

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

Item number: 8/2/7

7 Infantry Brigade

July 1942

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army C. 2118
(adapted,)

H. 100M

Unit 7 AUST INF BDE

Date and Time.—From 2400 hrs 8 Jul 42 to 0900 hrs 1 Aug 42.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
TOWNSVILLE.	Jul 8	2400	Loading SS "TASMAN" with personnel and eqpt as per 5 Aust Div Movt Instn No 9 - 7 Aust Inf Bde Gp Op Instn Nos 8 and 9 and Movt Control No 78 completed. Moorings cast off.	
Milne Bay	9	0200	SS "TASMAN" commenced journey.	Appx 1.
	11	1300	Arrival SS "TASMAN" at GILI GILI. Dis-embarkation as per MILNE FORCE adm Instn No 1.	
		1300	7 Bde Gp Adm Instn No 1	Appx 2.
		1400	Dispositions of units attd. FALL RIVER prior to arrival Adv Party 7 Aust Inf Bde.	Appx 2A.
		1400	Documents received from FALL RIVER Garrison.	Appx 3.
			55 Aust Inf Bn.	
			FALL RIVER Garrison Intell Summary to 3 Jul	Appx 4.
			" " " Sitrep No 1 to 3 Jul	Appx 5.
			9 Lt Aust AA Bty.	
	12	0600	Recce report track WAIGANI-DOGURA	Appx 6.
		1305	SS "TASMAN" departed, unloaded in 16 hrs.	
			24 Fd Coy to supply to Capt Steele US Army at GILI GILI Wharf 1400 hrs today one sec with axes, picks, shovels, X-cut saws br bldg tools. Work Br and rd bldg 3 days.	
		1330	Request to L.H.Q. 12x12 and 6x6 dunnage to be loaded on all vessels to FALL RIVER also small Jeeps and winch truck on next vessel.	
		1700	15 Ord Personnel to be att to existing AAOC det.	
		2135	B Coy 25 Bn in posn 1700 hrs. 10 Pl west end of drome. 12 Pl Mobile role Ridge north end of drome.	
	13.	0900	HQ 7 Bde established No 1 House.	
		1200	R.O. Serial 1/42.	Appx 7.
		1515	Request to L.H.Q. supply urgently FALL RIVER 12 copies maps PAPUA Eastern Div Sheet one printed ROBINSON SYDNEY 1918.	
		1700	To permit emergency use of bombers lengthen drome to 6000 ft by 100 ft as soon as possible. Facilities for 2 Sqns needed by 20 Jul.	
		2225	Request provision urgently for spotting stas islands near FALL RIVER 6 complete TELERADIO AWA 3B incl transmitter.	

J.B. Mahoney
Bde. Major, 7 Aust Inf Bde
Major

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Unit 7 AUST INF BDE

Date and Time.—From 2400 hrs 8 Jul 42 TO 0900 hrs 1 Aug 42.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
			Speaker, Receiver, Batteries and charging plant.	
	JUL 14	0830 103 5	Location 9 Bn- Slaughter House Ref 968985. No 3 Cottage will be made available for HQ USAFIA Port Det as from 1400 hrs 14 Jul. All personnel less 2 U.S. liaison Offrs will vacate cottage. Lieut GRIFFIN 55 Bn will be attd HQ MILNEFORCE.	
		1130 HQ 4	Bty 101 A/Tk in posn 1500 hrs L/13 at house SW of Bde HQ	
		1145	Maj MILLER, E Coy 46 U.S. Engrs will report 1400 hrs.	
		1200	R.O. Ser 2/42	Appx 8.
		1315	To avoid attracting enemy attention, signal traffic by wireless must be kept at an absolute minimum. Wireless silence will be observed except for NEW GUINEA SIGS. All messages for transmission by W/T will be handed in to MILNEFORCE sig Offr. Units will originate only messages of great importance and extreme urgency.	
		1500	WAIGANI Factory required for storage. 9 Pl A Coy 55 Bn to be quartered in tents.	
		1540	Lieut Carson Act T.O. to reserve all available lorries for use this HQ 1200 hrs 15 Jul	
		1710	Locations:- H.Q. 2/9 Aust Lt AA Bty - No 8 House. H.Q. Sec 2/3 Bty- No 8 House. H.Q. 101 CA AA Bty HAGITA House. H.Q. A.A.S.C. Det - GILI GILI Factory. U.S. H.Q. No 3 House. 46 Engrs U.S. HAGITA HOUSE.	
		1740	Request appointment Capt Steele 96 U.S. Engrs as L.O. US Army	
		1800	Recce report Ahima to Awaima by 55 Bn.	Appx 9.
		1900	61 Bn unable to shift H.Q. today. As from 0900 hrs L/15 H.Q. will be at BOBS House.	
		2040	Adm Instn No 3	Appx 10.
	Jul 15	0830	Conference of senior Offrs 25 Bn 9 Bn 4 Bty 101 A/Tk Regt A.A.S.C. also Lt Carson at H.Q. 7 Bde.	
		1200	7 Bde R.O. serial No 3/42.	Appx 11.
		1430	Arrival SS "Bontekoe" with Mat 2 as per 7 Bde Gp Op instn No 10	Appx 12.

D. 118 / R. 20. - C 4788

J.B. Mahoney
Bde. Major, 7 Aust. Inf. Bde. Major

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Army Form C.2118

(adapted)

Unit 7 AUST INF BDE

Date and Time.—From 2400 hrs 8 Jul 42 to 0900 hrs 1 Aug 42.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
MILNE BAY.	Jul 16.	1200 2000	7 Bde R.O. serial No 4/42. 25 Bn working party to report No 1 strip night 17/18 strength	Appx 13.
	Jul 17.	0950	1 Offr 2 N.C.Os 24 men. 10 hammers 6 vehs lighting. 11 Fd Amb will supply medical Offr for manning post Dock area at 1400	
		0930 1000	patrol report by Lt WHITE 15 Pl 55 Bn -AHIOMA → KB via Northcoast Amm and explosives desired.	Appx 14. Appx 14A
		1135	25 Bn working party not required night 17/18 Mul. Report same place for work 1830 K/18.	
		1200	7 Bde R.O. serial 5/42. Appointment Lead Comd <i>C. J. STEPHENSON as Harbour Master</i>	Appx 15
		1240	Expect Gp Capt. arriving in Tiger Moth about 0900 K/18.	
		1250	25 Bn to erect moveable barriers and post sentries to prevent all except essential vehs crossing drome. Traffic to be diverted west of strip.	
		1400	R.D.F. Report.	Appx 15A
		1650	Request for medium scale vertical air photographs Fall River area-foreshore head of bay and five miles inland.	
		1700	Request for one complete small box girder bridge equipment cl. 18 or 9 - local resources two tractors which require 8 spark plugs 8 ignition coils to make serviceable.	
		1700	Request for visit of appropriate Offr to make decision on difficulty in siting R.D.F. equipment also expedition of arrival remaining R.D.F. equipment. Require 300 of each axes, picks, shovels machettes.	
	Jul 18	2230 0730	MILNE FORCE ADM Instn No 4. Working party 1 Offr 44 ORs supplied to 46 US Engrs with picks and s shovels for one days work in draining dispersal bays.	Appx 16
		1200	7-Bde R.O. serial 6/42.	Appx 17.
		1200	Distribution List 'A'	Appx 18.
	Jul 19	1652 0830	H.Q. C Coy 55 Bn established 200 yds south of LADAVA Mission. pass 7 Bde Rear HQ- Essential all packages tents, stores and eqpt clearly marked with Unit ser. no.. Ensure enough mosquito nets for each flight be loaded last for early unloading. Send	

D.310/2.30.—C 4788.

J. B. Mahoney
Eds. Major 7 Aust. Inf. Bde. Major

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
	JUL 19	0948	supply mantles for pressure lamps. NGF request result of recce for addtl site for landing strip. Require details surface, obstruction and accessability. 100' X 2000' needed.	
		1036	R.O. ser. 7/42	Appx 19.
		1200	Units ordered to undertake recce patrols of area	Appx 20.
		1350	TIGER MOTH plane landed on strip.	
		1400	25 Bn to supply working parties : 19 Jul--- 30 men 1830-2400hrs. 20 " 30 " 0100- 0500 hrs. and 0700-1200hrs.	
		1440	Supply men already trained to lay mats. 24 Fd Coy advised to keep rd maintenance parties at work 24 hrs daily. e ssential to improve rd between Dock and br over ck near Fd Coy HQ before nightfall.	
		1530	NGF advised D.O. to recruit native labour for special work.	
		1920	MILNEFORCE Adm Instn No 5 (Unloading SS JAPARRA)	Appx 21.
		2030	All Intell personnel incl offr's to report to HQ MILNEFORCE.	
		2045	61 Bn to supply dock sentries from 1200 hrs 20 Jul to keep tps not on duty off wharf and prevent ships crew from leaving it.	
		2055	Advice received that pursuit Sqdn RAAF located LOWOOD via BRISBANE will move to FALL RIVER approx arrival 25 Jul.	
	20	0005	NGF require 5 vessels GILGILI class and capacity immediately for MAROUBRA movt.- Lieut MONEY ANGAU to arrange.	
		0830	A Coy 9 Bn moving to new area 1/2 mile WEST of GAGAGABUNA.	
		0957	2/6 Hy A/a Bty to supply working party to Dock 1100 hrs K/21. to work on SS SWARTENHONDT prior to sailing.	
		1000	2/3 Fd Regt , sig sec and LAD will NOT move . personnel, guns and eqpt already shipped will be returned to TOWNSVILLE as soon as practicable	
		1030	Amend MILNEFORCE Adm Instn No 5 para 1a. All consequent action to 21 Jul not before 1200 hrs. same arrangements to stand.	
		1030	Maj. Genl MORRIS and Maj. Genl. VASEY arrived.	

D.315/5.20.—C.4788

Jb. Mahoney
E. J. Major, 7 Aust. Inf. Bde.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
	JUL 20	1030	Ord. personnel will move from mainland.	
		1100	Report by Capt STEELE 96 U.S. Engrs on Addtl strip	Appx 22
		1200	Password list.	APPX 23.
		1200	phrases of SUAU language.	APPX 24.
		1200	R.O. ser. 8/42	APPX 25.
		1515	Request to 5 Aust Div to ensure large supply stationary to FALL RIVER especially Message Forms and duplicating paper and materia l.	
	21	1640	25 Bn Disposns Map.	Appx 25a
		0429	24 Fd Coy to prepare immediately estimates work and material reqd. strengthen all brs and culverts between HAGITA and WAIGANI to take by traffic. Be prepared to begin work short notice. Demolition parties be prepared to assist blowing Coconuts trees new landing strip.	
		0730	24 Fd Coy to recce and prepare quantities timber for br over FLYING FOX ford and to be capable of carrying load of 10 tons.	
		0835	Med Det U.S. Port Det manning First Aid Post at Dock. Det 11 Fd Amb relieved.	
		0900	101 C.A. A/A Regt to test shoot guns 0900-0930 hrs. 2 guns ready for action from 0830 hrs.	
		1100	SS JAPARRA arrived.	
		1200	R.O. ser 9/42	Appx 26.
		1240	Sitre p to 1200 hrs.	APPX 27.
		1250	Instn- Recognition of Aircraft.	APPX 28.
		1445	SS JAPARRA cast off.	
		1515 S	Strip now 65' w ide 4400' long laid with steel mats at 1400 hrs.	
		1537	Report of 2 U/I fighter aircraft N.W. of SUAU Is.	
		1550	24 FD Coy ordered to have rd maintenance party with veh and tools standing by Organise immediately remainder as one coy of inf. Remain present location as Res force.	
		1600	Occupn of battle posns signal	APPX 29

D. 3187/1.30.—C.4783

J. Mahoney
Majot
Bde. Major, 1st Aust. Inf. Bde.

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Army Form C.2118
(adapted.)

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
MILNE BAY.	Jul 21	1600	N.G.F. advise telephone switchboard and wire for your area will arrive next convoy. arrangement made for shipment.	
		1700	Units advised that because of inflammable nature of copra sheds and native huts essential full precautions taken to avoid beacon fires.	
	Jul 22	1820	SITREP to 1800 hrs (R.A.A.F. Sigs reports)	
		1830	25 Bn recce patrol to foot Stirling Range	
		0005	25 Bn sitrep to 2400K/21. Coy in beach position - aerodrome defence continuous patrol - working parties returned now at battle station biv area all round protection.	Appx 30. Appx 31.
		0408	25 Bn sitrep to 0400. Posn unchanged. 5 explosions heard direction of drome. 1 Coy at work there till 0600. Patrol report SITNOR. Beach patrols in constant liason all other units except 55 Bn.	
		0530	25 Bn sitrep to 0515. Sitnor. Troops standing to.	
		0545	Liason left flank with 55 Bn complete liason through beach posn. MMG and Mortars in tentative fire posn.	
		0605	25 Bn sitrep to 0600. SITNOR. Troops stand down.	
		0620	9 Bn and 55 Bn sitrep to 0600. SITNOR. Troops stand down.	
		0700	61 Bn report all clear.	
		0700	25 Bn establishing Intelligence OP for beach Coy.	
		0730	SS "JAPARA" ordered to MORESBY.	
		0807	Two Sunderland F/Boats arrived under comd Ft Lt HENSEL.	
		0830	Milne Force Sitrep to 0800 hrs.	
		0835	Request to L.H.Q. that two Aux Ketches approximately 20-25 tons GILI GILI type and capacity be supplied urgently for exclusive use this Force to tpt bridge and base installations timber from coastal sawmill. Construction work will be retained if present dependance on coastal shipping continues.	Appx 32.
		0845	F/Boats left.	
		0850	25 Bn report that it took four hrs for complete journey by patrol to make liason with 9 & 55 Bns accounting for delay during night Readjusting posn beach area.	
0915	24 Fd Coy begin immediately strength ^{en} existing and build bridge and culverts rd HAGITA -WAIGANI to take 10 tons. T.O. will make available 6 lorries 3 Tons. Demand Inf working parties.			

J. B. Mahoney
Bdr. Major, J. Aust. Inf. Bde.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
MILNE BAY.	Jul 22	1020	25 Bn dispositions unchanged - arrangements for tenting beach coy in hand.	
		1045	25 Bn request tpt for working party 55 men to 24 Fd Coy.	
		1200	R.O. Serial 10/42	Appx 33
		1200	Distribution List "B"	Appx 34
		1200	Four working parties supplied to 46 Engrs. 1330 hrs also eight trucks three ton.	
		1400	Report by Lt Jensen 24 Fd Coy of Bridges HAGITA to WAIGANI.	Appx 35
		1530	Protection against Air Raids.	Appx 36
		1530	Identification of Air craft.	Appx 37
		1600	Moresby advise expect MANUTU arrive Fall River 23 Jul carrying R.A.A.F. and R.D.F. equipment quantity landing mat clips- amm- 109 drums oil - 250 drums 90 octane spirit for R.A.A.F.	
		1640	Arrival 3 P 40 Sqn Ldr TURNBULL	
		1645	Milne Force Sitrep to 1600 hrs - JAP landing at BUNA	Appx 38
		1700	24 Fd Coy to repair two culverts and pot holes on road to drome immediately.	
		1800	46 US Engrs request 500,000 grains quinine tablets urgently. Arrange for delivery.	
		2217	25 Bn sitrep to 2200 hrs - OP on BILOBULOLO in operation. Visibility restricted by night. LUCAS lamp comm to unit sigs 61 Bn area satisfactory. personnel supplied with three days rations and quinine. Patrol from 9-55 Bn reported to Beach Coy at 2200 hrs otherwise SITNOR.	
		2217	9-55 Bn Sitrep to 2200 hrs SITNOR.	
		2320	25 Bn sitrep to 2300 hrs SITNOR.	
		2320	9-55 Bn Sitrep to 2300 hrs SITNOR.	
	Jul 23	0020	25 Bn sitrep to 2400 hrs. Amn report satisfactory reserve at pl and Coy HQ. Beach Coy with Mortar Pl ready to meet any emergency Patrol by 9-55 Bn reported to left pl HQ at 2359 hrs.	
		0012	25 Bn Sitrep to 0100 hrs SITNOR.	
		0020	9-55 Bn Sitrep to 2400 hrs SITNOR.	
		0220	25 Bn sitrep to 0200 hrs. Complete liason through out beach posn SITNOR.	

J.B. Mahoney
Bde. Major 7 Aust. Inf. Bde.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
MILNE BAY	Jul 23	0220	9+55 Bn Sitrep to 0200 hrs SITNOR.	
		0320	25 Bn Sitrep to 0300 hrs SITNOR.	
		0320	9+55 Bn Sitrep to 0300 hrs SITNOR.	
		0420	25 Bn Sitrep to 0400 hrs SITNOR.	
		0555	25 Bn Sitrep to 0500 hrs. All coys to stand to 0515 hrs. SITNOR.	
		0555	9+55 Bn sitrep to 0500 hrs. Stand to 0500 hrs SITNOR.	
		0615	25 Bn Sitrep to 0600 hrs. All coys stand down 0600 hrs. SITNOR.	
		0615	9+55 Bn Sitrep to 0600 hrs. Troops stand down. 0600 hrs. SITNOR.	
		0700	25 Bn Sitrep to 0700 hrs. Troops feeding arrangements being improved by introduction self contained Pl. SITNOR.	
		0800	25 Bn erecting shelters to enable men on continuous patrols of beach to rest while others continue work on Sec posts. Area waterlogged short distance from shore.	
		0925	Sqdn Ldr Turnbull reported this H.Q.	
		1010	1 Pl MMG attached to Coy 25 Bn defending drome sited west end strip to fire along strip.	
		1020	1 P40 took off.	
		1200	R.O. Serial 11/42	
		1235	SS "HANYANG" expected not before 1300 hrs K/23. Cargo ^(MC) EM Coy 186 tons. Q.M.C. 394 tons R.A.A.F. 83 tons bombs 2258 drums petrol 110 tons lubricant 200 tons amm 15 tons landing mat 7 bde 19 Vehs. 46 Engs 5 Vehs 50 tons equipment.	Appx 39
		1237	OP reports 2E bomber seen flying low on westerly direction.	
		1300	11 Rd Amb Medical Instn No 3. Prevention of Dysentery.	Appx 40
		1330	2/6 Hy AA Bty 25 Bn 76 Sqdn R.A.A.F. working parties as detailed in para 8 Adm Instn No 5 first ship report to dock 1415 K/23 second shift 1800 and continue until ship unloaded.	
		1337	OP reports vessels entering Bay.	
		1420	Report on equipment at SAMARAI.	APPX 40A
1435	SS "JAPARA" berthed SS "HANYANG" anchored.			
1530	Milne Force Sitrep to 1500 hrs.	Appx 41.		
1615	OP report P 40 seen at 1605 altitude 500 ft travelling west			
1620	Sgt LUDLOW 25 Bn reports information from half-caste Planter STEPHEN of plane landing on Stirling Range.			

J.B. Mahoney
B.L. Major, 7 Aust Inf. Bde.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
MILNE BAY	Jul 23	1710	4 Bty 101 A Tk report A Tp in posn at drome 1530 hrs.	<i>Identified as tent.</i>
		1712	Pl Offr Watson 76 Sqdn R.A.A.F. received confirmation of plane in mountains from Father Baldwin, Missionary.	
		1820	Message to L.H.Q. In view of Engr work entailed with second runway, roads and bridges, with possibility third runway, that addtl Engr coy with rd and br equip be sent FALL RIVER.	
		1840	25 Bn gp on beach manning posn, organising night patrols. 'drome coy posns manned and patrolled. Remainder working parties s ship No 1 strip and new strip site - No quinine available to issue to tps tonight. otherwise SITNOR.	
		1925	Tps stand-to 1800-1900 hrs.	
		2055	25 Bn Sitrep to 2000 hrs. 14 Pl on beach report continuous amber light on south shore Milne Bay under observation otherwise SITNOR.	
		2105	25 Bn Sitrep to 2100 hrs. Light disappeared otherwise SITNOR.	
		2115	9-55 Bn Sitrep to 2100 hrs SITNOR.	
		2201	25 Bn Sitrep to 2200 hrs SITNOR?	
		2210	9-55 Bn Sitrep to 2200 hrs SITNOR.	
	2305	Message to Magistrate GILI GILI from A.D.M. Port Moresby. No vessel to proceed until further orders this applies also Mc LAREN KING.		
	2315	25 Bn Sitrep to 2300 hrs SITNOR.		
	2330	9-55 Bn Sitrepto 2300 hrs. O.C. 15 Pl taking No 7 Sec to OP and surrounding Mountains tomorrow morning to search for A/C otherwise SITNOR.		
	Jul 24	0005	9-55 Bn Sitrep to 2400 hrs. SITNOR.	
		0515	25 Bn Sitrep to 0500 hrs Stood to 0500 hrs SITNOR.	
		0515	9-55 Bn Sitrep to 0500 hrs. Standing to. SITNOR.	
		0620	9-55 Bn Sitrep to 0600 hrs. Standing down. SITNOR.	
		0622	25 Bn Sitrep to 0600 hrs. Troops standing down. SITNOR.	
		0820	OP reports 2 F/Boats over area.	
		0839.	To C.S.O. Moresby. Cases often occur where low priority messages are received before higher priority	
0945		25 Bn report air sentries posted two Coys and attached troops improving sec posts and draining pits remainder working parties at ship, on drome, night parties resting.		

J.B. Mahoney
Adj. Gen. 7 Aust. Inf. Bde.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
MILNE BAY.	Jul 24	1030	OP reports F/Boat seen low altitude in southerly direction.	
		1040	Message to 76 Sqn R.A.A.F. expect 14 P 40's as soon as weather clears.	
		1055	O.C. Def Pl (Lt Gaul) reported 1 F/Boat left 1015 carrying safe hand mail.	
		1055	Flt Comd Grant, Flt Lt Russel and Flying Offr Houghton reported to Bde Comd 7 Bde.	
		1125	OP spotters relieved.	
		1200	R.O. Serial 12/43.	Appx 42.
		1230	Milne Force OP instrn No 1. Attack against Air-Borne troops	Appx 43
		1238	U/I plane heard at high altitude travelling North.	
		1340	Message for L.H.Q. Capt Timperly D.O. TROBRIAND IS stationed BWAIOA FERGUSSON IS D'ENTRECASTEAUX Gp. Between 13-22 Jul Jap recce planes identified as 2E Type 96 carried out close recce at low altitude of grassland NE Shore GOODENOUGH IS from BELE BELE to WATALUMA near Cape LANAYE. Planes have remained over area for one hour. Similar recce has been made through DOBU passage area particularly BWAIOA Pen.	
		1740	Message for A.C.H. Flt/Lt Meehan landed p40 on natural surface at WANIGELA Mission near KEPPEL point. Comd Milne Force considers essential small supply fuel be laid down WANIGELA. Such quantity of little use to enemy but could save fighter pilot and A/C running short of petrol over BUNA area. Ketches held for MAROUBRA Movement could transport petrol.	
		1845	25 Bn Sitrep to 1800 hrs. Patrols for beach Gp will be going out from 1800/24 to 0600/25. SITNOR.	
		2215.	Report of patrol 15 Pl 55 Bn by Lt White. Time out 0800 hrs time in 1700 hrs. No A/C found.	
		Jul 25.	0600	Troops stand to 0500-0600.
	0730	OP reports 1 Hudson Bomber and 5 P 40's over area.	Landed.	
	0820	F/Boat landed.		
	0825	24 Fd Coy salvage party under comd Lt Cusack ordered to return from SAMARAI with following salvage:- Tables, chairs, fibro, piping, galvanized iron and lumber. Services urgently required needed at GILI ILI.		

Govt. Printer, Brisbane

J. Mahoney

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MILNE BAY	Jul 25.	0830	Second F/Boat landed.	
		0855	F/Boat departed.	
		0900.	Message intercepted by N.G.F. Sigs. Enemy A/C at 9°45' south 151°15' east course 180° altitude 10,000 ft	
		0900	Request road making equipment for Fall river to L.H.Q.	Appx 45.
		0905	Beach Gp reported that at 0750 hrs 3 shots heard followed by automatic.	
		0907	Hudson Bomber left drome.	
		0930	SS "JAPARA" unloaded in 45 hrs.	
		0935	8 P40's arrive.	
		1000	Message to L.H.Q. Please pass 7 Aust Inf Bde FWD vehs essential here send highest possible proportion this type. For others send chains and tyres suitable boggy ground.	
		1045	Working parties to report Gp Capt Thomas at drome to build Blast Bays. Allotment 24 Fd Coy 16 ORs incl Carpenters with tools 55 Bn 1 Offr 40 ORs- 61 Bn 1 Offr 10 ORs bring axes picks shovels.	
		1030	Units requested to forward this HQ by 1500 hrs Intelligence Summary from arrival MILNE BAY to 25 Jul also completed Field sketches.	
		1200	R.O. Serial 13/42	Appx 46
		1300	Two tip trucks 1 grader with crews from 46 US Engrs available to 24 Fd Coy today and tomorrow.	
		1400	Intelligence Notes No 1.	Appx 47.
		1400	Allotment of Maps to units.	Appx 48
		1630	7 Bde Sitrep to 1600 hrs	Appx 49.
		1630	Message to Lt Col Miles 25 Bn as comd ground defence aerodrome will call conference rep all units sited for perimeter defence of strip to co-ordinate plans for ground defence. He will not interfere with AA defences.	
		1650	Recommend six eighteen pounders with crews and amm be sent Fall River for beach defence.	
		1915	Troops stood to 1800-1900 hrs. Beach and drome parties manning defences. Continuous patrols-40 men loading party	
		2322	6 Coy 25 Bn report 3 shots vicinity drome.	

D.2118 (15.20)—C.4788.

J. B. Mahoney
Bde. Major, 7 Aust. Bde.

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required)

Army Form C.2118
(adapted.)

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
MILNE BAY	Jul 26	0044	9455 Bn report planes took off at 2320 and 2340 . Verey light from Corvette.	
		0325	R.A.A.F. report message received from Moresby ordering A/C this station to intercept 4 F/Boats returning from attack TOWNSVILLE.	
		0607	troops stand to 0515 to 0600 hrs.	
		0615	6 P40's left drome.	
		0740	4 P 40's returned.	
		0745	2 P 40's returned.	
		0840	Message to 96 Engrs . 1650 yds metal matting completed - expect 1800 yds by 29 Jul. ^{used} gravel on dispersal bays not holding due heavy rain necessitated use matting, expedite delivery of same. Re WAIGANI project can start immediately up to point where bull-dozer and explosives previously requested are required.	
		1030.	7 Bde Sitrep to 0900 hrs	Appx 50
		1200	R.O. Serial 14/42	Appx 51
		1400	Field sketches compiled into GILI GILI and WAIGANI SHEETS.	Appx 52
		1545	7 Bde message re SS "BONTEKOE"	Appx 53
		1630	7 Bde message traffic control	Appx 54
		1715	Permission granted to 2/6 AA Bty to test shoot guns (8 rounds) between 1000-1100 hrs Jul 27. 2/6 AA Bty to post air spotters and cease fire on approach of A/C	
		1750	Meteorological conditions have deteriorated since mid-July and these appear to be normal conditions. Fighter A/C 75 and 76 Sqna became bogged on leaving metal strip thus obstructing runway-caterpillar tractor bogged today. Senr Offr's RAAF opinion strip can not be used by bombers until necessary additional metal strip complete, estimated 4 days.	
		1800- 1900	troops stand to.	
JUL 27	0642	55 Bn patrol returned last night from MULLINS HARBOUR. Map and report forwarded to MILNEFORCE HQ.	Appx 55	
	1050	SS HANYANG unloaded and departed 0600 hrs.		

J.B. Mahoney
P.O. Major, Aust. Army

WAR DIARY or INTELLIGENCE SUMMARY

Army Form C.2118
(adapted.)

(Erase heading not required)

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
	JUL 27	1200	R.O. ser 15/42	Appx 56.
		1545	MILNEFORCE Intell Summary No 1	Appx 57.
		2235	For Capt Steele US Engrs. Locate sites for 3 rd and 4 th strip.	
		2109	Moresby approve for 10 drums petrol 1 oil 20 coolant for WANIGELA.	
	Jul 28.	0900	Lt-Col Miles C.O. 25 Bn report on co-ordinated defence of drome.	Appx 58
		1200	R.O. serial 16/42	Appx 59
		1200	Report to L.H.Q. A/C runway GILI GILI MILNE BAY.	Appx 60
		1235	Petrol and oil sent to WANIGELA emergency landing strip.	
		1400	ELSA system for recognition of A/C adopted.	Appx 61.
		1450	C Coy 25 Bn with att MMG and Mortar dets will be relieved by one coy 61 Bn with 1 pl MMG and two dets mortar at 0900 hrs 29 Jul	
			dets 25 Bn will return to own area. 1 pl 61 Bn will move at 1100 hrs to area at RABI where 1 pl 55 Bn is posted. 61 Bn will co-operate in def and patrolling with 55 Bn.	
		1500	SS KARSIK with 2 RAAF launches, mobile trailer and 80 rolls of steel matting due 0800 tomorrow.	
		1530	following units proceeding to FALL RIVER - 8 Fighter Control gp plotting pl 694 sigs.	
		1725	ETA SS BANTAM and SS ANSHUN 1500 hrs 30 Jul.	
		1800	Comd MILNEFORCE reports on (A) OPERATIONAL ROLE (B) MANNING VESSELS (C) ENGINEERING WORK	Appx 62 a Appx 62 b Appx 62 c
		1900	Tps stood to 1800-1900 hrs.	
		0850	MILNEFORCE Intell Summary No 2	Appx 63
		0916	Message re MAT 6	Appx 64
		1030	24 Fd Coy to work continuously tonight to place coral and gravel 40-50 yds foreshore rd to make it trafficable for trucks	
			61 Bn to supply 2 working parties in two shifts to help 24 Fd Coy. Tip- trucks to be provided. 61 Bn party 40 men report GILIGILI with tools 1930 hrs.	
		1040	SITREP No 9	Appx 65

J. B. Mahoney

WAR DIARY or INTELLIGENCE SUMMARY

(Erase heading not required).

Army Form C.2118
(adapted.)

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
	JUL 29	1100	Maj MILLER U.S. Port Det request to CO Base Sec TOWNSVILLE FOR 2 addtl port coys as now using 360 Aust soldiers to unload ships.	
		1200	R.O. ser 17/42.	
		1315	NGF unable supply our quinine needs, supplies must be obtained direct from mainland.	Appx 66.
		1320	Port Comd to recce and report posn for dump to receive empty drums and Oxy cylinders, worn A/C tyres and other salvage for back loading on ships.	
		1400	Comds instn re Looting	Appx 67.
		1535	SITREP No 10	Appx 68.
		1725	Dive-Bomber landed on strip, gunner Sgt injured, plane U/S.	
		1900	TPs stand to 1800-1900 hrs.	
	JUL 30	2255	Recce report 25 Bn patrol NW via BANARON	Appx 69.
		0625	TPs stand to 0500-0600 hrs.	
		0650	RAAF advise Gen CASEY and party to leave TOWNSVILLE 1200 hrs 30 Jul will stay night 30/31- return to MORESBY K/31.	
		0830	NGF sending all available maps MILNEFORCE area.	
		1011	20 pl 61 Bn relieved 19 pl 25 Bn on beach at 0900 hrs.	
		1045	SITREP No 11	Appx 70.
		1045	Units allotted specific portions of rds for genl maintenance. Rds to be 16' wide with coral foundation and provision for passing.	
		1100	Request to LHQ for full W.E. of bicycles for three inf Bns. Needed for Scouts and patrols, many tracks this area unsuitable M.T. but very suitable rapid movt cycles.	
		1200	R.O. ser 18/42	Appx 71.
		1300	One flight p 40's to stand by to intercept F/B returning to RABAU from TOWNSVILLE raid.	
		1400	MILNEFORCE OP INSTN N o 2 on Camouflage	Appx 72
		1410	61 BN reports 25 Bn relief completed by 1100 hrs.	
		1430	List of ANGAU personnel and Europeans NE Coast.	Appx 73.

J. Mahoney

appx 1

COPY No. 10

SECRET.

H.Q.
Movement Control,
P.O.Box 274,
TOWNSVILLE.
7 July 42.
Ref :

60/71 1505

MOVEMENT CONTROL ORDER No 78.

1. SECURITY :-

All orders concerning MOVEMENTS are MOST SECRET and the contents of any such orders are NOT repeat NOT to be divulged or even discussed with any person. Only parts which affect subordinates will be passed on and then only at a time when necessary to allow their part of the duties to be performed at the time required.

2. REFERENCE :-

LHQ No 30809 of 6 July.

3. SERIALS :-

Serials as per Appendix "A" will embark on X16 at TOWNSVILLE at 1400 hrs on 8 July. NO reinforcements will accompany.

4. MOVE TO PORT :-

The move to port from present location will be by road under arrangements 5 Aust Div ; HQ RAAF NEA and Troop Movement Officer USA respectively.

5. VEHICLES :-

20 Vehicles of 7th Bde will be delivered to ship for loading. An officer detailed by 7 Bde will be responsible with the ESO that such vehicles are loaded in order of priority. Vehicles will NOT be loaded with equipment. Each vehicle will be marked with Code Name of move.

3. 2 Jeeps will be loaded for Serials A & B. Vehicles to be cut down to absolute minimum dimensions.

6. STORES & EQUIPMENT :-

Will be delivered by road to No 4 Berth TOWNSVILLE JETTY for loading before 2400 hours 7 July. Each unit will submit a list of its stores in triplicate.

7. AMMUNITION & TENTAGE :-

1st Line and 30 days ammunition will be taken and tentage and cooking gear in accordance with SM 38585 of 18 April. Ammunition to be delivered to ship 1600 hours 7 July and tentage cooking gear at 1900 hours 8 July.

8. RATIONS :-

90 days Reserve Rations will be loaded on troopship in bulk under arrangements D A D S & T No 1 L OF C SUB AREA.

9. MARKING OF STORES & VEHICLES :-

Name of ship or destination will NOT be marked on stores or vehicles. These should be marked with CODE NAME of move and serial number given in para 3.

10. EMBARKATION :-

Embarkation will be carried out under order ESO. OCs Parties will

SECRET.

-2-

MOVEMENT CONTROL ORDER No 78.

report to FSO on arrival at JETTY. The strictest discipline will be observed throughout embarkation.

11. DUTIES ON BOARD :-

Major A.J.W. SUTCH E.D. 9 Bn is appointed OC Troops. He will report to HQ Movement Control at 1600 hours 6 June with ships staff of Adjut, QM, Ships S.M.; Orderly Room Sgt and 6 Orderlies. These will be accommodated on board until sailing.

12. A A PROTECTION :-

Unit A A L M G will be mounted as arranged by O C Troops with Ships Master.

13. DOCUMENTATION :-

Will be in accordance with S.O. AIF.

14. LIFEBELTS :-

STO is requested to ensure sufficient lifobelts are placed aboard.

15. ACCOMMODATION :-

Accommodation will be arranged by OC Troops in conjunction with Ships Master and E.S.O.

16. MEDICAL :-

Ships M.O. will be appointed by O C Troops from Serial "G". Ship's M.O. will ensure sufficient medical supplies are placed on board.

17. P.A.D. ARRANGEMENTS :-

In the event of AIR RAID Warning being received dispersal orders will be issued by O/C Units. Should an AIR RAID Warning be received at the port, dispersal orders will be issued by the O/C of each train who will have received previous warning on the YELLOW signal being received by the ESO.

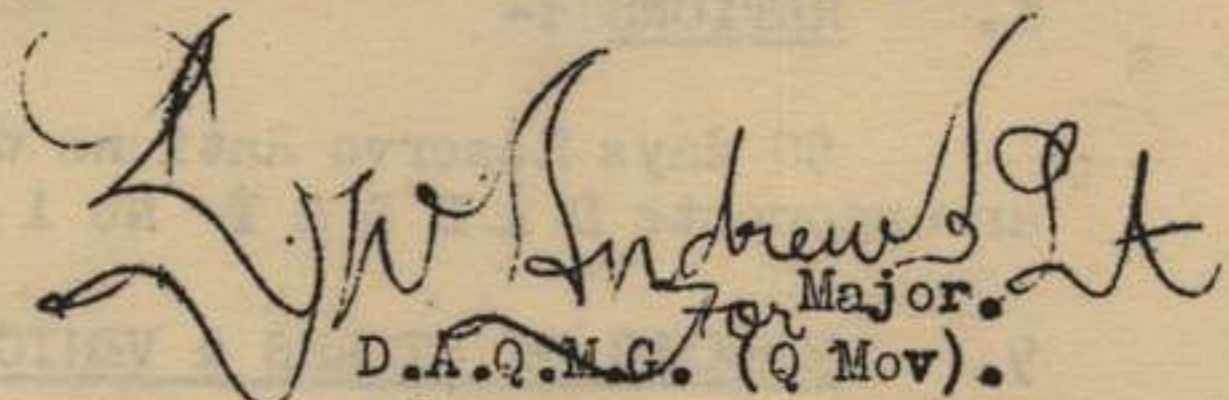
18. LEAVE FROM SHIP :-

NO leave will be granted after embarkation.

19. CODE NAME FOR MOVE :-

"M A T."

NO STORES WILL BE ACCEPTED FOR LOADING AFTER 1200 HOURS 8 JULY.


Major.
D.A.Q.M.G. (Q Mov).

SECRET.

-3-

MOVEMENT CONTROL ORDER No 78.

DISTRIBUTION :-

S.T.O.
5 AUST DIV.
5 AUST DIV for 7 Inf Bde.
HQ RAAF NEA.
C.O. 76 FIGHTER Sqn.
TROOP MOVEMENTS USAFIA
PORT QM AUS USAFIA
D A D S & T No 1 L OF C SUB AREA.
HQ 1 L OF C SUB AREA.
DEPCT PAYMASTER.
F.S.S. 1 L OF C SUB AREA.
HQ BASE SECTION No 2.
E.S.O.
RTO JETTY.
CAPT SAMPSON.
D A D Tn
D A Q MG (SHIPPING)
FILE
WAR DIARY.

COPY No :-

1
2-6
7-10
11
12
13
14
15
16
17
18
19
20-21
22-1
23
24
25
26-28
29

COPIES FOR INFORMATION :-

LHQ MELBOURNE.
1st AUST ARMY.
HQ Q'LD L OF C AREA.
MOV SECTION Q'LD L OF C AREA.

30
31-33
34-37
38

War Diary

1 Bde Comd
350

Appx 1 B

MOST SECRET

AUSTRALIAN MILITARY FORCES

Q15/76/L.
Copy No.
Date

5 AUST DIV MOVEMENT INSTN NO. 9

GENERAL

- 1. 7 Aust Inf Bde Gp will move from TOWNSVILLE to MILNE BAY - S.E. New Guinea.

MOVEMENT

- 2. Movement will be in three priorities -
 - (a) Recce Party
 - (b) Necessary inf and ancillary units to complete garrison to 2 Inf Bns
 - (c) Remainder Bde Gp.

