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

## 1/4/8 CORPS

2 Australian Corps General Branch (2 Aust Corps 'G' Branch)

May1943



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(제) [ 연 [ JUL 이 1943	<sup>10</sup> 17 Unit Genera		AR DIARY or INTELLIGENCE SUMMARY (Erase heading not required) Date and Time.—From 28 APR To 31 MAY 43.	Army Form C.2118 (adapted.)
Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BARRINE	28 APR	1000	GCC visited 6 Aust Div and saw Maj-Gen STEVENS	
		1330	GOC returned to HQ	
	29 APR	1100	GCC interviewed Red Cross representatives	
		1400	GCC visited 9 Aust Div and saw Maj-Gen WCOTTEN	
		1700	GCC returned to HQ	
		1900	Mr RICHARDSON and Er COLEMAN dined with GCC	
	30 APR	0930	GCC inspected Ord Depot TCLGA, A SP, ATHERTCN and Field Bakery,	
			ATHERTON	
		1430	GCC inspected FPC and site for Con Depot	
		1630	GCC returned to HQ	
	08 APR-3	AY	2 Aust Coms Intelligence Report No 18	Appx 154
	1 L'AY		CE 2 Aust Corps - Engineer Intelligence Summary No 12	155
	2 May		2 Aust Corps Memo G2853. Subjects "Training"	156
			2 Aust Corps Lemo G2356. Subject: "Training-Security Film,	157

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Army Form C.21

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	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BARRINE	з мау	1130	Lieut_Gen NORTHCOTT (C.G.S.) arrived at HQ 2 Aust Corps.	
			Lunched with GOC and later visited 9 Aust Div accompanied	
			by GOC and saw Maj-Gen WCOTTEN. Remained overnight at A Mess	
	4 May	0830	C.G.S. left for CAIRIS	
	4 - 7 MAY		2 Aust Corps Intelligence Beport No 19	Appx 158
	5 1AY	1415	Lieut-Gen LAVARACK arrived HQ 2 Aust Corps; accompanied by	
			GOC he visited 9 Aust Div and met senior Officers. Dined	
un esterretette etter anna tablet esterretette anna tablette			with GOC and remained overnight	
	6 MAY	0900	Lieut-Gen LAVARACK left to visit 6 and 7 Aust Divs and	
			returned to CAIRHS	
		1100	Col FAIRLIE celled on GCC	
	8 MAY	1300	GCC attended Race Meeting near RAVENSHCE. Met Maj-Gen WCCTTER	
			and Maj-Gen VASEY	
		1900	GCC returned to HQ.	

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Army Form C.21:8 (adapted.)

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BARRINE	8-12 MAY	·····	2 Aust Corps Intelligence Report No 20	Appx 159
	8 MAY		2 Aust Coros Memo G2899 - Subject "Defence against Air Attack	
********			HQ 2 Aust Corps"	160
	8 MAY		Lessage SD 56 - Warning Order Movt 27 Aust Fd Coy	161
	9 MAY		Hessage SD 447. Congratulatory messages from GOC to	
***********			1. Gen ALEXAIDER Hinh Africa	
****			2. Gen MONTGOMERY Eighth Army LEF	
		•	3. Gen LEESE 30 Corps MEF	
			4. Gen BREYBERG NZEF LEF	162
	10 L'AY	1000	GOC visited 532 Engineer Reft Lunched with Col STEINER and	
		·····	watched demonstration landing	
		1830	GOC returned to HQ	
		1900	GCC dined with "G" Mess	
			2 Aust Corps Location Statement No 1 as at 2400 hrs 10 LAY /43	163

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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.
EARRINE	10 MAY	1900	Message SD448. Mut. one platoon A Coy 2/1 Aust HQ GD Bn	Appx 164
	11 KAY	0900	3QC saw Brig PULVER	
		0945	GOC saw Brig IRV-11G	
		1045	GCC left to visit 503 Parachute Regt	
	12 MAY		Message SD66. Myt Lt Sec 6 Aust CCS	<u>]</u> 65
	-13 HAY	1400	GCC visited 9 Aust Div and saw Maj-Gen WCCTTEN- Accompanied	
			by Laj-Gen WOOTTEN he visited 24 Bde and 2/28 Bn	
۰ •	<u>الملا 14</u>	C900	GOC visited 7 Aust Div and viewed Training exercises	
		1700	GOC returned to HQ	
	***	1900	Brig .OPKINS arrived at HQ 2 Aust Corps and dined with GOC	
		2100	GOC conferred with Brig HOPKINS	
			Message SD492 Warning Order - Kvt 19 Aust Fd Coy	166
	15 MAY	1660	Laj-Gen LURRAY called	
			CE Branch 2 Aust Corps Engineer Intelligence Summary No 13/	167

Army Form C.2148 (adapted.)

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. Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BARRINE	15 MAY	1000	2 Aust Coros Lemo G2956 Subject: "Training personnel - 2 Aust	
-		·····	Corps "	Appx 168
- · · · · · · · · · · · · · · · · · · ·			2 Aust Corps Memo G2961 Subject: "Schools and Courses Nominat	ions" 169
			Message SD85 - Warning Order - Mvt 2 Aust Cav Regt Sig Tp .	170
	Y من 17	1800	GOC left HQ to visit 6 Aust Div. Met Maj-Gen VASEY en route	
			and conferred with him	
		1315	GOC arrived 6 Aust Div. With Maj-Gen STEVENS inspected traini	ng
			of 16 and 30 Bdes	
			Message SD 516. Ref mvt 2/7 Aust Cav (Commando) Regt	171
			Message SD 517. " " " " " "	172
			Message SD 93 - Warning Order, Mvf 19 Aust Army Fd Coy	173
······································	18 MAY	1100	Major AGAR (Canteens) called on GOC	
		1200	Col COOK called on GOC and remained for lunch	
		1530	GOC met C-in-C Lieut-Gen HERRING and Maj-Gen SINPSON on their arrival at LARGEBA	6.7

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BARRINE	12-18 MAY			Appendices, Diaries, &c.
	16 10 -4		2 Aust Corps Intelligence Report No 21	Appx 174
	19 MAY	6915	GCC, Lieut-Gen HERRING accompanied C-in-C visit to 9 Aust Div	
		****	erea - inspected units in training	
		1800	GCC returned to HQ	·
		1900	C-in-C, Lieut-Gen HERRING, Maj-Gens SIMPSON, VASEY, STEPHENS	
			and WCOTTEN, Lady BLAMEY, Matron CODY, Matron HOWE dined with	GOC
			SD Instruction No 47 - Subject: "Incoming Messe es - Personal	Cor" 175
			Message SD 609 Destination of Coys	176
	20 MAY	.850	GOC, Lieut-Gen HERRING accompanied C-in-C on visit to 6 and	
			7 Aust Div areas and inspected units in training	······
		1800	GOC returned to HQ	
		2030	GOC with Lieut-Gen HERRING, C-in-C attended 2 Aust Corps Offic	ers
			Dance at MALAIDA	
	21 MAY	0330	GOC met C-in-C at LARELBA on his departure	

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Army Form C.21 (adapted.)

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Place Date Hour		Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.	
	BARRINE	22 L'AY	0900	GCC met the Gov-Gen, Lord GOWRIE, at CAIRNS, accompanied him	
	•			on visit to 503 Inf Parachute Regt, subsequently to YUNGABURR	,
· • •			1900	Lord GOWRIE dined with GCC	
·				Message SD 1 Warning Order Mvt 10 Aust Fd Coy	Appx 177
				Message SD2 Ref our SD93 of 17 MAY	178
				Message SD5 Ref our SD88 of 16 MAY Myt of Unit	179
				Message SD638 Hvt of Unit	180
-				2 Aust Corps Lemo G3016 - Subject "Despatch Rider Letter Serv	'ice" 181
		23 MAY	0930	GOC met Lord GOWRIE at YUNGABUHRA and accompanied him to 6	
				Aust Div, where he inspected guard of honour, and attended	
			-	church parade, took the salute at a march past of 6 Aust Div,	
				met commanding officers, lunched with Maj-Gen STEPHENS	
			1500	Returned to YUNGABURRA	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
			1515	GOC saw Col BALLETIN who remained 1 hour	<u>/</u>
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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.
BARRINE	23 MAY	1620	GOC saw Maj-Gen MURRAY	
	19-24 MA		2 Aust Corps Intelligence Report No 2	Appx 182
	24 L'AY	0900	GOC met Lord GOWRIE at YUNGABURRA and accompanied him on	
			visit to 7 Aust Div. Inspected 21 Bde guard of honour	<b>Ma</b> , an
			and saw training demonstrations	
		1330	GOC returned to HQ	
		1500	GCC saw Chief Red Cross Commissioner Er GIFFORD	***************************************
	24-28 MAY		2 Aust Corps Intelligence Report No 23	183
	24 L'AY		Message SD6. Warning Order Mvt 2/90 Aust LAD	184
			Message SD7 Mvt 2/2, 2/4 and 2/6 Aust Independent Coys	185
			Message SD8 Myt 2/113 Aust Ind Bde Gp Wkshops (Advance Party)	186
<b>6</b>		*****	Message SD9. Ref Fir t Aust Army (AIF) SD64 of 4 MAY. N vt co.p	leted 187
		*****	Message SDIO. Warning Order. Myt Mob Wing First Aust Army Map	_
			Reading and & School	188

Army Form C.2118 (adapted.) .

Place Date PAPETETE 24 34		W	Army Form ( adapted.	
Place	Date	Hour	Date and Time.—FromTo Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BARRINE	24 L'AY		Message SD12. Myt various units	Appx 189
*****************	25		SD Instruction No 48. Subject: Reception Office	190
			2 Aust Corps Location Statement No 2 as at 2400 hrs 25 MAY 43	191
			Message SD16. Warning Order. Livt Sigs 24	192
<b></b>		C915	GOC met Lord Gowrie at YUNGABURRA accopanied him on visit_	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		·	to 9 Aust Div area. Inspected guardof honour and saw units in	
			training	
		1330	GCC returned to HQ	
		1500	Saw Col EASTIN and CCs of Independent Coys	
		1900	GOC dined at 2/6 AGH	
			Laj-Gen BOASE arrived, dimed at A Less, remained overnight	
	26		Message SD21 ref Mvt 1 Sec of HQ 5 Aust Fd Survey Coy	193
		·····	Lessage SD22 Lvt 2/118 Aust Ind Ede Group Ord Fd Pk	. 194
		0700	GCC met Lord Gowrie at MAREEBA on his departure	1. 7.

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## WAR DIARY or INTELLIGENCE SUMMARY (Erase heading not required)

Army Form C.2118 (adapted.)

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BARRINE	26 NAY	1000	GOC saw Div training exercise by 7 Aust Div	
· .		1630	GOC returned to HQ	
		1966	Brig-Gen HEAVEY- Col STEINER dined with GOC remained overnight	
	27 L'AY		Message SD25. Lvt 1 Sqn 2/9 Armd Regt	A372 195
		1000	GOC held a conference with Maj-Gen WOOTTEN, Brig -Gen HEAVEY	
			Col STEINER and staff oflicers. Maj-Gen WCOTTEN remained	
			for lunch	
-			Conference between GCC and Commanding Officers 2 ESB attended	1
			by Maj-Gen WCOTTEN, Brig-Gen HEAVEY Col STEINER and Staff	
			Officers. Co-operation between 2 Aust Corps and 2 ESB	***************************************
			discussed. Liaison arrangements and tentative proposals	
			for training made. Note: Papers on this conference and	
			subject papers on combined operations matters will be	
		[	forwarded separately.	

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## WAR DIARY or INTELLIGENCE SUMMARY (Erase heading not required)

Army Form C.2148 (adapted.) .

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices, Diaries, &c.
BARRINE	27 MAY	1900	GCC dined with Laj-Gen STEPHENS at NQ 6 Aust Div	
- · · .	28 FAY		Copts CLAY-POOL and SEIFERT Lisison Officers from 532 Engineer	•
<u></u>			Boat ans Shore Regiment joined this HQ	
			Lessage SD676. Lvt 2/9 Aust Fd Coy	Appx 196
******			Message SD 68 1. Mvt	197
	29 MAY		Capt VIRTUE Liaison Officer HQ 2 ESE, joined this HQ	
		1400	GCC attended 9 Aust Div rece meeting and was later entertaine	d
			a dinner by GUC and Officers 9 Aust Div	
	-		Message SD31. Warning Order 9 Aust Div Concert Party	198
	30 MAY	1900	Brig KING, Brig CHILTON, Brig WINDEYER dined with GCC	
			Ressage SD691. Congratulatory message to General BLALEY fr	rom GOC 199
•	28 L'AY -		2 Aust Corps Intelligence Report No 24	200
	1 JUN			
	·····	**		
Govt. Printer, Brisbane				以在现

#### Q 2 AUST CORPS INTELLIGENCE REPORT 24

#### <u>Compiled from information received</u> from 1200 hrs 28 May to 1200 hrs 1 Jun 43

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Сору

- 1. Information herein is for circulation down to Lt-Cols Comds.
- 2. A receipt is not required, but copy holders should note serial numbers and bring under notice non-receipt of any issue. These reports will not be issued regularly.
- 3. All dates and times are Eastern Australian Standard Time.

#### PART 1 : OPERATIONS

#### For index to place names see PART 3 (a) TOPOGRAPHICAL

#### (a) NORTHERN AUSTRALIA:

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There have been several recent reports of enemy aerial recce at various points in the North, but only one raid occurred during the period under review and that was against MILLIMGIMBI on 28 May. Eight enemy bombers, supported by six fighters, dropped thirty bombs on the old camp area and twenty bombs near the Mission. There were no casualties and only very slight damage. Our intercepting fighters destroyed three enemy bombers and damaged others.

#### (b) NEW SOUTH WALES:

On 28 May a submarine was sighted thirty miles ENE PORT STEPHENS. This was the only report of submarine operations off the AUSTRAL-IAN coast during the period.

#### (c) NEW GUINEA:

MAMBARE DELTA. On 26 May thirty enemy aircraft bombed and strafed MOROBE Harbour and some of these raiders made runs over DOUGLAS Harbour and MAMBARE.

On 27 May six enemy aircraft attacked MOROBE Harbour, Results of any of these raids have not been reported.

SALAMAUA-MUBO. There have been practically no land operations reported in the last week. Activity has been confined to patrolling.

LAE. On 27 May for over an hour six Beaufighters, nine B24s and fifteen B25s bombed and strafed the airfield, dispersal area, buildings and defences around JACOBSEN'S PLANTATION. As a result there were large explosions and many fires sending up a column of smoke visible for seventy-five miles. Direct hits were scored on two grounded aircratio.

Interpretation of photographs, taken on 7 May, confirms reports of extensive new ground defences in the area. This applies particularly to JACOBSEN'S and HEATH'S PLANTATIONS. At the latter an exceptionally strong defence system against ground attack has been prepared. It consists of three or four field artillery emplacements and two for light AA besides trenches with twelve or more MG pits and several bunkers probably concealing strong gun posts.

FINSOHHAFEN. Strafing runs were made on 27 and 29 May by one B24 against villages along the shoreline to SAIDOR.

#### PART I (c) Contã.

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<u>BENA BENA</u>: In Report 23 it was mentioned that there were signs of increased enemy interest in this area. Later reports show that the natives in the district have been strongly affected by enemy domination and are working as guides for the Japanese.

MADANG: On 29 May four B17s bombed the airfield and wharf area. Fires were caused on the runway and dispersal areas.

HANSA BAY: On 29 May there were a number of reports of naval convoys moving in this area. Details of the traffic are a little obscure but there can be no doubt supplies have been brought in for NUBIA and probably for MADANG. The likelihood also exists that reinforcements and reliefs for personnel have been accomplished. In this regard it may be significant that strong coastal batteries have been revealed by recent aerial photographs. At 1810 hrs one B24 dropped two bombs close to a transport

which was left smoking and also destroyed two of four intercepting enemy fighters. A similar result is described after an attack against a destroyer or light cruiser. It is possible the reports refer to the same vessel. The convoy evidently consisted of at least four destroyers and five merchant vessels.

<u>DAGUA</u>: On 28 May four B24s and six B17s bended the airfield including the runway and revetment area. Recent reports had indicated a substantial concentration of enemy bombers and fighters at this field and it is therefore probable that the bombs which fell in the target area achieved good results.

WEWAK: A report just received refers to huge quantities of supplies seen along the coast on 21 May from WEWAK to BORAM. It 'is also stated that many of the buildings in the town area are used as warehouses, No doubt the requirements at WEWAK are heavy, but it is probable that it is a staging dump as well from which transfer can be made to other enemy bases along the NEW GUINEA coast.

On 28 May a convoy of four merchant vessels with destroyer escort was sighted seventy miles NE of WEWAK. These ships were possibly amongst those mentioned as being off HANSA BAY next day.

A strong bombing attack was made by four B24s and six B17s on 28 May against the airfields. At BORAM there were a number of fires on the runway and in the revetment and dispersal areas, and probably seven searchlight positions were destroyed.

On 30 May seven B17s bombed and strafed the airfield. Fires and explosions indicated that fuel and amnunition dumps had been hit. Three searchlights were destroyed. At EORAM an unstated number of aircraft in the revetment area were burnt.

#### (d) **BISMARCK ARCHIPELAGO**:

Shipping around the area generally has been on much the same scale as sightings reported in recent weeks. On 29 May, for example, the following ships were in RABAUL Harbour:

	One light cruiser	One damaged destroyer
		One mine swceper
	Two sub-chasers	One sub-tender
•	One destroyer tender	Two tankers
	Twenty two merchant ships	totalling 101,500 tons
	There were also two mediu	a cargo boats off PRAED POINT
	heading for RABAUL.	-

Our air offensive has mainly been limited to single unit sopties against GASMATA, TALASEA and CAPE GLOUCESTER.

/Contd.

#### PART 1 Contd.

#### (e) SOLOMON ISLANDS:

## 8 E C R E T

BOUGAINVILLE: An unconfirmed report dated 16 May refers to a road being constructed from BUKA PASSAGE to TIMPUTZ Harbour, It is stated that KIRWINA Plantation and CHUNDAWAN on the North coast thirteen miles South of BUKA PASSAGE are the best sites for airfields on the coast. The enemy are said to have concentrated troops and supplies in this area and to have sont out surveying parties. It is suggested that the Japanese are already preparing a strip at CHUNDAWAN. On 23 May it was reported that Japanese patrols were active from TINPUTZ to INUS seventeen miles SE of TINPUTZ, and that they have been burning villages as reprisal for lack of oo-operation from the natives. The Japanese in this area are largely dependent for food on the native gabdens, and it is said that their supplies are short. All these reports are unconfirmed and on the other hand the volume of shipping sighted is not consistent with any suggestion of acute shortage of supplies in the area.

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Allied air attacks have been persistent and heavy over a considerable period and it is suggested that an increase recently observed in night flying activity on the part of the enemy is associated with training of night fighters in the hope of finding a more effective answer to our attacks than AA has been able to provide.

YSABEL ISLAND: Delayed reports refer to heavy allied air attacks against REKATA BAY on 23 and 25 May. Ammunition dumps were fired and there were a number of explosions.

#### (f) DUTCH NEW GUINEA:

Allicd air offensive operations have been carried out over a wide area but generally by only one or two aircraft. Targets were:-TIMOEKA on 27 and 29 May; BABO on 29 May; NABIRE on 29 May; and LANGGOER in the KAI ISLANDS on 26 and 27 May.

#### (g) DAMAR ISLAND:

One B24 bombed the building area on 29 May with unreported results.

#### (h) TIMOR:

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DILLI: On 29 May two air attacks were made, the first by two B25s when fires were started at the airfield and the second by two Hudsons which bombed the building area.

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PENFOET: On 29 May two B25s bombed the airfield for over an hour and started fires on the runway and amongst AA positions,

#### (1) BOEROE ISLAND:

One B24 bombed the building area and airfield at NAMLEA on 29 May. 4 1000-ton merchant vessel, six barges and a power launch were strafed fifteen miles S of TEFU on the same day.

#### (1) SOEMBA ISLAND:

On 29 May one B24 bombed and started fires at WAINGAPOE.

#### (k) SOELBAWA ISLAND:

On 29 May two B24s which bombed BIMA scored hits in large buildings followed by explosions and fires.

#### (1) CELEBES ISLANDS:

Numerous small craft were observed on 29 May around MACASSAR and also at BENTENG in SALAJAR ISLAND. • Cn 30 May three B24s bombed KENDARI and attacked a 3000-ton

merchant vessel in the harbour, • • • a geografia a strategica de la compositiva de la compositiva de la compositiva de la compositiva de la composi

#### (m) MALACCA STRAIT: . . . .

A Dutch submarine has sunk 7,500 tons of Jap shipping.

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#### PART 1 Contd.

#### SECRET

(n) NEW CALEDONIA:

On 24 May an allied vessel was torpedoed in a position approximately ninety miles S of NOUMEA.

(Commentary based on information contained in Landops 301 to 304, FAA Int Sum 55, AAF Int Sum 104, NE Area Daily Sum 588 to 591)/

#### PART 2 : EVENY

(a) ORDER OF BATTLE:

(1) <u>Ienn.</u> ....

Changes in estimates of Enemy Strengths in SWPA and SOLOMONS on information up to 19 May 43 :-

WEWAK	20,000	- increase of 2,000
MADANG	10/13,000	- increase of 2,000 - increase of NIL/3,000
REKATA DAY		- decrease of 1,000

<u>SALANAUA - MUE</u>O:Documents captured on LABABIA RIDGE 11/12 May included an Operation Order from which was obtained the composition of the Japanese attacking force 9 May as follows:-

1 Bn 102 Inf Regt	Det 115 Inf Regt X
2 Bn 102 Inf Regt less Bn Gun Pl	One Sec Regtl Sigs
Det Arty Personnel	lied Det

X Probably survivors from convoy 2/4 Mar.

The two battalions of 102 Inf Regt participated in the original attack on WAU on 29Jan. Their combined strength at time of relief was 650, Allowing for increments, the strength of the force which carried out the attack on LABABIA RIDGE is estimated at 700. Deduction of casualties to date leaves the estimated strength in the LABABIA RIDGE -MUBO - KOMIATUM area at 600.

Forward troops estimate that the strength of the enemy force used in the attack on BOBDUBI was possibly 600. It is reasonable to assume that this attack was made by 3 Bn 102 Inf Regt, which was held in reserve during the WAU operations. Its strength was established from captured documents at 500. Assuming this as the more accurate figure, and allowing for casualties so far reported, the enemy remaining in the BOBDUBI area are estimated to be in the vicinity of 4CO. An adjustment of the SALAMAUA total in line with the foregoing

gives the round figure of 1,000, including the returned MAIZURU SNLP; or a total of 2,000 troops in and forward of SALAMAUA.

(11)<u>Air</u>:

Estimated enemy land-based air strength as at 28 May 43.

AREAS	F	и/в	S/EB	F/B	F/P	Sundry	Total	18 May
New Britain New Ireland New Guinea Solomons Timor Ambon Aroe & Kei I Dutch N.G. Celebes Java	140 9 30 18 14 8.6 20 61 33	128 9 63 30 6 18 47 <b>5</b> 4	.2	4 2 3 9	15 4 59 3 <b>12</b> 7 3 18	19 4 13 9	306 22 131 93 27 47 13 27 126 123	255 51 117 91 31 42 15 24 135 105
	394	355	- 2	18	96	50	915	864

(AAF Int Sum 107)

/Contd.

(FAA Int Sum 55)

#### SECRET

#### PART 2 (Conta)

(b) <u>EQUIPMENT</u>

Attached as Appx "A" are notes on Improved Japanese Bangalore Torpedo \_\_\_\_\_ Safety precautions with Japanese Japanese Equipment Issue. HE Grenade

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Attached as Appx."B" is photographs of Improved Japanese Bengalore Torpedo.

#### (c) <u>ENEMY IDENTITY DISCS</u>

The following information in connection with enemy identity discs was volunteered by an enemy prisoner, who is considered to be both intelligent and reliable. There is, however, no confirmation, and in fact it is probably true to say that there are many systems of marking identification discs. Apparently each formation is empowered to adopt its own preferred method, and that shown below is probably in use in the prisoner's own formation and may be the only one known to him.

Identification discs are issued to Japanese Infantry troops. These discs are brass (1) ovals, issued in blank. When a Japanese Infantryman is assigned to his Company, it is the function of his Corporal to stamp the disc with :-

Divisional Code Character Regimental Code Number

Coy Code Number

Individual's Number (or officer's name)

The Co	y code	numbers	are	<b>as</b>	follows:-
--------	--------	---------	-----	-----------	-----------

1: Regt HQ 7:	3 Coy	13: 7 Coy	19: 11 Coy
2: 1 Bn 8:	4 Coy	14: 8 Coy	20: 12 Coy
3: 2 Bn 9:			21: MG Coy
4: 3 Bn 10:		16: Bn Gun Coy	22: Bn Gun Coy
5: 1 Coy 11:	5 Coy	17: 9 Coy	-
6: 2 Coy 12:	6 Coy	18:10 Coy	-
Example: -	-		1
TOW	9 2804 No 201	" would indicate	"МОТО 2804

(51 Div 115 Inf Regt) 12 Ooy."

Comment: Iron identity discs have been recovered in NEW GUINEA and previous information indicated that these also were issued by the Army.

#### (c) JAPANESE PACKAGE & PAYBOOKS

Another fruitful source of information from which identifications may be made, are Paybooks and various labels torn from cartons and packages etc., used by the enemy to contain stores of any description.

- (i) Labels: One such label captured in BURMA is described as being of white cloth,  $5\frac{1}{2}$  inches in length, with the unit's <u>name</u>, <u>code name</u> and <u>code number</u> stencilled in black ink. The importance of this information cannot be overstressed. These labels or in fact any document or label bearing Japanese characters, should be handed promptly to the nearest Intelligence Officer.
- (ii) <u>Paybooks</u>: Attached as Appendix "C" is facsimile Jap paybook. Spaces are provided in the paybook for insertion of the soldier's regimental battalion and company commanding officers' names and it is not unusual to find the unit's code name and number included also,

and the

Other columns show amounts of pay received units making the payments.

The paybooks are size  $3\frac{5}{5} \times 4\frac{3}{4}$  inches and usually A translation of instructions to the owner of the

paybook, (to be found on the back of the title page) is given below:

1. The issuer of this book, upon making the various required entries, will deliver it to the person (whose name appears hereon).

/Contd

PART 2 (c) Contd.

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#### SECRET

This book is evidence of pay and is to be carefully 2 preserved by the holder, and to receive pay must be presented to the accounting officer on request. If this book is lost or damaged, or the rate of pay

- 3. changed it must be immediately reported to the accounting officer of the unit to which (the holder) is attached.
- This book is a substitute for "Allowance Report", in 4. event of transfer or return to JAPAN.
- If this book becomes unusable, it will be returned to the accounting officer of the holder's unit. 5

#### (FAA Int Sum 55)

#### PART 3 : TOPOGRAPHICAL

#### (a) Other Areas.

Index to further place names appearing in this Report --

#### PART 4 : OTHER FROIFTS

Attached as Appx "D" is Map of Europe showing approx range of Allied Heavy Bombers.

0 Maj, GS 2 Aast Corps,

#### DISTRIBUTION:

		• •	
6 Aust Div	1-16	A	82
7 Aust Div	1738	Q	83
9 Aust Div	39-68 <sup>°</sup>	DDMS	84
HQ RAE 2 Aust Corps	<b>6</b> 9	DDST	85
Sigs 2 Aust Corps	· 70	DDOS	86
HQ 2 Aust Corps Tpt Col	71	ADME	87
GOC	72	First Aust Army	88
BGS	73	York Force	89
G(0)	74	Q land L of C Area	<u>9</u> 0
G(I)	75-77	17 L of C Sub-area	<u>91</u>

AF 92 93 •94 9**5-96** 97**-**98 Sqn Gp N 821 RAAF LOS Naval Staff Offr 5 A/C Sqn War Diary File 79 80 81 CE CSO DA & QMG

#### Appx "A" to 2 Aust Corps Int Report 24

#### EQUIPMENT

(a) Improved Japanese "Bangalore Torpedo":

Photographs of a new type of Japanese "Bangalore Torpedo", recovered at GUADALCANAL, are shown on appendix "B" to this Report.

This "Bangalore" is of extreme interest and shows a marked improvement of design in comparison with those previously examined, which consisted merely of several explosive charges, housed in a cylinder constructed of barboo strips lashed together with twine.

<u>Construction</u>: The torpedo body consists of a steel tube with shoulders welded to both ends.

When shipped, the tube has a cap screwed over one end and a male plug screwed into the other.

Fuze and locking collar are constructed of a light aluminium alloy. Fuze assembly is in three parts, viz :-

(i) Fuze body (houses twin friction igniter-detonator systems);

(ii)Locking collar;

(iii)Pointed cover.

To Assemble: The pointed cover is unscrewed from the fuze locking collar and replaces the cap on the male end of the torpedo. The plug is then removed from the female end of the tube and the locking collar, with fuze body, is screwed in to replace it.

In addition, a series of torpedoes may be connected together, the male end of one torpedo being screwed into the female end of another.

To Fire: Safety pin is withdrawn from fuze head and lanyard is then pulled.

There is an eight (8) second powder delay train between the twin friction igniters and detonators.

#### (FAA Int Sum 55)

#### (b) Safety precautions with Japanese HE Grenades

Tests recently carried out with a number of captured Japanese Type "91" hand grenades show that these weapons, so much in favour with the Japanese, might well cause more harm to the thrower than to the intended victims.

Although the delay fuge of the grenade is supposed to be four to five seconds (and is so marked), the delay train has been known to burn in much less time. All our troops, therefore, who capture these grenades and use them, should be informed that they must be thrown immediately the head of the grenade has been struck.

While the delay train is burning, a considerable quantity of black smoke is emitted from the escape hole at the base of the fuze tube. Care should be taken to keep the hand clear of this hole.

This smoke emission serves as a feature in recognising the grenade when in flight.

(AMF Int Review 42)

/Conta

#### Appx "A" Page

#### (c) <u>Japanese Equipment Issue:</u>

The following information has been obtained from PW sources: -

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On Enlistment:

The undermentioned items of personal equipment were issued to each soldier: -

1

2 pairs undergents (long) 1 rifle 2 pairs socks 1 bayonet 2 pairs boots 1 steel helmet 1 pair gaiters 1 leather belt 1 respirator 1 water bottle . 2 uniforms (woollen winter 1 pack issue) · 1 hold-all . 1 one-man tent 1 greatcoat (approx 5 ft square) 1 raincoat 1 peaked cloth cap 1 mess kit 2 shirts • • •

#### On Active Service:

Individual head nets were issued to each soldier and large mosquito nets, capable of covering four to seven men, were also carried. Prior to leaving RABAUL for NEW GUINEA each man also received a green shirt and trousers.

The following emergency rations were issued to troops :-

6 GO (2 1bs) rice 1 tin of fish or meat 1 KATSUBUSHI (BONITO) 1 tin pickled plums 1 salt tablet (wrapped in cellophane) 1 small.paper bag of MISO (bean paste)

#### Medical Supplies carried by Troops:

Each man carries a "SANKAKU HOTAI" (field dressing) and a piece of gauze. In addition, the following supplies are carried in each soldier's hold-all :-

1 bottle "WAKAMOTO" (yeast pills)

- 1 bottle Creosote
- 1 bottle water-purifying tablets

1 tin foot powder

It is considered that the creosote referred to is, in actual fact, a creosote pill used in the treatment of diarrhoea. It has been noted that quantities of these pills were carried by Japanese troops in NEW GUINEA.

To date, water purification agent in tablet form has not been captured. It is considered, therefore, that in all probability the tablets referred to are in actual fact, a powder. This powder is supplied in small glass tubes, two tubes of disinfectant and one tube of taste neutralizer being packed in a small, flat, green tin measuring 5% x 12 x 9/16 inches.

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(FAA Int Report 55)



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Appendix "B" HQ First Aust Army Weekly Intelligence Summary No 55

# JAPANESE BANGALORE TORPEDO



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COPY TO LANDOPS TROM 2 Aust Corps sd 691 30 personal for gen. BLAMEY from .MORSHEAD this recognition of your great services and achievements further gives the greatest pleasure and statisfaction us all cordial congratulations we send you our most

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#### COPY/RMW

2

TO: 9 AUST DIV CONCERT PARTY RPTD A: Q: ORD: FROM: 2 AUST CORPS SD31 29/5

SECRET . WARNING ORDER. 9 AUGT DIV CONCERT PARTY WILL PREPARE TO MOVE EARLIEST PRESENT LOCATION TO BRISBANE . ON ARRIVAL ATTACH MILBASE BRISBANE FOR REEQUIPPING AND ISSUE VEHICLES MOBILE STAGE AND LIGHTING SET . MOVE WITH ALL STAGE AND OTHER EQPT AND LUSICAL INSTRUMENTS . OC CONCERT PARTY WILL PROCEED BRISBANE SOONEST REPORTING DAD AMENITIES MILBASE BRISBANE . ADVISE PARTICULARS GRO 318/43

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OM 2 aust corps sd 681 28/5 ICRET . ref relief 2/44 LAD .	-	
iCRET . ref relief 2/44 LAD .		
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### to 1000

TCO: 1515

CHA: MY

27/5

SECRET . CANCEL THIS OFFICE SD327 OF 3 MAY . ONE SQN 2/9 AUST ARAD REGT WILL MOVE WITH PERS ARMS AND EQPT ACCOM STORES AND TENTAGE . DETS OF 4 ARMD BDE GP WKSHOP AND DET 4 ARAD BDE GP SIG SQN ACCOMPANY . DETS COMPRISE ...2/9 ARAD REGT 88 PERSONNEL 16 x M3 TANKS 9 x 3 ton TRUCKS 1 x 3 TON WATER TRUCK 2 JEEPS 2 x 15 GWT TRUCKS 1 WILES COOKER . DET 4 ARAD BDE GP WKSHOP 27 PERSONNEL 1 JEEP WIRELESS VAN 6 x 15 GWT TRUCKS .. DET 4 ARAD BDE GP SIG SQN 8 PERSONNEL 1 JEEP 3 x 15 GWT TRUCKS . ADV PARTY DEPARTED BRISBANE 1440 HRS 26 MAY

SD25

COPY/RMW

TO: 7 AUST DIV HPTD A: Q: ORD

FROM: 2 AUST CORPS

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TO: 9 AUST DIV RPTD A: Q: ORD: POSTS

FROM: 2 AUST CORPS • SD22

SECRET . 2/118 AUST INDEP BDE GP ORD FD PK IS UNDER ORDERS TO MOVE TO THIS AREA . NO MVT BEFORE 29 MAY . ON ARRIVAL DESTINATION UNDER COLD 9 AUST DIV . UNIT MOVES WITH ALL EQPT AND VEHS HELD SCALE A TENTAGE AND ACCOLLODATION STORES . GRO G318/43 DETAILS WILL BE ADVISED . FORMATION ADVISE THIS HQ ON COLPLETION MVT

T00: 1515

26/5



TO: 5 AUST FD SVY COY EPTD A: Q: ORD TROM: 2 AUST CORPS SD21 26/5 SECRET . ONE SEC OF COY NOW IN CAFE YORK AREA LESS REAR PARTY WILL MOVE EARLIEST AND REJOIN HQ 5 AUST FD SVY COY AT INNISFAIL . ON ARRIVAL UNDER COMD 2 AUST CORPS FOR ADM AND LOCAL DISCIPLINE . MOVE WITH ALL EQPT VEHS AND STORES HELD . REAR PARTY WILL REMAIN UNTIL COMPLETION OF STRAT MAP . ADVISE COMPLETION MVT

T00: 1500

Carlos 193

#### COPY/RMW

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TO: CSO RPTD A: Q: ORD: AEME. FROM: 2 AUST CORPS SI

SD16 25/5

apple press

SECRET . WARNING ORDER . FIRST . SIGS 2 AUST CORPS WILL PREPARE FO TROPICAL SERVICE . DESTINATION FOLLOWS . UNIT WILL MOVE WITH PERSO ARMS AND EQPT ACCOM SCALE A EXCEPT AS FOLLOWS . 39 AUST LT WIRELES. SEC WILL TAKE FULL UNIT EQPT ACCOM STORES SCALE & AND VEHS AS FOLLOWS . 1 x 3 TON GS 4 x 4 1 x 15 owt 4 x 4 WIRELESS SIGS 1 JEEP . SECOND . MVT WILL BE CARRIED OUT IN THREE STAGES . COMPOSITION STAGES RESPONSIBILITY CSO 2 AUST CORPS . MYT FIRST STAGE FROM TOWNSVILLE NOT HEFORE 30 MAY . CSO ADVISE COMPOSITIONS GPS AND GRO 318/43 DETAILS EARLIEST . THE COPIES GRO 518/43 PRO FORMA WILL BE SUBMITTED . THIRD . NG FORCE WILL BACKLOAD SIGS 1 AUST CORPS IN THREE STAGES USING SAME SHIPPING . FOURTH . SIGS 1 AUST CORPS ON ARRIVAL MAINLAND UNDER COMD 2 AUST CORPS . LEAVE OF SIGS 1 AUST CORPS UNDER ARRANGEMENTS THIS HQ . ENQUIRIES BEING MADE REF UNIT EQPT 244 AUST LAD . FIRST AUST ARMY G(SD) 5413 OF 30 MAR NOT TO ORD AND AEME AND THIS OFFICE 24345 OF 1 MAY AND Q255 OF 11 MAY REFER

T00: 2000

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#### AUSTRALIAN MILITARY FORCES.

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SECRET.

Subject: 2 Aust Corps Location Statement No 2, as at 2400 hrs 25 MAY 43.

			2 Aust Corps (AF) 27 MAY 43, G 3036, J Copy No.
<ul> <li>6 Aust Div</li> <li>7 Aust Div</li> <li>9 Aust Div</li> <li>9 Aust Div</li> <li>RAE 2 Aust Corps</li> <li>Sigs 2 Aust Corps Tpt Coln</li> <li>2 Aust Corps Reception Camp</li> <li>2 Aust Corps Fd Punishment</li> <li>Centre</li> <li>Centre</li> <li>Centre</li> <li>Copot Cash Office</li> <li>Fst Aust Army</li> <li>QUEENSLAND L of C Area</li> <li>17 (CAIRNS) L of C Sub-Area</li> <li>No 1 (NQ) L of C Sub-Area</li> <li>Movts CAIRNS</li> <li>Movts TOWNSVILLE</li> <li>2/2 Aust Gen Hosp</li> <li>106 Aust Con Depot</li> <li>13 AOD</li> <li>GOC</li> <li>BGS</li> </ul>	$\begin{array}{c} \underline{\text{Copy No}} \\ 1 & - & 3 \\ 4 & - & 6 \\ 7 & - & 9 \\ 10 \\ 11 & -12 \\ 13 \\ 14 \\ 15 \\ 16 \\ 17 & -18 \\ 19 \\ 20 \\ 21 \\ 22 & -23 \\ 24 & -25 \\ 26 \\ 27 \\ 28 \\ 29 \\ 30 \end{array}$	Int LO DA & QMG A Q CE CSO Legal S & T Medical Ord AEME Pro Postal Salvage File War Diary	<u>Copy No</u> . 31 32 33 34-35 51 37 38 39 40 41-42 43 44 45 46 47 48-49 50-51.
l. Herewith 2 Aust C 25 MAY 43.	orps Locati	on Statement N)	2 as at 2400 hrs

1. Herewith 2 Aust Corps Location Statement N) 2 as at 2400 hrs 25 MAY 43.

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The serial numbers shown in the margin are for convenience of reference only.

It is requested that any errors or omissions noted in this statement be immediately notified to this HQ by the formation or unit concerned.

All copies of previous 2 Aust Corps Location Statements will be destroyed.

Acknowledge.

Brigter

GS 2 Aust Corps. ٠ Encl: 

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## 2 AUST CORPS LOCATION STATEMENT NO 2. as at 2400 hrs 25 May 43.

