOJA ISLAND is approx 400 yards square.
4. (ii) Coral reefs surround the island but a gap wide enough to allow the passage of craft exists on the EAST coast and dry shod landings can be made at all times.
6. (iii) Beaches are hard and firm and approx 50 feet wide.
7. (iv) Vegetation begins on the dune line and except for the beaches covers the whole island.
8. (v) A village of approx 100 native inhabitants and 30 huts is located at see Appendix A.

INTENTION

2. (a) 2/4 Aust Cdo Sqn will land on KOKOJA ISLAND on BLUE BEACH and secure a beachhead, simulating the SADAU ISLAND operation.
- (b) 57 Bty 2/7 Aust Fd Regt will establish the bty in position capable of bringing fire to bear on TG DEHEGILA 806231.

INFORMATION

1. (c) One sec LAA Bty 53 Comp AA Regt will provide protection for the fd bty with a secondary role of beach defence.

METHOD

3. Troops and Command

5. (b) See 26 Aust Inf Bde Operation Order 1.

4. Landing beach

6. See 26 Aust Inf Bde Operation Order 1 and Appendix A.

5. Distribution of force to ships

7. See 26 Aust Inf Bde Operation Order 1.

6. Landing tables

8. See 26 Aust Inf Bde Operation Order 1.

7. Landing diagram

2. (a) See 26 Aust Inf Bde Operation Order 1.

8. Support

- (b) See 26 Aust Inf Bde Operation Order 1.

INFORMATION

1. (a) One sec LAA Bty 53 Comp AA Regt will provide protection for the fd bty with a secondary role of beach defence.

9. J hour

0800 ITM 23 Apr 45.

INTERCOMMUNICATION

10. See paragraph 12 of 26 Aust Inf Bde Sig Instr OBOE ONE.

GENERAL

11. (a) For the purpose of this rehearsal 2/4 Aust Cdo Sqn after landing will NOT pass through the village but move to its flanks.

(b) Ball ammunition will NOT be carried.

ACKNOWLEDGE

Signed at 192359 I

Issued by IO.

H. J. Katekar
(H J KATEKAR) Maj
BM 26 Aust Inf Bde

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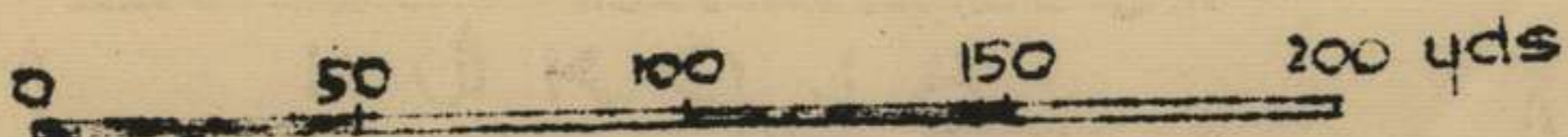
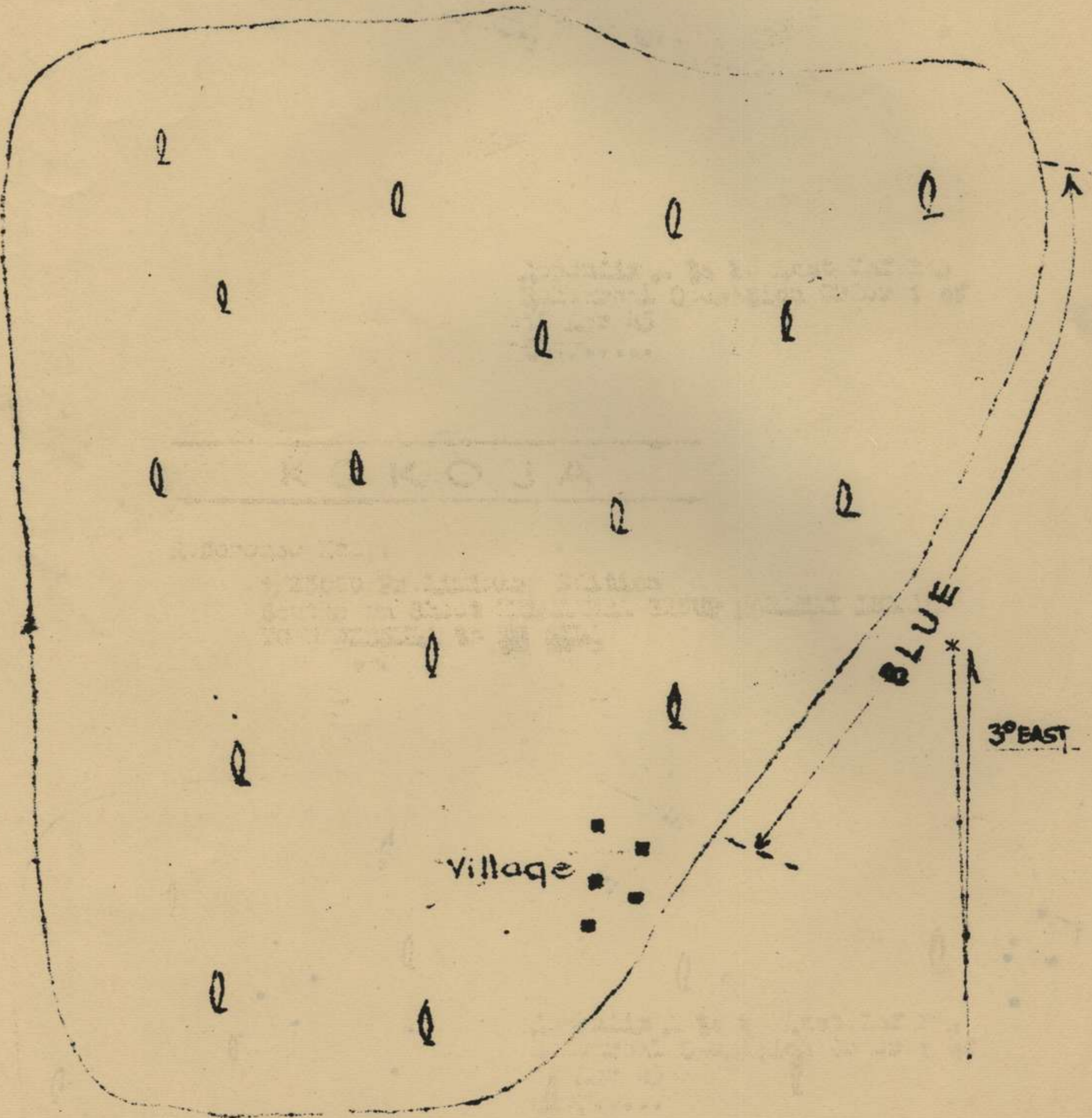
	<u>Copy</u>	<u>Appendix A</u>
<u>Operation</u>	<u>Order</u>	
2/4 Aust Cdo Sqn	1 - 3	1
57 Bty 2/7 Aust Fd Regt	4	2
53 Comp AA Bty	5	3
2/24 Aust Fd Pk Coy	6	4
2/12 Aust Fd Amb	7	5
3 Aust Wireless Sec (Lt)	9	
50 Aust Cipher Sec	10	
Task Group 78.1	11	6
2 Aust Beach Group	12	7
Comd	13	8
BM	14	9
Sigs	15	
9 Aust Div	16	10
File	17 - 18	11 - 12
War Diary	19 - 20	13 - 14

Appendix A to 26 Aust Inf Bde
Rehearsal Operation Order 1 of
19 Apr 45
Copy 1.4

KOKOJA

Reference Map :

1/25000 Preliminary Edition
Southern Sheet KILIMBARI GROUP MORITANI ISLAND
TG N. J. BOHMA to TG G. H.



SECRET

Copy No. 19...

19 Apr 45

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See 26 Aust Inf Bde Operation Order 1. and Appendix A.

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See 26 Aust Inf Bde Operation Order 1.

6. Landing tables

See 26 Aust Inf Bde Operation Order 1.

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(a) See 26 Aust Inf Bde Operation Order 1.

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H J Katekar
(H J KATEKAR) Maj
BM 26 Aust Inf Bde

DISTRIBUTION :

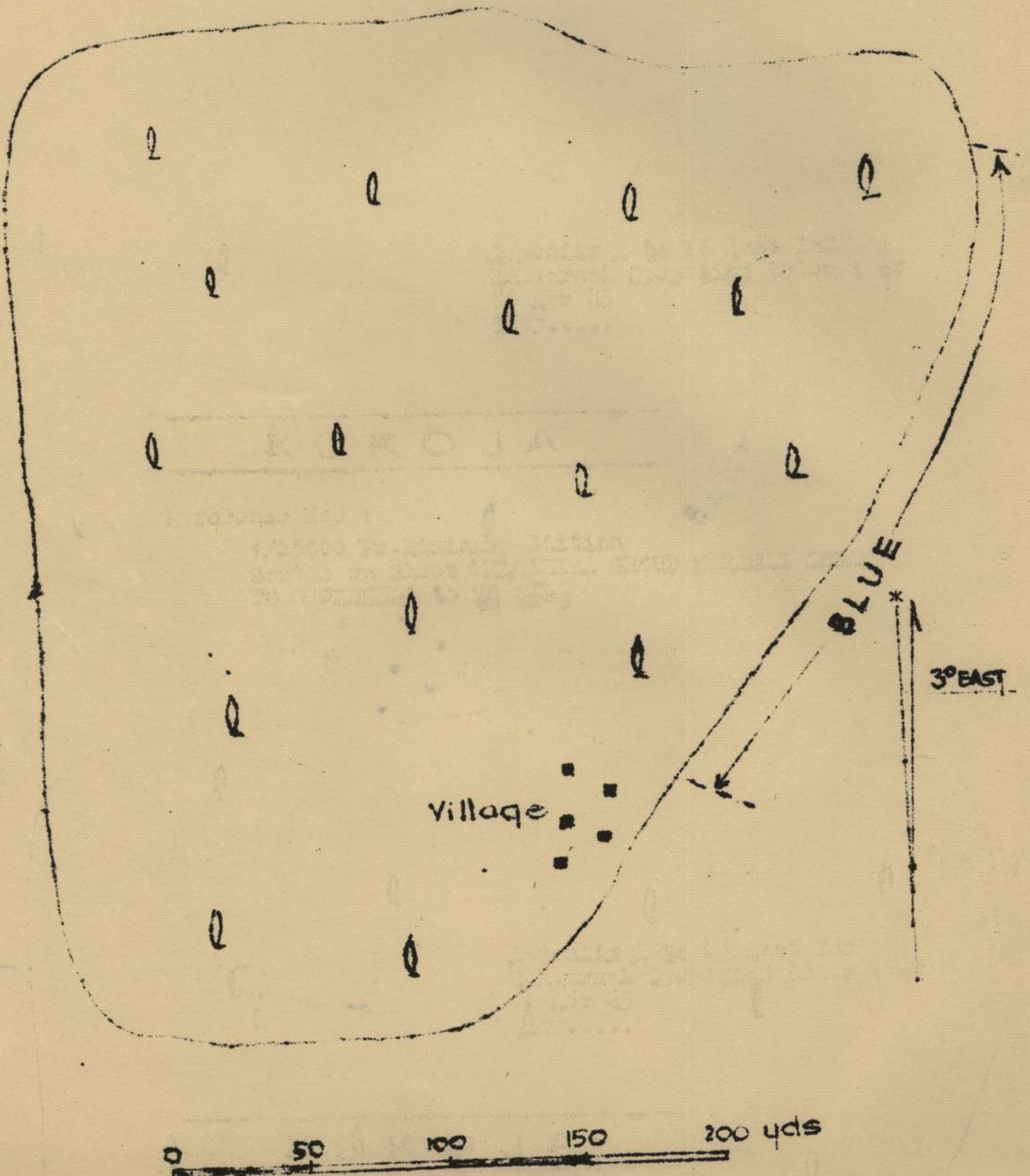
	<u>Copy</u>	<u>Appendix A</u>
<u>Operation</u>	<u>Order</u>	
2/4 Aust Cdo Sqn	1 - 3	1
57 Bty 2/7 Aust Fd Regt	4	2
53 Comp AA Bty	5	3
2/24 Aust Fd Pk Coy	6	4
2/12 Aust Fd Amb	7	5
3 Aust Wireless Sec (Lt)	9	
50 Aust Cipher Sec	10	
Task Group 78.1	11	6
2 Aust Beach Group	12	7
Comd	13	8
BM	14	9
Sigs	15	
9 Aust Div	16	10
File	17 - 18	11 - 12
War Diary	19 - 20	13 - 14

Appendix A to 26 Aust Inf Bde
Rehearsal Operation Order 1 of
19 Apr 45
COPY...

KOKOJA

Reference Map :

1/25000 Preliminary Edition
Southern Sheet KILIMBERI GROUP MORITIA ISLAND
TG MAJBOHIA to TG GILIA



CENTRAL INTERPRETATION UNIT12th PHOTO INTEL DET - 6th PHOTO TECH SQTHIRTEENTH AIR FORCE
APO 719

26 February 1945

Second Phase Report No. OM-1262

LOCALITY: TARAKAN A/D (N BORNEO)
SORTIE: 17PR 5M178 LV (15-21)
DATE TAKEN: 26 February 1945
TIME TAKEN: 1055 II
ALTITUDE: 17,229'
FOCAL LENGTH: 24"
CONTACT SCALE: 1: 8614
ENCLOSURE: Photo No 17 of 17 PR 5M178
LAST COVERAGE: 1 February 1945, CIU Report No. OM -1809

AIRFIELD

The R/W, 4,600' x 100' bearing NE-SW, is rough but serviceable for 1,200' at the SW end. Three fighter revetments have been constructed at the E end of the R/W.

AIRCRAFT

One probably operative SSF is located just S of the central portion of the R/W. Three wrecked A/C are observed.

SHIPPING

One VB is observed near the mouth of the small inlet 2,700' S of the SW end of the R/W.

DEFENSES

Two observation towers not previously reported, are located on ridges 1,300' N and 1,200' S of the NE end of the R/W. Total defenses are 13/6 medium AA, 3/0 light AA and 2 observation towers.

SUPPLY AND PERSONNEL

Two of the three probable operations buildings grouped near the NE end of the R/W are damaged. A group of 7 - 60' x 20' barracks buildings and 10 smaller buildings is located 1,200' SW of the center of the R/W. Ten scattered barracks buildings, 50' x 20' are located in a wooded area 4,500' N of the NE end of the R/W. Four oil wells and a battery of 9 tanks for temporary storage are in an area 2,850' N of the NE end of the R/W.

COMMUNICATIONS

A new bridge crossing the small ditch leading from the R/W to the NE dispersal area has been constructed.

RADIO AND RDF

A radio station is located on the M/T road 4,600' SSE of the NE end of the R/W. An RDF unit is located 3,000' S of the NE end of the R/W.

CENTRAL INTERPRETATION UNIT12TH PHOTO INTEL DET - 6TH PHOTO TECH HQTHIRTEENTH AIR FORCEAPO 719

1 February 1945

Second Phase Report No. OM-1089

LOCALITY : TARAKAN A/D AND VICINITY (NE BORNEO)
 SORTIE: 2 CS 5MC4-L-1 V (7-19)
 DATE TAKEN: 30 January 1945
 TIME TAKEN : 1140 I
 ALTITUDE: 11,500'
 FOCAL LENGTH: 610 (24")
 CONTACT SCALE: 1:5750
 ENCLOSURE : Photo No. 11 of 2CS 5MC4-L-1
 LAST COVERAGE: 10 December 1944. 12PID Report No. OM-347

DJOEATA OILFIELDOILFIELD

This field consists of approximately 50 wells. There is one central power-pumping unit operating 8 wells. The rest of the wells are individually pumped.

At least 2 wells appear to be of recent construction and there are probably sites prepared for 6 more. Dispersed throughout the field are 34 tanks/batteries which are used for temporary storage. Near the largest of these batteries is a pump-house.

TANK FARM

A small tank farm, containing 1 - 70', 5 - 50' and 2 - 30' diameter tanks, is located on the NE edge of the field.

South of the tank farm is a probable powerhouse. Two shops are located W of the tank farm.

PERSONNEL

Three barracks are visible at the SW end of the field but the remainder of the personnel area is not covered.

TARAKAN A/DAIRFIELD AND AIRCRAFT

Only the very tip of the E end of the R/W is covered. Its serviceability and A/C count cannot be determined. Three fighter revetments have been constructed at the E end of the R/W since 10 December 1944.

RADIO AND RDF

A radio station is located on the M/T road 4,600' SSE of the E end of the R/W

A RDF unit is located 3,000' S of the E end of the R/W

DEFENSES

One new light AA position is seen on the ridge S of the SE taxiloop and 3 medium AA positions are noted 900' E of the radio station. The remaining 3 medium AA positions are obscured by clouds.

The total defenses are 6 medium AA and 1 Light AA positions.

SUPPLY

The large scale of the photographs indicates that the previously reported large hillside storage area, located N and E of the A/D, actually contains 3 oil wells, a battery of 9 tanks for temporary storage, a probably pumping station and what appears to be 6 prepared sites for the construction of new wells.

RESTRICTED

PMW/WZB/gpd

CENTRAL INTERPRETATION UNIT
12TH AAF PHOTO INTELLIGENCE DETACHMENT
THIRTEENTH AIR FORCE
APO 719

10 December 1944

Second Phase report No OM-347

LOCALITY : TARAKAN ISLAND (NE BORNEO)
SORTIE : 2 CS 4MB42F V5 (1-13)
DATE TAKEN : 10 December 1944
TIME TAKEN: 1000 I (Before 10 December strike)
ALTITUDE: 20,000'
FOCAL LENGTH: 24"
CONTACT SCALE : 1:10000
ENCLOSURE: Photo No. 11 of 2 CS 4MB42F
LAST COVERAGE: 26 November 1944, 12PID Report No OM-241.

LINGKAS AREA

TANK FARM

Fires resulting from strike of 9 december are still burning in the tank farm area and escaped oil still burns off to the sides. Of the original 18 storage tanks, 8 are completely destroyed, 1 is damaged beyond repair and the extent of damage done to 5 others is concealed by heavy billowing smoke. Three apparently undamaged tanks remain at the NW end of the tank farm, and 1 other is intact near the SE end

SAWMILL AREA

Fire has destroyed 2 beached barges and 21 buildings along the waterfront area, leaving only 8 buildings which remain undamaged. Logs at the waterfront near the sawmill are still burning.

SUPPLY AND PERSONNEL

No damage was inflicted on the central stores and barracks buildings located at the foot of the No 2 jetty.

SHIPPING

Along the LINGKAS waterfront area, 7 60' - 75' VICTOR CHARLIEs 9 40' - 60' VICTOR BAKERs and 2 60' - 80' VICTOR BAKERs are counted. The head of No 1 jetty was badly damaged, but No 2 jetty escaped any additional damage.

DEFENSES

With the addition of a new auto AA position, located between the sawmill and the LINGKAS Tank Farm, defenses within the area now total 9 heavy AA, 11 auto AA, 10 possible M/G and 1 S/L positions. A slit trench system has been constructed on the E coast of the island and extends for approximately 1.400' E of the PAMOESIAN oilfields.

PAMOESIAN AREA

No additional damage has been done to the PAMOESIAN Tank Farm or the other installations in the oilfield area.

RESTRICTED

CENTRAL INTERPRETATION UNIT
12TH AAF PHOTO INTELLIGENCE DETACHMENT
THIRTEENTH AIR FORCE

APO 719

10 December 1944

Second Phase Report No OM-335

LOCALITY : TARAKAN A/D (TARAKAN ISLAND)
SORTIE : 2 PC 4MD42J V2 (1042)
DATE TAKEN : 10 December 1944
TIME TAKEN: 1000 I
ALTITUDE: 20,000'
FOCAL LENGTH: 24"
CONTACT SCALE: 1:10000
ENCLOSURE: Photo No. 17 of 2PC 4MB42J
LAST COVERAGE: 26 November 1944, 12 PID Report No. OM-243.

SUMMARY

The R/W is serviceable.
One wrecked A/C is present
RDF and radio installations are located S of the A/D.
Six auto AA positions comprise defenses.
A large storage area is located N of the R/W

AIRFIELD

The oiled coral R/W 4,600' x 100', bearing NW - SW, is serviceable.
One small completed taxiloop is situated on the SE side of the R/W, and other taxiloops are under construction at the NE end of the field.
Thirteen fighter and bomber revetments and 11 hardstands are scattered throughout the dispersal area.

AIRCRAFT

One wrecked A/C is located just W of the SE taxi-loop.

RADIO AND RDF

A radio station, consisting of 3 stick-type masts and 4 small buildings, is located on the M/T road to KARANGANJAR, 4,600' SSE of the NE end of the R/W.
An RDF unit, composed of a single open-type Adcock tower, is located 3,000' S of the NE end of the R/W.

DEFENSES

The A/D defenses total 6 auto AA positions, which are located as follows:-
2/0 Auto AA on ridge S of SE taxiloop
3/3 Auto AA 900' E of radio station
3/0 Auto AA 1,700' ESE of radio station
4/3 auto AA 3,200' ESE of radio station
3/0 auto AA 100' beyond NE end of R/W

SUPPLY AND PERSONNEL

Three probably operations buildings, one of which is damaged, and an underground storage building are grouped near the NE end of the R/W.
An administration building and 2 repair shops are located 800' N of the NE end of the R/W,
A group of 7 60' x 20' barracks and 10 small buildings is located 1,200' SW of the R/W center.
Four large warehouse-type buildings (3-150' x 30' and 1 - 100' x 35') are located at the NW end of KARANGANJAR.
Ten scattered barracks buildings, measuring 50' x 20' are located in a wooded area, 4,500' N of the NE end of the R/W.
A large hillside and underground storage area, containing about 17 buildings and 9 - 15' diameter storage tanks, extends E from a point 3,000' N of the NE end of the R/W

RESTRICTED

CENTRAL INTERPRETATION UNIT
12TH PHOTO INTELLIGENCE DETACHMENT
THIRTEENTH AIR FORCE
APO 719

26 November 1944

Second Phase Report No OM - 241

LOCALITY : TARAKAN ISLAND (N.E. BORNEO)
SORTIE: 17 PR 4M11262 IV (1-11) 4 M11263 IV (1-14)
DATE TAKEN : 26 November 1944
TIME TAKEN : 1030 I 1035 I
ALTITUDE: 26,350' 26,580'
Focal length : 24" 24"
CONTACT SCALE : 1:13175 1:13290
ENCLOSURE : Photos No. 8 and 11 of 17 PR 4M11262
LAST COVERAGE: 18 November 1944, 12 PID report No. OM - 167

SUMMARY

Visible damage from the major strike of 18 November and subsequent strikes is; 7 oil storage tanks destroyed and 2 damaged at PAMOESIAN TANK FARM; oil storage tank destroyed at LINGKAS TANK FARM. Most of the buildings including the main power plant and pump station in the industrial area adjacent to the PAMOESIAN TANK FARM destroyed; 1 power pump unit and 1 oil well destroyed; 1 battery of field tanks and 1 pump station damaged; 4 saw-mill buildings damaged; wharf at Jetty No 2 damaged; 11 personnel buildings destroyed and 5 damaged.