RECCE PARTY

- 3. Recce Party will be composed as under -

7 Aust Inf Bde H.Q.	-	Offrs	5,	O.Rs.	14	Vehs	15cwt	4
Each Inf Bn	-	"	1	"	5	"	"	1
One Coy Inf Bn	-	"	5	"	110	"	"	3
24 Fd Coy	-	"	6	"	215	"	30 cwt	5
	-						or 15 cwt only	
Det 11 Fd Amb	-	"	2	"	10	vehs	15 cwt	1
2/3 Fd Regt	-	"	2	"	4	"	"	1
4 Bty 101 A/Tk Regt	-	"	1	"	2	"	"	1
101 Ind Bde Gp Wkshp	-	"	1	"	2	"	"	1
AASC 5 Aust Div	-	"	1	"	3	"	"	1.

24 363

OTHER PRIORITIES

- 4. Priorities (b) and (c) above will move at a later date - movement order will be issued later.

MOVE OF RECCE PARTY

- 5. Vehs of Recce Party will report to 4 Berth Townsville at 1530 hrs 7 Jul 42 for loading with one driver per vehicle who will remain with vehicle on loading.

EMBARKATION OF PERSONNEL

- 6. Personnel other than drivers will embark from No. 4 Berth Townsville at 1400 hrs 8 Jul 42 for embarkation.

MARKING OF VEHS AND EQPT

- 7. The code name for the move - MAT - will be clearly written on all vehs and stores for loading.

STORES AND EQPT

8. Stores will not be loaded on vehs which must not weigh more than 3 ton dead weight.
9. All Unit stores to be taken will be taken to No. 4 Berth Townsville marked as above and ready for loading by 1600 hrs 7 Jul 42.

TENTAGE AND ACCOMMODATION STORES

10. Tentage and accommodation stores as per First Aust Army Order 107 of 3 Jun 42 together with necessary cooking gear will be taken.

PERSONAL GEAR AND BLANKETS

11. Offrs will move with one valise and one suitcase only.
12. O.Rs. will move with full marching order, pack and universal kit bag.
13. One blanket rolled in ground sheet will be taken by all ranks.

DISPOSAL OF SURPLUS PERSONAL GEAR

14. Personal gear and eqpt surplus to that specified in Paras. 11, 12 and 13 above will be lodged with unit Q.M. Orders for disposal will be issued later.

SUPPLIES

15. L. of C. Sub-Area are making all necessary arrangements for supplies during voyage and will load 90 days rations on ship for use on disembarkation.

P.O.L.

16. L. of C. Sub-Area are arranging for P.O.L. for 20 vehs at 15 gals per day for 10 days to be loaded.

EMBARKATION DOCUMENTS

17. A representative of L. of C. Sub-Area will visit H.Q. 7 Aust Inf Bde to give details as to embarkation papers to be prepared.
18. Nominal rolls of personnel from all other units mentioned in Para. 3 above will be forwarded to H.Q. 7 Aust Inf Bde by signal by 1600 hrs 7 Jul 42.

AMMUNITION

19. 30 days' maintenance of amm for the full recce will be loaded on the ship under arrangements A.D.O.S. 5 Aust Div. amm to be at No. 4 Berth Townsville by 1600 hrs 7 Jul 42. Markings will be as per Para. 7 above.

MEDICAL

20. 500 tents mosquito will be loaded in bulk under arrangements A.D.O.S. 5 Aust Div for issue to personnel immediately on disembarkation.

PROVOS T

21. D.A.P.M. 5 Aust Div will arrange Traffic Control at No. 4 Berth Townsville as from 1400 hrs 7 Jul 42 and as from 1230 hrs 8 Jul 42.

SHIP'S STAFF

22. Following staff will be provided by 7 Aust Inf Bde -

O.C. Troops	Ship's Sgt-Major
Ship's Adjutant	Orderly Room Sgt
Ship's Q.M.	6 O.Rs.

This pers will report to ship at No. 4 Berth Townsville at 1600 hrs 7 Jul 42.

Loe. Murphy Lt.-Col.
A.A. & Q.M.G. 5 Aust Div.

23. ACK.

DISTRIBUTION:

	<u>Copy No.</u>
7 Aust Inf Bde	1-4
HQ RAA 5 Aust Div	5-6
HQ RAE 5 Aust Div	7-8
HQ AASC 5 Aust Div	9-10
ADMS	11-12
ADOS	13-15
5 Aust Div Pro Coy	16
HQ Q'land No 1 L of C Sub-	17-18
Area	19-20
Movts Townsville	
2 Recco Bn)
11 Aust Inf Bde) for infm one each.
29 Aust Inf Bde)
Sigs 5 Aust Div) 21-26
5 Aust Div Postal Unit)
5 Aust Div Cash Office)	
G.O.C.	27
G.	28-29
A-Q	30-31
File	32
War Diary	33-34
Spare	35-40.

7 AUST INF BDE OP INSTN NO 8.

MOVE OF 7 AUST INF BDE GP.

1. INFM.

7 Aust Inf Bde Gp is to be relieved in ROLLINGSTONE area by 2 Aust Recce Bn.

2. Under Comd 7 Aust Inf Bde from 1200 hrs 7 Jul 42:-

- H.Q. 7 Aust Inf Bde.
- 7 Aust Inf Bde H.Q. Def Pl
- 'J' Sec ~~XXXX~~ 5 Aust Div Sigs
- 241 L.A.D.
- 2/3 Aust Fd Regt.
- 'G' Sec 5 Aust Div Sigs.
- ~~2/41~~ L.A.D.
- 4 Bty 101 Aust A/Tk Regt.
- 24 Aust Fd Coy
- 9 Aust Inf Bn
- 25 Aust Inf Bn
- 61 Aust Inf Bn
- 7 Aust Inf Bde A.A.S.C. Det
- 11 Aust Fd Amb
- One Sec 5 Aust Div Provo Coy.
- 101 Bde Gp Ord W/Shop
- 101 Bde Gp Ord Fd Pk
- det 5 Aust Div Postal Unit.

3. Comd 7 Aust Inf Bde with recce party of unit reps already detailed, 24 Fd Coy one Coy 25 Bn, and Det 11 Fd Amb is leaving 8 Jul.

4. Lt-Col H.D. Morgan 9 Bn Administers comd 7 Aust Inf Bde Gp TOWNSVILLE area as from 1400 hrs 8 Jul until arrival of each flight at destination.

5. INTENTION. 7 Aust Inf Bde Gp will move to destination made known to officers concerned.

6. GROUPING FOR MOVT.

Units will be grouped in the following blocks and will move in the following order:-

(a) Recce party (details in 7 Aust Inf Bde Movt order No2 dated 7 Jul)

(b) Second flight

1st block (900 all ranks)

Det H.Q. 7 Aust Inf Bde.

25 Bn less one coy.

two tps 4 Bty 101 A/Tk Regt

One Coy 11 Fd Amb.

Composite Pl 7 Inf Bde Gp A.A.S.C.

2nd block 460 all ranks

9 Bn (less Det)

(c) Third Flight.

H.Q. 7 Aust Inf Bde (less dets)

'J' Sec Sigs less det.

7 Aust Inf Bde Def Pl (less Det)

241 L.A.D.

det 9 Bn

61 Bn

2/3 Fd Regt 'G' Sec Sigs; 2/41 L.A.D.

4 Bty 101 A/Tk Regt

11 Fd Amb less one Coy.

7 Bde Gp A.A.S.C. less composite Pl

101 Bde Gp Ord Wk/Shop

101 Bde Gp Ord Fd Pk

7 Aust Inf Bde Pro Sec

7 Aust Inf Bde Postal Det.

7. ANTICIPATED DATES OF MOVE.

- (a) Recce Party Not before 1200 hrs 8 Jul 42.
- (b) Second Flight 1st Block ;not before 10 Jul 42
2nd Block ;not before 11 Jul 42
- (c) Third flight not before 17 Jul 42

8. INTERCOMN. Code name for move is MAT

ADM

9. PERSONAL GEAR AND BLANKETS.

- (a) Offrs will move with one valise and one suit case only.
- (b) O.R's will move with full marching order, pack and universal kit bag.
- (c) One blanket rolled in ground sheet will be taken by all ranks.

10. Kit STORES.

Kit which is left behind will be consigned through R.T.O. to Kit Store CHARTERS TOWERS. Four copies of list will be made out - two copies to R.T.O., one copy to 7 Aust Inf Bde (for 5 Aust Div), one copy retained by unit.

11. BLANKETS.

Surplus Blankets will be returned by rail to 31F.O.D. CHARTERS TOWERS. F.2's will be rendered to A.D.O.S. 5 Aust Div.

12. RES CLOTHING.

Units will carry in unit bulk 5 per cent reserve clothing. Ten per cent reserve clothing will be carried in addition in Bde bulk. Deficiencies in the above reserves are to be notified by signal immediately to A.D.O.S. 5 Aust Div.

13. Trg Stores. Training stores will be returned by rail to 31 F.O.D. CHARTERS TOWERS. F.2's will be rendered to A.D.O.S. 5 Aust Div.

14. MARKING OF VEHS AND EQPT.

The code name for the move MAT will be clearly written on all vehs and stores for loading.

15. TENTAGE, ACCOMODATION STORES AND COOKING EQPT.

Complete scale of war eqpt plus tentage and accomodation stores as per First Aust Army Order 107 of 3 Jan will be taken.

16. STORES AND EQPT.

(a) Stores will not be loaded on vehs which must not weigh more than 3 tons dead weight.

(b) Unit stores will be transported to dock area marked as per para 14 .Date and time of loading will be advised later.

17. SUP. L of C Sub-area are making arrangements for supplies during the voyage and will load 90 days' rations on ship for use on disembarkation.

18. P.O.L. L of C Sub-area are arranging for P.O.L. on the basis of 15 Gals per vehicle per day for 10 days to be loaded.

19. EMBARKATION DOCUMENTS.

The following documents will be prepared by all units in respect of all per to be embarked.

- A.206 (18 Copies)
- A.206 (a) (3 ")
- A.206 (b) (3 ")
- T.51 (6 ")

Units will ensure that they obtain sufficient copies of these forms and a copy of "Instns for the compilation and distribution of the embarkation Nominal Roll".

20. Amn

- (a) Units will move with W.E. scale of amn complete.
- (b) 30 days maintenance of amn is to be loaded under arrangements A.D.O.S. 5 Aust Div.

21 MEP.

3,600 tents mosquito are being loaded in bulk under arrangements A.D.O.S. 5 Aust Div for issue to per immediately on disembarkation.

22. TRAFFIC CONTROL.

- (a) D.A.P.M. 5 Aust Div is establishing T.C.P's at
 - (i) cnr CAUSEWAY AND FLINDERS ST
 - (ii) turnoff from FLINDERS ST TO VICTORIA BRIDGE
 - (iii) DOCK area.

(b) ~~xxxxxxx~~ on arrival in DOCK area vehs must be dispersed and must move off immediately after unloading.

23. MOVT.

All Units 7 Aust Inf Bde Gp (See para 2) will submit to this H.Q. Not later than 0600 hrs 9 Jul 42 the following information:-

- (a) Strength Offrs and O.R's
- (b) No of vehs to be taken (by types)
- (c) weight of bag which cannot be carried in unit vehs.
- (d) No of pers not carried in reduced scale of unit vehs for whom additional M.T? is required for tpt to port of embarkation.

24? EXTRA M.T. REQUIRED.

A.A.S.C. 5 Aust Div is providing additional tpt necessary for carriage of pers, bag and stores which cannot be carried in unit tpt. Units will advise H.Q. 7 Aust Inf Bde time and place at which these vehs are required for loading.

25. SURPLUS VEHS.

Vehs which are not being taken by units will be handed over to O.C. 102 Ind Bde Gp Ord W/Shopat map ref TOWNSVILLE one inch special 000707 This will be completed by 1200 hrs 10 Jul 42.

26 MARKING OF STORES AND VEHS.

Designation of Unit, name of ship or destination will not be marked on stores or vehs. They will be marked with code name MAT and serial No allotted to unit.

27 SHIP'S STAFF.

For each ship the following staff will be detailed by H.Q. 7 Aust Inf Bde.

- | | |
|--------------|-------------------|
| O.C. Tps | Ships Sgt-Maj. |
| Ship's Adjnt | Orderly Room Sgt. |
| Ship's Q.M. | 6 O.R's |

These will report to ship at time and place to be ordered.

28. CENSORSHIP.

All pers are to be warned that no ref to this move may be made in any correspondence or conversation. They are to be warned of the possible serious consequences of any leakage of infm.

Signed at 1140 hrs
Issued through Sigs.

ACK

(Sgd) J.C. MAHONEY Maj
B.M. 7 Aust Inf Bde.

DISTRIBUTION.

- | | | |
|---------|-----------------------------|--------------------------------------|
| Copy No | 1 2/3 Aust Fd Regt. | 18. 241 L.A.D. |
| | 2.4 Bty 101 A/Tk Regt | 19-20. 5 Aust Div. |
| | 3.24 Aust Fd Coy | 21. 5 Aust Div (for L of C sub-area) |
| | 4.9 Aust Inf Bn | |
| | 5.25 Aust Inf Bn | 22-23. File |
| | 6.61 Aust Inf Bn | 24-25. War Diary. |
| | 7.7 Inf Bde Gp A.A.S.C. | |
| | 8.11 Aust Fd Amb | |
| | 9.101 Bde Gp Ord Wkshop | |
| | 10. 101 Bde Gp Ord Fd Park | |
| | 11.5 Inf Bde Gp Pro Sec | |
| | 12.7 Inf Bde Gp Postal Det | |
| | 13. Comd | |
| | 14. Lt-Col H.D. Morgan 9 Bn | |
| | 15 B.M. | |
| | 16-17 S.C. | |

b

7 AUST INF BDE GP OP INST NO 9.

MOVEMENT FOR MAT.

1. All engineering stores not on unit W.E. will be handed in to Eng Dump by 1000 hrs 10 Jul 42.
2. Spare galvanised iron will be crated by units and Taken. Bush timber crates will be used where necessary.
3. Barb wire coils will be handed in to Eng Dump by 1000 hrs 10 Jul 42.
4. Ships tanks and 100 Gal tanks. Tins water two Gal
These will be taken.
5. All A.A. personnel plus reserves will be given intensive tng during the period prior to embarkation.. Riflemen will also be trained for A.A. defence
6. Steps are to be taken to ensure that sub-unit and unit areas are cleaned up and left in a sanitary condition prior to leaving areas. C.O's and O.C's units will render a certificate to H.Q. 7 Aust Inf Bde to this effect within two hours after departure of units.
In the case of units moving with the last flight, this certificate will be handed to O.C. Tps on arrival on ship or ships.
7. Permanent structures in camp areas will be left intact. Material such as loose galvanised iron which is likely to be of use in new area will be taken.
Slit trenches will be filled in.
Latrines will be filled in and the spot marked with a notice "Old Latrine Site".
Rubbish to be incinerated prior to burial.
8. There will be no interference with works of an operational nature.
Wirearound localities will remain.
9. All Maps, fire plans, tracings and unit instructions in respect to defences of the area, plus Brisbane etc maps will be handed in to H.Q. 7 Aust Inf Bde by 1000 hrs 10 Jul 42.
No maps, sketches, etc of any Australian areas OF ANY NATURE will be taken on movement. C.Os and O.Cs will emphasise the importance of this instruction. This applies also to notes from tng schools, exercises etc which include sketches and references to any other dispositions of Australian Forces.

10. No further compassionate leave outside the area, beyond that already approved, will be submitted for approval, except in cases of extremen urgency. The daily leave to TOWNSVILLE etc is cancelled.
Units will ensure that careful supervision is exercised over movement of likely absentees up to the time of embarkation. No personnel will be permitted to leave the ranks during movement to embarkation point. No leave will be granted from the ship.

11. On arrival at the place of embarkation, all units and sub-units will come under command of the O.C. Tps appointed as follows:-

Second flight	1st Block	Lieut-Col Miles	25 Bn
" "	2nd "	Capt Williams	9 Bn
Third "		Lieut-Col H.D. Morgan	

Unit Comds will co-operate with O.C. Tps to the fullest extent, and will ensure that the maximum A.A. resources within their unit are placed at his disposal.

ACK.

(Sgd) H.D. Morgan Lt-Col
Adm Comd 7 Aust Inf Bde Gp.

Signed at 1500 hrs
Issued through sigs.

Stores may be loaded on vehs providing the combined load of veh and stores does not exceed 3 tons. Vehs so loaded will be slung on board complete with load.

DISTRIBUTION.

- | | | |
|---------|--------|----------------------------------|
| Copy No | 1. | 2/3 Aust Fd Regt. |
| | 2. | 4 Bty 101 A/Tk Regt |
| | 3. | 24 Aust Fd Coy |
| | 4. | 9 Aust Inf Bn |
| | 5. | 25 Aust Inf Bn |
| | 6. | 61 Aust Inf Bn |
| | 7. | 7 Aust Inf Bde Gp A.A.S.C. |
| | 8. | 11 Aust Fd Amb. |
| | 9. | 101 Bde Gp Ord WkShop |
| | 10. | 101 Bde Gp Ord Fd Pk. |
| | 11. | 7 Inf Bde Pro Sec. |
| | 12. | 7 Inf bde Gp Postal det. |
| | 13. | Comd. |
| | 14. | Lt-Col H.D. Morgan 9 Bn |
| | 15. | B.M. |
| | 16-17. | S.C. |
| | 18. | 241 L.A.D. |
| | 19-20. | 5 Aust Div. |
| | 21. | 5 Aust Div (for L.of C Sub-area) |
| | 22-23. | File. |
| | 24-25. | War Diary. |

Appx 2.

SECRET.
10 Jul 42.

MILNE FORCE ADM INSTN NO 1.

UNLOADING OF SS "TASMAN".

Infm.

1. (a) SS TASMAN is expected to make fast MILNE BAY at approx 1200 hrs 11 Jul 42.
- (b) Maj L Miller USA FIA is port Comd MILNE BAY.
- (c) It is of the utmost importance that the ship should be unloaded and turned around as quickly as possible. This must be impressed on all ranks.

INTENTION.

2. First flight MILNE FORCE will unload SS TASMAN with greatest speed

METHOD.

3. Organization for unloading ship is set out as Appx A
4. Rafting. 3 Sec24 Fd Coy (Sgt Shannon) will construct, launch, operate and maintain rafting. Rafts must be ready for launching immediately ship is made fast.
5. Working parties. The following working parties will be supplied. Officer i/c each party will report to US Offr named in each case 5 mins before his party is to begin work.-

Srl	Composition	Supplied by	Offr i/c	Report to	place	WORK.
	ship party					
0a)	1st shift					
	1 NCO, 13 ORs	1 Sec24 Fd Coy	Sgt Thompson	Capt Ebey	Ship	Unload ship.
	2nd shift					
	1 NCO 13 ORs	ditto	L/Sgt Hogg	do	do	do
	(b) Dock party	B Coy 25 Bn	Lt GREEN	Capt THOMAS	Dock	handle stores.
	1st shift					
	1 NCO, 10 OR's	ditto	Lt MORRISON	do.	do	do
	2nd shift					
	1 NCO, 10 OR's					
	(c) MOBILE PARTY					
	1st shift					
	3 NCO's, 30 ORs	B Coy 25 Bn	Capt FITZPATRICK	do	do	move stores to dumps.
	2nd shift					
	3 NCO's, 30 OR's	do	Lt SMITH	do	do	do

Note: All shifts in serials (b) and (c) will be organised in squads of 1 NCO and 10 ORs. Composition of squads will NOT be altered.

6 HOURS of WORK (a) Work will go on 24 hrs a day until ship is unloaded.

(b) Periods will be:-

1st shift	000hrs-0600 hrs
2nd shift	0600hrs-1200 hrs
1st shift	1200hrs-1800 hrs
2nd shift	1800hrs-2400 hrs

(c) Initial shift will end at regular hr, irrespective of number of hrs worked.

7 ACCOMODATION and MESSING

Personnel of all working parties specified in para 5 will live ashore but will be fed on board ship.

(b) Meals will be provided one hr before beginning work and at end of shift - viz:-

0500 hrs	2nd shift	1700 hrs	2nd shift.
0600 hrs	1st shift	1800 hrs	1st shift.
1100 hrs	1st shift	2300 hrs	1st shift
1200 hrs	2nd shift	2400 hrs	2nd shift.

(c) To ensure maximum efficiency, rest between shifts must be organized by offrs i/c of parties.

8. Protection. (a) AA/^{and ground} protection during unloading will be controlled by Maj Weppner (7 Aust Inf Bde).

(b) AA LMG's will be disposed as follows,-

(i) on ship; all available LMG'S 24 Aust Fd Coy

(ii) dock area. 5 L.M.G'S B coy 25 Aust Inf Bn

(iii) dumps; 4 " " " " "

(one each subsist, G and O, amm, gen Sup secs)

(c) Alarm posts for ground defence will be allotted to each working party and air and ground sentries posted.

(d) These sentries will be additional to working parties, which must be supplied complete.

(e) ENEMY MUST NOT BE ALLOWED TO INTERFERE WITH WORK OF UNLOADING SHIP, MERE THREAT OF AIR ATTACK MUST NOT INTERRUPT WORK; IF ATTACK IS MADE AND TROOPS ARE ORDERED TO TAKE COVER, WORK MUST BE RESUMED IMMEDIATELY ATTACK IS OVER.

9. Warning signals. AIR ALERT Series of short blasts on whistle.

RAIDERS PASSED Two long blasts rptd at 5 sec intervals.

On air alert tps will take cover and engage low-flying A/C with SA fire.

10. Blackout. Except for screened lights in holdm work at night must be carried out under strictest black-out on ship and on shore.

11. Dis-embarkation of tps. (a) Disembarkation of tps will be controlled by O.C. Tps Maj A.J.W Sutch (9 Aust Inf Bn) and ship's staff.

(b) Tps will begin to disembark immediately landing facilities are established.

12. Dress. (a) Tps will disembark in full marching order (shirts and shorts with kit-bag and one days emergency rations -- (water bottles filled). Steel helmets will be worn and respirators carried.

(b) On shore, kits will be stacked by units under guard and men will adopt battle order (haversack on back).

13. Weapons and Amn. (a) All weapons will be taken ashore ready for action.

(b) Full WE scale of amn will be on the man and with the guns and res of amn will be held ready by each sub-unit.

(c) Weapons and eqpt of working parties will be laid out ready for instant use.

14. Recce parties. Recce parties all units will be organised for recce immediately on disembarkation and OC each party will report to BM at dock immediately on disembarkation.

15. Protection for recce parties. (a) Each recce party will be responsible for its own protection on shore.

(b) Protection for Bde Comd recce will be provided by 7 Aust Inf Bde Def Pl. (1 NCO and 2 ORs with 2 T.S.M.G's).

16. Suprecce party 7 Aust Inf Bde Gp AASC det will arrange sups for all units Recce parties, beginning 1500 hrs 11 Jul.

17. Medical Recce party 11 Aust Fd Amb will establish A.D.S. in dock area.

18. Intercomm. Wireless silence. 'J' Sec Sigs will establish comm between adv Bde HQ and Dock.

Signed at 1710 hrs

Issued to reps

(Sgd) J.C. Mahoney Maj.,

Bde Maj. 7 Aust Inf Bde.

Issued with appx A Organisation for unloading .
Distribution shown on back.

DISTRIBUTION

Protection (a) All communications including will be controlled by the wireless (V) and (W)...

(b) All messages will be distributed as follows:-

- (i) on ship: all available messages at 10.00
- (ii) on shore: all messages at 10.00
- (iii) on shore: all messages at 10.00

(c) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(d) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(e) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(f) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(g) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(h) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(i) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(j) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(k) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(l) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(m) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(n) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(o) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(p) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

(q) All messages received from the wireless will be distributed to the wireless (V) and (W) and to the wireless (X) and (Y) as follows:-

7 AUST INF BDE GP ADM INSTN NO I.

MOVEMENT FOR 'MAT'

1. Units will ensure that all personnel are in possession of ^{at least} one pair of long trousers. All spare stocks of trousers W.D., trousers working dredd etc, will be taken by units.

shirts with long sleeves will be required later if not already held.

This clothing is to be probably worn on arrival in new area in view of the necessary precautions against Malaria, as given out in "Notes on Malaria control" (5 Aust Div memo A53/1/5 of 26 Jan 42).

2. Complete lists of all personnel not moving with units, is to be handed to H.Q. 7 Aust Inf Bde four hours prior to units marching out of area. This will include without exception, every man not with unit, such as:-

- (a) At schools and courses (show date of expiration)
 - (b) On compassionate or other leave (show date of expiration)
 - (c) Absentees without leave, showing action taken, last home address etc.
 - (d) In General Hospital, A.D.S., M.D.S. etc, showing the nature of illness.
 - (e) Attached to other units, and not returned to unit.
 - (f) Detention Barracks.
- Etc., Etc.,

Army No, rank, name, home address, (address of school or course), action taken re A.W.L.'s (Court of Inquiry, Warrant of Arrest etc) date of termination of leave or school etc., will be shown in order that H.Q. 5 Aust Div may be in possession of full data to facilitate control, of the later movement or disposal of these personnel.

Personnel awaiting medical Boards etc and being transferred to definite units in accordance with separate instns will not be shown on this list.

Ack.

Signed at 1300 hrs

(Sgd) J.H Somerville Capt
Staff Capt, 7 Aust Inf Bde.

Issued through Sigs.

DISTRIBUTION.

- Copy No 1 2/3 Aust Fd Regt
- 2 4 Bty 101 A/Tk Regt
- 3 24 Aust Fd Coy
- 4 9 Aust Inf Bn
- 5 25 Aust Inf Bn
- 6 61 Aust Inf Bn
- 7 7 Inf Bde Gp A $\frac{1}{2}$ A $\frac{1}{2}$ S $\frac{1}{2}$ C $\frac{1}{2}$
- 8 11 Aust Fd Amb.
- 9 101 Bde Gp Ord W/Shop
- 10 101, Bde Gp Ord Fd Pk.
- 11 7 Aust Inf Bde Gp Pro Sec
- 12 7 Aust Inf Bde Gp Postal Det
- 13 Comd.
- 14 Lt-Col H.D. Morgan
- 15 B.M.
- 16-17 S.C.
- 18 241 L.A.D.
- 19-20 5 Aust Div.
- 21 5 Aust Div for L of C Sub-Area
- 22-23 File
- 24-25 War Diary.

DISPOSITIONS OF UNITS AT FALL RIVER PRIOR TO ARRIVAL

7 AUST INF BDE GROUP.

H.Q. 55 Aust Inf Bn	026003
1 pl	BALAGA
1 pl	2 C.C.S.
1 pl and 1 pl M.M.G.	Ladava

G.O.R. and H.Q. 2/9 Lt A/A	022001
23 Hy A/A	011009
101 C.A. A/A	982998

U.S. HOSPITAL	WAIGANI.
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E Coy 46 U.S. ENGRS.	983999
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A.N.G.A.U.	027007.
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↑

Saturday 26th Unloading of Karsic continued on 24 hr basis. All troops under shelter in existing sheds and buildings. Owing to wet weather road from new pontoon wharf became impassable to M.T. but after temporary repairs empty trucks moved from wharf over the road. Check on strength of personnel showed 33 officers 768 O/R's including Advance party.

Sunday 27th Unloading of Karsic completed by 0830 hrs. American Pilot Officer Dickenson and Sjt. Webb taken on board Karsic, which sailed at 0845 hrs. Light A.A. guns mounted area Gili Gili wharf, stores and rations remain stores dump transferred to ration store and Company areas.

Monday 29th Transfer of stores continued. Reconnaissance parties of all units out siting positions.

Tuesday 30th A and C Coys moved into Pl areas.

Wednesday 1st Working party placed on new wharf road owing to its very bad condition. Hospital unit moved into residence at Waigani, and set up Station Hospital.

Thursday 2nd Work on wharf road accelerated by addition of working party of 40 infantry. 7 men admitted to hospital (6 dengue, 1 malaria) . Clearing and draining of main runway of drome by Engineers continuing throughout period under review.

Friday 3rd Draining and cleaning of runway of drome continuing and clearing nearing completion. Ditching on wharf road and construction of new bridge in place of ford in hand. Pontoon for unloading ships being constructed and nearing completion.

Attached hereto detailed report from Engineers, copy of Standing Orders and copy of Operation Order No. 1. Map showing dispositions of infantry platoons, camp sites, being compiled and will be forwarded earliest possible moment.

Topography. Area outside of plantation thick jungle with few defined tracks. Country generally flat and very marshy in patches to a radius of 8 miles from Gili Gili. Reasonable roads from Gili Gili to Gaba Gabuna and Waigani, but practically all bridges need strengthening or repairing. Ample supply of water available from running streams, suitable for drinking if chlorinated. Defined tracks (foot) lead to Mullin's Harbour in West, Dagaoura in North, and from Rave (K.B.) on bay shore to N. coast. Wet conditions prevail, necessitating erection of stagings for housing troops over which tents are erected. All ground underfoot in plantation area boggy and wet, covered with thick undergrowth.

Concealment. Full use is being made of all native rest houses and existing buildings of native type construction also factory sheds for housing and storage. Rubber plantation provides excellent cover and with camouflaged tents good cover is afforded by coconut plantation.

Enemy activity. While weather conditions have generally been unfavourable for reconnaissance or observation from ground to air, no planes have been observed, and it is believed that the operation has not been observed, from air.

Adj. Cuffin head
Adj.
Fall River Garrison

a/bpxs

HEADQUARTERS ENGINEER DETACHMENT
FALL RIVER GARRISON

3 July 1942

SITREP NUMBER ONE (1)

a. CAMP SITE:

- (1) Water Supply..Adequate, chlorination of drinking water strictly adhered to.
- (2) Quarters : Sufficient, being a combination of a large house combined with pyramidal tents and small dry out-houses.
- (3) Communications: Adequate, party line of telephone system connected with headquarters.
- (4) Concealment: All usual precautions being taken to conceal signs of activity. No new paths being made. All tents and stock piles are under cover and camouflaged.

b. AERODROME PROJECT:

- (1) Work Completed: Rough survey of area made, center line of drome staked out, level sights taken to ascertain lay of land, approximately 250 coconut palms blasted and tops cut to facilitate removal, ditches across center of drome dug out for culvert construction, new ditches to augment drainage nearly completed, small amount of preliminary bulldozing done at West end of drome, grass for full 300' width of clearing cut, subsequent trees to be removed are marked, drainage system at lower or East end of drome planned and work started, dispersal strip and position of several bays determined and construction of a "grizzly" at site for procurement of gravel has been started.
- (2) Except for two small tractors and one bulldozer, work on drome to date has been limited to hand labor. Extremely wet weather has also hampered work, as well as the fact that a considerable force of Engineers has been constantly needed in the maintenance of the access road to the new wharf. Lack of the proper kind of trucks has also been severely felt (dump trucks) although all available transport, including Australian, has been at the Engineer's disposal.
- (3) Equipment:
 - a. Brought with Company:
 - (1) Bulldozer, good condition
 - (1) Large Tractor: cracked casing, will not run in present condition.
 - (2) Small Diesel Tractors, good condition.
 - (2) Dodge Trucks (civilian) one in fair condition, one completely out of commission, cannot be fixed.
 - b. To Arrive Later: Complete organizational equipment of Engineer GS Company plus certain items requisitioned such as road graders, rollers etc.
 - c. Greatest Need at Present:

Road Grader
 - d. Equipment Needed, Not Requisitioned:

Ditch Digger (For both Drome and Road Net)

c. ROADS :

- (1) Roads to drome, access roads, are in fair conditions and with only a small amount of maintenance, will serve until full efforts of Engineers not needed at drome site. Then will take grading, surfacing and repair.

c. (2) Remarks about access roads to drome apply to main road net as well.

d. BRIDGES:

- (1) Bridges in general are weak. One between Gili-Gili wharf and Mission Station has been closed to all but unloaded utility trucks, and will have to be rebuilt in near future when Engineers can spare men. One between Headquarters and aerodrome closed to all trucks (passable ford nearby) will take considerable repair when men are available or when failure occurs.
- (2) A 70' single track bridge on access road to new wharf has been completed, and many small bridges throughout the area have been repaired. Several large bridges between Gaba-Gabuna and Waigani (hospital) have shown some weakness and will need repair before long.
- (3) Considerable quantity of heavy stringers for bridge work when necessary has been secured, but 2" and 3" flooring will be badly needed. It is hoped that a Mr. Coleman, now here assisting with construction of new wharf, will be able to start his saw-mill across the bay in the near future in order to supply same.
- (4) Generally speaking, a great deal of bridge construction, maintenance and repair will be required as soon as the main part of work on the drome is completed, and at present it is intended to expend only as much effort in that direction as is absolutely necessary to the continuation of necessary traffic.

e. SUBSISTENCE:

- (1) Ration of excellent quality and delivery entirely satisfactory. However, due to fact that Engineers are now on a 12-hour a day work schedule, and are ready under pressure to even lengthen these work hours, and due to the fact that the labor is of the heaviest sort of manual labor, and in addition, due to certain differences in diet, it is requested that the Engineer Detachment be allowed to draw one and one-third rations per man per day as was done at Townsville and found very satisfactory.

f. HEALTH AND SANITATION:

- (1) Men in Hospital: NONE
- (2) Men Marked "quarters" THREE
- (3) Contagious Diseases..Three Cases Common Colds.
- (4) Unusual Diseases : NONE
- (5) Evidence of any Epidemic: NONE

JOHN OLSOVSKY
Captain, Co. "E"
46th Engrs Regt

RECCE REPORT.

appx 6

on
TRACK FROM BOGURA (NE COAST) TO WAIGANI VIA QABUNAKI VIEI

By personnel of
9 Aust Light AA Bty.

DOGURA (NE COAST) TO WAIGANI VIA QABUNAKI VIEI.

10 Jul 42.
0645 Hrs.

Left Degura, travelling east. Degura is situated on a plateau appx 300 ft high, the plateau, the plain to the east and the foot hills are all grass covered. The track leads from the plateau along the coast through a village to the Wamira River. There is a small wharf and a motor road from there to the plateau, the wharf being between the plateau and the river. Crossed the river (About 1 ft deep) and continued along the shore through villages to Wamira mission.

0730

0830

0905

0915

0925

0930

1035

1040

1050

1110

1245

1315

1320

1340

1525

1720

1825

Left Wamira and continued along the shores through villages and gardens and cross URUAN River.

Very small stream.

Turned south from coast along dry bed of IVE IVE River. narrow with steep banks getting higher. Stream swings SE.

Up south bank for 100 ft. Has steps cut for path. Came out on Razor back climbing steadily.

From this point all the track led through scrub and timber.

Turned east from razor back down steps to MATALAU Stream. Climbed up steps over small ridge and down to NANARI Stream.

Up steps to

QABUNAKI Village, which overlooks track and large area of coast and flat plain. Height about 3000 ft. Distance from DOGERA 7 miles. Bearing of cathedral from DOGERA 318 deg..

Climb from village over Mt KOUTA. Track general SE.

Top of climb 3800 ft approx.

Down to small stream. A few native gardens and streams. Track is on side of mountains and in some places is kept level with braces. Track was dry, but would be very difficult in wet weather.

Small stream IWAGANI. Very steep climb from there over Mt GOURO approx 5000ft. Track has steps all the way up and is rather difficult. Near the top everything is wet and moss covered.

Along the top of Ridge to small stream MANUBADA. Track fairly level with occasional steep slopes. Along top of razorback 6 - 10 ft

wide with very steep slopes for hundreds of feet on each side. Drops more and more rapidly to WASAGI River. Along river crossing and recrossing and then make a short climb S

to VIEI Village (about 6 huts and rest house) approx 10 miles from QABUNAKI.

11 Jul 42.

0730

0805

0820

0845

0900

0910

0915

0935

0945

Left VIEI climb to SE through scrub and timber round hill and down to VIEI River. Climb from river to MAIGWAHWA Village (about 5 huts), climb up track. New gardens being made and much timber felled on track. Down to VIEI River. Track leads steeply up and down to BUNEGUGU stream.

MIAMIATUTA Stream

UHUMOLA Stream

HIROMATA Stream

TIAIRERE Stream, crossed and recrossed

All this is on south bank of RARADUBA ridge.

Up spur to village YAGAMA (very small), timber across the track where new gardens are being made.

Left village and climbed up

spur. Short drop to GOROGORONA Stream, Rest here.

Steady climb along ridge through light scrub and fair timber. Becomes damp and mossy and all timber very rotten.

1020

1100

1150

1230 End of long climb, down slight slope to EAST. Track climbs up with
1320 a few drops to a small grassy patch overlooking URIAO Valley.
Height approaching 5000 ft. No native foods on track since last
village or before next river. Track fairly hard to see as the ground
is covered with leaves and there is no obvious path.
1340 Left and followed track down. Dropped more and more steeply and
difficult to get footholds as the ground is interlaced with roots.
1445 Down QATI ridge to URIAO RIVER.
1505 Continued down right bank of river.
1525 URIAO joins ARADA RIVER continued down ARADA. Sometimes on right
bank and wading. Wide and fast running about 1 ft deep.
1605 Up right bank along good trail.
1610 Joined excellent level track about 15 Ft wide,
1645 leading to NOWRA village.
1715 Left village and followed track
1730 to BALAGA village. Distance approx 15 miles.

12 Jul 42.

0820 Left BALAGA village. Over small streams by village and along good
track.
0835 Cross DARA River and strike motor road through palms. Road
connects with road to WAIGANI Hospital. Distance approx 2 miles.

Remarks:- The track is fairly difficult for most of its length
and quite impassable for vehicles. Lightly equipped forces could
get through on foot, but in wet weather parts of the track would
be very difficult.

(Sgd) Major.
O.C. 9 Lt. A.A. Bty.

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's Service.

Serial No 1/42

Copy No.....

AUSTRALIAN MILITARY FORCES

ROUTINE ORDERS PART 1

by

COMD. MILNEFORCE

Date 13 Jul 42.

"G"

1. POSN OF H.Q.

Posn of H.Q. all units and dets in MILNE BAY Area will be notified immediately to H.Q. MILNEFORCE. No change of unit H.Q. or biv areas will be made without prior approval of H.Q. MILNEFORCE. All unit movements, incl patrols, will be reported to this H.Q.

2. PATROL REPORTS

Early and accurate infm is of the utmost importance. Units will furnish to this H.Q. immediately after return of patrols, report in the following form, accompanied by sketch wherever possible.

PATROL REPORT

Unit.

Serial No.	Date	Composition of Patrol incl name of comd	Time Out	Time In	Remarks
					This should include a full description of the route taken and anything of Military value noticed.

JGM
Maj.

"A" and "Q"

3. STATES and RETURNS

The following states and returns are required by H.Q. MILNEFORCE from all units in the area.

(a) Daily Strength State as at 0600 hrs, to reach this H.Q. by 0900 hrs daily:-

Unit.