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6 AUST DIV, Divisional Sign: Kangaroo on Boomerang. • Serial Unit Map Voh Location Comp Moves projected NO Ref and remarks. HQ HQ 6 Aust Div Bl 84 WONDECLA DIV HQ H366043 BS area ВЭ ENGRS HQ RAE 6 Aust Div 2/15 Aust Fd Coy 81 **B4** 11 Div Tps H325076 B5 Ħ 86 rea H325076 2/22 Aust Fa Pk Coy 67 Βø 11 11 H325076 B7 Βß SIGS B3 HQ Sigs 6 Just Div 66 tt 11 HJ58048 6 Aust Div Cipher Sec 68 **B10** ١f 11 HE58048 INF HQ 16 Aust Inf Bae 88 Bll tf E Bae area H522070 **B1**2 J Sec Sigs 6 Aust Div 88 IT. tf Но22070 B13 Det 6 Aust Div Postal Unit 55 tt ŧŧ H322070 2/1 Lust Inf Bn B14 50 11 H320070 ૧ 2/2 Aust Inf Bu B12 99 tt H315063 R 2/3 Aust Inf Bn B16 56 11 Ρ H325067 HQ 30 Aust Inf Bde 50 Aust Inf Bae B17 65 Ħ F Bae erea Hil5078 B18 Sig See 3/22 Aust Inf Ba 65 11 11 H315078 ,**319** 82 11 Ho14077  $\mathbf{L}$ B50 30 Aust Inf Bn 91 Ħ Ho13077 Μ B21 49 Aust Inf Bn 77 tt H314079 Ν . PNR 8/4 Aust Pnr Bu **B**55 140 <u>- E</u> H335004 \*\*\* JAASC . B23 HQ Comd AASC 6 Aust 1 59 Div 11 Div Tps HJ26076 area  $B^{24}$ 2/1 Coy MASC 97 11 11 HJ26076 BS2 B26 B27 20 Aust Sup Depot Pl. 11 11 H326076 BSQ 21 Aust Sup Depot tt Pl 11 H326076 . MEDICAL BSð 2/1 Aust Fa inb 57 11 Div Tps arca Ho25073 6 Aust Div Mob B20 79 Bath Unit 11 11 H322072 ORD Bol Bu2 Ξ. B22 LEME 2/42 Aust LAD B3466 H346052 under comd tt 11 Siss 6 Lust Div 2/45 Aust LAD ÷ B32 88 E Bae irea **E321069** under Comd 11 16 Aust Inf

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<u>3</u> 45 В46	6 Aust Div Reception Camp	71	19	Ry Stu	HS33098	



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С2 С3	"C" Aust FS Sec 7 Aust Div HO	ଧ <u>ୟ</u> 	11	11	p451810	
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Gā	CAV 2/7 Aust Cav Commanao Regt		π	B Comp. I Tps Area	)iv MtG22131 !	lo Corgs Tg under cog for local adm
Cũ	Elements 7 <u>fust</u> Di Cav Regt	v 94	11	π	"	Awaiting disposal.
C7	ENGRS. HO RAE 7 Aust Div	81	tt	U Camp	MtG340800	*
C8	2/4 Aust Fd Coy	öÖ	17	11	MtG540805	
C <u>9</u>	2/5 Must Fd Coy	55	11	11	MtG-40308	
C10	2/o just Fd Coy	90	11	17	MLG340303	
<b>C</b> 11	ou just Fa Pa Coy	<b>ö</b> 7	11		MtG341812	
C12 .	7 just Div Camit					
• .	Tis Unit.	73	11	**	MtG340303	3
	SIGS					
<b>C13</b>	HQ Siss 7 Lust Div	00	17	Tuliy Fa Rđ	lls P431317	
<b>C1</b> 4	C Sec Sids 7 Lust			1(~	T TOTOT!	
	Dīv	94	n	R Canp D Tas lice	iv MtGj2lslo	Under com 2/7 Aust Cuv Rest.
C10	7 just Div Cipner Sec.	ပဝံ	n	Tully Fo Rd	lıs P431815	
Clo	INF 2/7 Aust Div Carr					
	Сэх		<del>11</del>	B Cann D Tis frea		Under com 2/7 Aust Cav Rogt
C17 C18	HO 13 Aust Inf Ede J Sec Sige 7 Aust	80	t <b>y</b>	1 Ede -r	eamtgesoou6	
Cli	Div	88		<b>ft</b>	<u>Mt</u> Cაපხაან	
020	2/9 just Inf En	50	**	1 Camp	MrGJ30335	
C21	2/10 Lust Inf Sn	99 9		5 Cemp	MtG3ood32	
C22	2/12 Aust Inf Bn	56	17	C Canp	MtGJUU027	
025 024	HQ 21 Aust Iaf Dde K Sec Sigs 7 Aust	96	11	5 Ede <u>A</u> r	eaMtG382015 MtG382815	
	DIV	90	11	17	MAROCCOTO MARANCE MARA	
C25 C26	2/14 Aust Inf En	65	If	G Comp	MtGu7b3l5	
C27	2/16 just Inf 2n	ol		E Comp	MCG578815 MCG578815	
C23	2/27 Hust Inf Bn	93 		E Camp	MtG070012 MtG074012	í
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CSA	HQ 25 Lust Inr Edc	60	11	C Bdo Ar	LeMtG367819	

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-	<b>C31</b> C32 C33 734	2/25 2/31 2/30	just just just	Inf Inf Inf	Bu Da Da	82 91 77	17 52 78	H	Camb Camb Camb	MtG371021 MtG574816 MtG-1 5318		
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<pre>Percine on E00 hurming. C36 HQ Cond AllSC 7 Just Div by " % Comp MtG355814 C37 2/153 Autt Gen Tb. Cory 97 " " MtG355814 C38 2/2 Just Sup D0 ot Coy 64 " " MtG355814 C39 2/4 Just Fd Jub 37 " . Joan Div Tos Iren MtG284012 C41 2/6 Just Fd Jub 37 " . Joan Div Tes Iren MtG284012 C42 2/6 Just Fd Jub 37 " . Joan Div Path Unit 79 " U Conp MtG356812 C43 2/117 Just Inder Sac Cp Yru Fd Pk 85 C44 7 Just Div ord Fd Fk (lets 18 g c Soc 21 Bde Soc ) " " MtG356812 C45 18 Bde Soc 7 Just Div Ord Fd Fk 65 C45 2/117 Just Inder Sac Cp Yru Fd Pk 65 C45 18 Bde Soc 7 Just Div Ord Fd Fk C45 2/17 Just Inder Div Ord Fd Fk C45 18 Bde Soc 7 Just C45 18 Bde Soc 7 Just C47 Z/47 Just LD 33 " I Bde Jree MtG3864500 under cond Just Inf Bd C48 2/59 Just LD 95 " B 200 Jree MtG3864500 under cond Just Inf Bd C49 200 Just LD 95 " B 200 Jree MtG3864500 under cond Just Inf Bd C49 200 Just LD 95 " B 200 Jree MtG3864500 under cond Just Inf Bd C49 200 Just LD 95 " B 200 Jree MtG3864512 Junder cond Just Inf Bd C50 7 Just Div Fd Cush C51 (lass 21 Bdo Soc) W Camp MtG338512 Junder cond C53 7 Just Div Fd Cush C55 7 Just Div Fd Cush C57 7 Just Div Sc Jugar 71 TUNOLIN MtG868512 C58 7 Just Div Sc Jugar 71 TUNOLIN MtG868512 C59 7 Just Div Sc Comp 71 TUNOLIN MtG868512 C59 7 Just Div Sc Comp 71 TUNOLIN MtG868512 C59 7 Just Div Sc Comp 71 TUNOLIN MtG868512 C50 7 Just Div Sc Comp 71 TUNOLIN MtG868512 C50 7 Just Div Sc Comp 71 TUNOLIN MtG868512</pre>	Seria		Ve No		Com	į.		Moves prejected and remarks.
<ul> <li>C36 HQ Goad ALSC</li> <li>7 Just Div</li> <li>8 2/153 Just Gon</li> <li>7 Ty Coy</li> <li>97 " " MtGoob314</li> <li>263 2/2 Just Gon</li> <li>70 " " MtGoob314</li> <li>271 Just Sup</li> <li>70 " " MtGoob314</li> <li>274 Just Fd Jab</li> <li>70 " " MtGoob303 att RAE</li> <li>274 Just Ji Nob</li> <li>98th Unit</li> <li>79 " U Ceap MtGood003 att RAE</li> <li>643 2/117 Just Indep</li> <li>500 GP "The Fd Fk 85</li> <li>800 GP "The Fd Fk 85</li> <li>810 Unit Fidep Bdo</li> <li>810 Unit Fidep Bdo</li> <li>810 Unit Fidep Bdo</li> <li>810 Unit Fidep Bdo</li> <li>810 Just Inf Bd</li> <li>820 Just LAD</li> <li>81 Bed Side Side (JAFHE)</li> <li>81 Bide Side (JAFHE)</li> <li>81 Bide Side (JAFHE)</li> <li>81 Bide Side (JAFHE)</li> <li>81 Bide Jide Side (JAFHE)</li> <li>81 Bide Jide Side (JAFHE)</li> <li>820 Just LAD</li> <li>83 " J Bide Jide MtGood6400 Under cond Just Inf Bd</li> <li>84 Side (Jast Ell Bdo Side)</li> <li>83 " J Bide Jide MtGood6400 Under cond Just Inf Bd</li> <li>84 Side (Jast Ell Bdo Side)</li> <li>85 " The Side Jide Side (Jast Bdo Side)</li> <li>84 Side Jide Side Side (Jast Bdo Side)</li> <li>85 " The Side Jide Side Side (Jast Bdo Side)</li> <li>86 " The Side Jide Side Side (Jast Bdo Side)</li> <li>86 " The Side Side Side Side Side (Jast Bdo Side)</li> <li>86 " The Side Side Side Side Side Side Side Sid</li></ul>	<u> ეაშ</u>	2/2 Aust Fnr 3n	ol	RAVENSHO	EX(	Օսութ	MtGJ21310	Percapine on
TP: Coy       97       " " MtGobbl4         C58       2/2 Lact Sup Dejot Coy       64       " " MtG355814         C59       2/4 Lust Fd 1ab       57       " A Omep Div         C41       2/6 Lust Fd 1ab       57       " MtG3584615         C42       2/6 Lust Fd 1ab       57       " MtG324615         C41       2/6 Lust Fd 1ab       70       " MtG324615         C42       7 Aust Fd 1ab       70       " MtG324615         C43       2/7117 Aust Indep       32       " MtG350812         C44       7 Aust Div Ord Fd Fk       85       W Cany MtG350812         C45       18 Bds Suc 7 Aust       " MtG350812       Bawaiting         Div Ord Fd Fk       65       " MtG350812       Bawaiting         Div Ord Fd Fk       65       " MtG350812       Bawaiting         C45       18 Bds Suc 7 Aust       " MtG350812       Bawaiting         Div Ord Fd Fk       65       " MtG306050       MtG306050         C45       2/17 Aust LLD       33<" L Bdc Arca MtG386050	_	HQ Coad MISC 7 Just Div	চর	IT	۲	ព្រះវជ្	MtG335814	
Derivt Coy         64         " MtG335814           MEDDILL Z/4 Dust Fd Dub 57         " A Chap Div Tes Tree MtG524515           C40         2/5 Aust Fd Dub 77         " MtG324515           C41         2/6 Aust Fd Dub 70         " MtG324515           C42         2/6 Aust Fd Dub 70         " MtG324515           C43         2/6 Aust Fd Dub 70         " MtG324515           C44         2/6 Aust Fd Dub 70         " MtG324515           C43         Z/117 Aust Fd Dub 70         " MtG324515           C43         Z/117 Aust Indep Sac G2 Yu Fd Pk 85         W Camp MtG30812           C44         7 Aust Div 76 Fd Pk (less 18 E C Sec         " MtG30812           C45         18 Bds Sec 7 Aust Div Ord Fd Fk 85         %         " MtG30812           C45         2/17 Aust LAD         33<" Aust Div Fd Gab 34         Aust Inf Ed Under cond Aust Inf Ed           C47         Z/47 Aust LAD         35<" Blac Area MtG3864500 under cond Aust Inf Ed           C48         ×/59 Aust LAD         33<" A Ede Area MtG3864500 under cond Aust Inf Ed           C49         200 Aust LAD         94         B Ede Area MtG3864500 under cond Aust Inf Ed           C51         MtG2         MtG358614         MtG368514           C53         Mted Div Ykshops         " Tully FallsF451813 <td>-</td> <td>TP: Coy</td> <td>97</td> <td>11</td> <td></td> <td>12</td> <td>MiGuaual4</td> <td></td>	-	TP: Coy	97	11		12	MiGuaual4	
<ul> <li>Co3 2/4 Tust Fd Anb 57 " A Chap Div Tps Tree MtG32acl3 " MtG32acl3</li> <li>C40 2/5 Aust Fd Anc 32 " " MtG32acl3</li> <li>C41 2/6 Aust Fd Anc 70 " " MtG32acl3</li> <li>C41 2/6 Aust Fd Anc 70 " " MtG32acl3</li> <li>C42 7 Aust Div Nob Eath Unit 73 " U Chap MtG340803 att RAE</li> <li>C43 2/117 Aust Indep Bac Gp Tru Fd Fk 85 W Camp MtG30e812</li> <li>C44 7 Aust Div Ord Fd Fk 85 W Camp MtG30e812</li> <li>C45 18 Rds Sco 7 Aust Div Ord Fd Fk 85 " MtG30e812</li> <li>C45 18 Rds Sco 7 Aust Div Ord Fd Fk 85 " MtG30e812</li> <li>C45 18 Rds Sco 7 Aust Div Ord Fd Fk 85 " MtG30e812</li> <li>C45 2/117 Aust Indep Bd Gp Wtshop (AEME) 76 " 7 Camp MtG30e812 Bara forme</li> <li>C47 2/47 Aust L/D 33 " A Edc Area MtG386320 under comd Aust Inf Ed</li> <li>C48 2/59 Aust L/D 96 " B 200 Area MtG386320 under comd Aust Inf Ed</li> <li>C49 200 Aust L/D 67 MtG388612 under comd Aust Inf Ed</li> <li>C49 200 Aust L/D 67 MtG388612 Aust Inf Ed</li> <li>C50 7 Aust Div Fd Cash Office 80 " Tully FallsP401813 Rd</li> <li>C55 7 Aust Div Fd Cash Office 80 " Tully FallsP401813</li> <li>C55 7 Aust Div Fd Cash Office 80 " MtG380812 Avaiting di</li> <li>C55 7 Aust Div Fro Coy 55 " MtG382612 Avaiting di</li> <li>C55 7 Aust Div SclvUnit 78 " " MtG38812</li> <li>C56 7 Aust Div SclvUnit 78 " " MtG38812</li> <li>C57 7 Aust Div SclvUnit 78 " " MtG38812</li> <li>C58 7 Aust Div SclvUnit 78 " " MtG38812</li> </ul>	ეივ	Dojut Coy	64	17		12	MtG335814	
Tes free MtG32ael3C402/5 Aust Fd Ano32""MtG32ael3C412/6 Aust Fd Ano32""MtG32ael3C427 Aust Div Nob70""MtG32ael3C432/117 Aust Indep300 GP Yru Fd Fk85W CampMtG3388l2C432/117 Aust Indep300 GP Yru Fd Fk85W CampMtG3388l2C447 Aust Div Ord Fd Fk85""MtG3388l2C4518 Bde Sco 7 AustMtG3388l2C4518 Bde Sco 7 AustDiv Ord Fd Fk85""MtG3388l2C462/117 Aust Indep BdcC47Z/47 Aust LD33<"C482/59 Aust LD36"C49200 Aust LD36<"C49200 Aust LD36<"C507 Aust Div YkshopsC51C537 Aust Div Fd CashC547 Aust Div Fo CayC47C482/69 Aust LDC49	റ്രാല		57	11		Gaugar	νiα	
C40       2/5 Aust Fd Ano       32       " " Muds24elb         C41       2/6 Aust Fd Ano       70       " " Muds24elb         C42       2/6 Aust Fd Ano       70       " " Muds24elb         C43       2/117 Aust Indep       " U Camp MtG30812         C44       7 Aust Div Ord Fd Pk       83       W Camp MtG30812         C44       7 Aust Div Ord Fd Pk       83       W Camp MtG30812         C45       18 Bde Soc 7 Aust       9       " MtG308412         C45       18 Bde Soc 7 Aust       9       9       9         C46       2/117 Aust Indep       80       " MtG308412       9         C45       18 Bde Soc 7 Aust       9       9       9       9         C45       18 Bde Soc 7 Aust       80       " RAVENSHOE MtG403500)disposal       9         C46       2/117 Aust Lidep Bdu       80       " RAVENSHOE MtG308642       9       9         C46       2/147 Aust Lin       33       " Bdue Area MtG3086450 under comd       Aust Inf Ed         C46       2/147 Aust Lin       33       " Bdue Area MtG3086450 under comd       Aust Inf Ed         C47       Z/47 Aust Lin       9       " Bdue Area MtG3086450 under comd       Aust Inf Ed         C48	· ·		•••					3
C41       2/6 [mest Fr Amt 70       " " MtG32*a312         C42       7 Aust Div Nob       " U Camp MtG340803 att HAE         C43       2/117 Aust Indeg       Bate Unit       79       " U Camp MtG340803 att HAE         C44       2/117 Aust Indeg       Bate Or 7 H Fd Fk 83       W Camp MtG330812         C44       7 Aust Div Ord Fd Fk 85       W Camp MtG330812         C45       18 Bde Sco 7 Aust       [awaiting Jiv Ord Fd Fk 85         Div Ord Fd Fk 85       85       " MtG333812 Belag forme         C45       18 Bde Sco 7 Aust       [awaiting Jiv Ord Fd Fk 85         Div Ord Fd Fk 85       85       " MtG338812 Belag forme         C45       2/117 Aust Indeg Bda       " MtG303812 Belag forme         C46       2/117 Aust Lin 9       33<" L Bdo Arce MtG386650 under comd Aust Inf Bd			52	11			MiGo24ol	
0RD       27117 Aust Indep       Sac GP "Tw FG Fk 85       W Camp MtG306812         043       27117 Aust Div ord Fd Fk (leas 18 E c Sue       " MtG308812         044       7 Aust Div ord Fd Fk 65       " MtG308812         045       18 Ede Suc 7 Aust       Jawaiting         Div Ord Fd Fk 65       65       " MtG308812         045       18 Ede Suc 7 Aust       Jawaiting         Div Ord Fd Fk 65       65       " MtG308812         044       2/117 Aust Indep Edd       65       " MtG308812         045       2/117 Aust Indep Edd       65       " MtG308812         046       2/117 Aust LAD       76       " 7 Camp MtG3086450       under comd Aust Inf Ed         047       2/47 Aust LAD       33       " Edd Arce MtG3086450       under comd Aust Inf Ed         048       2/59 Aust LAD       95       " B 200 Arce MtG3086450       under comd Aust Inf Ed         049       200 Aust LAD       95       " B 200 Arce MtG308514       waiting di         050       7 Aust Div Witchops       " Tully FallsP401813       aust Fd P4         051       10x Fd Cash       0fflee       80       " Tully FallsP401813         055       7 Aust Div Po Coy #5       " MtG308504       Aust Div Concert       " MtG308504		2/6 just Fa inc	70	31		Ħ		
C43       Z/TI7 Aust Indep Bac C2 Yra Fd Fk 83       W Canp MtC350812         C44       7 Aust Div Ord Fd Fk (leas 18 ± c sec ±1 Ede sec)       " " MtC353812)         C45       18 Ede sec 7 Aust Div Ord Fd Fk 55       " " MtC405500) disposal         C46       2/117 Aust Indep Edd GP Washop (AEME)       55       " RAVENSHOE MtC405500) disposal         C47       Z/47 Aust LUD       33       " Dec Arse MtC5866450 under cond Aust Inf Ed         C48       2/59 Aust LUD       33       " Dec Arse MtC5866450 under cond Aust Inf Ed         C48       2/59 Aust LUD       33       " Dec Arse MtC5866450 under cond Aust Inf Ed         C48       2/59 Aust LUD       33       " Dec Arse MtC5866450 under cond Aust Inf Ed         C48       2/59 Aust LUD       33       " Dec Arse MtC5866450 under cond Aust Inf Ed         C49       200 Aust LUD       67       WtC541812 under cond Aust Inf Ed         C50       7 Aust Div Washops (less 21 Ede Sec)       W Camp MtC538612 Awaiting di         C51       C54       7 Aust Div Postal Unit       Rd         C55       7 Aust Div Postal Unit       " MtC3038612       MtC3038612         C55       7 Aust Div Sec Reception Comp       " MtC3038612       MtC3038612         C58       7 Aust Div Concert       71 TUMOULIN       Mtc368312			79	18	ប្	Camp	MtG5409(	)3 att R.E
C44       7 Aust Div ord Fd Pk (leas 18 E c sec al Bds sec)       " " MtG35381a) (avaiting Div Ord Fd Fk         C45       18 Rds sec 7 Aust Div Ord Fd Fk       60       " " MtG403650) disposal (c46 2/117 Aust Lider Bd0 (c9 Mishop (AEHE))       96       " W Camp       MtG503812 Bolig forme Aust Inf Bd (c46 2/59 Aust LAD)       96       " W Camp       MtG3086450 under comd Aust Inf Bd (c46 2/59 Aust LAD)       96       " B Bus Area MtG386450 under comd Aust Inf Bd (c47 2/47 Aust LAD)       96       " B Bus Area MtG3864515 under comd Aust Inf Bd (c48 2/59 Aust LAD)       96       " B Bus Area MtG3864515 under comd Aust Inf Ed (c49 200 Aust LAD)       67       MtG541812 under comd aust Fd PK       Aust Inf Ed (c54 7 Aust Div Wischops (lost 21 Bde Sec))       " Camp       MtG541812 widting di aust Fd PK         C51       C53       7 Aust Div Fd Cash Offlee       " Tully FsllsP451813       Avaiting di Aust Inf Ed (b 7 Aust Div Pro Coy p 5 " " MtG6393602         C55       7 Aust Div Pro Coy p 5 " " MtG6393602       " MtG6403550 under comd ADOS 7 Aust Div Sec (c50 7 Aust Div Sec       " MtG60336012         C57       7 Aust Div Sec (c58 7 Aust Div Sec       71 TUMOULIN       MtG568312	C43	2/117 Aust Indes						
Li Eds Soc)       """ MtG55381L) Jawniting Div Ord Fd Fk       Jawniting Div Ord Fd Fk         C46       2/117 Aust Libey Bdo GP Witchop (AEME)       "" W Camp       MtG4038612 Berne forme         C47       Z/47 Aust Lib       J3<"" Li Ede Area MtG386350 under cond Aust Inf Ed         C48       z/59 Aust Lib       J3<" Li Ede Area MtG386350 under cond Aust Inf Ed         C47       Z/47 Aust Lib       J3<" Li Ede Area MtG386350 under cond Aust Inf Ed         C48       z/59 Aust Lib       J5<" Berne Area MtG3864515 under cond Aust Inf Ed         C49       200 Aust Lib       67       Berne Area MtG3864515 under cond Aust Inf Ed         C50       7 Aust Div Witchops (lisse 21 Ede Soc)       " Berne Area MtG38612       Avaiting di         C51       C53       7 Aust Div Fd Cash Office       " Tully FallsF431813       Avaiting di         C54       7 Aust Div Pro Coy 55       " MtG303650       under cond Aust Div Sec       " MtG303650         C55       7 Aust Div SalvUnit 78       " MtG303650       under cond Aust Div Concert       " MtG3036512	-, C44	7 Lust Div Ord Fd F			W (	Jany	MtC3398]	_2
Div Ord Fd Fk65"RAVENSHOEMtG403650)disposalC462/117 Aust Indep Bdc Gp Washop (AEME)76"W CampMtG503812 Belag formeC47Z/47 Aust L.D33"L Bdc Area MtG586850 under cond Aust Inf BdC48z/59 Aust LAD96"B Bus Area MtG586850 under cond Aust Inf BdC49200 Aust LAD96"B Bus Area MtG586850 under cond Aust Inf BdC49200 Aust LAD67MtG541812 under cond Aust Inf BdC507 Aust Div Washops (15st 21 Bdc Sec)W CampMtG541812 under cond aust Fd PAC51C52% CampMtG538812 Awaiting diC537 Aust Div Fd Cash Unit0ffice80"Tully FallsP451813 MtG598665 C55C547 Aust Div Postal UnitRd"MtG403350 under cond ADS 7 Aust Div Sac Raception Comp71 TUMOULINC577 Aust Div Sac Raception Comp71 TUMOULINMtG568312	C45	il Ede Sce)		rt		17	MtG33881	7
CP Witshop (AEME)76" The CampMtG503812Belag formeC47Z/47 Aust LiD33" L Bde Area MtG5868500 under cond Aust Inf BdC48Z/59 Aust LAD90" B Bae Area MtG5868500 under cond Aust Inf BdC49200 Aust LAD90" B Bae Area MtG586812 under cond Aust Inf EdC507 Aust Div Ykshops (lose 21 Bde See)67MtG541812 under cond aust Fd PKC51C527 Aust Div Ykshops (lose 21 Bde See)W CampMtG538812 Avaiting di aust Fd PKC537 Aust Div Fd Cash Office60" Tully FallsP451813 RdC547 Aust Div Postal Unit80" Tully FallsP451813 RdC557 Aust Div Pro Coy $z$ " MtG593862 Aust Div Salvunit 78" MtG403550 Aust Div Salvunit 78C577 Aust Div Salvunit 78" MtG368312C587 Aust Div Concert71 TUMOULINMtG368312	-	Div Ord Fd Fk		11	RIVE	SHO	E MtG4038t	
C47       Z/47 Lust L.D       33       " Ede Area MtG386650 under cond Aust Inf Ed Aust Div Fd Cash Office         C53       7 Aust Div Fd Cash Office       % Camp MtG38814 Awaiting di Rd         C54       7 Aust Div Fd Cash Office       % Tully FallsF431813 Rd         C55       7 Aust Div Pro Coy #5       " MtG398642 MtG398642 Aust Div SalvUnit 78         C56       7 Aust Div SalvUnit 78       " MtG403550 under cond ADOS 7 Aust Div Concert         C58       7 Aust Div Concert       71 TUMOULIN	-	Gp Washop (AERE)		17 -	i Car	np	MLG00381	2 Boling formed
C43       2/59 lust LAD       96       " B Bus Lick MtG332615 under cond Aust Inf Ed Under cond aust Inf Ed         C49       200 Aust LAD       67       MtC541812 under cond aust Fd PA         C50       7 Aust Div Witchops (less 21 Edc Sec)       % Cemp       MtC5338512 Awaiting di         C51       C52       MISC       % Cemp       MtC5338512 Awaiting di         C53       7 Aust Div Fd Cush Office       % Cemp       MtC5338512 Awaiting di         C54       7 Aust Div Fd Cush Office       % Cemp       MtC5338512 Awaiting di         C55       7 Aust Div Fd Cush Office       % Cemp       MtC5338512 Awaiting di         C55       7 Aust Div Postal Unit       80       " Tully FallsF431813 Rd       %         C55       7 Aust Div Pro Coy       5       " MtC39850       ander comd ADOS 7 Act to AUST Div SalvUnit 78       " MtC403350         C57       7 Aust Div Sac Raception Comp       71 TUMOULIN       Mtc3568312       Mtc3568312	C47		33	tt	i Bda	: jre	u MtGj868t	o under comd 1
C49200 Aust LAD67MtG341812 under comd aust Fd PKC507 Aust Div Withops (loss 21 Bdc Sce)W CemyMtG338814 Awaiting diC51C52WISCW CemyMtG338814 Awaiting diC537 Aust Div Fd Cash Office0ffice80" Tully FallsF431813C547 Aust Div Postal Unit80" Tully FallsF431813C557 Aust Div Postal Unit80" Tully FallsF431813C557 Aust Div Postal Unit80" MtG398662C557 Aust Div Pro Coy Sci 7 Aust Div SalvUnit 78" MtG403950 under comd ADOS 7 AustC377 Aust Div Sac Raception Comp71 TUMOULINC587 Aust Div Concert71 TUMOULIN	C43	z/59 just LAD	ЭР	11	5 2a:	a ⊴ro	a MtG38261	
C50       7 Aust Div Wishops (lass 21 Bdc Sec)       W Camp MtG558814 Awaiting di MtG5588514 Awaiting di C51         C51       C52         C53       7 Aust Div Fd Cash Office       Tully FallsP451813         C54       7 Aust Div Postal Unit       Tally FallsP451813         C55       7 Aust Div Postal       Rd         Unit       55       " P451315         C55       7 Aust Div Pro Coy ≠5       " MtG393665         C56       7 Aust Div SalvUnit 78       " MtG405550 under comd ADOS 7 Aust         C57       7 Aust Div Sac       " MtG568512         C58       7 Aust Div Concert       71 TUMOULIN	C49	250 Aust LAD	67				MLG54181	.2 under comd 53
C51 C52 MISC 7 Aust Div Fd Cash Office 80 "Tully FallsF431813 C54 7 Aust Div Postal Unit 55 " "P451315 C55 7 Aust Div Pro Coy 55 " MtG393802 C50 7 Aust Div SalvUnit 78 " MtG403950 under comd ADOS 7 Aust Div Sec Reception Comp 71 TUMOULIN MtG368912 C58 7 Aust Div Concert		7 Lust Div Wkshops (lass 21 Bdc Scc)			: Cer		17CJJ3881	
7 Aust Div Fd Cash Office90" Tully FallsF431813C547 Aust Div Postal Unit80" Tully FallsF431813C557 Aust Div Pro Coy #5" P451315C557 Aust Div Pro Coy #5" MtG393802C507 Aust Div SalvUnit 78" MtG403850 under comd ADOS 7 AustC577 Aust Div Sac Reception Camp71 TUMOULINC587 Aust Div Concert71 TUMOULIN		·				-		C .
C547 Aust Div PostalRdUnit55"C557 Aust Div Pro Coy 55"C507 Aust Div SclvUnit 78"C577 Aust Div SalvUnit 78"C577 Aust Div SacRaception Comp71 TUMOULINRaception Comp71 TUMOULINC587 Aust Div Concert	<b>5</b> 53	7 Aust Div Fd Cush						
Co57 Aust Div Pro Coy +5"MtG393602C507 Aust Div SelvUnit 78""MtG403850 under comdC077 Aust Div Sec""MtG368312C087 Aust Div Concert71 TUMOULINMtG368312	C34	7 Aust Div Postal	-	F				
C50 7 Aust Div SelvUnit 78 " " MtG403850 under comd ADOS 7 Aust Div Sec Reception Camp 71 TUMOULIN MtG568312 C58 7 Aust Div Concert	<b>0</b> .55					ŧŧ		
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C58 7 Aust Div Concert	C37		77	OTROUT TH			311020200	
	C28	7 Aust Div Concert Party			<del>.</del>	Ħ	MCG36891 P431313	lhq Tos

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## 9 AUST DIV.

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Divisional Sign: Platypus on Boomerang.

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D43	2/48 Aust Inf BA	77 "	L	G484392	
D44	MG 272 Aust MC Ba	17	N ·	G500376	

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-9-Serial Unit Veh Location Camp Мар Moves projected Ref and remarks. NO. PNRS: 2/3 Lust Pnr Ba KAIRI G++66356 D45 Х *LASC* G506392 HC Cond MASC 9 Aust Div 69 2/6 Lust Sup Depot Coy 97 D46 rt Ρ 11 G506392 D47 D48 11 G506392 11 Coy MISC 64 2/156 Aust Gen Tpt Coy D49 72 11 6206398 MEDIC\_L D20 2/3 Aust Fd Amb 11 G50-383 57 R 2/8 Aust Fd Amb D21 52 11 G502382 ନ୍ତୁ 2/11 just Fd Amb 11 D25 70 G487382 2/4 Aust Fd Hys Sec D23 11 G487382 ORD D54 9 Aust Div Mob Laundry 51 Ħ J Ede Area G486382 & Fwd Decn Unit 55ק D26 ENE 2/4 Lt AL Washop Sec GA71389 under comd 2/4 D57 11 Η Lt AL Rogt. 2/58 Aust LAD <sup>/</sup>D58 88 11 H Ede mrea G480567 under comd 20 Aust I.if Sae 2/61 Aust LID G484394 under comd 2/12 75 Ħ М Aust Fd Rogt. 2/63 Lust L'D G-84373 under comd 2/7 D60 74 11 Ð Aust Fd Regt. 2/64 Aust LAD 11 Т D61 54G469387 under comd 2/8 Aust Fd Regt 2/67 Aust LAD D62 66 11 G516400 under comd Sijs 9 <u>A</u>ust Div. D63 2/71 Aust LaD 62 EF U G476377 under comd 2/3 TK 🗋 Regt. 2/72 Aust LAD G4S0.77 under comd HQ D04 81 tt V RAE 9 Aust Div 2/76 Aust L:D D65 96 J Eue Area G436332 under comd HC 11 24 Aust Inf Eae. 2/77 Aust LAD 11 G50J376 under comd 2/2 D96 Ν Aust MG En -67 2/78 Aust LAD 65 K Ede Ares G487397 11 under comd HQ 26 Aust Inf Bde 2/82 Aust LAD D68 11 Ν G500379 under comd 9 <u>A</u>ust Div Cuv Regt. 290 Just LAD D95 Due to arrive 26 MAY 43. MISC **D70** 9 Aust Div Pro Coy 95 G516400 11 D71 9 Aust Div Fü Cash Office 80 11 G513397 9 Aust Div Postal Unit D78 55 11 C513397 D73 9 Must Div Concert Party 90 17 G513397 LHQ Tps -Aust Div Reception Camp 71 YADJIN D74 9 C43353385 D75 Aust Div S lvage Unit 9 KAIRI J Bde Area G48653820 2 Mob Met Flight D76 G484594 17 M LHO THS <u>Att 2/12</u> Aust Fd Regt. -

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AUSTRALIAN MILITARY FORCES.

Subject: Si Instruction No 48. Reception Office.

> 2 Aust Corps (AIF) >5- I AY 43. G 3029.

142,190

The supervision of the Rcception Office is the responsibility of the Junior GSOII (Liaison) This office will be mained 24 hours per day by the following staff:-

0ne W0 1 supplied by A Branch. One Cpl

supplied by Camp. Three orderlies

Rclief of the abovementioned staff is arranged as follows :-

Rest Day - 0800 hrs each Sunday to 0800 hrs each Monday - for WO and Cpl - by members of G and Q Staffs in accordance with a roster compiled jointly by G and Q.

> - for orderlies by Camp.

Instructions covering the handling of Incoming Correspondence and messages are set out in 2 Aust Corps Standing Orders for War and as amended by G1850 and G2712 and claborated by G2769 of 23 APR 43.

Instructions covering Incoming Mcssages "Personal for" 4. are set out in SD Instruction No 47 (G2985)

5. . (a) Instructions covering outgoing correspondence are set out in Standing Orders for War and as amended by G1850.

(b) Outgoing messages for despatch by Signals will not be passed to Reception Office, but will be handed direct by respective registries to Signal Office.

11.01 GS 2 Aust Corps.

Distribution: List F

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4715





TO: 6 AUST DIV RETD A: Q: MEDICAL: ORD: S & T: AEME: POSTS. FROM: 2 AUST CORPS SD12 24/5

COPY/RHW

SECRET . FOLLOWING UNITS 19 AUST INF EDE GP ARE BEING MOVED 2 QUST COMPS AREA ON RELIEF IN MT AND COMPLETION LEAVE . ON ARRIVAL UNDER COMD 6 AUST DIV . UNITS . HQ 19 AUST INF EDE WITH SIG SEC AND 2/79 AUST LAD 2/4 AUST INF EN 2/8 AUST INF EN 2/3 AUST COY AASO 2/7 AUST FD AME B SEC 12 AUST DIV WKSHOPS 19 EDE SEC 12 AUST DIV ORD FD PK DET 12 AUST DIV POSTAL UNIT . UNITS HOVE FROM NT WITH PERS ARMS AND EQPT ONLY EXCEPT THAT 1/1248 EQPT WILL ACCOMPANY 2/7 AUST FD AME . UNITS WILL TAKE OVER IN FIRST AUST ARMY AREA IN SITU EQPT ACCOM STORES TENTAGE OF RELIEVING UNITS.

T00: 1655

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UUPY/KMW

TO: FIRST AUST ARMY MAP READING & FD SKETCHING SCHOOL RPTD A:Q:ORD FROM: 2 AUST CORPS SD10 24/5. SECRET . WARNING ORDER . MOB WING FIRST AUST ARMY MAP READING AND FD SKETCHING SCHOOL WILL PREPARE MOVE FROM PRESENT LOCATION TO TORRES STRAIT . ON ARRIVAL UNDER COMD TORRES FORCE FOR LOCAL ADM AND DISCIPLINE . TORRES FORCE PROVIDE TENTAGE AND ACCOM STORES FOR STAFF AND STUDENTS . NO MOVE BEFORE 6 JUNE . ADVISE GRO G318/43 DETAILS 2 COPIES OF PRO FORMA GRO318 TO BE SUBMITTED

T00: 1425

1 ha 134



## COPY/RHW

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TO: FIRST AUST ARMY RPTD A: Q: ORD

FROM: 2 AUST CORPS SD9 24/5

SECRET . REF FIRST AUST ARMY SD64 OF 4 MAY NOT TO ALL ADDRESSEES. MVT 2/8 AUST DENTAL UNIT COMPLETED.

T00: 1320

a.

### COPY/RHW

TO: 9 AUST DIV RPTD A: Q: ORD: AKME FROM: 2 AUST CORPS

SD8

SECRET . ADV PARTY 2/118 AUST IND BDE GP WKSHOPS 1 DFFR 65 ORS WITH 8 VEHS IS PREPARING MOVE FROM PRESENT AREA AND ON ARRIVAL UNDER COMD 9 AUST DIV . MOVE WITH ALL EQPT AND VEHS HELD SCALE A TENTAGE AND ACCOM STORES . GRO 318/43 DETAILS WILL BE ADVISED . FORMATION ADVISE COMPLETION OF MOT.

T00: 1145

24/5

# COPY/RHW

<u>,</u>

TO: 7 AUST DIV RPTD A: Q: ORD FROM: 2 AUST CORPS

## SD7 24/5

SECRET . 2/2 2/4 AND 2/6 AUST INDEP GOYS WILL MOVE EARLIEST TO WONDECLA UNDER ARRANGEMENTS MVTS BRISBANE . ON ARRIVAL WILL COME UNDER COND 2/7 ANST CAV COMMANDO REGT . UNITS WILL MOVE WITH PERS ARES AND EQPT ALL PRESENT UNIT EQPT MENTAGE AND ACCOM STORES . GRO 318/43 PARTICULARS WILL BE ADVISED . FORMATION ADVISE THIS HQ COMPLETION MOVT.

**T00: 1055** 

COPY/RMW

TO: ABHE RPTD A: Q: Ord. FROM: 2 AUST CORPS

SD6

24

SECRET . WARNING ORDER . 2/90 AUST LAD WILL PREPARE FOR BARLY TROPICAL SERVICE . MOVE UNDER ARRANGEMENTS LANDOPS WITH PERSONAL ARMS AND ROPT UNIT EQPT TENTAGE AND ACCOM STORES 55 A BUT NOT VEHS . ADVISE THIS HQ BARLIEST PARTICULARS GRO G318/43 . DESTINATION MORESEY . PRO FORMA REQUIRED BY GRO WILL BE SUBMITTED IN DUPLICATE

T00: 1240

7-3-1



HQ 2 AUST CORPS INTELLIGENCE REPORT 23

**OSI**.

<u>Compiled from information received</u> from 1200 hrs 24 May to 1200 hrs 28 May 43

- 1. Information herein is for circulation down to Lt-Cols Comds.
- A receipt is not required, but copy holders should note serial numbers and bring under notice non-receipt of any issue. These reports will not be issued regularly.

3. All dates and times are Eastern Australian Standard Time.

#### PART 1 : OPERATIONS

#### For index to place names see PART 3 (c) TOPOGRAPHICAL

#### (a) AUSTRALIA:

Although there have been no further reports of shipping losses due to submarine action, there are still good indications that submarines are operating in the waters off the Eastern coast.

#### (b) NEW GUINEA:

<u>PORT MORESBY</u>. Enemy aircraft made an abortive raid early on 24 May, when two enemy madium bombers dropped their bombs in the sea without causing any damage.

DOUGLAS HARBOUR. On 19 May twelve enemy aircraft strafed two small vessels in DOUGLAS HARBOUR destroying one of 12 tons and slightly damaging the other.