The following shipping is in the LINGHAS AREA:-
1 85' SD, . 80' VC, 6 50'-65' VC, 6 50'-65' VB; 12 50' - 80' VB beached or damaged.

AA defenses total 9 heavy AA, 8 Auto AA, 2 Possible auto AA, 10 possible M/G and 1 S/L.

PAMOESIAN TANK AND OILFIELD

OILFIELD

The oilfield trends in a NW - SE direction being approximately 9,000' long and 6,000' wide near the center. The area has been densely drilled with wells spaced from 250' to 300' apart.

Most of the wells are pumped by means of central power pump units. There are 13 of these units in the field. Isolated wells have individual pumping units.

Scattered throughout the field are 35 tanks/batteries. These batteries are used for settling the water out of the oil and for temporary storage. There are at least 2 pumping stations and 1 powerhouse in the field used for gathering the oil from the field tanks and pumping it to the tank farm.

As a result of the strike of 18 November, 1 power pump unit and 1 individually pumped well were destroyed; 2 buildings, one of which was probably a pump station, and a battery of field tanks were damaged.

TANK FARM

The tank farm located at the W edge of the field contained 3 - 80' diameter, 7 - 55' diameter, and 5 - 40' diameter storage tanks.

Of these 5 - 55' diameter and 2 - 80' diameter tanks were totally destroyed. Two 55' diameter tanks ~~are~~ visibly damaged. The remaining tanks, although not appearing damaged in these photos, are probably somewhat damaged due to their proximity to intense fires.

A large crater is visible just W of the tank farm and is believed to have been caused by an explosion of underground storage.

INDUSTRIAL AREA

A block of industrial buildings adjoins the tank farm on the NW. This area is served by a M/T pipe line and narrow gauge R/R to LINGKAS TERMINUS.

In this area is the main power house and pumping station, repair shops, locomotive shed, laboratory oil processing units, warehouses and supply yards.

This area was almost totally destroyed by the strike of 18 November. The power house and pumping station appear to be damaged beyond repair. Seven large buildings and 7 smaller buildings were completely destroyed, or damaged beyond repair. A large building, 3 medium buildings and 2 small buildings were damaged. A large amount of supplies were destroyed.

PERSONNEL

The main personnel area lies on the W and NW side of the oilfield. Two large groups of barracks, many residences and scattered barracks are in this area.

Seven large barracks and 4 medium size buildings were destroyed. Two residences and 3 medium size buildings were damaged in that part of the area adjacent to the industrial area.

There are 13 large barracks and many small buildings on the SE edge of the oilfield.

RADIO

Three tall radio masts and 2 small buildings are located 3.500' W of the tank farm.

WATER SUPPLY

A probable water treating plant is located near the barracks area on the E side of the oilfield.

LINGKAS TERMINAL

TANK FARM

This oil storage tank farm is located on a ridge adjoining the coast. The storage consists of 6 - 115' diameter tanks and 12 - 75' diameter tanks.

Jetty No 1 is equipped with a pipe line through which oil can be loaded from the storage tanks by gravity. A small pump station and a small power house are located between Jetty No 1 and No 2.

One 75' diameter tank was destroyed by the strike of 18 November.

RESTRICTED

SUPPLY

At the foot of Jetty No 2, which is a cargo loading jetty, are the central stores for oilfield supplies. These consist of one large composite warehouse, 6 warehouses, and a supply yard. The wharf at the end of Jetty No 2 was damaged.

A sawmill and several allied buildings are located on the coast near the N end of the tank farm. Four buildings were damaged in this area

Chinese shops and native quarters are located N of the sawmill.

PERSONNEL

Former native labor quarters consisting of 10 barracks and several smaller buildings are located adjacent to the central stores area.

A large personnel building and 3 barracks are located 3,500' NNE of the central stores area.

At the junction of the A/D road and the oilfield road, there are 11 barracks buildings.

SHIPPING

Shipping along the LINGHAS waterfront consists of 1 85' SD, 1 80' VC, 6 50' - 65' VC, 6 50' - 65' VB.

Approximately 12 50' @ 80' VB are beached or damaged.

DEFENSES

AA defenses are mainly concentrated in a N - S line between LINGKAS and PAMOESIAN OILFIELD. From the foot of Jetty No 1 they are located as follows:-

4/4 heavy AA 3,700' ENE
4/4 heavy AA 4,200' NNW
1/1 heavy AA 1,600' ENE
3/3 auto AA 3,950' E
5/5 auto AA 4,200' NNE
2 possible auto AA 8,200' N
10 possible M/G 3,400' NNE
1 S/L 4,200' NNW

DJOEATA OILFIELD

Photo coverage of DJOEATA OILFIELD is incomplete and includes only the barracks and shop area as the S end of the field. There is no visible change in this area which contains 12 barracks, 5 residences and 3 shops.

RESTRICTED

CENTRAL INTERPRETATION UNIT
12TH AAF PHOTO INTELLIGENCE DETACHMENT
THIRTEENTH AIR FORCE
APO 719

26 November 1944

Second Phase Report No OM - 243

LOCALITY: TARAKAN A/D (N.E. BORNEO)
SORTIE : 17 PR 4M11263 IV (7-14)
DATE TAKEN : 26 November 1944
TIME TAKEN : 1035 I
ALTITUDE : 26,580'
FOCAL LENGTH : 24'
CONTACT SCALE 1:13290
ENCLOSURE : Photo No 10 of 17 PR 4M11263
LAST COVERAGE: 18 November 1944, 12PID Report No. OM-167

SUMMARY

R/W is serviceable.
No operative A/C are present.
RDF and radio installations are S of A/D.
AA Positions are under construction.
A large underground storage area is NE of the strip.

AIRFIELDS

The oiled coral R/W, 4,600' x 100' and bearing NE - SW is serviceable.

One small completed taxilooop lies on SE side of the strip. Additional taxilooops are under construction at the NE end of the field.

Five bomber revetments, 8 fighter revetments and 11 hardstands have been completed. Of these, the 5 bomber revetments, 5 fighter revetments and 6 hardstands are accessible from the strip.

Four probable operations buildings are at the NE end of the R/W

AIRCRAFT

No operative A/C are present.

One inoperative SSF is near the center of the SE side of R/W

RADIO

A 3-mast radio station is located along the road to LINGKAS, 3,700' S of the NE end of R/W. Four small buildings are associated with this installation.

A single open-type Adcock RDF unit is 1,700' NW of the radio station.

DEFENSES

No AA defenses are visible in the immediate vicinity of the A/D

Three auto AA are 3,300' E of the radio station.

Additional AA positions are probably under construction 900' and 2,000' E of the radio station.

SUPPLY AND
PERSONNEL

a large hillside and underground storage area, and many supply buildings are along a road in a valley 3,000' N of NE end of R/W . Several fuel storage tanks are near the road intersection in this area.

A group of 7 barracks and 10 small buildings is 1,300' SE of center of R/W,

Ten barracks are along a spur road 4,800' N of NE end of R/W.

CENTRAL INTERPRETATION UNIT
12TH AAF PHOTO INTELLIGENCE DETACHMENT
THRIRTEENTH AIR FORCE
APO 719 18 November 1944.

Second Phase Report No OM- 167

LOCALITY : TARAKAN ISLAND
SORTIE: 17 PR 4M11184 2V (1-37)
DATE TAKEN: 18 November 1944
TIME TAKEN : 1306 I (AFTER STRIKE)
ALTITUDE: 29,300'
LOCAL LENGTH: 24"
CONTACT SCALE 1:14650
ENCLOSURE : None
TANK FARM PAMCESIAN AREA
AND AIRFIELD This area is completely cloud covered, prohibiting any damage assessment of today's strike on this target. Smoke is drifting NW from under the clouds as far as the A/D, 3 miles distant.

DEFENSES

The known defenses consisting of 2 D/P, 1 heavy A/A, 3 auto A/A and 3 possible M/G are obscured by clouds.

TANK FARM

LINGKAS AREA

There has been no change in the LINGKAS TANK FARM since the last coverage on 24 October.

Oil storage here consists of 6-115' diameter tanks and 12-75' diameter tanks.

A plume of smoke is issuing from the end of the oil loading jetty (No. 1) which serves the tank farm.

The NW end of the wharf at the end of Jetty No. 2 appears to have been damaged since the last coverage.

SHIPPING

There are 21 barges visible in the LINGKAS AREA.

One of these, located between jetties No 1 and No 2, is burning.

Black smoke is issuing from a burning barge located offshore about midway LINGKAS and the A/D

RUNWAY

TARAKAN AIRFIELD

The 4,900' x 100' strip bearing NE-SW is probably serviceable.

Haze and smoke from the tank farm partially obscures the airfield.

AIRCRAFT

No A/C are visible.

NEW CONSTRUCTION

A 1,900' extension to the dispersal loop N of the NE end of the R/W has been cleared since the last coverage.

DE in C's Branch
ADV INFOOBOD ONEAPPROXIMATE CONDITIONS

1. Muddy conditions of varying degree will be encountered over the whole length of the landing area except for the upper beach (South of SIMMONS River) which is sand to an average width of 40 ft.
2. Optimum conditions will be met within the limits of approx 240 yds South and 340 yds North of the main (southern) pier. (Pier No 1.) Here info is that an undulating and somewhat pockety coral shelf is at 3 ft depth on the average. Above that is 1 ft ~~firm~~ to 1 ft 6 ins sandy mud, on top, 1 ft to 1ft 6 ins grey mud. My vehs would sink in the mud perhaps to max of 2 ft but tps would wade ashore easily.
3. Less favourable conditions occur between the northern limit of the above area and the central pier (Pier No 2) Info is that the pockety coral lies up to 6 ft below the surface with corresponding increase in mud. Tps should have little difficulty but MT is likely to bog badly.
4. North of the central pier (Pier No 2) there is NO coral to a depth of 6 ft and this region should be avoided by MT and used only if imperative by tps. They will get ashore but less quickly than in the southern areas.
5. Gradients. All info points to the submarine slope being a uniform gradient to a distance of over 400 yds from the shore. Max gradient is in the region of Pier No 2 (1/40 to 1/45). Adjacent to Pier No 1 the gradient is 1/50 and suited to LSTs. At high morning tide on D day unrigged LSTs should ground at approx 460 ft from the shore at the after end - and ~~may~~ the forward end at say 80 to 100 ft out. This would be within the zone of known A/Tank obstacles
At the high afternoon tide on D day these distances will be increased by a further 100 ft.
6. No natural underwater obstacles will be encountered. A little coral occurs as the top layer below the water south of No 1 Pier. But there is a complete absence of nigger heads and large coral boulders throughout the region.

3 Apr 45.

(Signed) P. R. WHITEHOUSE) Maj
SOBE (Int)

SECRET

21 Apr 45

OBOE ONE - 26 AUST INF BDE GP

Copy...7.

COMPOSITION OF FOLLOW UP CONVOYSFIRST FOLLOW UP - P + 9

Serial	UNIT	Pers	Jeeps	2½ ton	3 ton	Misc Veh	Mech Eqpt	Jeep Tlrs	Var Tlrs	Guns	TOTAL
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
1	det Directorate Public Relations		1					1			2
2	2/7 Aust Fd Regt	5	3				2				5
3	2/13 Aust Fd Coy	16	2		6			6	1		15
4	2/7 Aust Fd Regt Sig Sec	2	2					2			4
5	2/23 Aust Inf Bn	1	1					1			2
6	2/24 Aust Inf Bn	1	1					1			2
7	2/3 Aust Pnr Bn	38	11					9		4	24
8	One Coy 2/2 Aust MG Bn	6									
9	det "B" FS Sec	1	1								1
10	2/31 Aust Sup Depot Pl		1					1			2
11	2/15 Aust Tpt Pl	13	12					11			23
12	2/11 Aust Fd Amb	1	1					1			2
13	2/123 Aust Bde Ord Fd Pk	11		1	7						8
14	2/123 Aust Bde Wksp	77	2	1	8	1		2			14
15	2/78 Aust LAD	3	2					2			4
16	2/63 Aust LAD	2	2					2			4
17	det 9 Aust Div Postal Unit	1	1					1			2
18	3 & 4 Sec 9 Aust Div Pro Coy							2			2
19	det 9 Aust Div Salvage Unit	10									
20	II MC Gp	10	2					2			4
21	C Sqn 2/9 Aust Armd Regt	5	2					2			4
22	53 Comp AA Regt	7	1	2	1			1			5
23	HQ RAE 1 Aust Corps Tps	2	1					1			2
24	2 Aust Fd Coy	14	3		4			7			14
25	Pl 5 Mech Eqpt Coy							2			2
26	HQ Base Sub Area	12	2								2
27	NICA Unit (Dutch)	44	6	2				3			11
28	1 Coy 727 Amph Tract Bn (US)	2		1				1			2
29	1 Boat Coy 593 Engr Boat & Shore Regt	31		3	2	1	1		4		11
30	Area Det Counter Int Corps (US)	1	3			1		2			6
31	RAAF (ACW)	104	16	25	21	10	3		47		122
32	TAF RAAF	1207	49	12	63	98	1	18	9		250
33	det Special Wireless Sec GHQ		2					2			4
	TOTALS	1627	130	47	112	111	7	80	61		558

SECOND FOLLOW UP - P + 10

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
1	det "B" FS Sec	2	1								1
2	det 9 Aust Div Mil Hist Fd Sec		1					1			2
3	1 Air Maint Coy	303	13	35	4	1		13			66
4	110 Aust CCS	2	2					2			4
5	2/7 Aust Mal Control Unit	1	1					2			3
6	36 Hospital Laundry Unit	6	1					1			2
7	2/9 Aust Armd Regt Ord Fd Pk	3	2		2			2			6
8	2/9 Aust Armd Regt Wksp	7	3	1		1	1	5			11
9	2/53 Comp AA Regt Wksp	10	2		6			4			12
10	det 8 War Graves Unit	3									
11	det HQ 22 LOC Sigs	8	1					1			2
12	det 11 Aust Line Sec	35	2		1			2			5
13	det 9 Aust Tech Maint Sec	8	1								1
14	det 18 Aust Op Sec	21	1								1
15	det 3 Aust DR Sec	7	6								6
16	det 50 Aust Cipher Sec	5									
17	Op Det 5 Aust Pigeon Sec	2	1								1
18	det 64 BIPOD Pl	14			1						1
19	det HQ 4 Aust Bulk Pet Store	8	1								1
20	det One Pl 4 Aust Bulk Pet Store	1	1								1
21	Two Sec 2/2 MAC Pl	12			4						4
22	det 17 AOD	21	1	1				1			3
23	det 4 RSD	10	1								1
24	det 10 Aust Ord Fd PK	20	1		1			1			3
25	det 5 Aust Ord Port Det	4	1								1
26	94 Aust Dep Cash Office	3									
27	det 6 Aust Base Postal Unit	15	1								1
28	Two Sec 2/3 L of C Pro	16	1					1			2
29	det AACS	20	1					1			2
30	112 Mob Cinema	3	1								1
31	det 10 Kit Store	5	1					1			2
32	det 1 Aust Base Sub Area Detail Dep	9	1								1
33	det 37 L of C Salvage Unit	10	1								1
34	1 Boat Coy 593 Engr Boat & Shore Regt	49	1	1		1	1		2		6
35	2Pl 2/10 Aust Docks Op Coy	83		1							1
36	TAF RAAF	359	12	2	49	6	1	8	7		85
	TOTAL	1085	64	41	68	9	3	46	9		240

DISTRIBUTION : To all units concerned.

Amphibious Group Six (US)

RAAF Comd

2 Aust Mil Ldg Gp

Naval Port Director (USN)

9 Aust Div
Comd

BM (2)

SC (2)

MLO (2)

LOB (Maj E H McRAE 2/23 Aust Inf Bn) (2)

File (2)

War Diary (2)

13 Apr 45.

APPRECIATION FOR ALTERNATIVE LANDING PLAN

OBJECT

1. To determine the most suitable area for an alternative landing.

CONSIDERATIONS.

2. The following possible landing areas other than LINKAS port are worthy of consideration.

- (a) Cape BINLATOENG.
- (b) AMAL BEACH.
- (c) Cape BASIR.
- (d) Mouth of BENGAWAN River.
- (e) Cape DJOBATA.

SEAWARD APPROACHES

3. (a) Jap made subsidiary landing in this area - on the main scale. Extremely shallow to 400 yds off shore. Coral sand bed. Small craft only possible - Heavy work to land vehicles.
- (b) Narrow sandy beach close inshore but to Seaward shallow muddy shelf up to 300 yds wide. ICH ground 300 yds out LST 1 mile.
- (c) Sandy with some mud reefs offshore 600 yds out opposite village closes in on western flank with mangroves to the East.
- (d) Tidal estuary said to be liable to take LCV(P) and ICH inland at high tide for 350 yds. Bottom stoney as approaching end of tidal reaches.
- (e) Beach South Westward from Cape DJOBATA length 500 yds. At High Water 20 yds of hard sandy beach further 30 yds exposed to Low Water (gradient approx 1 in 10). Considered dry landing LST.

EXITS AND INTERLAND

4. (a) (i) Shown on map as swamp area but reported by reliable native to have a sandy ridge that allows picking of suitable tracks for infantry along BENALANDENG River. This leads to tracks to AMAL and TABARAN by oil survey line over firm ground through rain forest with limited undergrowth.
 - (ii) Unlikely to take vehicles wheeled or tracked without considerable work by engineers.
- (b) (i) Flat area along banks of AMAL River 300 yds track inland to PAROENIAN oilfield 4000 yds. Said to be jeepable 1000 yds at Western end. Remainder could be developed.
 - (ii) Large water gap for vehicles. Slow progress landing track could be developed. Area suitable for small BMA.
- (c) (i) Small village area with hills rising abruptly from the coast to height 150 feet. Coastwise track to swamps at mouth of KARONIGAN River. No inland tracks except through rain forest.
 - (ii) No suitable exits for vehicles.
- (d) (i) Infantry should be able to land on river bed at limit of tidal waters. Easy movement of troops along gravel bed of stream or overland by oil survey line.

(2)

(ii) Jeeps and even tanks could move along river bed with limited amount of engineer assistance.

(e) (i) Limited area suitable for small BNA. Foot track leads to motor road at Mt TANGKOL reported capable of being developed into jeep track. Approx 5000 yds.

(ii) Limited number of vehicles could clear beachhead but would require track development for move inland.

EVALUATION

5. (a) With the exception of DJOBATA the remainder of the possible landing areas are only suitable for a force not exceeding one battalion lightly equipped and would require carriers to maintain.

(b) DJOBATA Beach appears suitable for all landing craft and a BNA could be established to supply the Bde Group for a limited period. Engineers could prepare a jeep and tractor track approx 4000 yds to Mt TANGKOL from which motor road runs to LINGRAS. Estimated time 3 days to construct.

TIME AND SPACE

6. With port and airfield as objectives.

(a) Inf only 10,000 yds to edge of oilfield through 3000 yds of sandy swamp and 7000 yds rain forest. Minimum time 5 hrs. Further 3 miles to the port and 4 miles to airfield.

(b) For inf only 2 hrs to edge of oilfield thence as above.

(c) No tracks. Is the roughest part of the island. Slow progress for inf only through rain forest over high ground to PENINGGI detour around swamp of PANORBIAN River - 9000 yds to port then 4 miles to airfield.

(d) 6000 yds to DJOBATA oilfield 2½ hours for inf. 3½ miles to airfield and then 4 miles to the port.

(e) 5000 yds of native track to Mt TANGKOL. - 2 to 3 hrs. Motor road 3½ miles to DJOBATA oilfield and as for (d)

ENEMY DISPOSITIONS AND DEFENCES

7. (a) Natives report 100 Japs with 3 Lt AA guns. No defences visible but diggings reported under trees at waters edge.

(b) Defences visible along beach. No troops or guns reported this area.

(c) Probable barrack buildings. Considerable activity visible at site of old Dutch searchlight and old Dutch Control OPs. Native report state garrison force of 50 troops.

(d) No reports of known defences this area.

(e) Native report considered reliable states 3 - 40mm AA guns, one searchlight. Garrison small guns unmanned.

ENEMY ACTION

8. In the case of the EAST and SOUTH coast landings the enemy has ample time to move troops to areas where these threats could be held at the outskirts of the PANORBIAN OILFIELDS. In the case of the NORTHERN and WESTERN landings he can move troops quickly to DJOBATA oilfield or to Mt TANGKOL but could be outflanked in these positions.

WD

SECRET

21 Apr 45

OBOE ONE - 26 AUST INF BDE GP

Copy..... 26

COMPOSITION OF FOLLOW UP CONVOYS

FIRST FOLLOW UP - P + 9

Serial	UNIT	Pers	Jeeps	2½ ton	3 ton	Misc Veh	Mech Eqpt	Jeep Tlrs	Var Tlrs	Guns	TOTAL
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
1	det Directorate Public Relations		1					1			2
2	2/7 Aust Fd Regt	5	3				2				5
3	2/13 Aust Fd Coy	16	2		6			6	1		15
4	2/7 Aust Fd Regt Sig Sec	2	2					2			4
5	2/23 Aust Inf Bn	1	1					1			2
6	2/24 Aust Inf Bn	1	1					1			2
7	2/3 Aust Pnr Bn	38	11					9		4	24
8	One Coy 2/2 Aust MG Bn	6									
9	det "B" FS Sec	1	1								1
10	2/31 Aust Sup Depot Pl		1					1			2
11	2/15 Aust Tpt Pl	13	12					11			23
12	2/11 Aust Fd Amb	1	1					1			2
13	2/123 Aust Bde Ord Fd Pk	11		1	7						8
14	2/123 Aust Bde Wksp	77	2	1	8	1		2			14
15	2/78 Aust LAD	3	2					2			4
16	2/63 Aust LAD	2	2					2			4
17	det 9 Aust Div Postal Unit	1	1					1			2
18	3 & 4 Sec 9 Aust Div Pro Coy							2			2
19	det 9 Aust Div Salvage Unit	10									
20	II MC Gp	10	2					2			4
21	C Sqn 2/9 Aust Armd Regt	5	2					2			4
22	53 Comp AA Regt	7	1	2	1			1			5
23	HQ RAE 1 Aust Corps Tps	2	1					1			2
24	2 Aust Fd Coy	14	3		4			7			14
25	Pl 5 Mech Eqpt Coy							2			2
26	HQ Base Sub Area	12	2								2
27	NICA Unit (Dutch)	44	6	2				3			11
28	1 Coy 727 Amph Tract Bn (US)	2		1				1			2
29	1 Boat Coy 593 Engr Boat & Shore Regt	31		3	2	1	1		4		11
30	Abea Det Counter Int Corps (US)	1	3			1		2			6
31	RAAF (ACW)	104	16	25	21	10	3		47		122
32	TAF RAAF	1207	49	12	63	98	1	18	9		250
33	det Special Wireless Sec GHQ		2					2			4
	TOTALS	1627	130	47	112	111	7	82	61	4	558

SECOND FOLLOW UP - P + 10

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
1	det "B" FS Sec	2	1								1
2	det 9 Aust Div Mil Hist Fd Sec		1					1			2
3	1 Air Maint Coy	303	13	35	4	1		13			66
4	110 Aust CCS	2	2					2			4
5	2/7 Aust Mal Control Unit	1	1					2			3
6	36 Hospital Laundry Unit	6	1					1			2
7	2/9 Aust Armd Regt Ord Fd Pk	3	2		2			2			6
8	2/9 Aust Armd Regt Wksp	7	3	1		1	1	5			11
9	2/53 Comp AA Regt Wksp	10	2		6			4			12
10	det 8 War Graves Unit	3									
11	det HQ 22 LOC Sigs	8	1					1			2
12	det 11 Aust Line Sec	35	2		1			2			5
13	det 9 Aust Tech Maint Sec	8	1								1
14	det 18 Aust Op Sec	21	1								1
15	det 3 Aust DR Sec	7	6								6
16	det 50 Aust Cipher Sec	5									
17	Op Det 5 Aust Pigeon Sec	2	1								1
18	det 64 BIPOD PL	14			1						1
19	det HQ 4 Aust Bulk Pet Store	8	1								1
20	det One PL 4 Aust Bulk Pet Store	1	1								1
21	Two Sec 2/2 MAC PL	12			4						4
22	det 17 AOD	21	1	1				1			3
23	det 4 RSD	10	1								1
24	det 10 Aust Ord Fd PK	20	1		1			1			3
25	det 5 Aust Ord Port Det	4	1								1
26	94 Aust Dep Cash Office	3									
27	det 6 Aust Base Postal Unit	15	1								1
28	Two Sec 2/3 L of C Pro	16	1					1			2
29	det AACCS	20	1					1			2
30	112 Mob Cinema	3	1								1
31	det 10 Kit Store	5	1					1			2
32	det 1 Aust Base Sub Area Detail Dep	9	1								1
33	det 37 L of C Salvage Unit	10	1								1
34	1 Boat Coy 593 Engr Boat & Shore Regt	49	1	1		1	1		2		6
35	2Pl 2/10 Aust Docks Op Coy	83		1							1
36	TAF RAAF	359	12	2	49	6	1	8	7		85
	TOTAL	1085	64	41	68	9	3	46	9		240

DISTRIBUTION : To all units concerned.