Battle Casualties	Evacuated beyond R.A.P.	Other reasons for Absence	Reinfmts since last state	Strength now with unit incl attached	Name of Offrs Battle Casualties	Attached	Detached
AX	AY	AZ	B	C	D	E	F

(b) Summary of Daily Sick Reports, to reach this H.Q. by 1100 hrs daily:-

Unit.

No treated at R.A.P.	Evacuated beyond R.A.P.	Nature of Illness

(c) Report of Sick and Wounded in hospital as at 2400 hrs each day, rendered by Station Hospital and A.D.S.

Army No.	Rank	Name	Unit	Illness
----------	------	------	------	---------

4. ANTI-MALARIA PRECAUTIONS

(To be read to all ranks)

(a) A number of cases of Malaria has occurred. This illness, if unchecked, will dangerously reduce the fighting efficiency of the force. All ranks must understand that neglect of Anti-Malaria precautions is an offence, besides endangering their own health and that of their comrades.

(b) The following precautions must be observed. Unit offrs will carry out frequent inspections to ensure that they are observed:-

i. Tps on duty by night will wear long trousers and long sleeved shirts and apply Dovers Cream, citronella or other anti-mosquito preparation to face and hands every two hrs.

ii. Tps not on duty will get under mosquito tents at nightfall and remain there until light.

5. Water and ablution points

Until waterpoints are established and bathing areas defined all units must ensure that no bathing or washing is permitted in, or on banks of, streams above points where any unit draws water for drinking purposes.

6. Illegal use of landing mats.

It has been reported that some units are using sections of Aircraft landing mats for tent floors or other purposes. All sections of landing mat are urgently required for the purpose for which they are sent. Unit and det comds will immediately inspect their own areas, and deliver to Capt. OSLOFSKY, U.S. Engrs., at the landing ground any sections of landing mat found in unit areas. A certificate that this has been done will be rendered to this H.Q. by 1700 hrs 14 Jul by all unit and det comds.

7. SHOOTING

Weapons must not be fired except for Military reasons.

Capt.
Staff Capt.

The information contained in this document is not to be divulged, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's Service.

Serial No 2/42
Copy No. 17

AUSTRALIAN MILITARY FORCES
ROUTINE ORDERS PART 1

by
COMD. MILNEFORCE

Date 14 Jul 42

"q"

Nil.

"A" and "q"

8. STATES AND RETURNS

Ref R.O. 5(a), Daily Strength State, Offrs and O.R.'s are to be shown separately in all columns except D (Offrs only).

9. LONG TROUSERS, LONG SLEEVED SHIRTS and WHITE MOSQUITO NETS

All units will submit in returns to this H.Q. by 0900 hrs on 15 Jul 42, the numbers of personnel who require long trousers, long sleeved shirts and mosquito tents.

10. SICK REPORTS A.46

Units will furnish all personnel reporting on sick parade with Form A.46 in triplicate, or similar pro forma.

11. CO-ORDINATION OF TPT.

Lieut. I.R. CARSON, 9 Lt A/A Bty is Tpt offr. MILNEFORCE. Requisitions for tpt must be submitted to tpt offr by 2000 hrs on day before tpt is required.

Few lt vehs are at present available. Units moving stores and tps will requisition for lorries instead of using their own lt vehs in relays.

All M.T. with the force at present is a pool and units will be called upon to supply vehs to meet general requirements.

*A.A. Krebs Lieut
for Capt.
Staff Capt.*

DISTRIBUTION (

- Copy No 1 9 Lt A/A Bty. H.Q.F. Sigs.
- 2 23 Bty A/A Bty.
- 3 U.S. Engrs.
- 4 U.S. Post Despatch
- 5 101 C.A. A/A Bty.
- 6 Station Hospital
- 7 76 Sqn R.A.A.F.
- 8 No 37 Radio Stn; R.A.A.F. Sigs.
- 9 55 Aust Inf Bn.
- 10 24 Aust Pd Coy
- 11 28 Aust Inf Bn.
- 12 All Recce parties (circulated by L.O.)
- 13 Comd.
- 14 7 Bde gp A.A.S.C.
- 15 11 Aust Pd Amb.
- 16-17 War Diary
- 18 File.



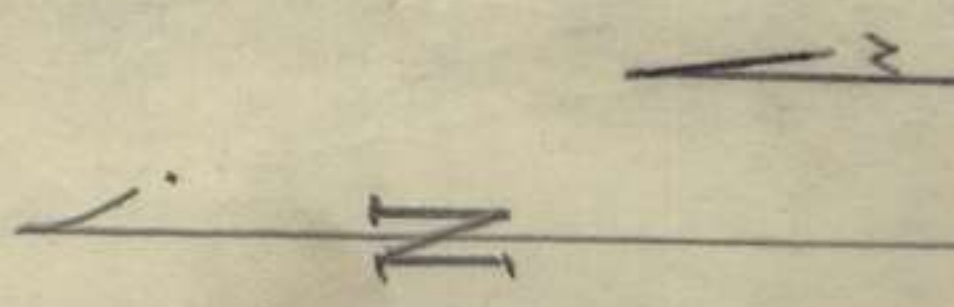
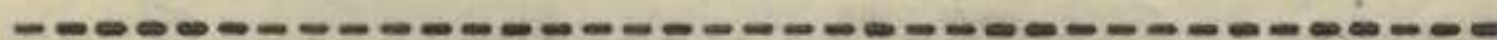
REPORT ON PATROL FROM (A) AHIONA TO AWAIAMA AND

RETURN TO GILI GILI 13 Jul 42

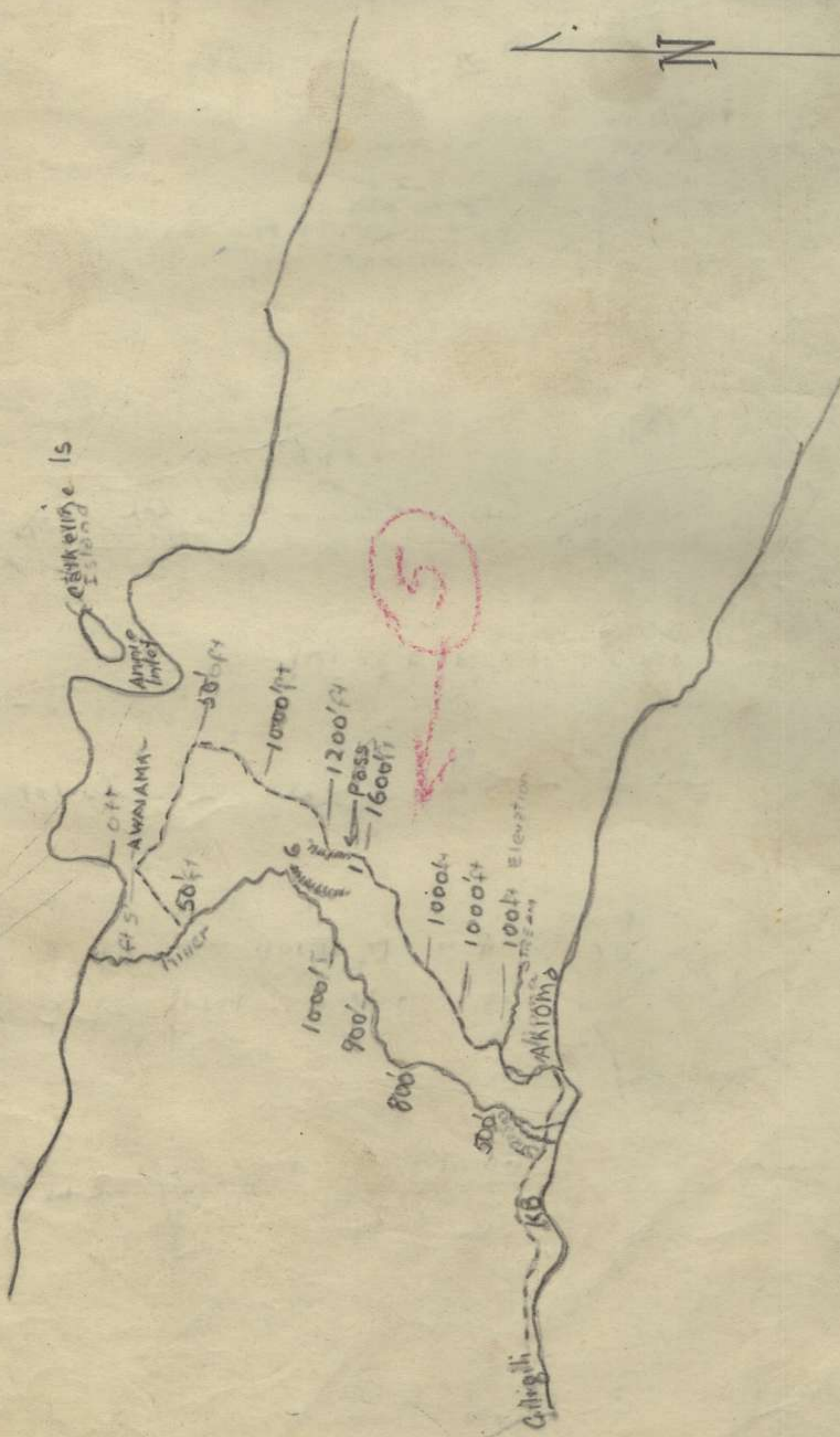
Patrol made by :-

U.S. ARMY (Sgt J.J. MADDOX - 101st Sep C.A Bn.
(Pvt D PIERCE - 101st Sep C.A. Bn.

Australian Army (Cpl B. MACKIE - 55th Inf. Bn.
(Pvt Ray HOLLIS - 55th Inf. Bn.



(MAGNETIC)



Approximate Scale 1 inch = 5 miles
All elevations are approximations

Due to the fact that the guide on the trip could speak practically no English, the names of streams and other points of interest were left out.

The trail from ^{Ahioma} HIOMA to the foothills can be described as just fair. At times the trail is a creek bed for several hundred yards. The rocks in the creek made going very tough. However the part of the trail that goes along the banks is a fairly good foot path. The markings of the trail are not at all outstanding and had we not had a guide we probably would have gotten on the wrong track not two miles from HIOMA.

Our first real climb began at approximately two and one half miles up stream. The path up the Mountain was very poor although very easy to see. It went straight up with a rise of about one foot in every foot of headway made. The top was about one thousand feet above sea level. AHIOMA could be seen quite plainly but no activity could be seen due to the good cover of coconut trees. (around HIOMA) We continued on following a ridge that ran in a north-east direction. There was no chance of getting off of the path as there were drops of several hundred feet on each side, after following the ridge for about two miles, with the walking being easy, but dangerous we came out in a Native garden. There was a native shack in the middle of the garden but he was evidently not about at the time.

Our guide lost the trail here but soon found it. After leaving the garden we soon began another ascent which wound up the side of the mountain for about 600 feet more, the going was very tough. Everything was damp and the ground was very slippery. The trees were much larger and stronger looking. The foliage was so thick that the sun could not come through.

On reaching the top it looked as if we had come to sort of a divide which we figured must be about one half of the way. There were peaks on either side of our position - one to North West and one to South East. The highest of which was about two hundred feet above us. It was very cool.

After lunch we began a descent which was straight down. After descending about 300 ft we came to the first stream of water we had seen since leaving the HIOMA side. It was a small cold stream which ran along very strongly, but suddenly disappeared into the ground. We followed this stream bed down for a couple of hundred yards and then began a walk around the side of a mountain. The path was terrible and hardly distinguishable the ground was shale rock and gave away under foot pressure on numerous occasions. We all had our share of falls but managed to hang to the mountain side. After going half way around the mountain we began another straight down descent which lasted about forty-five minutes, finally we came to a resting place which we thought was overlooking the sea on the AWAIAMA side - actually, we found out shortly, it was clouds we were looking down on.

We made another small descent and followed a ridge for about one mile. On the East side of the ridge there was a tremendous valley surrounded on three sides by mountains. The ridge led us out into a grass covered clearing from which we could plainly see ANNE INLET and CATHERINE IS. At this point we were about one thousand feet above sea level. The trees stopped abruptly and our ridge went straight down towards ANNE INLET. Grass covered the ridge from the top to the bottom (about knee high). The descent took about two hours or more. It was a very tiring and slow trip down. The falls were quite numerous on this descent also.

The ridges to the East and West were covered in the same type of grass as the one we were on. From the clearing at the top the ridge looked like giant green fingers reaching out to the valley. The hills reached about two miles towards the sea and then ended abruptly into a flat valley. After walking towards the sea for about one quarter of a mile we came across a trail which led us to a native village, the name of which I was unable to find out. This village was about two miles or more from AWAIAMA. The trails between villages were excellent, being wide enough and firm enough for light truck traffic. The trip over took eleven hours of steady going.

RETURN TRIP

Alexander the native missionary at AWAIAMA suggested that we go back on a trail which he knew about that would not be quite as hard on us and that joined our old trail up in the mountains. This met with my approval and early Saturday morning we started out with one of his men to show our guide where the trail started. We travelled South West for about two miles over a very good footpath finally coming to a fairly large stream. Alexander's guide left us here and we started up stream. The stream bed was full of rocks varying in size from giant boulders to pebbles. The going was exceedingly tough and precarious on quite a few occasions we fell and were lucky not to be seriously injured. The trail continued up-stream for approximately four miles. The trail was so obscure that our guide would have to make frequent checks to be sure we were still on the right track. (The river flowed generally in a North-westerly direction).

There were no definite markings at the point where we left the river. It was just a place where the mountain walls on the South side were not quite so steep. After climbing for a short distance our guide found a trail that led up and around the mountain.

The river had taken us into the centre of the mountains that we had crossed the day before and quite a way up also.

After climbing about seven hundred feet from the river we followed a ridge for about one and one half miles - fair walking but a tough trail to find.

Then we began our descent going over rocky ledges with hundred foot drops - below - in a good many cases we had to crawl or go in a sitting position for safety. Finally about an hour before dark we got to the bottom of the last hill and began to follow another stream. This stream was perhaps the easiest one we had followed yet the rocks were small and only gravel for long spaces. About one mile from the HIOMA to K B road we left the stream and followed a trail (footpath) which was very boggy. About dark we came on to the HIOMA Road about one mile West of there.

July 13, 1942

Summary of trip from HIOMA to AWAIAMA and return to GILI GILI

In my opinion the trail from HIOMA to the foothills is not possible to any traffic except foot. (Approx $2\frac{1}{2}$ miles) From the point at which the climbing begins it would be extremely hard for a soldier with full equipment. Probably it would be impossible to anyone except lightly loaded person in wet weather.

The trail markings are very poor (tree blazing occasionally) and it would be very unwise to attempt the trip without a guide. Night travel is out of the question. The trails on the North side (AWAIAMA Side) of the peninsula are exceptionally good.

The trail by which we returned although a little shorter is the poorest of the two. Casualties would surely result if this trip were made by any sizable group. However a man on horse back might reach the foothills by following this track from the South side. The entire area could easily be defended against any infiltration that might be attempted in notice were received in time to get troops in the mountains.

Drinking water is plentiful but fruit and other foods are scarce except in the valleys.

The country is very hard on equipment and especially shoes - hob-nail boots are recommended.

The trail from HIOMA to GILI GILI is really a good road passable at present, I believe, to trucks up to one and one half tons. A few minor repairs on bridges and the construction of a few other small bridges would make for easy travel. The part that is in worse repair is between K B and GILI GILI.

Sgt. J.J. MADDOX
Btry "C" 101st Sep C.A. Bn AA
July 13th 1942.

A half caste which we met on our return from HIOMA to GILI GILI said that a crossing of the peninsula could be made in about two hours from BUFOLETTA which is approximately six miles East up the coast from HIOMA.

Apr 19 1942

SECRET

Offrs Only

Copy No. 8

14 Jul 42.

I file

rd maintenance personnel at Goli Ck

MILNEBORCH ADM INSTN NO 3, UNLOADING OF

S. S. BONTKO

Guids

INFO.

1. (a) S.S. BONTKO is expected to make fast at MILNE BAY at approx 1200 hrs 15 Jul 42.

(b) Maj. L. MILLER USA FIA is Port Comd MILNE BAY.

(c) It is of the utmost importance that the ship should be unloaded and turned round as quickly as possible. This must be impressed on all ranks.

INTENTION

2. MILNEBORCH will unload S.S. BONTKO with greatest speed.

METHOD

3. Organization for unloading ship is set out as Appx A and working parties are detailed in para 9.

4. DISSEMBARKATION OF TPS. (a) Disembarkation will be controlled by G.C. tps and ship's staff.

(b) Tps will begin to disembark as soon as landing facilities are established and will at once disperse under cover.

5. DRUSS (a) Tps will disembark in full marching order (shirts and shorts) with kit-bag - (water bottles filled). Steel helmets will be worn and respirators carried.

6. WEAPONS AND AMM. (a) All weapons will be taken ashore ready for action.

(b) Full W.H. scale of arm will be on the man and with the gun and res of arm will be held ready by each sub-unit.

7. PROTECTION (a) Tps from ship will provide A/A protection during unloading.

(b) A A L M Cs will be disposed as follows:-

(i) on ship ; 4 L.M.Cs.

(ii) dock area ; 5 L.M.Cs.

(c) Alarm posts for ground def will be allotted to each working party and air and ground sentries posted.

(d) Weapons and eqpt of working parties must be laid out ready for instant use.

(e) HENRY MUST NOT BE ALLOWED TO INTERFERE WITH WORK OF UNLOADING SHIP. MORE THREAT OF AIR ATTACK MUST NOT INTERRUPT WORK. IF ATTACK IS MADE AND TPS ARE ORDERED TO TAKE COVER, WORK MUST BE RESUMED IMMEDIATELY ATTACK IS OVER.

Warning Signals

(a) AIR ALERT : Series of short blasts on whistle.

RAIDERS PASSED : Two long blasts rptd at 5 sec intervals.

On AIR ALERT tps will take cover and engage low-flying attacking aircraft with S.A. fire.

(b) FIRE MUST NOT BE OPENED UNLESS AIRCRAFT MAKES DIRECT ATTACK.

9. Working parties. The following working parties will be supplied. Ofcr 1/c each party will report to U.S. Ofcr named in each case 5 mins before his party is to begin work:-

Serial	Composition	Supplied by	Report to	Place	Work
(a)	Ships party 1st shift 1 ofcr 3 NCOs 30 O.Rs.	Tps disem- barking	Capt HENRY	Ship	unload ship.

*three
shots*

*leave
crew
of ship*

M19

3 US
2 RAAR
2 Break

2822

US ✓

Serial	Composition	Supplied by	Report to	Place	Work
(a)	<u>2nd shift</u> 1 offr 5 HCOs. 30 O.Rs.	tps disembark- ing.	Capt RENEY	Ship	unload ship.
(b)	<u>Dock party</u> <u>1st shift</u> 1 offr 5 HCOs. 50 O.Rs.	<i>Gen on Stores</i> tps disembark- ing.	Capt THOMAS	Dock	Handle stores at dock
	<u>2nd shift.</u> 1 offr 5 HCOs. 50 O.Rs.	ditto	do	do	do
(c)	<u>Mobile Party</u> <u>1st shift</u> 1 offr 5 HCOs 30 O.Rs.	'B' Coy 25 In.	do	do	Move stores to dumps.
	<u>2nd shift</u> 1 offr 5 HCOs. 30 O.Rs.	ditto	do	do	do
(d)	<u>Winch party</u> <u>1st shift</u> 4 O.Rs.	55 In.	Capt RENEY	Ship	Stand by to work winches if requir- ed.
	<u>2nd shift</u> 4 O.Rs.	55 In.	do	do	do

NOTE All shifts in serials (a), (b), (c) will be organized in squads of 1 H.C.O. and 10 O.Rs.

10. Hours of Work (a) Work will go on 24 hrs a day until ship is unloaded.

(b) Periods will be:-

<u>1st Shift</u>	0601 hrs	-	0600 hrs
<u>2nd Shift</u>	0600 hrs	-	1200 hrs
<u>1st Shift</u>	1200 hrs	-	1800 hrs
<u>2nd Shift</u>	1800 hrs	-	2400 hrs

(c) First shift will report immediately after disembarkation of tps and will cease work at regular hr, irrespective of number of hrs worked.

11. Accommodation and Messing

(a) Per of all working parties except serial (c) will live ashore but will be fed on board ship.

(b) Meals will be provided under arrangements Maj. MILLER One hr before beginning work and at end of shift - viz :-

(0500 hrs	2nd Shift	(1700 hrs	2nd Shift
(0600 hrs	1st Shift	(1800 hrs	1st Shift
(1100 hrs	1st Shift	(2300 hrs	1st Shift
(1200 hrs	2nd Shift	(2400 hrs	2nd Shift

M19

(c) To ensure efficiency, rest between shifts must be organized by offrs 1/c parties.

12. SUP. Lieut SWINMAN, 7 Bde gp A.A.S.C., will arrange sups for all tps disembarked, beginning 1500 hrs 15 Jul.

13. MEDICAL Recce party 11 Pd Amb will man First Aid Post in dock area from 1200 hrs 15 Jul until dock is cleared.

14. HYGIENE Particular attention is called to Milne Force Adm Instrn No 2 and notes on hygiene issued with this instrn to units concerned.

15. TPV. (a) Tpt Offr (Lieut CARSON) will arrange for twelve (12) lorries 3-ton and one (1) Lt Van to be dispersed in dock area from 1200 hrs 15 Jul and called fwd as required.

(b) Offr 1/c Serial (c) working party will ensure that sufficient men to unload each veh. accompany it to its destination so that vchs may be rapidly unloaded and returned.

16. INTER COMM. (a) Wireless silence.

(b) Report centre at Dock Office.

Signed at 2040 hrs.

To be issued to reps at conference
0830 hrs 15 Jul.

J. Mahoney Maj.
Bde Maj 7 Aust Inf Bde.

Issued with one appx; Organization for unloading.

DISTRIBUTION

- Copy No 1 O.C. Tps.
- 2 Port det. (Maj MILLER)
- 3 'B' Coy 25 Aust Inf Bn.
- 4 det 25 Aust Inf Bn.
- 5 Det 11 Pd Amb (Maj RYAN)
- 6 Tpt Offr (Lt CARSON)
- 7 Comd.
- 8 Staff
- 9 War Diary.

Censorship

The information contained in this document is not to be disseminated, either directly or indirectly to the press or to any person not holding an official position in His Majesty's or the United States Service.

Serial No 3/42
Copy No

MEMORANDUM
ROUTINE ORDERS PART I
by
LIEUTENANT JOHN KREBS.

Date 15 Jul 42

"Q"

13. TELEPHONE SERVICE

Units equipped with W.E. sets will not use transmitters unless and until authorized by this H.Q.

*AA Krebs Lieut.
for [unclear]*

"P" and "Q"

14. MACHINERY AND SUPPLIES

All ops must be warned against interfering with constructional machinery. Nothing must be removed from shops or stores of raw, put and oils, and supplies except by per provided with the necessary authority.

14. MAIL Troops will be informed when letters may be written. For the present Field Post Cards may be used.

15. LOGS OF STORES AND EQUIPMENT

1. Reports relating to losses of equipment and gear since the arrival of the ship, are reaching this H.Q. from the various units.
2. Units who have eqpt and gear other than their own are requested to submit lists of same to this H.Q. to facilitate its return to proper units. Lists to reach H.Q. not later than 1800 hrs 16 Jul 42.
3. Two miles of D/S cable have been missing since the unloading of the ship at Porton Wharf. If this cable is held by any unit it must be returned to this H.Q. immediately.

*AA Krebs Lieut.
for Capt.
for Staff Capt.*

DISTRIBUTION

- | | | |
|---------|-------|--|
| Copy No | 1 | 9 Lt A/A Bty. H.Q.P. Sigs. |
| | 2 | 25 Bty A/A Bty. |
| | 3 | U.S. Engg. |
| | 4 | U.S. Port Det. |
| | 5 | 101 C.A. A/A Bty. |
| | 6 | Station Hospital |
| | 7 | 76 Sqn R.A.A.P. |
| | 8 | No 37 Radio Stn. |
| | 9 | R.A.A.P. Sigs. |
| | 10 | 55 Aust Inf Bn. |
| | 11 | 24 Aust Inf Coy. |
| | 12 | All Recce parties (circulated by L.O.) |
| | 13 | 25 Aust Inf Bn. |
| | 14 | Comd. |
| | 15 | 11 Aust Inf Bn. |
| | 16 | 7 Bn GP A.A.S.C. |
| | 17-18 | War Diary |

MOVEMENT OF 7 AUST INF BDE GP.

1. Infm (a) Advice has been received that space is available to move 1st block of second flight (Ref 7 Aust Inf Bde Op Instn No 8 of 8 Jul)
(b) The code name for the move will be 'MAT'2.
2. INTENTION. Personnel, Stores and vehicles of units as under will move to destination made known to Offrs concerned.
3. METHOD. Personnel, stores and vehicles in unit.

	Offrs	O.Rs	Total	stores	vehs	
				Tons	Lt	Hy
(a) H.Q. 7 Aust Inf Bde	2	16	18		2	-
(b) H.Q. 7 Aust Inf Bde Def pl	-	17	17		-	-
(c) 'J' Sec Sigs	-	4	4		3	-
(d) 25 Aust Inf Bn less one Coy and balance of M.T. Carriers & Drs	26	692	718	50	16	3
(e) Two tps 4 Bty 101 A/Tk Regt	3	64	67	5	6	8
(f) One Coy 11 Aust Fd Amb	2	40	42	7	-	1
(g) Composite pl 7 Inf Bde Gp A.A.S.C	-	34	34	10	4	-
TOTAL	33	867	900	72	31	9

Approx 28 tons of Eng tools and Ordnance Stores will be loaded.

MOVEMENT OF PERSONNEL & STORES ETC.

(a) Personnel and stores of H.Q. 7 Aust Inf Bde, 'J' Sec Sigs, two tps 4 Bty 101 A/Tk Regt and one coy 11 Aust Fd Amb. will be carried in unit vehs.

(b) 7 Aust Inf Bde Gp A.A.S.C. will move personnel and stores of 25 Aust Inf Bn.

4. ADM.TIME OF DELIVERY STORES & VEHS.

(a) 9 Hy Vchs (1 from 11 Fd Amb and 8 from 4 Bty 101 A/Tk Regt) and ten light vchs (2 vans and 8 guns equivalent to 6 vans from 4 Bty 101 Aust A/Tk Regt) and 4 vans from 25 Aust Inf Bn will report to No 4 Berth, TOWNSVILLE Jetty at 0900 hrs 11 Jul.

(b) 21 Lt vchs (2 from 7 Aust Inf Bde H.Q., 12 from 25 Aust Inf Bn, 4 from Composite Pl A.A.S.C. and 3 from 'J' Sec Sigs) and all stores will report to No 4 Berth, TOWNSVILLE JETTY at 1400 hrs 11 Jul.

5. PERSONNEL.

personnel will be ready to embark at 1100 hrs 12 Jul.

6. EMERGENCY PERSONNEL.

1 Offr and 30 O.Rs from each 9 and 61 Aust Inf Bns come under comd 25 Aust Inf Bn at 0800 hrs 12 July. They will be used to replace casualties due to illness etc.

7. EXTRA M.T. REQUIREMENTS.

7 Aust Inf Bde Gp A.A.S.C will make available to 25 Aust Inf Bn at the time set out the following vchs.

11 Jul 15 - 3 ton report to 25 Aust Inf Bn H.Q. at 1100 hrs
12 Jul 37 - 3 " " " " " " " " " 0730 "

8. PERSONAL GEAR & BLANKETS.

(a) Offrs will move with one valise and one suitcase only.

(b) O.Rs will move with full marching order pack and universal kit bag.

(c) One Blanket rolled in ground sheet will be taken by all ranks.

9. KIT STORES.

Kit which is to be left behind will be consigned through R.T.O. to Kit Store, CHARTERS TOWERS. A Duplicate list will be supplied to R.T.O. and a copy sent to this H.Q.

10. BLANKETS.

Surplus blankets will be returned by rail to R.T.O. TOWNSVILLE, F.
2s will be rendered to A.D.O.S. 5 Aust Div.

11. CLOTHING AND RESERVE CLOTHING.

Units will carry in unit bulk 5 per cent reserve clothing. Ten per cent reserve clothing will be carried in addition in Bde bulk.

Shortages will be issued by A.D.O.S. 5 Aust Div as far as time allows. Balance will be consigned in bulk for collection by units on arrival at destination.

12. TRAINING STORES.

Training stores will be returned by rail to 31 F.O.D. CHARTERS TOWERS. F.2s will be rendered to A.D.O.S. 5 Aust Div.

13. VEHICLES.

80% of vehs only will be taken with exception of A/Tk Bty, A.A.S.C. L., A.D.'s, Sig Secs, Ord Wkshops, Ord Fd Parks, who will take 100%.

14. MARKING OF VEHS AND EQUIPMENT.

The code name for the move - MAT 2 - will be clearly written on all vehs and stores for loading.

15. SURPLUS VEHS.

Vehs which are not being taken by units will be handed over to O.C. 102 Indep Bde Gp Ord Wkshops at (Map ref TOWNSVILLE (Special)) ref 000707. Units will submit a return of these vehs by make and type to reach this HQ by 1100 hrs 12 Jul 42.

16. TENTAGE ACCOMODATION STORES & COOKING EQPT.

Complete scale of war eqpt plus tentage and accomodation stores as per First Aust Army Order 107 of 3 Jun 42 will be taken.

17. STORES AND EQPT.

(a) Stores will not be loaded on vehs which must not weigh more than 3 tons dead weight.

(b) Unit stores will be transported to Dock area marked as per para 14.

18. SUPPLIES.

L of C Sub-Area are making arrangements for supplies during voyage and will load 90 days' rations on ship for use on disembarkation.

19. P.O.L.

L of C Sub-area are arranging for P.O.L. on a basis of 15 Gals per veh per day for 10 days to be loaded.

20. EMBARKATION DOCUMENTS.

The following documents will be prepared by all units in respect of all personnel to be embarked.

A. 206 (18 Copies)
A. 206 (a) (3 Copies)
A. 206 (b) (3 Copies)
T. 51 (6 Copies)

Units will ensure that they obtain sufficient copies of these forms and a copy of "Instns for the compilation and distribution of the embarkation Nominal Roll".

21. AMMUNITION.

30 days' maintenance of amn will be loaded on each ship under arrangements A.D.O.S. 5 Aust Div. Amn to be at Dock Area at a time which will be advised later. Marking as per para 14 above.

22. MEDICAL.

One (1) tent mosquito per man will be loaded in bulk under arrangements A.D.O.S. 5 Aust Div for issue to personnel immediately on disembarkation.

23. Suppressive quinine treatment will be essential at new destination and will commence under medical direction 7 days after arrival.

24. TRAFFIC CONTROL.

(a) Under arrangements D?A.P.M. 5 Aust Div traffic control points will be established at the following points-

- (i) Cnr CAUSEWAY and FLINDERS ST.
- (ii) Turnoff from FLINDERS ST to VICTORIA BRIDGE.
- (iii) Dock Area.

(b) On arrival at Dock area vehs are to be suitably dispersed and no unnecessary delay is to take place in clearing vehs once they are unloaded.

25. TIMBER FOR CRATES.

Units requiring timber for crates may draw same after 1000 hrs on 11 Jul 42 from 16 Aust Fd Coy Dump in BALLS LANE MUNDINGBURRA. S.18's will be submitted.

26. SHIPS STAFF.

The following staff will be provided by 25 Aust Inf Bn.

O.C. Troops	Ships Sgt-Maj.
Ships Adjt	Orderly Room Sgt.
Ships Q.M.	6 O.Rs.

This personnel will report to ship at time and place to be advised later.

27. CENSORSHIP.

All per are to be warned that no ref to this move will be made in any correspondence or conversation. They are to be warned of the possible consequences of any leakage of infm.

ACK

Signed at 0412 Hrs
Issued through Sigs.

(Sgd) J.H. Somerville Capt,
Staff Capt 7 Aust Inf Bde.

DISTRIBUTION.

- | | |
|---------|---------------------------------------|
| Copy No | 1. 2/3 Aust Fd Coy |
| | 2. 4 Bty 101 Aust A/Tk Regt. |
| | 3. 24 Aust Fd Coy. |
| | 4. 9 Aust Inf Bn |
| | 5. 25 Aust Inf Bn |
| | 6. 61 Aust Inf Bn. |
| | 7. 7 Inf Bde Gp A.A.S.C. |
| | 8. 11 Aust Fd Amb. |
| | 9. 101 Inf Bde Ord Wkshop |
| | 10. 101 Inf Bde Ord Fd Pk. |
| | 11. 7 Inf Bde Gp Pro Sec |
| | 12. 7 Inf Bde Gp Postal Sec |
| | 13. Comd. |
| | 14. Lt-Col H.D. Morgan. |
| | 15. B.M. |
| 16-17 | S.C. |
| | 18. 241 L.A.D. |
| 19-20 | 5 Aust Div. |
| | 21. 5 Aust Div (for L of C Sub-Area.) |
| 22-23 | File. |
| 24-25 | War Diary. |

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's or the United States Service.

Serial No 4/42

Copy No.....

MEMORANDUM
ROUTINE ORDERS PART 1
by
BRIGADIER JOHN FHEED

Date 16 Jul 42

"G"

16. SECURITY OF INFM.

1. Cameras Use of cameras (except one official camera per unit) is forbidden in NIEMI BAY area.

2. Deck Area Members of ship's crews have been reported ashore outside the dock area and even riding on military trucks. THIS MUST NOT BE PERMITTED. During the whole period of berthing of any ship GI IN will post sentries in dock area to enforce this order.

"A" and "Q"

17. LANDING STRIP, CLOSED TO M.T.

Landing strip, except for defined road, is closed to all M.T. vehs or ~~any~~ motor-cycles. Driving of vehs or M.Cs on the strip sets up ridges which are dangerous to air craft. 25 In will post sentries 24 hrs a day to prevent unauthorized use of strip by vehs.

DISTRIBUTION

Copy No	1	9 Lt A/A Bty.
	2	23 Bty A/A Bty.
	3	U.S. Engrs.
	4	U.S. Port Det.
	5	101 C.A. A/A Bty.
	6	Station Hospital
	7	70 Sqn H.A.A.P.
	8	No 37 Radio Stn.
	9	H.A.A.P. Sigs.
	10	H.C.P. Sigs.
	11	56 Aust Inf Bn.
	12	24 Aust Fd Coy.
	13	All Recce parties (circulated by L.O.)
	14	25 Aust Inf Bn.
	15	Comd.
	16	11 Aust Fd Arb.
	17	7 Bde gp A.A.S.C.
	18 - 19	War Diary.

J. Mahoney
Capt.
Staff Capt.

appx 14

15 Pl - 55 Aust Inf Bn - ANIOMA TO K.B. MISSION.

VIA AWAIAMA - PUNI-PUNI & TAUPOTA : 15 JUL 42.

by
Lieut WHITE - 15 Pl 'C' Coy.

<u>Serial No.</u>	<u>Date.</u>	<u>Comp of Patrol and Comd.</u>	<u>Time out.</u>	<u>Time in.</u>
1.	15-16 Jul 42	1 Sec Inf. Comd Sgt West	0900 hrs 15 Jul 42	1810 hrs 16 Jul 42

The patrol travelled to ANIOMA on the first day of the patrol. Two trucks had travelled this road this day, successfully reaching the factory, where they turned and left towards GILI GILI. The Patrol bivouaced at ANIOMA for the night, and left for AWAIAMA (pronounced AWI-YAMA).

For first 2 m., direction approx NORTH, the travelling was chiefly along the creek, and the country was fairly flat. At 2 m. the first rise or steep razorback was encountered, about 300 ft high. The country to here is wooded, except for the slopes of the razorback. The hills here are wooded on the top and clean on the slopes.

From along the top of the razorback to a native garden, where the patrol had midday meal, is about 500x, and then ridges and razorbacks continue on to the top of the range for approx 1000x more.

At the top of the range and towards the top of the damp jungle mountain top, vegetation was wet, although few streams and only small ones. The one real creek on SOUTH side of mountains was one first encountered in the first 2m., which runs right to the sea just this side of ANIOMA. The general direction of the path from the razorback to the top of the mountains was ENE.

From the top, the track drops down to the banks of the creek following same N.E.E. for approx 1 1/2 m., still in damp jungle country. Next is the deep descent still in the damp jungle, for about a mile down steep slopes, on the razorback tops, (very long razorbacks) which were near TAUPOTA; No creeks on top but trees in valleys by stream. The track here is up the southern side of the range, is very narrow, just a foot or so wide at widest parts.

From the first razorback there is an excellent view of country from AWAIAMA BAY down towards east Cape. Due to visibility (rain) EAST CAPE was not visible, but this cape is visible on a fair day for visibility. Also the entire coast line from EAST CAPE to AWAIAMA BAY, which is just west of EXCELLENT POINT and CAPE DUCIE. The reef of ANNIE INLET is plainly seen as well.

The patrol continued down razorbacks about 3m to coastal plain, which extends across to ANNIE INLET and is chiefly wooded with occasional plantations (coconut). Due to rain and poor visibility decent compass bearings could not be taken, from end of last 2m mentioned, direction was 330°, along which direction 5m was travelled to AWAIAMA REST HOUSE. Here the three spotters who were at PUNI PUNI previously, were living awaiting their station to be built at EXCELLENT POINT. The patrol bivouaced here for the night and left next morning for TAUPOTA. This rest house has a small creek for a water supply, and the country round is wooded with occasional native gardens.

Between AWAIAMA and PUNI PUNI the path is good and plain, being one of the usual Govt paths kept clear by natives; but the track is not passable by MT. The distance is 6m., direction almost west following coastline finishing in the coconut plantation of PUNI PUNI.

From PUNI PUNI to 15 Pl HQ at RABI, which section was followed next day (the last day 16 Jul 42), has previously been reported and is still in same condition, unless perhaps more marked owing to use by 200 or 300 natives and our few patrols, coming over to work for our garrison last week.

The mission at TAUFORA (3m from PUNI PUNI) was checked on the 3rd day whilst at PUNI PUNI for any unusual incidents to report, but nothing was gained.

Due to rain, which was heavy half the time, one of the patrol members returned with a high temperature (this morning it was 103°) and he is being sent to the Medical Offr.

(sgd) N. White, Lieut.

PATROL REPORT No. 2 B.

ON

TRACT FROM 15 PL 551 AUST INF BN TO WAMAWAMANA.

By personnel of
No 9 Sec 15 Pl 551 Aust Inf Bn.

On 10 Jul 42.

I wish to make the following report upon my visit to WAMAWAMANA.

I left Pl HQ on 10 Jul 42 and proceeded across to TAUPOTA accompanied by No 9 Sec. This same Sec had all the previous day been at the top of the pass and back, taking compass traverses of the PASS TRACK. This trip on top of previous one made four days work running, and I was anxious to test the men's stamina. I am pleased to report that they finished all well and in high spirits, due chiefly I think, to my experiment of Tea drinking twice through the day in addition to meals. The short rest and drink seemed a great reviver. We also had dry sleeping quarters, stopping at PUNI PUNI on forward and return journeys.