SALAMAUA-MUBO. The suggestions put forward in Reports 21 and 22 that fresh troops had moved into the area have now been confirmed. MAIZURU No 2 SNLP has been relieved by two weak battalions of 102 Inf Regt. 1 and 2 Bns participated in the original attack on WAU on 29 Jan. Identified in the LABABIA RIDGE-MUBO-KOMIATUM area, their strength has been estimated at 600 in all. It has been suggested that 3 Bn 102 Inf Regt which was held in reserve during the attack on WAU may have been responsible for the attack on BOBDUBL. The strength of this battalion is now estimated to be in the vicinity of 400. The total troops in the BOBDUBI-MUBO area is estimated at 1000. The total number of troops in and forward of SALAMAUA is estimated at 2000.

Our aircraft have made several strafing attacks in this area, runs by light bombers and Beaufighters being made on 23 and 26 May against the coastal area of NASSAU BAY and OBSERVATION HILL, near MUEO.

<u>YAMAP-HOTE</u>. Following patrolling activity on 22 May our patrols on 23 May occupied DAHO (a quarter of a mile West of CISSEMBOB) CISSEMBOB and HOTE without opposition.

LAE. Barge activity in the LAE area has continued. Although the possibility of merchant shipping having visited LAE is discounted, it is considered that barges are used not only for staging supplies and troops along the coast by night, but also for working between submarines which are considered to be used by the enemy for maintenance of the area,

The heavy weather which has previously been reported has continued and has held up our air operations directed against the enemy during 25 and 26 May.

MALAHANG. Was bombed by five A20s on morning of 24 May, the target being the wreck which sustained several direct hits causing a large explosion and a fire which burnt for thirty minutes after the attack.

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FINSCHHAFEN. On 25 May a single heavy bomber attacked the village of KAKOKO and SIMBANG, no results being reported.

SIO and ULAP. There are persistent native runours that large numbers of Japanese are based at both these places, which are on the North coast of the HUON PENINSULA.

SAIDOR. Between 11 and 23 May strong Japanese patrols are reported to have operated between GUIEI and GIG, visiting a number of villages all within twolve miles radius of SAIDOR.

Enemy barge activity continues and reports state that such barges are continually working along the coast by night.

The old civil airfield which during Lar and Apr was reported serviceable is now shown to be definitely unserviceable. No attempt has been made to repair it and there is no indication of enemy activity. The original obstructions remain and lowshrubs are growing in places. The damage could be rapidly repaired and the present length of 2,400 feet could easily be extended to 5,700 feet. Little grading or clearing would be required.

BENA BENA. The enemy has been showing increased interest in the BENA BENA area, as has been evidenced by several air recces over the area and the report of patrols on the approaches to the plateau.

HADANG. On 25 Hay unconfirmed native reports indicated that a heavily equipped force had left MADANG for BUNDI (forty seven miles SSW of MADANG) GUIEBA (fifty miles SW of MADANG) and WESA (forty six miles S by W of MADANG).

On 25 and 26 May attacks were made by our heavy bombers against the airfield, a dump area to the NE of the airfield and an AA position. One fighter intercepted and was destroyed.

ALEXISH/FEN. Work is being continued on the new strip and the dispersal areas. No change is apparent on the old airfield.

WEWAK, Photo recce was made on 23 and 24 May. Two cargo vessels of 1/2,000 tons were seen on the former date and one sub-chaser and two coastal vessels on the latter. A large number of barges are still reported.

Enemy strength in the WEWAK area is estimated to be 20,000.

DAGUA. It seems that the airfield is now fully operational and that aircraft are permanently based there. Considerable work has been done and construction of revetments developed. On 16 May interpretation of air photographs revealed that forty four revetments had been completed. At the same time eighteen single seater fighters and nine light bombers were seen with the probability of other aircraft being concealed under adjacent trees.

BUT, The airfield is considered to be fully operational, Photographs taken on 15 May showed sixteen aircraft on the strip, Additional work has been done and a large camp was shown along a road South of the airfield, while another camp was just off the road SW of the Western end of the runway.

(c) <u>NEW IRELAND</u>:

<u>NAVIENG</u>. On 23 May an attack by heavy bombers was carried out directed against the airfield and shipping. Bombs fell on the airfield and a near miss was obtained on an 8,000-ton cargo vessel. It has now been ascertained that the tanker reported with bows low in the water in Report 23 was a wreck which has been in the same position in SILVER SOUND since 30 Apr.

/Conta.

#### PART-1-Contd:

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#### (d): NEW BRITAIN:

RABAUL. Owing to the heavy weather, which has previously been referred to, there has been no reconnaissance over the area:

"area; On 24 May an attack was made by six B17s and five B24s, directed against the airfields at LAKUNAI, VUNAKANAU, and

RAPOPO; as well as the seaplane anchorage at SULPHUR CREEK. Fires and explosions were started in the dispersal areas where it is considered that aircraft were set on fire. Fires startred-at VUNAKANAU were still visible 100 miles away.

<u>UBILI</u> On 23 May a corvette was sighted seven miles SW of <u>UBILI</u> on an Easterly course. The sawmill was attacked by one heavy bomber on the same day.

<u>CAPE LAMBERT</u>. On 23 May two 6,000-ton cargo vessels were sighted stationary 100 yards from the shore at this point.

GASMATA. Allied air attacks were continued against the airfield and the immediate vicinity. On 23 May four B24s which bombed the runway and the edge of the dispersal area, were intercepted by ten enemy fighters and shot down two of their attackers, On 24 May seven B25s dropped their bombs on the runway and among dispersal bays. On the same day two destroyers were sighted sixty miles ESE of GASMATA on a North-Easterly course.

<u>CAPE GLOUCESTER</u>. During the period three attacks were made by single aircraft directed against the runway and a possible dump area. A large cloud of smoke was caused as a result of one attack on 23 May.

#### (e) SOLOMONS:

BUKA PASSAGE. On 22 May it was reported that one destroyer and two small transports departed on a North-Easterly course. On 24 May it was reported that three luggers arrived from KIETA. A native report claims that an enemy cargo vessel was sunk on 17 May between RABAUL and BUKA.

BALLALE, Three cargo vessels were reported off the island on 23 May.

#### (f) DUTCH NEW GUINEA:

FREDERIK HENDRIK ISLAND. A belated report has been received that three enemy bombers attacked the village of KIMAAM on 12 May without causing any casualties.

KAIMANA. On 21 May five merchant ships of about 3,000 tons each and several barges or praus were sighted and on 22 May six B24s which attacked the town and shipping scored near misses on one 3/500-ton vessel which was left burning and subsequently sank. Fires were started near the jetty.

<u>BABO</u>. Recent photographs disclose that the Japanese are continuing to develop facilities at this port. New buildings are r.ported and additional work has been done to the strip and taxiways,

#### (g) TIMOR:

<u>DILLI</u>. On 23 May two B25s bombed the airfield causing explosions in the dispersal area and starting fires.

#### PART 1 (g) Contd

KOEPANG: Attacks were made against the airfield on 23 and 24 Hay by B25s which started fires in the dispersal bays at the Northern end of the runway, On 24 Hay two 3,000-ton ships were sighted in the harbour at KOEPANG.

Photographs covering the KOEPANG-PENFOEL area indicate that considerable development has taken place since 13 Nov 42. A number of new buildings have been erected and the network of roads increased. There are additional dumps and a number of new AA emplacements.

> (Commentary based on information contained in Landops 297-300, AMF Weekly Int Review 42, AAF Int Sum 104. NE Area Daily Sum 584-587.)

#### PART 2 : ENELY

(a) ORDER OF BATTLE - AIR

Attached as Appx "A" is Japanese OOB - Air.

(b) ORGANISATION

Attached as Appx "B" is Notes on Japanese Organisation of 3 Debarkation Unit and "A" and "B" Class Divisions.

(c) <u>EQUIPMENT</u>

Attached as Appx "C" are Notes on Japanese Equipment and Captured Allied Equipment.

(d) <u>GENERAL</u>

Secret and Confidential Markings. Coloured paper tabs are pasted on decoded dispatches to indicate their classification. The tabs are about two inches long and less than one inch wide. They are pasted at the lower right hand corner of the form, about one inch sticking out beyond the margin of the paper. A red tab indicates the dispatch is secret (GUNKI) and a blue tab that it is confidential (KAMPO or SHOHO). There are no ideographs on these tabs.

Classified documents are stamped with red seals to indicate their restricted nature. There are four classifications for documents, as follows:-

GUN	JI KIHITSU	
	(GUNKI)	

Vital Military Secret

GUNJI HIMITSU (GUNHI) **Military Secret** 

#### GUNJI GOKUHI (GOKUHI)

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BUGATHI

Restricted

Confident1a1

The last classification restricts the circulation of the matter concerned to members of the armed services. The following two classifications also appear: -

#### RIKUGUN HIMITSU

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#### Army Secret

This appears to differ from GUNJI HIMITSU in that it is restricted solely to the Army, whereas the GUNJI HIMITSU is a secret classification for both services.

GUNJI KIHIMITSU - This is a general classification, referring to all documents classified higher than restricted, and is not a specific classification.

Documents will be stamped in red as GUNJI KIMITSU, GUNJI HIMITSU, GUNJI GOKUHI or BUGAIHI. A third seal stamp may appear on any type of classified document. This indicates that the document is a copy and not the original. It appears on all copies.

(AMF INT REVIEW 42.)

/Contd.

PART 3 :

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# TOPOGRAPHICAL

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(a) Attached as Appendix "D" are general notes on the KAT-ISLANDS.

(b) Maps of Islands West of NEW GUINEA.

The following communication from HQ USAFFE is quoted for information and action by all concerned -

> Officers of your command will be requested to submit to the Assistant Chier of Staff, G-2, this HQ, any maps possessed by them as personal property, of all or parts of the NETHERLANDS EAST INDIES, the MALAYAN ARCHIPELAGO, BORNEO, the CELEBES, and the islands between the CELEBES and DUTCH NEW GUINEA.

2. Maps with owner's name placed on reverse side will be returned if desired, after the manuscript has beerF-recorded."

#### (AMI Weekly Int Review 42)

Any such maps will be forwarded through HQ 2 Aust Corps.

(c) Index to further place names appearing in this Report -

BENA BENA BUKA PASSAGE BUNDI DAHO GIG GUIEBA KAKOKO KULAUNUS ISLAND MALAHANG SIMBANG WESA	NG NG NG NG NG NG NEW IRELAND NG NG NG	$\cdot 145^{0}32' = 6^{0}37' = 5^{0}25' = 5^{0}43' = 5^{0}43' = 5^{0}43' = 146^{0}54' = 7^{0}01' = 146^{0}27' = 5^{0}40' = 145^{0}07' = 5^{0}39' = 145^{0}07' = 5^{0}39' = 147^{0}49' = 6^{0}31' = 147^{0}49' = 6^{0}31' = 147^{0}01' = 6^{0}44' = 5^{0}32' = 147^{0}49' = 6^{0}32' = 147^{0}38' = 5^{0}52' $
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#### PART 5 : SECURITY

(a) Much can be accomplished for "Security" throughout our forces by unit security officers. The following may be of assistance to officers engaged in security duties in units.

They can accomplish much by constant vigilance, unremitting attention and feequent check on the numerous security questions that must and do arise daily.

Any unit security officer's first task is to promote the security thought in each officer's and OR's mind. This means that he must firstly realise how important it is that security should be as perfect as possible and secondly, understand how breaches of security can be avoided, whether they be breaches of security of information, personnel, material or operations, and thirdly, report at once all breaches of security.

Perhaps the best way to attain his object is to carry out frequent discussions and make personal contacts on security matters with officers of his unit. The enthusiasm of all officers must be arcused until they realise that security mindedness among their men and the prevention of all breaches of security are just as important as their ability to use their Weapons.

An example of the desired standard to be reached within the unit is shown by the following extract of a letter written by a soldier early in May :-

/Contd.

\_B) Contd PART 5

> "I more or less censored my own letter. Ι mentioned "SMYTHE'S" unit and colour patch which combined with where I said he was, I reckoned it would not do, so cut it out;

Other ranks should be instructed by regular and frequent lecturettes - some; by the security officer, but more so by platoon and company commanders. These must be supple-mented by the continual individual efforts of platoon commanders and their personal example and exhortation. (AMF Weekly Int Review 42)

(b) One Command remarks upon a tendency to pay lip service to Recurity, but to leave action to the officially nominated Security Officer, or "the other fellow." It is evident from recent Unit Intelligence Reports that some Commanding Officers adopt this mistaken and highly dangerous attitude. A number of such reports appear to have been written and signed "for" the Commanding Officer concerned and indicate unwarranted complacency concerning the security and welfare of the men of the unit. It has been noticeable in cases where trouble in units has come to a head that there has been a failure initially to follow up small and apparently insignificant clues, or to discount them on arguments of "It can't happen here" type.

(AMF Weekly Int Review 42)

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The following is extracted from Monthly Intelligence

Summary No 3, General and Air HQ India, 5 Mar 43 -"A formation reports that 'a used cinema ticket and

an air of authority' gained access to guarded military establishment.

We wonder if it would gain access to a cinema, Probably not: The owner has too much to lose."

(AAF Int Sum 104)

Maj, GS 2 Aust Corps.

#### DISTRIBUTION.

6 Aust Div 7 Aust Div 9 Aust Div HQ RAE 2 Aust Corps Sigs 2 Aust Corps HQ 2 Aust Corps Tpt GOC BGS G(O) G(I) LOS GE CSO DA & QMG	72 73 74 75-77 78 79 80 81	Q DDMS DDST DDOS ADME First Aust Army York Force Q'land L of C Area 17 L of C Sub-area 11 Aust Inf Bde 11/20 Sqn Gp N 821 Naval Staff Offr File War Diary	83 84 85 86 87 88 90 91 92 92 RAAF 93 94 95-96 97-98	
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"A" to 2 Aust Corps\_Int Report 23 Appx

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## SECRET

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AREAS	F	<b>M/B</b>	S/EB	F/B	F/P	Sundry	Total	11 May
New Britain New Ireland	109 27 76	72 20 36	38	4	13 4	19	255 51 117	195 42 71
New Guinea Solomons Timor Ambon	70 37 18 14 6	17 17 18	2	2 3	29 3 7 7	4 4	91 31 42 13	74 143 31 42 14
Arce & Kei Is. Dutch N.G. Celebes Java	20 52 33	47 54		6 3	12 6	4 18 9	24 135 105	24 135
	_	270	40	18	86	58	864	700

AAF Int Sum 104

(b) Other Areas as at 4 May 43.

Lcoation	F	M/B	L/B		RMY & To	ota 	<u> </u> F.	M/B	L/B	F/B	F/P	Trans & Reco		Total Army & Navy	
apan	144	120		48	3	12	60	72	18	30	36	:	216	528	
ianchuria Korea	180	170		72	4	22					9		9	431	
formosa : Presca- lores	18		9			27	18	18		6			42	69	
hilippines				· 9 <sup></sup>							9	••	· · · · · 9	18	
 •	÷ 60	30	77	-	1	67		Hai	nan		10		10	177	
Burma, Siam Indo-China	1.	30	69		1	89								189	
Andeman <b>s</b> Malaya Sumatra Java, Bali	9	)	27			36					9 9		9 9	9 45	
Soemba Soembawa	15	5 36	5			51	18	18		6	15	9	66	117	
Admiralty Es.					-						10		<b>10</b> ·	10	
<u>fandates</u> Gilberts Nauru	(Ar	rea)					36	12	24				72	72	
Palau Palau Tobi Arakabes Pelelieu Koror Is		Area)	) · ·				18	18			9.		45	45	
Koror Is Amomoto	Ĭs.											•	. <b>/</b> Con	td.	
	•		•				•								

## JAPANESE OOB - AIR

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Appx "A" Page 2.	• -	•	•		•••	• .		
•	JÄPAN	ese (	<u> 00B</u>	<u>- AIR</u>				
(b) Other Areas	as at 4 Ma	<u>v 43</u> ,	. ( <u>o</u>	<u>ontā)</u>	•			
	ARMY					N	avy	
Location FM/BL/BT R	rans & Tota ecce		1/B	L/B F/	B F/P	Trans & Reco	Total	Total Army & Navy
		+						
<u>Truk</u> Eton (Area)					•			
Tol 1524 Kapingan- arangi	39	18	18		11		47	86
					-		-	_
Ponape	•				· 3		. 3	3
<u>Marianas</u> Saipan (Area)			18		12	12	42	: 42
Pagan			10	•	12	16	72	44
Tinian			•					
Guam		9		· · · · • •	<b>•</b>		<sup></sup> 15	-15
<u>Jaluit &amp;</u> Marshalls	· •		•••	-	·.			
Eniwetok (Area)				_				
Jaluit		66	48	36 9	9 18		177	177
Enybor Ruotto								
Mille		:				•		[ <sup>-</sup>
Taroa Wotja Kwajalein								
Kwajalein Makin								
Marcus Is.		9	9	•			18	18
Wake Island		9			4		 25	25
HOVE TOTAIR			14		4	-	4	
	L	.L			·····	<u> </u>	<u></u>	- <b>L</b>
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## (AAF Int Sum 102)

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## Appx "B" to 2 Aust Comps Int Report 23 JAPANESE ORGANISATION

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## (1) 3 DEBARKATION UNI

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The following organisation has been built up from documents and statements of a PW -

:	•	SULCIARY	0Ŧ	STREI:GTH	-

SUB-UNIT	OFFRS	NCOs	HEN	TOTAL	8
 HEADQUARTERS - Command Group General Affairs Group Planning Group Ordnance & Signal Group Supply & Pay Group Medical Squad Material Squad	2 1 1 1 3 1	ちちりして	12 5 8 10 15 16	2) 15) .7) 10) 15) 18) 19)	86
<u>NO 1 COMPANY</u> HEADQUARTERS - OC - Lieutenant Liaison NCO CSM General Affairs Ordnance Supply Records Runners Orderly No 1 Platoon Headquarters No 1 Section Leader No 1 Squad No 2 Squad No 2 Squad No 2 Section No 3 Platoon No 3 Platoon No 4 Platoon No 1 Platoon No 2 Platoon No 3 Platoon No 4 Platoon No 3 Platoon No 4 Platoon No 3 Platoon No 3 Platoon No 3 Platoon No 3 Platoon No 4 Platoon No 3 Platoon No 4 Platoon	1 11-11	11311 1 323 45334	724421 10919462 10851	1) 10) 9) 22) 19) 78) 59) 66) 21) 110)	29 <b>3</b> 370
UNIT TOTAL	18	49	682	749	

## HELDQUARTERS (86)

## CC Lt-Col ASAO Tokimasa Adjt Licut MORIYAMA Shoshichi

l(293) No 1 COMPANY		- <b>J</b>		(370) No 2 <u>COMPANY</u>
HEADQUARTERS (26)		excer	Company as fo t that each s squads	ection
(61)	(78)	(69)		(66)
No 1	No 2	_No_3		No 4
Platoon	Platoon	Platoon		Platoon
	Platoo	ns 2, 3 a	ind 4 as for 1	
(20)	(2:2)		(19)	
No 1 Section	No 2 Sec	tion	No 3 Section	1
(10) No 1 Squ	ad N	<b>](</b> 9) 0 2 Squad	L	

ADDX "B" Page 2.

#### SECRET

Though this unit bears an AKATSUKI code number, the PW stated it to be independent with Headquarters probably at HIROSHIMA, from which district reserves are drawn. He said the duty of the unit was the care of cargo after discharge from transports and the delivery of cargo to wharves for loading.

Loading tables for the BISMARCK SEA convoy of 3/4 Harch show that 676 personnel of 3 Debarkation Unit embarked equipped with four large MLCs.

Four of these units - 2, 3, 4 and 7 - have been identified in the SWPA.

(ii) "A" AND "B" CLASS DIVISIONS.

A PW, a first Lieutenant, has made the following statements concerning Japanese "A" and "B" Class Divisions, At present there is no confirmation of these statements,

These two types of Divisions are known as "KO SHIDAN" (A) and "OTSU SHIDAN" (B) and though these terms are not official they are always used by army officers when referring to a division. The "A" Class Division is a full strength, modern type, mechanised division, having all the necessary equipment in the way of tanks, trucks, special Weapons and heavy artillery for modern use. Most divisions in MANCHURIA are "A" Class because of the constant threat of operations against RUSSIA. The "B" Class Division is of less strength, older, less mechanised, short of tanks, special Weapons and artillery. PW emphasises that the difference lay not so much in strength in personnel but in quality of equipment especially tanks and artillery, When necessary a "B" Division could be changed into "A" Class by the addition of powerful reinforcing elements, particularly tanks and modern artillery.

(iii) USE OF 20mm CANNON BY INFANTRY

There is a report from BURMA, that certain Infantry Battalions are equipped with two 20mm dual purpose cannon, which replace two of the 7.7mm Machine guns in the Machine Gun Company. These guns can be transported by pack horses. A description of this 20mm Cannon appeared in Appendix "B(ii)" HQ 2 Aust Corps Int Report 11.

(AMF Int Review 42)

### Appendix "C" to 2 Aust Corps Int Report 23

#### <u>SECRET</u>

#### JAPANESE ARMAMENT

The following has been extracted from Air Headquarters, India-Weekly Intelligence Summary No. 66 dated April 25, 1943.

"A Japanese Army '99' medium bomber which crashed at SHABE BAZAAR, DURHA, on March 27, 1943 was equipped with two new type machine-guns. Evidence of this new gun has been found on Japanese aircraft previously and while detailed examination has not yet been completed it appears that this gun is similar to the well known standard German MG.15. This development would imply an increase in fire power if these guns are to become standard in this or other types of aircraft, as the gun hitherto standard has a rate of fire of about 750 rounds per minute.

"For reference pending a detailed report on the Japanese gun it is of interest to record details of the German MG. 15 as follows:-

Type	:	Free gun Rheinmetal Solothurn.
Calibre	:	7.92 mm. (The Japanese version is re- ported as standard Japanese calibre 7.7 mm.)
Hagazine	:	75 rounds spectacle type.(Japanese version 100 rounds).
Foresight	:	Ring and Crosswire,
Backsight	:	Flat pointed post (pencil).
Operation	:	Recoil.
Mounting	:	Ball Universal or trunnion in Scarff type ring.
Rate of Fire	:	1000 rounds per minute.
Velocity	:	2575/2690 feet/second according to the type of round.

"The position of the new guns cannot yet be ascertained."

#### CAPTURED ALLIED EQUIPMENT

Extract from H.Q.S. 10th Air Force, Daily Intelligence Extracts dated Apr 16, 1943.

"Hention is made in a diary recently captured by the British, of the arrival at SLOR STAR on March 11. of 3 P-40s. It is possible that the Japanese have some P-40s that were captured last year, or that they have been built from parts taken from planes shot down in enemy territory. These are likely to be the earlier models of the P-40 and should easily be recognised upon careful observation. All pilots and aircraft warning personnel should be particularly observant of any P-40s in their vicinity, since the enemy may use these planes to achieve a surprise attack.

"Other Allied planes which are reliably believed to be in the hands of the Japanese and which might also be used for surprise attack, either against ground installations or planes in flight, include Brewster Buffaloes, Hurricanes, B-10s, Blenheims, Hudsons, and B-17s,"

(AAF INT SUM 104)

#### T 1 K/B BETTY - ARMAMENT

From a recent examination of a T 1 M/B DEFTY, the following information on the 20 mm.cannon amunition has been derived. Extra ammunition drums, each with a maximum capacity of 60 rounds, are stored on a roller-type belt, which is situated close to the tail gunner and is operated by him by hand. The maximum ammunition capacity for the rear gun position has been estimated at 480 rounds of 20 rm. ammunition, including those stored on the belt.

(ANF INT SUL 103)

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#### ENERY EQUIPMENT

#### HORTIR RANGING BY TRACER

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A novel method of ranging on, or indicating targets to mortars has been introduced by the Japanese in BURMA. They site two MGs on the target and open up with tracer. About 30 seconds later, the first mortar bomb falls, being aimed at the intersect-ion of the two tracer streams.

Although a certain amount of organization and training is necessary for the operation of this system of target indication, it is considered to have the advantage of being able to spot and indicate targets which could not be observed from a static OP.

### JAPANESE FIELD RATIONS

A Japanese PW, questioned on field rations, stated that they fall into two classes. The contents of the rations help to ex-plain the Japanese ability to move almost anywhere without appearing unduly to worry over their immediate administrative problems. These are the rations: -

- Class "A" (5 days carried on the man) x 1 Sho 5 Go (4.77 pints) unboiled milk 10 tins Heat and Vegetables Powdered Soya Sauce
- Powdered Miso (Soya Paste)
- Dehydrated Potatoes
- - Dried Daikon (a large type of radish)
  - Umebeshi (pickled plums) Class "B" (2 days carried on the man)

X The meaning of this is not quite clear, "Unboiled" may possibly refer to condensed or powdered.

#### PERSONAL EQUIPMENT CARRIED BY JAPANESE TROOPS

The following items of personal equipment are reported to have been carried by Japanese troops in the SOLOMONS: -

> Helmet Head net Knapsack Two shirts Hosquito gloves One pair of leather shoes One pair of rubber-soled boots (tabis) Rain coat and the following rations -8 sho of rice (12 days supply) 3 cans of meat Powdered soya sauce 6 hard biscuits Malaria pills (not atabrine) Water chlorinizing outfit Pills for dysentery and a small amount of sugar and salt. Respirators were stated to have been left at RABAUL.

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## SECRET

### Appendix "D" to 2 Aust Corps Int Report 23

#### GENERAL NOTE: CT THE KAI ISLANDS

- 1. LOCATION: The KAI Islands form part of the long chain of volcanic islands which extends throughout almost the entire length of the NETHERLANDS EAST INDIES. The group lies between the BANDA and ARAFURA Seas, between the parallels 5007'S and 603'S, and the meridians 131055'E and 133011'E.
- 2. <u>GENERAL DESCRIPTION:</u> The KAI ARCHIPELAGO, consisting of some 46 islands and imlets, may be divided into four groups, as follows: -
  - (a) KOER-DRIE GEBROEDERS GROUP. The KOER-DRIE GEBROEDERS Group lying 40 miles west of TOEAL is a rough chain of 7 small islands. It includes KOER with three smaller imlets 17 miles to the North and the DRIE GEBROEDERS Group of three islets 15 miles to the South. All are low coral hills except KOER which reaches an elevation of 423 meters. There are Mohammedan villages on all of the larger islands, but most of the population is concentrated in KOER.
  - (b) <u>TAJANDOE GROUP</u>: The TAJANDOE Islands lying 25 miles west of TOEAL are a group of 9 low, densely wooded, coral islands and islets of very irregular shape, surrounded by wide coral reefs. The larger islands are inhabited.
  - (c) <u>NOEHOE ROWA (LITTLE TAI) GROUP</u>: A group of some 30 coral islands and islets with irregular coasts, many winding channels, rocks, reefs and patches. The largest is NOEHOE ROWA, 37 kilometers long. On KAI DOELAH is TOEAL, the largest town and administrative centre of the entire KAI Group. Most of the larger islands are low, but not low enough to be marshy, and are covered with dense timber. The coasts are rather densely inhabited with villages that are connected by well constructed bicycle paths.
  - (d) <u>NOEHOE TJOET (GREAT KAI) GROUF</u>: This island is 77 kilometers long by 9 in width, lying in a NNE/SSW direction. Its mountains reach elevations of 521 meters in the South and 800 meters in the North, and rise almost vertically from the eastern coast, but slope off more gently to the sea on the West. Both coasts are thickly populated, with numerous villages upon narrow sandy beaches at the foot of the steep hills of the eastern coast and many others in small bays and bights along the vestern shores. ELAT, second largest settlement of the KAI Group, is located on a well-protected harbour near the centre of the western coast of NOEHOE TJOET. The KAI ARCHIPELAGO, with an area of some 1,430 square kilometers, is largely formed of limestone. Most of the islands are low, but rather hilly, while the largest, NOEHOE TJOET, is mountainous and very rugged.

The population is estimated at about 60,000, of which a few are pagans, about 50 per cent. Moharmedan, and the remainder Christian. They live in prosperous villages along the coasts; the hinterlands are uninhabited. The pure Kalese are nearly black in colour, well formed, with the frizzly hair of the Papuan. They make good artigans, are well disposed towards strangers, but are inclined to be independent, and even truculent, though loyal and trustworthy. They do not get on well with the Ambonese, but tolerate other islanders such as Javanese, Tanimbarese, Menadonese and Malays.

> (Compiled from Allied Geographical Section Terrain Study Number 56)

> > /Contd



HQ 2 AUST CORPS INTELLIGNICE REPORT 22

GSI

## Compiled from information received from 19 Hay to 1200 hrs 24 Hay 43

1. Information herein is for circulation down to Lt-Cols Cond.

2. A receipt is not required, but copy holders should note serial numbers and bring under notice non-receipt of any issue. These reports will not be issued regularly.

3. All dates and times are Eastern Australian Standard Time.

#### PART 1 : OPERATIONS

For index to place names see PART 3 (b) TOPOGRAPHICAL

### (a) NE AUSTRALIA:

Submarine operations off the Eastern coast have continued. At 0400 hrs on 14 May an Allied hospital ship was sunk approximately 45 miles East of MORETON ISLAND, the survivors being picked up by an Allied destroyer on the afternoon of 15 May. Survivors state that they saw a 300-ft submarine at the scene of the sinking. There were other indications of submarine activity further to the North and suspicions that an enemy submarine was mine laying near FITZROY ISLAND SE of CAIRES was confirmed by the presence of mines in the area on 16/17 May.

#### (b) NW AUSTRALIA:

WESTERN AUSTRALIA. EXMOUTH GULF was attacked by two or more enemy: aircraft on the night 20/21 May. One bend was dropped in the sea. Three enemy aircraft attacked the area in the early morning of 22 May dropping nine bombs in the sea. No damage or casualties resulted from either raid.

## (c) NEW GUINEA.

LOUISIADE ARCHIPELAGO. From further information received it appears that the Japanese submarine reported as sunk in our Report 21 was only possibly sunk.

ORO BAY, On 18 Hay a further raid was made by nine eneny aircraft which however caused no damage or casualties. AA fire destroyed one of the raiders.

<u>MILNE BAY</u>, On the evening of 20 May ten bombs were dropped on TURNEULL strip by four encry aircraft. No casualties were caused.

DOBODURA. Two attacks were made by single energy aircraft on the evening of 19 May but no damage or casualties resulted.

<u>PORT MORESBY</u>. On the evening of 19 May energy aircraft were reported approaching PORT MORESBY but apparently they failed to locate their target and dropped six bombs near the ARIA RIVER, approximately forty five miles NW of PORT MORESBY causing neither damage nor casualties.

LAKEKANU RIVER. An unknown number of energy aircraft bombed and strafed Allied barges on the river ten miles SW of BULLDOG. No damage or casualties were reported.

DOUGLAS HARBOUR. A fruitless attack was made by enemy aircraft on DOUGLAS HARBOUR on the morning of 18 May.

/Contd.

WAU. Following the increased enemy aerial activity previously reported in the WAU-MUBO area enemy aircraft attacked the airfield at WAU on 17 and 18 May. In the first raid twenty-two enemy bombers escorted by twenty-one fighters caused only slight damage and in the second raid twenty-five enemy fighters made a strafing attack without gausing casualties. These raids are indicative of the enemy's intention to give increased air support to his troops operating in the SALAMAUA-MUEO area and also to try and neutralise our use of the WAU airfield.

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On 20 May two B24s were intercepted by nine enemy fighters near WAU and destroyed two of the attackers for certain and probably destroyed another.

SALAMAUA. Further to the increased enemy land activity reported in Report 21, there are indications of fresh troops having moved into the SALAMAUA arca. They appear to be better equipped and better fed, but despite this influx of fresh troops it is considered that the forward troops have been relieved rather than reinforced. Over the last six weeks it is considered that more than 200 Japanese have been killed in the fighting in addition to a considerable wastage in sickness.

Air attacks have been continued by medium bombers and light bombers. On 19 May MCDONALD'S JUNCTION and the SW end of the runway was attacked by three B25s, and on 20 May six A20s bombed enemy positions on the FRANCISCO RIVER bombs falling in the target area and starting fires.

BOBDUBI-LUBO. No further land operations are reported in this area although a patrol reported that the enemy were occupying KWAIMBLAM three-quarters mile from KOMIATUM in strength.

YAMAP-HOTE. On 19 May twenty Japanese on the track one mile E by N of DRONG were contacted by one of our patrols and two of the enemy were killed. One hundred and fifty of the enemy were reported to be occupying a village half mile SE by S of DRONG. At 0700 hrs on 20 May an unsuccessful attack was made by the enemy against CISSEMBOB half mile SW of DRONG. Later, however, under enemy pressure our troops were compalled to withdraw to a position one and a half miles W by N of CISSEMEOB. It is estimated that enemy casualties in this action were between fifty and sixty. On 21 May four Beaufighters gave support to our troops by attacking the enemy at HOTE and CISSEMEOB.

LAE. Allied air attacks have been directed against the airfield, town area and barge traffic. On 21 May between fifteen and twenty enemy fighters intercepted twelve P38s. Enemy losses in the engagement were seven fighters certain, five probable and two damaged.

Interpretation of sir photographs taken of the airfield on 7 May disclose that the fifty enemy aircraft which were visible were all unserviceable. There has also been considerable further development of the enemy defensive positions in the area.

FINSCHHAFEN. Further acrial attacks have been carried out during the period. On 17 May one B17 bombed the wharf area and on 19 May four B25s strafed the coastal area and villages. Buildings two miles SW of FINSCHHAFEN Mission were attacked by one B24 on 21 May but no details of these raids have been reported.

MADANG. There is further evidence of Japanese development in the vicinity of MADANG and continued interest in the hinterland. Japanese administration officers are reported to be at SEK, NAGADA and AMELE, while natives report that the Japanese occupy all the houses and copra sheds at BOGADJIM and that energy troops are located on the MADANG side of the GOCQLRIVER. An energy patrol has also visited SEPU thirty five miles West of BOGADJIM on the West bank of the RAMU RIVER.

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PART 1 (c) Contd.

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ALEXISHAFEN. On 20 May ten barges near CAPE BARSCHTSCH, on SEK Island, were attacked by three B25s resulting in the sinking of seven of the barges and damaging of the remainder.

HANSA BAY. Enemy barge activity has again been observed in this area, probably connected with the development of Japanese positions at NUBIA and BOGIA and also the barge L of C along the Northern coast.

WEWAK. Shipping sightings over the period confirm the importance attached by the enemy to this port and also indicate that a comparatively high proportion of shipping tonnage is continu**ously** engaged in the maintenance and supply of troops and installations in the area. Every endeavour appears to have been made to speed up the turn round of shipping by the use of barges for unloading and it is probable that between seventy five and eighty barges are retained at WEXAK for this purpose. Sightings incioate that vessels remain in port for the shortest possible time to avoid attacks by our aircraft.

BORAM. It is apparent that the airfield at BORAM is to be developed to an extend comparable with WEWAK. The road to WEWAK appears to be in excellent condition and shows evidence of considerable use. On the West side of MOEM Peninsula there are several small jetties. It is apparent that great quantitions of supplies are being transferred to the area from WEWAK by road and barge. Allied aircraft report that the AA and searchlight defences are now very strong and that there is a very heavy concentration of AA artillery on CAPE MOEM.

#### (d) NEW IRELAND:

<u>KAVIENG</u>. The enemy has continued to use KAVIENG as a port and a number of vessels of all types has been sighted both at enchor and under way in the vicinity. On 17 May there were two possible merchant ships, one of 800 and one of 1500 tons, as well as a submerine or gunboat in the Harbour and four destroyers fifty five miles West of CAPE MATANALEM. On the same day there wap a 5/6,000-ton cargo boat in SILVER SOUND and three merchant ships forty five miles W by N of CAPE MATANALEM moving ESE. On 19 May a tanker was sighted in STEFFEN STRAIT with the bow low in the water and a huge oil slick at the stern. Five cargo vessels were in KAVIENG HARBOUR at the same time and a hospital ship was sighted 135 miles East of KAVIENG moving NNW. On 22 May photographs showed two merchant ships, one of 6,500 tons and one of 3,000 tons as well as two coastal vessels in the Harbour.

Our aircraft have continued to attack the airfield and shipping in the area. On 16 May an attack was made by one B24 and on 18 May a further attack was made by a single heavy bomber. On 19 May a 5,000-ton ship thirty-six miles SSW of CAFE MATANALEM was attacked by one B24 without causing apparent damage.

A third phase interpretation of photographs shows extensive installations on ANELAUA ISLAND, SE of NEW HANOVER. There were two small jettics, twelve buildings and seventy five tents visible through a partial cloud obscuration. It is possible that the camp would contain 4/500 personnel.

#### (c) NEW BRITAIN:

RABAUL. Sightings indicate the Japanese are using this port on a scale commensurate with previous activity, although the total sightings on 18 May indicate a slight reduction of merchant shipping.

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#### PART 1 (e) Contd.

SECRET

Photographs taken on the same day reveal -

1 light cruiser 1 destroyer 1 possible destroyer 5 submarines 1 mine sweeper 1 possible ninesweeper 1 subnarine chaser 2 destroyer tenders 1 subnarine tender 22 merchant vessels

The total merchant vessel tonnage was 99,300 including two tankers totalling 8,800 tons. At the same time one large cargo vessel was entering the the Harbour and one medium cargo vessel was departing. On 22 Hay there had been an increase in the number of naval vessels which were shown as one light cruiser, five destroyers, five submarines, five sub chasers. Twenty-one merchant vessels in the harbour totalled 102,000 tons.

Air attacks by Allied heavy bombers were continued, the main attacks being directed against the airfield at VUNAKANAU. This was attacked on 18 May by two B24s which started fires, and on 20 May the attack was made by five B24s and seven B17s which also started many fires, On 21 May four B17s bombed the airfield at RAPOPO, as well as VUNAKANAU, bombs falling in revetment areas starting two fires, one of which was large, and causing an explosion in a possible attaunition dump.

KERAVAT. Photographs show that a new airfield is nearing conpletion at ATALIKLIKUN BAY fourteen miles SW of RABAUL. This will be known as KERAVAT.

<u>CAPE ORFORD.</u> Submarines continue to be sighted off CAPE ORFORD, one being sighted on each of 19 and 21 May moving South and one on 21 May moving North. It is estimated that possibly four Japanese submarines are plying regularly between RASAUL and LAE via CAPE ORFORD.

GASMATA. The airfield and adjacent areas have been continuously and heavily attacked by Allied aircraft during the period under review. As well as attacks by heavy bombers and medium bombers, attacks were made by single Catalinas on 18 and 21 May. Heavy damage appears to have been caused in the dispersal areas and supply dumps, large fires being started and explosions caused in amunition and fuel dumps. It is probable that the runway has been badly damaged and is unserviceable.

On 21 May three B24s were intercepted by 17/21 energy fighters which resulted in three of the attackers being destroyed and one probably destroyed.



ARAWE. On 18 May the building area was bombed by one B24 without causing apparent damage.

CAPE GLOUCESTER, Regular attacks were made by single aircraft between 18 and 22 May the targets being runways, dispersal areas and suspected supply dumps. As a result of the attack on 21 May large fires and explosions were caused.

#### (f) ADMIRALTY ISLANDS:

MANUS ISLAND. On 18 May a B24 attacked the building area at LORENGAU. As a result of photographs taken on the same day it was revelaed



fications in the township were being strengthened. Store:dumps were sighted along the wharf road.

(R) SOLOMONS:

BUIN-FAISI. Shipping sightings have been maintained on the recent level and are consistent with normal supply for troops and installations in the area.

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PART 1 (g) Gonta.

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YSABEL ISLAND. A possible submarine was sighted in MANNING STRAIT on 20 May.

- 5 -

AA positions and the bivouac area at REKATA BAY were heavily attacked by US aircraft on 17 May, direct hits being scored on the targets.

#### (h) DUTCH NEW GUINEA:

MAPPI. On 13 May three enemy aircraft bombed and strafed MAPPI POST, no damage, was reported.

MERAUKE. On 16 May three energy medium bombers were intercopted and driven off by our fighters when they were approaching HERAUKE.

<u>KAIMANA</u>. On 21 May five merchant vessels of about 3,000 tons each and several barges were sighted in KAIMANA BAY. This resulted in an attack by six B24s on 22 May which bombed the town area and shipping. Fires were started near the jetty and direct hits or near misses resulted in one small coastal vessel being sunk.