Amphibious Group Six (US)

RAAF Comd

2 Aust Mil Ldg Gp

Naval Port Director (USN)

9 Aust Div

Comd

BM (2)

SC (2)

MLO (2)

LOB (Maj E H McRAE 2/23 Aust Inf Bn) (2)

File (2)

War Diary (2)

26 APR 1945

OPERATION PLAN FOR BREACHING BEACH OBSTACLES

OPERATION ONE

Ref Maps TARAWA ISLAND SOUTH ISLAND 1:25000
Aerial Photographs.

OBJECT

1. To establish eight 30 ft gaps in the two main beach obstacles and in the partial obstacles in the LIKIAS Beach area.

INFORMATION

2. Enemy
 - (a) See 1 Aust Corps Staff Study - Intelligence review - CBCE
 - (b) Beach Obstacles See report on Beach Obstacles and sketch appx A attached
3. Own Troops
 - (a) Naval Support Available.
From ships of the attack group.
 - (b) Air Forces Available for Support
Sufficient number of Aircraft (Number not yet fixed)

PLAN

4. Timing This operation will be carried out on P minus 1
5. Troops
 - (a) 14 detachments 2/13 Aust Field Company (each strength
 - (b) Control Group One officer and 18 other ranks (incl 10 Signallers)
6. Tasks
 - (a) Establish eight (8) gaps in the two main beach obstacles and the partial obstacles.
 - (b) For location of gaps see Sketch appx A attached.
7. Allotment of Shipping and Craft

10 LVT(A) }
6 LCV(P) } ex 1ST moving with Mine Sweeping Group
8. Method of Executing the Task
 - (a) Eight LVT(A) each carrying a detachment of Six engineers with demolition equipment will move one to each point in the obstacle where a gap is to be established.
 - (b) Six LCV(P) each carrying a detachment of Six Engineers with demolition equipment will remain about 500 yds out to sea, each prepared to move on call to any one gap area and assist in or take over the task of blowing the gap.
 - (c) Two LVT(A) will remain on the 1ST prepared to be used if further assistance required.
 - (d) One Close Support Craft will take up station with the Six LCV(P)s to control the movement of craft.
9. Support
 - (a) Naval
 - (1) Naval Bombardment from the attack group will support the operation with BB and Smoke against selected targets in

11. Alternative Plans

- (a) If LVT(4)s cannot make the obstacles at low tide the operation will take place on the rising tide approx 1700hrs P - 1.
- (b) If not completed on P - 1 a further operation will take place at low tide ?100 hrs P day.
- (c) Additional work may still be required for final clearing immediately preceding H hour.

(11) Close Support Craft and the LVT(4) will engage any enemy Posts directing fire against the demolition parties.

(111) A Naval Fire Control Officer will be stationed on the Close Support Craft.

(b) Air

(1) Preliminary Air Bombardment on selected targets in the beach area.

(11) Aircraft on call to support the operation by attacking targets and laying smoke screens.

(111) Air Support Officer will be stationed on the Close Support Craft.

(d) Artillery

(1) One battery 2/7 Aust Field Regiment on BADAU ISLAND will give IB and Smoke Support.

(11) Artillery fire will be placed on the beach lifting as LVT(4)s approach the obstacle.

(111) Artillery will remain on call.

(iv) FOO will be stationed on the Close Support Craft.

10. Time 1700 hrs P minus 1.

11. Alternative Plan

If tasks not completed, a further operation will be carried out at 0100 hrs P day.

ADMINISTRATIVE

12. Supplies will be carried on the LST and will be sufficient to cover requirements from embarkation until P plus 1 day.

13. Medical

- (a) Medical Orderlies will be included in the Control Group.
 (b) Evacuation of Casualties will be to LST and if necessary to either DD or CL.

INTERCOMMUNICATION

14. Location of Control Group On Close Support Craft during the operation.

15. Allotment of Wireless Sets

(a) SCR 536 B sets from 9 Aust Div Pool will be allotted as follows

- One per LCV(P)
 One in an LVT(A) operating on each landing beach.
 One in Close Support Craft.

(b) For Signal Diagram showing Wireless Nets See Appx B attached.

16. Frequencies Call Signs and Code Names will be issued.

17. Password.

(H J KATHNER) Maj
 BA 26 Aust Inf Bde

Distribution:

9 Aust Div (2)
 26 Aust Inf Bde (3)

2 Apr 45

26 AUST INF BDE
OUTLINE PLAN - OBOE ONE

Ref Maps: ISLAND OF T. RAKAN 1:50000
TARAKAN ISLAND NORTH SPECIAL 1:25000
TARAKAN ISLAND SOUTH SPECIAL 1:25000
Aerial Photographs and Marked Maps

OBJECT

1. 26 Aust Inf Bde Gp will land on TARAKAN ISLAND, secure a beachhead in the LINGKAS area, capture the airfield and destroy the enemy forces on the island.

INFORMATION

2. (a) 1 Aust Corps Staff Study - Intelligence Review OBOE-ONE.
(b) Terrain Handbook No 61 - TARAKAN
(c) 1 Aust Corps Staff Study Part 1 - OBOE ONE
(d) 1 Aust Corps Staff Study Part 11 - OBOE ONE
(e) Other specialised studies

PLAN

3. Summary

- (a) The operation for securing the beach head will be carried out on P minus 1 and P day
 - (i) On P minus 1 a battery of field artillery will be established on SADAU ISLAND and breaches made in all beach obstacles
 - (ii) On P day two battalions will land abreast at LINGKAS and secure the beach-head.

4. Operations on P minus 1 day

A Capture of SADAU ISLAND

(a) Troops

2/4 Aust Cavalry Squadron.
One battery 2/7 Aust Field Regiment.
One Section of Light Anti Aircraft Battery.
detachment 2/13 Aust Field Company.
detachment 2/12 Aust Field Ambulance.
detachment Naval Beach Party.

(b) Command

- (i) Until SADAU ISLAND is cleared of enemy OC Commando Squadron.
- (ii) Then one troop of Commando Squadron will be placed under command of the Battery Commander who will then assume responsibility
- (iii) Commando Squadron less one troop will be available for other operations

(c) Tasks

- (i) 2/4 Aust Commando Squadron.
Land on SADAU ISLAND on beach to be designated secure a beach-head, destroy enemy forces on the island and be responsible for the ground protection of the field and light anti aircraft artillery.
- (ii) One Battery 2/7 Aust Field Regt.
Establish the battery in position capable of supporting the operations firstly in the LINGKAS area and subsequently in the Airfield area.
- (iii) Section Light Anti Aircraft Artillery.
Provide anti aircraft protection for the field battery, with a secondary role of coastal defence.
- (iv) Detachment 2/13 Aust Field Coy.
Facilitate the landing of the force.

(d) Allotment of Shipping and Craft

Ship	Craft	Unit	Personnel	Guns	Vehicles	Stores
LST	Nil	Field Battery	50	8	3 Tractors 2- 2½ tonners 2 Jeeps and Trailers 1 Water Trailer	35 tons
		Light Anti Aircraft	30	3	Nil	Nil
		Commando Squadron	3	Nil	3 jeeps and trailers	Nil
LCT	Nil	Field Battery	130	Nil	Nil	Nil
		Commando Squadron	80	Nil	Nil	Nil
LST	6 LCV(P)s 1 LCM (in tow)	Commando Squadron. Engineers Beach Party	160 10 5	Nil Nil Nil	Nil Nil Nil	32 tons
			<i>727 Amph Trac Bn</i>	<i>25</i>		
			<i>del 2/12 and 7d Amb.</i>	<i>6</i>		

(e) Support

One LCS for close support.
Preparatory Naval Bombardment (details to be fixed in Naval Bombardment plan)

(f) H hr to be fixed, approx 0800 hrs P minus 1.

(g) Administration

Stores Water 16 tons
Amm 46 tons
Rations 5 tons

Medical Evacuation by LCV(P) (until withdrawn to DD or CL and by PT boat at night (Recognition signals to be arranged)

B Breaching of Beach Obstacles

(a) Operation to be carried out on P minus 1 on a low rising tide approx 1300

(b) Troops

143 detachments 2/13 Aust Field Company (each strength *60*)

(c) Tasks ~~6 detachments 2/13 Aust Field Coy (each strength 60)~~
Control Group 1 officer & 19 ORs (incl 10 sign) 2/13 Aust Field Coy.
Blow 8 gaps of not less than 30 feet in the 2 main obstacles and in the partial obstacle on portions of front.

(d) Allotment of Craft

8 LVT(4) }
6 LCV(P) } ex LST moving with Mine Sweeping Group

(e) Support

Naval gunfire
Support Craft
Smoke programme from Navy, Air and Artillery and Napalm bombs by aircraft.
Artillery Support from SADAU ISLAND
Air Support

(f) Alternative Plan

~~If tasks not completed, a further operation will be necessary at next low tide approx midnight P minus 1 - P~~

5. Operations on P day**A** Securing of Beach-head(a) Composition of Battalion Groups

see appx A attached.

(b) Troops

Right 2/23 Aust Inf Bn Gp
Left 2/48 Aust Inf Bn Gp
Reserve 2/24 Aust Inf Bn Gp
 C Squadron 2/9 Armoured Regiment less two troops.
 D Coy 2/2 Aust M G Battalion.

(c) Beaches **RIGHT - GREEN. RES - GREEN.**
LEFT - RED.

(d) First Objective

(e) Second Objective (Covering Position)

(f) Boundaries

(g) Naval

} see Trace P
 attached.

(i) Preliminary Naval Bombardment

Naval bombardment is to begin P minus 3 on selected targets (see Naval Bombardment Plan to be issued)

(ii) Close Support

To be provided by close support group and by small support craft (force not yet fixed)

(iii) Allotment of SFCP

One per assault battalion.
 One in reserve.

(h) Air(i) Aircraft Available

The force available for support until air force is established on TARAKAN

One group fighters - 4 squadrons.
 Two groups Medium Bombers - 8 squadrons.
 One group Dive Bombers - 4 squadrons.
 Unstated number of heavy bombers.

(ii) Preliminary Bombardment

From present date until P minus 5 air attacks will be made on selected targets.

From P minus 5 until P day air attacks will be intensified (see Air Support Plan to be issued)

(iii) Close Support

On P day the following Aircraft will be at call of ground troops :

Four fighters
 Four medium bombers

(v) Air Support Control

Air support communications supplied by Air Support Section attached to RAAF HQ moving with 26 Aust Inf Bde

(vi) Allotment of Air Support Parties

One per assault battalion
 One in reserve.

(I) Artillery(i) One battery (on SADAU ISLAND)

Be prepared to support operation from H minus

(ii) Second battery

To be landed at hrs

(iii) Third battery

To be landed at hrs

(iv) Allotment of FOOs

One per assault battalion
 One in reserve.

(iv) Artillery Fire Plan

To be issued.

(4)

(j) Engineers

(i) Allotment of troops

detachment of Engineers will come under command of each battalion.

(ii) Priority of Tasks

To be fixed.

(k) MEGs

(i) Troops

A and D coys 2/2 Aust Machine Gun Battalion

(ii) Tasks

A Coy will land with the floating reserve.
D Coy will land with the reserve and be prepared to defend the covering position.

(l) Floating Reserve

(i) Troops

2/3 Aust Pioneer Battalion
A Coy 2/2 Aust Machine Gun Battalion.

(ii) Task

Remain in transport area prepared to land at call
If reserve can be constituted in the LINGKAS area
be prepared to land and destroy enemy forces in the
KAROENGAN - CAPE PASIR Area.

(m) Distribution of Force to Ships

To be issued separately.

(n) Allotment of Craft - *not yet fixed.*

~~20 LVT(4) per assault battalion~~
~~LCV(P) for reserve companies of assault battalions~~
~~LCI for reserve battalion~~

(o) Landing Diagram

See Appx B attached.

(p) Initial Beach Maintenance Area

See Trace P attached.

(q) P day } *29 Apr.*
(r) H hr } *to be fixed.*

B.6. Capture of the Airfield

(a) This operation will be carried out in three phases

- (i) Phase I - Capture the third objective.
(ii) Phase II - Capture the fourth objective.
(iii) Phase III - Capture the airfield.

(b) Phase I

(i) Troops

RIGHT 2/23 Aust Inf Bn with under command one
troop C squadron 2/9 Armoured Regiment and in
support one battery 2/7 Aust Field Regiment.

LEFT 2/48 Aust Inf Bn with under command one
troop C squadron 2/9 Armoured Regiment and in
support one battery 2/7 Aust Field Regiment.

RESERVE 2/24 Aust Inf Bn.

- (ii) Objectives
(iii) Boundaries
(iv) Exploitation - limit of exploitation.) See trace P attached.

(c) Phase 11

- (i) Troops 2/24 Aust Inf Bn with under command one troop C squadron 2/9 Armoured Regiment and in support 2/7 Aust Field Regiment.
- (ii) Reserve 2/48 Aust Inf Bn.
- (iii) Task To capture the high ground in square 4167 (See Trace P attached)

(d) Phase 111

- (i) Troops 2/24 Aust Inf Bn
One coy 2/48 Aust Inf Bn with under command one troop C squadron 2/9 Armoured Regiment.
- (ii) Task To capture the airfield and the high ground to the North and the East.
- (iii) Routes 2/24 Aust Inf Bn move West from present position
One coy 2/48 Aust Inf Bn along Main Road to the North.

60. Naval Lighterage Pontoons

- (a) 4 LSTs each equipped with ^{two} 175 feet Sections of Naval Lighterage Pontoons are available for the operation.
- (b) These pontoons are capable of providing ~~500~~ ¹²⁰⁰ feet of causeway for unloading purposes.

70. Reconnaissance Parties

- (a) The following reconnaissance parties will be included in P day shipping :

US NAVY
RAAF
1 Aust Base Sub-area
NICA unit

- (b) Composition of these parties will be notified later.

ADMINISTRATION

80. See Draft 9 Aust Div adm order 1 - Maintenance Project OBOE ONE

INTERCOMMUNICATION

- 910. Location of Brigade Headquarters - AGC 3 ROCKY MOUNT
Duplicate Brigade Headquarters - LST. HMAS MANOURA.
- 1011. Rear Link to HQ 9 Aust Div
- 1112. Allotment of Frequencies. } to be notified later
- 1213. Code Signals, Code Names and Frequencies. }
- 1314. Time Zone ITEM.

ACK

Signed at 2300 I
Issued by hand

H J KATEKAR
(H J KATEKAR) Maj
BM 26 Aust Inf Bde

DISTRIBUTION

2/23 Aust Inf Bn	Copy No	1	593 Engineer Boat	Copy No	15
2/24 Aust Inf Bn	" "	2	and Shore Regiment (US)		
2/48 Aust Inf Bn	" "	3	9 Aust Div	Copy No	16
2/4 Aust Commando Squadron	" "	4	Comd 26 Aust Inf Bde	" "	17x
C Squadron 2/9 Armoured	" "		BM 26 " " " "	" "	18
Regiment	" "	5	SC 26 " " " "	" "	19x
2/7 Aust Field Regiment	" "	6	Bde Sig Officer	" "	20x
2/13 Aust Field Company	" "	7	Wa	" "	21
2/3 Aust Pioneer Bn	" "	8x			
2/2 Aust Machine Gun Bn	" "	9x			
2/11 Aust Field Ambulance	" "	10x	(x Not issued)		
2 Aust Beach Group	" "	11			
1 Tactical Air Force (RAAF)	" "	12			
US Naval Task Force Rep	" "	13			
727 Amphibian Tractor Bn (US)	" "	14			

SECRET

W.D.

Subject : SHIPS SHAP'S - OBOE ONE

Adv HQ 26 Aust Inf Bde
CO/105A/29
18 Apr 45

9 Aust Div

1. Following are the officers appointed OC Troops and Ships Adjts for OBOE ONE :-

Serial	Craft	Bow No	OC Tps	Unit	Ships Adjt	Unit
1	LSI 1	MANDORA	Lt-Col AINSLIE	2/48 Bn	Capt B R KING	2/48 Bn
2	LSI 2	WESTRALIA	Lt-Col WARFE	2/24 Bn	Capt J C REEVE	2/24 Bn
3	ARA	TITANIA	F/Lt BOWDITCH	RAAF	Capt PALMER	Docks Operating Coy
4	LST 1	667	Maj K B GARVEY	2/4 Cdo Sqn	Lt RUTLEDGE	2/13 Fd Coy
5	LST 2	584	Capt F GLENN	2/7 Fd Regt	Lt JENCK	2/7 Fd Regt
6	LST 3	585	Capt G JONES	2/7 Fd Regt	Lt J BRUCE	2/7 Fd Regt
7	LST 4	590	Capt R DURN	2/3 Pnr Bn	Lt F ORMISTON	2/3 Pnr Bn
8	LST 5	711	Capt T HINCROMAN	2/3 Pnr Bn	Lt McDONALD	2/3 Pnr Bn
9	LST 6	743	Maj H ROSEVEAR	2/3 Pnr Bn	Lt A G KEYS	2/3 Pnr Bn
10	LST 7	995	Maj IRURSOND	HQ RAE 1 Aust Corps	Capt HUTHWAITE	HQ RAE 1 Aust Corps
11	LST 8	1027	Capt J AYERS	2/3 Pnr Bn	Lt H WHIBLEY	2/3 Pnr Bn
12	LST 9	657	Capt J G ORDGLEY	2/23 Bn	Lt A BATHSON	2/23 Bn
13	LST 10	467	Maj J DUNLEY	2/23 Bn	Lt C TRICKETT	2/23 Bn
14	LST 11	562	Capt F HATHBOND	53 AA Regt	Lt O PATON	53 AA Regt
15	LST 12	466	Capt W VINES	2/23 Bn	Lt H HANSEN	2/23 Bn
16	LST 13	171	Capt S BATHSON	2/3 Pnr Bn	Lt R BETHELL	2/3 Pnr Bn
17	LST 14	697	Maj P F LISTER	53 AA Regt	Capt J HAIR	53 AA Regt
18	LST 15	613	Lt-Col A F YOUNG	53 AA Regt	Capt P HERBERTH	53 AA Regt
19	LST 16	F/Lt	F/Lt BURNELL	RAAF	PO BOURGERS	RAAF
20	LST 17		F/Lt DAVES	RAAF	PO MacDOUGALL	RAAF
21	LST 18		F/Lt HOCKENZIE	RAAF	PO TRAVERS	RAAF
22	LST 19		F/Lt BROWN	RAAF	F/Lt BROWN	RAAF
23	LST 20		F/Lt OLDING	RAAF	F/Lt OLDING	RAAF
24	LSH 1	151	Capt REEVES	2/7 Fd Regt	Lt SWANBERG	2/7 Fd Regt
25	LSH 2	269	Maj BANGARREN	2 Fd Coy	Lt BURNELL BRETTE	2 Fd Coy
26	LSH 3	224	F/Lt KELLY	RAAF		
27	LSH 4	267	F/Lt HILL	RAAF		
28	LCI 1	712	Maj R RUNCIE	2/7 Fd Regt	Lt BELY	2/4 Cdo Sqn
29	LCI 2	625	Lt FAGG	2/11 Fd Coy	Lt DOUGLAS	2/1 Cd Regt
30	LCI 3	626	Lt BARNETT	2/2 Pnr Bn	Lt OLSEN	2/2 Pnr Bn

31	LCI 4	634	Lt-Col ANDERSON	2/3 Pnr Bn	Capt FRATER	2/3 Pnr Bn
32	LCI 5	655	F/Lt WOODS	RAAF	F/Lt WOODS	RAAF
33	LCI 6	699	114 HECU Offr	RAAF	114 HECU Offr	RAAF
34	LCI 7	700	F/Lt McKEOWN	RAAF	F/Lt McKEOWN	RAAF
35	LCI 8	1008	S/Ldr HOPE	RAAF	S/Ldr HOPE	RAAF
36	LCI 9	1025	F/Lt MURRAY	RAAF	F/Lt MURRAY	RAAF
37	LCI 10	1019	Capt D R H MURRAY	2 Beach Gp	Lt TEMPLER	2 Beach Gp
38	LCI 11	1072	Maj MULLER	2/108 GT Coy	Capt WILSON	58 BIFOD F1
39	LCD		Lt B WALL	C Sqn 2/9 Armd Regt	Lt K COLBATCH	2/11 Fd Coy

(D A WHITEHEAD) Brig
Comd 26 Aust Inf Bde

2 Apr 45

26 AUST INF BDE
OUTLINE PLAN - OBOE ONE

Ref Maps: ISLAND OF TARAKAN 1:50000
TARAKAN ISLAND NORTH SPECIAL 1:25000
TARAKAN ISLAND SOUTH SPECIAL 1:25000
Aerial Photographs and Marked Maps

OBJECT

1. 26 Aust Inf Bde Gp will land on TARA~~KAN~~ ISLAND, secure a beachhead in the LINGKAS area, capture the airfield and destroy the enemy forces on the island.