On the forward journey we reached PUNI PUNI late in the afternoon and bivouaced there for the night. The spotters informed me they had seen an aeroplane something like the size and shape of a Flying Fortress flying North out to sea. The plane flew low and they declared it showed our National markings.

Next morning, when on our way to WAMAWAMANA, about 6 miles up the coast from PUNI PUNI, at about 1100 hrs, another plane, I'd say a Medium Bomber, Twin engined, low wing monoplane and single high tail, flew North away out to sea. With my Binoculars I was still unable to tell what were its National markings.

Another plane was seen by me at the spotters station at PUNI PUNI at 0800 hrs which at that distance resembled a Flying Fortress again Nationality unidentified.

On the morning of 11 Jul 42, the patrol left PUNI PUNI, passed TAUPOTA Village and Mission, picked up a guide and proceeded up the coast 9 miles to WAMAWAMANA, where lunch was had at the policeman's rest house, a similar building to 15 Pl HQ. At this village there is another Mission Station, run by a black Preacher, situated $\frac{1}{2}$ mile beyond, and up towards the hills, on a little sea side plateau.

There is a track (a long one), which is not so precipitous as the pass I used, from WAMAWAMANA across to the track running between GILI GILI and HAGITA according to the natives 15/20 miles long to GILI GILI.

The track between TAUPOTA and WAMAWAMANA is very poor, at points it being necessary to go down to the sea and walk on the fore shore. The sea side curves in and out in little bays and headlands regularly along the entire way, and high hills running back as razorbacks, slope up into the main Mountain Range to the South. The hillsides and tops remain bare as at TAUPOTA (knee high grass only) and the valleys are thickly timbered.

There are not many native huts on the way, and WAMAWAMANA itself is not large, there being at the outside 200 inhabitants.

Nearly every headland has coral in the sea surrounding it (along some bays the waves were again breaking over some more just below high tide level). Despite these coral outcrops nearly the whole coast line would be suitable for tps to land in small landing craft.

(Sgd) M. White Lieut.,

AMMUNITION REQUIRED FOR 7 AUST INF BDE.

Ctges S.A.A .303 Ball	388,600
Bdr & C.C	
" S.A.A . 303 Ball @tn	599,950
" Ball	684,000
" S.A.A Tracer	66,650
" . 380 Revolver	850
" .455 "	490
" .450 Auto T.S.M.G.	112,600
" .55 Anti-Tank	1,235
<u>Mortars:</u> Bombs 2" H.E.	2,800
" " Smoke	1,400
" 3" H.E.	9,700
" " Smoke	4,850
Q.F. Fixed 2 pdr A.P. Shot	3,200
Q.F. separate 25 Pdr H.E.	15,120
25 Pdr A.P.	480
25 Pdr Smoke	1,654
25 Pdr Superche	1,728
Grenades No 36 M Hand	4,000
Rifle	6,850
S.T. Anti-Tank	500
63 Smoke	2,280
68 Anti-Tank	660
69 Hand	4,000
73 Anti-Tank	170
Incendary	170
Ctges Illum 1" "J"	1,067
" Signal Red 1"	266
" " Green	266
Mines contact A.T. Mk II	4,550
<u>Mortars - 2" Illum</u>	280
" Signal Red	70
" " Green	70
<u>Demonolition Explosives.</u>	
Gun Cotton Dry Primers	3,600
G/ctn Wet Blabs or Plastic H.E.	3,360
Detonators safety	4,000
Fuze Safety Point	10,760
F.I.D.	12,000
Matches fuze boxes safety	800
Firing Heads Electric	1,500
Igniters safety fuze	150
Ammonal	4,000 lbs
Gelignite	10,000 Lbs
Dets Electric	4,000
Igniters precision	100

NOT TO BE PUBLISHED

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's or the United States Service.

Serial No 5/48

Copy No 19

MEMORANDUM
MOVING ORDERS PART 1

by

BRIGADIER JOHN PHIBBS

Date 17 Jul 48

"D"

18. HARBOUR MASTER

Lieut-Comd C.J. WOODWARD R.A.N. took up duties as Harbour Master, MEEH BAY at 1500 hrs 15 Jul 48. He will be responsible for all harbour movement, control of anchorages, pilotage and co-ordination of coastal shipping in MEEH BAY area. His office will be at OXLE OXLE wharf and his quarters at No 1 Cottage.

19. LIASON OFFICER, Capt A.P. STEVEN, 50 Ingt Regt, took up duties as Liaison Offr, U.S. Forces, at H.Q. MEEH BAY, 15 Jul 48.

J.B. Mahoney Maj.

20. "A" and "B"

20. PORT COMMAND AND SHIPPER Maj L.V. HENRY, Quartermaster's Corps, U.S. Army, will control all loading and unloading operations in MEEH BAY area and will carry out the functions and duties of Principal Supply Offr, U.S. Forces. His office will be at PORTER WHARF and his quarters at No 3 Cottage.

21. DISTRICT ADMINISTRATION The District Officer (Capt L. ARNOLD) and H.Q. of A.S.C.A.U. will be located in No 2 Cottage as from 1800 hrs 18 Jul.

22. NATIVE LABOUR Requisitions for native labour will be made direct to H.Q. A.S.C.A.U. who will supply demands in accordance with priorities laid down by H.Q. Milne Force. Additional labour is being recruited as rapidly as possible with a view to meeting all most urgent requirements.

23. WILLOW TIMBER 24th Coy have established a sawn timber dump at the wharf shed, Mill Mill wharf. Timber available at present consists of box material and light scantlings. Requisitions on the dump must be endorsed by Staff Capt H.Q. Milne Force in accordance with established priorities.

24. WATER SUPPLY AND FIRE MATERIAL Supplies will be arranged direct with H.Q. A.S.C.A.U.

Bay Coconut trees, other than those on the landing strip and dispersal areas will not be felled except by approval of H.Q. Milne Force and care must be taken not to reduce overhead cover unduly, particularly in the Porton Wharf area.

25. TRADING VALUES All personnel are warned against giving extravagant values in trading with the natives. The advice of Officers of A.S.C.A.U. should be sought in regard to better or trading values.

26. ILLEGAL REMOVAL OF CIVIL GOODS AND EQUIPMENT No civil furnishings, machinery, tools, pipes, engines, boats or any equipment in the M. B. New Guinea area will be appropriated and removed for service use without the approval of H.Q. Milne Force.

27. NATIVE VILLAGES OUT OF BOUNDS Pending issue of orders, all inhabited native villages are out of bounds to all ranks except on duty.

28. MALARIA PREVENTION The following medical technical instructions are issued for action by all units and deta. Other good units and deta will ensure that they obtain sufficient supplies of:-

(a) QUININE Dose will be five (5) grains of quinine hydrochloride, sulphate, or sulphate, given each day of fever. Orders regarding any change of dosage will be issued by higher command.

29. 10888888 contd

Medical Officers will not modify the dosage of suppressive treatment ordered by higher authority.

(b) METHOD OF ADMINISTRATION. Tablets should either be taken after a meal or should be followed by copious draughts of water. Each man will be watched while he takes the tablet; his name and number will be taken, and the necessary entry made in a register kept for the purpose.

(c) Treatment will commence within seven days of landing for all ranks.

Further instrs will be issued later.

29. 10888888. WARNING OF.

(a) All ranks will be warned against excessive exposure of the skin to the sun. Sun-Tan must be acquired gradually.

(b) On no account will men go shirtless after sundown.

30. SHAVING All tps must shave daily and a proper pride in soldierly turn-out and bearing must be maintained.

31. MEDICAL INSPECTION

Field Medical Offr and Duty Staff Offr 7 Aust Inf Bde will make daily inspections of all unit biv areas.

32. CHURCH PARADES

Church Parades for Sunday 19 Jul will be undertaken at the following areas:

Rome n Ca Chholic

25 Aust Inf Bn. Mass will be celebrated at 0845 hrs

H.Q. 7 Aust Inf Bde Mass will be celebrated at 0830 hrs.

J. Mahoney
Capt.
Staff Capt.

DISTRIBUTION

- Copy No 1 9 LG A/A Bty.
- 2 23 Hy A/A Bty.
- 3 H. Coy, 46 Engr Regt.
- 4 U.S. Port Det.
- 5 101 C.A. A/A Bty
- 6 Station Hospital 1
- 7 76 Sqn R.A.A.F.
- 8 No 37 Radio Sta.
- 9 R.A.A.F. Sign.
- 10 H.Q.F. Sign.
- 11 25 Aust Inf Bn.
- 12 2 & Aust Md Coy.
- 13 All Recce Parties (circulated by L.O.)
- 14 25 Aust Inf Bn.
- 15 Comd.
- 16 11 Aust Md Amb.
- 17 7 Bde GP A.A.S.C.
- 18 -19 War Diary.

copy 15A
SECRET.

To Commdg Offr,
FALL RIVER.
From 37 Radio Station

Date July 17th 1942.
Ref 37/8

R.D.F. REPORT.

Herewith the R.D.F. report as requested.

General.

1. The country in this district is very rugged the major portion being mountain of 3-5000' interlaced with valleys and as such as difficult for R.D.F. siting.
2. It is generally through that enemy aircraft will arrive from either North or the West although possibilities of Aircraft Carriers should not be forgotten. The West (overland) is over by a spotter system which has proved effective; this covers the North and to a larger extent South and East.
3. Sites on the North Coast would give 180° absolute blackout West East and South, accessibility and defence is difficult and they are therefore considered suitable.
4. Two sites considered suitable are (a) HAGITA (b) EAST CAPE.
 - (a) HAGITA has the disadvantage of 26° - 30° screening North and South and it is estimated that a warning of 60 (dixty) miles would be obtained from this site and it would therefore be suitable as an 'Air Raid warning Station for this district. In the event of E.A. approaching this district low over the sea this warning is likely to be reduced, and otherwise in the event of high flying E.A. the warning be increased. Communications with Fighter Section is easy and interception control possible. The station is at present being erected on this site.
 - (b) EAST CAPE, as an 'Early Warning' Station has a definately better position giving good cover 315° - 0° - 270° being only screend 270° - 315° Unfortunately the FALL RIVER District, a site here would give good results with the exception of above and also China Strait and GOSCHEN Strait for shipping. This site has several difficulties, they being:-
 - (i) Communication; Either R.T. or W.T. could be used which would give away the position and could be jammed. A telephone line could be installed but it is thought that considerable maintenance would be required owing to the nature of the country. W.T. line must be available in either case for stand by.
 - (ii) Transportation of equipment; This would have to go by launch and a launch made available for the Station. Suitable gear for the unloading on beach and possibly a pontoon wharf built, natives made available for getting gear into position.
 - (iii) Defence. A section of Maching Gun or other defence would be required.
 - (iv) Additional W.T. Operators and set Type A₁T. 14.
 - (v) Full co-operation from headquarters for above would be essential for this site owing to the very limited facilities of R.A.A.F. in this District.
 - (vi) It is considered that owing to the difficult country for R.D.F. equipment, two R.D.F. Sets are required for this area, one type G.C.1 Fall River are type Col at EAST CAPE, I am therefore recommending this to Airboard in the enclosed signal which is a summary of this report and will await their instruction. Meanwhile the available equipment will be erected and tested at Fall River whilst awaiting the remainder of aerial equipment from MORESBY.

It is requested that enclosed signal be transmitted to Airboard D.R.S. Melbourne by quickest available means.

(Sgd) G. Day
No 37 Radio Station.

MILNE FORCE ADM INSTN NO 4.

UNLOADING OF S.S. SWARTENHOEDT.

INFM.

1. (a) S.S. SWARTENHOEDT is expected to arrive at MILNE BAY 18 Jul 42 . Time of arrival will be made known to all concerned not before 1400

(b) Lieut Comd C.J. STEVENSON, R.A.N. is Harbour Master and Maj L.V. MILLER Q.M. Comps U.S. Army is Port Comd, MILNE BAY.

(c) It is of the utmost importance that the ship should be unloaded and turned around as quickly as possible. This must be impressed on all ranks.

INTENTION.

2. MILNE FORCE will unload with greatest speed.

METHOD.

3. Boarding Party. Party consisting of Offrs named in para 1 (b) with one staff offr MILNEFORCE H.Q. and one R.A.AF offr and one signalman "J" Sec Sigs with lamp D.S.S.N. will leave GILI GILI Wharf by launch at time to be advised

4. Port Organization. Organization for unloading ship is set out in appx 'A' and working parties are detailed in para 10.

5. DISEMBARKATION OF TPS. (a) Disembarkation will be controlled by Maj, MILLER Port Comd.

(b) O.C. Tps and sub-unit comds will ensure that tps are drawn up with full eqpt ready to disembark.

(c) Tps (less ships working party serial (a) detailed in para 10) will begin to disembark as soon as landing facilities are established and will be immediately led by unit guides clear of dock.

(d) Tps detailed for working parties serial (b) and (c) will move to dispersal beyond wharf sheds.

(e) Tps not required for working parties will cross creek by bridge to vehs at GILI GILI wharf for tpt to unit areas.

6. DRESS. Tps will disembark in full marching order (shirts and shorts) with kit bag - waterbottlefilled. Steel helmets will be worn and respirators carried.

7. WEAPONS AND AMN. (a) All weapons will be taken ashore ready for action. (b) Full W.E. Scale of amn will be on the man and with the gun and res of amn will be held ready by each sub-unit.

8. PROTECTION. (a) 9 Bn tps from ship will provide A/A protection throughout unloading.

(b) A.A.L.M.G'S will be dispised as follows:-

(i) On ship 4 L.M.Gs

(ii) Dock Area 5 L.M.Gs.

(c) Alarm posts for ground def will be allotted to each working party and air and ground sentries posted.

(d) Weapons and eqpt of working parties must be laid out ready for instant use.

(e) ENEMY MUST NOT BE ALLOWED TO INTERFERE WITH WORK OF UNLOADING SHIP. IF AIR ATTACK IS MADE AND TPS ARE ORDERED TO TAKE COVER WORK MUST BE RESUMED IMMEDIATELY ATTACK IS OVER.

9. WARNING SIGNALS. (a) Aircraft sighted; three rifle shots from GILI GILI Wharf.

AIR RAID RED ; Series of short blasts on whistle.

RAIDERS PASSED; two long blasts rptd at 5 sec intervals.

On Air Raid Red tps will take cover and engage low flying attacking aircraft with S.A. fire.

(b) FIRE MUST NOT BE OPENED UNLESS AIRCRAFT MAKES DIRECT ATTACK.

10. WORKING PARTIES. (a) The following working parties will be supplied;-
Offrs in charge each party will report to U.S. Army Offr named in each case ten minutes before his party is to begin work.

(b) Offrs with working parties are responsible for assembly, discipline and and of their own men but will NOT interfere in the direction of unloading work, which is the responsibility of Offrs of U.S. Army Port Det

Serial	Composition.	Supplied By	Report to	Place	Work.
(a)	Shipboard party 1st shift 1 Offr 3 N.C.Os 30 O.Rs	9 Bn tps disembarking	Capt Kelly	Ship	unload ship
	2nd shift 1 Offr 3 N.C.Os 30 O.Rs	ditto	Do	do	do
(b)	Dock party 1st Shift 1 Offr 3 N.C.Os 30 O.Rs	U.S. Port Det	Capt Thomas	Dock	Handle Stores at Dock.
	1 Offr 2 N.C.Os 20 O.Rs 2nd Shift.	R.A.A.F.			
	1 Offr 3 N.C.Os 30 O.Rs	U.S. Port Det	do	do	do
	1 Offr 2 N.C.Os 20 O.Rs	R.A.A.F.			
(c)	Mobile party 1st shift. 1 Offr 3 N.C.Os 30 O.Rs	25 Aust Inf Bn	Capt Thomas	Dock	Move store to dump
	2nd shift. 1 Offr 3 N.C.Os 30 ORs	do	do	do	do
(d)	Cooking party. 1st shift. 2 Cooks incl 1 Cpl	25 Aust Inf Bn	Maj Miller	Dock	Prepare meals for dock party
	2nd shift. 2 Cooks incl 1 Cpl	do	do	do	do
(e)	Winch Party 1st shift. 4 O.Rs	Att US Port Det	Capt Kelly	Ship	Work winch as direc- ted
	2nd shift. 4 O.Rs	do	do	do	do

NOTE: All shifts in serials (a), (b), (c) will be organized in squads of 1 N.C.O. and 10 O.Rs.

11. HOURS OF WORK (a) Work will go on 24 hrs a day until ship is unloaded.

1st shift 0001 hrs - 0600 hrs
2nd shift 0600 " - 1200 "
1st shift 1200 " - 1800 "
2nd shift 1800 " - 2400 "

(b) Forst shift will report immediately after disembarkation of tps and will cease work at regular hour, irrespective of number of hrs worked.

12. ACCOMODATION AND MESSING. (a) Working party serial (a) will remain on board ship and will and will mess there.

(b) Working party serial (b) will be accomodated in dock sheds and mess under arrangements Maj Miller.

(c) Working party serial (c) will be accomodated and fedby 25 Aust Inf Bn.

(d) Cooks provided by 25 Aust Inf Bn will prepare meals as directed by Maj Miller with rations provided by him. Cooks will report at dock at 1100 hrs 18 Jul with two soyer stoves, tank 100 gal and necessary cooking eqpt. 25 Bn will ensure supply of water for tea making.

13. HOURS OF MEALS. Meals will be prepared for working parties one hour before beginning work and at end of shift - viz:-

(0500 hrs 2nd shift (1700 hrs 2nd shift.

(0600 hrs 1st shift	(1800 hrs 1st shift.
(1100 hrs 1st shift	(2300 hrs 1st shift
(1200 hrs 2nd shift	(2400 hrs 2nd shift.

14. ORGANIZED REST. To maintain efficiency, rest between shifts must be organized by Offrs i/c of parties.

15. SUP. Lieut Sweetman, 7 Bde Gp A.A.S.C., will arrange sups for all units disembarked, beginning 1500 hrs 18 Jul.

16. MEDICAL. 11 Fd Amb will man aid post in dock area from 1200 hrs until dock is cleared.

17. HYGIENE. Particular attention is called to MILNE FORCE Adm Instn No 2 and notes on hygiene issued with this instn to units concerned.

18. TPT. (a) Tpt Offr (Lieut Carson) will provide vehs as required at GILI GILI wharf for pers and at dock for stores. Vehs will be dispersed under cover and called forward as required.

(b) Offr i/c serial (c) working party will ensure that enough men to unload each veh accompany it to its destination so that vehs may be rapidly unloaded and returned.

19. RD MAINTENANCE. 24 Aust Fd Coy will provide road maintenance party of one sec with necessary eqpt on road between dock and junc with GILI GILI rd from 0830 hrs 18 Jul until further orders.

20. INTERCOMN. (a) Wireless silence.
(b) Report centre at dock office.

Signed at 2230 hrs
Issued by L.O.

(Sgd-) J.C. Mahoney Maj
Bde Maj 7 Aust Inf Bde.

Issued with appx A Organization for unloading.

DISTRIBUTION.

- | | | |
|---------|----|--------------------------|
| Copy No | 1. | Port Comd. (Maj Miller) |
| | 2. | 9 Aust Inf Bn |
| | 3. | 25 Aust Inf Bn |
| | 4. | R.A.A.F. |
| | 5. | O.C. Troops. |
| | 6. | Tpt Offr (Lieut Carson.) |
| | 7. | Comd |
| | 8. | Staff. |
| | 9. | War Diary. |

ORGANIZATION FOR UNLOADING SHIP.

PORT COMD

MAJ MILLER USA PIA.

TPT SERVICE

CAPT EBEL USA FIA

STORAGE & ISSUE DIV

CAPT THOMAS USA FIA.

FIRST SHIFT

1 offr 3 N.C.Os 30 O.Rs

SECOND SHIFT.

1 offr 3 N.C.Os 30 O.Rs

Dock Sec

Subsistence Sec

Gas & Oil Sec

Amn Sec

Gen Sup Sec

First Shift

1 offr 5 N.C.Os 50 O.Rs

First shift

1 offr 3 N.C.Os 30 O.Rs

Second Shift

1 offr 5 N.C.Os 50 O.Rs

Second Shift.

1 offr 3 N.C.Os 30 O.Rs

War Diary
aprx 17

NOT TO BE PUBLISHED

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's or the United States Service.

Serial No 6/42

Copy No.....

MILNEFORCE
ROUTINE ORDERS PART 1

by

BRIGADIER JOHN FIELD

Date 18 Jul

"G"

33. MESSAGES REQUIRING ACK

Attention of all units is called to the importance of acknowledging immediately messages which call for ACK.

34. SHOOTING

Attention of all units is called to R.O. 1 dated 13 July para 7. Shots must not be fired except for operational reasons.

J. Mahone

"A" and "Q"

35. SUPS

Lieut SWEETMAN, 7 Bde gp A.A.S.C., will carry out duties Force A.S.C. Offr pending arrival of B.A.S.C.O. All units MILNEFORCE will submit indents to Lieut SWEETMAN. (Office in FACTORY).

36. MOTOR VEHS, PASSENGERS IN

In Aust Army vchs (unless the veh is fitted with steering column gear change) One passenger only may ride beside the driver.

H. Kiebs
Capt.
Staff Capt.

Distribution as list 'A'

appx 18

SECRET.

H.Q.
MILNE FORCE,
18 Jul 42.

SUBJECT: DISTRIBUTION LIST.

Memo to all Units.

Att is Distribution List "A" which is to be treated as a secret document.

2. Documents which show list 'A' for distribution will be circulated to all addressees shown on the list.

(Sgd) A.A. KREBS Lieut.,
for Staff Capt. 7 Aust Inf Bde.

DISTRIBUTION LIST "A".

- Copy No 1.
- 2. 4 Bty 101 Aust A.Tk Regt
- 3. 24 Aust Fd Coy.
- 4. 9 Aust Inf Bn
- 5. 25 Aust Inf Bn
- 6. 61 Aust Inf Bn.
- 7. 25 Coy A.A.S.C.
- 8. 101 Bde Gp Ord Wkshop
- 9. 101 Bde Gp Ord Fd Pk.
- 10. 11 Aust Fd Amb.
- 11. Comd.
- 12. S.C.
- 13. Staff.
- 14. L.O's
- 15. B.A.S.C.O.
- 16. Def Pl.
- 17. 'J' Sec Sigs.
- 18. 241 L.A.D.
- 19. postal
- 20. Provost.
- 21. Harbour Master.
- 22. Port Comd.
- 23. 2/9 Aust Lt A.A. Bty.
- 24. Sec23 Aust hy A.A. Bty
- 25.
- 26. N.G.F. Sigs.
- 27.
- 28.
- 29. A.M.G.M.A.U.
- 30. 76 Sqn R.A.A.F.
- 31. R.A.A.F. Sigs.
- 32. 37 Radio Stn.
- 33. Port Det.
- 34. Det 101st C.A. Bn (A.A)
- 35. Coy E 46 Engrs Regt.
- 36. Station Hospital.
- 37-38. File.
- 39-40. War Diary.
- 41. 2/6 Aust hy A.A. Bty
- 42. 75 Sqn R.A.A.F.
- 43. R.A.A.F. O.B.
- 44. Amn Sec A.A.O.C.
- 45. Bty C 104th C.A. Bn(A.A.)
- 46. L.H.Q.
- 47. 123 F.O.D.
- 48. A.D.C.S.
- 49. Offrs Mess.
- 50. 8 Fighter Control Sqn.
- 51. 43 Engr Bn U.S.A.
- 52. 18 Aust Inf Bde.
- 53. 2/10 Aust Inf Bn.

appx 19

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's or the United States Service.

Serial No 7/42

Copy No 40

MILNEFORCE

ROUTINE ORDERS PART 1

by

BRIGADIER JOHN FIELD

Date 19 Jul

"G"

Nil. See below.

"A" and "Q"

37. LAUNCHES AND BOATS

Control of all launches and boats in the harbour is vested in the Harbour Master, Lt-Comd C.J. STEPHENSON, R.A.N.

Service personnel will not man and operate small craft without approval of the Harbour Master and application must be made to him for the execution of any water borne duty required for maintenance of outlying groups.

38. ROADS AND TRACKS. All Units and Detachments will undertake maintenance of roads and tracks in their particular areas with a view to assisting the Engineer units in this work as much as possible. Special attention will be given to the cutting of side drains on roads and drainage of surface water.

39. ROUTINE ORDERS, EARLY SERIALS. Units arriving in the area should send a rep. to this H.Q. to read Routine Orders issued before their arrival.

40. MUSTER PARADES. Immediately after disembarkation, all units and dets will hold a muster parade and make a careful check of nominal rolls.

Details of men A.W.L. will be reported immediately to this H.Q.

41. REPORT OF O.C. TPS. O.C. tps on all ships, beginning with s one, will on arrival render a voyage report (2 copies) to this H. Report should include the following headings - Accommodation, Messing (quality and quantity of rations), Hygiene, Health of tp A/A protection, Shipboard Routine, Discipline.

42. STATES AND RETURNS. R.O. 3 of 13 Jul is republished for info and action by all units. The importance of prompt and accurate returns is emphasized:-

The following states and returns are required by H.Q. MILNEFORCE from all units in the area.

(a) Daily Strength State as at 0600 hrs, to reach this H.Q. by 0900 hrs daily:-

						Unit	
Battle Evacuated Casualties.	Other Reasons for Absence	Reinfmts since last state	Strength now with unit incl attached	Name of Offrs	Att.	Det.	
AX	AY	AZ	B	C	D	E	F
Off ORs	Off ORs	Off ORs	Off ORs	Off ORs	Offr	Off ORs	Off ORs

(b) Summary of Daily Sick Reports, to reach this H.Q. by 1100 hrs daily:-

Daily Sick Report contd.

Unit.

No treated at R.A.P. Evacuated beyond RAP Nature of Illn

(c) Report of Sick and Wounded in hospital as at 2400 hrs each day, rendered by Station Hospital and A.D.S.

Army No	Rank	Name	Unit	Illness
---------	------	------	------	---------

43. DISTRIBUTION LIST "A" All addressees will amend this list by adding:-

Copy No 41. 2/6 Aust Hy A/A Bty. and inserting 2/- before numerals in serials 23 and 24.

44. LIMITING WEIGHT ON BRIDGES. Attention is directed to the signs placed on bridges indicating maximum loads. Disciplinary action will be taken against drivers who disregard these instructions and who do not take alternative routes and fords when in charge of heavy laden vehicles.

44 a. SICK PARADES Mission 0830 hrs, Factory 0830 hrs, 24 Fd Reg R.A.E. 0830 hrs. Personnel attending sick parades must be there at the times stated.

J. C. Mahoney
Lieut.
for Staff Capt.

"G"

45. CAMOUFLAGE Pending arrival of suitable stocks of paint, all tents will be camouflaged with palm leaves arranged in such a manner as to break up the regularity of outline. These leaves must be renewed from time to time.

46. SLIT TRENCHES. Slit trenches sufficient for all personnel will immediately be dug on arrival of units in their respective bivouac areas. These must be close to tents and huts.

47. VEHS, DISPERSION OF

Vehs must not concentrate in factory area and must at all times avoid closing up in vicinity of wharves and hrs. No veh must be parked closer than 100 yds to the next.

Distribution as list "A".

J. C. Mahoney Maj.

appx 20

19 Jul 42.

SECRET M.3.

SUBJECT : RECCE PATROLS

9 Aust Inf Bn
25 Aust Inf Bn
61 Aust Inf Bn
det 55 Aust Inf Bn.

Copy to Comd
I Sec File.

9, 25 and 61 Aust Inf Bns will immediately make contact with det 55 Aust Inf Bn in their respective areas and take part in joint recce patrols, especially of tracks, in order to acquire local knowledge from tps already in the area.

2. Reports of all patrols will be sent to this H.Q. according to pro formas laid down.

ACK.

(Sgd) J.C. Mahoney, Maj.
Bde Maj 7 Aust Inf Bde.

JCM/WEM (19/7)

MOST SECRET

OFFR ONLY

Copy No. 17
19 Jul 42.

War Diary

Infm 1025 K/19 - not
due before 1200 K/20

MILNEFORCE ADM INSTN No 5

UNLOADING OF S.S. JAPARA

INFM.

1. (a) S.S. JAPARA is expected to berth at MILNE BAY 20 Jul, no before 1200 hrs.

(b) Ship has on board :-

(i) Per:- 7 Bde gp A.A.S.C. 10 O.R's.
R.A.A.F. 1 Offr 15 O.R's.

(ii) Vehs:-

Unit	M.Cs.	M.T. vehs.	Special eqpt	Unit equipment and stores
R.A.A.F.	-	All types 21	3 refuelling units. 1 tractor chassis	50 tons
units 7 Aust Inf Bde gp.	8	23	3 compressors	2 tons
2/6 Hy A/A Bty.	-	22	-	-
USA FIA	-	?	-	?

(iii) Other cargo:-

Amn 150 tons
P.O.L. 1596 drums
Cases 352
Cartons 222

(c) 7 Bde gp veh will probably include vehs for:-

24 Aust Fd Coy, JAPARA
9 Aust Inf Bn.
7 Bde gp A.A.S.C.
101 Bde gp Ord Wkshop.

INTENTION.

1. (a) S.S. JAPARA will berth at MILNE BAY 20 Jul, no before 1200 hrs.

2. MILNE FORCE will unload S.S. JAPARA with greatest speed.

METHOD

3. Boarding party Party consisting of Lieut-Comd C.J. STEPHENSON R.A.N. Harbour Master, Capt. EBEL, U.S. Port Det.

one R.A.A.F. Offr (if required by 76 Sqn)
one Offr 2/6 Hy A/A Bty (if required by 2/6 Bty)
one Signaller 'J' Sec Sigs with lamp
D.S.S.R. (less stand)

will leave GILI GILI wharf by launch at 1100 hrs 20 Jul.

4. Port Organization Organization for unloading ship is as set out in Appx A to MILNEFORCE Adm Instn No 4 issued to all concerned and working parties are as detailed in para 3.

5. Disembarkation of tps (a) Disembarkation will be controlled by Port Comd (Maj MILLER USA FIA Q.M. Corps) and tps will be prepared to disembark immediately landing facilities are established.

(b) Tps will immediately move clear of dock area. Drs will wait in dispersal area until called fwd to take charge of their

6. Protection. (a) Additional light A/A protection during unloading will be provided by 25 Aust Inf Bn under direction B.M.G.O.

Copy No. 17
19 Jul 42.

M21

(b) M.Gs will be disposed as follows:-

- (i) On ship ; three A/A M.M.G's
- (ii) Dock area ; five A/A L.M.G's.

- (c) Alarm posts for ground def will be allotted to each working party and air and ground sentries posted
- (d) Weapons and eqpt of working parties must be laid out ready for instant use.
- (e) ENEMY MUST NOT BE ALLOWED TO INTERFERE WITH WORK OF UNLOADING SHIP. MERE THREAT OF AIR ATTACK MUST NOT INTERRUPT WORK. IF AIR ATTACK IS MADE AND TPS ARE ORDERED TO TAKE COVER, WORK MUST BE RESUMED IMMEDIATELY ATTACK IS OVER.

7. Warning Signals

- (a) Aircraft sighted: three rifle shots from GILI GILI Wharf.
AIR RAID RED : Series of short blasts on whistle.
RAIDERS PASSED : two long blasts rptd at 5 sec intervals.
On AIR RAID RED tps will take cover and engage low flyin attacking aircraft with S.A. Fire.
- (b) FIRE MUST NOT BE OPENED UNLESS AIRCRAFT MAKES DIRECT ATT.

8. Working parties (a) The following working parties will be supplied. Offr/c each party will report to U.S. Army Offr named in each case ten minutes before his party is to begin work.
(b) Offrs with working parties are responsible for assembly, discipline and adm of their own men but will NOT interfere in the direction of unloading work, which is the responsibility of offrs of U.S. Army Port Det.

Serial	Composition	Supplied by	Report to	Place	Work
(a)	Shipboard party 1st Shift 1 offr 4 N.C.Os 44 O.R's	25 Aust Inf Bn.	Capt EBEY	Ship	Unload ship
	2nd Shift 1 Offr 4 N.C.Os 44 O.R's	25 Aust Inf Bn	do	do	do
(b)	Dock party 1st Shift 1 Offr 3 N.C.Os 30 O.R's	2/6 Aust Hy A/A Bty.	Capt THOMAS	Dock	Handle stores at dock.
	1 Offr 3 N.C.Os 30 O.R's	76 Sqn RAAF			
	2nd Shift 1 Offr 3 N.C.Os 30 O.R's	2/6 Aust Hy A/A Bty			
	1 Offr 3 N.C.Os 30 O.R's	76 Sqn RAAF	do	do	do
(c)	Mobile party 1st Shift 1 Offr 4 N.C.Os 40 O.R's	25 Aust Inf Bn.	Capt THOMAS	Dock	Move Stores to dumps
	2nd Shift 1 Offr 4 N.C.Os 40 O.R's	25 Aust Inf Bn.	do	do	do
(d)	Cooking party 1 Cpl 3 O.R's	25 Aust Inf Bn.	Maj MILLER at 1100 hrs	Dock	Prepare meals for all working parties.

Note: All shifts will be organized in squads of ten (or eleven) each under an N.C.O.

9. Hours of Work

- (a) First shift will report at dock area at 1200 hrs 20 Jul and will remain under cover until called for. They will have mid-day meal under unit arrangements.
- (b) Work will go on 24 hrs a day until ship is unloaded.

M 21

1st Shift 0001 hrs ~ 0600 hrs
 2nd Shift 0600 hrs ~ 1200 hrs
 1st Shift 1200 hrs ~ 1800 hrs
 2nd Shift 1800 hrs ~ 2400 hrs

(c) Initial shift will cease work at regular ~~hr~~ irrespective of number of hrs worked.

10 Accommodation and Messing

(a) All working parties will live ashore and be fed ashore.

(b) Cooks of 25 Aust Inf Bn detailed in para 8d will prepare meals in dock area as directed by Maj MILLER with rations provided by him at following hours.

{ 0500 hrs	2nd Shift	1700 hrs	2nd Shift
{ 0600 hrs	1st Shift	1800 hrs	1st Shift
{ 1100 hrs	1st Shift	2300 hrs	1st Shift
{ 1200 hrs	2nd Shift	2400 hrs	2nd Shift

(c) 25 Aust Inf Bn will provide soyer stoves, cooking eqpt and water for 170 men in each of two shifts (total 340)

11 Organized Rest To maintain efficiency, rest between shifts must be organized by offr i/c parties.

12 Tpt. (a) Tpt Offr (Lieut CARSON) will provide all available load-carrying vehs at dock for movt of stores.

Vehs will be dispersed under cover and called fwd as required.

(b) Units for whom vehs are being unloaded will have or dr per veh standing by at the dock.

(c) Load-carrying vehs from ship (with drs) will be made available to Lieut CARSON as soon as they are unloaded.

(d) Offr i/c serial (c) working party will ensure that enough men to unload each veh accompany it to its destination so that vehs may be rapidly unloaded and returned.

13 Rd Maintenance 24 Aust Fd Coy will provide rd maintenance parties 24 hrs a day from 1200 hrs 20 Jul until further orders on section of rd between dock and br over creek near 24 Fd Coy camp.

14 Medical 11 Aust Fd Amb will man Aid Post in dock from 1200 hrs 20 Jul until dock is cleared.

ACK.
 Signed at 1920 hrs.
 Issued by L.O.

J.G. Mahony Maj.
 Bde Maj 7 Aust Inf Bde.

DISTRIBUTION

- Copy No 1 Harbour Master (Lieut-Comd C.J. STEPHENSON)
- 2 Port Comd (Maj L.V. MILLER)
- 3 2/6 Aust Hy A/A Bty
- 4 24 Aust Fd Coy
- 5 9 Aust Inf Bn
- 6 25 Aust Inf Bn
- 7 7 Bde Gp A.A.S.C.
- 8 101 Ind Bde gp Ord Wkshop
- 9 76 Sqn R.A.A.F.
- 10 U.S.A. F.I.A. Port Det.
- 11 11 Aust Fd Amb.
- 12 O.C.tpt (delivered by boarding party)
- 13 Comd
- 14 Staff
- 15 T.O. (Lieut CARSON)
- 16 File
- 17 War Diary.

To MILNEFORCE
 From _____

Received MILNEFORCE Adm Instn No 5 dated 19

Jul 42.
hour
Date

.....Re

 Appointment

Appx 22

20 Jul 42.

SUBJECT: Report of reconnaissance of Gili Gili, Hagita and Wagani
Plantation areas with the view to establishment of a second
Aerodrome.

TO : Commanding Officer, Fall River Forces.

A. LOCATION OF SITE.

1. Gili Gili plantation; The present Gili Gili aerodrome is located on this plantation, and due to existing road net, streams and general lay of land, it is not contemplated that there is any site suitable for a strip with the exception of a short finger cross strip to the present strip now being completed.
2. Hagita plantation; A careful survey of this plantation by motor vehicle and from the air (1000' elevation) reveals that there are no suitable sites for strips on this plantation.
3. Waigani plantation; A survey by the assistant D.O. resulted in the initial recommendation of a site for a strip, and further foot reconnaissance by the undersigned and Capt John Olsovsky, C.O. Company 'E', 46 Engrs found that the site selected fullfills all requirements for a 'drome from a ground point of view. An air reconnaissance on Jul 19 made by the undersigned reveals that, while the west end of the site approaches fairly closely to the mountains, it is considered that an approach from that direction (which approach would be INTO the prevailing winds for a great part of the year) is feasible in all but the worst weather for fighters and bombers
(a) MAXIMUM LENGTH OF RUNWAY POSSIBLE.....5500 Feet
WIDTH OF RUNWAY.....80-100 Feet
WIDTH OF CLEARING.....300 Feet.

B. ACCESSABILITY

1. The site is located precisely paralleling an existing plantation road site, located $8\frac{1}{2}$ miles by road from Gili Gili Wharf, 5 miles from Gili Gili Aerodrome by road, approximately 4 miles from Gili Gili aerodrome as the crow flies. The bearing of the proposed site is 273° .
2. Inasmuch as the road which parallels the proposed site is to be incorporated in the 100 yd width of clearing, limited travel will not be impeded. Another access road from the direction of the Station hospital, approximately $\frac{3}{4}$ of a mile from the station Hospital at the closest point makes motor travel and supply to the site a simple matter.

C. TERRAIN.

1. The site is practically level, graded in an almost natural crowned surface and draining into the two streams near its boundaries. Only small cross drains are present, which can be easily filled and done away with altogether. The depth of the two streams in their banks makes artificial drainage a simple matter.
2. Clearance of the site to a length of 5500 ft for runway (Approx 7000' entire clearance of trees) and 100 yd width will involve the removal of about 2500 coconut trees. Dispersal Bays, parking bay etc will boost the total of trees to be removed to nearly 3500. However, with adequate supplies of explosives and caps, together with at least four more bulldozers, two of the heaviest obtainable type, no particular difficulties are expected.
3. Water supply is nearby and adequate.