NABIRE. On 21 May three B24s attacked the enemy airfield scoring two hits on the runway and causing explosions in the stores area. Photographs taken after the attack show that the MT Park was burnt out and that two or three buildings in the runway area were destroyed.

#### (1) ARAFURA SEA:

KAI ISLANDS. Attacks were made on the air strip at LANGGOER on 17 May by six Beaufighters; three encry aircraft were destroyed on the ground.

On the morning of 22 May three motor launches near KOER ISLAND were strafed by six B24s, two launches being set on fire. These were probably the same aircraft which attacked KAIMANA.

TANIHBAR ISLANDS, Three B25s attacked SAUMLARI on 21 May, the bombs falling in the town area. On the day previous it was reported that no shipping had been sighted in that area.

### (<u>j</u>) <u>TIMOR</u>:

On 17 May an attack was carried out by three Hudsons and two B25s on the village of BARIQUE, 20 miles by N of VIQUEQUE, where buildings were hit causing dense snoke. On the same day one B25 bombed the dispersal area and the Western side of the runway at DILLI starting fires.

PENFOEI. An attack was made early on the morning of 19 May by six B24s and six Beaufighters against the airfield. Two grounded bombers were destroyed and two bombers and one fighter damaged. Hits were obtained on W/T and administration, buildings starting fires and numbers 1 and 2 runways were also hit. Between six and eight enemy fighters intercepted and of these three were destroyed and two probably destroyed.

#### (k) CELEBES

<u>KENDARI</u>, was attacked by six B24s on 16 May where the airfield was the main target. A large explosion was caused in a possible fuel dump which started a large fire with flames 300 feet high. Further explosions were caused in an aircraft parking area and an AA battery position.

(Commentary based on information contained in Landops 291-296, FAA Int Sum 54, AMF Weekly Int Review 41, AAF Int Sum 102-103, ME Area Daily Sum 578-583), PART 2 : ENEMY

OF BATTLE - LAND: ORDER

Changes in estimates of Enemy Strengths in SWPA and SOLOMONS on information received up to 14 May 43 :-

(1) DUTCH NEW GUINEA:

BABO 3000 - increase of 1000 NABIRE 500/1000 - no previous estimate

#### (11) BRITISH NEW GUINEA:

WEWAK 18000 - increase of 1/3000 MADANG 10000 - increase of 2000

(111) SOLOMONS:

BUKA 3000 - increase of 1000 \_\_\_\_

Total increase in Strength ...... 5500/8000

### (<u>FAA Int Sum 54</u>)

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#### (b) EQUIPMENT:

 (i) Japanese 75mm Gas Shell: Attached as Appendix "A" is a diagram showing a Japanese 75 mm gas shell captured during Jan 43, at GONA village. The shell was painted bluish-grey with blue, red, yellow

The shell was painted bluish-grey with blue, red, yellow and white bands. Other markings were the figures 18762 near the nose of the shell, a white cross over the figures 134 on the centre and a double cross near the base.

The shell is of the simple burster type, the burster container being screwed into the body of the shell and sealed with a leather washer. The burster was varnished inside and out and consisted of a small cardboard container with a pellet of pressed picric acid approximately 2 ozs in weight.

The charge consisted of approximately 660 grams of a reddish-brown liquid which was quite mobile although a small amount of solid was present. Analysis of the liquid remaining indicates that the charge was a mixture containing approximately 50% mustard gas and 50% mixed lewisites.

(ZAA Int Sum 52)

(11) Japanese 250 Kg Multiple Incendiary Bomb (New Type): A preliminary report on this bomb was made in HQ 2 Aust Corps Int Report 19, when it was stated that the bomb weighed 60 Kg. Later information now reveals 1t to be 250 Kg in weight. Sketches are attached as Appendix "B" to this Report.

> Description: Length Overall - 5'9" Diameter of Barrel - 12" Colour - Light grey body and fins. Markings - Red band on tail; 6" silver band on tip of nose.

The bomb contains 750 missiles, each consisting of  $1\frac{1}{5}$ " diameter MS piping  $2\frac{3}{4}$ " long filled with an incendiary substance thought to be rubber, impregnated with phosphorous and electron filings. The bomb is fitted with two fuzes - a nose fuze of normal impact type and a tail fuze incorporating a clockwork mechanism with delay of up to 50 seconds. The object of the latter is to ignite the bomb approximately 200 feet above ground level.

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#### PART 2 (11) Contd.

The tail fuze can easily be identified by its construction, the chief features being ;-

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Six bladed Vanes

Body in three parts, the upper and lower parts held together by a retaining collar Graduated scale from 0 to 50 seconds, in half seconds on upper part of the body.

Action: On release from the bomb rack, the safety pin is withdrawn, freeing vanes, clockwork and striker release bar.

Fuze vanes rotate eleven turns, disengaging check stud from clockwork.

Offset bomb vanes impart whirling motion to bomb, releasing additional safety pawl in clockwork.

When set time has alapsed, clockwork initiates explosion, which scatters burning pellets.

Ignition is 90% to 95% efficient. Method is not clear, but it is considered that pellets are probably ignited by the explosion. Fragmentation of bomb casing is poor. The charge is designed merely to scatter pellets, which burn fiercely for 45 seconds, leaving the metal container white hot.

It is considered that this bomb, besides being highly dangerous to personnel, would be very effective against airfields, dumps.or thickly populated areas.

(FAA INT SUM 54)

#### (iii) What a Bomb Can Do.

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The following extract from Air Information Bulletin No.6, Headquarters, U.S.A.F.I.S.P.A., is reproduced from Headquarters, Seventh Air Force Intelligence Bulletin No. 69 dated Apr.28 1943.

"The Japanese punished the bivouac area in the vicinity of Lunga Point, Guedalcanal on March 27, 1943. Inasmuch as our forces drop many bombs on the bivouac area of Jap airdromes with unobserved results it is of interest to see what a well placed bomb cluster can do. This is part of the stroy from the S-2 of the 31st Bomber Sq.

"The bomb struck tree tops near the Officers Mess and exploded in mid-air. Indications are that the bomb was in the nature of an anti-personnel bomb cluster and that the cluster hit the trees intact. Several small clinders of the nature of fragmentation bombs or mortar shells were found. These could not be assessed by the personnel here and they were submitted to Ordnance people for further study. This missile carried a high explosive charge and was apparently instantaneously fuzed. Fragments are known to have covered over 500 feet at very high velocity. Fragments penetrated motor vehicles at very high velocity over this distance and put them out of commission temporarily. Fragments at 300 feet had sufficient velocity to go completely through 10" palm trunks and continue on their way.

"The burst was about 20 feet above the ground making it difficult to get a clear picture of the effect of the concussion. It is to be noted that the tops of 10 palms trees were blown off. One of these was almost 100 feet from the burst and the top eight feet were blown off the tree. This in turn hit the dispensary and demolished it."" <u>Comment</u>: The above illustrates the damage which can be wrought by a bomb exploding above ground level. In this connection it is worthy of note that on more than one occasion recently the Japanese in this theatre have used fragmentation bombs fused to explode before reaching the ground. The latest instance is at Merauke where preliminary reports state that, in the raid on May 11, 90 anti-personnel bombs were dropped from 18,000 feet,

some of which exploded up to 200 feet above the ground.

 (iv) Japanese Portable Range Finder (Type S2-40cm): This instrument, sketches of which are attached as Appendix "C", was made in 1937 and appears to be efficient. The limitations of its range indicates that it has been designed for use with infantry weapons such as machine guns and mortars. <u>Description</u>: Official Designation - Type 92

Type - Coincidence

Overall Length - 21-11/12 ins. Distance between objective lenses - 40 cm (15.7 ins) Field of view - fixed lense 11<sup>0</sup> Adjustable lense 4<sup>0</sup> Eveniege - Edjustable, with diapter setting

Eyepiece - adjustable, with diapter setting + 4 to -4 Magnification - 4X

Range - Calibrated scale in metres from 30 to 1500, thence infinity.

Other interesting features are an adjustment for parallelism in the horizontal plane, a known-range adjustment for correction of error, and the use of hygroscopic crystals to prevent condensation under damp conditions. Action: One image passes through a yellow filter in fixed lense to distinguish from other image, which passes through an adjustable prism, operated by rotating range scale. Range is found in the normal manner of bringing both images into coincidence and reading off indicated figure on scale.

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#### (c) GENERAL:

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(i) Attached as Appx "D" is Recent Japanese operations in CHINA.

(ii)Attached as Appr."E" is Diagram showing area of Recent Japanese operations in CHINA.

#### PART 3: TOPOGRAPHICAL

(a) Other ireas

(i) Attached as Appx "F" is a Reproduction of Aerial Photographs showing Coastline MADANG to ALEXISHAFEN.
(ii)Attached as Appx "G" is a Reproduction of a Mosaic of LAE Coastal Area.

(b) Index to place names appearing in this report.

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PART 3 (b) Contd	-9-	SECRET
ĊISSEMBOB DOBODURA (Correction) DOUGLAS HARBOUR DRONG FITZROY ISLAND GOGOL RIVER HOTE KERAVAT KWAUMBLAIN LAKEKAMU RIVER MANNING STRAIT McDONALD'S JUNCTION NAGADA SEK HARBOUR SEPU SILVER SOUND WAU YAMAP	NG NG NG QLD NG NG NG SOLOMONS NG NG NG NG NG NG NG NG NG NG NG NG NG	146°52' E 7°01' S. 148°08' E 8°03' S. 148°08' E 8°03' S. 146°54' E 7°02' S. 146°54' E 7°02' S. 146°54' E 5°18' S. 145°45' E 5°18' S. 152°00' E 4°20' S. 152°00' E 4°20' S. 152°00' E 7°02' S. 158°00' E 7°04' S. 158°00' E 7°04' S. 158°03' E 7°04' S. 145°48' E 5°09' S. 145°48' E 5°05' S. 145°48' E 5°05' S. 145°11' E 7°27' S. 150°42' E 2° 0' S. 146°43' E 7°20' S. 146°50' E 7°03' S.

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#### PART 5 : SECURITY

- (a) Security of Telephone Channels: A number of telephone channels in the Corps area make use of existing civil facilities and in many cases pass through civil switchboards. The attention of everyone who uses the telephone should be drawn to this fact, and warning notices should be placed on all telephones advising that conversations on military matters should be couched in guarded terms, so as to minimise the risk of leakage of information through this channel.
- (b) <u>Censorship</u>: A considerable number of abuses of the privilege of the green envelope are occurring at the present time and a number of personnel do not appear to be aware of their primary use - that is, to permit correspondence on personal and private matters only, in accordance with the declaration that the writer has to sign.

Any discussion on matter which cannot be classified as personal and private is considered a breach of censorship regulations. Cases where the writer has deli ... rately abused the privilege conferred by the green envelope should be cause for severe disciplinary action.

All ranks should be made thoroughly aware of the conditions governing the use of green envelopes.

(c) Japanese Jounter-Espionage: The following information about Japanese counter-espionage is extracted from a file of counter-espionage instructions captured in NEW GUINEA.

The instructions define "counter-espionage" as "measures or movements for the maintenance of the safety of our power to defend our country against the intelligence and strategy (propaganda also included) of enemy countries."

Intelligence is defined as "action to keep secret one's object concerning the substance of Secrets (movements, articles, ideas), or movement to acquire information about such things."

Strategy is defined thus: - "Strategy(propaganda included) is movements in secret to bring harm to one's adversaries by making attacks against plots using military powers."

Throughout these instructions, the division of counterespionage into negative and positive counter-espionage is clear-cut. By negative counter-espionage, the Japanese mean measures to prevent the leakage of information, and by positive counter-espionage, they mean the detection and prevention or countering of cnewy intelligence plans, spies, sabotage and Counter-espionage instructions are issued down to battalions. Each battalion has a "counter-espionage committee" (Contrast our Unit Security Officers) consisting of the Senior HQ Com-pany officer - the president - the adjutant and one officer from each Tai (Coy). propaganda. Contd.

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PART 5 (c) Contd.

The duties of these committees are -

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(1) To control and supervise instructions in, and practice of, counter-espionage, for all the Battalion's personnel, and

To enforce counter-espionage measures. (ii)

For these purposes duty personnel are detailed by the committee each week.

Particular emphasis is laid on the necessity for educating troops in security-mindedness - "all officers and men must be brought to a positive consciousness of counter-espionage and the reasons for it", and the relationship between security and discipline is stressed - "the establishment of military discipline is rooted in counter-espionage, Military discipline and counter-espionage are, in short, inseparable. Unconvincing counter-espionage is lex military discipline". Every individual soldier is urged to remember: -

i) (11) the principle of silence

- his behaviour putting personal wishes last
- (iii) the dangers of careless talk
- counter-cspionage rules and regulations and to adhere (iv) strictly to them.
- (v) the need for care in guarding equipment and articles, papers ac entrusted to his care.

The instruction then covers familiar ground dealing with such subjects as -

- the handling (and destruction) of secret documents -(i) on which great stress islaid
- Censorship <u>:11</u>)
- (111) destruction of waste paper
- (iv) control of civilians and the like.

Apart from the great emphasis laid on the security education of troops, the most interesting feature of this instruction is that a definite scale of penaltics is laid down for offences against counter-espionage. A section of the instruction sets out a sample syllabus for unit course of instruction in counter-espionage, extending over fourteen days.

The captured file also contains reports on, and analyses of, successful sabotage in occupied CHINA and MANCHOUKUO, failures of counter-espionage and breaches of censorship. These reports are included in the instructions for use in illustrating lectures. They show that, in fact, security in the occupied parts of CHINA and MANCHOUKUO and JAPAN itself is poor e.g. a week's censorship figures from one area shows that 28,4% of soldiers' mail had to be treated, stopped or referred back to units by Base Censors,

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APPENDIX.

To 2 Aust. Corps Int Kelott 22 Aupendix iC' to Ho First Atat 5.49 Army Jeekly Intelligence Summary No 52

#### RECENT JAPANESE OPERATIONS IN CHENA

#### <u>INTRODUCTION</u>

For an interpretation of recent Japanese campaigns in CHINA it is necessary to have background knowledge of the areas held by Free CHINA and JAPAN, the resources and communications of Free CHINA, and the political developments in Occupied CHINA.

#### (a) Areas Held by Free CHINA and JAPAN:

Free CHINA: The provinces controlled by the CHUNGKING Covernment are the NORTH WEST PROVINCES (SHENSI, NINGSIA, KANSU, TSINGHAI and SINKIANG) and the SOUTH WEST PROVINCES (SZECHUAN, SIKANG, YUNNAN, KWEICHOW and KWANGSI). Their total population is about 100,000,000 out of the probable 450 million in the area held by CHINA before the Japanese invasion. Four-fifths of the population of Free CHINA lives in the SOUTH WEST.

Occupied Area: JAPAN has occupied SHANSI, CHIHLI (or HOPEI) SHANTUNG, KIANGSU and parts of SUIYUAN, HUPEH, ANHWEI, CHEKIANG and KIANGSI. This area has a length of approximately 1000 milds; its width is irregular, the maximum width is approximately 600 miles. In addition an area approximately 200 miles by 150 miles around CANTON in KHANGTUNC is occupied.

The Remainder: The following areas not definitely under the control of CHUNGKING nor occupied by JAPAN may be regarded as disputed areas: Part of SUIYUAN in the North -HONAN and parts of HUPEH; ANHWEI, KIANGSI and CHEKIANG in the Centre - HUNAN, FUKIEN and most of KWANGTUNG in the South. Most of the disputed areas are in the hilly country South of the YANGTZE RIVER.

#### (b) Resources of Free CHINA:

: Before the Japanese invasion the main industrial areas of CHINA in order of importance ware:

- 1. SOUTH MANCHURIA
- 2. THE YANGTZE DELTA
- 3. NE CHIHLI .
- 4. EAST SHANTUNG.

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- 5. Parts of HUNAN and HUPEH 6. THE PEARL RIVER DELTA (near CANTON)

Of these the fifth is the only one that the Chinese have retained in part and it is to be noted that their stiffest resistance has been based on CHANGSHA in HUNAN.

As a result of the occupation of the main industrial areas the Chinese have had to develop the remaining provinces which formarly had poor communications and hardly any factories. Machinery was dismounted and taken inland and factories have been set up able to turn out shall arms and amunition. The main areas of development are SZECHUAN and YUNNAN: they have resources of metak and coal but their exploitation must obviously be hampered by the difficulty of importing heavy machinery.

#### (c) Communications:

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<u>Internal</u>: Japanese pentration followed the lines of the two great rivers, the HWANG HO in the North, and the YANGTZE in the centre, and the lines of the railways. Of 9557 km of railways formerly controlled by the Chinese Government the Japanese by the end of 1941 held 7300 km. Similarly a large part of the original roads was occupied by the Japanese; CHINA was never well off for roads, possessing only 110,000 km of main roads despite her huge size. The result is that Free CHINA has been restricted to an area of poor communications. The Chinese have been forced to build many miles of new roads. This they have done with great energy; they have not been able to build much length of railways owing to shortage of naterial.

#### (d) <u>Communications with the outside world:</u>

Since the cutting of the BURMA ROAD and the HANOI-KUNMING Railway the main land routes to Free CHINA are: The <u>NORTH WEST ROUTE</u> to RUSSIA. It runs fron KANSU and SINKIANG to SEMIPALATINSK from where there is a branch railway line to OMSK on the TRANS-SIBERIAN Railway. The length of this route (it is approximately 3000 miles from LANGCHOWFU in KANSU to MOSCOW) precludes its efficiency as a supply route, even if RUSSIA could spare supplies on an effective scale.

The <u>SOUTH WEST ROUTE</u> from CHENGTU, following an old caravan route through TIBET and INDIA. It runs through SIKANG, LHASA and the HIMALAYAS to DARJEELING. There is probably a railway from CHUNGKING to CHENGTU but the rest of the route is by road through difficult country which limits its carrying capacity.

The <u>SOUTH WEST ROUTE</u> to the BRAHMAPUTRA River. Details of this route are vague but it appears to have been opened to traffic since the Japanese operations in North BURMA and the UPPER SALWEEN are evidently aimed against it. The route passes through SICHANG (or NINGYUANFU) to FORT HERTZ in Northern BURMA thence to the HUKONG VALLEY and SADIYA. Between FORT HERTZ and SICHANG it has to traverse exceptionally difficult country where the SALWEEN, MEKONG and YANGTZE RIVERS run closely together in high mountains.

For some time, despite the Japanese naval blockade supplies were able to get in to CHINA via KWANGTUNG, but this opening has probably been closed by the Japanese occupation in Feb 43 of the LUICHOW Peninsula, opposite HAINAN.

The carrying capacity of the land routes in CHINA is limited. In 1940 the highest rate of transport on the BURMA ROAD was 7000 tons per month. Even if this rate were raised to 15,000 tons per month, or 500 tons per day, it would be still sufficient to maintain only about one and a half divisions per day (supposing the daily weight of supplies and equipment to be 335 tons per Division). The rainy season, April - October, seriously impedes the capacity of the road, so that it would probably be difficult to average a rate of 15,000 tons per month on the EURMA ROAD. The capacity of the alternative routes is probably less. Because of the limited capacity of the land routes, CHINA must rely on air transport, but the difficulty of maintaining supplies by this means is shown by the fact that it would take at least 125 DC2 transport aircraft with a load of 6000 lbs to maintain one division for a day.

#### (e) Political developments in Occupied CHINA:

A government under the protection of JAPAN has been set up in NANKING. The leader of this government, WANG CHING WEI; is a political pupil of DR SUN YAT SEN and is ideologically opposed to GENERAL CHIANG KAT SHEK. The NANKING Government may accordingly be likened to the VICHY Government in FRANCE and appears to be ready to co-operate with the conqueror. For the past year the Japanese have tried to secure the co-operation of NANKING and have intensified their efforts since Sep 42 when a Japanese delegation was sent to NANKING. Negotiations bore fruit in Jan 43 when NANKING declared war on the UNITED NATIONS.

#### **RECENT JAPANESE CAMPAIGNS:**

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(f) <u>YUNNAN</u>: Since Oct 42 Japanese forces have operated in NE BURMA and in YUNNAN just across the BURMESE border. Their objectives were probably :-

KUNMING The BRAHMAPUTRA - SICHANG route to the North of MYITKYINA and on the UPPER SALVEEN.

Details of these campaigns are as follows :-

Drive against KUNMING: In Oct 42, soon after the monsoon ended, Japanese bombers raided PAOSHAN. During Nov and Dec the Japanese maintained a force of 30,000 with 200 to 300 aircraft in support in the LUNGLING - TENGYUEH area but attempts to advance to PAOSHAN from TENGYUEH were checked after heavy fighting, Further attempts were made to reach PAOSHAN in Feb 43. The Japanese Air Force bombed a "strategical place" in Central YUNNAN on 31 Mar. The Japanese do not appear to have Fade substantial progress and fighting was reported to be still going on in the TENGYUEH area on 21 Apr.

Drives against the BRAHMAPUTRA - SICHANG route: The Japanese have made two drives which appear to be intended to cut the BRAHMAPUTRA - SICHANG route. One drive was made from MYITKYINA North towards FORT HERTZ and NW towards the HUKONG VALLEY. During Jan and Feb 43 the Japanese made some progress but withdrew towards MYITKYINA in the middle of March. This withdrawal was probably caused by supply difficulties following British air raids and ground operations against enemy communications in central BURMA. The Japanese Air Force gave support by bombing TINSUKIA in the BRAHMAPUTRA on 2 Mar. Early in April the Japanese resumed his advance towards the HUKONG VALLEY and now appears to be threatening the route in the valley.

The other drive was based on TENGYUEH and proceeded North along the UPPER SALWEEN towards MAMIEN PASS. The drive commenced on 23 Feb 43. On 8 Mar the Japanese are believed to have decimated the Chinese

Japanese are believed to have decimated the Chinese 2 Res Div less one regiment. On 23 Mar TOKYO Broadcast claimed the capture of PYIMAUNG on the BURMA - YUNNAN Border and MANIENKAUNG 50 miles North of TENGYUEH. On 16 Apr the Japanese announced the capture of two villages approximately 25 miles North of TENGYUEH. From these claims it appears that the drive has made slow progress. <u>Summary of operations in YUNNAN</u>: Few details are available concerning these operations but it appears that the eneny has not yet attained his objectives in UPPER BURMA or on the UPPER SALWEEN and has been definitely prevented from penetrating into YUNNAN towards KUNMING.

(g) <u>CHEKIANG-KIANGSI</u>: In May 42 the Japanese connenced a drive in CHEKIANG and KIANGSI with the avowed intention of gaining control of the railway SHANGHAI + HANGCHOW-KINHWAFU -NANCHANG - CHANGSHA - KWEILIN.

A grandiose plan was announced of connecting the railway to SINGAPORE via HANOI. When connected at SHANGHAI with the railway running North through MANCHUKUO and KOREA, this would provide an overland route from SINGAPORE almost to JAPAN with a length of 7,380 km. out

Through/June and July 42 the Chinese, based on CHANGSHA, resisted strongly and the Japaness were never in complete control of the section of the railway in CHEKIANG - KIANGSI. During Aug 42 the Japanese commenced a withdrawel and by 20 Aug the Chinese held 280 km of the railway and had regained a number of towns including KINHWAFU and LISHUI.

Since their withdrawal in Aug the Japanese appear to have only partially re-established control in CHEKIANG. Reports at the end of Oct suggested that they were still on the defensive at KINHWAFU, LANKI and TUNGYANG, while in early Dec a Japanese attack was repulsed South of WUYIHS. On 17 Feb 43 the Japanese connenced an offensive near NANCHANG, SW of LAKE POYANG, and in Mar 43 they waged a campaign in NORTH KIANGSI against the 89th Chinese army and the new Communist 4th army. By 23 Mar the Japanese claimed to have overcome resistance and to be mopping up remnants.

- Japanese intentions in CHEKIANG-KIANGSI: It does not appear that the Japanese intend to proceed with their plan for opening up the railway, nor do they appear to be preparing any large scale drive against CHANGSHA. Their operations in 1943 appear to be consolidatory in order to strengthen their position South of the YANGTZE in the NANCHANG Area.
- (h) <u>Central China</u>: The most intensive fighting that has occurred in CHINA in recent months has been in Central CHINA in the triangle ICHANG - LAKE TUNGTING - ANGKING; this includes parts of HUPEH, HUNAN, ANHWEI and HONAN. The Japanese intention seems to have been to clear out Chinese resistance (a) from the Valley of the YANGT23 below the Gorges. (b) between ANKING and SINGYANG (in South HONAN).

The YANGTSE VALLEY Campaign: From Nov 42 to Apr 43 there has been constant fighting on the YANGTSE between YOCHOW and SHASI and between the confluence of the HAN and YANGTZE Rivers.

An energy offensive commenced at SHASI on 6 Nov but failed, since in mid Dec the Japaness were driven back

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at HOHSUEH (SE of SHASI) while in mid Feb the Chinese were still operating in strength below SHASI and were in occupation of KIENLI and MALIANGTSE in the YOCHOW Area, NE of LAKE TUNGTING.

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Another energy offensive in the same area started on 17 Feb 43. By 2 Mar the energy clained that they were in-control of the YANGTZE between YENCHING, SHASI and YOCHOW; TOKYO broadcast announced that the Japanese victories would force the Chinese to retreat inland, would secure the river for the Japanese between HANKOW and YENCHANG and would give a base for further operations against. CHUNGKING. By 11 Mar the Japanese clained to have occupied HWAJUNG (North of LAKE TUNGTING) and to have completed mopping up near the confluence of the HAN and the YANGTZE and on the river between YOCHOW and SHASI.

However Japanese clains were evidently exaggerated. The Chinese subsequently launched an attack in the SHASI area and although on 13 Mar the energy claimed to have repulsed a Chinese force before OWCHIHKOW and MITOTZE (16 km SW of SHASI) CHUNGKING reported on 17 Mar that the Chinese were pursuing the energy along the South bank of the YANGTZE and had reached LAKE TUNGTING. Fighting was still going on in this section of the YANGTZE Valley in Apr 43.

<u>ANKING - HANKOW - SINGYANG</u>: In Dec 42 a Japanese force of 80,000 operating from bases in NORTH HUPEH tried to clear the country between HANKOW and ANKING. Chinese forces counter-attacked and occupied LIHUANG and TUNGCHENG (ANHWEI), localities in the TAPIEH MOUNTAINS and SINGYANG (in HONAN). Not only did the energy fail to control the parts of HUPEH and ANHWEI concerned but the Chinese secured a better hold on most of the HONAN section of the railway HANKOW to KAIFENG. The slow rate of Japanese progress in this area is illustrated by a report on 9 Apr 43 that energy thrusts NW of SINGYANG had been turned back.

<u>Summary of Operations in Central CHINA</u>: Conditions on the YANGTZE above YOCHOW seems to have required the mounting of an offensive on a fairly large scale with the main object of consolidating Japanese occupation of this area. The Japanese do not appear to have obtained their objectives even after six months of fighting and minor fighting was still going on in the general area of operations in Apr 43. Consolidation of this area would give the energy a base for an advance against CHUNGKING up the YANGTZE Gorges, but it does NOT appear that the energy has any intention in the near future of attempting a large scale offensive against CHUNGKING in this area.

(i) <u>KWANGTUNG</u>: Until the end of 1942 the Japanese in KWANGTUNG had occupied only the area around CANTON. The Chinese successfully resisted efforts to advance up the CANTON -HENGYANG - CHANGSHA Railway.

At the end of 1942 the energy began to give attention to the LUICHOW peninsula in Southern KWANGTUNG which was suspected as a place for entry of supplies to Free CHINA and alleged to be a possible base for Chinese operations intended against HAINAN. In Dec 42 the Chinese repulsed an attempted landing on LUICHOW PENINSULA but on 16 Feb the energy landed there and penetrated some way into KWANGTUNG. If this drive developed it would threaten such important places in KWANGSI as WUCHOW, LIUCHOW and ultimately KWEILIN, but as yet it does not seen to have developed.

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(j) <u>SHANTUNG and KIANGSU</u> : During Feb and Mar 43 Japanese forces with the help of NANKING troops have operated against organised Chinese forces in SHANTUNG and KIANGSU. In KIANGSU the Chinese forces were in the area between LAKE HUNGTZE and the sea and were consequently able to interfere with road communications between SHANGHAI and the North and were controlling a particularly fertile strip of territory. That the Chinese forces were not mercly guertHas is shown by the reports of units encountered by the Japanese such as the 89 Div and 117 Div operating East of LIENSHUI while several brigades have also been named. The enemy claimed to have crushed all opposition in KIANGSU by early in Har and to have pacified the entire sector NORTH of the YANGTZE in NORTHERN KIANGSU. The defeated Chinese General HAN TECHIN is alleged by the Japanese to have come into conflict with the governor of ANHWEI during his retreat towards FOWYANG in ANHWEI and to have finally been taken by the Japanese.	
Japanese sources estimated the Chinese strength operating in KIANGSU in Mar at over 26,000 troops.	-
In SHANTUNG during Feb and Mar the enemy claim to have mopped up considerable Chinese forces. Reports are conflicting. One report stated that 11,000 Chinese were engaged in SHANTUNG in Feb. A report of 19 Mar stated that 25,000 Chinese had surrendered with General LIWENGLI.	•
The reports of the campaign indicate that Japanese had had no real control of the area North of SHANGEAI. If their claims are correct they have now consolidated the area.	
(k) <u>SUIYUAN, CHAHAR and SHANSI</u> : In the Northern provinces of SUIYUAN, CHAHAR and SHANSI during Feb, Mar and Apr 43 Japanese forces operated against guerrilla forces and on 12 Mar the eneny announced the defeat of a large Chinese force NW of the capital of SUIYUAN. There have also been actions in SHANSI. In the Northern provinces the Japanese have been assisted by NANKING Chinese and by Hongolians.	
Since the middle of Apr a fresh Japanese offensive has been in progress near the borders of HONAN and SHANSI (NW of KAIFENG). The Japanese have made gains in the area North of the YELLOW River, about 50 miles West of the main railway to the South from PEKING. The present purpose of this offensive appears to be to consolidate Japanese control by eliminating guerillas. But if an offensive developed on a large scale in this area it could threaten the NW route to RUSSIA.	۲
Previous attempts have been made to cross the YELLOW River on the borders of SHANSI and SHENSI. One attack was checked at PAOTOW in Feb 43. But it does not appear that either the previous attacks or the present offensive in SHANSI and Northern HONAN have been on a scale heavy enough to be serious threats to the NW route.	-

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(1) THE AIR WAR IN CHINA: US and Chinese aircraft have made

THE AIR WAR IN CHINA: US and Chinese aircraft have made raids since Oct 43 on Japanese establishments at HANKOW, HAIPHONG, HANOI, YOCHOW and CANTON. The main bases for Allied air forces have been HENGYANG and KWEILIN in KWANGSI and HUNAN respectively. Japanese air attacks on Allied bases have intensified since the end of Mar 43. The Japanese have announced repeated raids on Allied bases in order to forestall Allied preparations for attacks on JAPAN.

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(m) <u>SUMMARY</u>: A general survey of the operations suggests that the Japanese for the present have no intention of waging a full offensive against CHUNGKING.

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In Central CHINA and in the North the enemy have been consolidating their hold on the occupied territory by clearing out CHUNGKING forces. In YUNNAN they have ained at completing the blockade of CHUNGKING by cutting possible supply routes. In the air they have ained at preventing the development of Allicd bases.

The Japanese seem now intent on developing the resources and harnessing the manpower of the occupied territory. They have devoted a lot of propaganda and organisation to securing co-operation of the conquered Chinese. During the last year they appear to have had no small measure of success in winning over the NANKING Government. On 9 Jan 43 the NANKING Government declared war on the United Nations and since then the Japanese have intensified their drive for co-operation. General TOJO has visitedNANKING and other important centres and frequent congresses have been held to affirn loyalty to the cause of Greater East Asia. JAPAN has nade a great show of handing back the territorial concessions formerly granted to European powers. Demonstrations of loyalty to NANKING and JAPAN have been arranged among Chinese communities in BURMA, MALAYA and JAVA.

NANKING forces do appear to have co-operated effectively with the Japanese in the campaigns in KIANGSU and SHANTUNG. As a result JAPAN has a reasonable prospect of being relieved of part of the work of consolidating and policing the occupied territory.

Already there have been signs of movement of parts of at least six out of the twenty Japanese Divisions formerly in CHINA. JAPAN will still need to maintain a considerable body of troops in CHINA but the operations likely to continue there will be valuable for training new units.

> (Second Aust Army Weakly Intelligence Review No 53 of 26 Apr).





M.L.S. [120]

Reproduced by I Aust. Mob. Litho. Sec. CALE: A. Sry. C.

# LAE COASTAL AREA

( From Air Photos Dated 25 Mar 43 )





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DESPATCH RIDER LETTER SERVICE

HQ 2 Aust Corps (AIF)

MAX ISI

G. . 3016.

Distribution List E - plus 20 copies for serial 37.

Bot out below for necessary action is copy of First Aust Army G(SD) 6256.

"The following instructions will be observed:-

(a) DRLS covers QUEENSLAND, NEW GUINEA and DARWIN according to a time table. Mail for destinations south of QUEENSLAND is dealt with by irmy Postal Service.

(b) DRLS will handle only Official despatches, letters and orders of an URGENT or SECRET nature.

(c) The Army Fostal Service is to be used for less urgent official despatches, also for articles of a bulky nature, such as Stationery, Forms. etc. (F.S.R. vol TT Chap TT Sec 16 (9)).

Forms, etc. (F.S.R. Vol II Chap II Sec 16 (9)). (d) The originator will consider whether the nature of the despatch justifies its delivery by DRLS instead of by Army Postal Service. (e) All previous addresses or marks will be obliterated from the envelope.

(1) The address will be confined to the right hand half of the sticker, leaving the left hand side clear for the DRLS Office date stamping.

(g) The address will be written clearly and legibly, and in accordance with abbreviations as shown in Order of Battle.
(h) Locations will NOT be shown, except in the case of Fixed Defences, Training Units, Hospitals and other stationery establishments (GRO Q174/42).

(i) The practice of rubber stamping the Branch or Unit from which the despetch originated, on the address sticker, will be discontinued. The despetch may come back to the originator in error.

(j) To enable the DRLS Office to trace the receipt and acknowledgement of a despatch, the originator should place a reference number on the bottom left hand corner of the sticker. (FSR Vol II App IV Suc V (3) ).

(k) The sticker must bear the letters "DRLS" and be certified as official, below the address, by an Officer, giving his rank. (FSR Vol II App IV Sec V(3)). (1) Despatches signed by persons not of commissioned rank will

 Despatches signed by persons not of commissioned rank will NOT be accepted by DRLS Office. In the event of a detachment of a unit not having an officer in charge, the despatch will be delivered unscaled to the Signalmaster for certification. An addressed sticker will be pinned to the envelope.
 (m) Despatches must, wherever possible, be sent to the DRLS

Orfice at regular intervals throughout the day and must NOT be permitted to accumulate until a few minutes before closing time

(n) Example:-

MARA 131

1.

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subject:

ON HIS MAJESTY'S SERVICE FASTEN ENVELOPE OPEN. 2/d8 Aust LAD AEME C1478 DRLS C rtified O.ficial COMMONWEALTH OF AUSTRALIA A.B.Jones DEPARTMENT OF THE ARMY Capt

2. A copy of this instruction will be posted up in registries and offices concerned in the despatch of correspondence.

#### COPY. ġ, first aust army ±0: 22/5 sā 854 sd 638 2 aust corps FROM concerned 12 hrs on placing ″unit SECRET continuing . important work unit precludes notice ŝ possible give consideration of requist urgently difficulty this obviate date B KFORE . NOT 8

IMP ORTANT

2010

Copy; CE

## COPY/HMW

TO: 9 AUST DIV RPTD Q: ORD FROM: 2 AUST CORPS

SD5 22

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SECRET . REF OUR SD 88 OF 16 MAY . UNIT WILL MOVE IMMEDIATELY AND WILL BE EQUIPPED ON ARRIVAL BY 2 AUST CORPS . UNIT HOLDS NO EQPT VEHS OR ACCOM STORES

T00: 1550



# COPY/RHW

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appa 1 TO: ORE 2 aust corps rptd A: Q: CE Branch: Ord 22/5 SD2 FROM: 2 aust corps CONCENTRATE AFTER LEAVE REF OUR SD93 17 OF MAY CONCONBA STAGING TOWNSVILLE CAMP

T00: 1110

alfa 177

COPY/RHW

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TO: ORE 2 aust corps rptd A: Q: OE Branch : Ord FROM: 2 aust corps SD1 28/5

SECRET . WARNING ORDER . 10 AUST FD COY IS PLACED ON 12 HRS NOTICE TROM 2350 HRS 23 MAY TO EMBARK FOR TROPICAL SERVICE OVERSEAS . SCALE & ACCOM STORES TENTAGE ALL NORMAL TOOLS AND EQPT EXCEPT RD MAKING ROPT BUT INCL 3 COMPRESSORS AND ONE WATER TRAILER WILL BE TAKEN . NO VEHS . EARLY MOVE LIKELY . PARTICULARS GRO G318/43 HAVE BEEN FURNISHED . ORE 2 AUST CORPS WILL SUBLIT PRO FORMA REQUIRED BY GRO ADDSD NO 1 AUST MOVT AND TN GP TOWNSVILLE IN QUADRUPLICATE BARLIEST PRO FORMA TO THIS HQ

T00: 1035

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#### · Cappie COPY. TO first aust army rptd 6 aust div 2/7 aust cav (cammando) regt FR 2 aust corps ` \_sd 609 19/5 : · SECRET fu ther · to sd 517 destination our COVE WONDECLA 110W ī be to 2150

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#### AUSTRALIAN MILIT RY FORCES.

#### SD INSTRUCTION NO. 47.

Subject: Incoming Messages "Personal For".

2 Aust Corps (AIF) / MAY 43.

G. 2985

Distribution List F ;-

less serial 5.

 (a) Every incoming message commencing "Personal For" the Commander, or a principal Staff Officer, will be enclosed in a sealed envelope, addressed "Personal For" and delivered to the Reception Office.



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In the case of personal messages for the Commander two copies will be enclosed in the envelope.

Reception Office will deliver immediately, unopened, as follows:-

- (a) Between 0800 and 1700 hours,
- "For Commander" to the ADC, or if ADC is not svailable to the Commander direct, or if neither ADC nor Commander are available, to Senior Staff Officer.
- (ii) For a "Staff Officer", to addressee or if he is not available to the senior Staff Officer.
- (b) Between 1700 and 0800 hours to the Duty Officer who will deliver by orderly unopened as in (i) and (ii) above (but using discretion as to whether the Officer concerned should be awakened).

Abd Carving, Brig, 1

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#### HQ 2 LUST CORPS INTELLIGENCE REPORT 21

Coapiled from information received from 13 May to 1200 hrs 18 May 43

1. Information herein is for circulation down to Lt-Cols Comd.

2. A receipt is not required, but copy holders should note serial numbers and bring under notice non-receipt of any issue. These reports will not be issued regularly.

All dates and times are Eastern Australian Standard Time.

#### PART 1 : OPER\_TIONS

#### For index to place names see PART 3 (b) TOPOGRAPHICAL

## (a) NE AUSTRALIA:

<u>.</u>  3.

& Alax Drany

Sightings continue to be made of submarines off the Eastern coast and it is probable that the enemy will continue operations of this type. Unidentified aircraft have been reported at HORN ISLAND on 10 May

and sixty miles North of NORMANTON on 12 May.

(b) NW LUSTRALIA:

C.PE WESSEL. On 11 May a Beaufighter acting as cover for an Allied warship intercepted three enery floatplanes one of which was destroyed. Later one of the remaining enemy aircraft dropped one bomb, but no damage resulted.

MILINGIMBI. Six enemy fighters made a reconnaissance over the aerodrome on the morning of 15 May.

EXMOUTH GULF. W.A. One enemy flying-boat attacked an Allied vessel in this vicinity on 16 May, but no details have been reported.

(o) NEW GUINEA:

LOUISIADE ARCHIPELLGO. A Japanese submarine was sunk by an illied vessel on 11 May at 150° 08 East. 11° 10'South.

ORO BAY. On 14 May ORO BAY and FORT HARVEY were attacked by twenty Type 1 MB "BETTY" escorted by twenty to twenty-five fighters. Interception was made by eleven Po8s and thirty-two P40s, which resulted in destruction of nine fighters and seven · bombers, while one fighter and five bombers were probably dustroyed. Damage resulting from the raid was slight.