INFORMATION

2. (a) 1 Aust Corps Staff Study - Intelligence Review OBOE-ONE.
(b) Terrain Handbook No 61 - TARA~~KAN~~
(c) 1 Aust Corps Staff Study Part 1 - OBOE ONE
(d) 1 Aust Corps Staff Study Part 11 - OBOE ONE
(e) Other specialised studies

PLAN

3. Summary

- (a) The operation for securing the beach head will be carried out on P minus 1 and P day
 - (i) On P minus 1 a battery of field artillery will be established on SADAU ISLAND and breaches made in all beach obstacles
 - (ii) On P day two battalions will land abreast at LINGKAS and secure the beach-head.

4. Operations on P minus 1 day

A Capture of SADAU ISLAND

(a) Troops

2/4 Aust Cavalry Squadron.
One battery 2/7 Aust Field Regiment.
One Section of Light Anti Aircraft Battery.
detachment 2/13 Aust Field Company.
detachment 2/12 Aust Field Ambulance.
detachment Naval Beach Party.

(b) Command

- (i) Until SADAU ISLAND is cleared of enemy OC Commando Squadron.
- (ii) Then one troop of Commando Squadron will be placed under command of the Battery Commander who will then assume responsibility
- (iii) Commando Squadron less one troop will be available for other operations

(c) Tasks

- (i) 2/4 Aust Commando Squadron.
Land on SADAU ISLAND on beach to be designated secure a beach-head, destroy enemy forces on the island and be responsible for the ground protection of the field and light anti-aircraft artillery.
- (ii) One Battery 2/7 Aust Field Regt
Establish the battery in position capable of supporting the operations firstly in the LINGKAS area and subsequently in the Airfield area.
- (iii) Section Light Anti Aircraft Artillery
Provide anti aircraft protection for the field battery, with a secondary role of coastal defence.
- (iv) Detachment 2/13 Aust Field Coy
Facilitate the landing of the force.

(d) Allotment of Shipping and Craft

Ship	Craft	Unit	Personnel	Guns	Vehicles	Stores
LSM 1 LSM 2	✓ Nil	Field Battery	50 30	✓ 8	✓ 3 Tractors 2- 2-tonners 2 Jeeps and Trailers 1 Water Trailer	35 tons
	✓	2/14 Aust Flk Ph	6			
	✓	Light Anti Aircraft	30	3	Nil	Nil
	✓	Commando Squadron	3 Nil	Nil	3 jeeps and trailers	Nil
LCI	Nil	Field Battery	130	Nil	Nil	Nil
		Commando Squadron	80	Nil	Nil	Nil
LST	6 LCV(P)s	Commando Squadron.	160	Nil	Nil	} 32 tons
	1 LCM (in tow)	Engineers	10	Nil	Nil	
		Beach Party	5	Nil	Nil	
		727 Amph Trac Bns. det. 2/12 Aust 7d Amb.	25 6		10 LVTs.	

(e) Support

One LCS for close support.
Preparatory Naval Bombardment (details to be fixed in Naval Bombardment plan)

(f) H hr ~~to be fixed~~, approx 0800 hrs P minus 1.

(g) AdministrationStores

Water 15 tons ✓

Amm 46 tons ✓

Rations 5 tons ✓

Medical

Evacuation by LCV(P) (until withdrawn to DD or CL and by PT boat at night (Recognition signals to be arranged))

Breaching of Beach Obstacles

(a) Operation to be carried out on P minus 1 on a low rising tide approx 1300 hrs.

(b) Troops

14 detachments 2/13 Aust Field Company (each strength 6)

~~6 detachments 2/13 Aust Field Coy (each strength 6)~~

(c) Tasks

CONTROL GROUP 10 off 19 ORG (incl 10 Sigs) 2/13 Aust 7d Coy.
Blow 8 gaps of not less than 30 feet in the 2 main obstacles and in the partial obstacle on portions of front.

(d) Allotment of Craft

8 LVT(4)

6 LCV(P)

} ex LST moving with Mine Sweeping Group

(e) Support

Naval gunfire

Support Craft

Smoke programme from Navy, Air and Artillery and Napalm bombs by aircraft.

Artillery Support from SADAU ISLAND

Air Support

(f) Alternative Plan

~~If tasks not completed, a further operation will be necessary at next low tide approx midnight P minus 1 - P~~

5. Operations on P dayA Securing of Beach-head(a) Composition of Battalion Groups

see appx A attached.

(b) Troops

Right 2/23 Aust Inf Bn Gp
Left 2/48 Aust Inf Bn Gp
Reserve 2/24 Aust Inf Bn Gp
 C Squadron 2/9 Armoured Regiment less two troops.
 D Coy 2/2 Aust M G Battalion.

(c) Beaches - RIGHT - GREEN.(d) First Objective(e) Second Objective (Covering Position)(f) Boundaries(g) Naval

} see Trace P
 attached.

(i) Preliminary Naval Bombardment

Naval bombardment is to begin P minus 3 on selected targets (see Naval Bombardment Plan to be issued)

(ii) Close Support

To be provided by close support group and by small support craft (force not yet fixed)

(iii) Allotment of SFCP

One per assault battalion.
 One in reserve.

(h) Air(i) Aircraft Available

The force available for support until air force is established on TARAKAN

One group fighters - 4 squadrons.

Two groups Medium Bombers - 8 squadrons.

One group Dive Bombers - 4 squadrons.

Unstated number of heavy bombers.

(ii) Preliminary Bombardment

From present date until P minus 5 air attacks will be made on selected targets.

From P minus 5 until P day air attacks will be intensified (see Air Support Plan to be issued)

(iii) Close Support

On P day the following Aircraft will be at call of ground troops :

Four fighters

Four medium bombers

(v) Air Support Control

Air support communications supplied by Air Support Section attached to RAAF HQ moving with 26 Aust Inf Bn

(vi) Allotment of Air Support Parties

One per assault battalion
 One in reserve.

(I) Artillery(i) One battery (on SADAU ISLAND)

Be prepared to support operation from H minus

(ii) Second battery

To be landed at hrs

(iii) Third battery

To be landed at hrs

(iv) Allotment of FOOs

One per assault battalion
 One in reserve.

(iv) Artillery Fire Plan

To be issued.

(j) Engineers

(1) Allotment of troops

detachment of Engineers will come under command of each battalion.

(ii) Priority of Tasks

To be fixed.

(k) Engineers

(1) Troops

A and D coys 2/2 Aust Machine Gun Battalion

(ii) Tasks

A Coy will land with the floating reserve.
D Coy will land with the reserve and be prepared to defend the covering position.

(l) Floating Reserve

(1) Troops

2/3 Aust Pioneer Battalion
A Coy 2/2 Aust Machine Gun Battalion.

(ii) Task

Remain in transport area prepared to land at call
If reserve can be constituted in the LINGKAS area be prepared to land and destroy enemy forces in the KAROENGAN - CAPE PASIR Area.

Use for working parties if not required for urgent tactical use.

(m) Distribution of Force to Ships

To be issued separately.

(n) Allotment of Craft

Not yet fixed.
~~20 LVT(4) per assault battalion~~
~~LCV(P) for reserve companies of assault battalions~~
~~LCI for reserve battalion~~

(o) Landing Diagram

See Appx B attached.

(p) Initial Beach Maintenance Area

See Trace P attached.

(q) P day

29 APR 45.

(r) H hr

to be fixed.

B Capture of the Airfield

(a) This operation will be carried out in three phases

- (i) Phase I - Capture the third objective. ✓
- (ii) Phase II - Capture the fourth objective. ✓
- (iii) Phase III - Capture the airfield. ✓

(b) Phase I

(1) Troops

RIGHT 2/23 Aust Inf Bn with under command one troop C squadron 2/9 Armoured Regiment and in support one battery 2/7 Aust Field Regiment.

LEFT 2/48 Aust Inf Bn with under command one troop C squadron 2/9 Armoured Regiment and in support one battery 2/7 Aust Field Regiment.

RESERVE 2/24 Aust Inf Bn.

- (ii) Objectives
 - (iii) Boundaries
 - (iv) Exploitation - limit of exploitation.)
- See trace P attached.

(a) Phase 11

- (i) Troops 2/24 Aust Inf Bn with under command one C Squadron 2/9 Armoured Regiment and in support 2/ Aust Field Regiment.
- (ii) Reserve 2/48 Aust Inf Bn.
- (iii) Task To capture the high ground in square 4167 (See Trace P attached)

(d) Phase 111

- (i) Troops 2/24 Aust Inf Bn
One coy 2/48 Aust Inf Bn with under command one troop C Squadron 2/9 Armoured Regiment.
- (ii) Task To capture the airfield and the high ground to the North and the East.
- (iii) Routes 2/24 Aust Inf Bn move West from present position One coy 2/48 Aust Inf Bn along Main Road to the North.

6.7. Naval Lighterage Pontoons

- (a) 4 LSTs each equipped with ^{two} 175 feet Sections of Naval Lighterage Pontoons are available for the operation.
- (b) These pontoons are capable of providing ~~500~~ ¹²⁰⁰ feet of causeway for unloading purposes.

7.8. Reconnaissance Parties

- (a) The following reconnaissance parties will be included in P day shipping :

US NAVY
RAAF
1 Aust Base Sub-area
NICA unit

- (b) Composition of these parties will be notified later.

ADMINISTRATION

89. See Draft 9 Aust Div adm order 1 - Maintenance Project OBOE ONE

INTERCOMMUNICATION

- 910. Location of Brigade Headquarters - AGC 3 ROCKY MOUNT
Duplicate Brigade Headquarters - LSI. HMAS MANOURA.
 - 1044. Rear Link to HQ 9 Aust Div
 - 1112. Allotment of Frequencies.
 - 1115. Code Signals, Code Names and Frequencies
 - 1312. Time Zone ITEM.
- } to be notified later

ACK

Signed at 2300 I
Issued by hand

H. J. KATEKAR
(H J KATEKAR) Maj
BM 26 Aust Inf Bde

DISTRIBUTION

2/23 Aust Inf Bn	Copy No	1	593 Engineer Boat	Copy No	15
2/24 Aust Inf Bn	" "	2	and Shore Regiment (US)		
2/48 Aust Inf Bn	" "	3	9 Aust Div	Copy No	16
2/4 Aust Commando Squadron	" "	4	Comd 26 Aust Inf Bde	" "	17x
C Squadron 2/9 Armoured	" "	5	BM 26 " " " "	" "	18
Regiment	" "	6	SC 26 " " " "	" "	19x
2/7 Aust Field Regiment	" "	7	Bde Sig Officer	" "	20x
2/13 Aust Field Company	" "	8x	War Diary	" "	21
2/3 Aust Pioneer Bn	" "	9x			
2/2 Aust Machine Gun Bn	" "	10x			
2/41 Aust Field Ambulance	" "	11	(x Not issued)		
2 Aust Beach Group	" "	12			
4 Tactical Air Force (RAAF)	" "	13			
US Naval Task Force Rep	" "	14			
727 Amphibian Tractor Bn(US)	" "				

WD

SECRET

SUBJECT: ENEMY ACTIVITY - NORTH BORNEO

Adv HQ 9 Aust Div
G. 90/21/5
19 Apr 45

20 Aust Inf Bde
24 Aust Inf Bde
26 Aust Inf Bde ✓

Forwarded herewith is extract from AMF Weekly Intelligence
Review No 130, 14 Apr 45.

E. T. ...
for Lt Col
9 Aust Div

Extract from AMF Weekly Intelligence Review No 130, 14 Apr 45

Included in AMF Review No 125 of 10 Mar was a summary of information concerning enemy concentrations in NORTH BORNEO. Much of this information was of doubtful reliability, but during the past week reliable information dated late Mar and early Apr has come to hand. It substantiates some of the previous reports and provides further details of recent activity and trends.

BANGUEY ISLAND was evacuated in late Mar and very few Japanese remained in KUDAT TOWN area. It would appear that the KUDAT airfield has also been abandoned. Allied aircraft which were over the area on 27 Feb, 10 Mar, 11 Mar and 2 Apr encountered NO anti aircraft fire nor was any activity observed. On the last occasion the strip was well cratered. The previous report of 4/5000 enemy in the vicinity of LANGKON is probably exaggerated, but although specific numbers were NOT stated, the areas to the EAST, WEST and SOUTH of that town are now reported as "filled with Japs" who are present in almost all villages.

Very few Japanese are reported to be located now on BERHALA and NUNYYAN ISLANDS and all movements suggest the evacuation of SANDAKAN. Whether this is purely a local evacuation, possibly to BELURAN, or a general overland withdrawal to the WEST coast is NOT yet clear. As at 27 Mar troops were still in the vicinity of the airfield, 5 miles NE of the town, as Allied aircraft encountered slight anti aircraft fire. The larger of the two strips was overgrown with grass at the time, but a steamroller sighted there on 1 Apr suggests that the enemy may have had some intentions of carrying out improvements.

The main concentration now in the area is apparently at BELURAN (34 miles WEST of SANDAKAN) where the local army headquarters and the Civil Administration Centre were said to be located. It is apparently the food collecting and issuing point for troops in the area and was garrisoned in late Mar by 500 Japanese. Large numbers were also located in camouflaged houses along the GUM GUM RIVER. BELURAN village was photographed for the first time on 9 Mar when it was revealed that there was NO apparent MT road connection into the village. However, a track is known to link the village with SANDAKAN. In the photographs few of the local tracks appear to be used and NO outstanding activity is apparent. There is a small dock, two small jetties and 17 small buildings along the beach and 15 other small buildings are scattered along the ridge immediately inland.

There are indications of a fairly considerable amount of traffic westward along the route SANDAKAN, BELURAN, LINGKABAU, MERIDI, RANAU, JESSELTON. LINGKABAU was reported to be a staging camp for troops moving along this route and large numbers are said to have remained there for days at a time. It is possible that the route referred to above is being used for the withdrawal of troops from the EAST to the WEST coast. This could account for the reported 500 enemy at RANAU on 2 Mar. It is believed that Australian and other Empire PW, probably between 500 and 1000, are in the JESSELTON area, and that they are in a weak physical condition.

Detailed shipping sightings for the month of Mar indicate that approximately 20 barges and small craft have been employed in the general SANDAKAN area. One vessel of 150 to 300 tons in the harbour on 27 Mar is the only comparatively large vessel sighted there since 7 Jan, when a 3,000 ton freighter was present. As at early Apr one old steam launch was used along the coast between SANDAKAN and DUDAT, being anchored variously at BELURAN, TRUSAN, SANDAKAN and TAGYPIL ISLAND. There is NO recent information on TAGYPIL ISLAND but Allied aircraft are credited by an informant with the sinking of a small ship and the killing of over 100 Japanese during a strike on 23 Mar.

Although it is NOT known what their present strength is, guerilla forces are in the vicinity of LABUK BAY, partially armed by supplies made available to them from TAWI TAWI and ZAMBOANGA compatriots.

To sum up, it would appear that in NORTH BORNEO there is a westward overland movement from the EAST coast and at least a partial withdrawal southward from KUDAT. It is probable that the Allied landing on ZAMBOANGA on 10 Mar precipitated this movement and that it will be accelerated as a result of the more recent landings in the TAWI TAWI and JOLO Groups.

Subject: SECURITY OF INFORMATION.

Adv HQ 1 Aust Corps.
8 Apr 45
G/Adv/169

9 Aust Div.

1. The existing security in this area is far from satisfactory.
2. Unavoidable opportunity exist for natives within the occupied areas to move freely into the unoccupied portion of the island and contact the enemy. Natives are inveterate gossips and quite apart from those who may be here as enemy agents, normally harmless natives will pass on to their fellows still living in uncontrolled areas, any item of news they obtain through their contact with troops in the staging areas.
3. Instances have already been reported of discussions of proposed operations by those who have access to vital information. To maintain security the following will be strictly enforced.
 - (a) All Planning HQs will be guarded at all times and admittance restricted to those persons in possession of a pass issued by the HQ concerned. Other visitors will be detained by the security guard and the nature of their business conveyed to the officer concerned.
 - (b) Natives will be excluded from Camps and the immediate vicinity of HQs.
 - (c) No one will discuss matters connected with the operations, with or within the hearing of a native or Officer or OR of our own and Allied Forces who are not engaged in planning. This particularly applies to ~~officers~~ conversations by Officers and Office Staffs in messes, living quarters, vehicles and all public places.
4. The need for the strictest attention to security cannot be over-emphasised as the probability of vital information reaching the enemy on this island is very real and the wireless communication between MOROTAI and the controlling enemy HQ is known to be good.
5. The enforcement of this instruction is not solely the function of those security guards and unit security officers specifically appointed by formations, but the duty of all ranks at all times.

(Signed) J. SCHOFIELD. Lt. Col.

Brig.
GS 1 Aust Corps.

6A

WJW ~~MM~~/

CENTRAL INTERPRETATION UNIT
12th PHOTO INTEL DET - 6th PHOTO TECH SQ
THIRTEENTH AIR FORCE
APO 719

1 Apr 45

Second Phase report No OM-1316

LOCALITY: TARAKAN IS (NE BORNEO)
SORTIE 17 Apr 5M233 1V (1-60)
DATE TAKEN 31 Mar 1945
TIME TAKEN 1045 - 1103 I
ALTITUDE 10,000'
FOCAL LENGTH 24"
CONTACT SCALE 1:5000
ENCLOSURE: Photo Nos 8, 9, 10, 17, 19, 47, 49, 50, 51 and 58 of
~~XXXX~~ 17 PR 5M233
LAST COVERAGE 26 Feb 1945, CIU Report No OM-1262

TARAKAN A/D

AIRFIELD The R/W 4,600' x 100', bearing NE-SW, is unserviceable. Drainage ditches are observed connecting water filled bomb craters along the E half of the R/W

AIRCRAFT The previously reported probably operative SSF is changed to probably inoperative. Two wrecked A/C are visible and one wrecked A/C is obscured by clouds.

DEFENSES The 2/0 medium AA on the ridge along the S side of the A/D is changed to 2/2 medium AA. Two observation towers are located on ridges 1,300' N and 1,200' S of the NE end of the R/W. Two recently constructed anti-tank ditches are observed on either side of the A/D. One 3,000' x 35' ditch borders the M/T road from S of the RDF to 600' E of the airfield personnel area. From this point a Y shaped clearing continues for 500' NW toward the A/D. The other ditch, 1,350' x 35', extends N from the edge of the airfield into the rain forest. Total defenses are 13/8 medium, 30 light AA and 2 observation towers.

SUPPLY AND PERSONNEL The 2 probably operations buildings near the NE end of the R/W appear to be severely damaged. One of the group of 7 - 60' x 20' barracks buildings, 1,200' SW of the centre of the runway, has the central section of the roof burnt away. Ten scattered barrack buildings, 50' x 20', are located in a wooded area 4,500' N of the NE end of the R/W. Four oil wells and a battery of 9 tanks for temporary storage are in an area 2,850' N of the NE end of the R/W. A large area with considerable activity and sites for additional oil wells is noted just S of the 4 oil wells and approx 1 mile E of the A/D.

RADIO AND RDF An RDF unit is located 3,000' S of the NE end of the R/W. A radio station is located on the M/T road 4,600' SSE of the NE end of the R/W.

DJOEATA OILFIELD ~~OVER~~

OILFIELD The field consists of approximately 53 wells. A central power pumping unit is located in the SW sector of the oilfield. Dispersed throughout the field are 40 tank batteries which are used for temporary storage. A 50' x 50' pump house is visible adjacent to the largest tank battery.

TANK FARM A small tank farm containing 1 - 70', 5 - 50', 1 - 40' and 2 - 30' tanks are located on the NE edge of the field. One of the 30' tanks appears to be destroyed. A probable power house 75' x ~~50~~ 50', and several shops are noted just W of the tank farm.

SUPPLY AND PERSONNEL The personnel area SW of the oil fields is not covered by this sortie.

cont/

LINGKAS AREA

SHIPPING Total shipping along the LINGKAS water front is 2 SD, 6 VA, 29 VB and several small boats.
 Jetty # 1 (oil loading) is unserviceable.
 Jetty # 2 (cargo loading) is serviceable.
 Although previous damage to the N half of the T head has not been repaired, the Dutch Naval Jetty is serviceable.

TANK FARM The remaining oil storage at LINGKAS terminal consists of 4 - 75' and 1 - 105' serviceable tanks and 1 - 75' and 1 - 105' probably damaged tanks. All other installations and buildings in the tank farm area have been completely destroyed.

SUPPLY The central stores area for oil field supplies, located at the foot of Jetty #2 is probably serviceable although no rolling stock is visible.
 The sawmill area near the NW end of the tank farm contains 1 large, 3 medium and 4 small undamaged buildings and 1 damaged medium size building.

PERSONNEL In the former Dutch Naval Air Service Base, located NW across the inlet from the sawmill, there are 8 medium and several small miscellaneous buildings. A large arrow-shaped earth or concrete structure located in this area could be used for a bomb shelter. Approximately 50 residences line the coast rd N of the inlet. A group of 11 barracks buildings is located near the junction of the coast rd and the N rd to PAMOESIAN Oilfield. Nine barracks are located 2,000' SE of the rd junctions.
 Former Native labor quarters, consisting of 10 barracks and several small buildings, are located adjacent to the central stores area. A large personnel building and 3 barracks are located 3,500' NNE of the central stores area.

DEFENSES Visible AA Defenses are:
 4/4 heavy AA - 2,000' N of foot of Naval Jetty.
 1/1 medium AA - 1,500' N of the foot of Jetty #2
 3/0 " " - 2,700' NE of foot of Jetty #2
 1 S/L - 2,000' N of Naval Jetty.

The remaining previously reported 4 heavy, 7 medium and 10 light AA positions cannot be verified on these photos.
 Continuing SE along the coastline from the new anti tank ditches in the A/D area to the Naval Jetty, there is a double walled barrier along the mud flats. These walls appear to be of concrete construction 25' apart. They do not appear to be new construction and are probably sea walls, serving as an effective anti-tank obstacle.
 Walls and anti-tank ditches are located along the accessible portion of the beach from the Naval Jetty SE to the mud flats SE of jetty #2

PAMOESIAN OILFIELD AREA

TANK FARM The remaining storage in the tank farm consists of 3 - 30' undamaged and 1 - 75', 1 - 55' and 1 - 25' damaged tanks. The undamaged tanks are partially camouflaged.

The large shop area adjacent to the tank farm is largely destroyed or badly damaged. Both the main pump station and the power station are severely damaged. Seven buildings and a quantity of open stores remain undamaged.

OILFIELD One of the 17 central pumping units has been badly damaged. Scattered clouds prevent a detailed interpretation of the oilfield installations.

SUPPLY An unloading point consisting of 3 large warehouses, supply yards and a small barge wharf, located 800 yds SSE of the tank farm at the bend in the PAMOESIAN RIVER, remains undamaged.

PERSONNEL Approximately 60 per cent of the large personnel area lying on the E side of the oilfield has been destroyed or damaged. The largest concentration of undamaged buildings lies in a narrow N-S line on the E edge of the area and in the SW corner.
 Near the centre of the E edge of the personnel area there are 5 connected hospital buildings and 1 residence. The largest of the buildings is marked with a cross.

RADIO A radio station consisting of 3 masts, 1 medium and 2 small buildings is located 700' E of the hospital.