4. Living quarters are not available, but excellent cover for tents or native type huts is available. In the event that Wagan Plantation House is vacated by Station Hospital, it will be available to RAAF for Headquarters or other usage.

C. ESTIMATED TIME OF CONSTRUCTION.

Provided that sufficient steel landing mat is furnished, it is estimated that the clearing can be made, the strip graded, and mat laid within four (4) weeks after the receipt of the additional bulldozers and gelegnite requested.

D. EQUIPMENT AND SUPPLIES NEEDED.

1. At the present time the 46th Engrs stationed here have only two (20 medium tractors with angledozers in servicable condition neither of which is heavy enough for actual grubbing out of coconut roots after the trees are blown down. These tractors are necessarily greatly overworked and give a great amount of trouble which could be averted by using them only on light work. Therefore, it is recommended that the following be dispatched to Fall River at earliest possible moment;

- 2 Tractors medium with Angledozer
- 2 Tractors heavy, with Angledozer
- 2 Tractors, medium (D2 or D3)

2. The following explosives are necessary for the Job;

- 10T Gelnite or similar explosive
- 10,000 Electric Caps
- 5,000 Non-electric Caps

(Sgd) ALEXIS P. STEELE, JR
Capt, Corps of Engrs
Liaison Officer, USA.

W. Mahoney
2/23/42 40

H.Q.
MILNEFORCE;
20 Jul 42.

Subject : PASSWORDS AND SENTRIES

Memo to all Units;

Here is list of passwords to be taken into use from 1800 hrs 20 Jul 42. This list must be kept in a secure place. If the security of any list is compromised, that must be immediately reported to this H.Q.

2. Password will be changed at 1800 hrs daily
Serial No only will be notified in R.O's.

<u>Serial No</u>	<u>Password</u>
1	LIFE
2	LEWIS
3	LONELY
4	LITTLE
5	LOLLY
6	LONDON
7	LILAC
8	LOOP
9	LAND
10	LIMIT
11	LOAM
12	LOVE
13	LIGHT
14	LIVER
15	LINGER
16	LAST
17	LIKELY
18	LACE
19	LOCK
20	LIBERTY

JCM/WEM (20/7)

SECRET M 4

H.Q.
MILNEFORCE;
20 Jul 42.

Subject : PASSWORDS AND SENTRIES

Memo to all Units

3. All guards and sentries will be instructed in correct method of challenging - particularly in the method of halting for recognition a party of men. Extreme vigilance must be exercised to prevent JAPANESE in small parties or singly entering the area. Password will be changed at 1800 hrs daily. Serial No only will be notified in R.O's.

J. Mahoney Maj.
Bde Maj. 7 Aust. Inf Bde.

Distribution ; List "A"

To MILNEFORCE

From _____

PASSWORDS

Time _____

Date _____

Receipt is acknowledged of S.M. M 4,

Rank _____

Appointment _____

JCM/WEM (20/7)

SECRET M 4

Subject : PASSWORDS AND SENTRIES

Memo to all Units

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JCG/WEM (20/7)

War Diary

appx 24

H.Q.
MILNEFORCE,
20 Jul 42.

Subject : LOCAL LANGUAGE

Memo to all Units.

Guards and Sentries must learn the following SUAU (local language) phrases so that natives who do not understand the word HALT will not be fired on.

- | | | | |
|-----|--------------------|---|--------------------|
| (1) | You stay there | - | oi noho |
| (2) | Dont you come here | - | oi mailasi inisini |
| (3) | You go | - | oi lau |
| (4) | You come | - | oi laoma |

<u>Vowels</u>	u	-	oo
	a	-	ah or ar
	o	-	or
	i	-	ee
	e	-	air

2. It is recommended that all troops become familiar with native words and phrases.

J. Mahoney Maj.
Bde Maj. 7 Aust. Inf Bde.

Distribution:- List "A"

Appx 25 40

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Serial No B/42

Copy No.....

MILNEFORCE

ROUTINE ORDERS PART 1

by

MAJOR JOHN FIELD

Date 20 Jul 42.

"G"

48 PASSWORDS (Ref S.M. M 4 20 Jul)

	Serial No
From 1800 hrs 20 Jul to 1800 hrs 21 Jul	7
from 1800 hrs 21 Jul to 1800 hrs 22 Jul	11
from 1800 hrs 22 Jul to 1800 hrs 23 Jul	6
from 1800 hrs 23 Jul to 1800 hrs 24 Jul	9

49 SECURITY OF INFM - CORRESPONDENCE (To be read to all ranks)

The sending of mail other than field service postcards from MILNE BAY is NOT permitted at present. As soon as security reasons permit, instns for correspondence will be issued and tps will be allowed to send letters out. Until then, no attempt must be made to forward mail by ships or aircraft. (Reasons for keeping silent will be explained to all tps by their offr)

50 PROTECTION, WORKING PARTIES

(a) All working parties must be accompanied by their arms and equipment, incl L.M.Gs. Air and ground sentries must be posted and A.A.L.M.G's mounted and manned near all working part. During the work, arms and equipment will be laid out in orderly fashion under guard, ready for instant use.

(b) Steel helmets will be worn by all working parties.

J. Mahoney Maj.

"A" and "Q"

51 WORKING PARTIES, OFFRS AND N.C.O's

All working parties must be under the charge of a due proportion of their own offr and N.C.O's.

52 MALARIA, PRECAUTIONS AGAINST

(a) Inspection by Fd Medical Offr night 18/19 Jul showed that some units were not taking precautions against Malaria.

(b) It is essential that all units strictly enforce these precautions.

(c) MILNEFORCE R.O's 4 of 13 Jul and 28 of 17 Jul will be rptd in all unit orders and read to all ranks on parade.

(d) All tps equipped with protective clothing must wear it after sundown.

A.A. Krebs
Staff Capt.

NOTICES

The loss of one (1) .38 Revolver and Holster believed have been lost between Mission Station and Aerodrome. Finder please return to this N.Q. also Rifle 2501/V

Distribution List

aprox 26
War Diary

40

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Serial No 9/42

Copy No....

MILNEFORCE

ROUTINE ORDERS PART 1

by

BRIGADIER JOHN FIELD

Date 21 Jul 42

"G"

52 WEAPON TNG

No firing practice will be carried out in this area without prior approval from this H.Q.

"A" and "Q"

J. Mahony Maj.

53 FIELD MEDICAL OFFICERS

21 Jul	Flight Lieut NEWMAN	R.A.A.F.
22 Jul	Capt WILLIAMSON	25 Aust Inf Bn.
23 Jul	Lieut GREENBERG	Station Hospital
24 Jul	Capt HOOVER	11 Aust Fd Amb.
25 Jul	Major RYAN	" "
26 Jul	Capt MONAHAN	9 Aust Inf Bn.

54 HYGIENE

The following steps to counter the fly menace must be taken by all units:-

(a) No food scraps or refuse must be left lying about. Tins which have contained food must be burned and buried and all other scraps buried.

(b) Fly-proof deep trench latrines must be dug immediately a camp site is occupied.

A. A. Krebs Lieut
for Capt.
Staff Capt.

Distribution:- List "A"

War Diary
appx 27

To:-

2/3 Aust Fd Regt
24 Aust Fd Coy
2 5 Aust Inf Bn.
7 Bde Gp A.A.S.C.
2/9 Aust Lt A/A Bty
det 55 Aust Inf Bn.
76 Sqn R.A.A.F.
Harbour Master

USAFIA Port Det
Coy E 46 Engrs
2/6 Aust Hy A/A Bty
4 Bty 101 A.Tk Regt
9 Aust Inf Bn.
61 Aust Inf Bn.
11 Aust Fd Amb.
Port Comd.

2/23 Aust Hy A/A Bty
N.G.F. Sigs
37 Radio Stn
101 C.A. A/A Bty
Sta Hospital
Battle Board
War Diary
File.

0 414 21

SITREP to 1200 K/21 . aircraft reports two
battleships four destroyers posn 07° 18" South
148° 25" East . Course 160° at
0820 K/21 . battleships described two turrets
fwd and two aft considered possibly two
by cruisers . posn is 90 mls
ESE of SALAMAUA

by S D R

R. Mahoney 1240
Maj

Wa Diary ^{appx 28}

JCM/WEM (21/7)

SECURITY F.1

H.Q.
MILNEFORCE,
21 Jul 42.

Subject : RECOGNITION OF AIRCRAFT

Memo to all Units:-

This memo must be treated as a security document but its contents will be explained to all ranks to avoid fire being opened on our aircraft approaching the landing strip.

2. Our aircraft intending to land at MILNE BAY will approach along Northern shore of bay in line astern at 1500 ft with wheels down, make a complete left hand circuit one mile from the strip and then land.

3. Our A/C will not normally approach within 10 mls of the strip unless they wish to land.

4. All tps will be made familiar with silhouettes and distinguishing characteristics of our own and hostile planes. They will be particularly taught to distinguish between our KITTYHAWK fighter and the JAP 'C' type.

ACK.

J. Mahoney
Maj.
Bde Maj, 7 Aust Inf Bde.

Distribution:- List "A".

War Diary ^{ap/mc 29}

To All Units list 'A'

From FALL RIVER

O 422

21

all tps will occupy battle posns
from 1800 hrs 21 jul .
from that hr essential lights only
these must be screened .
no lights showing seaward . S O S
three reds ack

Not W T

IMMEDIATE

J. Mahoney
Maj

1600

To: 2 /3 Aust Fd regt 4 Bty 101 Aust A.Tk Regt 24 Aust Fd Co
 9 Aust Inf Bn 25 Aust Inf Bn 61 Aust Inf Bn
 7 Bde Gp A.A .S.C. 11 Aust Fd Amb 2/6 Aust hy
 2 /9 Aust Lt A.A. Bty 2/23 Aust hy A.A.Bty R.A.A.F.Sigs
 37 Radio Stn 76 Sqn R.A.A.F. det 55 Aust
 N.G.F. Sigs 101 C.A. A.A bty Coy E 46 Eng
 USAFIA port det Sta Hospital harbour Mast
 port comd A.N.G.A.U. battle board
 war diary file

From FALL RIVER 0 426 21

SITREP to 1800 K/21 .
 BUNA machine gunned from air
 1450 K/21 no casualties or
 damage . 1615 K/21 AMBASI
 reported recce plane travelling down
 coast direction of BUNA .
 1645 K/21 ships sighted between
 AMBASI and BUNA . 1700
 K/21 BUNA reported objects on
 horizon and floatplane overhead .
 1735 K/21 four ships sighted
 from AMBASI and about fifteen
 explosions heard in five salvos
 . course of ships previously
 160 degrees then 260 degrees

Not W T

J. M. Honey
 Maj

1820

ON

TRACK TO FOOT OF STERLING RANGE.

By Personnel of
55 Bn.
On 27 Jul 42.

ON NORTHERN TRACK.

Leaving our area we set out in a northern direction after travelling app $\frac{1}{2}$ mile we came to a deserted village passing the village we continued along the track which could easily be followed but on either sides was very dense with undergrowth. The track led us up and down small rises for about $1\frac{1}{2}$ miles until we came to a small mountain creek. The water was running and very clear. Leaving this point we marched along the track, passed another small creek which was more like a washaway from the mountains, continued on then down a very steep rise which would be impossible for anything else but man to climb over. Another $\frac{1}{2}$ mile from here we came to the river side almost on the junction of two small rivers. The northern track from here was very difficult to find several yards up the river then cross it continued on underneath the fallen trees then swing right and head towards the undergrowth. When found it is quite easy to follow heading up, a steep climb to the top of a small ridge, then along the track until we met the second climb climbing this we came to a very high point where from the top of a tree it was quite easily to see MILNE BAY on your right portion of the aerodrome from this point the three islands in MILNE BAY can be seen quite plainly. With naked eye the undergrowth on this point was very thick. After observing all we could we returned to the river for lunch, after lunch continued our patrol down the river home. Our route back and time allowed would not permit time for mapping. The river winds in various parts and at some corners is quite deep in places.

The patrol returned to its area at 1605 hrs.

Time given to return 1600 to 1630 hrs.

Starting time was 0830 hrs.

Job to be done was to patrol northern track to foot of Mountain.

No troops were sighted by patrol on duty.

Sgt. CHALKER .J.F.

War Diary
 appx 32

To :	2/3 Aust fd regt	4 Bty 101 A.Tk Regt	21 Aust fd Coy
	9 Aust Inf Bn	25 Aust Inf Bn	61 Aust inf bn.
	7 Bde gp AASC	11 Aust Fd Amb	2/6 Aust hy A/A Bty
	2/9 Aust Lt. A.A bty	76 Sqn R.A.A.F.	R.A.A.F. Sigs
	37 Radio str	2/22 Aust hy A.A. Btydet	55 Aust Inf Bn
	N.G.F. Sigs	101 C.A. A/A bty	Coy E 46 Engrs
	USAFIA port det	Sta Hospital	Harbour Master
	port cmd	A.N.G.A.U.	Battle Board
	war diary	file	

From FALL RIVER

O 427

22

SITREP	to	0800	K/22	.
nil	enemy	activity	reported	FALL
RIVER	area	.	our	rece
4/3	reported	1630	K/21	two
spots	three	small	merchant	ships
posn	08° 24'	South	148° 28'	East
course	170°	.	BUNA	reported
one	type	95	floatplane	machine
gunned	sta	1450	K/21	and
warships	shelling	off	BUNA	1730
K/21	.	AMBASI	reported	0759
K/22	series	loud	explosions	heard
for	ten	minutes	from	BUNA

Not W T

J. Mahoney Maj

0830

Appx 33
38

NOT TO BE PUBLISHED

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's or the United States Service.

Serial 10/42

Copy No.....

MILNEFORCE
ROUTINE ORDERS PART 1
by
BRIGADIER JOHN FIELD

----- Date 22 Jul 42 -----

55 PASSWORDS (Ref S.M. M 4 20 Jul)

		Serial No
From 1800 hrs 22 Jul	to 1800 hrs 23 Jul	6
From 1800 hrs 23 Jul	to 1800 hrs 24 Jul	9
From 1800 hrs 24 Jul	to 1800 hrs 25 Jul	1
From 1800 hrs 25 Jul	to 1800 hrs 26 Jul	20

J. Mahoney Maj.

"A " and "Q"

56 NATIVE LABOUR All applications for native labour must reach Capt AUSTIN, A.N.G.A.U., not later than 1800 hrs each day. This will facilitate allotment of parties for each day and so avoid late starting.

Units to whom native labour is allotted are requested to consider whether transport is necessary to convey natives to place of work and to arrange accordingly.

Natives must be allowed to cease work by 1700 hrs each day so that they can reach their quarters before dark, thus avoiding any confusion with sentries.

Any empty biscuit tins not required by units are to be fwd to A.N.G.A.U. for use of natives for cooking.

57 OUT OF BOUNDS MAIWARA Labour Lines are out of bounds for all troops not on duty.

J. Mahoney RSM
Staff Capt. Capt.

Distribution:- List "A"

Appx 34

9

War Diary

SECRET M 5

H.Q.
MILNEFORCE,
22 Jul 42.

Subject : DISTRIBUTION LIST "B"

To all units concerned:

This is distribution list "B", which is to be treated as a secret document.

2/3 Aust Fd Regt.	det 55 Aust Inf Bn.
4 Bty 101 Aust A. Tr Regt.	N.G.F. Sigs.
24 Aust Fd Coy.	101 C.A. A/A Bty.
9 Aust Inf Bn.	Coy E 46 Engrs
25 Aust Inf Bn. 61 Inf Bn.	USAFIA Port Det.
7 Bde gp A.A.S.C.	Sta Hospital
11 Aust Fd Amb.	Harbour Master
2/6 Aust hy A/A Bty.	Port Comd
2/9 Aust Lt A/A Bty.	A.N.G.A.U.
2/23 Aust hy A/A Bty.	Battle Board
76 Sqn R.A.A.F.	War Diary
R.A.A.F. Sigs.	
37 Radio Sta.	File.

J.C. Mahoney

Maj.

Rde. M. 7 Aust Inf Bde.

TELEPHONE—

Appx 35

Australian Military Forces—Northern Command.

Please quote this Number when replying.

--	--	--

St 6278—2

Address

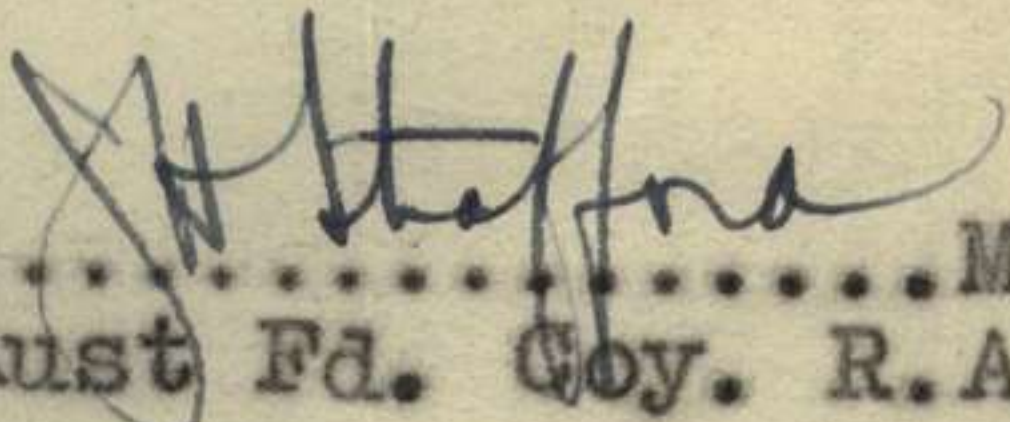
24 Aust Fd. Coy. R.A.E.,

Date

22 July 42.

H.Q.,
Milneforce.

Attached hereto as requested, Reconnaissance Report on Condition of Bridges from Hagita to Waigani.


.....Major
O.C. 24 Aust Fd. Coy. R.A.E.

TO: O.C.,
24 AUST. FD. COY. R.A.E.

RECONNAISSANCE REPORT

ON

CONDITION OF BRIDGES

FROM

HAGITA TO WAIGANI.

a.c. Jensen
.....Lieut.
24 Aust. Fd. Coy. R.A.E.

22 July 42.

TO: O.C.,
24 AUST. FD. COY. R.A.E.

RECONNAISSANCE REPORT ON BRIDGES FROM HAGITA TO WAIGANI.

Bridges on the road leading from HAGITA to WAIGANI plantation have this day been examined for load-carrying capacity of the sound material, and also to discover what materials in the bridges require replacement through decay.

On the accompanying sheet is scheduled the list of bridges on the route. Chainages are in miles, and from the large wide creek near **HAGITA**.

The timber used for girders appears to be of excellent quality, and for the purpose of calculations, the allowable stress has been taken as equal to that of Ironbark.

As will be seen from the schedule, the bridges are uniformly weak throughout and will want strengthening. The most feasible method of doing this will probably be by reducing the span.

Materials Required. In practically every case, the decking on the bridges is decayed, and will want renewing. Sawn timber of the nature of 12" x 2" would greatly facilitate this part of the work. If this is not available, hog-backed decking cut from bush timber will be required. It is proposed to use coconut palm trees for girders. The lasting quality of coconut palm may not be great, but should suit our requirements here.

Proposed Bridge at Flying Fox Creek. A reconnaissance of this bridge site has been made and a report submitted shortly, with timber quantities required.

APPENDIX.

Appendix 1 - List of Bridges.

.....*A.C. Jensen*.....Lieut.
24 Aust Fd. Coy. R.A.E.

22 July 1942.

LIST OF BRIDGES AND THEIR PECULIARITIES.HAGITA to WAIGANI.

Miles from Creek at Hagita.	General Remarks and Description.	Present Classification
1.3	Wooden bridge. 5/ 6" girders of sound hardwood. Decking 6" hog-back badly-decayed. 12" overburden of earth. Width 13'. Span 16'.	Barely safe under its dead load of earth.
1.7	3-span bridge (15', 15' & 12'). Width 12'. 5/ 60 lbs steel rails at 2' centres. Decking sound. Running planks need renewing.	Class 5.
1.8	Small culvert. 9' span, 13' wide. Appears to require new decking and probable strengthening.	Class 5.
2.2	3 girders at 4' centres, 12" dia. hardwood. Decking wants renewing. Span 18', Decking 5", 12" overburden of earth.	Class 5.
2.6	3 girders at 6' centres, 9" dia. hardwood. Span 12'. Width 13'. 9" overburden of earth. Decking 5" thick, but rotting and wants renewing.	Less than Class 5.
2.7	Two small culverts, with poor decking. Neither, however, are very dangerous.	Class 5.
2.9	4/ 15" girders. Span 32'. Width 10'. Decking hog-backed in good condition.	Class 5.
3.2	4/ 8" girders at 3' centres. Span 15'. Girders showing signs of decay, and decking unsound. Gravel surface falling through holes in decking.	Less than Class 5.
3.3	3-span bridge (10', 24', 10'). 3 sets of 2/ 60 lbs steel rails under centre span. Decking in good order. Running planks want renewing.	Less than Class 5.
3.35	2-span culverts, each 14' long. 1/ 60 lb steel rail under each track. Decking sound. Running planks want renewing.	Less than Class 5.
3.4	Small culvert. 5' span, wants re-decking.	Class 5.
3.45	4/ 9" girders. 15' span. Decking rotten.	Class 5.
3.5	4/ 6" girders. 12' span. Recently re-decked in part, but wants complete decking. Girders sound.	Less than Class 5.
3.9	2/ 8" girders on inside and 2/ 60 lbs steel rails outside. Span 15'. Decking in fair order. 12" overburden of earth.	Less than Class 5.
4.1	Flying Fox Creek (Proposed Bridge to replace existing ford).	

List of Bridges (Continued).

HAGITA to WAIGANI.

Miles from Creek at Hagita.	General Remarks and Description	Present Classification
4.9	Turnoff to left leading to Hospital road carries on, and has two 10' long culverts requiring re-decking.	
5.2	3/ 12" girders at 5' centres. 2 spans each 14' long. 6" decking in fair order. 6" overburden of earth.	Class 5, almost Class 9.

A.C. JensenLieut.
24 Aust. Fd. Coy. R.A.E.

22 July 42.

Appx 36
War Diary

JCM/WEH (21/7)

H.Q.
MILNEFORCE,
22 Jul 42.

Subject : PROTECTION AGAINST AIR RAIDS

Memo to all Units:

Method of def At present our def against air attack will be passive unless a direct attack is made on any posn. Fire must NOT be opened on hostile recon planes.

Concealment and Camouflage

2. Every precaution must be taken to avoid disclosure of positions prematurely. The value of concealment, camouflage, dispersion and track discipline must be firmly impressed on all ranks and practised by all. The concealment of tents and vehicles requires particular care in this type of country.

Slit Trenches

3. Slit trenches must be dug immediately any position or bivouac area is occupied.

Reporting of Aircraft

4. All aircraft observed must be reported immediately to this H.Q. by quickest means.

Air Raid Warnings

5. The following system of warnings will be given by telephone exchange on instructions of Duty Staff Officer making multiple call to all subscribers.

CALL	MEANING	ACTION TO BE TAKEN
AIR WARNING YELLOW	Hostile planes approaching	All troops continue working. AALMGs manned
WHITE	Cancel YELLOW	
AIR RAID RED	Attack imminent	All troops except those required to remain at their posts during air raid go to their slit trenches and remain there
GREEN	Cancel RED	Troops leave slit trenches

Whistle Signals

6. AIR RAID RED: series of short blasts on whistle
GREEN: two long blasts repeated at 5 second intervals

Other Signals

7 (a) by Siren AIR RAID RED: high pitched intermittent note
GREEN: continuous note.

(b) by Rifle shots

Plane sighted: three rifle shots from GILLI GILLI Wharf.

Blackout

8. To avoid showing up construction work by night, blackout is not imposed at present, but lighting must be restricted to that which is absolutely necessary. Lights showing to seaward must be screened.

J. M. Mahoney
Ede Maj 7 Aust Inf Bde.

Distribution:- List " "

War Diary ^{appx 31}

JCM/WEM (21/7)

H.Q.
MILNEFORCE,
22 Jul 42.

Subject : IDENTIFICATION AND REPORTING OF AIRCRAFT

Memo to all Units;

Air sentries must be trained to report aircraft by the quickest possible means.

2. For simplicity and uniformity the following sequence will be used in reporting aircraft:-

Posn of O.P..... Date..... Time.....

1	2	3	4	5	6	7	8
Number of Aircraft	Description	Seen or Heard	Altitude	Relation of Aircraft to O.P.	Distance of Aircraft from OP	Direction Aircraft travelling	Time or height
<u>for example</u>							
five	(to save time this may be given later)	seen	Very low	Overhead	2 mls	South etc.	1100
few		heard	low	North etc	near		
many		heard	high		far		
unknown	unknown		very high	unknown	unknown	unknown	
			unknown	unknown	unknown	unknown	

Note: Incomplete identification is better than incorrect infm. If there is any doubt, say unknown.

3. To assist sentries in description the TELNORCAD sequence will be used:-

- T Type: low wing monoplane, high wing monoplane, biplane etc. *midwing, parasol*
- E Engine: One, two, three, four.
- L Landing gear: visible, invisible, floats, boat-hull and floats, etc.
- N Nose: blunt, round, pointed, turret, bomber
- O Outline of Wings: both tapered; front straight back tapered; front tapered back straight; both straight.
- R Rudder fins: One, two, three.
- C Colour and markings: Single Circle, double circle, star, cross.
- A Altitude
- D Direction

Remarks:-

J. Mahoney
Maj.
Bde Maj. 7 Aust Inf Bde.

Distribution:- List "A"

midwing HUDSON
parasol CATALINA

4

To All units list 'B'
from FALL RIVER

0 433

22

SITREP to 1600 K/22 .

cur bombers today attacked enemy

surface craft near BUNA .

0650 K/22 one cruiser two

destroyers two tpts at GONA

MISSION 15 mls N W BUNA

 landing in progress .

air recce 1050 K/22 all

ships left EUNA course 360°

 1025 K/20 raid number

72 PT MORESBY by 26

bombers unidentified type escorted by

15 zeros . 0945 K/22

enemy plane circled CAPE PIERSON

and departed S W

NOT WT

J. Mahoney

Maj

1630

1645

Appx 39

NOT TO BE PUBLISHED

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Serial No 11/42

Copy No.....

MILNEFORCE

ROUTINE ORDERS PART 1

by

BRIGADIER JOHN FIELD

Date 23 Jul 42

"G"

58 PASSWORDS (Ref S.M. M 4 20 Jul)

Serial No

From 1800 hrs 23 Jul	to 1800 hrs 24 Jul	9
From 1800 hrs 24 Jul	to 1800 hrs 25 Jul	1
From 1800 hrs 25 Jul	to 1800 hrs 26 Jul	20
From 1800 hrs 26 Jul	to 1800 hrs 27 Jul	4

59 A.A.D.C.

Maj A.G. MARGETTS, 2/9 Aust Lt A/A Bty, is appointed A.A. Def Comd, MILNEFORCE to coordinate A.A. def of the area.

60 D/Rs NOT TO CARRY PASSENGERS

D/Rs on duty will not be asked to carry a pillion passenger. Passenger-carrying may delay an urgent operational message. D/Rs may be stopped and given messages but must not be diverted from their assigned duty.

J. Mahoney Maj.

"A" and "Q"

61 DEALINGS WITH NATIVES

(a) The Aust administration in New Guinea has spent yrs in securing the respect and co-operation of the natives. All ranks must assist in maintaining this relationship. A District Officer (Capt L. AUSTIN) and a det of Australian New Guinea Administration Unit is established in this area. All dealings with natives will be through the D.O. and his advice on general matters relating to natives will be followed. (See R.Os 21,22)

(b) The following infm on native customs is to be promulgated to all ranks (preferably in a lecturette):-

i. Village Policemen are appointed to control gps of villages. Single villages have as their heads Councillors who are appointed by the people themselves. Most Village Policemen (V.Cs) understand English to a certain extent and, when properly approached, will be able to give valuable infm to men and patrols. The V.C reports to the Magistrate all breaches of the peace, in this and his other adm work he is assisted by the Councillors.

ii. Natives are encouraged to take a pride in themselves and their houses, villages, gardens and roads. The house and garden are often the only assets the native possesses; he lives by these. Therefore any damage caused to these assets without first asking his permission or without giving due compensation will undoubtedly lead to lack of co-operation between native and white man, and a loss of the good-will now existing. The native's pride in himself must also be safeguarded; this can be done by observing the physical and moral rules of decency.

iii. Natives themselves do not show their private parts or go entirely naked even in their own villages and they are liable to punishment for doing so in front of white people.

Tps must not appear naked or relieve themselves in the sight of natives. Lack of self-respect in this matter would lower the white man in the natives' estimation.

(iv) Pilfering from cargo, stores in transit or in dumps, besides being a punishable offence, is also a bad example to natives. Severe penalties are imposed on natives for theft in order to train their minds against it. They are very observant and soldiers must avoid pilfering of any kind.

(v) Fowls, pigs, dogs and other livestock in and around villages are all owned by someone and must not be treated as public property. They may be acquired by purchase. This applies to coconuts also. Every tree has its owner.

If trees must be cut down for military reasons, the fact must be reported to the D.O., so that compensation to the native concerned may be arranged.

(vi) All natives in this district are primed to give infm of things they see and hear which they think may be valuable to us. They also bring to this centre salvaged gear from wrecked planes. For this they are rewarded by the government. Any native who reports with infm or eqpt should be sent to the D.O. for the reward.

(vii) In purchasing food or articles from natives care should be exercised that an exorbitant price is not paid nor should insufficient payment be given.

(viii) No native working for the government, whether casually or permanently, is to be given payment for work done in the course of duty. This applies especially to policemen. If a V.C. or councillor is consulted for infm or gives other assistance, it is in order to give him some small compensation. Assistance given to patrols by V.Cs or councillors should be reported to D.O.

(ix) Natives are human beings and have human feelings. When treated as human beings, they give valuable assistance. Any other treatment is wrong and can have unfortunate results.

62 CENSUS OF VEHS.

All units will submit by 1200 hrs 24 Jul a list of the vchs with which they are at present equipped, in the following form:-

<u>List of vchs</u>			Unit
Veh No	Make	Type	

63 COORDINATION OF TPT

(a) To take full advantage of the present fine weather, it is of great importance that aerodrome and rd construction work should be pushed ahead. The number of M.T. vchs already with the force is small and careful planning is necessary to get the best possible use of them.

(b) Attention of units is therefore drawn to R.O. 11 of 14 Jul extracts from which are republished for infm and action:-

"Lieut. I.R. CARSON, 2/9 A ust Lt A.A. Bty, is Tpt Offr MILNEFORCE. Requisitions for tpt must be submitted to tpt offr by 2000 hrs on day before tpt is required"

"All M.T. with the force at present is a pool and units will be called upon to supply vchs to meet general requirements."

(c) All units must assist tpt offr by carefully planning their requirements, making minimum demands and not submitting sudden requisitions when requirements could have been foreseen. Vchs must not be diverted from tasks to which they have been assigned, except by tpt offr, MILNEFORCE.

War Diary

H. Q.,
11 AUST. FD. AMB.
23 Jul. 42.

MEDICAL TECHNICAL INSTRUCTION NO. 3.

---o0o---

PREVENTION OF DYSENTERY.

(a) EVACUATION OF CASES.

1. All persons suffering from diarrhoea must immediately report sick to the R.E.O. Those passing mucus, or blood and mucus, will be evacuated forthwith.

Retention of even mild cases of dysentery in the line greatly increases the risk of an epidemic.

(b) DISPOSAL OF REFUSE.

1. All refuse should be incinerated. If this is not practicable, trenches will be dug immediately on taking up a new position.

2. The contents of all refuse trenches will be sprinkled once daily with an insecticide to be provided, or covered with earth.

3. When the contents of the trench reach to within 6" of the surface they should be covered with paper, sprinkled with insecticide, filled with earth, and firmly packed down.

(c) DISPOSAL OF FAECES AND CARRION.

1. All exposed human faeces, animal carcasses, etc., in a new position, will be treated as for disposal of refuse.

2. Trench latrines will be provided with well-fitting fly-proof covers. Lids are to be so fixed as to close automatically when not in use.

3. Full latrines will be treated as for refuse trenches.

(d) PROTECTION OF FOOD AND DRINK.

1. All personnel in cookhouses will wash their hands frequently, and especially after defaecation, with dilute disinfectant.

e.g. Cresol 1:40.

2. Swatting, spraying, and baiting of flies, will be used in all places where food is prepared or consumed.

3. All water used for drinking, or cleaning the teeth, will be sterilized or boiled.

(e) NATIVE LABOUR.

All native labour employed in and about camps will be rigidly controlled and subjected to periodic medical inspection.

Special latrines will be provided for them.

W. H. ...
..... Lt.-Col., A.A.M.C.
Commanding 11 Aust. Field Ambulance.

RECCE REPORT.

Approx 40 A

OF EQUIPMENT AT SAMARAI.

23 June 42.

BY 24 FD COY.

Position regarding material as follows:-

FIBRO. 6 ft x 4ft 38 sheets in good condition.

" 5 " x 3" 50 sheets at least.

Some fibro has been damaged by falling timber but is in good condition.

IRON; Unlimited supply of C.G.I. especially if small sheds are dismantled.
Small quantity of plain G.I.

Few bars of M.S. (round and flat) suitable for our own use.

There are numerous water tanks here, of all sizes, but they must be removed from houses.

500 ft of mixed piping on wharf and several bags of fittings (mixed)
TIMBER; Fairly large quantity of studding and sheeting available but this would only be suitable for huts etc.

KWATO an island off SAMARAI has a sawmill (not in use at present) with a fair supply of timber suitable mainly for bunks etc.

MACHINERY;

1. Radial drill requires a good clean up.

1. Power driven hacksaw "

4. countershaft pulleys

2. Blowers for forgers

1. Refrigerator electric in good condition

1. Quarter H.P. motor in fair condition

1. 3H.P. motor for connecting to generator

BAKER SHOP;

Oven in good condition. It is very heavy and would probably take a day to pull down.

The dough machine is O.K.

Most of the street wiring is very heavy and not insulated but there are several hundred yards of insulated wire which is now pulled down.

Most of the houses have T.R.S. cable 3.029 twin for all lighting purposes. If this is suitable for demolition there is any amount.

There is a light railway laid down, about two miles in all, several sets of wheels and points and turntables.

There are about 1 dozen drums of oil on SAMARAI (7 of used oil).

On GESILA a near by island there are 100,44 gallon drums of Aero Petrol and another 30 at KUIARO on the mainland.

At KANAKOPE on the mainland there is about 5 tons of C.G.I. mostly part worn.

The local hospital has twelve beds without bedding and there are ample tables and chairs in the various houses.

44 Gallon drums scattered over the area.

Pumpkins, Paw Paws and potatoes are plentiful.

All watertanks on island are full of rain water.

(Sgd)U.F. Cusack Lieut
1420 hrs 23 Jul 42.

To: All Units list "B"

From: FALL RIVER

O 443

23

to	1500	K/23	SITREP	.
BUNA	AMBASI	area	minimum	enemy
units	believed	2	hy	cruisers
4	destroyers	5	tpts	.
our	air	attack	1802	K/21
one	direct	hit	500	lb
bomb	on	tpt	.	later
recee	reported	one	tpt	grounded
South	of	BUNA	.	0650
K/21	one	cruiser	two	destroyers
two	tpts	at	GONA	MISSION
15	mls	N W	BUNA	landing
in	progress	.	recee	at
1050	K/21	reported	all	ships
departed	Northward	.	SOLOMON	IS
natives	report	JAP	warships	using
REKATA	BAY	SANTA	ISABEL	IS
by	day	and	leaving	each
night	also	report	two	small
submarines	this	area	.	N S W
coast	two	allied	ships	sunk
by	torpedoes	20	Jul	

NOT WT

J. Mahoney
Maj

1530 K/23

approx 42

NOT TO BE PUBLISHED

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Serial No 12
Copy No. 40

MILNEFORCE
ROUTINE ORDERS PART 1
by
BRIGADIER JOHN FIELD

Date 24 Jul 42.

"G"

65 PASSWORDS (Ref S.M. M 4 20 Jul)

				Serial No
From 1800 hrs	24 Jul	to	1800 hrs 25 Jul	1
From 1800 hrs	25 Jul	to	1800 hrs 26 Jul	20
From 1800 hrs	26 Jul	to	1800 hrs 27 Jul	4
From 1800 hrs	27 Jul	to	1800 hrs 28 Jul	13

66 DISTRIBUTION LISTS

- (a) To distribution list "A" add:- Copy No 42 : 75 Sqn R.A. *AF*
- (b) To distribution list "B" add:- 75 Sqn R.A.A.F.

A. A. Krebs
for Major

"A" and "Q"

67 TENT FLOORS

Until timber is available for flooring all tents, the leaves of the coconut tree may be used to keep the body from contact with the ground. If the spine of the leaf is split lengthwise and turned outwards, the leaf will make a more comfortable mat.

68 CHURCH PARADES

Roman Catholic

Mass will be celebrated on Sunday 26 Jul at:-

0630 hrs	-	24 Aust Fd Coy
0930 hrs	-	H.Q. 9 Aust Inf Bn.
1100 hrs	-	H.Q. 25 Aust Inf Bn.
0615 hrs	-	Coy E 46 Engrs.
0730 hrs	-	R.A.A.F. H.Q. (Mission)

A. A. Krebs
Lieut
for Capt.
Staff Capt.

Distribution :- List "A"

copy 43

24 Jul 42.

MILNEFORCE OP INSTN No 1

ATTACK AGAINST AIR-BORNE TPS

To all Units distribution list "B"

GENERAL

1. A determined attempt to seize the landing strip will form part of any JAP attack on this area. This may include the use of paratps or other air-borne tps.

Such an attack may be preceded by an intensive bombing of the perimeter defences of the landing strip combined with ground-strafting with the object of neutralizing A.A. gun and infantry positions. Parachute troops may then be dropped in order to secure the perimeter and enemy troop carriers may there- after land on the runway or may even be crash landed in open areas in the vicinity with a view to rapid reinforcement of their paratroops.

PARATPS

2. Paratps are most vulnerable while they are landing and just after landing. They become more dangerous with every minute they are left unattacked.

OFFENSIVE ACTION

3. All our tps must be filled with the determination to hunt out paratps and destroy them before they can get hold of their weapons and become organized on the ground. Rapid action is absolutely vital.

4. In this type of warfare there is no front and no rear and there are no non-combatants. All units and sub-units, including units, must be organized for their own defence and must be vigilant all the time.

REPORTING OF PARATPS

5. If tp carrying planes are sighted, they must be reported immediately by quickest means to this H.Q.

PERIMETER DEFENCE TROOPS

6. Troops occupying defensive localities on the perimeter of the strip must not leave their positions to pursue paratroops who have landed. This work must be undertaken by a suitable mobile reserve.

MOBILE RESERVE

7. 25 Aust inf bn will detail each day (from first light to dark) one inf pl with four lt vans for action against paratps as the situation requires in the vicinity of the GILL GILL runway. These tps will continue their normal work but will be kept close to bn H.Q. with tpt readily available. They will be equipped with at least two T.S.M.Gs per sec in addition to L.M.G. with tree- spikes. One sec carrs will be added to this mob res when available.