DOBODURA. On the nights of 13 and 15 way three enemy medium bombers attacked the air strip without causing damage or casualties. On 14 May an enemy reconneissance aircraft was shot down. forty miles NE of BUNA,

FORT MOReSBY. On 13 May there was an attack by two enemy aircraft which dropped six bombs without causing any damage. On 15 May two medium bombers attacked an air strip and one was shot down by a night fighter. Later on the same night, AA fire destroyed one of a further two medium bombers which attacked. 

WIRTE RIVER. On 15 May energy aircraft dro ned bombs at the mouth of the river without causing damage or casualties.

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#### PART 1 (c) Contd.

#### SE.C.R.E.T.

<u>MUBO</u>. Activity in the MUBO - LABABIA - BOBDUBI area has increased. On 10 May the enemy penetrated to a point 300 yards North of the junction of the tracks MUBO-LABABIA, approximately one mile ESE of MUBO, and were engaged by our troops in the area. One of our patrols attempted to by-pass the enemy but was unsuccessful due to strongly defended positions on VICKERS RIDGE. Later the enemy overran our base camp in the vicinity of the track junction, isolating our troops on LABABIA RIDGE. Contact was regained with these troops on 11 May despite the fact that the enemy had dug in on all sides of LABABIA RIDGE. The enemy made a determined counterattack after our troops regained contact, but were driven off and were reported to be consolidating on GREENS HILL. On 12 May the enemy were reported to be consolidating their positions 2,300 yards SE of MUBO. On the same day the enemy withdrew from the PIMPLE area to a position 2,000 yards from the aerodrome. Enemy casualties were estimated at sixty-three killed.

On 11 May at first light our patrols found enemy positions on BOBDUBI RIDGE unoccupied and occupied them themselves later on in the morning: A small patrol exploiting further to the East subsequently made contact with the enemy two and a half miles North of KOMIATUM on the main KOMIATUM-SALAMAUA track and took up a position 200 yards West of this point, covering the track. In the afternoon twelve Japanese moving South were ambushed half a mile North of KOMIATUM and five of the enemy were killed. A further fifty-seven of the enemy moving in their rear were not engaged. On the morning of 12 May eighty enery moving South along the KOMIATUM and thirty were engaged approximatelyone mile NW by N of KOMIATUM and thirty were killed and many wounded in the ensuing action. On the afternoon of 11 May our position two and a half miles North of KOMIATUM was attacked from the NE by the enemy. This attack was repulsed but enemy casualties are not known.

On 14 May BOBDUBI RIDGE was heavily mortared and shelled by the enemy who followed up with strong attacks from the KOMIATUM track and reached a line approximately one and a quarter miles SW of BOBDUBI. During the afternoon our troops moved down the FRANCISCO RIVER to turn the enemy right flank but encountered large numbers of the enemy and withdrew to accure a track to the North. Heavy small arms and mortar fire was encountered by our troops who withdrew from BOBDUBI RIDGE to the vicinity of a kunda bridge one and a quarter miles WSW of BOBDUBI. The enemy consolidated on the bridge but made no further advance to the West. Enemy casualties in this a ction are estimated at sixty killed and many wounded.

On the morning of 15 Hay nine enemy bombers escorted by fifteen fighters bombed and strafed our positions near the bridge and shortly afterwards this attack was followed by an attack by forty enemy dive bombers.

At the same time twenty enemy medium bombers escorted by fourteen fighters bombed the airfield at WAU in order to neutralise the strip while the attacks were being made on BOBDUBI. No casualties or damage are reported in this latter raid.

On 9 May the KOMIATUM area was bombed and strafed by sixteen A20s which started a number of small fires and caused other fires in large huts considered to be used as storehouses.

DUALI. It is reported that the former Government Observatory on a hill 400 feet high which is inland from DUALI is used by the enemy as an OP.

SALAMAUA, Although no definite information has been received that supplies and reinforcements have been received at SALAMAUA, it is possible in view of the increased enemy activity in the BOBDUBI-MUBO area that some such supplies and reinforcements have come into the area. If this is so, in all probability they have been staged down the coast by night in barges.

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#### PART 1 (a) Contd.

#### SECRET

MARKHAM VALLEY, Further evidence has been received of Japanese interest in the MARKHAM VALLEY. Belated reports of Japanese patrol activity in the vicinity of BOANA, twenty-six miles NNW of LAE, and the adjacent villages of SEDAU, SOGUL and NGAFIR have been received.

There is considerable recent clearing activity evident around HEATH'S PLANTATION.

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On 11 May seven A20s bombed and strafed the barge hide-out at LABU LAGOON. In twenty four strafing passes bombs are reported to have fallen in the target area and in the village at the South end of the Lagoon.

LAE, On 13 May LAE was bombed by one B24. On 15 May an attack was made on the airfield and dispersal areas by ten A20s and later by three B25s. Large fires were started near the runway and a number of grounded aircraft appeared to have been set on fire as a result of the strafing attacks.

A submarine was twice sighted approximately forty miles SE of LAE on 13 Hay.

On the morning of 16 May a possible 7,500/10,000-ton cargo vessel was sighted at VOCO POINT, This vessel has probably brought much needed supplies into LAE under the cover of heavy weather which has interferred with our air operations during the period under review. There has been increased evidence of continued barge traffic from RABAUL down the Northern coast of NEW BRITAIN, possibly destined for LAE and there is also evidence of small cargo vessels of 500/1,000 tons West of ARAWE. Our air observation has been hampered by the heavy weather referred to above and it is probable that the energy in accordance with recent practice has made use of these conditions to run supplies to areas where they are so greatly needed. During the SE monsoon, which has now commenced and which will continue for several months, the South coast of NEW BRITAIN and the HUON GULF is obscured by heavy low cloud extending about sixty miles out from the coast, and the continuance of supply under conditions unfavourable to our air operations is probable.

FINSCHHAFEN, Our air operations have continued against this area. On 12 May the runway and surrounding areas were bombed and strafed by seven B25s, which also dropped twenty-three bombs amongst buildings at HELDSDAGINIssion, two miles to the North. On 13 May three sorties were made over the area and on 14, 15 and 16 May single attacks were made by heavy bombers or flying-boats. The zerodrome is still reported to be unserviceable, although heavy traffic has been reported on the road to the town and to HELDSDACH.

SAIDOR, There is little evidence of additional activity in this area and the strip was reported to be unserviceable on 8 May, A large vessel was seen ten miles West of SAIDOR on the same day.

MADANG. Photograph interpretation has shown that damage to buildings has been very extensive and that some were completely destroyed as a result of our heavy air attacks during the latter part of Apr.

Further to Report 20 the road from HADANG through BOGADJIM to the hinterland continues to be improved. Additional bridges have been constructed over the GORI and MINTJIM RIVERS. It is reported that the bridge over the MURU RIVER had been badly damaged but was being repaired.

LEXISHAFEN, On 11 May barges in the area were strafed by one of our heavy bombers.

ULINGAN, Aerial reconnaissance on 16 M y shows the

/Conta.

#### PART 1 (c) Conta.

condition of bridges on the road from MADANG to BOGIA to be as follows, one over DEIGUN dIVER entry destroyed, one over the river at KRONPRINZ HARBOUR scrvicesble, a 200-foot bridge over the KUMUL AIVER serviceable and one over the river at DOVE POINT, ton miles SW of ULINGAN, had apparently been washed away.

NUBIA. It is reported that a new wharf was under construction and that there was much activity in the immediate vicinity.

..... WEV.K. Continued use has been made by the enemy of this port which must now be regarded as the major enemy base in NEW GUINEA. Shippin, sightings show continuous use of the port facilities, which are being improved: On 12 May there was a 2/3,000-ton carbo vessel in the herbour and one 2,000-ton vessel in MUSCHU STRAIT herding for WEWLK, A sumarine chaser and a number of barges were sighted at the same time. On 15 May photographs disclosed five merchant ships totalling 27,000 tons, one 800-ton ship; a schooner and ninety barges. Photographs on 14 May showed a reduction in the number of ships while on 16 May two 4/5,000-ton vessels were sighted. The aerodrome at WEWLK is heavily in use and on 12 May forty-one fighters and four medium bombers were sighted, while there were an additional seven aircraft on the strip at BORLA: On 15 May three B24s bombed the BORLM wirfield and dispersal erea causing two large ecolosions and large fires.

#### (d) NEW BRITAIN:

R.BAUL. This port continues to be the main base in SWPA, and a considerable volume of shipping is reported. On 13 May photographs revealed the following 1-

l light cruiser:	l submarine tender
l seaplene tender	2 destroyer tenders
7 destroyers	4 probable mine sweepers
l submarine	25 merchant ships including
l submarine chaser	2 tankers totalling
l u/i warship	117,000 tons.

Other shipping was sighted in the vicinity of RABAUL. Attacks were carried out by heavy bombers on .11, 14 and 15 May, and were mainly concentrated against the airfield and dispersal areas at VUNAKALLU where explosions were caused and large fires were started, & total of twenty three heavy bomber sorties in all were made. •

CAPE ORFORD, On 9 May one submarine was sighted on a Southerly course 🍋

OPEN EAY. On 14 May one B17 bombed the building ares at UBILI, and on 15 May three forty-foot barges were sighted off EWASSE, thirty miles SS% of UBILI.

GASMATA. On 9 May the runway was reported to be serviceable, and following this a number of heavy attacks was made on the sirficld and adjacent ereas. On 12 May one B17 bombed a supply building and on 13 May thirteen 525s escorted by eight Beaufighters bombed and strafed the area including the runway, dispersal areas barges, grounded sircraft and tents. This was followed by an attack by one B17. On the same day a Catalina attacked a submarine sixty-five miles SW by W of GASMATA, the bombs falling twenty-four to thirty yerds away without apparent results. On 14 May thirteen B25s and ten Beaufighters attacked the target area and destroyed the jotty. This was also followed by a single B17 atteck. Oh 15 May five B25s bombed and strafed the North side of the runway and machine gun positions. This was later followed by an attack on the building area to the North of the airfield by one B24. Six B17s probably returning from an -attack on RABLUL were intercepted by two fighters one of which was - shot down.

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#### PART 1 (d) Contd.

ThinSEA. Activity by barges in the vicinity continues to be reported, and one was attacked by a B17 on 13 May. On 15 May one B24 was intercepted by five fighters and shot down two of the attackers while the remaining three broke off the engagement, emitting smoke.

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<u>CLPE GLOUCESTER.</u> Individual attacks by single aircraft were reported on 12 and 13 May directed against the airfield. On 15 May a further five A20s bombed and strafed the airfield, causing large fires and attacked five barges. A strafing attack was made against the strip by one B17 on 15 May.

<u>ARAVE</u>. On 15 M\_y seven car\_o vessels of 500/1,000 tons escorted by two possible destroyers were sighted ten niles West on an Easterly course. There are indications that this convoy come from LAE. Later on the same day our reconnaissance aircraft failed to locate the convoy but sighted one possible enemy warship forty-eight miles SSW of GLSMATA, moving SE. The convoy is reported to have had a fighter cover of twenty five single seater fighters.

<u>ROOKE ISL.ND</u>. In Report 20 it was stated that 150 troops were disembarking from five laden barges. More recent advice indicates that these men were engaged in unloading.

#### (w) NEW IRELAND:

<u>KAVIENG.</u> Sightings covering the period under review show that use of <u>KAVIENG</u> by enemy shipping has been meintained at a high level. On 10 May six medium merchant ships and three sub chasers were sighted close inshore off CLPE MATANALEM. On 11 May a 2/3,000ton cargo vessel was reported to be unloading, while there was one 4,000-ton cargo vessel at anchor. On 12 May photographs revealed two 2,000-ton merchant vessels and one coaster in the harbour, and on 15 May there were one destroyer, two large cargo vessels and a 2,000-ton cargo vessel in port. On 16 May sightings showed one destroyer in the harbour, two light cruisers and six 4,000-ton cargo vessels fifteen miles South moving ESE. Photographs revealed two 1,500-ton vessels and one coaster in the harbour on the same day.

#### (f)SOLOMONS:

<u>BOUGAINVILLE</u>, It was reported that there were enemy working parties engaged at TEAROUKI and TIOF ISLANDS a parently preparing gun emplacements.

BUIN-FAISI. Continued use has been made by enemy shipping of this area, which has been consistent with maintenance of the forces in the area. On 12 and 15 May it is noteworthly that a hospital ship was sighted and its purpose in the vicinity may have been the evacuation of wounded caused by the recent heavy U.S. raids in the area and the Japanese bases in NEW GLORGIA.

<u>NEW GEORGIA</u>. Continued heavy attacks have been made by U.S. aircraft on targets at MUNDA and KOLOMBANGAR. ISLAND. On 9 May a destroyer in FERGUSSON PASSIGE was attacked causing an explosion and a fire.

RUSSELL ISL.ND. It is reported that Allied fighters destroyed seventeen and probably destroyed two of twenty five enemy aircraft operating over this Group.

#### (g) DUTCH NEW GUINEA:

MERAUKE. On 11 May nine Type 1 MB "BETTY" attacked the town area dropping approximately ninety anti-personnel bombs some of which exploded 200 feet above the ground. Damage was slight and two natives were killed and four natives and three Army personnel injured.

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#### PART 1 (3) Contd.

KAIMANA, It is reported that the strip at UTAROM was serviceable on 9 May.

TIMOEKA. On 8 May photographs disclosed that the runway was probably serviceable but no aircraft were visible. Work was continuing on the airfield. On 14 May it was bombed by one B24.

NABIRE.On 15 May three B24s bombed the area and bombs fell amongst store dumps West of the runway and an MT Park. Large oil fires were started and damage was inflicted on both dumps and personnel areas. All damage inflicted prior to 9 May had been repaired and there were indications that it was being constructed for use by bomber aircraft.

BABO. Although development has suffered as a result of recent Allied bombing, it is now considered that this port is being developed as a major base to be the headquarters of 5 Div. Surfacing with oiled gravel has been carried out on both runways and the airfield has been used operationally by fighters and bombers. The seaplane anchorages and facilities for handling of seaplanes have been extended. Additional buildings have been erected.

KLAMONO. It is reported that the oil fields which were being developed by the Dutch have possibly been used by the enemy. On 9 May one B24 detailed to attack the oil fields was unable to locate them but sighted the jetty at the JEFFLIO terminal where it is reported that the dock is in good condition and that there is a good road leading inland.

At SORONG NW of KLAHONO a tanker of 1000 tons and three sea trucks of 3/500 tons were sighted on 9 May. At IFMOEN on the same day a possible scaplane base and considerable building activity was observed.

#### (h) KAI-ISLANDS:

LANGGOER. On 9 May three Type Zero SSF "ZEKE" intercepted five B24s and one of the energy aircraft was destroyed. On 15 May three B24s on their way to attack MADIRE were intercepted by three fighters one of which was shot down over LANGGOER.

On 9 May the strip was reported to be serviceable and additional constructional work had been carried out, Construction on this strip which had been proceeding very slowly had been greatly accelerated between 5 and 9 May. There are indications that the runway may be further extended to give it a possible length of 4,000 feet. Three groups of revetments were under construction.

#### (1) TANIMBAR ISLANDS:

On 10 and 11 May individual B24s each made one attack on SAUHLAKI. On 12 May the town area was bombed by four B25s which started fires.

#### (j) TIMOR:

DILLI, There is evidence that the runway of the airfield has been extended and that there are an increased number of revetments and dispersal areas, On 12 May two B25s attacked the airfield, the bombs falling within the target area.

On 15 May two B25s bombed installations at LAHANE, one mile South of DILLI,

<u>PENFOET</u>, Several raids were carried out by medium and heavy bombers during the period under review, the target area being the airfield and dispersal areas. Several large fires were started as a result of these raids.

#### (k) CERAM.

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On 9 May one B24 on reconnaissance attacked a large number of barges on the beach near GESER ISLAND off the SE tip of CERAM ISLAND without success.

It is also reported that the oil derricks at BOELA on the NE coast of CERAM were in good order and repair and that the aerodrome was serviceable.

(Commentary based on information contained in Landops 285-290, FAA Int Sum 53, AMF Int Review 40, AAF Int Sum 101, HE Area Daily Sum 573-577 and COIC TOWNSVILLE).

#### PART 2 : ENEMY

-7-

(a) ORDER OF BATTLE

<u>Iand</u>. (i) Attached as Appa "A" is Jepanese Army -Distribution of Forces by Divisions and Independent Mixed Aripades.
(11) Attached as Appa "B" is Estimated Energy Strength, SWPA and SOLOMONS on Information to 5 May 43.

Air. Estimated enemy land-based air strength as at 11 May 43.

áreas .	F	м/в	s/EB	F/B	F/P	Sundry	Total	30 Apr	
Now Britain	78	65	16.	4	13	19	195	195	
New Ircland	26	12			4		42	42	
New Guinea	60	9			5		.74	61	
Admiralty Is.	9	•					9	~*	
Solomons	90	18	• •	2	. 29	. 4	143	155	
Tiaor	18	6		-	3	4	31	38	
Ambon	14	18		3	7	•	42	46	
Aroe and Kei I	S. 6				8		14	4	
Dutch N.G.	<b>a</b> o					<b>4</b> ·	24	17	
Soembawa	6						6		
Celebes	52	47			12	18	135	132	
	379	175	16	15	81	49	715	690	· · ·
							. AAF I	Int Sum 1	.02

#### (b) ORGANISATION

#### Japanese Organisation -

(i) The following reports on an Observation Balloon Battalion and an Artillery Intelligence Regiment have been obtained from PW statements:-

Balloon Battalion - A balloon battalion, known as KURAHARA BATTALION, as ived in RABAUL in Fourary 1943. The unit possesses an unspecified number of spherical and "sausage" salloons, to which is attached a basket to contain the Observation personnel. PW had seen both types anchored on the shores of TALILI BAY, but he could not say how they were anchored or with what ges they were inflated.

#### (ii) Artil\_ery Ictelli\_ence Regiment

A unit known as OTOLA Group arrived in Rabbul in January 1943 under the command of Colonel OTOLA. This Group has a strength of over three thousand and is made up of three battalions, with attached MT and sup ly troops. The first battalion is equip ed with rangefinders, W/T, telephones and artillery fire observation equipment. The second battalion is equipped with surveying equipment, and the third battalion with electrically recording sound locators. In the opinion of PW this unit had been moved into the SWPA from MANCHOUKUO, to alleviate the shortage of such personnel and equipment.

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It has been suggested that any activity along the following lines, which may be brought to light, would be indicative that the enemy was already operating the oil field.

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PART 3 (a) Contd,

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Activity might be seen in the BERAOER and KLASAFET Rivers, where barges and small lighters could transport oil and material to and from a point in the Upper KLASAFET where a short road leads to the KLAMONO field, situated 1 km E of the river. Cargo ships or tankers of about 1000 tons could be lying in the mouth of the BERAOER River for transport of either material or oil and 1: rger ships anchored S of the Outer Bar of the BERAOER River.

It is also possible that the Japanese might be engaged in constructing a pipeline from KLAMONO to the JEFFLIO terminal in STRAAT SELAH. This area, and also the KLAMONO field proper, are situated amidst thick jungle country. A road from KLAMONO to KLAMOGOEN had already been completed for the greater part shortly before the invasion and a 4 km road leads from JEFFLIO terminal to JEFFLIO proper, where during 1941 a test well was drilled.

If construction of a pipeline should be under way, ships could be expected to be anchored in STRAIT SILAH near JEFFLIO terminal.

MOGOI and WASIAN: Oil has been found in MOGOI and WASIAN but production has not been developed. If there is activity, it would be noticeable along the TEMBOLII River, which used to be the route of communication with the MOGOI-WASIAN area and along which materials were transported to small lighters. At MOGOI, the sites of three wells and at WASIAN, of two wells, all drilled shortly before the invasion, are visible, and also roads leading from these wells to the unloading point at the Upper TEMBOENI River.

It is possible that the Japanese might be using the old terminal near KASIM or the old headquarters of N.N.G.P.M. at BABO as their main distribution point for any activities in the "VOGELKOP" of W NEW GUINEA.

(ii) Attached as Appx "E" is a general description of the Digoel Basin.

(iii) Attached as Appx "F" is a Distance Map - SOLOMONS-TIMOR.

(b) Index to place names found in this report.

		•	
	ANIDA .	DNG	1400171E 701318
	BERAOER RIVER	DNG	151°31'E 1°27'8
•	BIAN RIVER	DNG	139 <sup>0</sup> 57 <sup>1</sup> E - 8 07 <sup>1</sup> 8
	BOANA	NG	146°49'E 6°26'8
		CERALI	130°50'E 3°06'S
	BOELA		
	CAPE MATANALEM	NEW HANOVER	149 <sup>0</sup> 57'E 2 <sup>0</sup> 27'S
	CAPE WESSEL	ARNHEM LAND	136°37'E 10°59'S
	DEIGIN RIVER	NG	
	DOBODURA	NG	148°32'E 8°56'8
	EWASSE	N BRITAIN	151 021E 501918
	EXMOUTH GULF	W.A.	115°16' 22°15' 8
	FREDERIK HENDRIK BLAND	DNG .	138°35'E 7°44'S
	Ges R ·	CERAM	130°54'E 3°53'S
	GORI RIVER	NG	145°L 1'E 5°28'S
	HEATHS PIN	NG	145°141'E 5°28'S 146°55'E 6°40'S
	HELDSBACH	NG	117 hoin 6029 8
	HUON GULF	NG	145°58'E 6°54'8
+	ZOAH RIVER	DNG	140°22'E 6°34'S
•	HORN ISLAND	TORRES STRAIT	1420181 1003518
	IFMOET	DNG	130°35'E 1°08'S
	•		131°12'E 1°07'8
	JEFFLIO	DNG	131°12'E 1°07'8
-	Kasim	DNG	131011'E 1010'S
	KLAMOGOEN	DNG .	131 21'E 107'S
	KLAMONO	DNG	131 36'E 1009'8
_	KLASAFIT RIVER	DNG	131°25'E 1°14'S

KOEMBE RIVER MAPPI POST MAPPI RIVER MINTJIM RIVER MOETING MOGOI MUSCHU SERAIT NGAFIR DNG DNG DNG NG DNG DNG DNG NG  $140^{\circ}13^{\circ}E$   $8^{\circ}22^{\circ}8$   $139^{\circ}24^{\circ}E$   $7^{\circ}07^{\circ}8$   $139^{\circ}13^{\circ}E$   $6^{\circ}58^{\circ}8$   $145^{\circ}45^{\circ}E$   $5^{\circ}27^{\circ}8$   $140^{\circ}19^{\circ}E$   $7^{\circ}24^{\circ}8$   $133^{\circ}19^{\circ}E$   $1^{\circ}42^{\circ}8$   $143^{\circ}33^{\circ}E$   $3^{\circ}27^{\circ}8$  $146^{\circ}47^{\circ}E$   $6^{\circ}30^{\circ}8$ 

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PART 3 (b) Contd.	-10	SECR	<u>e T</u>
OBAA RIVER OKABA ONGGARA ORO BAY PESNAMNAM PORT HARVEY PORT MORESEY PRINCESS MARIANNE STRAIT RUSSELL ISLANDS SEDAU SOGUM SOGUM SOGUM SOGUM SOGUM SOGUM SOGUM MANAL VAROM WARIA RIVER WARIA RIVER WASIAN WELAB WINDOE WILDEMANIN RIVER	DNG DNG DNG NG DNG NG SOLOMONS NG SOLOMONS DNG SOLOMONS DNG SOLOMONS DNG SOLOMONS DNG DNG DNG DNG DNG DNG DNG DNG DNG DNG	39°42'E 48°07'E 48°07'E 48°032'E 48°032'E 48°032'E 48°032'E 48°032'E 59°45'E 59°45'E 53°0041'E 53°0041'E 53°0041'E 53°0041'E 53°0041'E 53°0041'E 53°00041'E 53°00041'E 53°00041'E 53°00041'E 53°000041'E 53°000041'E 53°000041'E 53°000000000000000000000000000000000000	9030'8 7020'8 9005'8 6024'8 0053'8 5031'8 5031'8 5031'8 5030'8 5039'8 8007'8
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#### PART 5 : SECURITY

<u>Information</u>: On 22 Apr 43, a "Most Secret" document, giving the actual places of storage and the programmes of existing and future stocks of all motor spirits and oils in AUSTRALIA, was felt in the train by a military officer at ALBURY. It was noticed by a railway employee, who reported it to the RTO. Before the RTO could recover the document from the carriage, it was handed to him by a civilian (name unknown) who stated that he had picked the document up on the platform.

Comment: This extract evidences again the vital necessity for the exercise of the greatest care in the handling of "Most Secret" papers.

<u>Captured Documents</u>: The value of captured documents has again been brought out in the recent fighting in ARAKAN. This value is often of more than immediate operational significance and it is a fact that every bundle so far received at GHQ has yielded information beyond what is required at divisional or more forward HQ in the field. Units cannot usually be made aware of what this information is for various reasons. The information is too scanty, or affects other operations only, or perhaps deals with the Japanese Air Force, or is concerned with economic or other matters. It is essential, however, that they should realise what a vital part this information plays in helping us to obtain information about, and so defeat, the Japanese.

A most interesting example of how this "back" information may be hullt up is exemplified by a note-book captured in BURMA from a soldier of 55 Division, which contained two addresses of friends with the Japanese Army in MANCHOUKUO. This enabled Intelligence in INDIA to locate the 11 Jap Division definitely in MANCHOUKUO.

(AMF Weekly Intelligence Review 40)

1 cun 000 2 Aust Corps.

#### Distribution as per Report 17.

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Appx "A" to 2 Aust Corps Int Report 21

SECRET

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	DISTR.	IBUTIO	N OF	FORCES	BY	DIVISI	ONS
	AND	INDEP	ENDEN	T MIXEI	) BR	IGADES	
tion	+0 5	Van 15	1				,

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(On information to 5 May 43)

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LOCATION	IDENTIFICATIONS	NO OF DIVS
JAPAN	7 (?)	one
MANCHOUKUO	1, 10, 11, 12, 14, 23, 24	· _ ·
	25,28, 52, 53, 54, 71	thirteen
KOREA	19	one
NORTH CHINA	17, 26, 27, 32, 35, 36, 37,	Cho
	68, 59,110	ten
CENTRAL CHINA	3,13, 15, 22, 29, 54, 39,	0011
OBMINE OFFICE	AO = O = AO = AO = AO = AO = AO = AO =	twelve
COLIMIT CUTAL	40,58, 60, 70, 116	
SOUTH CHINA	194	one
FORMOSA	16 (?)	one
F.I.C.	21	one
BURMA - YUNNAN	18,33, 55, 56	four
MALAYA	One u/i, Guards (part)	one
PHILIPPINES	Two u/i	two
SUMATRÁ	1 Guards (part), (one bn MOMMAN Is)	one
JAVA	9 (?), 57 (?)	two
IMOR - BALI	48	one
EW BRITAIN)		
JEW. IRELAND)	20 (part), 51 (part), 69	three
SOLOMONS	6,51 (part)	one
NEW GUINEA	20 (part) 41	one
AMBON ~ KAI Is,	20 (hare) 4T	
(DUTCH NEW GUINEA)		one .
		<b>*</b> ***
Unlocated	4,8	two
Non-effective	2	one
Reforming	38, 2 regts (51 Div)	one
	TOTAL	Fifty eight plus
•••		three u/i
Existence not	30,31, 42, 43, 45, 46, 47, 49, 50	
confirmed	00,01, 40, 40, 40, 40, 47, 49, 00	nine
com mea		
Never reported	44	
-		one
Existence	Independent Infantry Groups	
confirmed but	61,62, 63, 64, 65, 66, 67	seven
composition and		* •.
location unknown	•	•
NOTE :-		
NOTR	65 Bde (Div)? unlocated, possibly	
•	RABAUL	
:		
•	INDEPENDENT MIXED BRIGADES	
MODEL OUTMA		-
NORTH CHINA	1,2, 3, 4, 5, 6, 7, 8, 9, 10, 19	eleven
ENTRAL CHINA	12, 13, 15, 17	four
AKE. IS	21 (one bn, two bns non-effective)	one
JAGHALIEN	KARAFUTU Mixed Bde	one
alocated	Guards Mixed Bde, 22	two
•••		
	ሞርምራዥ	Nineteen

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Nineteen

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# Unidentified Divisions :- One considered to be in MALAYA, two in PHILIPPINES.

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(FAA Weekly Int Summary 53)

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	ESPINATE	D ENEMY SPREAD	TH, SWPA AND SOLOMON	BECRET
		on information		2
•		•	· · · · · · · · · · · · · · · · · · ·	· ·
HEX	BRITAIN	••••	DUTCH NEW GUINEA	· ·
. A	RAWE	100		2000
	APE GLOUCESTER	500	HOLLANDIA	500
	ASMATA	. 500	KAIMANA	4000
	ACQUINOT BAY	. 100		1000
	ABAUL ALASEA	30000	KOKAS	200
	BILI	. 300 100	MANOKWARI	<b>8</b> 00/1000
Ũ		• •		8500 /8700
	:	31600	, ,	8500/8700
NEW	IRELAND		AROE IS	
K	AVIENG	6000	DOBO	500
	· · · · · · · · · · · · · · · · · · ·			
	TOTAL 5 May 43	37600	KAI IS	
			TOEAL	3/4000
	• •	• • •		2/4000
	14 Apr 43	<u>35600/37600</u>	TANIMBAR 16	
<u>N.</u> E	NEW GUINEA		SAUMLAKI	800/1000
	ITAPE JT	200	AMBON	<b>5000</b>
F	INSCHHAFEN	300 600/700	TINOR	20000
H	ANSA BAY - BOGIA	1:500/3000		·
	AE-SALAMAUA-MUBO ADANG	5/6000	JAVA	40000
	AIDOR ·	8000 500	ਿਸ਼ ਸੰਸ਼ਨ	40000
	EWAK	<b>15/17000</b>	CELEBES	10000
	ANIMO	500	BORNEO	10000
			and and a second se	
	TOTAL 5 May 43	31600/36200	TOTAL 5 May 43	97800/99200
			: · · · · · · · · · · · · · · · · · · ·	a - Contraction Contra
	در. معال محمد ما ا	00000 /00000	10	-
	14 Apr 43	28800/29500	14 Apr 43	97300/99200 🌰
		SOLOMO	NS	•••••
	<b>D i a i a</b>	•	· · ·	
	BALLALAE BUIN KAUTT		•	1500
	BUIN-KAHILI BUKA		: 	14000
	KIETA			2/3000 200
	-	(incl 5000 leb	ourers)	10000
•	MUNDA			3/5000
	REKATA BAY			3000
	RENDOVA :	•		100
	SHORTLANDS VELLA LAVELLA		•	3800
		eved evacuated	1	150

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VELLA LAVELLA WICKHAM (believed evacuated 10 Apr)

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### 14 Apr 43 42100/43100 FAA Int Sum 53 .

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#### Appx "C" to 2 Aust Corps Int Report 21

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#### <u>6 E C R E T</u>

#### JAPANESE TYPE 99 SHORT RIFLE

For some considerable time there have been indications that the Japanese were using, even though on a somewhat limited scale, a new service rifle of 7.7mm calibre.

One of these rifles, captured at GUADALCANAL, has now been examined by a US Army Ordnance Officer and the following information has been extracted from his report,

(a) General - This rifle, except for a shorter barrel, a larger calibre and some improvements to the rear sight, closely resembles the standard infantry rifle "MEIJI 38" (1905) Model in appearance, operation and general design. Bolt action, dust cover and safety catch on on both weapons are apparently identical. Two readily identified additions have been made.

(i) A monopod has been attached (by an axis pin) to the outer band. When not in use, this can be raised forward and clipped on to the stock. This monopod is approximately 12 inches in length and appears to be too long for use in the prome position.

(11) A sling, made of rubberised canvas, is attached to Evivels positioned on the LEFT side of the outer band and butt, Sling is thus attached actually to the side of the rifle and hot underneath as is normally the case.

(b) Characteristics.

Calibre Magazine Capacity Weight of rifle	:	7.7mm (.303 in) 5 rounds
(unloaded) with		
sling	:	8.8 lbs
Overall length	:	44 ins
Length of barrel	:	$25\frac{1}{2}$ ins
Length of barrel	-	
and receiver	;	32 <sup>3</sup> /2 ins
Rifling	:	RIGHT hand
No of grooves	:	4
Twist	·••	One complete turn in 10 ins (estimated)
Trigger pressure	::	9 lbs

The rear sight is located approximately in the centre of the rifle and is of the folding leaf type, fitted with a regular peep-sight and a battle peep-sight. Each has an aperture of one eighth inch diameter. Range scale extends from 300 to 1,500 metres (328 to 1,640 yds). No means are provided for correcting range or drift. Slide is fitted with two arms (RIGHT and LEFT) that may be swung outwards to a distance of two and three-eighths inches from the centre of the rifle. It is considered that these are probably used for AA fire.

Armition - It is stated that British and American .303 and .30 calibre armunition will not fit this weapon due to difference in cartridge case dimensions.

FAME Tot Review 10)

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Appx "C" Page 2.

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#### NEW TYPE JAP AA SHELL

A E17 over VUNAKANAU encountered two examples of a new kind of AA with what is described as a fireworks type of burst. The shell appeared about the size of a tin pan and was luminous all the way up. The aircraft was at 7,000 feet and one burst. 500 feet above and ahead of the aircraft, the other 300 yards to the port side and on level with the aircraft. The bursts were like fireworks, each shell shooting out 15-20 multi-coloured frags, each of which in turn exploded and shot out, in unbrella fashion, red, yellow, orange and white frags. The initial burst was intense and the crew were uncertain whether the shells were designed to illuminate or damage the aircraft.

(NE Area Daily Summary 575)

<u>8 8 6 2 3 9</u>

#### AERIAL BOLDS

Several new attempts to bomb our formations from above with 18-inch self-destructive aerial mines have been unsuccessful in the European theatre with the exception of some damage caused by fragments. One B24 is believed to have been destroyed in this way during the 11th NAPLES raid from North AFRICA.

The following has been extracted from Fighter Command Intelligence Summary No. 381 dated Feb 15 to Feb 22 1943.

"Reports from two Fortresses returning from a raid on the French Coast are to the effect that, when they were proceeding slowly at about 9,000 fect, two F.W. 109s dived to a position about 150 feet above the Fortresses and each released a cluster of bombs. The bombs burst about 20 yards behind the Fortresses level with them or slightly above, but without doing any damage. There appeared to be 50 to 75 red and yellow bursts in each cluster. Neither of the Fortresses was hit and they returned to base,"

#### PARACHUTES FIRED BY AA

The following appeared in Informational Intelligence Summary No 43-24 dated March 30 1943, Washington D.C.

"Pilots of our bombers, engaged in a recent raid over GERMANY, reported encountering anti-aircraft fire in a barrage pattern with "black bursts" releasing parachutes 8 feet in diameter, with an 8 x 12 inch box suspended 10 to 12 feet below each parachute".

Comment :-

Similar boxes suspended by parachutes were observed on other occasions in the same theatre of operations. While the purpose is not definitely known, it is possible that the boxes hanging from the parachutes contain a type of "sonic bomb" which explodes when the sound vibrations of approaching aircraft reach a certain intensity,

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(AAF Int Sum 101)

Appx "D" to 2 Aust Corps Int Report 21

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#### JAPANESE "BARGE CONVOY" - RABAUL TO GUADALCANAL

Further to the report on the use made by the Japanese of "Barge Convoys" which appeared as Appendix "B" to HQ 2 Aust Corps Int Report 19, the following additional information has been obtained :-

#### t. Report on a Conference -

A document dated September 1942, sets out notes on a conference held between officers of 2 Division Headquarters, 3 Battalion 29 Regiment and 28 Independent Engineers. This conference was arranged to discuss the possibility of reinforcing the Japanese troops on GUADALCANAL, by means of barges moving independently and without being supplied en route. Consideration had to be given to the fact that Japanese air strength was about equal to ours and although they generally had naval superiority, our warships could make a sortie.

Taking the MALAY Operations as a basis for discussion, it had been found previously that -

- (a) Approximately one month was required to travel 600 miles.
- (b) When moving, the daily average was 50 miles.
- (c) Servicing was carried out five or six times during the month and required two or three days each time.

NOTE: It will be seen that half the total period was taken in servicing.

2. Findings of the Conference -

<u>Decision</u> (a) As the distance from RABAUL to GUADALCAHAL is very great and difficulties will be encountered in maintaining direction and making a continuous run, especially between RAEAUL and BOUGAINVILLE, this move is not practicable.

(b) The distance from BOUGAINVILLE to GUADALCANAL is about 300 miles and it is considered the journey would be possible in a maximum of 15 days, with the following administrative arrangements: -

(1) <u>Number of Troops</u>;

One Infantry Battalion Two platoons Regimental Gun Company (2/75mm) Two Sections Regimental QF Company (2/37mm) TOTAL : 1,000 (approximately)

(11) Number of Barges

3 Special Large

- 50 Large
- 19 Small
- 2 Armoured Boats,

NOTE: Wastage on the journey is anticipated to reduce the above numbers by about 20%.

(111) Loading of the Barges - In preference to organising supply boats, each barge should carry its share of men, equipment and supplies. The 40 large barges, which remain after allowing for

/Conta.

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#### Appx "D" Page 2.

#### <u>SECRET</u>

20% wastage, have a capacity for the following: -

- <u>Personnel</u> 1,000 men (as above) <u>Ammunition</u> - 11 tons
- Rations 23 tons (for 20 days, which includes five to ten days ration after landing)

Water

per man. Fresh water is to be obtained from land where possible.

25 tons (150 drums) four litres

Fuel

- 80 tons (490 drums)

NOTE: It would appear that only the large type barges have been considered in this loading table, the special large and small types being apparently held in reserve.

(iv) <u>Maintenance of Direction</u> - Guidance by aircraft and Naval vessels is essential and liaison is necessary, to keep the convoy advised of enemy action on land and sea. When enemy warships make their appearance, refuge must be taken on shore and concealment carefully observed.

3. PW's Statement

A PW, from ist Shipping Engineer Regiment, has stated that his unit, having embarked in the PHILIPPINES, disembarked at an island port which was either in the SHORTLANDS or at MUNDA. They loaded men off the ICHIKI Detachment and set out for GUADALCANAL travelling by night and taking cover by day. The journey took four days. On the third day, whilst taking cover, the convey was sighted by US bombers and several of the landing craft were sunk and many personnel on the other craft were wounded.

(AMF Weekly Int Review No 40)

#### ENEAY GROUND-to-AIR SIGNALS

Extracted from Air Headquarters, India, Weekly Intelligence Summary No. 57, dated Feb 17 1943 :-

"The following group of cloth strip signals (presumably exposed on deck) is known to have been in use last Autumn in EURMA, as a means of communication between coastal convoys and their air escort,

- Nothing to report

IncrySubmarine observed

Something to report on board

Enemy in this direction (AAF Int Sum 101)
#### Appx "E" to 2 Aust Corps Int Report 21

## THE DIGOEL BASIN

Shore: The coast is very similar to that already described for the area between the OTAKWA and the EILANDEN Rivers; that is to say, a 10 meter line nearly 10 miles out to sea, and a monotonous muddy coast with only occasional sandy beaches.

Navi ation: The entrance to the river has a least depth of about 6 feet at low water, but vessels of 600 tons drawing 12 feet can enter without difficulty on the tide, and in normal conditions proceed to TANAH MERAH (6°05'S). Launches drawing about 6 feet can proceed up the main river to about 5° 20'S., and up the KAOH, the principal eastern tributary, at least to about 6° 00'S. There is a water connection with the EILANDEN, but it is usually blocked by weeds for anything larger than a cance.

Coastal Plain: The mountains are here 275 kilometers distant from the sea. The banks of the rivers are monotonously low and often swampy right up to 5° 20'S. Small areas mised over 30 feet above the river are very noticeable; on one such area is the settlement and landing ground to TANAH MERAH. In fact, from the river it might be inferred that the whole plain was similar to that already described to the northwest. But there are, in reality, differences. To the southeast of the lower reaches, within a few kilometers of the river banks, begin the more open and, in certain seasons, dry plains stretching away to MERAUKE. To the northwest the region drained by the MAPPI, the OBAA, the WILDEMANN and the COOK Rivers has a somewhat intermediate character. Much of this region is under heavy swamp vegetation, but there are areas of forest, grass, and Australian type vegetation; which allow some progress on foot, at any rate in the dry season.