TRANSPORTATION. Numerous moving M/T are noted in the PAMOESIAN and LINKAS areas

cont/

SOUTH TIP TARAKAN ISLAND

SHIPPING Two SA and 2 VB are at the mouth of KAROENGAN RIVER

SHIPBUILDING A probable small ship building yard and sawmill are located near the mouth on the right bank of KAROENGAN RIVER. The installation consists of 12 medium to large buildings, two of which are only partially roofed, a small wharf and a log boom partially filled with sawed logs. 12 personnel buildings are located in the area.

DEFENSES At the S tip of the Island on the top of a steep hill 1 mile SE of KAROENGAN River, there is an unidentified defense position. Each of two circular 20' revetments enclose a rectangular 10' x 15' object. The revetments are 250' apart and connected by a path to a small building. A possible third revetment is under construction. A skidway indicates that heavy material was winched up the steep slope. A probable light AA position is located near this installation. At the base of the hill there are two barracks, 5 small buildings and a small jetty.

SUPPLY Approximately 2,500' SE of the mouth of KAROENGAN River there is a narrow 535' jetty. Near the foot of it are 3 medium and 2 small buildings and probable supplies. This area is connected by a narrow coastal rd to the defence position located 2,700' E of the jetty.

RADAR On a hill on the Coast, 400' SE of the 535' jetty, there is an unidentified installation which may possibly be a radar site

REMARKS Incomplete stereo, clouds and haze prevent accurate interpretation of these photos.

wd

SECRET

AIR INT TO 4 APR 45

GEN

1. The steady Allied adv towards the JAPANESE Empire has forced the Japanese High Comd to conc primarily upon the def of the JAPAN-MANCHURIA-CHINA bloc. This has resulted in the conc of enemy air power in JAPAN itself and along the CHINA coast. The air def of JAPAN incls ops against Allied task and amphibious forces op against OKINAWA and other immediate outposts of the Japanese mainland.

2. The PHILIPPINES op was probably the last occasion upon which air str will be ferried out of the Empire and MANCHURIA to contest Allied landing ops out of range of Empire and CHINA based air forces.

3. Limited air str remains in NEI and SEAC areas; in the NEI there is an estimated available effective fighting str of NOT more than 16 fighters and 11 bombers; in SEAC area, incl SUMATRA and FRENCH INDO-CHINA, some 130 fighters and 30 bombers. These limited forces, originally available for local def and sporadic lt raids against adv Allied airfds, are now almost/preoccupied with the provision of air cover: in the NORTH for occasional convoys moving along the FRENCH INDO-CHINA coast; in the SOUTH for small vessels engaged in redisposing the enemy ground def forces in the LESSER SUNDA ISLANDS. Sightings indicate that several air units have been moved from the SUMATRA-MALAYA area to the FRENCH INDO-CHINA coast for this purpose. For cover in the SUNDA ISLANDS the enemy is probably being forced to rely upon small elements of an experienced Naval air unit and possibly upon trg air units.

ENEMY STR

4. (a) Air

Current estimate of enemy operational air str, incl adv trainers engaged in ops, in the immediate operational areas is as follows:-

	<u>F</u>	<u>SEB</u>	<u>2E/B</u>	<u>F/P</u>	<u>R</u>	<u>Total</u>
BORNEO	28	5	10	8	5	56
CELEBES				5	1	6
JAVA and LESSER SUNDAS	22	5	19	5		51
MINDANAO	3			2	2	7
						<u>120</u>

Current estimate of enemy operational air str in areas of potential sp is:-

	<u>F</u>	<u>SEB</u>	<u>2E/B</u>	<u>F/P</u>	<u>R</u>	<u>Total</u>
SUMATRA	65		9		9	83
MALAYA-BURMA-THAILAND	64	16	34	14		128
FRENCH INDO-CHINA	96		35	10	8	149
						<u>360</u>

ENEMY STR (continued)

4. (b) Navy

There are NO enemy warships or submarines estimated farther EAST and SOUTH than SINGAPORE-CAMRANH BAY. NO naval intervention in this op is likely but there is a possibility that an attempt may be made to make limited use of small suicide boats.

(c) Army

Army str and disposns are shown in current studies.

ENEMY AIR CAPABILITIES

5. Without rft, the enemy has currently available for resisting the Allied op:-

- 1 experienced naval fighter/TB unit - Str 18 fighters
8 TB
- 1 experienced army M/B unit - Str 10 MB
- 1 land recce unit - Str 3 recce
- 2 F/P units - Str 13 FP
(Twin engined fighter)

Rft is possible from 1 fighter and 1 "Nick"/unit from SUMATRA and 1 fighter unit from FRENCH INDO-CHINA. It is also possible that one or more adv trg units from JAVA area may be pressed into service.

Such units, if committed to the op, may be largely required to replace wastage.

6. It is estimated that the enemy may commit to this op:-

(a) During the first 5 days

<u>SEF</u>	<u>N/F</u>	<u>NICK</u>	<u>SEB</u>	<u>2EB</u>	<u>RECCE</u>	<u>F/P</u>	<u>Total</u>
15	5	-	6	10	3	8	47

(b) After the first 5 days

<u>SEF</u>	<u>N/F</u>	<u>NICK</u>	<u>SEB</u>	<u>2EB</u>	<u>RECCE</u>	<u>F/P</u>	<u>Total</u>
30	6	12	6	6	3	8	71

ENEMY AIRFDS

7. Enemy airfd gps listed in order of priority of their probable emp by the enemy are:-

- (a) MANGGAR - SEPINGGAN
- (b) API - SANDAKAN - LABUAN (NORTH coast BORNEO)
- (c) MIRI - KUDAT - BINTULU (NW coast BORNEO)

Staging aerodromes may be:-

- (d) KUCHING (WEST coast BORNEO)
- (e) OELIN (BANDJERMASIN)

Other BORNEO and CELEBES airfds are shown in current publications. Limited use of these other serviceable airfds is possible.

8. Prelanding strikes against enemy airfields designed to neutralize enemy air str may be most effective if directed at aeroplanes presently based on:-

- (a) MANGGAR - SEPPINGAN
- (b) OELIN
- (c) MALANG (JAVA)

EMP OF ENEMY AIR FORCE

9. En route to the ldg area by reason of Allied air cover and the limited air str available to him, enemy air intervention should be slight and may possibly be non-existent. Such intervention as takes place may be under cover of darkness and half lt.

10. During the ldg and for so long as Allied surface vessels remain in the vicinity of the ldg beach sporadic attacks by enemy fmns are probable. These attacks also may be principally during the night or at dawn or dusk. Sorties by bombers may NOT exceed fmns of 6, and by fighters, fmns of 12.

11. Target priority may be:-

- (a) Shipping
- (b) Beach-heads
- (c) Air base
- (d) Dumps, installations and tp posns.

It is extremely probable that the enemy air reaction will be almost entirely confined to lt raids under cover of darkness.

Failing adequate night def in the early stages, dispersal of vital stores and strict protective discipline of personnel may be of the greatest importance.

Undamaged oil tks may be a target for enemy bombers, and the bursting of these tks by enemy action after Allied occupation, as well as during the ldg, should be considered an enemy capability.

WEATHER

12. This is dealt with in current studies. It may be summarized:-

- (a) JESSELTON-KUDAT-SANDAKAN coastal places

Minimum rainfall; above average visibility and flying conditions. Best flying hrs 0900 - 1500.

- (b) TARAKAN

Visibility and flying conditions average to above average between 1000 and 1800 hrs. After 1800 hrs conditions deteriorate overnight to maximum low cloud and closing in by early morning.

- (c) LABUAN - BRUNET BAY

Conditions favourable between 0600 and 1500 hrs. Thereafter clouding over which reaches maximum at 2200 hrs.

12. (continued)

(d) BANDJERMASIN

Middle level cloud (2000 ft) at all hrs. Most favourable flying conditions 0900-1400 hrs. Low level cloud afternoon and early evenings.

(e) KUCHING

Best flying hrs 0700 to 1000 hrs. Middle and high level cloud. Periodic afternoon thunderstorms.

SURPRISE

13. The enemy anticipates Allied ldgs in NORTH BORNEO. Gen surprise therefore cannot be achieved. There is NO indication that he is aware of the precise ldg area. Local surprise may be achieved if he is unable to pinpoint the area from observation of pre-ldg strikes and recce. The emp of deceptive tactics may result in complete local surprise. Rft of the ldg area could be achieved by overwater mov in 3 days, from barge staging pts at TAWAO.

4A
1000
1500
Subject: OIL FIRES OBOE ONE

Dist by 9 Div -
26 Bde ✓
File

Adv HQ 1 Aust Corps,
3 Apr 45.
G/Adv/141.

Adv 9 Aust Div (2).

Reference "Questions submitted by 26 Aust Inf Bde 26 Mar 45". The following information has been obtained from S/Ldr BURR A/SIO Adv HQ RAAF Command in reference to Part B questions 1 - 12.

- "1. It is impossible to give a precise estimate of the quantity of oil stored on TARAKAN for the following reasons :
- (a) There can be no exact assessment of the degree to which the Japanese have rehabilitated the oil fields and what production they are now obtaining.
 - (b) The tank capacity can be calculated but is is probable that all tanks are not full.
 - (c) Recent bombing has undoubtedly destroyed many remaining tanks and we are waiting for photographic confirmation.

The position as at 10 Dec 44 is given in Report on TARAKAN Oilfield dated March 45. See Adv HQ 1 Aust Corps G/117/Adv of 30 Mar.

2. See Adv HQ 1 Aust Corps G/117/Adv of 30 Mar.
3. See Adv HQ 1 Aust Corps G/117/Adv of 30 Mar.
4. The present position is not known; further information is being obtained.
5. A report by N.E.F.I.S. on Dutch defence of TARAKAN (now with Brig WHITEHEAD) supplies much of this information. Photo interpreters should be able to supply the rest.
6. Impossible to say with accuracy. The LINGKAS tanks (which will be destroyed) could flood the beach area between the jetties, particularly if lines were laid to accomplish this. The oil would spread to sea for some hundreds of yards.
Enquiries are being made in BRISBANE on this subject.
7. The Dutch restricted the flow of oil by systems of deep ditches. This was a practice in peace time to guard against oil fires in the event of an accidental bursting of a tank.
The tanks at LINGKAS could flood the pier area presuming them to be full. However only about 5 are thought to remain and these will be removed long before D day. Latest photos should give a more exact position.
8. The burning oil on the sea will follow fairly closely the tidal flow except in conditions of high wind when the surface oil may be Blown faster than the tidal or current flow. It may, of course be retarded if the wind is blowing against the direction of tide flow. In streams it will flow at least as fast as the current of water carrying it.

9. This is not known but it can be assumed that it will flow almost as fast as if it were water.

10. According to a NAVAL informant it would not be possible for normal naval units to extinguish extensive oil fires on the water surface. Special ships equipped with foamite (CO₂) dischargers and other apparatus would be needed e.g. fire fighting ships.

11. The capacities of the various tanks in the tank farms is not known here. However the number of tanks and the total capacity is given in report on TARAKAN Oilfield and a fairly good idea can be gained from this.

12. The u/i line is not an oil pipe line. Photographs taken on 1 April, 1945, should clear up this point. (Has been identified as beach wire).

V. J. Schreiner-Mor
Brig,
GS 1 Aust Corps.

SECRET

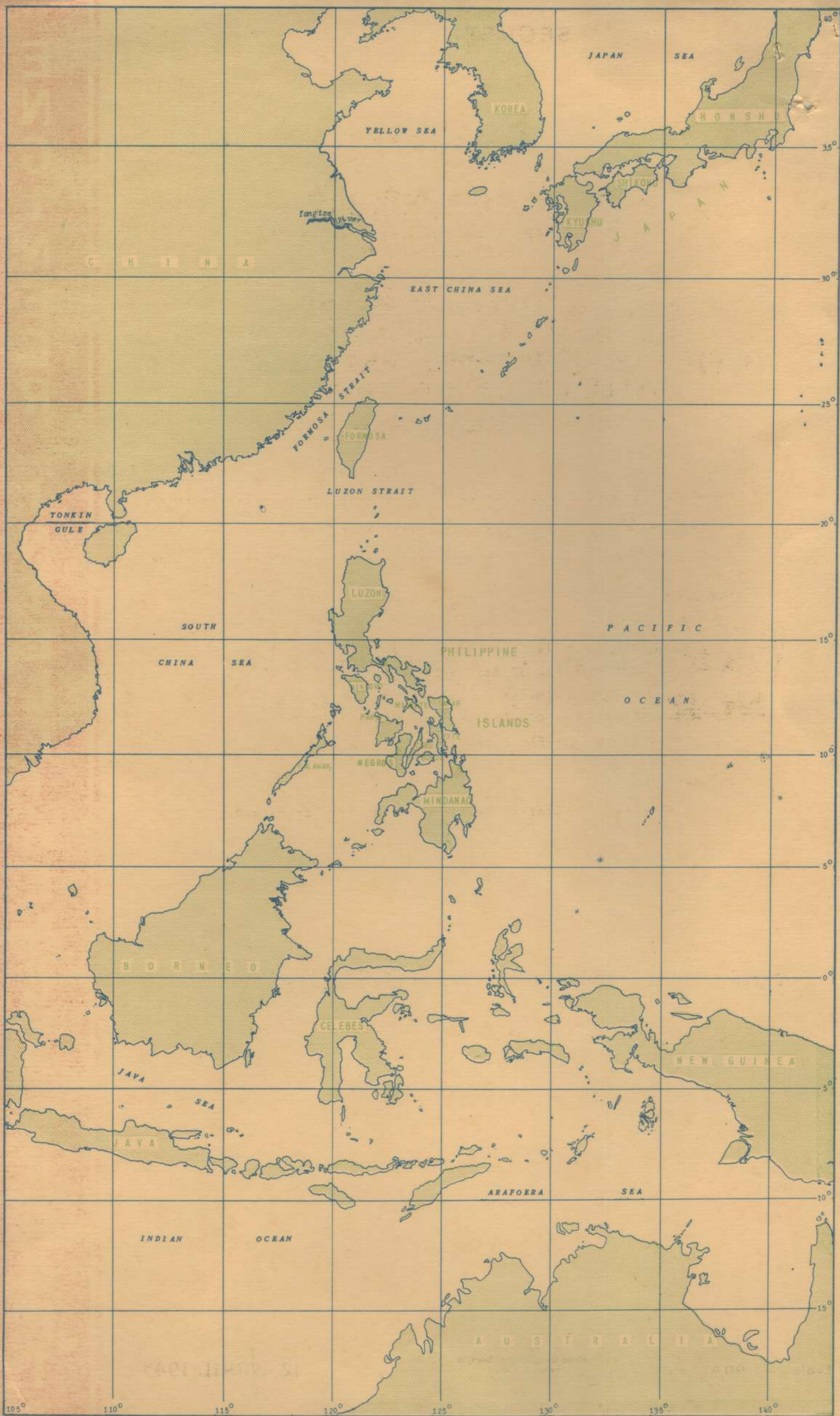


TARAKAN ISLAND
NORTHEAST BORNEO

LANDING BEACH CONDITIONS

7

ENGINEER INTELLIGENCE REPORT



S E C R E T

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
OFFICE OF THE CHIEF ENGINEER
INTELLIGENCE SECTION

LANDING BEACH CONDITIONS

LINGKAS PORT
TARAKAN ISLAND, N. E. BORNEO

12 APRIL, 1945

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Climatic Data
Tide Table (April, May, June)
Tide Curve (April, 10 days May)
Tide and Light Diagram
Sketch Map, 1:5,000, Beach Area
Index to Oblique Photography

REFERENCES:

See Terrain Evaluation Report No. 90A, Tarakan Island.

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
OFFICE OF THE CHIEF ENGINEER
INTELLIGENCE SECTION

LANDING BEACH CONDITIONS

LINGKAS PORT
TARAKAN ISLAND, N.E. BORNEO

PHOTOGRAPHIC NOTE:

Color photography was used in an effort to determine underwater depths by parallax measurement with a standard type of stereoscopic plotting machine. However, the color transparencies were over-exposed, causing the detail in the shallow water areas of the beach to be indistinct or entirely lacking. The beach gradients and hydrographic information contained in this study are, therefore, estimated, and should be used with caution.

GENERAL STATEMENT:

This Landing Beach Study was published to supplement the landing beach information contained in Terrain Evaluation Report 90A. The information herein was obtained from large scale (1:4000) vertical color photography, large scale black and white photography, and all available hydrographic chart data.

The beaches in this area are not suitable for landing operations due to the flat slopes of the beach and the large amount of silt that has been deposited along the foreshore throughout the entire area. The silted portion of the beach extends seaward for 800 to 1500 feet from a narrow sand beach. The submerged silt is not stable enough to support the weight of a man. It is believed that unless landings are made by the shallowest draft type of craft, at an extreme high tide of 10 to 11 feet, craft will ground too far from firm beach to allow easy access to shore.

Successive high tide lines on the beach are indicated by the oil deposit remaining on the beach after the water has receded. The line of highest high tides is evidenced by the cut bank at the general vegetation line. By a parallax measurement of ground elevations at the tide lines thus established, and by computing the height of tide at the time of exposure of successive flights of photography, an accurate estimate of the beach gradient can be established. The landing beach information in this study was obtained by using this method coupled with deep water data obtained from hydrographic charts and aerial photography. All depths given are referred to depths below highest high water, and are not based on MLLW.

LANDING BEACHES:

WHITE BEACH: 950 feet long, located southeast of the north wharf between the wharf and Sibengkok River. Beach is backed by a gently sloping bank about 5 feet high which will be no obstacle to troop movement. Near the river mouth, the beach slopes at 1.6% for 75 feet from the high water line. The 18-foot line lies about 825 feet offshore at this point, and the 3-foot line will be about 180 feet offshore. Near the wharf, the beach slope is 2.2%, making the 3-foot line fall 100 to 125 feet offshore at a high tide of 10 to 11 feet.

RED BEACH: Beach lies between the Sibengkok River and the oil jetty 2300 feet to the southeast. Although the beach is backed by a sloping bank 6 feet high, it will offer no hazard to troops or vehicles except where raised to 10 feet by wharf approach construction. At the eastern end of the beach the 3-foot line is approximately 172 feet offshore (1.7%). Stream mouth is very shallow and will allow entrance for very shallow native or assault craft only.

YELLOW BEACH: About 1250 feet of narrow (20 to 30 feet) sand beach backed by earth bank 10 feet high, extending general length of beach. The inshore beach has a gradient of 1.5%, with the 3-foot line falling about 185 to 205 feet offshore. The 18-foot line lies 860 to 875 feet offshore. The eastern end of the beach is believed to have a slightly steeper slope than the western end, and small craft can possibly approach to within 100 feet of shore on an extreme high tide.

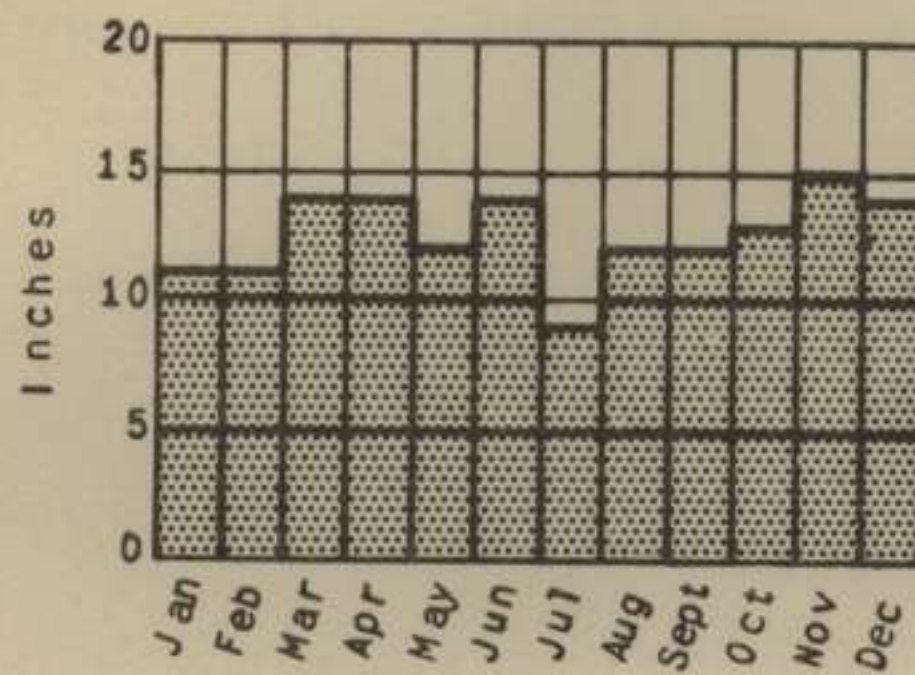
GREEN BEACH: About 800 feet long, located adjacent to and northwest of the south wharf. Sand beach 40 to 50 feet wide, backed by a bank 6 to 8 feet high, between beach and road. From high water line, beach slopes 2.6 feet to 170 feet offshore (1.5%) and continues at a 2.8% grade to the 36-foot line at the wharf head. Landing craft with a draft of 3 feet will beach about 200 feet offshore at a tide stage of 9 to 10 feet above MLLW.

NOTE: Height of tide at the time of the offshore oblique photography was 6.0 feet above Mean Lower Low Water.