IMMEDIATE ACTION

8. Each unit will detail (and rehearse) its own mobile anti-paratp squad for operating in its bivouac or working area. Reliance must not be placed on the 25 Bn mob res which is meant for operations in the immediate area of the runway. All tps must be trained to attack any paratps who appear in their posns and the unit mobile anti-paratp squad must seek these out in nearby localities and exterminate them.

.ACK

J. Maloney Maj
H.Q. MILNEFORCE

To Milneforce

From

Received Copy No. of MILNEFORCE OP Insta 1 at
Date

Rank

Appointm

appx 44

To All Units List 'B'
From FALL RIVER

O 453 24

SITREP	to	1800	K/24	.
GONA	MISSION	22	jul	seven
KITTYHAWKS	from	MORESBY	sent	to
dive-bomb	JAP	A/A	posns.	.
intercepted	by	JAP	fighters	bombs
jettisoned	.	nil	losses	either
side	.	three	our	planes
landed	FALL	RIVER	four	returned
MORESBY	incl.	one	landed	out
of	pet	near	MORESBY	pilot
unhurt	.	23	jul	air
ops	ordered	against	JAPS	in
GONA	area	.	SALAMAUA	cargo
vessel	2000	tons	reported	0815
K/23	also	possible	destroyer	0825
K/23	.	D'ENTRECASTEAUX	GP	JAP
aerial	recces	reported	between	13
and	22	jul.	GOODENOUGH	and
FERGUSSON	IS			

NOT WT

J. Mahoney

Maj

1830

JCM/WEM (25/7)

copy 45

file

42 G 13

H.Q.
FALL RIVER,
25 Jul 42.

L.H.Q.

Subject: Rd MAKING EQPT FOR FALL RIVER

Rd making in this area is an urgent necessity for the efficient handling of the force.

2. Rd making eqpt already at FALL RIVER is fully employed on aerodrome construction and rd making with hand tools is slow and wasteful in man hrs.

3. It is strongly recommended that the machinery and equipment on att. list be supplied as quickly as possible.

John Field Brig.
Comd. FALL RIVER.

3 copies as above

PHONE—

Australian Military Forces—Northern Command.

Please quote this Number when replying.

--	--	--

St 6278—2

Address 24 Aust. Fd. Coy. R.A.E.

Date 23 July '42.

H2 G 13 25 Jul

H.Q.

MILNEFORCE.

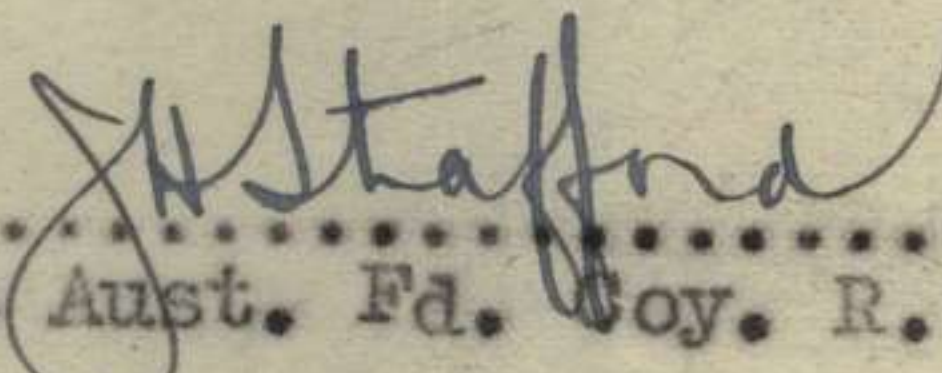
Subject- ROAD MAKING EQUIPMENT FOR FALLRIVER AREA.

The following road making machinery and equipment would greatly facilitate road construction in this locality.

- 1 Bulldozer
- 1 Power or drawn grader
- 2 Tractors R.D.4
- 1 - 69 Plough
- 6 - Spare Ploughsheers
- 6 doz C/S bolts for above
- 1/2 " spare grader blades
- 2 - 2 yd. Scoops.
- 200ft. 2 3/4" circ. S.W.R.
- 100ft. 3/8" chain
- 3 - 5ton bottle jacks.
- 6 - 5" swivels
- 6 - 5" rope shackles
- 2 doz Rope clips 2 3/4" circ. Rope.
- 6 - M/S Drop forged Hooks.

Would it be possible to secure above items.

The present method of maintaining roads is both wasteful and inefficient.


Major
 O.C. 24 Aust. Fd. Coy. R.A.E.

Eqpt now on hand

Appx 46

NOT TO BE PUBLISHED

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's or the United States Service.

Serial No 13/42

Copy No.

MILNEFORCE
ROUTINE ORDERS PART 1
by
LIEUTENANT COLONEL JOHN FIELD

Date 25 Jul 42.

"G"

69 PASSWORDS (Ref S.M. M 4 20 Jul)

				Serial No.
From 1800 hrs	25 Jul	to	1800 hrs 26 Jul	20
From 1800 hrs	26 Jul	to	1800 hrs 27 Jul	4
From 1800 hrs	27 Jul	to	1800 hrs 28 Jul	13
From 1800 hrs	28 Jul	to	1800 hrs 29 Jul	8

70 DISTRIBUTION LISTS

Add to list "B" -

R.A.A.F. Ops Room
G.O.R.

"A" and "Q"

J. Mahoney Maj.

71 TRAFFIC CONTROL

(a) Brs are marked with their max load capacity. Vehs must not cross brs marked to carry a less gross weight than their own.

(b) Vehs must move slowly over temporary culvert.

J. Mahoney Capt.
Staff Capt.

DISTRIBUTION :- List "A"

Appx 47

INTELLIGENCE NOTES No 1

FALL RIVER

To all Units List "B"

The following notes have been compiled by the District Officer and are issued for the information of all ranks of the Force:-

PART A LIVING ON THE BUSH IN NEW GUINEA.

PART B NEW GUINEA ADMINISTRATION

2. The stencil is held at this H.Q. so that units wanting further copies may obtain them by sending sufficient supplies of paper to run off the extra copies required.

ACK

25 Jul 42.

J. Mahoney Maj.

To H.Q. FALL RIVER

From _____

Received FALL RIVER INTELL. NOTES No 1.

_____ Hour _____ Rank.

_____ Date _____ Appointment.

NATIVE FOODS

1. In this part of the mainland of New Guinea, there is always a small quantity of native foods obtainable from native villages. These native foods consist mostly of sweet potatoes. Pumpkins and taro are usually available and fruits such as bananas and pineapples are available only in small quantities. Oranges and pawpaws can be obtained only in season, oranges being obtainable in quantities from March to June and mangoes from December onwards. A native usually expects pay for any food "given" so the following scale may be of some value:

Bananas	largest bunch 3 sticks smaller pro rata
Pawpaws	12 for 1 stick according to size
Pineapples	2 small or 1 large for 1 stick
Oranges	36 for 1 stick
Large lemons	36 for 1 stick
Small limes	72 for 1 stick
Root foods	12 lbs for 1 stick

Root foods consist of taro, yams, taitu, sweet potatoes.

FRUIT AND VEGETABLES

2. In the hills in this area the native villages are very small and scattered and their gardens are not as large as those made by the natives nearer to the saltwater. The indigenous fruits of the bush are not very nutritious and troops should be careful regarding succulent-looking fruits in the bush. Many are poisonous or if not poisonous at least very indigestible. Besides ordinary garden one often comes across old gardens away from villages and in these may be found some root crops still edible. Small quantities of sugarcane, and possibly the reed known in Montu as "mimia" (in Suva as "Godibu" and in Wedau as "Orabu" This "Mimia" is the flower-spathe of a reed and can be roasted on a fire in its leaves or boiled in water. It is also sometimes called "New Guinea asparagus". The leaves of the sweet potato when boiled make a good spinach and are an excellent article of diet for keeping one healthy. Sweet potato tops boiled and eaten are good for "beriberi", anaemia etc.

3. There is also a shrub that grows in most native gardens the leaves of which make a good spinach. We usually call it "bush cabbage" or New Guinea cabbage. Pumpkin tops and the young taro leaves also can be boiled. The hard flesh of the coconut when scraped and squeezed with water produces a coconut oil quite good for blending in with spinach, rice and vegetables.

4. The coconut tree also produces a very good vegetable from the top part of the trunk near the first leaves. This is called by us "millionaire's cabbage" as one must destroy the tree to get it. It can be eaten raw or cooked and is quite sustaining. In the bush there are also certain palms which contain a good cabbage at the top of the trunk but the cabbage from the "goru" palm used for flooring here is not edible.

5. There is very little else obtainable in the bush in the way of native fruits and vegetables.

FISH

6. On the coasts fish should be obtainable, but in the hills there are not many creeks that flow slowly. Prawns are obtainable in some of the lower reaches of the creeks.

FLESH

7. In the bush there are many bush pigs, but in shooting these care should be taken (if there are any native villages in the vicinity) that the pig moving about is not a village pig. Village pigs are mostly marked by the owners by snipping the ear and sometimes the tail is shortened by cutting. Village pigs are scavengers and are not so good for eating as the bush pig. Cassowaries are also to be found in the bush and are good eating, though rather tough when fully grown. The best part of a cassowary is the liver. Pigeons can be shot but during the heat of the day they are usually fairly high up in the trees. The best time for pigeon shooting is in the early morning after sunrise or before sunset. Hornbills

are birds with a greatly enlarged beak. Though peculiar in appearance they are good eating.

FIRE MAKING

10. Natives make fire from wood in three ways:

(a) Groove method a piece of very dry fairly soft wood is obtained and a short pointed stick is rubbed up and down the other piece very quickly and as the dust appears it is allowed to accumulate in one place until there is a small quantity. This is blown upon to make it ignite and tiny scraps of dry leaves or fibre placed on it until they catch - small pieces of stick are next placed on this and gradually a fire is built up. Sticks as they get larger are placed lengthwise and crosswise to allow a draught.

(b) The strap saw method: This is done with a split stick and a piece of rattan and the rattan is placed under the split part of the stick and pulled up and down until heat is generated.

(c) The drill method: This is rather like (a) but instead of the pointed stick being moved along the horizontal plane it is twirled in the hands. The best plan is for troops to keep their matches dry by keeping them in a small bottle with a cork. Matches in damp weather, especially safety matches, are difficult to strike. Rubbing the match in the hair will dry it and will strike so long as the side of the matchbox is not damp. Another good plan is to see that a firestick is carried. Natives going distances usually carry a firestick made from a very dry soft wood found in the bush and this will keep alight for hours. When making a fire the native places the firestick on the ground and then three or four more dry pieces of wood radiating from the centre where the firestick is smouldering; on this is placed some tinder and then the firestick is blown upon until the tinder lights - then small pieces of sticks are placed on this and the fire gradually built up.

LOST IN THE BUSH

9. If troops get lost in the bush, they should make their way downwards and not upwards so that they can reach a creek or a garden.

SHELTER

10. If a man has a knife with him, no matter how small, he can always construct a small shelter for the night. A couple of forked slender saplings or branches four or five feet long can be placed in the ground 6 feet apart. On the forks a stick is laid. Then against this bearer sticks are placed at an incline and the whole can be covered with layers of branches or banana and other such leaves. It makes a comparatively dry shelter. On the ground under this other leaves are placed to keep the body from contact with the ground.

11. Troops should not if possible be allowed to sleep on the ground, coconut leaves form a good undercover for a bed.

NEW GUINEA ADMINISTRATIONADMINISTRATION

1. The old Territory of Papua (whose centre of Government was at Port Moresby) and the Mandated Territory of New Guinea (former German New Guinea with capital at Rabaul) have been amalgamated under the name of Australian New Guinea. The administration of the civilian and native populations is now controlled by the Australian New Guinea Administrative Unit which is part of the New Guinea Force and the G.O.C. this force is the Administrator of Australian New Guinea. For shortness the unit is known as A.N.G.A.U. For administration purposes the amalgamated territories have been divided into districts under district officers. The officers hold army rank as follows D.Os Majors and Captains; A.D.Os Lieutenants; Patrol Officers, Warrant Officers. There are also signal sections, shipping sections and production sections forming part of ANGAU. The shipping section here is controlled by an Assistant Sea Coast Transport Officer who works in conjunction with the Senior Naval Officer of the Port. Under the production section are plantation, sawmills and all industrial productions.

2. All matters appertaining to natives come under the District Officer and his staff. Attached to the D.O. is a detachment of the Royal Papuan Constabulary, which consists entirely of natives drawn from various parts of the Territories. These native armed constables are controlled by the officers of the District Office. Law and order among the native population is kept by patrols made by officers accompanied by members of the R.P.C.

3. In the native villages there are Village Constables (V.Cs) who keep local order in the villages and carry out any of the D.Os instructions. Many of them are ex-members of the R.P.C. In most of the villages there are what are known as Village Councillors. They are usually recognised by a small aluminium medallion which hangs down in front of the chest.

RELATIONS BETWEEN NATIVES AND EUROPEANS

4. A certain amount of the efficiency of the force will depend on work performed by native labourers, and the efficiency of this work will undoubtedly depend on the relationship between the natives and the troops. It is essential that there be no familiarity between troops and the natives as it will lead to loss of prestige of the European. The native on the whole has always placed the white man on a pedestal and does not understand familiarity between the two races. The native appreciates kindness and I have met grateful natives, but it must be remembered that most native dialect have no word for "thank you". If a present is made between natives, a return present is always expected at some future date. When a present is made between natives and Europeans, it will require a certain amount of tact to decide whether the present should be returned immediately in kind i.e. that the "present" is merely something brought for sale by the native, but who feels he is doing a kindness by bringing it for sale. Such a "present" would naturally be expected to be paid for.

5. Placing the hand on a native's shoulder or bathing with natives are familiarities not to be desired.

6. No natives other than members of the Royal Papuan Constabulary are allowed to use or have in their possession any firearms or ammunition. Any member of the forces seeing an ordinary native with firearms should report it immediately. Halfcastes also come under this category. No native is allowed to be in possession of any article of clothing or equipment belonging to His Majesty's or Allied Forces. Troops should not give natives any article issued by the army.

7. It is inadvisable for one member of the forces on duty to pass through a native village. Most natives consider that a stranger moving about by himself is usually up to "no good"

though they are ever ready to succour and help a European in distress. This has been proved time and time again during the past few months when natives have helped and rescued airmen in difficulties. For this reason alone the conduct of the European in contact with the native should be above reproach at all times.

8. As far as the native women of this district are concerned, their morals are higher than in other parts of the Territory and it has been found that there is quite a strict idea of morality among the bush tribes. Perhaps their standards of morality are different from ours in many respects but it is essential that the European does not offend against the code of morals that the native may have.

9. When buying curios from natives, care should be taken that they do not sell priceless heirlooms.

10. All matters pertaining to natives come under the District Officer and his staff. Attached to the D.O. is a detachment of the Royal Papuan Constabulary, which consists entirely of natives drawn from various parts of the Territory. These natives are controlled by the officers of the District Office. Law and order among the native population is kept by patrols made by officers accompanied by members of the R.P.C.

11. In the native villages there are Village Constables (V.Cs) who keep local order in the villages and carry out any of the D.O.'s instructions. Many of them are ex-members of the R.P.C. In most of the villages there are what are known as Village Councils. They are usually represented by a small assembly of men which hangs down in front of the chief.

RELATIONS BETWEEN NATIVES AND EUROPEANS

12. A certain amount of the efficiency of the force will depend on work performed by native labourers, and the efficiency of the work will undoubtedly depend on the relationship between the natives and the troops. It is essential that there be no friction between the two groups. The native on the whole is a peace-loving people and the white man on a pedestal and does not understand the native's point of view. The native appreciates familiarity between the two races. I have met grateful natives, but it must be remembered that most native dialects have no word for "thank you". It is a present is made between natives, a return present is always expected at some future date. When a present is made between natives and Europeans, it will require a certain amount of tact to decide whether the present should be returned immediately in kind i.e. that the "present" is merely something bought for sale by the native, but who feels he is doing a kindness by bringing it for sale. Such a "present" would naturally be expected to be paid for.

13. Placing the hand on a native's shoulder or patting with natives and familiarities not to be desired.

14. No natives other than members of the Royal Papuan Constabulary are allowed to use or have in their possession any firearms or ammunition. Any member of the force seeing an ordinary native with firearms should report it immediately. Natives are also under this category. No native is allowed to be in possession of any article or anything of value belonging to His Majesty's or Allied Forces. Troops should not give natives any article issued by the army.

15. It is inadvisable for one member of the force on duty to pass through a native village. Natives consider that a stranger moving about of himself is usually up to "no good".

KEY TO MAP NUMBERS

Copy No _____

H.Q.
MILNEFORCE
25 Jul 42.

Subject: ALLOTMENT OF MAPS

To all Units List "B"

First allotment of maps is as shown hereunder. Units will send reps to this H.Q. to get maps. Units requiring further copies will make request to this H.Q.

2. IT MUST BE IMPRESSED ON ALL RANKS THAT NO MAPS MUST FALL INTO ENEMY HANDS; Key to map numbers is shown on back of Appx 'A'.

Unit	Map and number of copies											Rece. by Dat				
	A			B			C			EAST INDIES	PAPUA					
	8	9	10	8	9	10	8	9	10		11	1	2	3		
H.Q. MILNEFORCE	5	5	5	5	5	5	5	5	5	5	5	5	5	40	40	20
1/3 Aust fd Regt	-	-	-	-	-	-	1	-	-	-	1	1	1	1	1	1
Bty 101 Aust A.Tk Regt.	-	-	1	1	-	-	1	1	-	-	1	1	1	10	10	4
11 Aust fd Coy	-	-	1	1	-	-	1	1	-	-	1	1	1	10	10	4
9 Aust Inf Bn	-	-	1	1	-	-	1	1	-	-	1	1	1	40	40	15
25 Aust Inf Bn	-	-	1	1	-	-	1	1	-	-	1	1	1	40	40	15
61 Aust Inf Bn	-	-	1	1	-	-	1	1	-	-	1	1	1	40	40	15
7 Bde gp A.A.S.C.	-	-	1	1	-	-	1	1	-	-	1	1	1	20	20	3
11 Aust Fd Amb	-	-	1	1	-	-	1	1	-	-	1	1	1	10	10	4
1/6 Aust hy AA Bty	1	1	1	1	1	1	1	1	1	1	1	1	1	20	20	8
1/9 Aust 1st AA Bty	1	1	1	1	1	1	1	1	1	1	1	1	1	10	10	4
1/23 Aust hy AA Bty	1	1	1	1	1	1	1	1	1	1	1	1	1	10	10	4
16 Sqn R.A.A.F.	1	1	1	1	1	1	1	1	1	1	1	1	1	20	20	8
A.A.F. Sigs	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2
7 Radio Sta RAAF	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2
Det 55 Aust Inf Bn	-	-	1	1	-	-	1	1	-	-	1	1	1	15	15	5
G.F. Sigs	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1st C.A. A.A Bty	1	1	1	1	1	1	1	1	1	1	1	1	1	10	10	4
Coy E 46 Engrs	-	-	1	1	-	-	1	1	-	-	1	1	1	10	10	4
Post Det	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4	4
24 Hospital	-	-	1	1	-	-	1	1	-	-	1	1	1	1	1	1
Harbour Master	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Post Comd	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
N.G.A.U.	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4	4
18 Sqn R.A.A.F.	1	1	1	1	1	1	1	1	1	1	1	1	1	20	20	3

J.M. Thomas Maj.
H.Q. MILNEFORCE.

KEY TO MAP NUMBERS

SHEET No.	AREA
Aust Aeronautical Map (15°55 mls to 1")	
A 8	Bismarck Archipelago Admiralty Is
A 9	Bismarck Archipelago New Hanover New Ireland
B 8	Mandang Salamaua
B 9	New Britain
B 10	Soloman Is.
B 11	Bradley Reef
C 8	Cape York Port Moresby Coral Sea
C 9	Papua D'Entrecasteaux Is Louisiade Is
C 10	New Georgia Is Ysabel Is
C 11	Solomon Santa Cruz
East Indies (Sheet 2 - 1 : 4,000,000)	
Papua (4 mls to 1")	
1	Part of Eastern Div
2	Part of East Central & Eastern Div.
3	East Central & Part of Northern

appx 49

To all Units List "B"

From FALL RIVER

0 459

25

No 7 SITREP to 1600 K/25 .
 BUNA AMBASI area JAP landings GONA and
 BUNA night 21/22 . all shipping
 departed BUNA by 1050 K/22 when 2
 destroyers 2. cruisers 1 tpt sighted 15
 mls from BUNA on Northern course .
 22. landing barges on beach GONA 1755
 K/22 . our A/C made 15 attacks
 comprising 57 sorties by FORTRESSES MARAUDERS
 B 253s AIRCOBRAS KITTYHAWKS from 0625 to 1755
 K/22 . 1 8000/10000 ton tpt believed
 sunk . airphotos 22/7 showed 2 merchant
 ships burning . torpedo boats small motor
 boats and barges observed in addition warships
 and tpts . 4 A/A guns near
 GONA MISSION . two natives who landed
 GONA with JAPS state that at this
 point 600 JAPS landed with 400 RABAUL
 natives from 2 cargo vessels . one
 half unloaded other returned RABAUL fully loaded
 . tractors food amn dumps near GONA
 mission . in attacking P I B JAPS used
 natives as screen and were in action
 one min after P I B opened fire .
 P I B withdrew from AWALA to West bank
 KUMUSI R 20 mls East. of KOKODA
 . BUNA per not arrived KOKODA by
 1630 K/24 . SALAMAUA further JAP landings
 reported . RABAUL airphotos show 3 new
 jetties in harbour . D'ENTRECASTEAUX gp
 JAP plane reported 0825 K/25 flying South
 at 1000 ft over Cape PIERSON on
 NORMANBY IS . N S W coast one ship
 torpedoed and sunk 22 one torpedoed 23
 . four sightings enemy submarines 22 jul
 between 35 .and 37 degrees South 150
 and 151 East

NOT WT

J. Mahoney

Maj

1630

appx 50

To all Units list B

From FALL RIVER

O 465

26

SITREP No8 to 0900 K/26
 BUNA GONA our A/C met opposition
 0930 K/25 SALAMAUA LAE JAP
 attack on NGASAWAPUM 21 Jul was
 led by 6 natives at bayonet
 pt . boldly begun and stealthily
 executed by 2 parties 81 and
 53 strong respectively . larger party
 grey uniforms topees 2 carried swords
 remainder rifles some had gold on
 shoulder straps , smaller party dark
 khaki uniform camflgd netted helmet
 all carried SMGs . parties returned
 towards LAE by 1930 K/21
 of JAP forces 120 strong from
 SALAMAUA only 90 seen returning
 12 killed when patrol into our
 prepared posn along native track
 TOWNSVILLE about 4 JAP serial 43
 flying boat left TOWNSVILLE 0100 K/26
 flying North speed approx 140 knots
 after unsuccessful bombing TOWNSVILLE dock
 area . expected return GASMATA

J. Lammington

Pr. Maj

1030

NOT WT

NOT TO BE PUBLISHED

appx 51

The information contained in this document is not to be communicated, either directly or indirectly to the Press or to any person not holding an official position in His Majesty's or the United States Service.

Serial No 14/42

Copy No.....

MILNEFORCE
ROUTINE ORDERS PART 1
by
BRIGADIER JOHN FIELD

Date 26 Jul 42

"G"

72 PASSWORDS (Ref S.M. M 4 20 Jul)

				Serial No
From 1800 hrs	26 Jul	to	1800 hrs 27 Jul	4
From 1800 hrs	27 Jul	to	1800 hrs 28 Jul	13
From 1800 hrs	28 Jul	to	1800 hrs 29 Jul	8
From 1800 hrs	29 Jul	to	1800 hrs 30 Jul	17

73 IDENTIFICATION AND REPORTING OF AIRCRAFT

Ref MILNEFORCE memo of 22 Jul (distribution list "A")
amend by adding to para 3 T after "biplane" - midwing (e.g.
Hudson) parasol (eg Catalina)

J. Mahoney Maj.
"A" and "Q"

Nil.

NOTICE

Lost after unloading of S.S. SCHWARTENHOF:-

- 1 Case approx 2'x1' - 3"x1'-3" Marked 158 on lid
- 1 box 50 Calibre Amn Marked S/Sgt HISTED (in paint) MAT 4
- 1 Tent and Fly Marked 158
- 1 set Poles for above Tent marked 158

If these stores are held by any unit, they must be returned to this H.Q.

DISTRIBUTION:- List "A"

appx 53

To harbour master, port comd, T.O., 7 bde gp AASC, AAOC,
9 bn, 25 bn, 61 bn, 4 bty 101 A.Tk regt, 101 bde gp ord
wkshop, 2/6 hy AA bty, 24 fd coy.

aug

From FALL RIVER			0 469	26
SECRET	.	OFFR	ONLY	.
BONTEKOE	expected	arrive	27	jul
with	per	.	AASC	4
and	107	.	ord	amn
coy	11	ORs	.	9
bn	3	and	179	.
25 bn	1	and	86	with
22	vehs	.	61	bn
7	and	272	.	ord
stores	2	and	25	.
HQ	7	bde	and	sigs
2	and	9	.	101
A Tk	3	and	96	.
7	bde	provost	29	ORs
.	div	sup	coln	DAMB
3	ORs	.	101	bde
gp	wkshop	10	ORs	.
2/6	hy	A/A	29	ORs
.	barbwire	68	ton	pickets
1	ton	unit	eqpt	7
ton	M/C	6	24	fd
coy	6	ORs		

by SDR

J. Mahoney
Ma

1545

alpha 54

To all units List "A"

From FALL RIVER

0470

26

TRAFFIC CONTROL

A . beginning 0500 K/27 between
 0500 and 0730 hrs daily ONE
 WAY traffic WESTBOUND only will be
 permitted on rd junc' 500 yds
 East of FACTORY — LADAVA MISSION
 — GABAGABUNA BAY — rd junc'
 immediately East of ford near HAGITA
 HOUSE . until arrival 7 bde
 pro sec 9 bn will post
 sentries between 0500 and 0730 hrs
 daily beginning 27 jul at first
 and last points named and at
 MISSION jetty to enforce this order
 . B . until further orders
 on blachout vehs will be allowed
 to drive with lights at night
 . to allow rapid movt of
 essential stores sentries must not force
 dvrs to put out lights .
 C . all dvrs of vehs
 will carry a sandbag on the
 veh and on all trips from
 waterfront will carry a full bag
 of sand to fill a hole
 in the rd . bag must
 be emptied on outward trip .
 D . movt of vehs must
 be kept to minimum . no
 veh must be sent on any
 trip which is not absolutely
 necessary

NOT WT

Jo Mahoney
Maj

1630

TRACK FROM WAIGANI TO MULLENS HARBOUR.

By Personnel of
55 - 9 Bns
On 21 - 26 Jul 42.

PART I

- A. **TRACK.** From WAIGANI to DAWABO MISSION on summit of DAWABO Mountain the track varies in width from 8 to 3ft. It is slippery, and during ascent of mountain is overgrown with tree roots. A spiral track in good order also runs up the mountain and is crossed in several places by this native track. The track descends South side of Mountain by bridal track to ARTA ARTA. From ARTA ARTA to TOMONAU landing the track becomes a wellmade road 10 ft wide. The surface is partly graveled and partly wet and soggy earth. At TOMONAU Landing road ceases and rest of journey is made by water to KONAMI the outlet and south end of MULLENS HARBOUR.
- B. **BRIDGES.** The road was evidently built first and bridges intended to be built, were not attempted, although from SAGARI Plantation to TOMONAU Landing there are well made bridges capable of carrying 5 tons.
- C. **STREAMS.** There are approx 25 wet creeks crossing the track. These are mainly fast flowing and shallow capable of being forded. The JONES River is 150 yds (approx) wide at ford while water itself is 75ft wide 2 ft deep.
- D. **MOUNTAINS.** DAWABO MOUNTAIN crosses between PIWETA and WANTUBLE is 1152 ft high.
- E. **OPS.** DAWABO MISSION makes an excellent O.P. because (i) it is 1152 ft high (ii) it has an uninterrupted view of all surrounding districts from MILNE BAY to MULLENS HARBOUR.
- F. **ADVISABILITY OF CONSTRUCTING ROAD.**
If the object of building a road is to provide a means of transporting goods and personnel from MULLENS HARBOUR, the construction of a road to TOMONAU is not advisable because
(i) There appears to be no chance of constructing road from TOMONAU to landing place to KONAMIA through thick mangrove and heavy swamp.
(ii) Goods would have to be placed in launch at KONAMIA from ship and carried to TOMONAU. If object is to build road to link up with a possible road to NORSEY from MULLENS HARBOUR then construction of road to TOMONAU is advisable. From here the road could skirt the west side of Harbour and avoid mangroves and swamp.

PART II

- A. **TRACKS.**
1. HAGITA turnoff to PIWETA VILLAGE. - APPROX 5 MILES General width of track approx 8 ft.
Nature of track - soggy for greatest portion interlaced with tree roots. Track narrows in different parts mainly near river edge. Track crossed by 8 wet creeks and 9 dry creeks varying in size and depth from very shallow depressions to others of 15 ft wide and 10 ft deep.
These tracks run mainly through very dense jungle, and although cleared, is covered with roots and is in a very sodden condition.
 2. PIWETA VILLAGE to DAWABO MISSION approx 1 1/2 miles
Start of track leads through PIWETA village to foot of DAWABO Mountain. This mountain can be climbed either by a spiral track or by a very steep native track. The spiral track has a gradient of 1 in 20 and is crossed in several places by native track. It is 3ft wide. The native track has a gradient of 1 in 2. This track consists of a stair way of tree roots up the side of the mountain through dense jungle. The height of the mountain is 1152 ft. There are 3 wet creeks and 1 dry creek on this portion of track.

3. DAWABO MISSION TO ARTA ARTA VILLAGE. - approx 1 1/2 miles.
For the first stage there is a gradual decline through tall grass then track becomes bridal path down easiest part of mountain. Track has many tree roots and is very slippery in places. Track crosses one dry creek. Track mainly through dense jungle.
4. ARTA ARTA TO WAHTUBLE VILLAGE. - approx 3 miles.
From here track becomes a well made road 10 ft wide with drains both sides. The surface is partly gravel, partly wet and soggy earth but with a little gravel laid on it could be converted into a worth while road. This road runs through to SAGARI PLANTATION. Road is crossed by two wet creeks and three dry creeks most of which have foot bridges across. One creek in particular viz; WAIBALAN is fairly wide and deep. The road passes through a series of native Gardens with a scattering of tall grass but otherwise mainly Jungle.
5. WAHTUBLE TO POI POI ARUA VILLAGE. - approx 2 1/4 miles.
Leaving WAHTUBLE the road crosses the SAGARI (JONES) RIVER. The river from bank to bank is approx 150 yds wide at the ford. The water itself approx 75 ft wide, 2 ft deep and is fordable for MT. After crossing river the road was soggy with long stretches to the village of POI POI ARUA. Road crossed by two dry creeks and five wet creeks, the latter flowing freely. These creeks range in depth from 3ft to 20 ft with a width of 4 ft to 25 ft. One creek in particular approx 300 yds from village has a stout wooded bridge capable of holding 5 tons. For most part track is bordered each side by dense jungle interspersed with native gardens. Approx 200 yds before entering POI POI ARUA a track branching off to the left at 135° leads to a gold mine run by Mr Turdy.
6. POI POI ARUA to HAWARI VILLAGE - approx 1 mile.
The road shows very little variation still maintaining its width and well kept appearance changing at varying intervals from a hard gravel surface to a soggy slippery one. There are three dry creeks very deep and narrow and 1 wet creek. A small narrow one, reaching HAWARI the road to MULLENS HARBOUR turned right while the other road continues on to FIVE BAYS crossing a river at the furthest end of the village. The river, a fast flowing stream with a very rocky bottom has a depth 2 ft and a width 50 yds. Track bordered each side by dense jungle interspersed by series of native gardens.
7. HAWARI to SAGARI PLANTATION. - approx 2 1/3 miles.
Track for most part soggy and slippery with a few firm patches crossed by one wet creek track leaving jungle approx 1/2 mile from managers residence, enters coconut plantation.
8. SAGARI TO TOMONAU LANDING. - approx 5 miles.
This road is well formed and drained, metal surface with well made bridges capable of carrying 5 to 20 tons weight running for approx 7 miles through 3 rubber plantations - viz SAGARI- BAUMATA - (Catholic Mission Plantation) and TOMONAU. The road with a little repair could be made to carry traffic of any tonnage. Road crossed by 4 wet creeks.
9. TOMONAU LANDING TO KONAMIA (MULLENS HARBOUR) - (by water)
TOMONAU LANDING is a cleared space on the bank of the salt water tidal creek to which the launch is moored, the banks of which are perpendicular.
Width at normal high tide 22 yds depth 10 ft approx.
" " " low " 15 " 2 " 3 ft "
It is approx 12 miles in a south west direction to an island named VERI VERI, thence another six miles in a westerly direction to KONAMIA. There is, on an average, two tides every 24 hrs, being 2 hrs later each day. It has been suggested that flat bottom barges or punts with a cargo of 30 to 40 tons drawing the smallest possible draft of water could be towed from KONAMIA to TOMONAU LANDING by small motor launch.
KONAMIA is on the southern side of MULLENS HARBOUR and is the depot for transfer for rubber from rubber plantations in SAGARI VALLEY. This has about the deepest water and most suitable spot for the harbouring of ships of large tonnage. The beach here resembles PONTON WHARF at GILI GILI and is protected from the open sea by BONA BONA IS. MULLENS HARBOUR is more or less land locked by same island.

B. VILLAGES.

For most part the villages are well kept and exceptionally clean and mostly controlled by police boys, having extensive flower and fruit gardens.

1. PIWEETA Demawkileefi (Chief)

This village covers area approx 30 acres.

2. DAWABO MISSION.

This mission run by the Oxford Group, who evacuated at commencement of war and present run by two native girls.

3. ARTA ARTA Kwamoca (Chief)

A big well cleared village with coconut trees and extensive gardens.

4. WAHTUBLE

Same as previous village only situated on bank of SAGARI RIVER (JONES).

5. POI POI ARUA Dialay - (Police Boy).

This is easily the biggest and prettiest of all the villages. Here also lives Mr Tardy (half Arab and half Italian) who runs a gold mine and is suspected of being a fifth columnist.

6. HAWARI Dewahsi - (Chief)

This is just a small new village.

7. SAGARI PLANTATION

This consists of a well built bungalow one occupied by Mr Jensen (Manager) 3 machine sheds, fowl runs, 4 long tin sheds for native workers and a small native village and garden and slaughter yards. It covers an area of 600 acres of which 150 acres are coconut and 450 acres rubber. There is also a rubber factory on plantation. This plantation runs a Chev truck with a mileage of 10,000 also a launch capable of carrying 2½ tons rubber.

8. BAUMATA PLANTATION

Is owned by Catholic Mission. This is only a Young plantation of 165 acres of which 112 acres are 2 year old rubber trees and 53 acres ready to be planted. This plantation is also managed by Mr Jensen. It is very well fenced by a five strand wire fence with wooden gates for M.T. and stiles for pedestrians.

9. KAI ORA

An abandoned, burnt out, rubber plantation overgrown with tropical undergrowth.

10. TOMONAU PLANTATION.

Is managed by a white man, Mr Palmer, who also owns a quarter share in same. Consists of 110 acres. 60 acres tapping rubber; 50 acres untapped.

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Serial No 15/42

Copy No.....

MILNEFORCE
ROUTINE ORDERS PART 1
by
BRIGADIER JOHN FIELD

Date: 27 Jul 42

"G"

74 PASSWORDS (Ref S.M. M 4, 20 Jul)

					Serial No
From 1800 hrs	27 Jul	to	1800 hrs	28 Jul	13
From 1800 hrs	28 Jul	to	1800 hrs	29 Jul	8
From 1800 hrs	29 Jul	to	1800 hrs	30 Jul	17
From 1800 hrs	30 Jul	to	1800 hrs	31 Jul	2

75 DISTRIBUTION LIST

Add to list "A" and list "B" ; R.A.A.F. O.B.

"A" and "Q"

J. Mahoney Maj.

76 COORDINATION OF TPT

(a) Particular attention of all units is called to R.O. 63 of 23 Jul on coordination of tpt. Every assistance must be given by units to Tpt Offr in making best possible use of vehs available and in overcoming difficulties of moving ~~by~~ traffic over bad rds.

(b) In addition to instns laid down in R.O. 63 the following must also be observed:-

(1) Units will ensure that working parties for which tpt has been demanded are ready to meet the vehs at the time and place specified.

(ii) Units to whom vehs or working parties have been sent will post a guide on the main rd to direct vehs and party to the offr to whom they are to report.

(iii) Enquiries about working parties will be made to Staff Captain or Duty Staff Offr at Force H.Q. and NOT to Tpt Offr.

(iv) Vehs must not be kept waiting idly. They must be used promptly and returned to tpt park as soon as task is finished. Dvrs have been instructed that if they are not met at the R.V. appointed and used promptly they are to return at once to tpt park.

(v) Units will restrict movt on rds to essential vehs. Offrs or O.Rs will not obstruct rds by driving to dock to meet ships or to enquire about consignments of stores. Approach to dock by those who have legitimate business there should normally be on foot from GILI GILI Wharf so as to leave dock rd free for load-carrying vehs.

77. ENGR STORES - BARBED WIRE and PICKETS

(a) Units will prepare and submit to S.C. estimates of barbed wire, star pickets, sandbags and other Engr stores required for def works.

Over.

(b) Wiring will be first a four-strand single "cattle" fence. Units will demand for the length of fence required, and NOT the length of wire.

(c) 25 Bn will submit separate estimate for 'B' Coy.

Staff Capt.
Staff Capt.

DISTRIBUTION: List "A"

[Faint, mostly illegible text and bleed-through from the reverse side of the page. Some words like "DISTRIBUTION" and "List A" are visible.]