Communications to Elst: There is considered to be no water connection, even by cance in the wet season, from the DIGOEL to the Fly or to the bian. There are, however, reasonably good foot tracks leading in two or three days from the DIGOEL to the upper waters of these rivers.

Mountains: The mein range, here known as the STAR Mountains, does not rise so abrurtly from the plain as further west. Particularly in the region of the MOLJOB and KAOH, about 5° 45'S., there are extensive areas of low, undulating, well-drained country under Jain forest.

The height of the main range is, in this region, about 4,000 maters, and to the North mountains stretch away for 300 kilometers to the north coast. To the northeast the Ugger Sepik could be gained in about 100 kilometers across the mountains, but the route would probably be harder than the Fly-Sepik crossing. These mountains have been penetrated by military expeditions and gold prospectors, who have left their record on the latest maps.

Population: The main center is at TANAH MERAH, which is primarily a settlement for political prisoners, their families and their guards. It is also the residence of the Controleur (District Officer) for the BOVEN DIGOEL District. The native population round TANAH MARAH is not, however, important, the principal areas of population being the MOEJOE and KAOH valleys and the OBAA River environs. The MOEJOE are considered the most amenable and co-operative natives in the whole area, and the best potential source for labor. The OBAA are refer a wild lot, always liable to revert to head-hunting.

The villages of both these people consist of a few large houses raised on piles. The staple diet is sage, with some fish and vegetables; the former mostly near the sea, the latter in the hinterland. Pips, pigeons, etc., are also obtained by hunting

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(Compiled from Allied Geographical Section Terrain Study Number 55)







173 Ma CRE 2 AUST CORFS RETD A: Q: CE BRANCH :ORD 8 AUST CORPS SD93 17 SECRET (.) WARNING ORDER (.) FURTHER TO OUR SD492 OF 14 MAY NOT TO ALL ADDRESSEES 19 AUST ARMY FD COY WILL MOVE TO NT AND COME UNDER COMD NORTH FORCE ON ARRIVAL (.) NO MOVT UNTIL RELIEVED BY 2 0 AUST FD COY (.) UNIT WILL BE BROUGHT TO WE STRENGTH BEFORE DEPARTURE UNDER ARRANGEMENTS LEQ (.) UNIT MOVES WITH PERSONAL ARMS AND EQPT ONLY AND WILL TAKE OVER UNIT EQPT ACCOM STORES TENTAGE FROM UNIT BEING RELIEVED (.) ADVISE GRO 318/43 DETAILS (.) 20 AUST FD COY MOVES TO CORPS AREA WITH PERSONAL ARMS AND EQFT ACCOMM STORES SCALE A BUT NOT TENTAGE (.) UNIT EQPT REMAINS PRESENT LOCATION (.) ASSEMBLY AREA WILL BE ADVISED LATER (.) LEAVE GRANTED DOES NOT INCL TRAVELLING TIME.



FIRST AUST ARMY RPTD 6 AUST DIV 2/7 AUST CAV (COMMANDO) REGT. 2 Aust Corps SD517 17

SECRET (.) REF 2/7 AUST CAY (COMMANDO) REGT (.) COMD ARRIVED (.) RECEPTION INDEP COYS AWAITED (.) REQUEST BY COMDS AND TWELVE MEMBERS EACH COY AS ADV PARTY AS ARRANGED. BY JOLD

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6 aust div, 7 aust div, 2/7 aust cav (commando) regt. 2 aust corps SD516 17 SECRET (.) HQ 2/7 AUST CAV (COMMANDO) REGT WILL MOVE FROM PRESENT LOCATION TO 6 AUSTDIV AREA (.) ON ARRIVAL COME UNDER COMD 6 AUST DIV FOR LOCAL ADM WITH DIRECT REFERENCE TO 2 AUST CORPS ON NON LOCAL ADM MATTERS (.) MOVT TO BE ARRANGED MUTUALLY BY ADDRESSEES (.) 6 AUST DIV ADVISE WHEN MOVT COMPLETE

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CS0 rptā ord A Q 2 aust corps SD 85 15 SECRET (.) WARNING ORDER (.) 2 AUST CAV REGT SIG TP WILL PREPARE MOVE EARLIEST (.) ON ARRIVAL DESTINATION UNDER COMD YORKFORCE FOR ALLOTMENT 2 AUST CAV REGT (.) TP MOVES WITH PRESENT EQPT VEHS ACCOMMODATION STORES TENDAGE SCALE A (.) ADVISE GRO 318/43 DETAILS

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AUSTR	LIAN	MILITARY	FORCES

Subject: Schools and Courses -Nominations.

> 2 Aust Corps; /5 MAY 43: G 2961.

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List (e)

1.

Nominations for schools will be submitted in accordance with the following:-

- (a) IHQ Schools (except as set out in para 1 (b);) nominatio s will be submitted in the form as per Appx "A" (see reverse)
- (b) For certain IHQ Schools, a special nomination form will be required. This form will be forwarded to addressees by this -HQ when vacancies are allotted.
- (c) For First Aust Army Schools, the only information required is:-

Army Number Rank Name and initials Unit.

This information may be sent to this HQ as a signal message.

Brig,

GS 2 Aust Corps.



NOMINATION FORM FOR LHQ SCHOOL.

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Army No.	Rank	Name and Initials	Unit	Relationship and address of next-of-kin:	Schools and Course Attended.
	Lieut				
	Sgt				
	Cpl				
	Pte				
			-*		
IOTES :	(i) Cne Copy	v only is required.	· · · ·	· · · · · · · · · · · · · · · · · · ·	
(	ii) To be ne	estly typewritten.			:
<b>(i</b> :	Li) NO signa	ature required.			

., i AUSTRALIAN MILITARY FORCES. 67 Subject: Training - HQ Personnel -2 Aust Corps. 2 Aust Corps, /5 MAY 45. G 2956.

Distribution: List B.

- Training Instruction for HQ personnel, HQ 2 Aust Corps for period commencing Monday 17 MAY 43, is attached. 1.
- Full details are contained in the instruction including daily syllabus and distribution of hours to subjects. 2.
- 2 Aust Corps Def and Emp Platoon will carry on in 3. accordance with separate syllabus already agreed.

Jatan GS 2 Aust Corps.

#### 2 AUST CORPS

#### HQ TRAINING INSTRUCTION

#### 1. OBJECT

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To prepare HQ 2 Aust Corps to function efficiently and completely under all conditions of tropical warfare.

### 2. <u>METHOD</u>

The above object will be achieved by a combination of the following four main phases of training:-

- (a) Drill by elementary smartening drill to inculcate soldierly spirit, habits and discipline so that Corps HQ is a constant example to the Corps as a whole.
- (b) Hardening training to fit all ranks physically to carry on under difficult and rigorous conditions.
- (c) Individual and collective training to prepare the HQ to undertake efficiently its own local protection.
- (d) Jungle and enclosed country training to accustom the HQ to work in types of terrain in which it may operate.

Whilst each phase within itself will be progressive, time available for training renders it necessary that phases shall be concurrent and the syllabus is designed to give effect to this.

#### 3. Organisation for Training

The personnel of the HQ will be organised for training into two companies, one parading in the morning and the other in the afternoon.

Each of these companies will be divided into three platoons. Each platoon will be divided into three squads based on their standard of training.

The standard of training will be assessed by preliminary TSOET and transfer from an elementary squad to a squad of higher standard will only be made on passing standard TSOET.

Branches have already submitted nominal rolls with sub-division into morning and afternoon parades.

Corps HQ RSM will be responsible for parading of personnel and handing over for preliminary squadding and TSOET to officer i/c training.

#### <u>Syllabus</u>

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4,

Detailed syllabus of training for first week is attached. (Appx "B")

/Subsequent

Subsequent syllabi will be issued weekly in respect of the following week and will be varied to meet the requirements of the standard of training of each squad.

-2-

#### 5. Officers i/c Training

The following officers will supervise training and coordinate the work of the OR instructors in accordance with the detailed syllabus.

> Major R.A.Bowie Major F.E.G.Batley

#### 6. OR Instructors

One WO or Sjt instructor per squad will be obtained on loan from formations under ŏomd for detailed instruction of squads.

#### 7. Training Equipment

The following equipment provided by the unit or sub-unit shown will be pooled and will be available to squads as shown in the syllabus.

> 8 LMGs Bren and associated stores - Def & Emp Pl 4 TSMGs " " " Camp 2 OSMGs " " " Def & Emp Pl

The following equipment will be indented for by Camp.

Grenades 36m Hand Bractice - 1 Box.

Separate instructions will be issued for indenting for SAA Ball and live grenades.

Range practices

8.

On completion of weapon training to the stage of TSOET, annual range practices will be carried out.

Personnel failing to qualify in their annual courses will be sent back for further instruction.

In this connection also pistol training for officers will also be carried out under separate instructions.

All officers will be required to qualify in this weapon.

#### 9. Training Periods

(a): <u>General</u> -

(i) Monday-Friday (incl) for 8 weeks 2¼ hrs daily
(ii) Seven nights during period 2 hrs each.
(iii) Range Practice two (2) ½ days at conclusion of individual training period.

(Ъ)	<u>Detail -</u>	Morning	Afternoon
		Details	Details



1 ---3-Morning Afternoon Details. Details. Three half hour periods 0845-1030 1345-1530 (incl time for change over) ÷. 1030-1045 1530-1545 Close order drill & dismiss. 10. Details of Instruction to be given with periods allotted are attached. (Appx "A") ... GS 2 Aust Corps. ÷ Encis. Distribution: List B. 

	· ·	A	ppx "A"
cy Letter.	Subject.	Day	Periods. Night.
<b>A</b> ∙	<u>Individual Training</u> . Hardening trg (1) P & RT (2) Route Marches (3) Assault Course.	14	
B•	Rifle		
C•	LMG	40	
D	SMG 7		
E.	Grenade J	3.0	
F.	Bayonet trg	12 גר	/
G•	A Tk Rifle	~/	
H.	Fire Discipline trg	4	
J.	Gas Trg and lectures on war gases	2	2
- K.	First aid and lectures in (1) Malaria Prevention (2) Water Sterilisation	2	2
L.	Elementary map reading	2	
M.	Field signals	2	
N.	Observation Trg	2	4
0.	Kceping direction	2	· <b>4</b>
P.	Compass marching NCOs only (entra periods)		6
Q.	Fieldcraft	4	
	Section Training.		
<b>R</b> .	Section organisation (groups) and formations	34	8
S.	Patrols	<u>4</u>	
T.	Section movement open country	с <b>6</b>	
<b>ʊ</b> .	" jungle country	6	•
¥.	" <sup>n</sup> defence		
	Platoon Training.		
<b>н.</b>	Pl in attack	6	
5.	Pl in defende of HQ.	6	8.
	Total Periods.	120	28 plus 6 (NCOs only)
• ·			

<b>.</b>	•	Sylla	HQ 2 Aust Cor bus of Training	ps.	App <u>x B</u>
ay (a)	Period (b) #	NolPl (c)	No 2 Pl (d)	No 3 Pl (c)	Remarks: (f)
D	lst ) 2nd ) 3rd )	TOETS	TOETS	TOETS	To be carried ou concurrently, by two coys, one in morning and one in afternoon.
) P.us I	lst 2nd 3rd	E (Lessons 1-5) D (Lessons 1-2) F (Lessons 1-2)	C (Lessons 1&2) F (Lessons 1&2) D (Lessons 1&2)		<pre># Period. Hours are shown for both coys in pa 9(b) of HQ Trg</pre>
d Divs D	lst Bnd Srd	F (Lesson 3) C (Lessons 1-2) B (Lesson 6)	B (Lessons 1-5) C (Lessons 3-4) F (Lesson 3)		Instr. Lessons referred to are those set out i the relevant pa of SAT Vol 1.
D P[ vs }	lst) 2nd)	A Route March	B (Lesson 6) J (Respirator drill) F (Lesson 4)	A Route March	
) 1 1 2	lst 2nd 3rd	B (Lesson 7) J (Respirator drill) F (Lesson 4)	A (Route March)	D(Lesson 1) F(Lesson 4) E(Lesson 1)	
) plus 5.	lst 2nd) 3rd)	M R (Orgn & formations) "	M R (Orgn & formations) "	J(Respirator drill) B(Lesson 6) C(lesson 4)	

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SECRET

CE Branch, HQ 2 Aust Corps.

15 Lay 43.

#### CE 2 ATST CORPS

#### ENGINEER INTELLIGENCE SUCHARY 13

#### PART I

1. Construction of Stage I of ATHERTON TABLELANDS Project has been completed and HQ and units of RAE 2 West Corps are again under comd for all purposes as from 6 May.

2. 8 Aust CRE (Works), Lt-Col R.5. CARR, has arrived in the area with his staff, and will carry out Stages II to V of the TABLELANDS Project.

3. Cept K.H. HCCONHEL, G3 Camflg, has left to take a similar appointment with HQ E.G. Force.

#### PART II

ROADS

5.

4. The Main Roads Commission has in hand the resheeting, with gravel, of EVELYN HIGHTAY between the GILLIES HIGHTAY and CHALVERTON and of the RAVENSHOE-HERBERTON rd between EVELYN HIGHTAY and VONDECLA. Basalt screenings are being crushed and stock piled preparatory to sealing both rds with bituminous emulsion,

An extensive programme of rd works is under consideration.

6. The new bridge over PETERSONS CREEK on the BARRINE-KULARA-KAIRI rd-has now been decked, and with temporary approaches is available to traffic.

7. Detachment of 2/23 Aust Corps Fd Pk Coy is constructing the approaches to the new br over PETERSONS CREEN referred to in para 6, and is proceeding with the gravelling of rd YUNGABURRA-KULARA-BARRINE. Further gravel rd construction to be undertaken by Army pers includes rds KULARA-FAIRI and BARRINE-GILLIES HIGH AY (near TOF TOLL GATE). Included with the gravelling operations are construction of culverts and small timber bridges and improvements to grading and alignment in readiness for projected scaling with bituminous emulsion.

8. LRC has sufficiently completed the strengthening of br over BARRON RIVER on EVELXN HIGHNAY (between ATHERTON and UPPER BARRON) to enable lifting of restrictions on the use of this route by military vehs.

9. OFFR POSTINGS.

Return of RAE Offr Postings, HQ 2 lust Corps, is att as Appdx "A".

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10. TRG. "Engr Trg", being Appdx 'C' to 2 Aust Corps Trg Directive 1, is att hereto as Appdx 'B'.

#### DISTRIBUTION CE First Aust

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CE First Aust Army	Сору	No.	1-3
CRE 2 Aust Corps Tps CRE 6 Aust Div	TE	17	<del>4</del> 5
CRE 7 Aust Div	11		6
CRE 9 Aust Div 8 Aust CRE (Works) for	ย 1ทโซ ย	т. П	7
File	11 TUT 14	ł:	9-10
Wer Diary	48	11	11-12

#### APPENDIX 'A'

#### CE 2 AUST CORPS

ENGINEER INTELLIGENCE SUR MARY 13

RETURN OF RAE OFFICER FOSTINGS

Date: 15 May 43.

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Appt	Rank	Name	Remarks
CE	Brig	RISSON R.J.H.	
SORE	llaj	LITTLE R.I.	
IORE	Capt	SUTHERLAND G.B.H.	
SORE(S)	Crpt	TAYLOR A.R.	
GSC III Camflg	**	-	Capt K.H. McCONNEL has left for NQ N.G. Force on interchange of duties.
Cam Offr	Lieut	FOVELL J.D.	

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rae 2 aust corps rptd ce 2 aust corps 86492 secret (.) FIRST (.) 19 AUST FD COY WILL SHORTLY BE MOVED UNDER

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SEPARATE WARNING ORDER RELIEVE CORRESPONDING UNIT NT (.) PERS 19 AUST FD COY WILL BE GRANTED LEAVE IMMEDIATELY UNDER PROVISIONS GR0559/42 EXCEPT THAT LEAVE SO GRANTED WILL NOT EXCEED MAXIMUM 14 DAYS (.) 19 AUST FD COY WILL BE RELIEVED BY 20 AUST FD COY MOVING FROM WAGGA NOT BEFORE 1 JUN UNDER ARRANGEMENTS LHQ (.) ON ARRIVAL UNDER COMD 2 AUST CORPS (.) INFM RE EQPT AND STORES ADVISED ON REPLY OUR SD491

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affer ord medical rptd 1 Q 12 SD66 2 aust corps lt sec 6 aust ccs will move shortly to RAVENSHOE and secret (.) join hy sec (.) det moves with present appt vehs accommodation stores tentage scale A 1145 ţ -. --• ) . =: | 

Saust div Q ord 2 aust corps sd 448 10 SECRET (.) ONE PL A COY 2/1 AUST HQ GD BN IS ALLOTTED 11 AUST INFE EDE (.) EARLIEST MOVE TO CAIRNS WILL BE ARRANGED THIS HQ (.) NIL VEHS WILL BE TAKEN (.) ON ARRIVAL UNDER COMD YORKFORCE (.) MOVE WITH PRESENT EQPT ACCOMM STORES SCALE A (.) PL WILL BE EQUIPPED TO WET BY YORKFORCE (.) 9 AUST DIV ADVISE THIS HQ PL DESIGNATED (.) ADVISE MOVTS TOWNSVILLE RPTD MOVTS CAIRNS 2 AUST CORPS PARTICULARS GRO G318/43 (.) ACK

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AUSTRALIAN MILITARY FORCES.

SECRET.

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Subject:	2 Aust Corps Location Statement No 1,
-	as at 2400 hrs 10 MAY 43.

				2 Aust Corps, // MAY 43. G 2918.
				Copy No
-	<u>(</u>	Jopy No.		Copy No.
	6 Aust Div	1 - 3	Int	30
	7 Aust Div	$\frac{1}{4}$ - 6	LO	31
	9 Just Div	7 - 9	DA & QMG	32
- 1,	REE 2 Aust Corps	10	A	33
	Sigs 2 Aust Corps	11 -12	A Q CE	34
	Ha 2 Aust Corps Tpt.Coln	13	CE	35
	: Aust Corps Reception Camp	14	CSO	36
200 - E	Depot Cash Office	15	Legal	37
	Lirst Aust Army	16-17	S&T	38
	QUEENSLAND L of C Area	18	Medical	39-40
·	17 (CAIRNS) L of C Sub-Area		Orđ	41
	No 1 (NQ) L of C Sub-Area	20	AEME	42
- C 🐨	Movts CAIRNS	21-22	Pro	43
	Movts TOWNSVILLE	23-24	Postal	44
	2/2 Aust Gen Hosp	25	Salvage	45
	106 Aust Con Depot	26	File	46-47
	13 AOD	27	War Diary.	48-49
	GOC	28		
	BGS	29		

Herewith 2 Aust Corps Location Statement No 1 as at 2400 hrs 10 MAY 43. Numbering is sommonoed with this edition.

The serial numbers shown in the margin are for convenience of reference only.

It is requested that any errors or omissions noted in this statement be immediately notified to this HQ by the formation or unit concerned.

All copies of previous 2 Aust Corps Location Statements will be destroyed.

Acknowledge.

1. Read Maj 4 BGS, 2 Aust Corps.



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#### LOCATION STATEMENT 2 AUST CORPS as at 2400 hrs 10 MAY 43,

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Fd Pk     83     MALLADA     G573173       M71     M72       M73     2/2 Aust Inf Tps Wkshop     155     MALANDA     G537171       M74     2/56 Aust LAD     66     RAVENSHOE     Mt6240837       M75     2/65 Aust LAD     76     ROCKY CREEK     D373370     att 2/23 Aust Carps       M76     2/90 Aust LAD     76     ROCKY CREEK     D373370     att 2/23 Aust Carps       M76     2/90 Aust LAD     105     WORGABEL     H397185     att 12 AOD.       M77     315 Aust LAD     105     WORGABEL     H397185     att 60 Aust Corps       M78     519 Aust LAD     107     BARRINE     G555344     att 92 Aust Corps       M79     Depot Cush Offico     ATHERTON     Det RAVENSHOE.     MALLAND       M79     Depot Cush Offico     ATHERTON     Det RAVENSHOE.     MALLAND       M60     2     Aust Corps Pro Coy     128     BARRINE     G555344       M34     2     Aust Corps FR Punishment     WASP GK     G533316       M60     MISC.     ATHERTON     ATHERTON       M34     2     Aust Corps FR Punishment     MALLAND     ATHERTON       M34     2     Aust Corps FR Punishment     MASP GK     G533316       M60 <th>eria.</th> <th>1</th> <th>Unit</th> <th>-</th> <th>Location</th> <th></th> <th></th> <th></th>	eria.	1	Unit	-	Location			
73       2/2 Aust Thf Tps Wkshop       155       MALANDA       G537171         M4       2/56 Aust LAD       66       RAVENSHOE       Mt0420837         75       2/65 Aust LAD       76       ROCKY CREEK       D373370       att 2/23 Aust Carps T         76       2/90 Aust LAD       76       ROCKY CREEK       D373370       att 2/23 Aust Carps T         76       2/90 Aust LAD       105       WONGABEL       H397185       att 13 AOD.         77       315 Aust LAD       105       WONGABEL       H397185       att 60 Aust Carps Fd Pk Coy.         78       519 Aust LAD       107       EARTINE       G555344       att HQ 2 Aust Carps Fd Pk Coy.         78       519 Aust LAD       115       BARRINE       G555344       att Sigs "         79       Depot Cush Office       ATHERTOF       Det RAVENSHOE.       Barrine         80       115       BARRINE       G555344       att Sigs "         81       154       BARRINE       G555344       att Sigs "         82       Aust Corps Pro Coy       128       BARKINE       G555344         84       2 Aust Corps Fd Punishmont       WASP CK       G533316         87       MISC.       ATHERTON       ATHER	71	16 Pde Fd Pk	ORD. Scc 6 Aust Div Ord	83	MALANDA	G573173		
176       2/90 Aust LAD       TOLGA       att 13 AOD.         177       315 Aust LAD       105 WONGABEL       H397165       att 60 Aust Corres         178       319 Aust LAD       107       BARRINE       G555344       att HQ 2 Aust Corres         784       244 Aust LAD       115       BARRINE       G555344       att Sigs "         79       Depot Gash Offico       ATHERTOF       Det RAVENSHOE.       Bornes         180	144	2/2 Aus 2/56 Au	t Inf Tps Wkshop st LAD	66	RAVENSHOE	MtG420837	att 2/23	
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M79     Depot Cash Office     ATHERTON     Det RAVENSHOE.       M80	478 1784	244 Aust	JAD	107 115			att HQ 2	Aust Carss
One FPO Sec 2 Aust Corps         Postal Unit       154 B.RRINE       G555344         183       PRO.         184       2 Aust Corps Pro Coy       128 BARRINE       G555341         185       2 Aust Corps Fd Punishment       G555341         186       WASP CK       G533316         186       WASP CK       G533316         187       MISC.         188       Public Relations Unit (2         Aust Corps)       ATHERTON         First Aust Army Print and       ATHERTON         Press Unit       ATHERTON         A90       Mobile Ginema No 11       RAVENSHOE         191       2 Aust Corps Reception Camp       To be located 37	A79 A80 (81				ATHERTON		Det RAVI	INSHOE .
384       2 Aust Corps Pro Coy       128       BARKINE       G555341         385       2 Aust Corps Fd Punishment       WASP CK       G533316         386       387       WASP CK       G533316         387       MISC.       388       Public Relations Unit (2         Aust Corps)       ATHERTON       ATHERTON         489       First Aust Army Print and       ATHERTON         90       Mobile Cinema No 11       RAVENSHOE       To be located ⊋★		One FPÖ Postal	Sec 2 Aust Corps Unit	154	B.RRINE	G555344		
Centre     WASP CK     G533316       186     187       187     MISC.       188     Public Relations Unit (2 Aust Corps)     ATHERTON       189     First Aust Army Print and Press Unit     ATHERTON       189     First Aust Army Print and Press Unit     ATHERTON       190     Mobile Cinema No 11 2 Aust Corps Reception Camp     RAVENSHOE	484 485	2 Aust	Corps Pro Coy	128	BARRINE	G555341		
A88       Public Relations Unit (2         Aust Corps)       ATHERTON         A99       First Aust Army Print and         Press Unit       ATHERTON         A90       Mobile Cinema No 11         A91       2 Aust Corps Reception Camp			• · · · · · · · ·		WASP OK	G533316		
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6 AUST DIV.

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Divisional Sign: Kangaroo on Boomerang.

cria	l Unit	Veh No	Locat	ion Camp M R		oves projected and remarks.
B1 B2 B3	HQ. ĦQGAustDiv	84	WONDEC:	LA Div HQ area.	H366043	
B3 B4	ENGRS. HQ RAE 6 Aust Div	81	ij	Div Tps Area.	H325076	
15 16 37 38	2/22 Aust Fd Pk Coy	67	11	0 11		Move to this locn to be complete by 13 MAY.
2	SIGS. HQ Sigs 6 Aust Div 6 Aust Div Cipher Sec	66 68	55 19	17 17	H358048 H358048	
11 12 13 15 16 19 20 21	2/2 Aust Inf Bn 2/3 Aust Inf Bn HQ 50 Aust Inf Bde 30 Aust Inf Bde Sig Sec 3/22 Aust Inf Bn	88 55 50 99 56 65 65 82 91 77	17 17 17 17 17 17 17 17 17 17 17 17 17 1	E Bde are " Q R P F Bde are " L M N	a H322070 H322070 H322070 H320070 H316063 H325067 a H315078 H315078 H314077 H314079	
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28 29 30 31 32	MEDICAL. 2/1 Aust Fd Amb 6 Aust Div Mob Bath Unit ORD.	57 79	1T T3	Div Tps arca n	H325073 H322072	
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35	2/80 Aust LAD	67	11	Div Tps area	H325076	att 2/22 Aust Fd Pk Coy
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Serial		Unit.		Veh No	Location	. Camp	Map Ref	Moves projecte and remarks.	d
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LANDFORCES

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WOULD APPRECIATE YOU DESPATCHING FOLLOWING SIGNALS (. BECINS (.) FROM LT-GEN MORSHEAD TO ONE (.) GEN ALEXANDER NORTH AFRICA (.) EVERYONE O US SENDS YOU GREETINGS IND THE MOST CORDIAL CONGRATULATIONS (.) WE REJOICE WITH YOU AND WISH YOU MANY MORE SUCCESSES (.) TWO (.) GEN MONTGOMERY EIGHTH ARMY MEF (.) WITH ALL RANKS OF 9 AUSTRALIAN DIVISION I OFFER YOU AND ALL OUR OLD COMRADES OF EIGHTH ARKY OUR MARMEST CONGRATULATIONS (.) WE HAVE FOLLOWED YOUR FROGRESS AND SUCCESSES WITH THE GREATEST INTEREST AND SATISFACTION (.) WE KNEW YOU WOULD DO IT (.) THREE (.) GEN LIESE 30 CORPS MEF (.) YOU MUNT KNOW HOW WE REJOICE WITH YOU (.) OUR ENTHUSIASTIC CONDRATULATIONS TO YOU AND TO THE CORPS (.) PLEASE GIVE FREYBERG AND WIMBERLY AND THUR STLENDID DIVISIONS We our salaams wid warnest wighes (.) four (.) gen freyerre wier mit (.) WE ARE EVERY BIT AS HAPPY AS YOU AND YOUR GREAT DIVISION IN THE USUAL FULL PART YOU HAVE FLAYED IN THE GREAT VICTORY ()) OUR CONGRATULATIONS MRE VIPY SINCERU AND FRATURMAL AND WI SEND YOU AND ALL OUR MARMEST WISHES.



appan 1 6/ CRE 2 aust corps . rptd. Q 8 2 aust corps SD56 is a repeat of our 3D49 of 6 MAY (.) quote secret (.) following WARNING CRDER (.) 27 aust fd coy will prepare early movt for allotment 12 aust inf bde (.) movt with present eqpt stores vehs accommodation stores tentage scale A (.) advise particulars GRO 313/43 (.) destination follows (.) unquote (.)

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Subject: Defence against Air Attack - HQ 2 Aust Corps. :

Para 3 of 2 Aust Corps G2652 of 2 APR 43 is cancelled.

2 Aust Corps Dcf and Emp Pl will forthwith construct eight AALMG pits two in each of four areas to be sited by Camp Commandant, in 2 Aust Corps HQ area,

ACTION will be taken as under:-

(a) WARNING YELLOW.

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- ..(1) G2 (0) or Duty Officer will notify OC 2 Aust Corps Def and Emp P1, Camp Commandant, BGS and DA & QMG in that order of priority.
  - (ii) 2 Aust Corps Dof and Emp Pl will post air sentries and mount AALMGs in gun pits.
- (iii) OC 2 Aust Corps Def and Emp Pl will report with an orderly to G2 (0) or Duty Offiger.
- (b) WARNING WHITE.
  - **(1)** G2 (0) or Duty Officer will notify all recipients of any previous warning.
  - (ii) OC 2 Aust Corps Def and Emp Pl will order AAIMG teams and air sentries to stand down.
- (c) WARNING RED,
  - G2 (0) or Duty Officer will notify the offrs detailed in para 2 (a) (i) and also CE CSO DDST DDMS DDOS ADME or their representatives.
     Major branches will post air sentries as necessary.

  - (iii) All remaining personnel will continue with their normal duties.
- (d) ACTION IN THE EVENT OF AN ATTACK.
  - Air sontries of 2 Aust Corps Def and Emp Pl and those **{1**} posted by branches will be responsible for signalling by a series of short whistle blasts the approach of hostile aircraft. These signals will be repeated by Sigs Superintendent on the siren (intermittent sound) and by all personnel in possession of whistles.
  - (ii) On this signal all personnel except those on essential duty may disperse to cover under orders from the Schior officer.present.
  - (iii) No warning signals will be given until hostile aircraft are observed or the aircraft open an attack.
- (c) WARNING GREEN.

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(1) G2 (0) or Duty Officer will notify all recipients of any previous warnings.

(11) If a public signal was previously given Sig Superintendent will sound the all clear on a siren (continuous sound) (111) OC 2 Aust Corps Def and Emp Pl will order AALMD teams and air sentries to stand down.

Until otherwise ordered slit trenches will not be dug.





### AUSTRALIAN MILITARY FORCES.

Subject: Training.

> 2 Aust Corps, 1 MAY 43. 0 2855.

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a. - - - -

6 Aust Div 7 Aust Div 9 Aust Div RAE 2 Aust Corps CE First Aust Army File War Diary

Appendix "C" (Engineer Training) to 2 Aust Corps Training Directive No 1, 14 APR 43, is attached. 1.

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#### HQ 2 AUST CORPS INTELLIGENCE REPORT 20

Compiled from information received from 8 May to 1200 hrs 12 May 43

- 1. Information herein is for circulation down to Lt-Cols Comd.
- 2. A receipt is not required, but copy holders should note serial numbers and bring under notice non-receipt of any issue. These reports will not be issued regularly.
- 3. All dates and times are Eastern Australian Standard Time.

#### PART 1 : OPERATIONS

#### For index to place names see PART 3 (b) TOPOGRAPHICAL

#### (a) NE AUSTRALIA:

There have been only a few sightings reported of enemy submarines in the last few days and no further sinkings have taken place since our last Report.

There was an unidentified aircraft reported on 5 May flying high in a Westerly direction above MURRAY ISLAND.

#### (b) NW AUSTRALIA:

Latest information on the DARWIN raid on 2 May indicates that the enemy lost five fighters and one bomber for certain, four fighters probably destroyed, besides eight fighters and one bomber damaged.

On 9 May seven enemy aircraft bombed and strafed the aerodrome and Mission Station at MILIMGIMBI. One enemy bomber was damaged by fighter interception. Only slight damage was done and there were few casualties as a result of the raid. A second attack was made by nine enemy aircraft which strafed the aerodrome and a 70-ton Allied boat. The type used were Type 97 Medium Bomber "SALLY". The type of the fighter escort is not reported, but two of them were shot down by Allied interception; one was probably destroyed and two damaged

#### (c) NEW GUINEA:

MILNE BAY. On 10 May one or two enemy aircraft dropped bombs near the islands at the West end of the Bay. There was no damage, and it is probable that reconnaissance was the primary task.

MUBO, On 4 May our patrol moving towards DUALI was met by enemy mortar, MMG and LMG fire approximately five and a quarter miles West of DUALI.

On 5 May three A20's bombed and strafed the enemy on GREENS HILL. Twenty strafing passes were made. On the same day our patrol met enemy mortar, MAG and LMG fire and withdrew to a position two and a half miles NE of GREENS HILL. The next day three A20's bombed and strafed the feature known as PIMPLE HILL. An attack was made by our ground troops with air support against an enemy position on GREENS HILL, but without success. On 9 May enemy attacks were made on both flanks of our positions South of GREENS HILL. These attacks were unsuccessful.

On 9 May our patrols reported that OBSERVATION HILL was lightly held by the enemy but was reinforced when the Japanese re-occupied a position two miles NW of MUBO and WOODY ISLAND between the BITOI RIVER and DRY CREEK bed.

/Conta.

In the KOMIATUM sector many mits and tents were observed on the RIDGE and along the track near FRANCISCO RIVER. On 5 May a force of about seventy energy were ambushed two and three-quarter miles North of KOMIATUM, and about twenty-five Japs were killed.

SECRET

On 5 May our troops were mopping up small enemy pockets at the North end of BOBDUBI RIDGE. The enemy were confined to three positions in this area. On 7 May an enemy position approximately 1,000 yards South by West of BOBDUBI was attacked and occupied. The enemy made four counter-attacks before forcing our troops to withdraw as a result of heavy mortar fire. The next day about sixty enemy reinforcements were ambushed three-quarters of a mile S by W of BOBDUBI. At least twenty enemy were killed and many wounded without loss to our troops. We gained some high ground 300 yards SE of BOBDUBI from which the enemy mortar position was harassed. The enemy proceeded to dig in near the site of the ambush, approximately one mile SE by S of BOBDUBI.

SALAMAUA. It has been mentioned that the garrison at SALAMAUA was facing a severe supply shortage, It is of particular interest, therefore, that a cargo vessel was reported to be unloading at SALAMAUA on 8 May, Another factor that may affect supply and reinforcement plans for LAE and SALAMAUA is the recent activity at CAPE GLOUCESTER in NEW BRITAIN, The Japanese have continued work on the landing strips, and since CAPE GLOUCESTER is one of the nearest points to the battle area the intention may be to develop it for direct air supply as well as air cover for protection of coastal craft.

On 10 May one B24 destroyed several large buildings at the SE end of the runway at SALAMAUA.

MARKHAM VALLEY. On 6 May an Allied patrol in the vicinity of the MARKHAM RIVER engaged about twenty Japs killing one or two. Photographs taken on 7 May indicate that the energy are developing strong defences around JACOBSEN'S PLANTATION.

On 10 May six A20's bombed and strafed LAEU LAGOON four miles South of the MARKHAM RIVER mouth, bombs were dropped also on the village on LAEU ISTHAUS,

A possible submarine was sighted thirty miles East by South of LAE on 7 May.

FINSCHHAFEN, A number of sorties were made by single Allied aircraft between 4 and 10 May over this area. Bombs were dropped on buildings and the town area was strafed.

SAIDOR. There has been very little enemy movement reported from this area, although it is apparent that the natives are being pressed into enemy service. The strip is still unserviceable and one B17 strafed nearby buildings on 9 May.

MADANG. Heavy Allied air attacks have been carried out in the last few days. On 6 May one B24 bombed the airfield and at the same time observed a lot of movement on the ground around MT and aircraft, The next day six B24's attacked and were followed an hour later by seven B17's. Large fires and explosions occurred in dispersal areas and a possible fuel dump was hit. Tents in the dispersal area were destroyed and large fires started at the North end of the runway were probably amongst supply dumps.

On 8 May eight Beaufighters strafed a 1,000-ton merchant vessel half a mile South of MADANG HAREOUE, crowded with troops. A fire was started in the superstructure. A quarter of an hour later nine B25's escorted by sixteen P38's boubed the same vessel and a 400-ton cargo vessel ten miles South of MADANG. Direct hits were scored on both vessels and the larger which burnt fiercely, probably sank.

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# PART 1 (o) Contd:

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The smaller vessel which was on fire headed for the beach trailing an oil slick. Five enemy fighters intercepted during this attack and at least one was destroyed. There were other vessels observed South of MADANG and it is quite likely that some supplies have been put ashore.

On 9 May two B17's bombed the aerodrome area with unreported results.

Reports have been received of continued patrolling by the Japanese into the MADANG hinterland and South to the RAMU VALLEY. Two reports have been received of the Japanese using conscripted native labour to build the road South from BOGADJIM to KISA and a long bridge has been reported over the NURU RIVER SSW of BOGADJIM. In Report 18 it was stated that no evidence had been received that the enemy was developing the inland route down the MARKHAM VALLEY to LAE, the above suggests that the original plan for the development of this supply route is now being proceeded with.

ULINGAN. There have been no further reports of the development taking place in this area, but on 8 May one 1500-ton cargo vessel and two merchant vessels of 200 tons were reported fifteen miles NNE of the Harbour on a course SSE. These ships were probably bringing in supplies.

<u>WEWAK</u>. Enemy shipping traffic has continued on a large scale commensurate with the requirements of what has become a major enemy base. There is also reported considerable enemy patrol activity along the SEPIK RIVER probably associated with plans for development of overland and river communications as well as occupation of the hinterland. Several new huts have been built in WEWAK and slit trenches and MT movement were observed near store dumps.

The only Allied air offensive during the period was a bombing run by three B24's on the township on 9 May, and also on dispersal areas and the runway at BUT.

Enemy constructional activity continues at a rapid pace and the road from WIRIWI PLANTATION to BORAM has been widened and shows considerable use. The runway at BORAM is now serviceable and on several occasions during the period under review, both bombers and fighters have been observed on the strip.

#### (d) NEW BRITAIN:

RABAUL. There has been no comprehensive observation of shipping at RAHAUL since 1 May but it is quite evident from the volume of traffic using bases along the Northern NEW GUINEA coast that there is little reduction if any in the tonnage that would be passing through the port. Interpretation of Aerial photographs taken on 23 Apr indicates that a new jetty is being built at the mouth of SALANEATAVA CREEK and buildings may be under construction in the area. A breakwater has been constructed on the East side of the jetty and there was much activity on the shore.

A raid was made on 8 May by four B17's which bombed revetments at the airfield of VUNAKANAU.

OPEN BAY. Many barges and small craft have been observed operating in this area. On 8 May one B17 strafed armed power boats and a 100-ton beached coastal lugger, as well as launches and ten comouflaged barges along the shore. Later one B17 bombed the building area at UBILI causing some damage.

GASMATA, On 5 May one B24 bombed the runway end started a large fire which was visible for ten miles. On 7 May one B17 bombed buildings on the shore fifteen miles East of GASMATA. This was followed on 9 May by bombing and strafing of the runway, revetment area and installations by seven B25's.

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TALASEA, A number of launches and other small craft were bombed and strafed by single Allied units on 8 and 10 May. Fuel drums were also strafed.

<u>CAPE GLOUCESTER</u>. The new landing strip which lies 1200 feet to 1500 feet off the SE corner of the CAPE GLOUCESTER strip was not serviceable on 5 May. It consists of two runways running EW and SE/NW joining at the Western end, and shows recent improvement.

One BŽ4 on 5 Mly bombed the dispersal area at the West side of the runway and on 9 May one B17 bombed the old strip. On 10 May seven B25's bombed and strafed the aerodrome and building area.

<u>ROOKE ISLAND</u>: On 8 May one B17 strafed a 60-ft motor launch loaded with supplies and about fifteen personnel. The next day another strafing attack was made against five laden barges. It was reported that about 150 troops were disembarking.

#### (e) NEW IRELAND:

There have been a number of sightings during the period under review of convoys moving down from KAVIENG towards RABAUL. Two light cruisers and two destroyers were escorting several cargo vessels towards RABAUL when sighted on 5 May and also on 8 May. It is not certain whether this was the same convoy but it probably was not considering time and distance involved.

On 5 May one B24 strafed a cargo vessel of about 2,500 tons off the coast of NEW H\_NOVER. Our aircraft was damaged by A4 but returned to its base.