CLIMATIC DATA

TARAKAN ISLAND, N.E. BORNEO

RAINFALL



Mean Monthly Rainfall

WIND ROSES



Dec-Jan-Feb



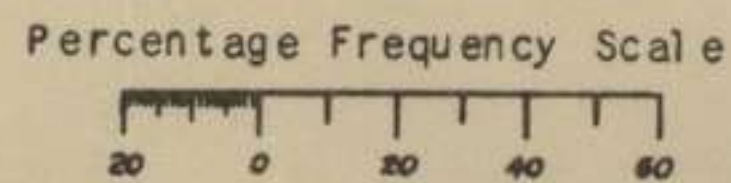
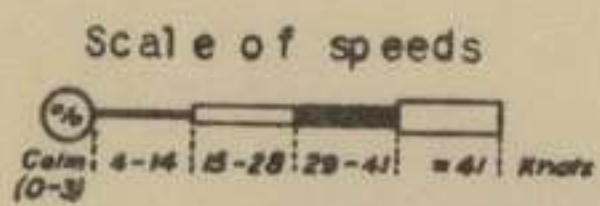
Mar-Apr-May



Jun-Jul-Aug



Sept-Oct-Nov



LINGKAS, TARAKAN ISLAND, 1945

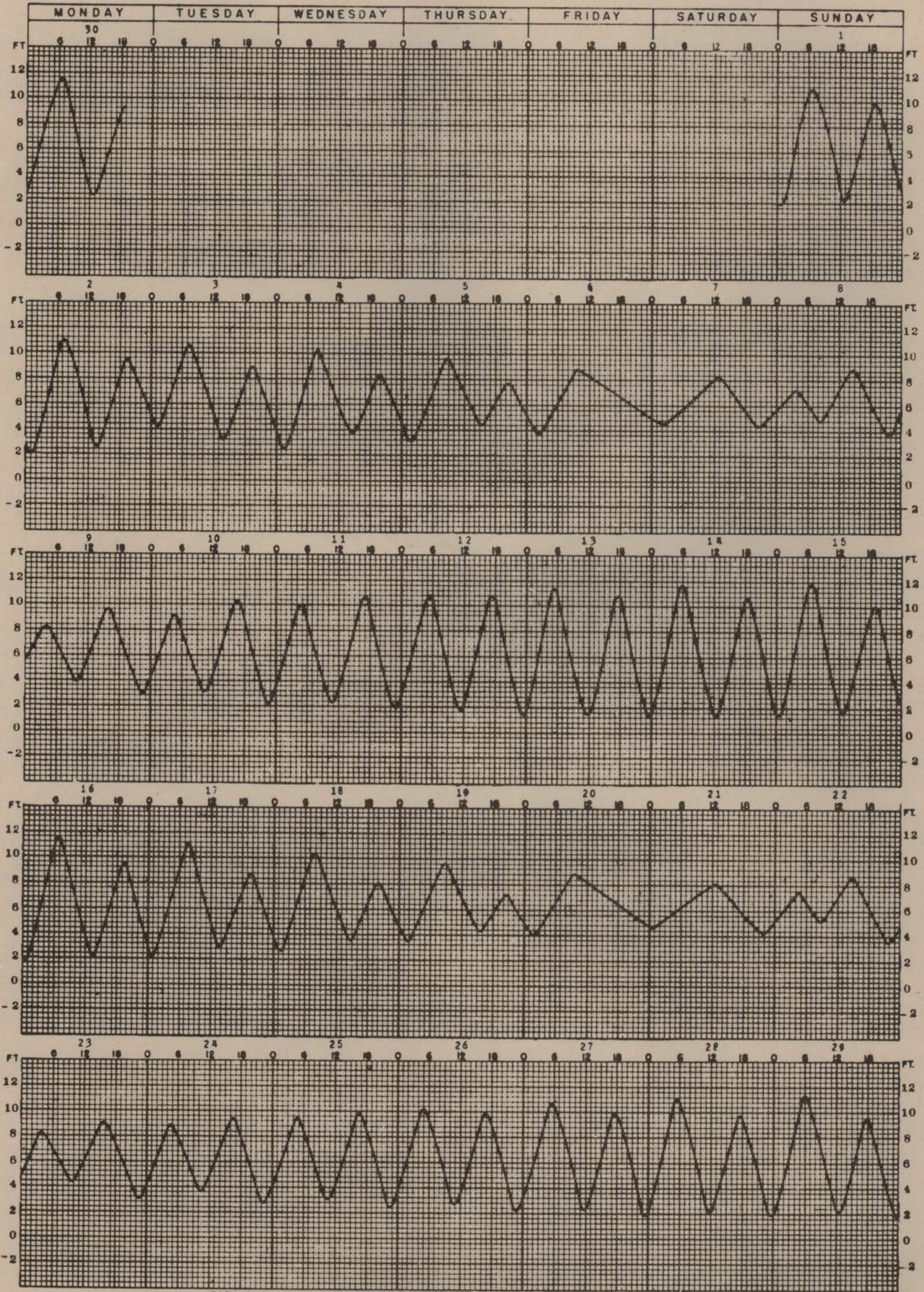
APRIL					MAY					JUNE				
DAY	HIGH		LOW		DAY	HIGH		LOW		DAY	HIGH		LOW	
	Time	Ht.	Time	Ht.		Time	Ht.	Time	Ht.		Time	Ht.	Time	Ht.
	h. m.	ft.	h. m.	ft.		h. m.	ft.	h. m.	ft.		h. m.	ft.	h. m.	ft.
1	06 40	10.9	00 28	1.9	1	06 40	11.3	00 13	1.8	1	07 35	10.2	00 52	2.1
Su	18 45	9.8	12 55	2.2	Tu	18 44	8.8	13 10	2.4	F	19 52	7.4	14 22	2.7
2	07 02	10.9	00 46	2.0	2	07 08	10.9	00 35	2.1	2	08 18	9.5	01 29	2.7
M	19 05	9.4	13 21	2.5	W	19 09	8.4	13 39	2.9	Sa	20 56	7.9	15 16	3.0
3	07 29	10.7	01 05	2.2	3	07 39	10.4	01 00	2.5	3	09 13	8.8	02 19	3.3
Tu	19 26	8.9	13 49	3.1	Th	19 39	7.8	14 18	3.4	Su	22 40	6.8	16 34	3.3
4	07 58	10.2	01 25	2.5	4	08 18	9.7	01 27	3.1	4	10 38	8.1	03 46	4.1
W	19 46	8.3	14 22	3.7	F	20 21	7.2	15 11	4.0	M	.. ..	..	18 16	3.2
5	08 35	9.6	01 47	3.0	5	09 16	8.9	01 55	3.8	5	01 03	7.2	06 37	4.2
Th	20 01	7.6	15 08	4.4	Sa	22 50	6.7	17 16	4.4	Tu	12 32	7.8	19 32	2.9
6	09 27	8.8	02 05	3.7	6	11 34	8.3	02 51	4.7	6	02 13	8.0	08 17	3.6
F	.. ..	..	.. ..	..	Su	.. ..	..	20 05	4.0	W	13 58	7.9	20 25	2.3
7	.. ..	..	02 08	4.5	7	02 43	7.4	07 44	4.7	7	03 00	8.9	09 20	2.9
Sa	12 43	8.3	21 41	4.4	M	13 53	8.5	20 49	3.4	Th	14 58	8.1	21 06	1.9
8	03 47	7.2	08 15	4.8	8	03 09	8.4	08 57	3.9	8	03 38	9.7	10 03	2.3
Su	14 49	8.9	21 46	3.6	Tu	14 54	9.0	21 20	2.8	F	15 43	8.3	21 43	1.6
9	03 46	8.1	09 23	3.9	9	03 38	9.3	09 43	3.0	9	04 14	10.4	10 44	1.8
M	15 37	9.6	22 07	2.9	W	15 36	9.4	21 49	2.1	Sa	16 23	8.3	22 17	1.3
10	04 10	9.1	10 03	3.1	10	04 06	10.2	10 20	2.4	10	04 48	10.7	11 22	1.5
Tu	16 11	10.2	22 30	2.3	Th	16 12	9.7	22 18	1.7	Su	17 01	8.3	22 49	1.2
11	04 35	10.0	10 37	2.3	11	04 35	10.9	10 54	1.8	11	05 22	11.0	11 58	1.4
W	16 42	10.6	22 55	1.8	F	16 45	9.8	22 45	1.4	M	17 35	8.1	23 22	1.2
12	05 01	10.7	11 10	1.7	12	05 06	11.4	11 28	1.6	12	05 56	11.0	12 34	1.4
Th	17 12	10.8	23 20	1.5	Sa	17 17	9.7	23 14	1.3	Tu	18 10	7.9	23 54	1.4
13	05 29	11.3	11 41	1.5	13	05 35	11.6	12 02	1.5	13	06 28	10.8	.. ..	..
F	17 41	10.8	23 46	1.3	Su	17 48	9.4	23 41	1.4	W	18 44	7.6	13 10	1.6
14	05 57	11.6	.. ..	..	14	06 06	11.6	.. ..	..	14	07 01	10.4	00 24	1.7
Sa	18 10	10.5	12 13	1.4	M	18 17	9.0	12 36	1.7	Th	19 19	7.3	13 47	1.9
15	06 12	11.7	00 10	1.4	15	06 37	11.4	00 07	1.6	15	07 35	9.8	00 55	2.1
Su	18 37	10.0	12 45	1.6	Tu	18 47	8.5	13 12	2.1	F	20 00	6.9	14 27	2.3
16	06 54	11.5	00 36	1.7	16	07 07	10.9	00 34	2.0	16	08 12	9.2	01 27	2.6
M	19 04	9.4	13 18	2.1	W	19 17	8.0	13 46	2.6	Sa	20 47	6.5	15 10	2.7
17	07 25	11.0	01 00	2.1	17	07 41	10.3	00 58	2.6	17	08 50	8.4	02 04	3.1
Tu	19 32	8.7	13 50	2.8	Th	19 50	7.4	14 27	3.2	Su	22 01	6.3	16 06	3.0
18	07 57	10.4	01 21	2.6	18	08 17	9.5	01 26	3.2	18	09 42	7.7	02 46	3.8
W	19 55	8.0	14 28	3.5	F	20 33	6.8	15 22	3.8	M	.. ..	..	17 21	3.2
19	08 30	9.6	01 42	3.3	19	09 06	8.7	01 41	3.9	19	00 18	6.3	04 45	4.3
Th	20 20	7.2	15 18	4.3	Sa	.. ..	..	17 21	4.2	Tu	11 09	7.1	18 47	3.2
20	09 18	8.8	01 47	4.0	20	10 46	8.0	.. ..	..	20	01 54	6.9	07 58	4.2
F	.. ..	..	.. ..	..	Su	.. ..	..	20 02	3.9	W	13 05	6.7	19 45	2.9
21	.. ..	..	00 07	4.6	21	03 25	7.1	07 52	5.0	21	02 41	7.6	09 10	3.6
Sa	12 43	8.1	21 33	4.1	M	13 34	7.8	20 44	3.5	Th	14 19	6.7	20 28	2.5
22	04 19	7.5	08 50	5.1	22	03 23	7.8	09 03	4.4	22	03 16	8.2	09 52	3.1
Su	14 52	8.6	21 47	3.5	Tu	14 44	8.0	21 10	3.1	F	15 10	6.8	21 02	2.2
23	03 55	8.2	09 35	4.3	23	03 36	8.5	09 41	3.7	23	03 48	8.9	10 27	2.5
M	15 31	9.0	22 04	3.1	W	15 23	8.3	21 32	2.7	Sa	15 48	6.9	21 35	1.9
24	04 15	8.8	10 06	3.6	24	03 57	9.2	10 11	3.1	24	04 20	9.4	10 59	2.1
Tu	16 03	9.4	22 19	2.7	Th	15 52	8.4	21 53	2.4	Su	16 23	7.0	22 06	1.5
25	04 29	9.5	10 32	3.0	25	04 18	9.8	10 39	2.7	25	04 49	9.9	11 28	1.7
W	16 29	9.7	22 39	2.4	F	16 19	8.5	22 13	2.1	M	17 00	7.2	22 38	1.2
26	04 48	10.1	10 58	2.6	26	04 39	10.3	11 06	2.3	26	05 18	10.2	11 59	1.4
Th	16 51	9.8	22 56	2.1	Sa	16 45	8.5	22 35	1.8	Tu	17 27	7.3	23 12	1.1
27	05 08	10.6	11 22	2.3	27	05 04	10.8	11 34	2.0	27	05 52	10.4	12 31	1.3
F	17 16	9.8	23 14	1.9	Su	17 13	8.5	22 58	1.6	W	18 02	7.4	23 45	1.0
28	05 28	11.0	11 47	2.1	28	05 30	11.0	12 02	1.9	28	06 23	10.4	.. ..	..
Sa	17 36	9.7	23 31	1.8	M	17 36	8.4	23 24	1.5	Th	18 39	7.4	13 05	1.2
29	05 50	11.3	12 13	2.1	29	05 57	11.1	12 33	2.0	29	06 57	10.1	00 22	1.1
Su	17 58	9.5	23 51	1.8	Tu	18 05	8.2	23 51	1.6	F	19 17	7.4	13 40	1.3
30	06 13	11.4	.. ..	..	30	06 26	11.0	.. ..	..	30	07 36	9.7	01 01	1.3
M	18 19	9.2	12 40	2.2	W	18 34	8.0	13 04	2.1	SA	20 02	7.2	14 17	1.4
					31	06 59	10.7	00 20	1.7					
					Th	19 10	7.7	13 41	2.3					

Time meridian 120° E. The hours of the day are numbered consecutively from 0^h (midnight) to 23^h (11 00 p. m.). 12^h is noon. All hours greater than 12 are in the afternoon (p.m.). Heights are reckoned from the datum of soundings on charts of the locality which is mean lower low water.

PREDICTED TIDE CURVE
 HEIGHTS IN FEET ABOVE CHART DATUM
 (MEAN LOWER LOW WATER)

LINGKAS, TARAKAN ISLAND
 LAT. 3°17'N. LONG. 117°35'E.

APRIL 1945
 TIME MERIDIAN 112°30'E



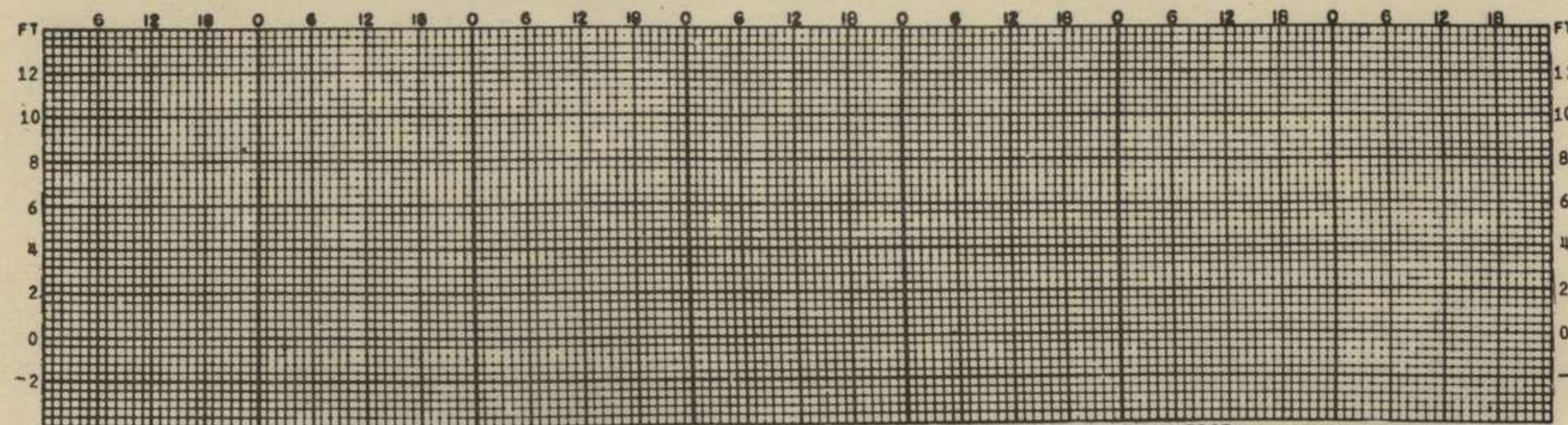
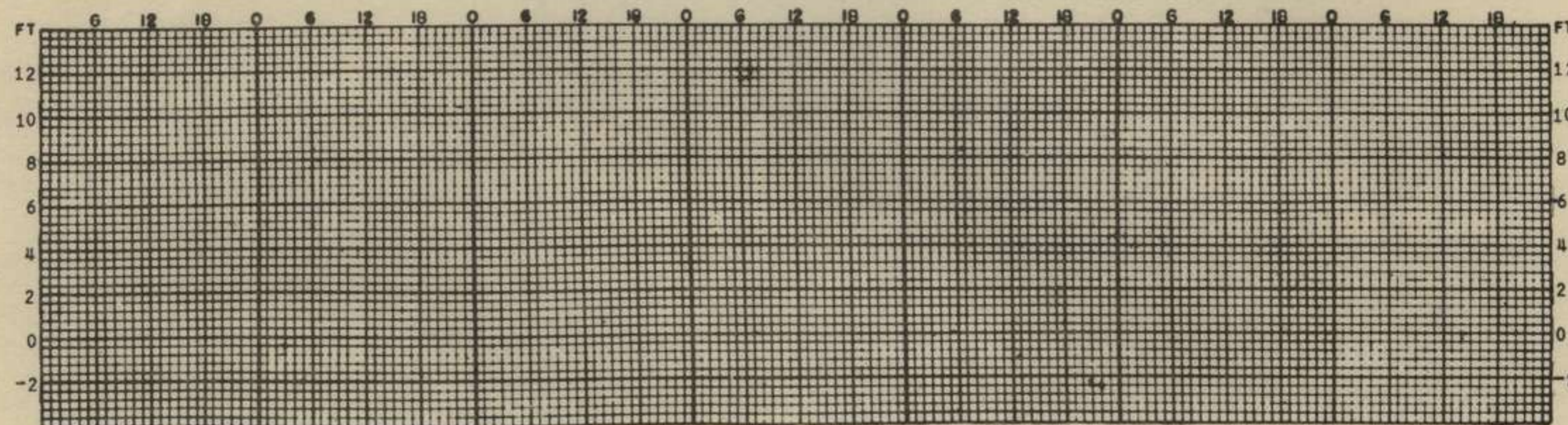
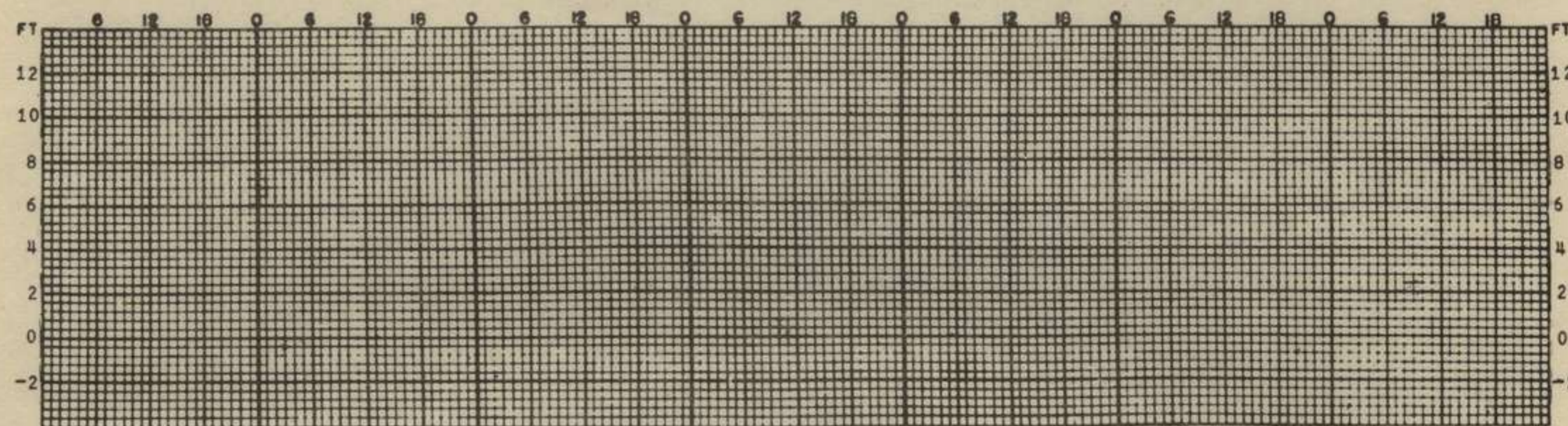
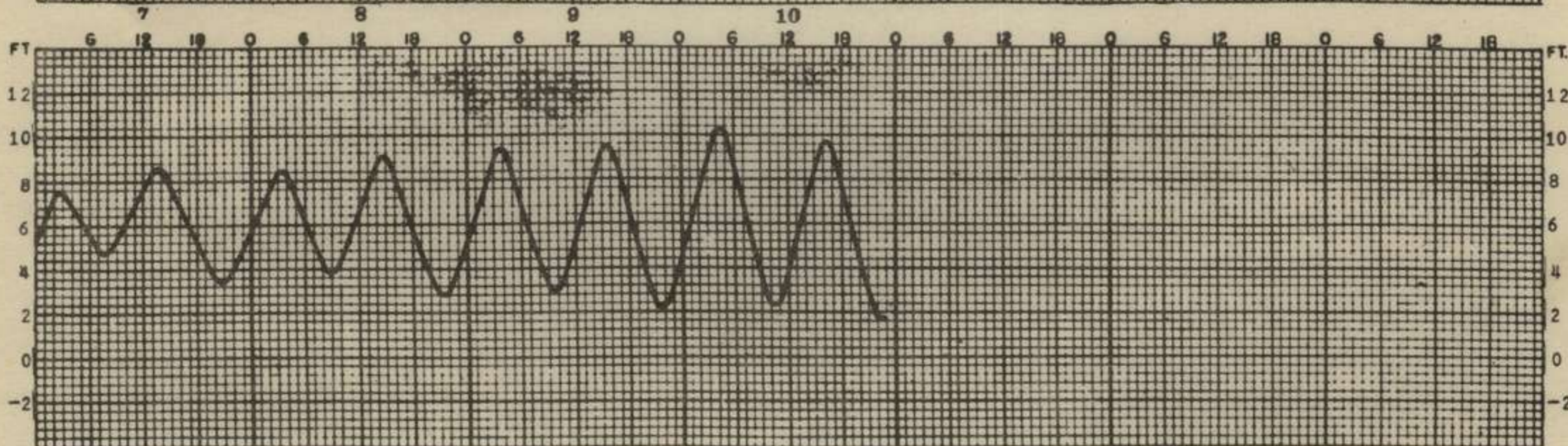
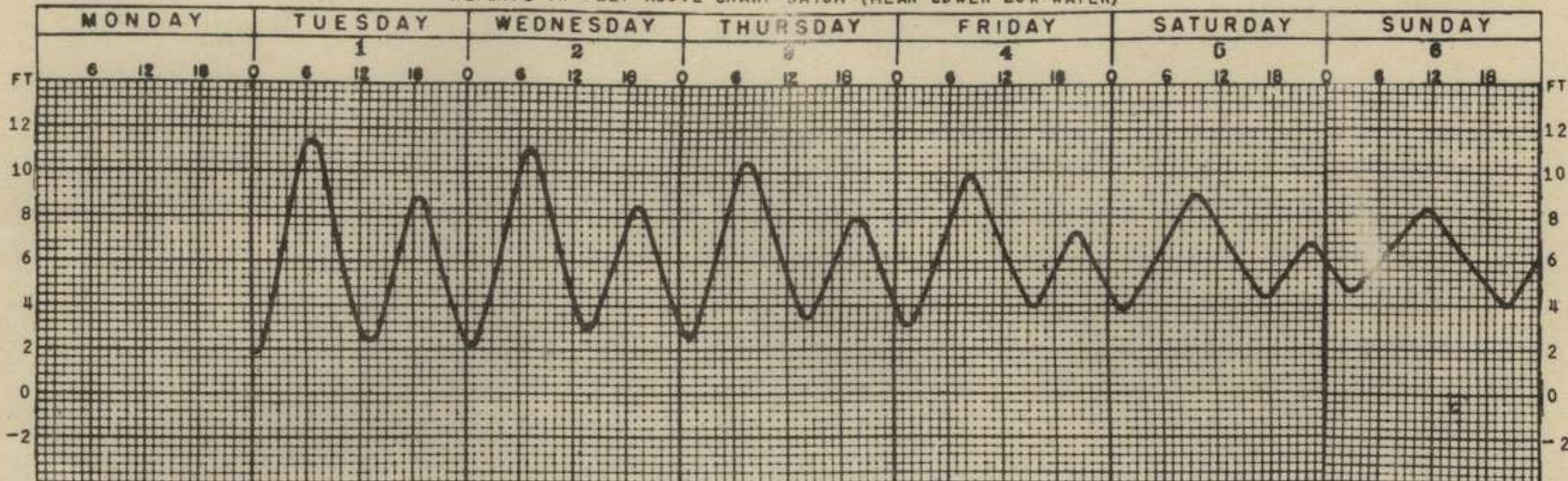
EACH SMALL DIVISION HORIZONTALLY REPRESENTS ONE HOUR AND VERTICALLY 0.4 FOOT