To all units list "B"

From FALL RIVER

O 477 27

SECRET . intell summary No 1 to
 1200 K/27 . ONE . ENEMY
 OPS . BUNA area . landings
 made from two 10000 ton tpts
 on beaches between GONA MISSION and
 BUNA BAY after short naval bombardment
 . lt A/A arty landed night
 21/22 . tps went ashore in
 landing barges early 22 jul and
 took to water when machine gunned
 . naval force estimated 2 cruisers
 2 destroyers . landing made without
 air support . JAP cyclist and
 inf patrol met by P I B SANGARA
 MISSION 08° 50' South 148° 15' East 1730
 K/22 . JAPS at ISUE-AHAMBRA
 08° 41' South 148° 15' East 1200 K/23
 . strong patrol with mortars M Gs
 and small cal fd guns engaged
 by P I B 1000 yds East of
 AWALA 08° 50' South 148° 00' East 1600
 K/23 . JAPS used natives as
 screen and were in action one
 min after P I B opened fire .
 P I B burnt AWALA sta and stores
 and withdrew to posn West of
 KUMUSI R . 25 jul our
 fwd elements in contact with enemy
 KUMUSI R area East of KOKODA
 TWO . ENEMY TACTICS . 3
 hy 5 lt A/A in GONA
 mission compound . considered type helmet
 worn by JAPS at GONA indicates
 firstline attacking tps . SALAMAUA Captured
 natives who guided JAPS to MUBO
 South of SALAMAUA state 500 JAPS
 now at SALAMAUA incl 300 firstclass
 storm tps now in KEILA village
 stated to have been landed for
 adv on BULOLO . ref JAP
 attack MUBO enemy casualties now believed
 50 to 60 . JAPS entered

MUBO	without	scouts	.	leading	party
40	men	crossed	aerodrome	in	bunch
by	casualties	from	our	automatic	fire
.	JAPS	used	mortars	for	90
mins	before	retreating	.	THREE	.
ENEMY	AIR	.	22	bombers	landed
LAE	24	jul	.	unknown	number
left	again	.	3	still	visible
on	ground	25	jul	.	GONA
one	floatplane	destroyed	22	jul	.
RABAU	NAKAJIMA	type	97	ineffectively	
attacked	with	aerial	bombs	B 17	on
recce	23	jul	.	TOWNSVILLE	raid
No 1	0040	K/26	by	probably	3
serial	43	planes	.	6	bombs
from	21000	ft	without	damage	in
sea	500	yds	West	of	wharves
.	DARWIN	also	raided	night	25/26
.	FOUR	.	ENEMY	NAVAL	.
plain	language	messages	heard	FALL	RIVER
26	jul	indicate	presence	JAP	fleet
number	unknown	off	GONA	.	EAST
INDIES	intell	suggests	possibility	JAP	landing
South	coast	TIMOR	.	RABAU	four
merchant	ships	23	jul	.	LAE
25	jul	4000	ton	ship	unloaded
tps	and	departed	S.E.	.	SALAMAUA
25	jul	2000	ton	ship	unloaded
per	and	stores	.	GONA	23
jul	tpt	hit	previous	day	still
burning	.	one	ship	of	under
1000	tons	100	yds	offshore	.
one	5000	ton	cargo	ship	attacked
off	C.ENDAIADERE	one	hit	amidships	.
airphotos	24	jul	show	30	barges
hailed	ashore	near	GONA	MISSION	.
14	barges	inshore	bay	West	WAYTUTU
PT					

NOT WT

J. Mahoney
Maj

1545

(2)

8. On appearance of planes carrying light tanks.
- (a) Fighter aircraft (unless otherwise engaged).
 - (b) Heavy A.A.
 - (c) Light A.A. (Bofors).
 - (d) .50 calibre A.A.
 - (e) Local protection (A.A.L.M.G.)
 - (f) A/Tk guns (as planes land or as tanks commence to enter area of runway).

GENERAL.

Protection against air raids - at present the defence against air attack is passive unless a direct attack is made on any posn. Present instructions are that fire is NOT to be opened up on hostile recce planes.

A.A. Defence co-ordinated by Maj A.G. Margetts 2/9 Light A.A. Bty.
A/Tk - under gun control.
M.M.G. - Sec control (2 guns).
L.M.G. & rifles, sec. control.
Inf. Sec. manned 24 hrs. Air sentries posted in all sec. posts and sections close at hand to man sec. posts on alarm.

AIR RAID WARNINGS. The following system of warnings will be given by telephone exchange on instructions of duty Staff Officer making multiple call to all subscribers.

CALL	MEANING	ACTION TO BE TAKEN.
AIR WARNING YELLOW	Hostile planes approaching.	All tps continue working. A.A.L.M.Gs manned.
WHITE	Cancel yellow	-
AIR RAID RED	Attack imminent	All tps except those required to remain at their posts during air raid go to their slit trenches and remain there.
GREEN	Cancel RED	Tps leave slit trenches.
<u>Whistle signals.</u>	AIR RAID RED : series of short blasts on whistle GREEN : two long blasts rptd at 5 sec interval	
<u>Other signals.</u>	(a) by siren AIR RAID RED : high pitched intermittent note. GREEN : continuous note. (b) by Rifle shots. Plane sighted : three shots from GILI GILI Wharf.	

W. H. Miles

Lt-Col
C.O. 25 Aust Inf Bn.

DISTRIBUTION

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GENERAL DEFENCE.

1. Fighters.
2. A.A. incl Heavy A.A., Bofors and .50 Browning.

I N N E R P E R I M E T E R D E F E N C E S.

1. BOFORs (2/9th Aust Light A.A. Bty). 4 guns.
Comd. Lieut Hall - Bty. Comd Maj. Margetts.

Range 6,000 to 9,000 ft.
Positions are as follows, (indicated on map).

- (i) Junct. Rd and KALOHI CK (near quarry)
- (ii) S.W. end of runway
- (iii) N.W. end of runway near Stock Yard.
- (iv) Centre of runway - southern side.

The four guns are sited primarily for A.A. work. They are also utilised for A/Tk defence as a subsidiary task.

The crews of guns are vulnerable to small-arms fire. However, gun pits are constructed of palm logs and about five feet of earth. Degrees of safety with M.M.G. will be observed by "pegging".

Later. A further gun is being installed at Eastern end of runway (northern side) as shown on map. Degrees of safety will be observed with M.M.G.'s by "pegging".

2. A.A. (.50 calibre) (101 Coast Arty. A.A. Bty). 6 guns.
Comds. Lieut Burrows and Lieut Petts, U.S.A.

Approx. range 3,500 ft.
Six guns in posn situated at either end of the runway, three at each end as per att. map.

These guns are for A.A. work, but can be used against enemy personnel.

3. A/Tk Guns (2-1b) (101 Aust Anti-Tank Regt). 1 Tp, 4 guns.
Tp Comd. Lieut Drews. A/Bty Comd. Lieut Henzell.

Guns are in posn, two at west end and two about the centre - one on either side near rise in ground towards eastern end of runway, as per location on map.

Owing to their low elevation, these guns are not very suitable for A.A. work.

The gun situated west of rd. at western end, can do a job against enemy planes alighting or light tanks on the runway and against light tanks on the roads leading into the drome.

The other A/Tk gun at the western end is primarily for tasks up the runway, but may also do a job against light tanks on "bay" tracks or in the area round about the "aeroplane bays" on the north side.

The two guns towards the eastern end and firing WEST to EAST have a job against planes or light tanks on runway at eastern end, or light tanks in area adjacent thereto.

3. A/Tk guns (2-1b) (continued).

In addition, all A/Tk guns have a role of protection against light tanks for the infantry defending the runway.

4. M.M.G. - 1 Pl 25 Bn, Lieut Harris, Pl. Comd.

One sec (two guns) sited at Western end of runway, firing WEST to EAST. Safety angle from Bofors and A.A guns assured by "pegging."

A small arc only is obtainable down the runway with the degrees of safety necessary, but the posn is essential should other defences be neutralised by bombing. High ground with observation is a big factor in the tactical defence of the runway.

One Sec (2 guns) sited about centre of runway on NORTH side firing EAST to end of strip. Fairly large arc obtainable with good field of fire. Safety angle from Bofors and A.A. Guns assured by "pegging". Grass is cut for field of fire for considerable distance, and can be further improved. The task of these guns will be assisted by Mortars bringing enemy into the open.

5. MORTARS. - (two 3" - 25 Bn., Comd. Lieut Schindler).

Two dets. of Mortars sited on ridge at N.E. end of runway with suitable voice controlled O.Ps firing on open ground at eastern end of runway, and which is a large suitable open space for dropping parachute or air landing troops.

6. Pl. Localities of B Coy, 25 Bn - Pl. Comds. Lieuts Green and Morrison.

Two Pls of three Sec. each as shown on map. Fire power per sec. 1 L.M.G. (Bren), 1 Thompson sub-machine gun, approx. six Rifles and bayonets, with rifle and hand grenades. Total Weapons. 6 Bren, 6 Thompson sub-machine guns, approx. 55 ~~Rifles~~ Rifles and bayonets, with grenades. Rations, water, large amn. res. in sec. posts.

Role. (1) Small Arms fire against parachute or air landing tps.
(2) Rear and flank protection of A.A. guns wherever possible against infiltration from jungle.

Sec. posts are sited for all round defence, with alternative posns for Bren guns according to most effective use of automatic fire power. Fields of fire being improved by grass cutting.

O U T E R P E R I M E T E R D E F E N C E S.

1. Mobile Reserve. - 1 Pl B Coy., Comd. Lieut Smith.

This Pl. with four light vans is held ready for action from first light to dark. Personnel ~~will~~ work or train within close call of Coy H.Q. and will instantly speed to any threatened point required, in the immediate area of the runway.

The equipment will consist of three Bren guns, six Thompson sub-machine guns, rifles and bayonets, rifle and hand grenades. Each sec. will be allotted a light van. One sec. of three Carriers is now added to this Mobile Pl, the equipment being three Medium Machine Guns.

2. Unit Defences.

Each Unit anti-paratroop squad operating in Unit Bivouac or working areas. These are being organised to deal with parachute troops should they land outside the runway area.

3. 25 Bn. Area - NORTH of Runway.

Battle posns have been selected adjacent to the runway, from which a job can be done against paratroops, or from where quick movement to re-inforce troops holding perimeter of runway, could be made.

4. R.A.A.F. Equipment.

It is expected that three, 3" Mortars, 6 to 8 - .50 Browning guns and four .303 M.M.Gs will be available shortly to assist in outer perimeter defence. Tentative sites have been selected (Mortars at eastern end where large open space is suitable for paratroops.

GENERAL.

At Eastern end of runway a large open space exists. The area is covered with high, blady grass and is somewhat waterlogged. It is considered this is specially suited for enemy paratroop landing.

This area extends from the runway EAST towards the beach, leaving Sig. H.Q. on the NORTH thereof.

Two Mortars are at present sited for action with tasks on this area and three others will be given tasks there when taken over from the R.A.A.F.

The question of utilising Carriers in the area is being investigated.

Charles
Lt Col

28 Jul 42.

Distribution.

Copy No. 1 - 3 7 Aust Inf Bde.
" " 4 C.O. 25 Aust Inf Bn

SUGGESTED POLICY FOR GROUND DEFENCE.

To be worked in co-ordination with A/A policy in which no alteration or interference will be made.

The following particulars are recorded for information only.

1. On appearance of single recce. plane.
Milneforce Policy operates. (As present location apparently not known to enemy, therefore no action, unless otherwise directed by Comd., MILNEFORCE.
2. On appearance of Bombers with Fighter Escort.
 - (a) Fighter escort.
 - (b) Fire of Heavy A.A. (if within effective range).
Other A.A. weapons according to range.
3. On appearance of Ground Strafing planes.
 - (a) Fighter aircraft.
 - (b) Heavy A.A.
 - (c) Light A.A. (Bofors)
 - (d) .50 calibre A.A.
 - (e) Local protection (A.A.L.M.G.)
4. On appearance of planes carrying parachute tps. over runway OR IN VICINITY THEREOF.
 - (a) Fighter aircraft (unless otherwise engaged).
 - (b) Heavy A.A.
 - (c) Light A.A. (Bofors).
 - (d) .50 calibre A.A.
 - (e) Local protection (A.A.L.M.G.)
5. On appearance of parachute troops descending in vicinity of runway.
 - (a) Fire from Inf. sec. posts by rifles and L.M.G. (Bren) and if paratroops land, this fire supported by M.M.Gs.
 - (b) Action by Mobile Pl. and Sec. carriers, and if suitable targets, action by 3" Mortars at eastern end of runway.
6. On appearance of air-landing tp planes.
 - (a) Fighter aircraft (unless otherwise engaged).
 - (b) Heavy A.A.
 - (c) Light A.A. (Bofors).
 - (d) .50 calibre A.A.
 - (e) Local protection (A.A.L.M.G.)
 - (f) A/Tk guns (as planes land).
7. On appearance of airlanding tps. from planes.
 - (a) M.M.Gs
 - (b) L.M.Gs and rifle fire and/or rifle or hand grenades as situation dictates.
 - (c) Mortars as targets arise.
 - (d) Action of mobile Pl with sec. carriers supported by Unit anti-para troop mobile Coy with Pl. G. and mortar det.
 - (e) ~~xxxxxx~~ Unit (25 Bn) in support on outer perimeter posns. NORTH of runway and main road, ready for movement to counter attack as tactical situation demands. Sufficient personnel manning defences in bivouac area to deal with any enemy in area, rear, flank, and forward of bivouac battle posns.
8. On appearance of planes carrying light tank.
 - (a) ~~Fighter aircraft (unless otherwise engaged).~~
 - (b) ~~Heavy A.A.~~

alpha 59

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Serial No 16/42

Copy No 39

MILNEFORCE

ROUTINE ORDERS PART 1

by

BRIGADIER JOHN FIELD

Date 28 Jul 42

"G"

PASSWORD (Ref S.M. M 4, 20 Jul)

From 1800	28 Jul	to 1800	29 Jul	Serial No	8
"	" 29	" to	" 30	" "	17
"	" 30	" to	" 31	" "	2
"	" 31	" to	" 1 Aug	" "	15

79. SECURITY OF INFM - CORRESPONDENCE (to be rptd in Unit Orders and read to all ranks)

1. As from 1 Aug 42 letters may be sent from this station but all ranks must understand that the success of the present operation depends upon secrecy and that no military infm must be allowed to leak out. Details which seem trivial to the writer may supply useful infm to enemy intell if intercepted.

2. In writing, therefore, all ranks must take precautions to conceal the fact that this Force is now in NEW GUINEA and the following **MUST NOT BE DISCUSSED IN LETTERS:-**

- (a) the sea voyage or the points of embarkation or arrival;
- (b) place names or any description of local scenery, natives, native villages or customs;
- (c) the harbour and shipping, the landing strip, the number or type of tps, guns, planes, camps, amn, petrol or supplies;
- (d) the nature of work in progress here;
- (e) the weather or ground conditions in the area.

3. Franking offrs must carefully scrutinise all mail, incl parcels, to ensure that no dangerous infm slips out.

4. All tps must be warned that on active service breach of censorship is a serious offence. No attempt must be made to send mail by the hand of an offr, soldier, sailor, airman or civilian proceeding outside the theatre of operations. Recognised military channels only must be used.

"A & Q"

J. Mahoney Maj

80. WORKING PARTIES, COORDINATION OF

(a) The development of this area requires the skilful application of every man-hour available. Careful coordination is therefore essential between units demanding and units supplying working parties.

(b) The REQUISITIONING UNIT is responsible that

- (i) only the needed number of men is requisitioned;
- (ii) all concerned are infmd of the time, place and to whom to report;
- (iii) the demand includes infm of the nature of the work, the tools and eqpt to be brought by the party, and the total time the party is required;
- (iv) the working party is met at the correct time and place by the proper person;
- (v) the party is instructed what to do and how to do it.

(vi) a responsible offr or N.C.O. is present on the job at all times.

(c) The UNIT FURNISHING THE WORKING PARTIES is RESPONSIBLE that

- (i) the correct number of men reports at the designated spot at the proper time to the individual named;
- (ii) that an offr or N.C.O. is present with the party to report;
- (iii) that an offr or N.C.O. remains with the party at all times and keeps touch with the offr or N.C.O. in charge of the job;
- (iv) parties up to sec strength (6) men) are in charge of a cpl; parties up to pl strength (30 men) are in charge of a sgt; parties of pl strength or over are in charge of an offr.

81. TRAFFIC CONTROL (a) Dangerous congestion is being caused by drs failing to obey instns for traffic control. All units must accept instns of Tpt offr (Lieut Carson) and pro per in all matters concerning traffic control. Disciplinary action will be taken against offenders.

(b) Concentration of vehs at pts such as FACTORY and GILI GILI wharf must be avoided. No veh must approach within 100 yds of waterfront at GILI GILI unless and until called fwd by traf control.

(c) Drs must remain with their vehs. Rd blocks have been cau by drs parking vehs at important points, leaving them and tak the key. KEYS MUST BE IN ALL VEHS AT ALL TIMES. This is an essential military precaution.

(d) Traffic control per of 7 Aust Inf Bde Pro Sec are posted direct traffic. Their instns must be obeyed by all drs.

A. A. Kirby
Lieut
Staff Capt.

DISTRIBUTION: List "A".

Apr 61

28 Jul 42

AIRCRAFT RECOGNITION "ELSA" SYSTEM

It is now possible that approximately 50 different types of aircraft might be seen in various parts of the AUSTRALIAN STATION and it is most important that all personnel should be capable of recognizing them. Soldiers should of course be familiar with the national markings on aircraft but it must be remembered that very frequently such markings cannot be seen distinctly. They may even be quite invisible from certain points of view. The mere examination of silhouettes etc will not teach aircraft recognition although it may be a useful aid.

The ELSA system provides for systematic instruction in the recognition of aircraft using "ELSA" cards, silhouettes, photographs, cuttings from illustrated papers and model aircraft. It should be noted that the "ELSA" system does not pretend to be technically correct and is based on appearances rather than technical facts. For instance an "in line" engine with a circular cowling which makes it appear to be a radial engine, is treated as being a radial engine for the purpose of the system.

The methods of instruction under this system are as follows:-

- (1) As far as possible all troops are provided with "ELSA" cards which when printed will give information somewhat similar to that set out in Appendix A.
- (2) Troops are instructed as to the meaning of various abbreviations used on the cards e.g. Engines ahead of fuselage.
- (3) Troops are instructed as to the names of various parts of an aircraft as set out in Appendix B.
- (4) Troops are told something of the uses of various types of aircraft and the peculiarities of each, e.g. they should know that a "bomber" is usually a multi-engined aircraft whereas a fighter is more often a single-engined aircraft.
- (5) Troops are then instructed in the correct sequence of observation which is based of course on determining the most easily recognizable features first and the finer details later. The sequence is as follows:-
 - (a) Number of wings, i.e. whether monoplane or bi-plane.
 - (b) Whether aero-plane, seaplane or floatplane.
 - (c) Number of engines.
 - (d) Whether engines appear "radial" or "in line".
 - (e) Whether engines appear to be ahead of or behind fuselage (multi-engined machines).
 - (f) Whether fins are single or double.
 - (g) Wing type, i.e. whether high wing, mid wing or low wing monoplane.
 - (h) Taper of wing.
 - (i) Dihedral of wings.
 - (j) Any outstanding peculiarities.

It will of course be realised that not all of these characteristics will be obvious from any one point of view. For example an observer standing directly underneath an aircraft will not be able to determine the dihedral although it is likely he will be able to determine the wing taper.

(6) The following example shows how the system works with an observer more or less underneath a Kittihawk:

- (a) He notes it is a monoplane.
- (b) He notes it is a landplane.
- (c) He notes it had one engine. He now knows it must be in Section A or B on the card.
- (d) He notes the engine is "in line". He now knows it must be in Section A on the card and has thus narrowed the possibilities down to five aircraft.
- (e) He sees that it has one fin and is low winged which does not help him in this case.
- (f) He sees that the "Trailing Edge" of the wings only is tapered. He now knows it is either a Ju 87 or a Kittihawk.
- (g) He cannot see the dihedral.
- (h) He now looks for other features and e.g. the fact that the under-carriage retracts immediately indicates that it is a Kittihawk and not a Ju 87.

AIRCRAFT RECOGNITION KEY

<u>Key</u>	<u>Engine No Column.</u>
A	Engines ahead of fuselage.
B	Engines behind fuselage.
L	Engines level with fuselage.

Engine Type Column

L	In Line
R	Radial

Tail Column

S	Single
D	Double

Wing Type Column

L	Low wing
M	Mid wing
H	High Wing

Wing Taper Column

L	Leading edge tapered
T	Trailing edge tapered
B	Both edges tapered.

AIRCRAFT RECOGNITION

"ELSA" CARD.

"A" SINGLE ENGINE MONOPLANES (ENGINE "IN LINE")

Ser No	Aircraft	Distg No	Type	Engines		Tail	Wing Type	Wing Tap- er.	Dihed	Remarks
				No.	Type					
1	Fairey Battle	-	Trn	1	L	S	L	B	1	Long cockpit, Slender fuselage. Large fin.
2	Bell Airacobra	P.39	SSF	1	L	S	L	B	1	Retractable tricycle U/C. Retracts in. No Tail wheel.
3	Messersch- midt.	M.E 109F	SSF	1	L	S	L	B	I	Square fuselage. Rounded wing-tips. Retractable tail wheel.
4	Curtiss Kittyhawk	P40E	SSF	I	L	S	L	T	I	Wing mid-way between nose and tail. Air scoop close to prop. U/C retracts back.
5	Junkers	Ju 87B	DB	I	L	S	L	T	$\frac{3}{4}$	Square cut wing-tips, rudder and tail plane. Cranked wings. Non-retractable U/C. Spatted wheels.

"B" SINGLE ENGINE MONOPLANES. (RADIAL ENGINE)

6	C.A.C. Wirraway	-	Trn	I	R	S	L	L	2/3	High cabin. U/C retracts inwards.
7	Douglas Dauntless	A.24	D.B	I	R	S	L	B	2/3	Fuselage upswept to fin. U/C retracts inwards.
8	C.A.C. Trainer	-	Trn	I	R	S	L	B	I	Non-retractable U/C
9	Nakajima Army	T.97	SSF	I	R	S	L	B	I	Non-retractable U/C
10	Mitsubishi Navy	T.96	SSF	I	R	S	L	B	I	Ridge along fuselage behind cock-pit. Non retractable U/C Spatted.
11	Mitsubishi Navy	T.90	SSF	I	R	S	L	B	I	Carrot shape Large fin.
12	Mitsubishi Navy	T.97	T.B.	I	R	S	L		2/3	Long cockpit.
13	Brewster Buffalo	F2A2	SSF	I	R	S	M	T	Nil	Very squat body. U/C retracts into fuselage.

AIRCRAFT RECOGNITION

ELSA CARD

"C" TWIN ENGINE MONOPLANES (SINGLE FIN)

No Aircraft	Dist'g No	Type	Engines				Wing		Dihed	Remarks
			No	Type	Tail	Type	Taper			
14	Airspeed Oxford	Trn	2B	R	S	L	B	1	Wheels, visible below Nacelles. Turret	
15	Avro Anson	L/BR	2B	R	S	L	B	2/3	Tail plane low set, long cabin Turret	
16	Bristol Beau-fighter	2EF	2A	R	S	M	B	2/3	Nose short and stumpy. Step in top of fus.	
18	Junkers JU88A	M/B	2L	R	S	M	B	2/3	Front of fuselage open. Bulky at nose. U/C retracts backwards into engine Nacelle. Radial Eng.	
19	Mitsubishi Army	T97	M/B	2B	R	S	M	-	2/3	Nose open, two cockpits visible
20	Glen Martin "Marauder"	B26	M/B	2B	R	S	H	B	2/3	Sharp pointed open nose, underslung engines. Very streamlined. Fus extends beyond tail wheel
21	Douglas Boston	A20A	M/B	2B	R	S	H	T	1	Underslung Engines. Sweeping tail. Tri-cycle U/C. No tail wheel.
22	Douglas Digby	B18A	M/B	2B	R	S	M	L	2/3	Large Tail, turret.
<u>"D" TWIN ENGINE MONOPLANES (TWIN FIN)</u>										
23	Lockheed Hudson		M/B	2B	R	D	M	B	1	Deep bellied. Pointed wingtips with spurs on trailing edge. Turret near tail
24	Mitsubishi Navy	T96	M/B	2B	R	D	M	B	2/3	Square cut wing tips and rudder
25	North American	B25	M/B	2B	R	D	M	B	2/3	Long nose, underslung engines. Fus extends beyond tail. No tail wheel.
26	Lockheed Lightning	P38	SSF	2B	L	D	H	B		Short fuselage, tail unit supported by extension of engine Nacelles.
27	Messerschmidt	110	2EF	2B	L	D	L	B	2/3	Engines underslung, square appearance. Retractable U/C. Fixed tail wheel.
17	Bristol Beaufort	2/BR	2/BR	2B	R	S	M	B	2/3	Underslung engines. Turret at rear of cabin.

AIRCRAFT RECOGNITION.

"E" THREE AND FOUR ENGINE MONOPLANES

ELSA CARD

No	Aircraft	Dist'g No.	Type	No	Type	Tail	Type	Taper	Dihed	Remarks
28	Junkers	JU52	Trans	3B	R	S	L	B	1	Square cut tail and wing tips. Spatted non-retractable U/C
29	Boeing Flying Fortress	B17	H/B	4B	R	S	M	B	$\frac{11}{22}$	Only four-engine single tail bomber in use.
30	Consolidated Liberator	B24	H/B	4B	R	D	H	B	1	Deep bodied fus. Only four-engine M/B with double tail in use.
"F" BIPLANES										
31	DeHavilland Tiger Moth		Trn	1	L	S	B'plane			Two open cockpits, back swept wings.
32	Mitsubishi	T96	D/B	1	R	S	B'plane			Non-retractable U/C, spatted wheels.
"G" FLYING BOATS										
33	Hire	91/1		2	L	D	H	B		Engines above wings
34	Consolidated Catalina	PBY5		2	R	S	H	B		Square wing tips, Wing floats fold up to wing tips. Gun blisters either side of fuselage.
35		T.97		2	R	S	H	B	$\frac{1}{2}$	High swept tail
36	Dornier	DD24		3	R	D	Para-sol	L		Only three engined monoplane F/B
37	Consol. Coronado	PB2Y		4B	R	D	H	L	1	Floats on wing tips.
38	Kawanisi	T97		4B	R	D	Para-sol	B	1	Struts from hull to middle of each wing
39	Short Empire			4B	R	S	H	B	1	High tailed fin
40	Seagull Walrus			1	L	S	Bi-plane			Back swept wings above hull, Prop behind ENGINE.
41	Mitsubishi Mitsu	T96 95		3B	L	S	Bi-plane			Top wing extended
"H" FLOAT PLANES.										
42	Nakajima Naká	T97	FF/P	1	R	S	M	N	1	Two open cock-pits.
43	Kawanisi Kawa	T97	RF/P	1	L	S	Biplane			Wings staggered, two open cock-pits/
44	Aichi Tokai		RF/P	1	L	S	Biplane			Staggered with top wings extended. Two open cock-pits.
45		T95	R	1	R	S	Biplane			One main float with wing tip floats Two open cockpits.
46	Aichi Ai	104	RF/P	3	R	L	M	L	$\frac{2}{3}$	Two floats directly under outboard engines on struts.

AIRCRAFT TERMS FOR AIRCRAFT RECOGNITION PURPOSESA. PARTS OF AN AIRCRAFT

AILERONS	Control surfaces near the tips of wings, operating in opposite directions thus causing an a/c to bank.
CABIN OR COCKPIT	The portion of the fuselage which houses the pilot and controls.
ELEVATORS	Control surfaces at the tail of an a/c by which the a/c is made to climb, glide or dive.
ENGINES	May be of the air cooled radial type having a blunt appearance, or of the 'in line' type with a pointed appearance.
FIN	A vertical surface at the tail of an a/c to which the rudder is attached and which gives the a/c directional stability
FLAPS	Surfaces at the trailing edges of wings which can be lowered to act as air brakes or to increase the lift of the wings.
FUSELAGE	The main structure or body of an a/c which encloses the pilot, crew and equipment, and to which the main plane and tail plane are attached.
GUN POSITIONS	These may be in any position protruding above, below or at the ends of the fuselage, and are generally glazed. When the housing of a gun position is dome shaped and can be made to rotate, it is called a "gun turret". In order to overcome air resistance, turrets are usually power driven. "Blisters" which are transparent bulges from either side of the fuselage usually located between the main plane and tail plane, are also a common structure for housing guns on a/c.
NACELLE	A streamlined body carried by the wings of an a/c and used to house the engines of the a/c.
PORT	LHS of an a/c looking in the direction of flight Red light at night.
RUDDER	Vertical control surface at the tail of an a/c and attached to the fin. Directionally controls the a/c.
STARBOARD	RHS of an a/c looking in the direction of flight. Green light at night.
STEP	A shallow break in the smooth run of the under surface of a hull of a F/B or float of a F/P to facilitate the take-off of the a/c.
STRUTS	The wooden or metal supports between the wings of a biplane. A monoplane may have struts between the fuselage and the underside of the wings or between the fuselage and the tail planes.
TAIL UNIT	A combination of surfaces at the tail of an a/c made up of the tail plane, fin or fins, rudder and elevators.
UNDERCARRIAGE	The landing unit of an a/c, including the wheels, axles and attachments to the fuselage or wings, and the tail wheel. In most a/c this undercarriage folds up partially or completely when the a/c is airborne. The undercarriage is then termed retractable. Where tricycle undercarriages are in use, no tail wheel is attached to the a/c.
WINGS	The main planes of an a/c

B CONSTRUCTIONAL TERMS

BACK SWEPT WINGS	Is the term used when the wing tips are on a line nearer the tail than the wing roots.
CHORD	The width of a wing from its leading to its trailing edge.
DIHEDRAL	Is the inclination of the wings or tail fins from the horizontal when the a/c is viewed from the front or rear.
EXTENSION	Is the amount by which the upper wing of a biplane is longer than the lower wing.

LEADING EDGE The rear edge of the wing or wings.
UNDERSLUNG (Used for monoplanes) means that the engines are
ENGINES set wholly below the upper surface of the wings.
WING ROOT Is that portion of the wing which is attached to
the fuselage.
WING SPAN Is the distance from wing tip to wing tip.
WING TIPS Is the outer ends of the wings.

C CLASSES OF AIRCRAFT

BIPLANE An aircraft with upper and lower lifting planes.
MONOPLANE An aircraft with a single main lifting plane. There
are four types of monoplanes:-
(a) LOW WING - When the wing roots join the bottom
of the fuselage.
(b) MID WING - When the wing roots are attached
half way up the side of the fuselage.
(c) HIGH WING - When the wing roots join the top
of the fuselage.
(d) PARASOL WING - When the main plane is supported
above the fuselage by means of struts.

D TYPES OF AIRCRAFT

AMPHIBIAN Is a flying boat or seaplane fitted with retractable
wheels and is thus able to alight on land as well
as on water.
FLOAT PLANE Has an undercarriage fitted with a float or floats.
FLYING BOAT Has a boat shaped fuselage or hull which actually
rests on the water. This is usually "stopped".
Small floats are usually added near the wing tips
to steady the a/c when on the water.
LAND PLANE Has an undercarriage fitted with wheels.

a/p/x 62 B

SECRET M. 25
H.Q.
MILNE FORCE
28 Jul 42.

SUBJECT : MANNING OF VESSELS PROCEEDING TO MILNE BAY.

L.H.Q.

1. It is desired to draw attention to arrangements being made by the N.O.I.C. TOWNSVILLE to meet difficulties experienced in obtaining crews for vessels proceeding to this area.
2. S.S. "SWARTENHOHDT" arrived here on 18 Jul 42. The Port Comd was informed by the ~~Master~~ of this vessel that he was short handed at TOWNSVILLE and was only able to sail by ~~xxx~~ having 12 volunteers drawn from Army personnel on board. He stated that the N.O.I.C. informed him ~~that~~ these volunteers would remain on the vessel for the return voyage to TOWNSVILLE. In the interests of security and for the reason that I was not a party to this arrangement, Army personnel serving as crews were disembarked here.
3. S.S. "MANGOLA" arrived here 27 Jul with a crew drawn from various services and including 11 Army personnel, drawn from units of this force serving as firemen and trimmers. Similar arrangements as made in the case of S.S. "SWARTENHOND" were made by the N.O.I.C. TOWNSVILLE for this vessel.
4. The Master of the S.S. "MANGOLA" (Lt. J.N. COLLINS R.A.N.V.R.) has represented that unless he can use six of these personnel for the return voyage, he will be unable to maintain steam for more than 4 knots and consequently his vessel will be endangered in the navigation of China Strait. The duration of the return journey will also be much extended and general risks increased.
5. In these circumstances, I have permitted the employment of six Army personnel for the return voyage conditional that on reaching TOWNSVILLE they are mustered and handed over to the O i/c Movement Control. The Master of the S.S. "MANGOLA" conveys an order from me to this officer as to the disposal of these personnel.
6. It is respectfully requested that steps be taken to avoid the necessity for these measures in ~~the~~ future.

(Sgd) John Field, Brig.
Comd. MILNE FORCE.

SUBJECT: OPERATIONAL ROLE

1. Ref your Op Instn No 27 of 18 Jul and with particular ref para 3 (6) (i) it is submitted for consideration that when concentration is completed in this areasteps be taken at the earliest date to increase the depth of defence of the MILNE BAY area and safeguard localities on the N. Coast of S.E. New Guinea in the direction of the enemy.
2. Capt Timperley, District Officer of the TROBRIANDS, who is stationed at BWAIOA peninsular on FERGUSON IS in the D'ENTRECASTEAUX Group and was without radio communication was summoned to my H.Q. on 24 Jul. He reports that between 13 and 22 Jul Jap recce planes identified as twin engined type 96 have carried out wide searches over the D'ENTRECASTEAUX and TROBRIAND GPS., but have paid very close attention to grass land area on the N.E. side of GOODENOUGH IS. This latter recce has been carried out at very low altitude in all localities from BELEBBLE to WATULUMA near CAPE LAHAYE. The aircraft have remained for periods of over one hour and have circled continuously in the area during these periods. Group Capt Thomas and W/Comds Grant R.A.A.F. who heard Capt Timperley's report, are of the opinion that the area has been photographed by the enemy. Some attention has also been given to DOBU passage and the area of BWAIOA PENINSULA. This information was communicated to you in my signal 0449 of 24 Jul.
3. Timperley is now on his way to assist in the installation of spottersystems in these island groups. He states that the N.E. Coast of GOODENOUGH IS is grassland ranging in width from 1 to 2½ miles and is very dry at this time of the year. The native custom is to burn of the grass at present for the purpose of hunting game and this is now in progress. Shallow rivulets run from the hills across the grassland, but these are dry and wide apart. There is anchorage for 8 ft or 9 ft draft vessels at MALAUNA (marked MELPUNA on the E Div PAPUA Map) and at BELI BELI. This latter anchorage is the better one and good anchorage for vessels up to 10 ft draft is available in any season at MUD BAY. Water supply is sparse and very little overhead cover exists. There is a plantation of 200 acres near WATUTU PT and another at WATULUNGA where water is more plentiful. A mission station is established at WATALUNGA. the native population of GOODENOUGH IS numbers approx 9000 and these are domiciled in the hills or right on the coast.
4. Timperley has ^{been} shown the runway in MILNE BAY area and has been requested to furnish a fully detailed report on the area at GOODENOUGH IS. This will be forwarded immediately on receipt. In the interim a dump of ten drums of 100 octane petrol is being landed for emergency use by fighter aircraft who may be forced down in the area.
5. Other possible aerodrome sites exist at KEPPEL PT; WANIGELA, DOGURA and BOIANI (marked as DOGURA BAY on maps). These are all on the North Coast of the S.E. portion of NEW GUINEA and brief details of the areas are given in my M 12 of 27 Jul. A P40 aircraft piloted by Flt Lt Mee Meehan of 76 Sqn landed at WANIGELA on 23 Jul. Further detailed recce of these areas is **desirable** and will be carried out by fighter aircraft. It is for consideration whether a ground recce by engineer officers transported by air to the sites should be arranged. A suitable aircraft would need to be furnished for the purpose. Air cover can be arranged from here. Arrangements are in hand to dump emergency stocks of petrol at WANIGELA as advised in N.G.F. G3174 date 26 from A.A.F. MORESEY immediately a boat is available.
6. In the event of recce proving one or two of these areas suitable for immediate use or for use after a minimum of engineer work, it is submitted that consideration be given to detachment of suitable forces for this area for their occupation. Provided always that the necessary air cover can be assured, it would appear that the role laid down for this force in para 3(B) (i) and (ii) Op Instn No 27 will be fulfilled by early action of this character.

(Sgd) John Field, Brig.
 Comd MILNE FORCE.

H.Q.
MILNE FORCE
28 Jul 42.

app 60

M 22

SUBJECT : AIRCRAFT RUNWAY, GILI GILI, MILNE BAY

L.H.Q.

Further to my message O 471 of 26 Jul the present position in respect to this runway is as follows.

2. A steel matted surface \approx 4400 ft by 65 ft had been completed by 22 July and three P.40 aircraft of 76 Sqn, R.A.A.F. landed on this surface at 1640 hrs on that date in route from Buna to Port Moresby. Several days of fine sunny weather had been experienced and the ground was firm and hard. The weather broke on the night 23/24 Jul and heavy rain fell almost continuously on 24 July. These weather conditions of several fine days alternating with one or more days of rain appear to be the normal conditions obtaining in this area and the black soil and grassland bordering the runway cannot sustain heavy wheeled traffic in these circumstances. All roads and dispersal tracks require building up on coral foundations (the only material readily available), palm trunk corduroy or surfacing with steel landing mat to make the movement of fighter aircraft possible.

3. Aircraft of 75 and 76 Sqn were flown in on the evening of 25 Jul and, in process of being dispersed, experienced much difficulty in moving over the gravelled dispersal tracks and grassland. Several became bogged and were extricated by various methods. It was immediately apparent that additions would have to be made to the gravel tracks in the form of steel mat surface and a considerable amount of extra surface laid down to facilitate quick transit to the runway for rapid take off of fighters. Extra bays and standings would be needed for the accommodation of transient bomber aircraft on ground in which even a caterpillar tractor became bogged in wet weather. The drainage system also requires urgent attention.

4. Following an inspection of the runway with Group Capt Thomas and W/Comd A.G. Grant, R.A.A.F. and a conference with Capt A.P. Steele and J Olsovsky, U.S. Corps of Engineers, I despatched message O 471 advising that the necessary additions would have to be made to render the runway and dispersal areas suitable for bombers. This work was immediately put in hand and is estimated to take four days provided that no wet weather delays work. All assistance is being given by Units of 7 Aust Inf Bde Gp in order to accelerate the completion of the surface.

The runway is now 4950 ft long by 80 ft wide and a matted area has been laid at the West end of the runway for the accommodation of fighters at immediate call. Extension of the runway is now relatively slower than before because of the necessity for building up and gravelling the ground at the East and which is much more low lying and swampy than the other. This area was closely examined by Major-General Royce on his visit here on 15 Jul.

5. The runway will be completed to a satisfactory condition and the various difficulties overcome, but plans should be reviewed in accordance with the details of this report.

(Signed) JOHN FIELD Brig,
Comd MILNE FORCE.

H.Q. MILNEFORCE
28 Jul 42.

SUBJECT ENGINEERING WORK

L.H.Q.
Copy to N.G.F.
A.A.F. (Port MORESBY)

Reference my O 444 of 23 Jul, the present position in respect to essential engineering work is as follows:-

2. ROADS The present system which traverses the GILI GILE and WAIGANI plantations is a limited one. The formed surface is 10 ft wide built up on a foundation of coral and may be classed as C 1 (C 2). Engineer recce has not revealed any source of stone suitable for road building but coral is being broken out of the foreshore and hillsides for new construction.