#### (f) SOLOMONS:

<u>NEW GEORGIA</u>: On 4 May three B17's strafed installations at VILA where improvements to the aerodrome and defences are proceeding. On 5 May a heavy reid was made by seventy-seven Allied bombers and fighters against MUNDA. Large fires and explosions were seen in the target area.

There was a report on 8 May of four enemy vessels, probably destroyers heavily demaged in the vicinity of KOLOMBANGARA ISLAND. Some of these ships sank.

YSABEL ISLAND. On 4 May three B17's made a strafing run over REKATA BAY and started some fires.

#### (g) DUTCH NEW GUINEA:

MERAUKE: One enemy floatplane bombed a nearby village on 2 May. No details are available of this attack which was probably the usual "One bomb photo recce."

On 9 May two enemy floatplanes bombed and strafed Allied boats at MAPPI Post which is 100 miles NW by North of MAPPI. There were no damage or casualties. A delayed report states that an enemy floatplane dropped one bomb and machine gunned MAPPI village on 21 Apr and the Dutch resident magistrate thereupon moved the small population up the DIGOEL RIVER.

TIMOEKA: On 8 May two Hudsons started fires in the village. They were over the target for nearly an hour.

<u>KATMANA</u>: The enemy appears to be continuing with the development of local defence at this point and some small craft and barges have been observed along the shore. On 9 May one B24 bombed the dump area and  $\dot{k}/A$  positions and started fires at the South end of the village. During the night a Catalina strafed a 100-ton boat off KATMANA.

NABIRE: On 9 May five B24's bonbed the village.

An interpretation of photographs taken on 1 May showed that the runway had an excellent surface for 3,700 feet, and had been built up for an additional 500 feet which had not yet been surfaced; to provide for further extensions, a stream had been diverted which will make it possible to extend the runway to 5,600 feet. Nine aircraft revenents in course of construction, and nearly completed. Two of the biggest revenants already had overhead camouflage framework.

# PART 1 (g) Contd

BABO. On 6 May five Catalinas bombed the dispersal areas. Violent explosions sharted large fires visible for sixty-five miles.

-5-

Again on 9 May five Catalinas attacked. Huge fires were started and many aircraft on the ground were destroyed or damaged. Large fires in the vicinity of oil tank areas sent a column of smoke 5,000 feet into the air. The jetty area and shore installation received direct hits.

> MANOKWARI. Five B24's made a bombing attack on 6 May. Three very large explosions were followed by five fires and a column of thick black smoke. A large building was destroyed.

On 9 May five B24's started fires among oil drums and hit buildings in the town area. The jetty was also hit. Three fighters intercepted over TOEAL before the target area was reached and one of the fighters was destroyed. Two damaged ships were photographed at MANOKWARI besides seven undemaged ships in the harbour.

This activity at MANOKWARI is further proof of the Japanese development of bases on the North coast of DUTCH NEW GUINEA. Recent activity has been reported at both HOLLANDIA and NABIRE and the activity at MANOKWARI shows the extension of the bases in a Westerly direction. No signs have yet been observed of the construction of an aerodrome at MANOKWARI but the harbour offers good facilities for a seaplane base.

#### (h) AROE ISLANDS:

On 5 May six Beaufighters strafed floatplanes, petrol dumps and a probable camp at TABERFANE. Nine floatplanes were burnt and destroyed and a lugger containing twelve soldiers was sunk. DOBO was strafed by one Catalina at midnight on 9 May and the next day two Beaufighters strafed and burnt two motor boats.

#### (1) KAI ISLANDS:

On 6 May five B24's (those which attacked MANOKWARI) bombed TOEAL. LANGGOER airfield was the target for three Hudons on 8 May. Bombs fell on the strip.

# (j) TIMOR:

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On 6 May three B25's bombed DILLI and started fires. On 7 May five B25's bombed the airfield and installations at PENFOEL. Many fires were started and there were explosions in an AA position and the W/T Station area.

> (Commentary based on information contained in Landops 280-284; AAF Int Sum 100; NE Area Daily Sum 569-572 and COIC Townsville).

#### PART 2 : ENEMY

## (a) Tactios:

Attached as Appx "A" is "Japanese Amphibious Tactics Based on Experiences at WAKE."

#### (b) Equipment:

(1) Attached as Appx "B" is "Japanese Camouflage Garment."

(ii) Attached as Appx "O" is Japanese Light Recornaissance Boat.

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(111) <u>Japanese RDF Equipment</u>: The following appeared in Weekly Intelligence Summary No 58, Air Headquarters, India, dated 24 Feb 43.

"Photographs disclose the existence of Japanese RDF installations on KISKA ISLAND (ALEUTIANS) and on WAKE ISLAND. (Pacific) and the evidence suggests that they conform to a standard type which has been produced in some quantity. a an is

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... On KISKA ISLAND a dual installation has been observed, . which permits two raids to be tracked simultaneously, or allows searching to be continued after one raid has been picked up. Each installation consists of a rotating operating hut with a 35 ft square aerial frame on one side, raised 20 ft off the ground. Two small subsidiary huts are a power house and probably a control room. The whole installation is well sited,

600/700 ft, above sea level and has an estimated range in fav-ourable conditions of up to 100 miles, over a 120° sector. "Another smaller, but rather similar, installation on Kiska is believed from its location to be for the purpose of detecting surface craft entering the harbour. The importance of such equipment in a region of almost unrelieved fog and storms is obvious

"Sets found on Wake Island are credited with a 360° coverage. "It should be borne in mind that these installations, and others of the same kind, have so far been found only in regions where air operations are under the general direction of the Japanese Navy Air Force. There is so far no evidence that the less well developed Army Air Force makes any systematic use of R.D.F. though no doubt it is only a matter of time before they will."

(AAF INT SUM 101)

## PART 3 : TOPOGRAPHICAL

(a) Other Areas: Attached as Appendix "D" Further List of Amendments to Schedule of Main Enemy Aerodromes. e annoaning in this n

(D)	Tüqex	τ <b>0</b>	ртасе	names	appearing	<b>10</b>	01172	report	'e

	•	• • •		
		N. G.	147 <sup>0</sup> 05 <sup>†</sup> E 147 <sup>0</sup> 01 <sup>†</sup> E	7010'S 703'S
	BOBDUBI RIDGE	N.G.	147°01°至 145°04°至	5°26'8
•	BOGADJIM	N.G.	140°10'E	
12		D. N. G.	150°54'E	
	DYAUL ISLAND	N. TRELAND		
	FRANCISCO RIVER	N.G.	147003 E	
	JACOBSENS PLN	N.G.	147º01 E	
			147002'E	7002'S
		N.G.	145°32'E	5°38'S
	LABU	N. G.	146°57'E	6°47'S
	LABU LAGOON	N.G.	146°56'E	6049*8
	MAPPI POST	•	•	<b>-</b> •
	100 mJs NW by N of MAPPI	D. N. G.	139 <sup>0</sup> 24 <b>'</b> E	7 <sup>0</sup> 07 <b>!</b> S
	TATA AND A	N. G.	146057'E	
	MILIMGIMBI	N TERRITORY	134051 E	12 <sup>0</sup> 06 8
	MILNE BAY	PAPUA	150°25'E	1002215
	MUPRAY ISLANDS	TORRES STRAIT		10.º00'S
	NURU RIVER	N.G.	145°32'E	5°27'8 6°54'S
	PIMPLE HILL	N.G.	145°52 E	6°54*S
	ROOKE ISLAND	N,G.	148000 <sup>1</sup> E	5°40'8
÷	SALANEATAVA CREEK	N. BRITAIN	152 <sup>0</sup> 19 <sup>1</sup> E	4º21'S
		AROE ISLANDS	13407'E	6º11'S
	VITIAZ STRAIT	N.G.	147°19'E	5°40'S
	WIRIVI PLN	N.G.	143°36'E	
		N.G.	147°01'E	7º12'5
	WOODY ISLAND	TI & CO	141 01 13	TURN

PART 5 ; SECURITY

Attached as Appendix "E" is Experiences of an Allied Pilot Forced down in Lapun,

MAJ, GS 2 AUST CORPS

Distribution as per Report 17

# APPENDIX "A" to 2 AUST CORPS INT REPORT 20. SECRET

# JAPANESE: AMPHIBIOUS TACTICS BASED ON EXPERIENCES AT WAKE

The following appeared in Intelligence Bulletin Number 8, M.I.S., Washington.

Introduction:- "Lessons learned by the Japanese in the land, sea, and air attack on wake Island are contained in a recent enemy document. Of special note is the indication that the surrender of U.S. troops was hastened when a Japanese detachment" got among civilian workers and began slaughtering them. Apparently the U.S. commander surrendered at that time to prevent further killing of these workers, realizing that surrender was inevitable anyway. The information given below has been taken from the enemy document, and is presented in a paraphrased and condensed form.

<u>General Procedure</u>:- "You must not use a plan of attack that has been used previously, because the enemy can anticipate our actions. And don't forget to take the enemy by surprise. This is absolutely essential.

"Our method of operation must be determined only by the progress of the Battle.

"There are many cases where the soldier must value speed more than finesse.

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1 1 1 "The issue of victory lies in the constant maintenance of the offensive spirit. The great success of this operation (capture of Wake Island) was due, in the final analysis, to the constant display of this spirit by all personnel, without regard for their own lives.

"It is necessary to train especially picked troops for the landing force.

"In landing in the face of the enemy, it is necessary to utilize timely diversions and deceptive movements. If the diversion does not succeed in its purpose, it will hinder rather than help the subsequent operations. Because the diversion effort at wake was carried out before the invasion force landed, the result was rather to alert the enemy than to deceive him. In view of this, similar operations in the future should be thoroughly prepared beforehand in regard to time, place, and method of attack. It also is essential to have thorough communication arrangements so that all units can be advised of any last-minute changes in our landing plans.

"In case the landing is restricted to a very narrow front and there is no room for a diversion, you must either carry out a thorough bomberdment before and after the landing, or make the landing in overwhelming force. If the attempt is made to land secretly (that is, using only motor boats and landing only small numbers at one time) on a place like Wake Island where landing is limited to a small area, it is evident that great losses will be incurred.

"In the invasion of a strategic island, the command must be unified. The invasion forces consist of the Occupation Force, the Covering Force (naval and air), and also a force we may call "Cooperation." (Comment: This force is believed to be composed of reserves and unloading units.) The power of these forces cannot be developed fully if there is a lack of mutual understanding among them.

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# APPX "A" Page 2.

# SECRET

"Preparations of Landing:- Because troops easily become soattered at night and control is difficult, execution of the operations must be made simple by detailed preparations. The following factors must be considered in deciding methods of "operation, organisation, and equipment:

- (a) Troops must be organized and equipped to fight independently during the day time.
- (b) Remember that when the enemy's main batteries and other defense areas cannot be captured before daybreak, it is often impossible to get fire support from the ships during the day. (Comment: This shows a healthy Japanese respect for our shore batteries.)
- (c) At night, hand grenade and grenade throwers are extremely effective in silencing heavy guns. In day fighting, it is necessary to have machine-gun and infantry cannon available for use.
- (d) All the first-line fighting strength must be lended at once. Quite often, motor boats used in the first landing become stranded and cannot be used for another trip.

Landing Procedure:- "If the beach is defended, it is absolutely essential to complete the landing before daybreak. In general, it seems that the earlier the landing time, the more effective it will be.

"Although the Wake Island landing was effected 4 hours before sunrise, it turned out that the old saying "The hours of the night are short" was only too true. The landing originally was planned for execution at 2300 hours, but trouble in lowering the motor boats delayed us about  $l_2^1$  hours. It is also necessary to allow extra time for approaching the shore and mak'ing the main landing.

""Where there are fringing reefs, low tide is more advantageous for landing than high tide.

"At night the enemy shells pass overhead, so damage is slight although you receive a fierce shelling.

"It is easy to mistake the landing point at night. The leading boat must approach at half speed or low speed until the island can definitely be seen from the large landing lighters.

"To lead the boats in close formation within range of the enemy's defense guns is extremely dangerous; however, in landing operations in the dark on long swells around an island, and if the boats deploy 4,500 to 5,000 yards from shore, the lighters will find it extremely difficult to hold their course, and almost impossible to reach shore at the designated point. Although four lighters were led within 3,500 yards of the shore at Wake, none of them arrived at the appointed time or place. Two lighters which accompanied patrol boat No. 32 lost sight of her on the way because she increased speed. It is necessary for the leading boat to have a low-powered signal light on its stern for signaling to the rest of the boats.

"At the time of landing, the normal speed of the patrol boat should be maintained. When the boats are proceeding shoreward at dout normal speed, the enemy has extreme difficulty in aiming.

"It is necessary to unload the boats very quickly after reaching shore, and a great deal of equipment should be made ready in the bow of the boat."

(AAF INT SUMMARY 96)

#### APPENDIX "B" to 2 AUST CORPS INT REPORT 20. SECRET

#### JAPANESE CAMOUFLAGE GARMENT

This cape-type garment made from cocorut palm leaf fibre, was worn by enemy troops in the SOLOMONS operations. The garments were captured in bale lots, indicating contemplated wide usage. It is possible that the place of manufacture was FORMOSA or the PHILIPPINES.

The colour of the garment is a light cocoa brown that blends easily with the foliage in the tops of palm trees and with the normal vegetable debris found in palm groves - a very appropriate colour and texture for the area in which employed, Composition is principally of dry palm leaves with the sheathing removed from all except the butt ends, which are folded over and sewed back to the leaves, A small cord passes through the loops thus formed, thereby strengthening the material of the garment. The edges of the leaves are also stituhed together to form the continuous piece of the cape. The neck of the cape is bound with cheap oilcloth. This oilcloth serves as a housing for the cord, which passes around the neck of the wearer. To the inside of the cape is around the neck of the wearer. secured an additional piece which encircles the body of the wear-A cord is secured to the apex of each panel of the bodyer. piece and passes through the neck piece, acting as shoulder straps for the body piece. Minor adjustments in fit are secured by taking up or letting out thesecords. Across the front of the body the two panels of the body piece come together, and are probably tied together by cords. The body piece is sewed to the cape in the back in such a manner that the cape bulges up and would cover the pack customarily carried on the back.





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AERODROME	ICog -	Lat	Length in feet	<u>Capa</u> F.	<u>city</u> B.	Aircr Seer F.	1	REMARKS
LEXISHAFEN	145 <sup>0</sup> 48'E	5 <sup>0</sup> 05'8	4000	20	20			Work continuing on dispersal lanes at old aerodrome- serviceable - New strip under construction.
BORAM	143°40'E	3°34*5	<b>50</b> 00	20	68	5	7	Serviceable. Work proceeding rapidly.
IALAHANG	147⁰01°E	6 <sup>0</sup> 44* 8	3500	50		4		Appears serviceable.
NBIA	144 <sup>0</sup> 54'E	4 <sup>0</sup> 12" S	4500	•	11	7		Runway probably serviceable
APE GLOUCESTER	148 <sup>0</sup> 25° E	5 <sup>0</sup> 27 <b>"</b> 8	• 3900	15	ų	4		Serviceable but wet. New "Y" shaped strip under construction but not serviceable.
ASMATA	150 <sup>0</sup> 20'E	6 <sup>0</sup> 17"S	3200		<b>5</b> 0	7	4	Serviceable and in use.
ORENGAU	147°16' E	2002*5	3500	60	•	1(?)		Serviceability doubtful runway rough-Construction work at a standstill (Apr 10)
PANAPAI	150°50'E	2°37' S	3800	17	11	<b>.</b>	-	Unserviceable
ABIRE	<b>135<sup>0</sup>30</b> !E	3 <sup>0</sup> 22 <b>°</b> 8	3700		-	-	-	Serviceable for fighters; being developed.
TAMBORA	124°54'E	9 <sup>0</sup> 07*S	3900	•				Greatly improved and probably serviceable
STHA	118°43'E	8°27*S	2100		•	•		Lengthened, apparently surfaced and serviceable ( May 4)
AHA	128°06'E	3°42'8	4800		21	10	28	Old runway now probably serviceable
IAMLEA	127 <sup>0</sup> 05'E	3º16*8	3900	8	10			Being reconditioned
PENFOEI	123 <sup>0</sup> 35'E	10°10'S	<b>45</b> 00	27	. <b>1</b> 0	5	7	Now five runways. Extensive additions to taxiways and dispersal areas.
	<u></u>	·						(Collated from information contained in AAR

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(Collated from information contained in AAF Summaries to 100.) 

# APPENDIX "E" to 2 AUST CORPS INT REPORT 20, SECRET

#### EXPERIENCES OF AN ALLIED PILOT FORCED DOWN IN PAPUA

The following account of the experiences of a fighter pilot, whose aircraft crashed in PAPUA, is taken from the relevant Intelligence Report.

As he descended, native huts were visible. He believed himself to be South of MORESBY, although he was actually North of KANOSIA about the distance that can be travelled in eight days of walking over the uneven terrain. His parachute caught in a tree so that he was suspended in the air a minimum of sixty feet above the ground, until natives braced a heavy tree limb across two trees in such a manner that he was able to use it to get a tree trunk and down to the ground.

The natives took him to a hut, brought him his jungle kit, water and parachute, and gave him food and lodging. The natives spoke no English and very little Pidgin. They did, however, like to sing.

After one day's rest the trek toward KANOSIA commenced. The pilot did not know that the natives called "30-Mile" KANOSIA, and feels that all pilots should remember the name of this native trading village.

The native trails were up hills and down with no attempt to Walking start minimize climbing by use of stream or river beds, ed at sunrise and lasted until about four o'clock in the afterncon, at which time the natives would stop and prepare lean-tos and other camping necessities. Food consisted mostly of potet-oes after the first two days. The pilot particularly recommends carrying salt tablets in jungle kits due to the flat taste of the potatoes which are the main jungle food. These must be eaten steadily and the salt makes them much more edible. Mountain They had hard centres which he soon bananas were also eaten. learned to eat around. When baked, these bananas were very good. On one occasion the natives speared fish and baked it in leaves They ate all of the fish but served only the sides with hot coals. These were very tasty and seemed to provide strengthto the pilot. ening nourishment. In fact, after a meal of them he tried carry-ing his gun which the natives had here-to-fore carried, but this experiemnt was short-lived, as even this extra weight seemed an almost unbearable burden during the continuous and torturous climbs and descents.

Stops at huts were made, but not at villages, since the natives in this area constructed their huts on hill-tops away from other natives, not caring to live closely associated. The pilot was wet from dew in the morning, sweat during mid-day, and rain in the afternoon. He tried to dry his clothes by the fire at night and then put them back on as a protection against mosquitces while sleeping. Stops were made at high altitudes and mosquitces were not bad. He had no head-net as it had been lost when his parachute hung up on the tree. (His hunting knife was similarly lost, but after raising a fuss about this it appeared again).

Different natives acted as guides after each day, but the last four days the same six guides escorted him. As the natives left him he paid them with matches, razor blades, and some silver. They were particularly cager to obtain razor blades and matches. The first night he gave away too many of the items that later proved so useful. He said that natives needed cloth, but apart from his parachute he had none to give them.

Some mountain streams were forded and once the natives pulled him across a river in a sort of basket suspended from three vines that were stretched across the river. The natives used great ingenuity in the utilization of leaves when making waterproof leantos. By slitting these large leaves near the middle, they could slide them along on a vine and build up a roof from the lower to the higher parts in a sort of shingle fashien.

When the village was reached on the last night, the village constable provided good food, roast pork (the first, although many of the natives had pigs), and even a mosquito bar. At KANOSIA the constable and the native boys were given rice,

At KANOSIA the constable and the native boys were given rice, sugar, razor blades and tobacco as payment for their effective rescue work. These natives had guided white men before, and were experienced in the care of same, on such journeys.

(AAF Int Sum 100)

#### HQ 2 AUST CORPS INTELLIGENCE REPORT 19

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Copy

Compiled from information received from 4 May to 1200 hrs 7 May 43

1. Information herein is for circulation down to Lt-cols cond.

2. A receipt is not required, but copy holders should note serial numbers and bring under notice non-receipt of any issue. These reports will not be issued regularly.

, 3. All dates and times are Eastern Australian Standard Time.

# PART 1 : OPERATIONS

For index to place names see PART 3 (b) TOPOGRAPHICAL.

#### (a) NE AUSTRALIA:

Mr. D.

Enemy submarines have continued their operations off the coast. Sightings suggest that there are now probably five underwater craft engaged. There is no definite indication as to the base from which they are operating, but it is probably R/BAUL.

On 3 May there was a sighting 225 miles off SANDY CAPE, and on 5 May an Allied vessel travelling in convoy was struck by two torpedoes twenty-five miles SE of COFFS HARBOUR. The vessel sank within a minute.

Japanese submarine operations nearly a year ago were intensified along the Australian coast, prior to their move against MILNE BAY which was part of a co-ordinated plan to occupy SE NEW GUINEA. That they failed completely is unlikely to act as a detorrent and it is possible that a similar attempt will be made again particularly if the enemy can achieve air superiority.

There have been reports of unidentified aircraft over a number of points including EDWARD RIVER MISSION, MORNINGTON ISLAND, NORMANTON, ROCKHAMPTON and DUNBAR. It is not suggested that these were enemy aircraft but the possibility exists of enemy reconnaissance, perhaps in co-operation with a submarine flotilla.

#### (b) NW AUSTRALIA:

The Japanese carried out a heavy raid over DARWIN on 2 May when twenty-one medium bombers (Type I M/B BETTY) escorted by twenty-five to thirty Zero fighters caused slight damage to a building and only one casualty on the ground. The minor effect of the raid fust be attributed to our fighter interception which accounted for five fighters and one bomber destroyed for certain, four fighters probably destroyed and eight fighters and one bomber damaged. Our own losses of aircraft were slightly heavier than the enenyts, but most of the pilots were saved after crash landing their aircraft when pursuit had left them short of petrol. This raid was preceded as usual by aerial recommissance of the target some days previously.

A thorough check of the reports of eneny activity in the GULF OF CARPENTARIA (last montioned in Report 16) reveals no definite indications of enemy movement and the episode is discounted.

On 4 May natives reported a submarine two miles NORTH of CAPE FOURCROY.



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MUBO AREA: Ground and air attacks were continued against the energy positions on GREENS HILL. On 2 may five AROS bombed and strafed ground installations. Forty two strafing runs were made but nevertheless an advance by one platoon was held up after three energy had been killed and three wounded.

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#### (c) NEVI GUINEA:

#### HUBO AREA (Contd).

On 3 May our troops commenced an attack against the enemy, occupying BOBDUET. Details are not available but it has been reported that by 5 May one of our companies had occupied the village and were re-organising. The enemy withdrew towards SALAMAUA.

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SALAMAUA: There are still no indications of any substantial supplies reaching the area, but there is a recent report of a large aircraft sighted on the strip with lorries alongside. This is the first reported use of the SALAMAUA strip since early in Jan.

<u>FINSCHHAFEN</u>: On 2 Hay a B17 bombed shore installations and photographs reveal bomb bursts amongst buildings./ of develop-

Photographs taken on 18 Apr show that the possibility/ment as a landing ground of the long strip reported on REISS. POINT must be considered. A lack of dispersal facilities greatly decreases its suitability as a landing ground. The evidence is insufficient to establish that the aerodrome has been used by aircraft,

<u>ALEXISHAFEN</u>: A new strip was first reported on 19 Mar . It is located about one and a quarter miles ESE of the old strip and has been extended to a length of 3,200 feet. Further extension is possible to the SE. A dispersal lane is being cleared NW of this new strip.

WEWAK: Development in the area is continuing and a number of cargo vessels were sighted using the harbour each day during the period under review, There were also many barges and small vessels both at WEWAK and KAIRIRU ISLAND. The supply requirements for WEWAK and the cargo apparently being offloaded for staging along the coast must be very heavy. It is not surprising therefore that the Japanese have been constructing a new jetty one hundred yards SW of the two existing jettles to cope with the increased traffic. Distribution of supplies as they arrive is evidently a complex problem as photographs show considerable quantities of stores atacked near the jettles.

On 5 May four B24 attacked the town and shipping. Large explosions occurred at the S1 end of the town area and two 4/500-ton vessels were possibly damaged. A 4/5000-ton cargo vessel near KAIRIRU ISLAND received two or three direct hits and several other bembs fell nearby. She was last seen listing to starboard and emitting heavy black smoke.

Work on the runway at EORAH, which seemed temporarily to have lapsed, is progressing rapidly, but the serviceability of the runway is questionable at present. At the same time work on dispersal lanes, revetments and defences continues.

#### (d) NEW BRITAIN:

<u>OPEN BAY</u>: On 3 May one B17 strafed two possible coasters -fifteen miles NORTH of LOLOBAU ISLAND. One of the vessels was probably sunk. The next day a B24 strafed two landing barges at the Western tip of the Island, setting one alight.

<u>GASMATA</u>: On 3 May four B25 strafed the runway and dispersal area as well as buildings and a possible dump area NE of the runway. Attacks were also made against launches and landing barges near the shore and the plantation area and buildings on the Western tip of AWRIN ISLAND,

<u>TALASEA</u>: On 4 May one B24 bombed GAVEIVA village and three barges nearby. Bombs fell in the target area and strafing set a barge alight<sub>4</sub>

# PART 1 (d) Contd.

CAPE GLOUCESTER: The old strip appears serviceable but wet. Four hundred to five hundred yards to the SE a new "Y" shaped strip is being constructed.

# (e) SOLOHON ISLANDS:

Reference to PART 2 Enemy Order of Battle reveals a substantial increase of fighter strength in the SOLOMONS. Allied bombing raids against Japanese bases have been heavy and persistent during recent weeks and this reinforcement in the enemy defensive strength has probably been the result.

HUNDA aerodrome was bombed and strafed by twenty-two Allied aircraft on 2 Hay.

Heavy bombs were dropped on the bivouac areas and large fires were started at REKATA BAY when a large concentration of Allied bombers and fighters raided the area on 3 May.

#### (f) DUTCH NEW GUINEA:

HOLLANDIA: Most recent aerial photographs show the landing ground is situated sixteen miles WEST of HOLLANDIA village which is at the head of the Western arm of HOLLANDIA BAY. There is a 375 foot pier served by a narrow-gauge railway and a slipway SOUTH of the pier suitable for flying boats. SENTANI LAKE is also suitable for an emergency base.

<u>MABIRE</u>: An air attack on this trea was mentioned in Report 18. Interpretation of photographic and visual intelligence during that raid show that the bunwry is well graded and has an excellent surface for 3,700 feet and has been built up but not surfaced for another 500 feet. It appears to be serviceable for fighter aircraft. There are nine aircraft revetments. Three or four probable dispersal points are being prepared. In the town nearby there were dumpa of stores and the building area has been extended to accommodate troops and supplies. It is considered that the enemy is establishing bases along GEELVINK BAY to close the gap between WAKDE ISLAND and BABO.

BABO: On 4 May six B24 bombed the jetty area and started many large fires amongst barracks and store buildings, besides destroying some aircraft on the ground and one fighter of seven which intercepted.

#### (g) KAI ISLANDS:

On 2 May four B25's bombed and strafed shipping and barges off TOEAL. Although no hits were scored it is thought that a vessel of 600/1000 tons ran aground on a reef.

Quite a number of small vessels including motor launches and barges were sighted when this attack was made and again on 4 May when six B25's made a further attack. On this occasion large fires were started in TOEAL.

On 4 Hay one Hudson bombed and strafed nine fifty-foot luggers and a forty-foot barge thirty-two miles West by South of LANGGOER. The barge was hit.

It was noticed that the runway at LANGGOER was further advanced than previous reports had indicated and that work was proceeding with dispersal areas.

#### (h) TIMOR:

On 2 May three Beaufighters strafed PENFOEI Airfield, grounded aircraft and barracks. Two bombers and two fighters on the ground were set alight. Later the same day four B25's bombed the same area scoring hits amongst buildings and starting fires on the West side of the runway.

# SECRET

# PART 1 (h) Contd.

Photographs dated 18 & 20 Apr show that since the last coverage on 14 Jan extensive additions have been made to taxiways and dispersal areas at the aerodrome. All the taxiways are at least 200 feet in width suggesting that they may be used as fighter take-off strips.

<u>ATAMBOEA</u>: Photographs taken on 27 Apr show that the runway has been extended and although no aircraft were sighted, the runway was greatly improved and probably serviceable. Two small dispersal loops are cleared and graded but no revetments have been constructed.

(Commentary based on information contained in Landops 276-279, AMF Weekly Int Review 39, FAA Int Sum 52, AAF Int Sum 99, NE Area Daily Sum 564-568 and COIC Townsville)

# PART 2 : ENEMY

#### (a) ORDER OF BATTLE:

Air: Estimated enemy land-based air strength as at 30 Apr 43.

AREAS	F	М/В	S/FB	F/B	F/P	Sundry	Total	27 Apr	
New Britain New Ireland New Guinea Solomons Timor Ambon Aroe Is. Dutch NG	74 26 50 96 23 14 17	65 12 6 18 8 18	16	8 7 3	13 4 5 30 3 11 4	19 4 4	195 42 61 155 38 46 4 17	195 42 61 114 44 46 21	
Celebes	54	48			12	18	152	132	
	354	175	16	18	82	45	690	655	

AAF Int Sum 99.

(b) ORGANISATION: Attached as Appx "A" is Japanese organisation.

# (c) EQUIPMENT:

#### (1) Japanese Anti Aircraft Equipment used at GAUDALCANAL

25 MM Machine Gun - A triplet mounted 25 MM MG was examined. It had two telescopic sights, one on each side. The gun was fed from a Bren-type magazine holding about 15 rounds of AP and tracer. A complicated sight constructed of aluminium-like alloy with lateral and vertical deflection drums was located on the left side. (NOTE: The report is indefinite as to the exact calibre of this Machine Gun).

The following is a report on A/A ammunition found in the KOKODA-BUNA Area: -

75 MM Ammunition - This ammunition is not fixed. "Notes on the Japanese Army 1939" makes mention of three kinds of 75 MM A/A Ammunition - The fragmentation, the practice and the Parachute.

/Contd.

#### PART II ENEMY (Contd)

The Projectile - is streamlined  $10\frac{1}{2}$ " in length and weights 11 lbs  $4\frac{1}{2}$  ozs with a charge weighing  $13\frac{1}{2}$  c 3. It has three copper driving bands  $2\frac{1}{4}$ ",  $2\frac{3}{4}$ " and  $5\frac{1}{2}$ " from the base. Below the shoulder is a yellow band (to indicate a picric compund filling) and at the top is an irregular red band (to indicate the should of the should be and the top is an irregular red band (to indicate) that it is a "Fragmentation" shell.

The Cartridge - is of drawn brass  $19\frac{3}{4}$ " long with a slightly bell-shaped mouth. The charge consists of dark green lathes 13" long and 3/5" wide weighing in all 3 lbs.

The Fuse - is a regular brass cone 2,15" in diameter and 32" high weighing about  $1\frac{1}{4}$  lbs, made up of a threaded base 1.73"in diameter and  $\frac{1}{2}"$  deep, 5 adjustable layers  $\frac{1}{4}"$  deep and a top  $1\frac{3}{4}"$  high. The bottom layer is graded 0 to 360 and the other layers have projections apparently to engage in a fuse setter.

# (Adv LHQ Int Summary 21)

# (11) New Type Japanese Incendiary Bomb with Air Burst.

It has been reported that the Japanese used a new type of combination HE/Incendiary bomb during the MORESBY raid on 12 This bomb is considered to be 60 kgs in weight and Apr 43. is so fuzed at the tail that it bursts when 100 to 150 feet above the ground. Should the tail fuze fail to operate, a direct action fuze is ritted to the nose of the bomb which causes it to explode on impact.

Only meagre details are available as an unexploded bomb has not been recovered, but is appears that the bomb is filled with about 675 steel tubes, measuring approximately 3 inches x 1 inch and containing rubber with phosphorous and thermite. These tubes are scattered over a wide area due to the HE charge exploding the bomb in the air.

#### (AMF Int Review 38)

# (d) "BOOBY TRAP" AIRCRAFT:

The following information has been extracted from Air Forces, General Information Bulletin No 8 dated January 1943: -

"The enemy's practice of setting "booby traps" in aban-doned equipment has been illustrated time and time again in this war.

"One abandoned Ju-52 was found fitted with 13 electrical contacts to detonate and explode a charge. Contacts could be made by various acts such as handling the control column, sitting in the pilot's seat or grasping a cord strung across the In another aircraft bombs were planted which exinterior. ploded when the cabin door was opened.

"While it is not believed to be a usual practice to put booby traps in other than "planted" planes, due to the chance of injury to Axis personnel, these cases should warn members of the AAF that careless handling of captured material can prove disastrous."

(AAF Int Sum 87)

#### (e) TRANSPORT:

Attached as Appx "B" is Notes on the Corrying Capacity of Japanese Convoys.

# PART 3 : TOPOGPAPHICAL

#### (a) Other Areas:

Attached as Appx "C" is a general description of the TANIMBAR ISLANDS.

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# PART 3 : TOPOGRAPHICAL (Contd.)

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(b) Index to place names found in this report,

<i>,</i>	-
ADI ISLAND, DNG	$133^{\circ}27'E$ $4^{\circ}13'8$ $131^{\circ}07'E$ $8^{\circ}08'8$ $151^{\circ}34'E$ $6^{\circ}42'8$ $151^{\circ}34'E$ $7^{\circ}43'6$ $124^{\circ}54'E$ $9^{\circ}07'8$ $150^{\circ}20'E$ $6^{\circ}18'8$ $133^{\circ}26'E$ $2^{\circ}32'8$ $157^{\circ}16'E$ $8^{\circ}11'8$ $147^{\circ}01'E$ $7^{\circ}03'8$ $133^{\circ}49'E$ $3^{\circ}43'8$ $130^{\circ}00'E$ $11^{\circ}45'8$
ADAOET, NEI	
ADODO, NEI	13, 34, 5, 6, 42, 8
AROEL	151 32'E 743'8
ATALECEA, TIMOR AWRIN IS., N BRITAIN	124254'E 907'S
AWRIN IS., N BRITAIN	150 20'E 6018'8
BABO, LAG	133 <sup>0</sup> 26 <sup>1</sup> E 2032 <sup>1</sup> S
	1570161E 801118
BAIRDAD HARBOUR, N GEORGIA BOBDUBI, NG CAPE BITSJAROE, DHG CAPE FOURCROY, N TERRITORY CAPE NGONI, AROE I S. CAPE ORFORD, N BRITAIN COFFS HARBOUR, NSW DARWIN, N TERRITORY DUNBAR, CAPE YORK EDWARD RIVER, NIJSION, JAPE YORK	
CAPE BITSJAROE, DHG	133 <sub>0</sub> 49'E 3043'8
CAPE FOURCROY, N TERRITORY	130,00'E 11045'S
CAPE NGONI, AROE I S.	134005'E 6010'S
CAPE ORFORD. N BRITAIN	152 08'B 5028'S
COFFS HARBOUR, NSW	152019 E 30015 8
DARWIN I TERRITORY	130°50'E 12021'S
	142°22'E 16003'S
DUNDAR, CAFE IORA	
EDWARD RIVER, NIJSION,	141041'E 14045'6
FERGUSSON PASSAGE, N GEORGIA	15605/15 8009 8
FOPDATE ISLAND, NEI	13105/11 /002.8
GAVEIVA, N BRITAIN	1500311 22718
JAHDENA, NEI	131º30'E /º25'8
KAT ISLÁNDS	132°42'Е 5°44'8
KOKENGOLC, N GEORGIA	157015'E 8019'S
LATBOBAR ISLAND, NEI	131021 E 7013 B
LAOERANG, NEI	171023 E 705018
	141041'E $14045'6$ 156057'E $8009'S$ 131057'E $7002'S$ 150031'E $7025'S$ 131030'E $7025'S$ 132042'E $5044'S$ 157015'E $8019'S$ 131024'E $7013'S$ 131024'E $7009'S$ 131044'E $7009'S$ 131044'E $7009'S$ 131044'E $7009'S$ 131012'E $4055'S$ 131012'E $8004'S$ 131013'E $8004'S$ 131021'E $7055'S$
LARAT, NEI	
LARAT ISLAND, NEI LOLOBAU ISLAND, N BRITAIN MAROE ISLAND, NEI MATKOES ISLAND, NEI MITAK BAY, NEI	
LOLOBAU ISLAND, N BRITAIN	15101212 105518
MAROE ISLAND, NEI	133030'E 6055'S
MATKOES ISLAND, NEI	131013'E 8004'9
MITAK BAY, NEI	131021'E •7055'8
MOILE ISLAND, NEI	131°53'Е 6°Щ1'8
MORNINGTON ISLAND, CARPINTARIA	139°28'E 16°32'S
NAMWAAN ISLAND, NEI	131º27'E 7007'8
MOUNTAT TOTAND KAT TO	132°14'E 5942'8
NOFNIAI ISLAND, KAI IS.	
HORMANTON, Q'LD	141005'E 17042'8 151037'E 4052'8 150034'E 23024'8
OPEN BAY, N BRITAIN	
ROCKHAMPT'ON, Q'LD	150 54 1 25 24 8
PALUS LAKE, NG	14705 E 705'S
SEIRA ISLAND, NEI	131001日 704418
SELAROE ISLAND, NEL	1310001 801018
SELOE ISLAND, NEI	130° 54' L: 7° 35' 8
SELOE ISLAND, NEI SENTANI LAKE, DNG	1100 351 8 2 3618
TAM ISLAND, KAI ISLANDS	132 10 E 50 11 18
TANI BAR ISLAND, NEI	14705'E 709'S 131005'E 7044'S 131005'E 7044'S 13005'E 8010'S 13055'E 2036'S 140035'E 2036'S 140035'E 5044'S 131020'E 7044'S 131020'E 7044'S
EPHYLE-ILDER LOUISEES HERL IDTNETTEAN TOT AND STOT	1340 071 0 00710
TENEMAN ISLAND, NEI	
WAKDE ISLAND, DNG	
WEPAIN, NEI	
WOELIAROE ISLAND, NEI	131° 27'E 7°07'S 130°01'E 1°56'S 130°48'E 8°17'S 130°48'E 7°28'S
WOTAP ISLAND, NEI	131° 16'E 7º 20'S

# PART 5 : SECURITY

Attached as Appx "D" are extracts on Leakage of Information (Own & Enery), Enery Agents and Censorship.

un Tosero GS 2 Aust Corps.

Distribution as ver Report 17



SECRET Appendix "A" to HQ 2 Aust Corps Intelligence Report 19 Page 2.

# (c) THE "AKATSUKI" ORGANISATION

The organisation of the Japanese Army appears to include a "SEA TRANSPORT DEPARTMENT" (Unyubu Honbu) commanded by Lt-Gen SAEKI, Fumio with chief branches at :-

> (CO-Colonel HURAI Kenjiro) HIROSHIMA HOJI (CO-Unknown)

There is some reason to believe that the entire organisation may emply the code name AKATSUKI, and that it includes all units which are connected with the embarking, carrying and disembarkation of troops, and with the loading, sea transportation and unloading of supplies.

Information gathered from various sources suggests the undermentioned units as being permanently incorporated in this organisation,

Anchorages - sometimes referred to as Embarkation Offices Sea Duty Companies. Land Duties Companies - (Stevedoring, etc?) Ship Repairing Units \ May be identical Shipping Workshops Shipping Artillery Units -(thought to supply crews for Anti-aircraft and anti-submarine protection of transports and supply ships) (May supply crews for small -

craft etc)

Shipping Engineer Units

Shipping Communication Units

There may of course be other units, but so far there are no indications to this effect.

The following units were included in the "1st Landing Group" under the command of Maj-Gen ITO Takeo when the group landed at GUADALCANAL during the second week in Nov 42.

There is reason to believe these units were all connected with the AKATSUKI organisation,

3 Ship Repairing Depot 3 Coy Ship Communication Regt	Comd	Naj HATSUYAMA <b>Sakuji</b> Capt YAMANOTO H <b>itsuya</b>
6 Indep Engr Regt	11	Lt-Col WAKITANI Mamimitsu
10 " " "	11	Lt-Col ADACHI Yoshiki
28 <sup>11</sup> <sup>11</sup> <sup>11</sup>	11	Lt.Col OGASAWARA
		Nobuyoshi
42 Embarkation Unit	11	Lt-Col RIUTO Shigenobu
44 " " 39 Sen Duty Coy 40 " " " 47 " " "	17	Col SAKANOTO Sueo
39 Sea Duty Coy	11	Lieut YOSHIBASHI Takuni
40 11 11 11	u	Lieut SUZUKI Kiyoshi
47 11 11 11	17	Lieut FUJITA Mitautoku
106 Shore Duty Coy	11	Lieut MIYAZATO Buno
120 " " "	13	Lieut GOTO Sctsuzo

(AliF Weekly Int Review 36)

Appendix "B" to HQ 2 Aust Corps Intelligence Report 19.