PREDICTED TIDE CURVE

LINGKAS, TARAKAN ISLAND
N.E. BORNEO
LAT 3°17'N. LONG 117°35'E

1 MAY TO 10 MAY, 1945
TIME MERIDIAN 120°

HEIGHTS IN FEET ABOVE CHART DATUM (MEAN LOWER LOW WATER)



EACH SMALL DIVISION HORIZONTALLY REPRESENTS ONE HOUR AND VERTICALLY 0.4 FOOT

DIAGRAM OF TIDES, SUNLIGHT, AND MOONLIGHT

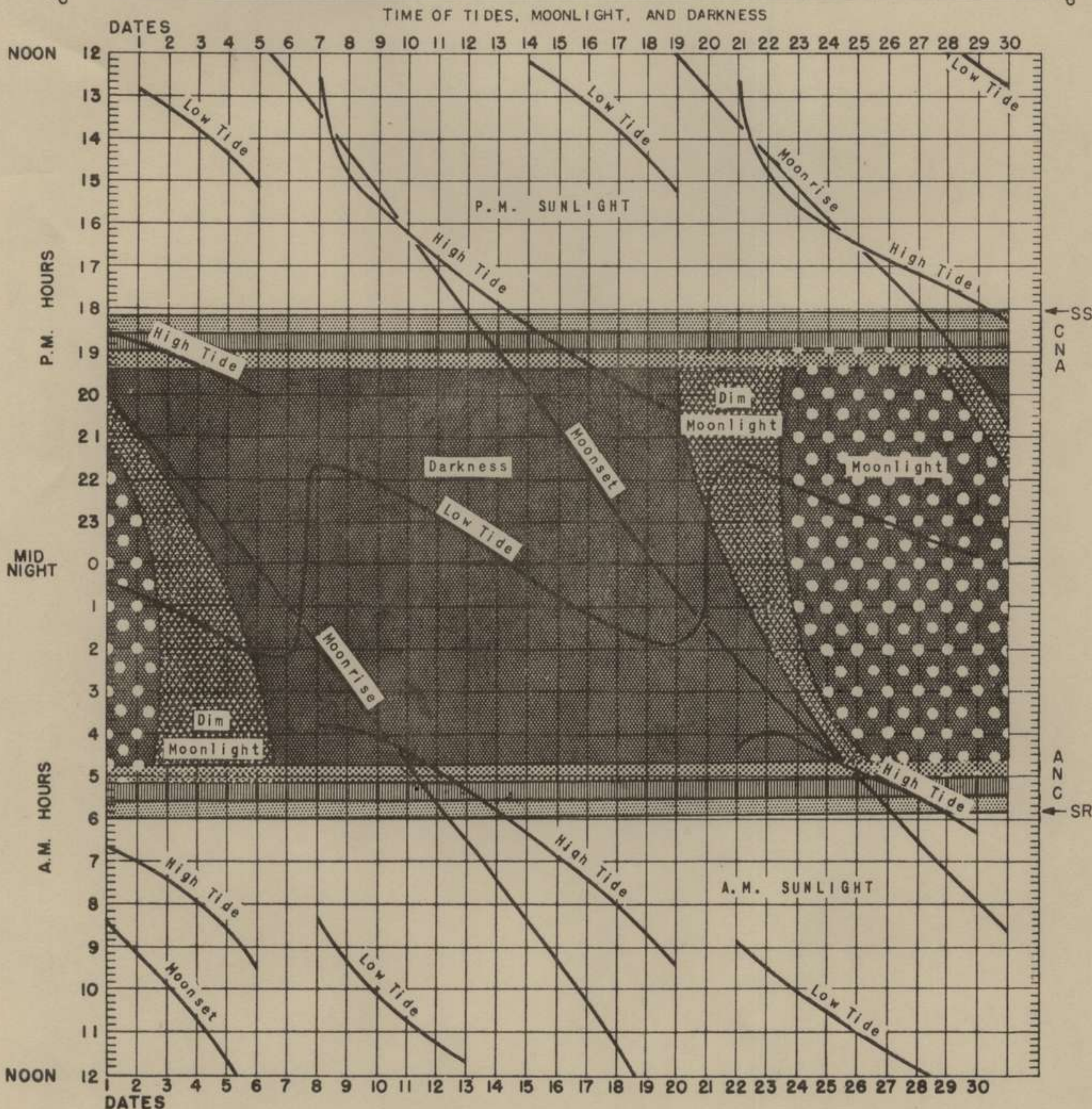
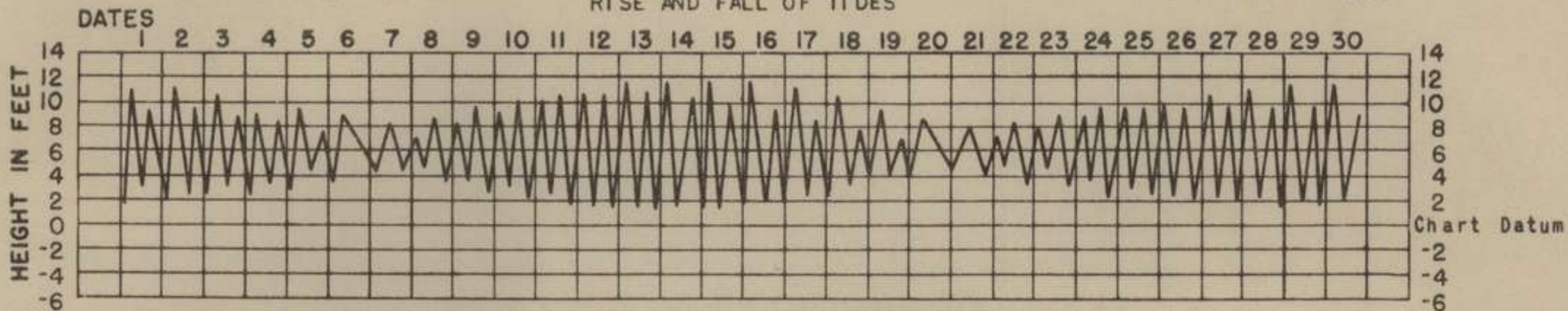
LINGKAS, TARAKAN ISLAND





APRIL 1945

LAT. 03° 17' N. 117° 35' E.

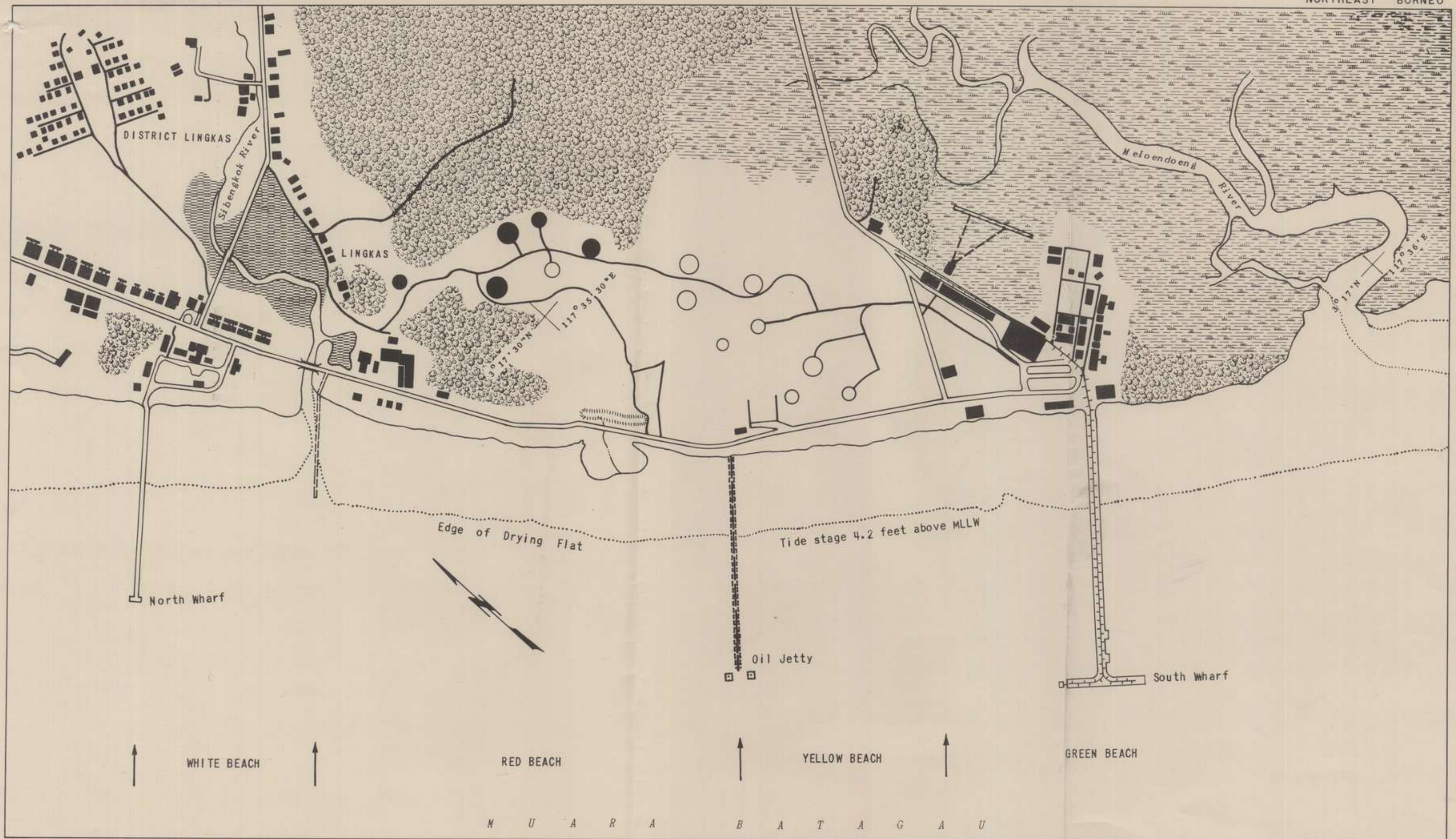
RISE AND FALL OF TIDES

Time Meridian 120°

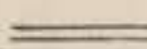
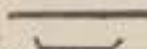
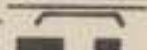
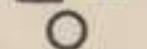


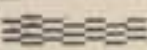
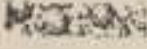
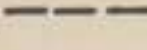
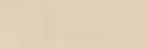



 LAST QUARTER
  NEW MOON
  FIRST QUARTER
  FULL MOON

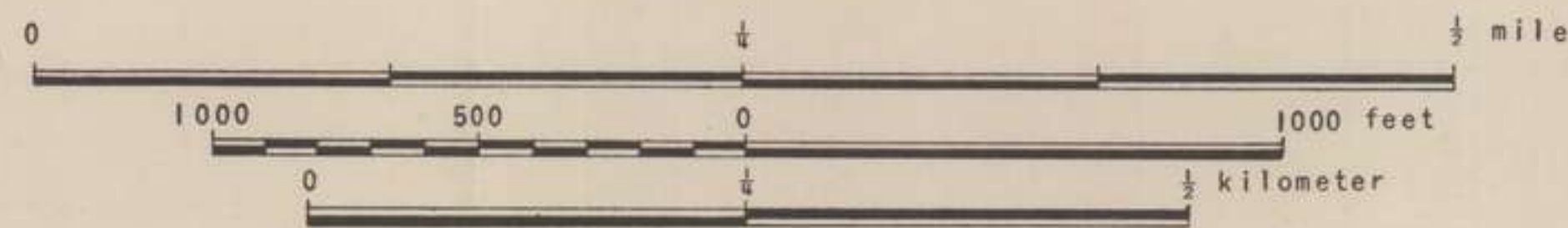
A-ASTRONOMICAL TWILIGHT
 N-NAUTICAL TWILIGHT
 C-CIVIL TWILIGHT
 SS-SUNSET
 SR-SUNRISE



LEGEND

- Road, hard surfaced 
- Road, lightly surfaced 
- Bridge 
- Buildings or Huts 
- Tanks, destroyed 
- Tanks, existing 
- Stream, intermittent 
- Swamp 
- Mud Flats 
- Secondary growth 
- Oil Pipe 

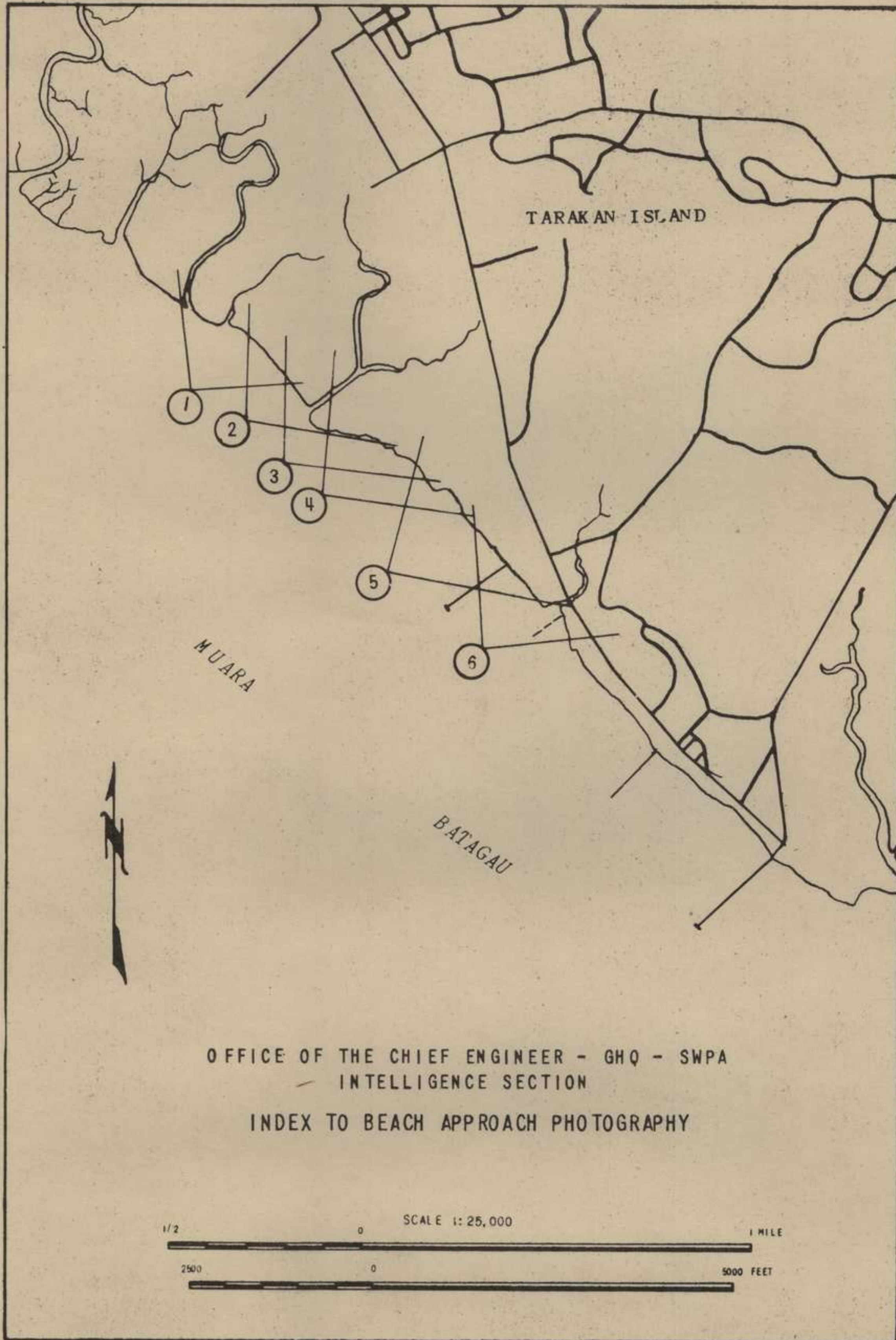
SCALE 1:5,000 approx.



TARAKAN ISLAND
NORTHEAST BORNEO

Prepared under the direction of the Chief Engineer, GHQ, SWPA, by the Intelligence Section, April 1945, from vertical aerial photography by the 2nd Photo Charting Squadron, U.S. Army, April 1945.

CAUTION: This map was produced from aerial photography. Due to lack of accurate ground control, distances scaled on the map may be at variance with actual ground distances.







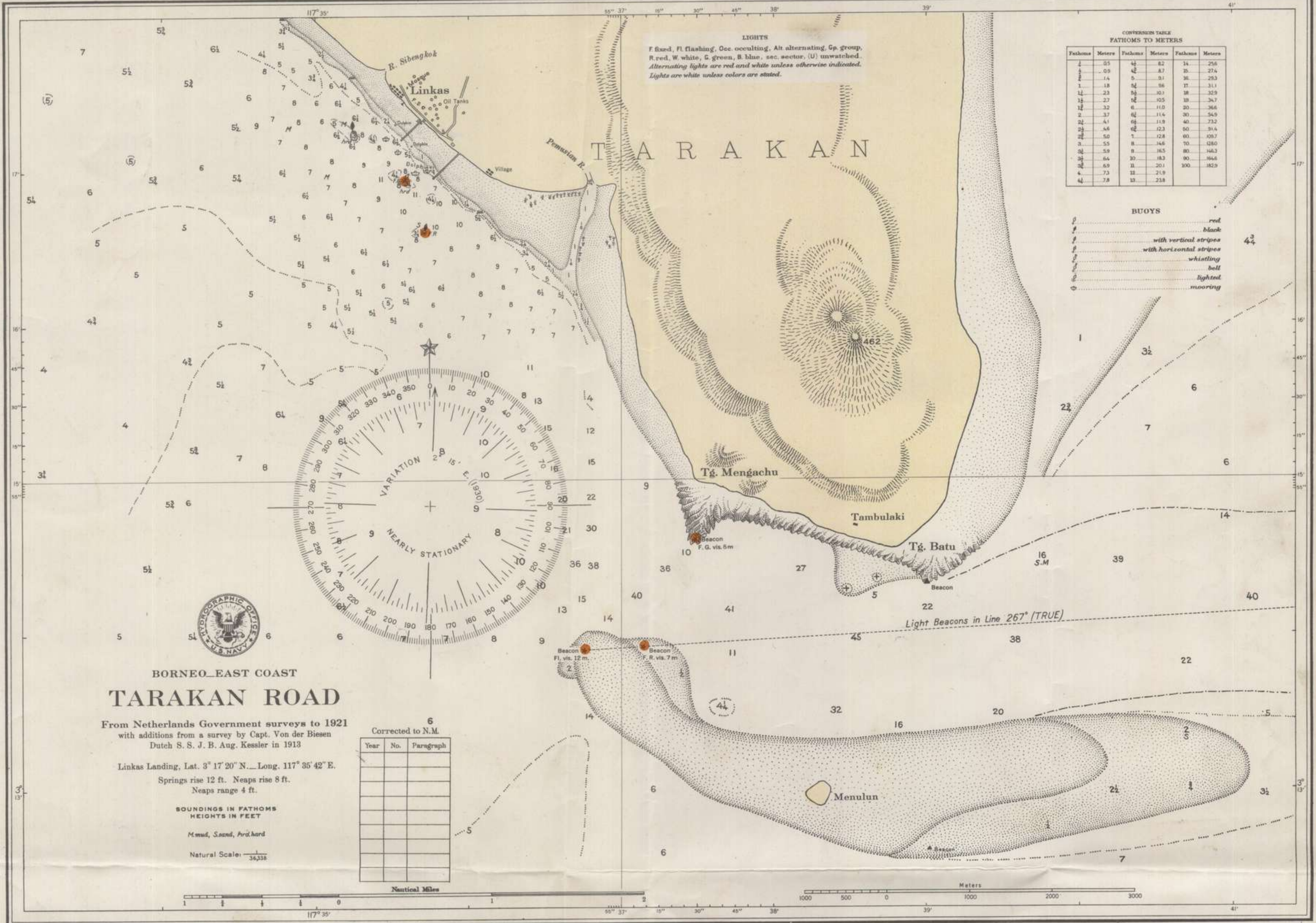








W.A.S.



LIGHTS
 F. fixed, Fl. flashing, Occ. occulting, Alt. alternating, Gp. group,
 R. red, W. white, G. green, B. blue, sec. sector, (U) unwatched.
 Alternating lights are red and white unless otherwise indicated.
 Lights are white unless colors are stated.

**CONVERSION TABLE
 FATHOMS TO METERS**

Fathoms	Meters	Fathoms	Meters	Fathoms	Meters
1	0.9	4 1/2	8.2	14	25.6
1 1/2	2.7	5	9.1	15	27.4
2	3.7	5 1/2	10.1	16	29.3
2 1/2	4.6	6	11.0	17	31.1
3	5.5	6 1/2	12.0	18	32.9
3 1/2	6.4	7	12.8	19	34.7
4	7.3	7 1/2	13.8	20	36.6
4 1/2	8.2	8	14.6	21	38.4
5	9.1	8 1/2	15.5	22	40.2
5 1/2	10.1	9	16.4	23	42.0
6	11.0	9 1/2	17.4	24	43.9
6 1/2	12.0	10	18.3	25	45.7
7	12.8	10 1/2	19.3	26	47.6
7 1/2	13.8	11	20.1	27	49.4
8	14.6	11 1/2	21.1	28	51.3
8 1/2	15.5	12	22.0	29	53.1
9	16.4	12 1/2	22.9	30	55.0
9 1/2	17.4	13	23.8		

BUOYS

- red
- black
- with vertical stripes
- with horizontal stripes
- whistling
- bell
- lighted
- mooring

**BORNEO EAST COAST
 TARAKAN ROAD**

From Netherlands Government surveys to 1921
 with additions from a survey by Capt. Von der Biesen
 Dutch S. S. J. B. Aug. Kessler in 1913

Linkas Landing, Lat. 3° 17' 20" N. Long. 117° 35' 42" E.
 Springs rise 12 ft. Neaps rise 8 ft.
 Neaps range 4 ft.

**SOUNDINGS IN FATHOMS
 HEIGHTS IN FEET**
 M. mud, S. sand, F. rock hard
 Natural Scale: 1:36,338

Corrected to N.M.

Year	No.	Paragraph

Small corrections: Printed Apr '27, Mar '32, June '36
 from Notices to Mariners: 2640(17-18), 29-30(31-43), 32-44
 from other sources: IV '27, III '32, VII '36

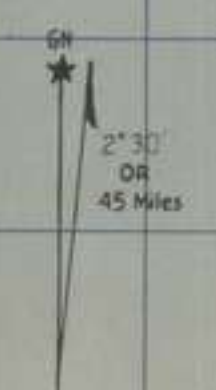
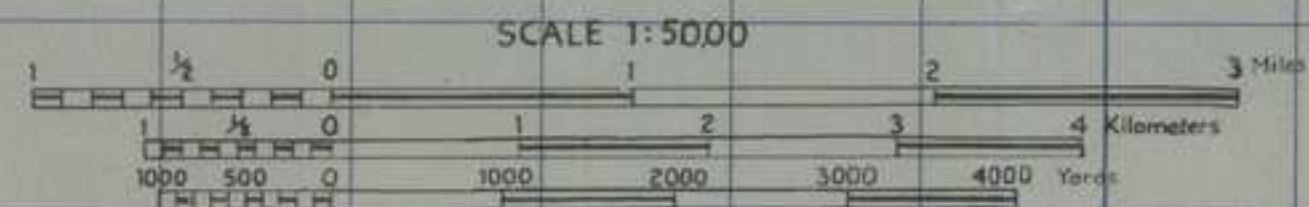
Washington, D.C. published Oct. 1913 at the Hydrographic Office,
 under the authority of the SECRETARY OF THE NAVY.