The total length of formed road is 20 miles and there are 15 miles of good weather track.

Because of the limited width passing places are urgently needed and work on these is in hand. The construction of loops and circuits is also projected to facilitate operational demands in servicing aircraft and army units.

There is a plentiful supply of water-worn gravel in the streams and rivers in the area and mechanical equipment is required to handle this.

3. BRIDGES There are approximately 17 bridges in the main area. All of these are of light timber construction and have had to be strengthened to stand up to the traffic because of the bad state of the timber. It is estimated that at least two 60 ft span bridges are needed in conjunction with the development of the second landing strip and possibly 10 or 12 short span bridges need replacement. All culverts must be renewed at a very early date.

Sawn timber is available from a mill at LABE LABE on the shore of MILNE BAY and one at KWATO. Both these sources are being exploited. The provision of two 20 ton ketches for exclusive use of this Force in transporting this timber was raised in my O 428 of 22 Jul.

4. WHARFAGE. Wharfage for deep sea vessels is non-existent but a deep coral shelf enables vessels of 4000 - 5000 tons to be brought close in shore and the cargo is dumped on to pontoons which bridge the 30 - 40 ft space between ship and shore. Trucks cannot be backed under the radius of the ships' tackle and cargo must therefore be transferred from pontoon to trucks by hand. This greatly slows up the work and it is highly desirable that the shore end of the present pontoon wharf be developed and extended out so as to eliminate some of the pontoon system. If this work can be progressively taken in hand it will mean a great saving in time of embarkation of troops and stores when the time arrives to move units the North in pursuance of the general strategic plan. Ships are now arriving here two at a time and are delayed in unloading because of these primitive facilities. The 24 Aust Fd Coy R.A.E. are working on a full programme of bridge building and strengthening and road repairs and improvements while Coy E 46 Engrs USA are continuously occupied with the building of the aerodrome. The latter will shortly move on to construction of the second runway at WAIGANI and are not available for road and bridge work.

5. HUTS AND SHELTERS In view of the climatic conditions it is desirable to provide huts and shelter accommodation for stores and supplies. The Port Comd estimates that he requires 100000 sq ft (floor space) of such shelter space for this purpose alone. Other demands must be added to this. Some of the demand can be met by native labour utilising local materials but this is very slow. Two days after arrival here I requested the District Officer to secure 800 natives for work and approximately 500 are now engaged in road making, hut building and other essential work. Engineering services are required in the erection of sheet iron and timbered structures as early as possible.

6. WATER SUPPLY Numerous streams run into MILNE BAY but many of the locations in which troops are bivouacked are some distance from water and small pumping units with pipes and tankage should be installed. This provision is particularly required for servicing aircraft. This led to the despatch of my O 352 of 13 Jul requesting the urgent supply of pumps and piping.

7. AERODROME SURFACING The surface of the landing mat tends to become greasy with mud protruding through the holes after wet weather giving liability to skidding of aircraft on landing.

When the rock crusher which has been advised is delivered here, it is proposed to crush coral for dressing the surface. Engineer services are needed in opening up a source of coral, installing plant and delivering this material in considerable quantities.

8. SPLINTER PROOF SHELTERS Engineer work is required on these for wireless installations, aircraft pens, comd posts and amm storage.

9. ENGINEER ASSISTANCE The simultaneous occurrence of demands for all of the essential items listed above coupled with the present demands on all tps in connection with the unloading of ships and preparation of defensive positions led me to submit that an additional Engineer Coy be sent here with tools and equipment at earliest date.

John Field Brig.

Comd MILNEFORCE.

All units list B

from	FALL RIVER		0 492	29
SECRET	.	INTELL	SUMMARY	No 2
to	0600	K/29	.	ONE
.	ENEMY	OPs	.	to
1000	K/26	no	further	reports
fighting	KOKODA	.	P I B	withdrew
West	of	KUMUSI	R	destroying
stores	and	brs	.	1754
K/26	2	destroyers	1	tpt
off	GONA	.	3	our
bombers	attacked	ineffectively	.	TWO
.	ENEMY	TACTICS	.	NIL
.	THREE	.	ENEMY	NAVAL
.	Dutch	ship	NINEGARA	9000
tons	torpedoed	80	mls	South
NOUMEA	2238	K/25	.	two
submarine	attacks	off	N S W	coast
23	jul	.	NEW	HANOVER
4	large	vessels	possibly	cruisers
2	small	tenders	reported	by
Fortress	YSABEL	PASSAGE	.	.
FOUR	.	ENEMY	AIR	.
TOWNSVILLE	raid	no	2	warning
0155	K/28	all	clear	0302
K/28	.	DARWIN	raid	20
by	4	or	5	bombers
2125	K/25	.	12	bombs
between	RAAF	and	civil	aerodrome
slight	damage	power	and	water
lines	.	GUADALCANAL	IS	airphotos
24/7	runway	being	built	East
side	LUNGA	R	2	mls
South	LUNGA	PT	.	coconuts
cut	grass	cleared	.	many
stores	tracks	rds	nearby	.
4	hy	guns	on	low
hills	three	quarter	mile	East
of	runway	.	rd	from

KUKUM	to	aerodrome	site	.
8	A/A	lt	and	hy
on	beach	.	27	barges
2	larger	boats	.	wharves
being	built	.	LAE	aerodrome
bombed	by	CATALINA	from	4000
ft	night	24/25	jul	4 x 500
lb	G P	on	runway	.
BUNA	GONA	5	attacks	by
1	CATALINA	15	B 25s	12
AIROCOBRAS	.	40000	lbs	in
target	areas	.	results	unobserved
bad	visibility	.	interceptions	by
8	Zeros	9000	ft	2
probably	destroyed	and	by	6
fighters	appearing	larger	than	Zeros
8000	ft			

NOT WT

J. Mahoney

Maj

0850

Appx 64

To port comd, T.O., S.C., Sig offr, Def pl, 9 bn, 25 bn,
61 bn, 24 fd coy, AASC, 11 fd amb, 101 bde gp ord whshop

From	FALL RIVER		0 490		29	Jul
SECRET	.	MAT	six	ETA		not
before	1500	K/30	carries	.		ONE
.	HY	VEHS	.	ord		wkshops
17	incl	11 x	out	of		gauge
.	24	fd	coy	7		.
AASC	19	.	25	bn		7
.	61	bn	10	incl		5
carrs	.	TWO	.	LT		VEHS
.	61	bn	16	.		9
bn	11	Salvarmy	1	.		J
sec	sigs	4	.	bde		H Q
3	.	def	pl	2		.
25	bn	1	.	11		fd
amb	2	.	THREE	.		PER
.	61	bn	1	and		10
9	bn	4	.	ord		wkshop
7	.	J	sec	2		.
Salvarmy	1	.	25	bn		3
.	fd	amb	1	.		bde
H Q	1	.	def	pl		1
.	FOUR	.	units	will		standby
at	dock	enough	extra	drs		

NOT WT

J. Mahoney Maj

0915

alpha 6.5

To all Units list "B"

From FALL RIVER

0 493

29

SITREP No 9 to 0900 K/29 BUNA

GONA 1530 K/27 reported NIL

JAPS in BUNA tp concentrations

between BASA BUGA LAGOON and GONA

village food and amn in

mission compound nearest creek BASA

BUGA LAGOON about one ml South

GONA MISSION identified by two thickly

wooded islands at mouth lagoon

KOKODA message originated 1530 K/27

indicated JAPS holding KOKODA

NOT WT

J. Mahoney

Maj

1040

ap/mc 66

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Serial No 17/42

Copy No ~~118~~

MILNEFORCE
ROUTINE ORDERS PART 1

by
BRIGADIER JOHN FIELD

Date 29 Jul 42

"G"

32. PASSWORD. (Ref S.M. M 4, 20 Jul)

Period from	1800	29	Jul	to	1800	30	Jul	Serial	No	17
"	"	"	30	"	"	31	"	"	"	2
"	"	"	31	"	"	1	Aug	"	"	15
"	"	"	1	Aug	"	"	"	"	"	3

J. Mahoney
Major

"A & Q"

33. ENLISTMENT IN A.I.F.

Attention of all A.M.F. Units is drawn to G.R.O. A168 of 10 Jul 42 which lays down procedure for enlistment in A.I.F. of per serving in P.M.F. and C.M.F.

34. POSTAL ADDRESS (G.R.O. Q174)

The use of the indicators "A.I.F." "AUSTRALIA" and "HOME FORCES" in postal addresses will be discontinued forthwith.

The address for correspondence for members of the Field Army serving in Australia or its territories (i.e. New Guinea and Papua) will comprise:-

- (i) Army No.
- (ii) Rank
- (iii) Name
- (iv) Sqn, Bty, Coy or other Sub-unit.
- (v) Unit (Regt, Bn etc).
- (vi) The indicator "AUSTRALIA".

35. PILFERING (To be rptd in unit orders and read to all ranks).

(a) It has been reported that cases and cartons have been broken open during handling between ships and dumps and part of the contents stolen.

(b) Not only is theft a punishable offence but it reflects on the good reputation of this Force, which all ranks must do their best to uphold.

(c) Unit offrs will exercise strict supervision over stores being handled by their men and any theft must be immediately reported and disciplinary action taken. Comd MILNEFORCE takes a very serious view of reported offences of this kind.

A. J. Roberts
Staff Capt.

NOTICE: LOST: Wooden case marked "T gp No 13 RAAF Canteen" unloaded from S.S. JAPARA cannot be found. Anyone who can give infm about this case should report it at once to this H.Q.

Case contained cigarettes, tobacco and other canteen stores the private property of members of 76 Sqn R.A.A.F.

DISTRIBUTION: List "A".

JF/WEM (29/7)

42/G/20

ap/m 67
H.Q.
MILNE FORCE
29 July 42.

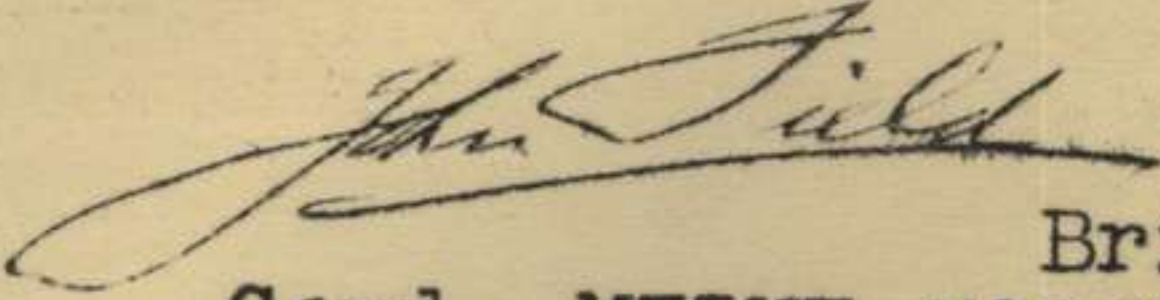
All Units list "A"

LOOTING

It has been reported that canteen stores have been broken into and pilfered during the unloading of vessels in this area. Goods purchased from the private funds of officers and other ranks of various portions of the Force for the use of their Units have been stolen. Action of this kind is the work of selfish individuals who have no sense of decency or disciplined conduct and who handicap the Force in attaining the necessary team work for success.

2. It must be realized that every act of indiscipline makes extra work for others and is therefore action of assistance to the enemy. This Force has an opportunity to prove that good discipline and hard work will achieve great results. Nothing else will secure the defeat of the enemy who is well disciplined, ruthless and highly trained.

3. All personnel of the Force must understand that pilfering and looting of canteen goods or the unauthorized removal of rations and stores from dumps will NOT be tolerated. Offenders who are apprehended will be punished with the full severity of the Regulations and Disciplinary Code under which they serve.


Brig.
Comd. MILNE FORCE.

Q/box 68

TO ALL UNITS LIST
FROM FALL RIVER

I 161 29

SITREP	No 10	to	1500	K/29	.	from
AMBASI	1402	.	4	ships		close
in	proceeding.		S.E.	.		1435
from	AMBASI	.	6	ships		1
resembling	A/C	carrier				

*CM Turbayne Lines
for Maj.*

NOT W/T

1535

Battle Board

NO 70

ap/mc 69

RECCE REPORT.

TRACK RECCE NW VIA BANARON PATROL - by "A" Coy 25 Aust Inf Bn. 29 Jul 42.

Departed : 'HQ' Coy cookhouse at approx 0930 hrs 29 Jul 42, moving on a bearing of 29 deg. On reaching edge of jungle a party under comd A/Sgt Rushton moved off in a westerley direction.

Main party, under Lieut E.L. Schlyder, moved in Northerley direction, cutting a track through fairly dense jungle until arrived at a village named BANARON, on the bank of WAGER CK.

Then moved in NE direction along river bank until party observed another village named KAPO. There one man questioned, who gave information after being beguiled by the offer of a little tobacco. Man questioned on the matter of tracks, and asked if there was a track, over the ridges, to the beach beyond. Party informed there was, and track was pointed out. Man also advised that, two days previous to party's arrival at KAPO, three big bosses (white men) had journeyed from the beach over the ridges to his village where they obtained information, had Ki Ki (meal) and started back over the ridges to the beach.

Party left the village, moving in a WESTERLY direction over a high ridge and observed boot tracks, several days old, heading back over ridges. It was noticeable that the boot tracks were of a very small last. On following track party came across small native garden and one hut. On moving on a further $\frac{1}{2}$ mile party came across a larger native garden and two huts. Here one track went through the garden and believed to lead over the ridges. One branched NW along which party moved for about 1200 yds until reached a branch track, which lead in a NORTHERLY direction.

Party continued along original track in WESTERLY direction for 450 yds then track turned NORTHERLY direction. Party crossed a few creeks on journey. On continuing North for 400 yds party came across branch track, running west to creek. Party moved NORTHERLY direction for about 300 yds then had dinner. Here three men sent back along track to KAPO village to check up on all bearings and data, with orders to await return of main party.

Mr Schlyder with three men then moved along track in NE direction until came to a large river dotted with heavy rapids. The River ran in easterly direction, then moved SOUTH. Party followed river towards ridges with the aim of reaching gap in mountains. The river wound in a NORTHERLY direction. Party followed along river passing KOREE FALLS in progress; then moved another $\frac{1}{2}$ mile until could go no further. The river was bounded by almost perpendicular hills about 400 ft high, almost impassable to man.

Party then returned to KAPO village and questioned native about the beach again. He agreed to lead party over track to beach for the reward of 1 stick of tobacco and 1 box of matches (and said don't forget the biscuits). This man named two villages enroute, the same being KILGOY and KIKOR, the latter almost on the beach.

From here party returned to camp, arriving back about 1730 hrs.

Lieut Schlyder considers the jungle to be such that cutting would be necessary to enable tps to move through it.

(sgd) W.J.S. Jackson, Capt.
Adj't. 25 Aust Inf Bn.

approx 70

To All units list "B"

From FALL RIVER

SITREP No 11 to 0 502 30
 BUNA GONA . ships reported from
 AMBASI SITREP 10 attacked by 7
 A 24s with escorting fighters . no
 reports results yet received . TOWNSVILLE
 raid 3 by one serial 43
 at 20000 ft . serial 43
 is type 97 KAWANISI 4-engined
 flying boat naval air service .
 ran over harbour and city from
 N E to S W from 0027 K/29
 held by searchlights throughout . 4
 P 39s airborne 2 intercepting as A/A
 withheld fire . 5 attacks on
 E/A which left at 12000 ft
 probably damaged . approx 8 bombs
 in harbour

NOT WT

M Yurbayev
Lieut

1045

Ap/px 71

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Serial No 18/42

Copy No 39

MILNEFORCE
ROUTINE ORDERS PART 1

by

BRIGADIER JOHN FIELD

Date 30 Jul 42

"G"

86. PASSWORD (Ref S.M. 1 20 Jul)

Period from	1800	30 Jul	to	1800	31 Jul	Serial No	2
"	"	"	31	"	1 Aug	"	15
"	"	"	1 Aug	to	"	2	3
"	"	"	2	"	3	"	18

J. Mahoney Major

"A & Q"

87. TRAFFIC

Drivers who require to pass messages to other drivers met on traffic routes will NOT halt their vehicles alongside each other but will maintain a clear passage for other vehicles. Disciplinary action will be taken against drivers who disregard this instruction.

88. SALVAGE

(a) Items for salvage will be collected and shipped from MILNE BAY through the PORT COMD. A salvage dump has been established on the WEST side of ROUTE 1 200 yards SOUTH of ROUTE 3. Units of the FORCE will deliver to this area which is signposted.

(b) Material so delivered will not be removed without the authority of the PORT COMD who will maintain a guard on the dump.

(c) It should be noted that salvage items include empty petrol drums, worn motor tyres, cartridge brass, returnable containers and other materials. Reference should be made to FORCE H.Q. for information on doubtful items.

(d) The importance of salvage of materials of military value must be explained to all ranks.

89. DENTAL

From 0900 hrs on Fri 31 Jul dental treatment may be obtained for urgent cases. Such cases are impressions for full plates and repairs to dentures.

These cases will be treated over the first week and then treatment will be given to personnel of units in order.

Lists will be furnished from Unit M.O. for treatment by Dental Offr in the following order. These lists will contain names of 10 personnel per day requiring extractions.

Week ending	15 Aug	...	9 Bn
"	"	22 Aug	25 Bn
"	"	29 Aug	61 Bn

During this time any urgent cases which arise may be dealt with by arrangement with Dental Offr, located at M.D. WAIGANI.

Patients for A.D.S. treatment only and for M.D.S. for dental treatment must have provided transport to and from these places and should carry rations for a midday meal should such a meal be necessary.

Over

10. SIGNAL EQUIPMENT

Units requiring signal equipment additional to War Equipment Scale will submit to this FORCE H.Q. requests for such equipment. These requests will be accompanied by a diagram showing for what purpose required. These returns will reach this H.Q. before 1600 hrs 2 Aug 42.

11. DRUMS 4 GAL.

Units are reminded that these drums are returnable stores and that they should not be used for any purposes other than storing or carrying petrol.

12. RETURN OF VACC. T.A.B. & Tet.

Units will submit returns of personnel who have yet to receive Vaccination, T.A.B. and Tet. Innoculations.

Returns to reach this H.Q. by 1400 hrs 31 Jul 42.

13. SUPPLY

Lieut. C.A. NELSON 7 B.A.S.C.O. will carry out duty as Force A.S.C. OFFR and units will now submit indents to Lieut Nelson (Offr at H.Q.).

A.K. Kruit
for Staff Capt.

DISTRIBUTION: List "A"

30 Jul 42.

MILNEFORCE OP INSTN No 2

CONCEALMENT AND CAMOUFLAGE

To all units list "A"

GENERAL

1. Air observers have reported that much improvement is needed in the concealment and camouflage of aircraft, gun positions and service installations in this area. This instn is to be read and initialled by all offrs and explained to their men.

IMPORTANCE OF CONCEALMENT

2. Much of the striking power of this Force will be lost if aircraft dispersal bays, gun-sites, def posns, bivouacs and amn, pet and sup dumps are discovered by hostile aerial recce and destroyed or neutralized by air attack.

AIR OBSERVATION AND PHOTOGRAPHY

3. It must be remembered that concealment here must primarily aim at baffling the air-observer, who can see things hidden from the ground observer. It is more difficult to deceive the air camera. Air photographs carefully studied will yield a great deal of infm unless camflg and concealment are used to the best effect. We must take every precaution to give as little as possible away to the air-observer.

VALUE OF CONCEALMENT

4. It has been proved time and time again that units which have taken pains to conceal themselves have escaped bombing while careless units nearby were attacked. There must be no carelessness here. One foolishly exposed gun-site or biv area may bring damage to the whole force.

METHODS OF CONCEALMENT

5. Concealment must be aimed at first of all, and fullest use made of natural cover. Wherever possible, trees should be used to conceal tents or dumps. Care should be taken to adapt the installation to the prevailing colour. Dumps of amn, pet and sups must be hidden under foliage or with palm leaves.

CAMFLG

6. What cannot be hidden must be camflgd. Camflg must make skilful use of natural materials, of which there is no lack here. Brown tents and white tents are especially conspicuous in this green area. They must be covered with palm leaves and the leaves changed as they fade. Dumps must also be camflgd and all regular outlines avoided.

FD WORKS

7. All fd works - e.g. weapon pits, gun emplacements etc - must be concealed with the utmost care. Freshly turned earth is particularly conspicuous and must be at once turfed over. All these posns must be concealed from above. Slit trenches in the open should have a net or thatch cover just high enough off the ground to allow quick access to the trench.

CAMFLG NETTING

8. The camflg net of itself hides nothing. It is simply a means of supporting camflg material. Merely stretching a camflg net over a gun or a vehicle is useless. The net must be skilfully garnished with appropriate material.

TRACK DISCIPLINE

9. An otherwise well-concealed posn may be given away by tell-tale tracks. From the beginning covered approaches to all posns must be planned and track discipline rigidly enforced. Tracks must not stop at H.Qs, def posns or dumps but must lead past. Tracks, even foot-tracks, are especially obvious from the air. Existing tracks must not be widened or new tracks unnecessarily made. Vehs must keep to planned tracks and not create new ones. Foot-tracks must be restricted to single file movement.

VEHS

10. Vehs must be concealed or if they cannot be concealed they must be dispersed. Concentrations of vehs must be avoided at all pts, and especially at the aerodrome, FACTORY and dock area. The ultimate object to be attained is that no veh be parked nearer than 100 yds to the next and this must be achieved as early as possible. As time permits, veh bays should be dug into hill-sides. Standing vehs must be concealed and camflgd and care taken that the wind-screen does not flash in the sunlight.

LIGHTS

11. Until black-out is ordered, construction work, unloading of ships and removal of stores may be carried out with lights. All other lighting must be restricted to essential lamps - e.g. in H.Qs. These must be screened from sea and air observation. Bright lights must not shine outside the building in which they are used and bright lamps in tents are forbidden.

ACK

J. Mahoney Major
H.Q. MILNEFORCE

To H.Q. MILNEFORCE

Receipt of H.Q. MILNEFORCE Op Instn No 2
is ACK.

Time h.m. Name & I
Date Appointm

A.N.G.A.U. PERSONNEL.

Appendix 73

ADM STATUS..	MIL RANK	NAME	INITIALS	REMARKS
<u>SAMARAI DISTRICT.</u>				
<u>Gili Gili.</u> District Offr	Capt	AUSTEN	L.	District Offr Samarai District.
Asst D.O.	Lieut	ROSS	J.C.	
"	"	MADER	R.G.	
Patrol Offr	W.O.II	BROWN	J.F.	At present at labour lines.
"	"	BASKETT	F.H.G.	
"	? pte.	BUCKLAND	A.H.	Waiting for advise of prom to W.O.II
Air Spotter	pte	HAYES	B.B.	x SUAU awaiting Tpt back
"	"	KAYE	E.A.	Sick x Punipuni - believed temp att 55 Bn
A. Seacost. Transport Offr	Lieut	MONEY	W.	
R.A.N.V.R.	"	CHAMPION	I.	Att to "Laurabada"
District Offr	Capt	RICH	M.C.W.	On tsfer to Fly River district at present Spec duties
"Q" Inspector	Lieut	WILLIS	A.	Plantation Inspector - roving commission
<u>AHIOMA.</u>				
European Med Asst	W.O.II	BURCHETT	E.	At native hospital.
Storeman	Cpl	HANBURY	A.T.	
ENGINEER	pte	EVENETT	R.	Engr x "Matoma" awaiting orders.
"	"	SEWELL	B.	Engr x "Matoma" awaiting orders.
<u>LABE LABE.</u>				
"Q"	pte	COLEMAN	A.	Sawmill manager.
<u>SAGARAI VALLEY</u>				
"Q" Plantation Mgr	W.O.II	JANSEN	H.	Manager BAUMATA Pln; & temp incharge Sagarai Pln.
"	"	PALMER	A.J.	" TOMANAU Pln
<u>MAMAI</u>				
"Q" Pln Mgr	W.O.II	EGGLESTAFF	V.C.	Manager MAMAI Pln.
<u>KUIARA.</u>				
Air Spotter	pte	FRANKLIN	H.	Stationed at Kuiara re-fuelling depot. This depot never used.

SUAU. Air Spotter	Pte	YOUNGMAN	J.M.	
"	"	JOHNSTON.	E.	
	also			Pte Hayes now at GILI GILI waiting transport. Suggest Franklin sent SUAU and Pte Hayes used as labour lines GILI GILI.

ABAU ? D.D. or A.D.O.	Capt	LAMB DEN	W.	Has probably arrived there by now.
A.D.O.	Lieut	LEES	C.H.G.	
P.O.	W.O.II	MARSH.	J.	
E.M.A.	"	MAXWELL	?	
Engr	Pte	DIXON	J.	Engr launch "St Joseph".

TROBRIANDS DISTRICT.

D.O.	Capt	TIMPERLEY	A.T.	
A.D.O.	Lieut	RUTLEDGE	D.M.	At present "Marooned" at Woodlark" Is . owing loss of "Whitkirk"
P.O.	W.O.II	RUTLEDGE	R.	
P.O.	"	MIDDLETON	F.	At present at GILI GILI getting "Kismet" repaired.

LOSUIA. (trob Is)				
A.D.O.	Lieut	WHITEHOUSE	E.	(Speaks local language fluently) also good Med Exper.
P.O.	W.O.II	STANTON	H.W.	
CAPE PEARSON (NORMANBY IS)				
Air Spotter	Pte	GRIBBEN	K.M.	
"	"	MORROW	?	
"	"	LEESON.	R.	

TUFI DISTRICT.

TUFI (CAPE NELSON)				
D.O.	Capt	ANDERSON	F.W.G.	
A.D.O.	Lieut	BENSTED	F.A.	Proceeding
P.O.	"	HOGGARD	I.	"
Air spotter	Spt	MITCHELL	T.	
"	Pte	FENNER	R.J.	

PORLOCK HBR.				
AIR SPOTTER	Cpl	SOWERBY	E.	
"	Pte	YENDLE	E.	

UIAKU

Air spotter	Cpl	NORTH J.	
"	pte	DROGEMULLER	?

BANIARA
A.D.O.

Lieut	BEHARELL	J.
-------	----------	----

MUKAWA (under VANIARA)

Air spotter	Cpl	CALLAGHAN	W.
"	pte	FOSTER	E.
"	"	COSSTICK	E.D.
"	"	SYME	F.D.

also in SAMARAI DIST.

PUNI PUNI
Air spotter

pte	EVANS	S.	Probably being removed by Capt Rich. See Sgt Arnold
"	MORROW	T.E.	" " " " " " " "
"	ROYAL	A.H.	" " " " " " " "

At Fall River awaiting transport to PORT MORESBY for southern leave.

Air Spotter	pte	LANGMAN	H.	ex Baniara
"	"	PERRY	A.	"

Names of spotters who went out on "Laurabada" are unknown.

EUROPEANS OF N.E. COAST.

MAMBO

Rev S.R.M. GILL

IOMA

Lt J.B. McKenna Jnr
 Lt E. Owen Turner
 Lt J.A. Costelloe
 Cpl N.M. Thompson
 Pte S.J. Hogbin
 " A.J. O'Mara
 " G. Shearn
 " W.S. Young.
 " A.D. Clark
 " A.C. Franks
 " M. O'Connor
 " J. McLeod
 " A.E. Blumson.
 " A. Murison

AMBASI

VX69754 " R.H. Hanna
 ? R.J. Holyoake
 V150148 " H.D. Palmer
 ? " G.Chester.

WARIA

Mr A. Ringel

GONA.

Rev Benson
 Miss M. Parkinson
 Miss M. Hayman

SAGARA

Rev V. Redlick
 Miss M. Brenchley
 " L. Lashmar
 Pte W.D. Mason Snr
 " L.E. Austin
 W.O. H.F. Bitmead
 W.O. D. Barnes

BUNA

P375 Lt F.A. Champion
 P346 W.O. S.H. Yoeman
 VX61094 Pte H.B. Happer
 V152260 " F.A.B. Hill
 V111491 " G.A. Clasbie

AWALA

P354 Capt T. Grahamshaw
 P317 W.O. G.F.X. Brown
 ? Pte J. Mason

KOKODA.

? Lieut F.B. Brewer
 ? " W.E. Graham
 V.55560 Pte R.E. Skinner
 V245314 " T. Craddock

ISIVITA

Rev H. Holland
 Mr T. Duffeff (Ang Miss)

ERORO

Rev R.L. Newman
 Mrs Newman

SEFGA.

Rev R. Jones.

PORLOCK HBR (AKU)

V39923 E. Yendle
 P 322 Cpl E. Sowerby
TUFI. Lieut G.W.F. Anderson
 Pte J.R. Fenner
 N238340 Cpl J. Mitchell

30/7 LIST SUPPLIED BY D.O.

NANIU Mr J. Salxamn (Ang Miss)

WANIGELA

Rev D.J. Taylor.
 Mrs Taylor.
 Miss D. Tomkins.

UIAKU

P 202 Pte Drogemuller
 V48046 Cpl J. North

MUKAWA

Q28662 Rev E.K. Clarke
 V175056 Miss I. Kent.
 V220020 Cpl Callaghan
 V126085 Pte E. Foster
 " F.D. Syme Pte E.D. Cosstick

MENAPI

Rev F.H. Lane
 Mrs Lane

BANIARA

Lieut J. Beharell

BOIANAI

Miss M. Arliss.
 Miss E. Clarke,
 Rt Rev Bishop PNW Strong.
 Bishop Newton.
 Ven Arch A.J. Thompson
 Rev J.D. Bodger
 Mrs Thompson.
 Miss. M. Kenwick
 Miss E Somerville
 " M. Devitt
 " L.E. Williams
 Mr W. Young (Civilian)

DOGURA

WAMIRA

Miss L. Caswell

DIVARI

Rev O.J. Brady

TAUPOTA.

Rev Jennings
 Miss M. Inman
 Miss M. Mills

EXCELLENT POINT.

P185 Pte S.Evans
 V128225 " T.E. Morrow.
 V180113 " E.H. Kaye (in Fall R)
 P204 " A.H. Royal.

appx 74

To all units list "B"

From FALL RIVER

0 503

30

SECRET . no 3 intell summary to
 1400 K/30 . ONE . ENEMY OPS
 . KOKODA . JAPS encountered our tps
 GORARI 1200 K/25 and 1700 K/25 ,
 GORARI 3 hrs march East KOKODA .
 1600 K/26 two Aust pls surrounded and
 dispersed OIVI 2 hrs march East KOKODA
 . majority rejoined force at DENIKI
 3 mls South KOKODA JAPS occupied
 KOKODA about noon 27/7 . Our tps
 retook KOKODA but JAPS attacked 0210 K/29
 causing casualties and withdrawal to DENIKI 0400
 K/29 . SALAMAUA . native reports JAPS
 seeking guides for tracks to WAU BULOLO
 . TWO . ENEMY ORDER OF BATTLE .
 no red helmets yet reported among force
 attacking KOKODA . SALAMAUA . reported 300
 special shock tps from RABAUl quartered KEILA
 village . THREE . ENEMY TACTICS .
 KOKODA . adv along track headed two
 cyclists then carriers then 50 yds to
 rear main body of 60 or 70
 . early stages withdrawal NOT quickly
 followed up . FOUR . ENEMY EQPT
 . two probable bn guns model 92
 fired indirect high trajectory air burst at
 300 or 400 yds against our tps
 KOKODA area . Tps advancing KOKODA lt
 green uniform green mesh on helmets .
 two bicycles only no wheeled vehs or
 pack animals . carriers only apparent means
 tpt . reported from MUBO captured JAP
 mortar bomb believed contain paralyzing gas .
 report being investigated . FIVE .
 ENEMY AIR . our planes over GONA
 heavily engaged by JAP fighters . JAP
 flying boats reported based GASMATA .
 ENEMY NAVAL . four possible lt cruisers
 NATORI cl course S E YSABEL CHANNEL 1135
 K/25 . two destroyers one tpt
 sighted GONA 1554 K/26 ineffectively bombed
 off WAYTUTU PT 1745 K/26 . two
 large tpts KIETA ineffectively bombed 1620
 K/26 . two submarines seen KIETA
 . attack bombers found no naval target
 near GONA 1300 K/27 . 1545 K/29
 attack by 7 A-24s off GONA against
 2 destroyers 2 large one med tpts
 . 500 lb bomb 15 ft from
 Bow second tpt . leading tpt burning
 amidship . RABAUl 2 cruisers 2 destroyers

5 med 10 small tpts 20
small craft in harbour one M S
patrolling entrance

NOT WT

CM Turbayne Lieut

1640

appx 25

LIST OF PERSONNEL WITH EXPERIENCE USEFUL IN THE ISLANDS.

9 BN Q99995 Dvr Dobbin C.S. (ticket for Motor Boat up to 80 ft
can also handle sailing boat)
Q100518 Pte Hargreaves E.T. (Sail and Motor Boat)
Q16955 " Wells N.D. " " " "
QXM 100629" HENRICKS V.C. (Motor Boat)
QXM 100188" Boaler L.F. " "
Q 25253 " Miles B.E. (Motor Boat mechanic)
Q100546 " Shoebridge E.H. " " also mechanic.
QX31521 " Gabardo N. (Jungls -six years experience)

6th Bn. Q102272 Pte Cave A. (Sailing Boat)
Q28483 " Gordon R.O.K. " "
Q28893 " White R.EL. (Speed Boat)

ORDNANCE STORES 103 F.O.D.
Q.X.M.149411 Pte Robinson M.S. (Motor and sailing Boats)
SX 7838 Pte Gibson J. (" " " "
Q124514 " Hawkins G.G. (Sailing)
VX61008 " Johnson A.J.N. (Motor Boat, has navigated previous
but would need time to brush up on
this subject)
SX 7838 " Gibson J. (Handling natives in Middle East)
VX61253 " Edbrook " " " " "

7 Inf Bde GP A.A.S.C.
Q46128 " Clur E.L. (Sailing Boat.)
Q46262 " Browning N.D.A. (Motor ")
Q122238 " Bond K.A. " "

61 Bn Q109514 " Searle (Motor and Sailing Boats.)
Q27690 " Robinson " " "
Q102294 Cpl Gillespie " " " "
Q27955 L/Sgt White J.J. " " " "

11 Fd Amb. Cpl Villiers (Motor Boat)
Pte Kirkwood. " "

appx 76

NOT TO BE PUBLISHED

The information contained in this document is not to be communicated, either directly or indirectly to the Press, or to any person not holding an official position in His Majesty's or the United States Service.

Serial No 19/42

Copy No

MILNEFORCE
ROUTINE ORDERS PART 1
by
BRIGADIER JOHN FIELD

Date 31 Jul 42

"G"

94. PASSWORD (Ref S.M. M 4 20 Jul)

Period from	1800	31 Jul	to	1800	1 Aug	Serial No	15
"	"	"	1 Aug	"	2	"	3
"	"	"	2 "	"	3	"	18
"	"	"	3 "	"	4	"	5

95. DISTRIBUTION LISTS

Add to List 'A' & List 'B'

'C' Bty 104 C.A. A/A Bn.

J. Mahoney
Major

"A & Q"

96. BILLS OF LADING AND SHIP'S MANIFESTS

Shipping documents as they arrive are delivered to Port Comd (Maj L.V. MILLER). Services requiring to consult these papers should apply at H.Q. USAFIA Port Det.

97. CHURCH PARADES

Church Parades on Sun 2 Aug 42 will be as under:-

Roman Catholic: Chaplain Rosenskjar will celebrate Mass at the following times -

25 Bn H.Q. Area	...	0815 hrs
9 Bn	...	1130 hrs

~~Mass at the Mission at 0615~~ Mass at the Mission at 0615 & 0730 hrs.

A. Krebs
Staff Capt.

DISTRIBUTION: List "A".

NOTICE LOST: Coy "E" 46 Engrs Regt reports the loss of Pistol No. 146076 from U.S. Engrs Tool Trailer. Anyone finding this pistol is requested to return it to H.Q. Coy "E" 46 Engrs, No. 1 Aerodrome.

apex 77
~~SECRET~~ M31

Copy No.

o All Units list "B"

H.Q.
MILNEFORCE
31 Jul 42.

INTELLIGENCE INSTRUCTION No 1

CRASHED AIRCRAFT

GENERAL

1. It will be a vital necessity to make the best possible use of any evidence which may fall into our hands as the result of the capture of enemy aircraft and crews and to ensure that our crashed aircraft are not interfered with by unauthorized persons.

RESPONSIBILITY OF ARMY UNITS

2. It is the responsibility of the nearest army unit to supply a guard, unless the aircraft is brought down near an R.A.A.F. establishment.

3. The primary duty of the guard is to ensure that there is no unauthorized pilfering or search of the aircraft or the area of the crash.

4. The unit making the capture will immediately get in touch with Force H.Q. and R.A.A.F. H.Q.

5. The guard will remain until R.A.A.F. Intelligence and Technical officers make all necessary searches for documents and technical data.

DISPOSAL OF AIRCRAFT

6. The crashed aircraft is to be deemed the property of the R.A.A.F. whose representatives will make arrangements for disposal according to their judgment.

DISPOSAL OF DOCUMENTS

7. All documents found on prisoners and/or aircraft are to be sent by the quickest means to Air Intelligence, R.A.A.F. H.Q., TOWNSVILLE. Documents may be briefly examined prior to despatch. They should be put in separate parcels clearly marked with identification marks of aircraft and date, time and location of crash.

DISPOSAL OF PRISONERS

8. Aircrew prisoners must be kept segregated and forbidden to talk among themselves. There must be no fraternisation or communication except for such medical attention as may be necessary.

9. Aircrew prisoners will be sent under guard by the most available means to R.A.A.F. H.Q., TOWNSVILLE.

TRANSMISSION OF INFORMATION

10. The following information should be sent immediately by "Airmail" Signal to R.A.A.F. H.Q., TOWNSVILLE,

- (a) Type of aircraft and markings. Damage.
- (b) Date brought down.
- (c) Place brought down.
- (d) Any information on crew including:-
 - X Unwounded and capable of immediate transfer.
 - Y Wounded and incapable of immediate transfer.
 - Z Dead.

ACK.

J. B. Mahoney
H.Q. MILNEFORCE. Maj.

To all units list "B"

From FALL RIVER

0506

31

SITREP

No 12

to

1500

K/31

reported

JAP

patrol

moving

towards

YODDA

15

mls

NW

KOKODA

1100

K/30

.

GONA

air

recce

0840

K/30

reported

3

destroyers

1

tpt

northbound

off

CAPE

WARD

HUNT

and

1

tpt

beached

near

GONA

.

MORESBY

raid

75

1900

to

2300

K/29

3

type

96

dropped

GP

and

incendiaries

no

damage

or

casualties

.

raid

76

0245

to

0330

K/30

raid

type

96

no

damage

or

casualties

.

AA

engaged

both

raids

reported

NOT WT

Cm Turbayne Lieut 1530 hrs

Appx 78