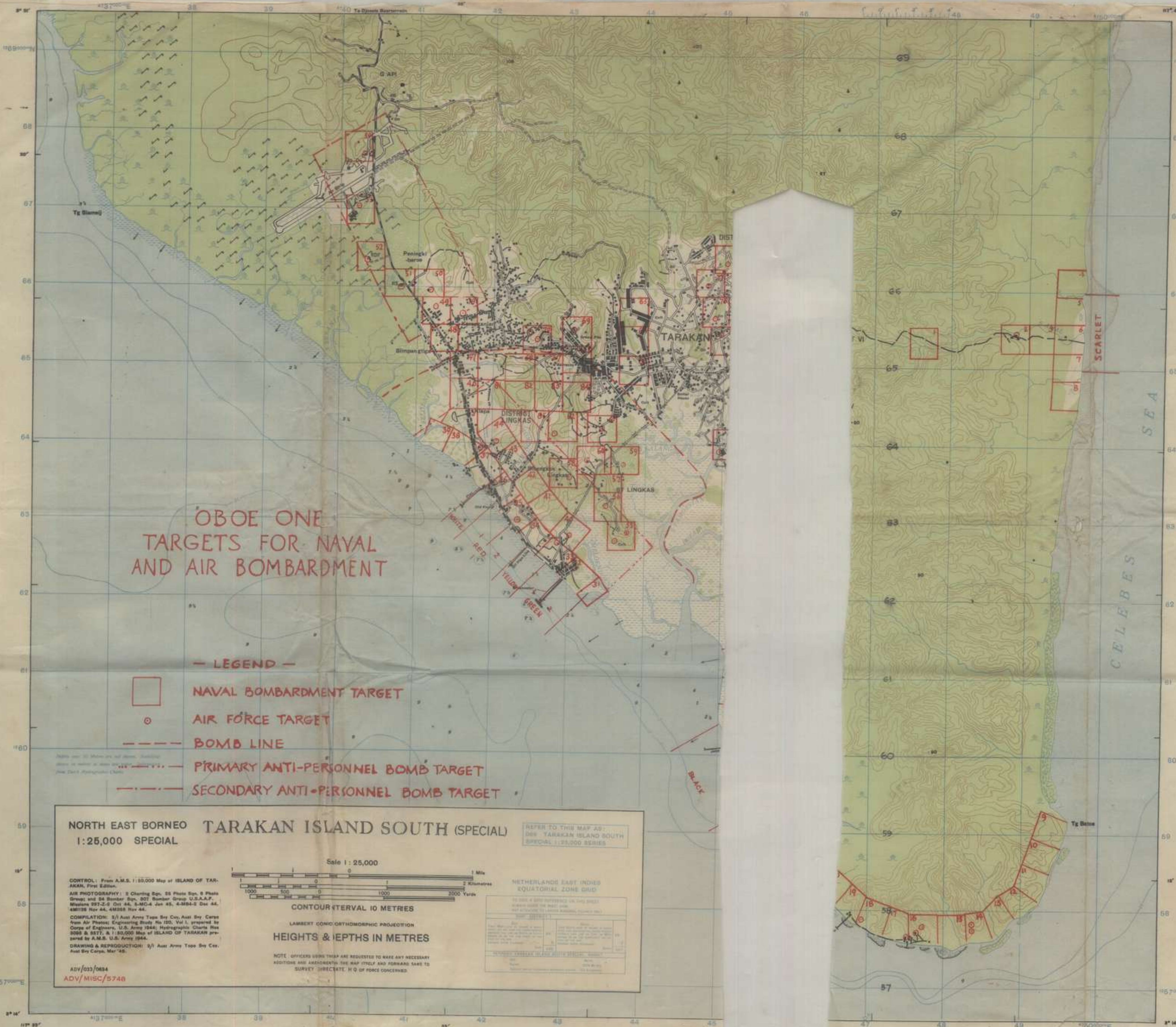
EDITION: 4th, Mar. 1924



LEGEND

- Landing Beaches
- Possible Landing Areas
- Area suitable for Deployment of Troops
- Area suitable for Paratroop Landings
- Possible Area for Paratroop Landings
- Area Suitable for AFV Movement
- BRIDGES
- Wooden Length x Width x Height
- Concrete 46' x 11' x 6'
- Foot
- Water Point
- Seaplane Base
- Anchorage





OBOE ONE
TARGETS FOR NAVAL
AND AIR BOMBARDMENT

— LEGEND —

- NAVAL BOMBARDMENT TARGET
- o AIR FORCE TARGET
- BOMB LINE
- PRIMARY ANTI-PERSONNEL BOMB TARGET
- SECONDARY ANTI-PERSONNEL BOMB TARGET

NORTH EAST BORNEO TARAKAN ISLAND SOUTH (SPECIAL)
1:25,000 SPECIAL

Scale 1:25,000

CONTROL: From A.M.S. 1:50,000 Map of ISLAND OF TARAKAN, First Edition.

AIR PHOTOGRAPHY: 2 Clearing Sqn, 38 Photo Sqn, 9 Photo Group, and 54 Bomber Sqn, 207 Bomber Group, U.S.A.A.F. Missions 297-2-3 Oct 44, 3-MC-4 Jan 45, 4-MB-3 Dec 44, 4-MB-18 Mar 44, 4-MB-28 Mar 44.

COMPILED: 2/1 Aust Army Topo Svy Coy, Aust Svy Corps from Air Photo; Engineering Study No 120, Vol 1, prepared by Corps of Engineers, U.S. Army 1944; Hydrographic Charts Nos 2088 & 2571, at 1:50,000 Map of ISLAND OF TARAKAN prepared by A.M.S. U.S. Army 1944.

DRAWING & REPRODUCTION: 2/1 Aust Army Topo Svy Coy, Aust Svy Corps, Mar '45.

ADV 033/0834
ADV/MISC/5748

REFER TO THIS MAP AS: DMS TARAKAN ISLAND SOUTH SPECIAL 1:25,000 SERIES

NETHERLANDS EAST INDIES EQUATORIAL ZONE GRID

CONTOUR INTERVAL 10 METRES
LAMBERT CONIC ORTHOMORPHIC PROJECTION
HEIGHTS & DEPTHS IN METRES

NOTE: OFFICERS USING THIS MAP ARE REQUESTED TO MAKE ANY NECESSARY ADDITIONS AND AMENDMENTS TO THE MAP ITSELF AND FORWARD SAME TO SURVEY DIRECTORATE, H.Q. OF FORCE CONCERNED.

- LEGEND**
- Roof, hard surfaced
 - Road, light surfaced
 - Road, earth
 - Jeep Track
 - Trail
 - Highway Bridge
 - Spot Elevation
 - Buildings or Huts
 - Iron Post
 - Tanks, Oil or Gas
 - Oil or Gas Wells
 - Swamp Ponds
 - Shallow or Drying Reef
 - Fish Trap
 - Breast
 - Swamp
 - Mud Flat
 - Mangrove
 - Depth Line
 - Scattered Trees
 - Forest
 - Secondary Growth
 - Plantation
 - Sand

- ABBREVIATIONS**
- C GOENGG (MOUNTAIN)
 - BT BOKIT (HILLS)
 - P POELAU (ISLAND)
 - TG TANDJONG (CAPE)
 - S SOENGAI (RIVER)
 - B BAI (BAY)

APPROXIMATE TO AN INDICATION THAT THE LENGTH OF ANY LINE, AREA, OR DISTANCE IS INVERSELY AS THE SQUARE OF THE SCALE. THE SCALE OF THIS MAP IS 1:25,000. THE SCALE OF THE ORIGINAL SOURCE OF THE DATA IS 1:50,000. THE SCALE OF THE ORIGINAL SOURCE OF THE DATA IS 1:50,000. THE SCALE OF THE ORIGINAL SOURCE OF THE DATA IS 1:50,000.



TARAKAN ISLAND SOUTH SPECIAL
NORTH EAST BORNEO

INTERROGATION REPORT

THIRD INTERROGATION OF KANJAR BIN MANGASAR

AT USS "ROCKY MOUNT"

11 Apr 45.

1. SUNKEN SHIPS

Native had stated in a previous interrogation that about a month ago 3 or 4 three funnel warships were sunk near the oil pier. He was questioned closely on this point and the following information was obtained.

- (a) The three ships had been at TARAKAN for some time and patrolled the channel SOUTH of CAPE PASIR, going as far EAST as a light-ship, which he identified on a chart.
- (b) One ship had 1 funnel, one had 2 funnels and another had 3 funnels. He claimed that the ships were as big as the "ROCKY MOUNT" but after a good deal of questioning, it appears that the ships were possibly minelayers or minesweepers.
- (c) The ships were attacked by 6 planes, which from his description may be B 25s. They attempted to evade but were sunk in following positions :-

One 3 km SOUTH OF POELAU ISLAND, one near KOLEPIAK ISLAND and one near mouth of BOELOENGAN River.

When the ships were hit, they exploded with a lot of flames and much white smoke. The attack took place about 10 a.m. but he could not remember the date. There were no survivors.

Note : Navy is checking this information with Air Force.

2. NAVIGATION MARKS

Native gave information about existing lights and buoys marking channel near TARAKAN.

3. ALLIED PW

About 100 male PW were taken from TARAKAN to BANDJERMASIN about one month ago. There are NO PW remaining on TARAKAN.

4. BENGAWAN RIVER (WEST COAST)

Barges can travel only about 50 metres up from the mouth of BENGAWAN River.

FOURTH INTERROGATION OF KANJAR BIN MANGASAR

1. NATIVES

- (a) Tg DJORATA - no natives.
- (b) DJORATA Oil fields - no natives.
- (c) MA SAHAWANG) Native huts scattered along the
- MA SERBAN) shores of the islands.

2. TRACK FROM Tg DJORATA TO OIL FIELDS

To G TJANGKOL just a foot track and then a double motor road. Civilian Japs work on a bore at G TJANGKOL and live at the oil fields. There are two tracks here.

6A Webb

TOP SECRET

INTERROGATION REPORT OF LT VAN LINGEN REGARDING
LINDAS BEACH AND ADJACENT COASTLINE.

Lt Van LINGEN was formerly employed by SHELL OIL COY as a GEOLOGIST at BALIKPAPAN. During 1940 he spent considerable time at TARAKAN between JAN and AUG. There he gave voluntary part time service with the Dutch defense forces, guarding installations and constructing beach defenses.

LINDAS BEACH

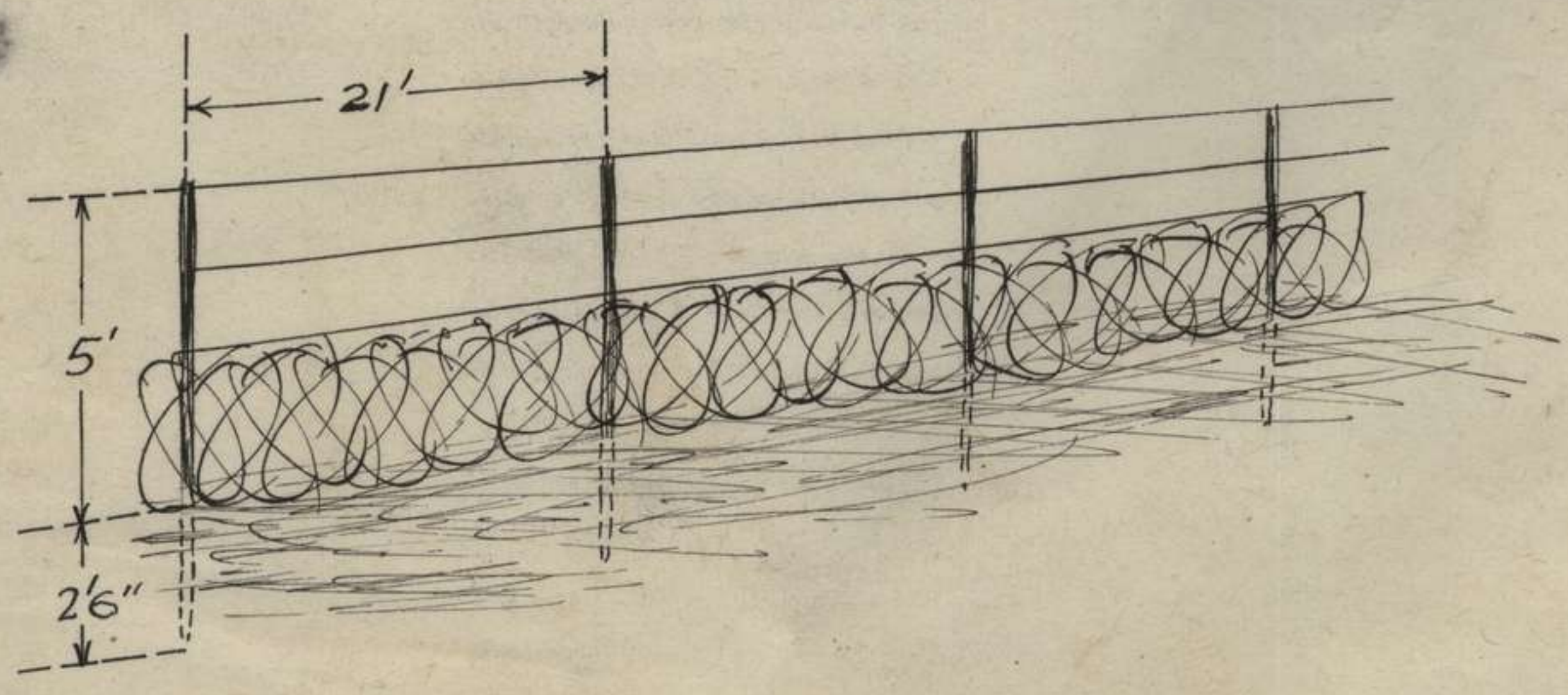
- (i) Width - LW 60 - 100 yds.
HW HIL - 20 "
- (ii) Gradient - Uniform gradient 1 : 33.
- (iii) Surface - Soft mud - men without equipment would sink to 12 ins when walking on beach at low tide. Beach is firmer in the vicinity of the Pipe Line Pier gradually gets softer towards Pier No 2. Just South of Pipe Line Pier a man without equipment would sink about six ins in the mud.

Lt Van Lingen has no knowledge of the beach north of the Pipe Line pier, but believes it to be as muddy as South of the pier.

Beach Defenses, - In 1940 Dutch constructed a wire obstacle, description of which is as follows:-

Single Dannert Concertina, held in position by stakes, with three strands of barbed wire above the Dannert.
 Stakes - 5 in diameter (Mangrove) driven into 2'6" with approx 5 ft above the surface - Stakes, single line, distance apart approx 7 yards.
 Distance of obstacle from HW mark approx 30 yds. Distance of obstacle to waters edge at LW approx 40 yds.
 At HW the Concertina wire was covered and the stakes were not completely submerged (submerged to approx 3'6")
 When obstacle was being erected, workmen would sink to about 12 ins in mud. Stakes were placed into position by drilling hole with auger and stakes placed into holes prepared. Stakes with 2'6" driven into mud were firm.
 The obstacle extended for some distance North of Pipe Line pier South to beyond No 2 pier.

SKETCH SHOWING
OBSTACLE.



(2)

PAMOESIAN RIVER

Lt Van LINGEN has travelled by small craft (outboard motor) up the PAMOESIAN River to beyond barge loading point. At low tide the water at barge loading point is at least five feet deep.

SELOENIT RIVER

The SELOENIT River is navigable by small outboard craft to Fish Markets a short distance from SIPANGTIGA rd.

RELIABILITY

Lt Van LINGEN has not seen the area since 1940 and his estimates of distance are considerably less than revealed by Air Phs.

From the interrogation it is considered that 12 ins of mud near the obstacles is fairly reliable.

Faulty estimates of distance would also cause error in estimates of gradient.

HQ 9 Aust Div
11 Apr 45
G 52/22/7

Preliminary interrogation of KAMJAR BIN MANGASAR, age 29, born at SANDAKAN.
Normal occupation Police Constable.

Recorded on 9th April 1945

1. I have lived at TARAKAN for about 15 years and 5 years as a policeman in the NEI Police Force at TARAKAN.
2. There are now about 700 Japanese at TARAKAN town. They wear several types of badge i.e. Naval Officer Type, anchor type and star.
3. The senior officer wears the badges of a full Colonel (identified badge in Int files). He is known as TANDAKI MADRAMI.
4. There are no warships at TARAKAN now but three or four three-funnel warships were sunk near the oilage pier about a month ago. They sank in deep water and are not visible. I was at KEMPONG KELAPA at the time - it is about 1½ miles from TARAKAN.
5. There were twelve planes in this raid which was followed about 15 days later and the following places were hit :-
 - (a) All the tanks shown in the photograph 2CS5MB90-3-(07)
 - (b) The cinema at the lower left corner of the same photograph.
 - (c) About 1000 people were killed and many more injured. Among those killed was a Japanese named TAIGUN TOKI who was the executioner. Of the 1000 killed about 600 were Japanese.
6. I was not in TARAKAN when this raid was on. I was at TANAH MERAH but I was informed of the results by my cousin HAJI ABDUL HAMID who is the penghulu (headman) of TARAKAN. He came to TANAH MERAH.
7. The raid of about 5 days ago hit KAMPONG BHARU. An air raid shelter in the side of a hill was hit, there were about 300 people in the shelter and all were killed. I got this information from a religious teacher who lives at TARAKAN. - his name is ABIPUSIN, he also came to TANAH MERAH.
8. STRENGTHS AND LOCATIONS In addition to the 700 odd Japanese troops in TARAKAN town there are about 20 Japanese civilian workmen at DJOEATA oilfield. These men come into TARAKAN when an alert is sounded to help the ack ack gunners. There are about 8 x 40 mm Dutch ack ack guns in and around TARAKAN town itself. There are no soldiers and no guns or barbed wire at this oilfield.
9. There are six Japanese ack ack gunners at TG DJOEATA and 3 Dutch 40 mm ack ack guns and 1 searchlight which is badly handled. I know this as I have been there.
10. There is no barbed wire and no guns or searchlights from TG DJOEATA to the TARAKAN town waterfront (LINGKAS).
11. At TG BINALATONG on the east coast there are three Dutch 40 mm ack ack guns and a strength of about 100 Japanese who live in wooden sheds nearby.
12. There is about 1 kilometre of barbed wire on the land immediately above the beach but no machine guns.
13. There is nothing else between TG BINALATONG and TG BATOE at the SE corner of the island.
14. Here there are about 150 Japanese, mixed troops and civilian boat builders who work at KAROENGAN in the SE corner of the island. There is about 1 kilometre of barbed wire at TG BATOE and 3 x 40 mm ack ack guns but no machine guns.

15. Many types of wooden vessels are built at KAROENGAN, the largest being about 15 metres with two masts. The workmen walk across the island from TG BATOE to KAROENGAN. They do this in fear of raids on KAROENGAN but sometimes they sleep there.
16. There are no beach defences between TG BATOE and KAROENGAN but there are fish traps in the sea and a searchlight at TG PASIR.
17. Only small boats use the pier at TG PASIR.
18. The small village shown at the southern end of the island is known as TG PASIR RAJA, the surrounding area is known by the same name. There are no Japanese here, only villagers.
19. The barbed wire, double rows about 10 metres apart which was put down by the Dutch to protect the shore at LINGKAS has rusted away and has not been replaced. There may be odd bits left here and there. The upright posts are still standing in many places. There are no defences here.
20. A drain about 1 metre deep has been cut on the west side of the road from a point near PENINGKIT BAROE to SEMPANG TIGA. There is a little water in this drain but at intervals of about 10 metres there are 44 gallon drums of kerosene laid in the drain with dynamite charges attached which can be fired electrically from the old Dutch Artillery Barracks in TARAKAN.
21. The burning oil is intended to spread over the swamp through the trees and also run down the drain to SEMPANG TIGA.
22. There is a crude oil pipe line which runs from DJOEATA to TARAKAN along the east side of the road but I know of no plan to feed oil to the fire from it.
23. There is no aircraft fuel on the island.
24. There were six machine guns on the hill near the airstrip but they were destroyed in an air raid about 1 month ago. There are no Japs at the strip.
25. There was only one pill box and that was near the most northerly pier at LINGKAS. This was destroyed about a month ago in an air raid.
26. The Japs at TARAKAN used to live at the old Dutch 7th Battalion barracks but are now nearby in various houses near the artillery barracks.
27. For about the past two months the villagers of TARAKAN, TANAH MERAH, SEMBAKONG, MELINAU and BELONGAN have not been sending any food to the Japs and their food position must be deteriorating.
28. There are or were two food dumps near the artillery barracks.
29. The ack ack guns already mentioned which have not been bombed are well supplied with ammunition.
30. About a month ago three landing barges of Japs were passing down the SEMBAKONG river to MENSALONG from up country where the dyaks had killed many with poisoned darts in retaliation for the beheading in 1943 of SULTAN KATAWEI the head of the dyaks. They have killed thousands not hundreds of Japanese. Twelve of us attacked them with three hand grenades - many of them were killed by the explosion and many fell in the water where we attacked them with parangs, killing every one. The river is full of crocodiles and if any escaped the crocodiles would get them as we could hear them for about an hour later attacking the corpses. We had no casualties.
31. I have a good friend named BERSIMON who lives at TANAH MERAH. I would like to get him out - he is about 30 years of age and knows the district and people very well. He would be a very useful man.

DISTRIBUTION: 26 Aust Inf Bde ✓ 2 Aust Beach Gp Naval Planning Team
RAA 9 Aust Div Comd 1 Aust Corps
RAE 9 Aust Div G (2)

TOP SECRET

10 Apr 45

To the D.M.I.,
Adv LHQ

From O.C. Group 'A'
Services Reconnaissance Dept of A.I.B.

Herewith 2 copies of the preliminary interrogation
of KAMJAR BIN MANGASAR native of TARAKAN.

Ch. Courtney Major

O.C. Adv Group 'A'
S.R.D.

Distribution	D.M.I.	2	
	Adv HQ SRD	1	-
	Rear " "	1	
	I.O. Gp A	1	
	D/J		

JMI

JMI 20

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Recorded on 9th April 1945.

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2. There are now about 700 Japanese at Tarakan. ^{TOLON} They wear several types of badge i.e. Naval officer type, anchor type and star.
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5. There were 12 planes in this raid which was followed about 15 days later and the following places were hit :-
 - a. All the tanks shewn in the photograph 2CS5MB90-3-(07).
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