#### ECRET

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#### NOTES ON THE CARRYING CAPACITY OF JAPANESE CONVOYS

It has been calculated that a Japanese Division of 15,000 troops, fully equipped, would need 102,000 tons of shipping to move it - or 6.8 tons per man.

Whilst this figure is admittedly only a careful estimate, information in captured documents has come to hand giving some accurate information for two specific convoys, one which actually left RABAUL for GUADALCANAL and another which was planned to leave RABAUL for BUNA, if in fact it did not actually do so.

For any convoy there will be a number of factors which may affect any estimate of the number of troops carried, such as the length of the voyage, the strategic or tactical importance of the operation, the types of ships in the convoy with their varying deck and cargo space, and the amount of equipment and provisions that have to be carried. These factors will always have to be taken into consideration.

#### CONVOY TO BUNA:

This convoy was intended to carry the KUSUNOSE and KUWADA Butais, with Horsed Cavalry, Engineers, Military Landing Craft, a Field Hospital, Guns, Anti-Aircraft Defence and provisions. The convoy of nine transports totalling 48,085 gross tons was scheduled to carry 5,636 fully equipped men who were presumably fully provisioned, an average for the convoy of 8.53 tons per man, a distance of 450 miles. The document bears the date 3 Jan 41 and it is unlikely that the schedule was adhered to in the actual landing.

#### CONVOY TO GUADALCANAL:

The convoy to GUADALCANAL included seven transports and carried a Composite Force, including Infantry, Field Artillery, Field Hospital and other ancillary troops, as well as provisions for two months. This convoy of 40,258 gross tons carried 4,428 men a distance of 650 miles, an average of 9.09 tons for each fully equipped and provisioned man,

It will be noted that both these convoys were carrying forces for a similar type of operation and that the amount of tonnage per man is 8.53 in the one case, 9.09 in the other, or an average of 8.8.

The figure, **6.8** tons per man, given above may not be accurate, whilst the average for the two convoys may be too high on account of an unduly large proportion of stores and horses carried. But the figures for these two convoys do at least provide a reliable basis from which to work when estimating the carrying capacity of a convoy leaving RABAUL on similar journeys for similar tasks. Though detailed information is not yet available, it does seem that the convoy to LAE was loaded on much the same basis as the two convoys here mentioned.

If reinforcements only are being carried the average tonnage per man would probably be much less. Where destroyers have been used for landing reinforcements, it is known that they have been scheduled to carry up to 250 men, though approximately 180 men appear to be a more usual number. The only evidence to indicate the number of troops carried on larger warships is the entry in a captured document which shows that two light cruisers loaded 780 troops - the Advance Party of 2 Div - at BATAVIA for RABAUL.

While it is not known how many tons of supplies are needed per day for a Japanese division, it is thought that it would certainly not be less than 200 tons per day. It is estimated that there are approximately the equivalent of five divisions in the SWPA and SOLOMONS. These would require 1000 tons dead weight of supplies per day or 30,000 tons per month. For loading supplies a 6,000 ton vessel carries on an average 4,500 tons dead weight. Hence 30,000 tons dead weight will require 40,000 tons of shipping.

#### Appx "B" to HQ 2Aus Corps Intelligence Report 19, Page 2. ECRET S

While this can be regarded as an absolute minimum of shipping permanently occupied in supplying the SOLOMONS and the NE area, the time taken for the journey to and from JAPAN and for loading and off loading at either end are factors which must considerably increase the total tonnage involved.

Details of the two convoys are set out below :-

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## CONVOY FOR BUNA (450 MILES)

(THE MOVEMENT ORDER SUMMARISED)

			····								
	M	AXIMUM I	OADING				RAMGED	LOADI	NG		
Vehicled	Нотвев	Ment	Tons per mon	Vеввеl	Tons	MLCs Pontoons	Vchicles	Нотвев	Guns	Mem	
9 10 8 2 10 13 16 19	92 120 100 75 142 180 82 146 166	250 409 172 199 421 376 234 404 177	24.54 13.2 20.5 20.1 13.9 15.6 30.2 16.2 20.5	YOKAHAMA KURAIDO TAIFUKU CHERIBON HIYOSHI CHINA MITO BENISU MOJI	5,400 3,529	444454743	11 11 8 2 11 15 16 31 -	74 90 36 22 100 134 39 60		605 759 759 414 802 694 559 642 402	
87 1	l,103	2,642	18.2		48,085	.39	105	638	6	5,636	
			8.53	tons for e	each Egu	uppe	d Man	•			
-			co	NVOY FOR G	WADALCA	NAL	(650 1	IILES)	• • .		•
		<u> </u>	(	THE MOVEME	INT ORDE	er su	LUARIS	BED)			
	VE88	EL	TONS.	VEHICLE	8 MLO	I	IORSES	. GUI	หร	MEN	
] ] ]	ARGENT KOZAN HAEU HU BRISBA JME	r F	5,823 4,180 5,467 5,425 5,859	18 24 (uwout)	ot Shown)		167 165 9 309	4 5 6	(um	699 477 459 491 802	, ,

	40,258	Not Complete		929		4,428	
TAKAOKA OIGAWA	7,006 6,498	on) SJ	.0N)	166 113	(No.	802 698	

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# 9.09 tons for each Equipped Man.

AMF Int Review 33

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#### TANIMBAR ISLANDS

#### (a) Location:

The TANIMBAR OF TIMOR LAUT ARCHIPELAGO is a group of islands and islets lying in the eastern part of the NETHERLANDS EAST INDIES, between latitudes 6°30' S. and 8°20' S. and longitudes 130°41'E. and 132°10' E.

#### (b) General Description:

The TANIMBAR Group is composed of the comparatively large island of JAMDENA, 120 kilometers in length and 40 kilometers in width, partially surrounded on the west, North and South by 65 much smaller islands, islets, coral atolls and rocky reefs. Only the eastern coast of JAMDENA is comparatively open and free from obstruction, but even here there are wide fringing reefs along the shores and some offshore shoals and patches.

The low and swampy western coast of <u>JAMDENA</u> is skirted by coral reefs. Off the western shores are numerous rather hilly or sub-mountainous islands and islets with many offlying rocks and shoals. The bouthern and southeastern sides of JAMDENA are higher with a background of low hills. The eastern coast is irregular, inconted with small inlets and bays, and fringed with coral reefs.

The better known of the smaller islands are SELAROE; MATKOES (locally known as MATAKOES or MATAKOESA) • LARAT; FORDATE, MOLOE, MAROE, SELO, WOELLAROE and MAMWAAN OF TENE-MAN. Of these, MATKOES. at the southern end of SAUMLAKT BAY, is of the most military importance on account of its partially completed aerodrome. Most of the islands are inclined to be low and flat, and are covered wither with coconut palms or mangroves. A few such as MOLOE: MAROE, FORDATE and the islands off the west coast of JANDENA, are rough and rugged, but not high. Many of the lower islands are fringed with coral bluffs, back of which coconuts or forest trees are in evidence. Maximum elevation in the entire group is 391 meters on the island of LAIBOBAR.

The population of the TANIMEAR Group, numbering some 35,000 is scattered along the coasts of the larger and some of the smaller islands. The interiors are not inhabited and even the shores of many of the smaller islands and islets are uncultivated and deserted. Villages are usually built on of near the beaches, often in a long row or double row of thatched houses, with a central church, school, and often a football field.

A large percentage of the population is christian. The main port and the only settlement of importance is SAUMLAKI on a splendid harbour on the southern end of JAMDENA Island:

The herbour of SAUMLAKI, with the partially completed acrodrome on MATKOES Island, at the southern entrance to SAUMLAKI Bey, are of importance because of their suitability as a major air and sea base. SAUMLAKI is already being used by the Japanese as a scaplane base.

> (Compiled from <u>Allied</u> Geographical Section Terrain study Number 53)



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# Appendix "D" to HQ 2 Aust Corps Intelligence Report 19

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# SECURITY

#### (a) Leakage of Information: The following is an extract from a letter intercepted by Censorship:-

"Your last letter was somewhat mutilated which seemed to indicate a somewhat strict censorship but here are a few things that illustrate how lax that censor was and the extent to which you perhaps unknowingly gave away vital information, orn ther made available vital information to anyone trained in map reading or such. To start with you said clocks were advanced each day. That indicates easterly travel. The advance was half an hour. That indicates seven and a half degrees of longitude covered each day which would mean about 500 miles travel per day easterly. You crossed the Equator on a certain day mentioned ~ indicates northerly as well as easterly travel, hence distance travelled per day was quite a bit more than 500 miles. You crossed the International Date Line on a Wednesday, That places you very closely on that day when used with foregoing information: the ship was air-conditioned. Coffee was in full supply (USA?) You had some difficulty in finding your way about the ship. With no other information to go on these facts coupled with the fact that we had a letter from some port reached early in the trip, the following story can be pieced together. Large modern vessel, most likely of American registry, fast (at least 20 knots). First call NZ thence N Easterly with N. America the obvious destination. Let that be a warning to you. I wish I could warn the censor also. The information he cut out was nothing compared to that supplied by the details mentioned. Of course we are not all map readers but people sclected to gather information should understand adjustments of LHT (Local Hean Time) because of change of . Longitude. I took the liberty of mentioning your letter and these facts to the map school when giving a lecture on time variation, at the same time making it a little lesson on security for good measure."

<u>CONTENT:</u> - This extract is not only of interest as an example of deductive reasoning but is a lesson in Security. It shows just what unconsidered trifles may mean to trained minds of Enemy Intelligence.

(b) <u>Energy Careless Talk</u>: It is refreshing for a change to be able to give an example of "Careless Talk" indulged in by the energy. Below is an extract from the London 'Times' on 3rd November 1942.

> "This stroy illustrates how small things can lead to big discoveries. Incidentally it shows the wisdom of the familiar notice 'Careless Talk Costs Lives'.

In the earlydays of the war, before Italy had linked forces with Germany, A British Air Force Officer in mufti was travelling by train through Northern Italy. Two Fascist militiamen in the carriage did not give him a second glance. They were talking a good deal, and the Englishman noticed that one of them seemed to speak Italian poorly. He was,

SECRET

APPENDIX "D" to 2 AUST CORPS INTELLIGENCE REPORT 19 PAGE 2. in fact, a German, and it soon became clear that he was a pilot whose job it was to give instruction to the Reich's future ally. After half an hour the Italian was plainly getting tired of his companion's boasting, so he thought up an awkward question or two. 'Why do you fly to the Shetlands?' he asked, 'you don't seem to do much when you get there'. The German shrugged his shoulders. 'Those are just test flights', he said. 'It's the longest landfall we can get. If we strike the coast at the point we are aiming for we know this new radio method or ours is working alright.'

> Though these words meant little or nothing to the Officer he reported them faithfully to London. Together with other facts they enabled a hitherto unsuspected line of German research to be deducted and anticipated. If the Germans later found that their 'Bombing on the beam' did not always produce the hoped-for results, the reason was to be found partly in these few unguarded words overheard in a neutral country."

(c) Enemy Agents: In First Army Intelligence Summary No 14 of 8 Mar 43, attention was drawn to the need for all observation parties, control posts, Field Security Sections and others concerned to keep a watch for attempts to introduce enemy agents into this country.

In this connection it is important for all concerned to note that information has been obtained that the firm of Fuk Hing Co of HONGKONG, has, for the past two months, been enlisting Australian-born Chinese, that the work they are to do is uncertain but that they are being paid at the rate of 150 military yen per month.

This information emphasises the possibility of the introduction of enemy agents into Australia, enemy agents born in Australia and with a first-hand knowledge of Australia, Australian ways and Australian conditions.

(a)

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<u>Censorship</u>: Censorship reports indicate that much of the censorable matter deleted in letters is occasioned by the soldier attempting to advise his womenfolk and friends of his location and any projected movements.

An angle which Field Sccurity Sections might well exploit in their lectures to troops is that they are causing their womenfolk unnecessary distress in telling them beforehand that the writer is leaving for NEW GUINEA or other battle areas.

It is much better and safer, to write after a safe landing and so save the recipient her natural worries concerning the dangers of the voyage

(FAA Weekly Int Summary 52)

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Subject: Training - Sccurity Film "Next of Kin".

HQ 2 Aust Corps, 2 May 43. G2856

Distribution List F less serial 8 • 13 Copy GOC ) DA&QMG ) for infm.

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For the benefit of all ranks the uncensored military version of the security film NEXT OF KIN will be screened on MONDAY 3 May commencing 1915 hrs at Corps Amphitheatre near the canteen.

All branches and services will ensure that only the minimum number of personnol are detained for duty.

A talk will be given, prior to the screening, on the subject. of security by G2 I Maj Rogers.

Camp will arrange for compulsory parade of O/R's at 1900 hrs, excluding duty and sick pers.

faine 2 Aust Corps,

Appx C to 2 Aust Corps Training Directive No 1.

1. 1. N.C.

2 MAY 40.

#### ENGINEER TRAINING.

#### GENERAL.

This Instruction will be read in conjunction with 2 Aust Corps Training Directive.

In the formulation of detailed syllabuses, CSRE will incorporate and emphasise, particularly in the training of RAE units, in infantry roles, the fostering of the aggressive spirit and the will to kill and win which characterises the above training directive.

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Following the completion of Stege 1 of the ATHERTON TABLELANDS Praject, on approximately 30 APR 43, apart from the minor routine demands to be expected on RAE units, the employment of personnel on works should be maintained at the irreducible minimum to derive the fullest possible benefit from the somewhat uncertain period available for training. When so employed engineers should be used by pls or coys as necessary.

As already advised, the responsibility for camp construction on stages other than Stage 1 rests with 17 L of C Sub-Area.

#### INF TRG.

Training will fall very broadly into two separate, but associated categories, infantry and engineer training. First and foremost in the training of all ranks, irrespective of

the fact that they are primarily engineers, must come training to the point of efficiency in the weapons with which they are armed, vlz:

> Pistol Rifle LMG Sub Machine Gun A/Tk Rifle Grenade.

It should be regarded as significant that in the latest War Establishment for RAE units the proportion of LMGs, Sub Machine Guns, A/Tk Rifles and Grenades hasbeen substantially increased, necessitating the training of more personnel than previously in their use, and indicative of the realisation that at any time an engineer unit may be called upon to fight as infantry, to fight its way out of an ambush, and to work with its own covering party.

In the recent phases of the campaign in NEW GUINEA, a field company deplaning at a forward airfield, was engaging the enemy at close quarters within minutes of landing. Instances have also occurred in the MIDDLE EAST, of Sappers being used in an infantry role.

Additional to the purely utilitarian aspect of weapon training, is the development of that satisfying sense of confidence and self reliance which accompanies proficiency and skill in arms, and assists in banishing themore is lowering influence of the fear of the unseen, peculiar to jungle fighting.

Apart from open range practice the man must be taught to use his weapons from any position, and to engage suddenly appearing and unexpected targets at short range.

His powers of observation must be developed, and he must be trained to such a degree in self control that fatigue does not reduce his vigilance. He must acquire the ability to move silently through heavy country carrying full equipment, and must be taught the value of patience, to learn to remain motionless in cramped positions for long periods, as this accomplishment, when mastered, is the most essential element of the art of personal concealment. The Jap has acquired it, we must learn it.

The powers of phisical endurance must be developed by a gradual increase in the severity of tasks, and by special "toughening" trg in the nature of obstacle courses. All ranks, incl HQs must become as accustomed to working by night as by day, and, equally as important, to sleep by day when working by night.

Coupled with the above must be stressed the importance of movement and direction finding by day and night; the use of the compass, the map, acrial photographs, the stars, the sun, and prevailing winds 30 maintain direction. This must be taught and practised individually and in small solf contained parties, and means devised for the maintenance and communication.

Finally it must be renembered that the foregoing, although designed to fit the sapper for self preservation and any battle of wits and endurance with the enemy in the field, is not divorced from, but on the contrary is closely associated with, his efficient functioning as an engineer.

#### · ENGR TRG.

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This branch of training will itself fall breadly into two classes:

- (a) Trg with greatly reduced %ET --- a condition almost certain to obtain in the early stages of an operation - necessitating skill in improvisation and the use of local materials.
- (b) Trg with normal WET or even increased to account for abnormal conditions and special requirements. Training will be organized to include:
- (a) <u>Roads Works</u> incl gravel, light and heavy corduroy, raised corduroy on swampy country, sand-clay-leam stabilised soil, <u>Arty</u> Track and ARC fabric on various soil and beach sand. Particular onphisis will be laid on drainage.
- (b) Bridging incl Suspension Bridges, Aerial footways, Flying Foxes, Truss Bridges from local materials, Girder Bridges, Combined Truss and Suspension Bridges, Pile Driving, Anchored Trestle Bridge, "Steele" Bridge, Stock Spans, Steel Cribs and all types of standard floating bridging.

It will be borne in mind that the majority of NEW GUINEA rivers are fast flowing, subject to sudden rises of up to 20 feet, and that frequently they have shifting sandy bottoms. For this reason emphisis is placed on long clear spans up to 200 feet, pile driven piers, and securely anchored trestles.

Incorporated in bridging training will be practice in use of field machines, derricks etc., and in spliting, cutting, squaring and handling of heavy timbers.

To assist in this branch of training, it is intended to establish a bridging camp in the TABLELANDS area, which units may occupy for periods in rotation. Further information will be forwarded concerning this camp.

- (c) <u>Jetties and Wharves</u> incl floating and pile driven jetties, rock and earth filled causeways, tubular scaffolding, trestles, pontoon and decked barge wharves, dolphins of nested piles.
- (d) <u>Airfields</u> incl methods of clearing and grubbing with mechanical plant, explosives, hand tools, machette etc.

- 2 -

mechanical plant, explosives, hand tools, machette etc. Levelling, grading, paving and drainage. Use of metal mesh for surfacing. Construction of taxi-ways and blast bays.

- (e) Field Defences. Construction of dield defences, including gun emplacements, incorporating log and earth breastwork suitable for low-lying country with high ground water level. Concentrate on attainment of all round fields of fire.
- (f) Mines and Booby Traps incl laying, recording, lifting, delousing, destruction in situation, and mechanical operation of own and energy types. Inprovisation of booby traps and uses of Murray switch. Clearing and marking of gaps by day and night. Incorporation of booby traps in minefields. Methods of hasty minefield laying. Use of the Mine Detector.
- (g) <u>Demolitions and Explosives</u> incl preparation of charges for hasty demolition of enemy installations on landing raids. Improvisation of grenades for clearing dugouts and bunkers. Waterproofing of charges.
- (h) Accommodation incl construction of native huts using jungle materials, round poles, grass or palm fronds for thatching, split cane or vines for lashing connections.
- (i) <u>Mechanical Plant</u>. As high a proportion as possible of suitable personnel will be trained in operation and maintenance of mechanical equipment on WET of field park companies,

Until this equipment is issued to units, this will only be possible by passing the limited amount available round units in rotation. Upon advice from divisions as to items and period for which required, every endeavour will be made to provide.

In addition, First Aust Army intends to continue the schools of instruction in plant operation at BRISBANE for which allocations will be advised.

#### OFFRS AND NCOS.

Training of officers and NCOs will be carried out concurrently with training of units, special attention being paid to engineer reconnaissance, submission of written and oral reports, and organisation of tasks.

#### 6. CONTROL OF NATIVE LABOUR.

Lectures will be delivered to all ranks by personnel experienced in the control of natives. If such personnel are not available within any particular division, on advice to that effect CE 2 Aust Corps will arrange for lectures to be delivered.

#### NIGHT EXERCISES.

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At least one night per wock should be devoted to training. In this connection troops must learn recognition of tools and equipment by touch to enable work to proceed silently and quickly. HQ staffs should practice shift work to permit efficient functioning over the full 24 hours.

#### MOVINIT

Hovement of parties and entire units without transport will be practiced. Consideration will be given as to what itens of War Equipment should be carried to enable the unit to function inmediately on arrival at destination:

(a) with native carriers(b) without native carriers.

#### MOVEMENT. (Continued).

Important also is to consider means of carrying tools etc. with minimum fatigue to the soldier, by improvised slings or harness.

During such noves units must become accuston to living hard on short rations, as these must also be carried.

#### FD PK COYS.

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As far as is possible, both division and Corps fd pk coys should receive similar training to fd coys; the former are frequently called upon to perform a fd coy's function.

#### 10. ENGR INTELL SUMMARIES.

Full use should be made of the consdierable amount of technical information on NEW GUINEA which has appeared in LHQ and First Aust Army Engr Int . Summaries.

#### SUBMISSION OF SYLLABUSES.

It is requested that CSRE advise CE direct of dates on which any special demonstrations or major exercises are to be carried out. Reference: 2 Aust Corps RO 60 of 12 March 43. Divisions will submit with the bi-monthly training programmes detailed engineer syllabuses for the period concerned.

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CE Branch, HQ 2 Aust Corps.

#### CE 2 AUST CORPS

#### ENGINEER INTALLIGENCE SURTARY 12

Date: 1 Hay 43.

#### PART I

1. Construction of Stage I of ATHERICN TABLELANDS Project is virtually complete. Units of RAE 2 Aust Corps and attached units will occupy ARD at WONGABEL to obviate construction of additional camps at the present time.

16 Aust Fd Coy has reverted to cond 11 Aust Inf Bde.

3. Brig R.J.H. RISSON, DSC, OBE has assumed duty as Chief Engineer, 2 Aust Corps.

4. Haj R.H. LITTLE, SCRE, returned from visit to N.G. as observer on 16 Apr. His report on the tour is att at Appdx 'A'.

#### PART II

#### ROADS.

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5. The Main Roads Commission has in hand the resheeting, with gravel, of EVELYN HIGHNAY between the GILLIES HIGHNAY and CHILVERTON and of the HAVENSHOE-HERBERTON rd between EVELYN HIGHNAY and WONDECLA. Basalt screenings are being crushed and stock piled preparatory to sealing both rds with bituminous emulsion.

An extensive programme of rd works is under consideration.

7. It is expected that the decking of the new br over PETERSONS CREEK at KULARA will be laid by 3 May, whereupon traffic will be diverted over the new structure. The old br is now in a most dilapideted condition.

8. Detachment of 2/23 Aust Corps Fd Pk Coy is constructing the approaches to the new brover FETERSONS CREEK referred to in para 7, and is proceeding with the gravelling of rd YUNGABURRA-KULARA-BARRINS. Further gravel rd construction to be undertaken by Army pers includes rds KULARA-KAIRI and BARRINE-GILLIES HIGHWAY (near TOP TOLL GATE).

9. TRG.

Trg instruction for Corps and Div Engrs has been prepared and will be issued at an early date.

Brig. CE 2 Just Corps.

DISTRIBUTION CE First Aust Army CRE 2 Just Corps Tps CRE 6 Aust Div CRE 7 Aust Div CRE 9 Aust Div

8 8 Aust CRE (Norks) for infm 11 17 11 P 9-10 File · 11-12 ţ‡ Sar Diery

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# APPENDIX A

#### <u>secret</u>

CE Branch 2 AUST CORPS.

#### NOTES ON MET GUINEA OBSERVER TOUR

<u>31 Mar - 15 Apr 43</u>

1. OBSERVER PARTY

26-29 Har

31 Mar-6 Apr

30 Lar

7-9 Apr

11-13 Apr

10 Apr

14 Apr

Col HERFORD Maj EURCHISON Maj LUNN Maj LITTLE

1 Aust Div 26 Aust Inf Bn C.I. Jungle Trg Centre SORE 2 Aust Corps.

2. ITINERARY

- BRISBANE (visited A.C.T.B. and Jungle Warfare School CANUNGRA, CTS TUORBUL PT, First Aust Army Wpn Trg School REDBANK). - TOWNSVILLE (visited L of C and Yorkforce.)
  - MORESBY Area.
    - HILNE BAY Area.
    - Trip MILNE BAY to ORO BAY by sea.
    - DOBODURA-RITNA-SANANANDA Area.
    - LORREDY Area.

- Returned HQ 2 Aust Corps.

15-16 Apr 3. ENCR WKS.

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(1) Air Strips. Surfaces vary with locality, either natural formation, gravel, bitumen scaled, or metal mesh. Natural formation is suitable only during

dry weather and with continued maintenance.

Gravel on natural formation has most of the disadvantages of the formation itself, the black soil swallowing successive applications of gravel aggregating 4 feet in depth, before any semblance of stability is reached. Heavy maintenance required. Bitumen sealed surfaces are standing up well to heavy bombers and transports, being impervious to water permitting the subsoil to remain dry.

Marsden mesh is a pressed sheet metal mesh and is proving very satisfactory when laid on well graded gravel, in perticular for taxi-strips and blast bays, and is also being used on fighter strips and temporary landing strips for heavy planes. Not successful when lak on natural black soil formation.

(11) <u>Roads</u>. PORT MORESEY and MILNE BAY areas possess abund-ant supply of good decomposed granite gravel, being used to good effect in both localities. MORESEY in particular now possesses good network of all weather gravel and bitumen rds to approx 8 miles back from coast, especially in neighbourhood of air strips, where rds are used for aircraft taxi-ing from blast bays to strips. At MORESBY also, a basalt quarry is being

operated by 2/1 Aust Pnr Bn with 3 crushing plants turning out at

full capacity some 500 yds per day. At MILNE BAY, principal current rd project is a 3 mile class Bi rd through heavy jungle country to open up new bde area and site for div con depot. This ra rises 1300 ft in first 2 miles and 1s designed for ruling gradient of i in 8. An excellent example of jungle rd location, the rd is being constructed by 2/1 Aust Par Ba with native labour under CRE 5 Aust Div, and is due for completion at end of May 43.

Rds in DOBODURA area are being rapidly improved and the main centres, ORO BAY, DOBODURA, BUNA, FOPONDETTA, SOPUTA, SANANANDA, are now for the most part linked up by all weather rds class A1 (A2) with the exception of rd DOEODURA-SOPUTA which is earth filled corduroy and class B1 (B2). In this latter rd passing pieces are provided at approx 300 yd intervals, Short sections of above links still under constn are impassable to other than Jeep traffic in wet weather, but work on these sections is progressing

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rapidly during the present dry spell. This applies particularly to the important rd ORO BAY-DOBODURA on which there still exists some five miles of very rough light corduroy.

(111) <u>Wherves and Jetties</u>. Wharf constn is practically continuous at MORESEY, <u>WILNE BAY</u> and GRO BAY, due to extensions of existing installations, and repair of those damaged by bombing. Temporary constn at TATANA, <u>MORESEY</u> consists of two pontoon bridges, some 200 feet apart, spanning from shore to a floating wharf 200' x 40' formed from 50' x 40' decked pontoons, restrained by isolated nests of piles.

Similar scheme is used at ORO BAY, except that access to the floating wharf is provided by two earth causeways revetted with coconut palm logs restrained by driven piles. In PhRT MORESEY and MILNE BAY wharves are

for the most part pile driven, including the oil tanker wharf at MORESBY, connected to shore by an 800 yd single pile jetty. The majority of the wharf constn has been

performed by Aust Engra, but portion is now being taken over by U.S. troops.

(iv) Bridges. The principal factors effecting bridge design in NEW GUINEA are:

Rivers usually fast flowing.

Rivers may rise up to 20 feet in a matter of several hours. River beds are usually pebbly sand and very shifting causing varying depths from time to time at any given spot.

These considerations indicate that when possible the best solution is the clear span, either truss or suspension.

For wide gaps, the answer is piled pier constn. several timbers suitable for piles growing on the island, these being discussed more freely under heading TIMBERS.

Floating bridges are frequently excluded due to swiftness of current and transport difficulties, but can be used where the stream velocity is low on the flatter regions near the coast.

The treatle or crib pier bridge is normally only suitable as a temporary expedient, and must be securely enchored to hold-fasts, upstream, and replaced by piled constn as soon as practicable.

Several clear span bridges up to 140' span improvised by Aust Engrs were inspected, and prove beyond doubt that, with local materials and a supply of 8 to 12 gauge wire and when

with local materials and a supply of o to 12 gauge wire and when possible spikes, a temporary clear span crossing up to class 9 and 150' span can be improvised rapidly by a section of sappers. Details of these bridges have appeared in Engr Intelligence Summaries. An interesting feature of these bridges was to note the effect of 6 months weathering on the timbers. Fungus had already a firm hold, the outer rings of all logs were beginning to rot, and white ants were attacking those in contact with the ground. It would appear, and is the opinion of those with experience of the island, that the life of unselected and untreated timbers in structures would that the life of unselected and untreated timbers in structures would not exceed 12 months.

(v) Field Works. These are principally in coastal areas and on low-lying ground, with ground water level from NIL to 4' below natural surface level, necessitating breastwork constn and revetment

below ground level.

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The practically universal method of constn is coconut palm log walls and revetment, with earth bank outside, with natural growth as camouflage.

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This applies to emplacements for Hy AA, Lt AA, 25 pdr, anti-tank guns, MMGs and IMGs. With exception of AA guns, all explacements are provided with overhead cover, of coconut logs with earth bed for plant growth.

(vi) <u>Hime Fields</u>. Several fields have been laid in the MILNE BAY Area, using GS Mk II and Mk V mines. The majority being laid in wet swampy ground, fortnightly tests are carried out by removing two mines and testing by detonation. No failures have yet been recorded, but the GS Mk II shows signs of corrosion after 14 days immersion.

Recording of fields is done by the Middle East Templet System. The density varies from 1 to 2 mines per yd of field frontage, with 15 ft between rows.

(vii) <u>Accommodation</u>. The most economical and effective type of building for offices, messes, and stores, is the native hut, with steep thatched roof and half height walls. Only materials necessary are round poles for frame, kunai grass or sage palm for thatching roof and sides, and vines or split cane for lashing. The life of this building is estimated at two years.

(viii) <u>Bulk Oil Installation</u>. This is being established at PORT MORESEY as bulk storage from tankers and drum filling point. The present aim is six 500,000 gall tanks, well dispersed, and interconnected by pipeline. Construction is weld in situ and is entirely sapper labour under tech supervision of oil company representative.

At the present time 2 tanks are complete and filled, and remainder estimated to reach completion at the rate of one every three weeks.

A half mile jetty carrying a foot-walk and the rising main, was constructed to reach water sufficiently deep to take tankers.

The Drum Filling Point is complete and in operation. Almost the entire storage will be devoted to high octane fuel for fircraft.

## 4. TIMBERS.

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Native timbers suitable for structural and general building work are plentiful on various areas of the island, though difficult of access. Listed below are the more common varieties, samples of which are held at CE Branch 2 Aust Corps Timbers are listed in decreasing order of density.

Kasikasi	- Use principally for piles - good life in water as insects will NOT attack.
KIWINI	
GAROGARO	- General structural and building,
HATTAU	11 tr 11
<u>a laga</u>	
MADAWE	
MADAO	<ul> <li>Internal building work and furniture.</li> </ul>
TAMONAU	
LAGUNA	
PUTO	- Very light softwood, used for medical splints - stretchers and carrying boxes for use in jungle.
ILIHO	- As for PUTO.

It is to be noted that the names listed are those by which the timbers are known in MILNE BAY area, and are NOT, except in certain cases, universally used throughout the island.

5. AIR TRANSPORT.

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At the present time, all troops and maintenance supplies for WAU-EULOLO area, and a considerable proportion of those for DOBODURA-BUNA area, are carried by air transport, principally Douglas DC2s and DC3s.

The standard pay loading for a plane is as follows:

<u>LOAD</u> Personnel	QUANTITY	TIME FOR LOADING
	QUANTITY 20 (fully equipped	) 5 mins
Supplies	5000 lbs	20 mins

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With the above loading:

Max total fud carry for any one day

With normal weather each plane does 2 trips PORT MORESBY-WAU and back daily. This limit is imposed by weather conditions, as the planes must pass through TEMPLETONS CROSSING Gap en route, and cannot do so when clouds are heavy and low-hanging.

cannot do so when clouds are heavy and low-hanging. Attached as appendix A is a typical example of a deily carry for 27 planes each making 2 flights.

Attached as appendix B is the standard composition of a plane load of European Rations, totalling 5000 lbs. It will be noted that this is the scale in use for "landing".

It will be noted that this is the scale in use for "landing" by air tpt. For "dropping" all wet commodities are omitted as their recovery ratio has proved too low to warrant their inclusion. With this modification, and experienced droppers, the percentage recovery during operations demanding this system of supply reached as high as 90%.

For dropping, ammunition is wrapped in blankets, and rations "triple\_bagged," the theory of the latter being that the inside bag will usually burst on impact, especially in the case of sugar, flour, etc, the outside bag may be torn by branches of trees, the intermediate bag then retaining the commodity.

Engr stores capable of being dropped are treated in similar fashion, small tools, hardware etc being bagged or wrapped in blankets, larger tools such as picks, shovels, axes, being simply tied in bundles, axes with the handles fitted, picks and shovels with helves separate but in the same bundle.

# 6. NATIVE LABOUR.

The natives, under ANGAU organisation, have proved excellent workers when properly handled and under good native "boss boys", and if left to complete a job once started. The native does NOT understand being switched from a job before completion and appears to resent it, affecting his work on the new job. As a carrier, he lifts a heavy load and shows great stammina.

Careful selection of native labour is necessary when embarking on a new project, to ensure as far as practicable that the boys are NOT working in their own tribal area, but come from a similar climate. Considerable trouble through sickness has been experienced, resulting in desertions, through the necessity at times to send coastal natives to work at high altitudes in the interior, as they are apparently slow to acclimatise.

They have been found to be honest, amenable to discipline when controlled firmly but NOT brutally, and to possess an unshakeable sense of loyalty to a master who has fostered their respect.

It will be appreciated that the above remarks are a generalisation and will NOT be applicable to one and all of the innumerable tribes represented, all of which have their own peculiarities and characteristics.

# 7. ANTI MALARIAL MEASURES.

Continuous work is in progress in camps and occupied areas to control the incidence of malaria. Damp and rotting undergrowth is being cleared, dried and burned allowing the sun to penetrate to the ground surface. Swamps and low-lying country are drained by ditches to natural creeks which will provide a run off for surface water, and lower the level of ground water. The preventative treatment and

clothing regulations are carefully policed and enforced. An example of the result of these efforts is afforded in comparison of the figures for MILNE BAY area for the present time, with those during operations when it was NOT possible to take all the desired preventative measures. Over the last 6 months, malaria cases have dropped from 75 per 1000 to 6 per 1000, of whom two thirds are recurring cases, and one third new patients.

#### 8. PACK TRANSPORT

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This form of tpt, using both horses and mules, is giving good service in supplying the manning battle stations inaccessible to LT, patrols and signal maintenance parties on the OMEN STANLEY trail, isolated engr rd works, and in the maintenance of bns which in the course of trg are crossing the OMEN STANLEYS.

Loads carried vary from 100 to 250 lbs per animal depending on type of country traversed.

#### 9. JAPANESE FIELD WORKS.

The majority of these have now been demolished and replaced by our own works, but in the SANANANDA area they are still untouched and were inspected. The impression gained was that the JAP did NOT rely to any extent on constructed weapon emplecements, but used small mounds, logs, bushes etc for cover, and occupied the more elaborate dug-outs purely as "funk-holes", as in these latter practically no weapon slits were in evidence.

These hide-outs were stoutly built of 44 gal drums and/or coconut palm logs, partly dug in, and partly breastwork, with earth covering and excellent natural camouflage. No provision was made however for visibility or ventilation other than through small doorways, and the state of filth and squalor in which they evidently spent their last days was appalling.

There was NO evidence, visual or verbal, of the existence of goncrete field works in the BUNA-SANANANDA areas, as reported in the press.

# 10. JAP LANDING BARGES.

Of the ten or so landing barges captured or destroyed after the JAPANESE landing at HILNE BAY, two have been placed in commission, and others are undergoing repair.

Under a preliminary test, carrying 2/15-cwt FWDs, 16 personnel and approx 1-ton of stores, the barge performed well with ample freeboard, at estimated 10 knots.

Barges are self propelled, single screw, armoured bridge, and all steel construction, apart from timber buffers completely encircling the craft.

The hull is bost shaped with pointed curving bow, necessitating a draft of some 3 feet at bow end when discharging over the cable operated ramp.

11. <u>TOPOGRAPHICAL</u>. In the above observations, no reference is made to the topography of the various areas as this subject is amply covered in Intelligence Summaries and else-where.

# 12. <u>CONCLUSION</u>

It is desired to acknowledge the courtesy and consideration proffered by NGF, who rendered every assistance to make the visit interesting and instructive, including the provision of a conducting officer in the person of G III (Trg) for the duration of the tour.

(R.H. Little) Maj. SORE 2 AUST CORPS.

	<u>outli</u> Time of	INE PLAN - AIR	PRO FORMA QH	
	DEPARTURE	DESTINATION	LOADINGS	
1	0700	77AU	2 planes misc pers & stores Nos 1 & 2. 1 plane ann Morter 3 inch HE. 1 plane POL MT (less 500 lbs Air Force Cargo).	
		BULOLO	2 planes Aust rations. 1 plane 1 Compressor with tools and oper- ators (No.35) for one sec 2/14 A Fd Coy.	
•		DROP AT Skindiwai No.2	2 planes (53 tents @ 130 lbs 6890 lb (Aust Rations 3110 4 10000 4	
2	0730	WAU	2 planes Misc pers and stores No 3 & 4 1 plane Aust Rations 2 planes (Det 13 Fd Bakery-9pers 2250 lb (Equipment for bakery 1084 " (One week's Sups (from ( Air Tpt Sup Pl) 5185 " (4 pers A sec Supply ( Depot Coy Pl 15 Bde 1000 " (Rice 481 " 10000 "	
•••			1 plane 20 pers rear details 2/16 Fd Coy	
	•	BULOIO	1 plane Aust Rations 2 planes Native Rations	
3	1000	WAU	2 planes HQ RAE 3 Div 20 pers 5000 1b Unit eqpt 10000	
•.• •			1 plane Unit capt 2/8 Fd Coy 3 planes Reinfts ex (2/5 Bn 49 Reception Camp (2/7Bn 11	
•		BULOLO	2 planes 40 pers one sec 2/14 A Fd Coy 1 plane Unit eqpt, 2/14 A Fd Coy	
94	1030	WAU	2 planes 40 reinfts 2/7 Inf Bn sx Recph Camp	
			1 plane ARMCO piping for 2/16 / Fd Coy 3 planes Det Sigr 3 Aust Div 20 pers 5000 1 6ig stores10000 1 15000	
		EUIOLO	2 planes Reinfts ex (2/6 Ba 35 Reception Camp (2/7 Ba 5 1 plane 20 pers 2/14 A Fd Coy	
5	1300	WAU	5 planes Aust rations 1 plane Native rations	
		BULOIO	2 planes native rations 1 plane Aust rations	
6	1300	yau	5 planes Aust rations 1 plane native rations	
		BULOLO	3 planes Aust rations	
			·	
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▲		APPENDIX B		
SPECIMAN	•		88 EUROPBAN RATIO	NS
		ON	<b>*</b>	
Gaussa 141		RCBS RATION SC		
Commodity.	<u>Ent</u> .	Net.Pack.	Total Net.	Total Gross
Tea Coffee	21 lbs 14 "	1 x 25 · 1 x 16	25 lbs 16 "	29 168 20 4
Flour	136 *	5 x 30	150 "	180 "
Rice	34 n 68 n	<b>1 x</b> 56	56 n 50 n 56 n 96 n 225 n	57 u 54 n 64 u
W/Meel Salt	34 "	1 x 50 1 x 56	50 " 56 "	54 T 64 T
Butter	119 "		96 "	144 "
Fruit Ind.	204 "	2 x 48 5 x 45	225 <sup>n</sup> 144 n	310 ª
Sausages Bacon	117 # 58 n	3 x 48 1 x 48	<b>144</b> 8 48 8	222 n 74 n
Cheese	58 n 58 n	1 x 54	54 ¤	· 28 ·
P.Meat	155 🖷	5 x 36	180 "	260 #
Camp Pie/M.B.Lo: Meat Dhyd	af 233 N 78 N	6 x 36 3 x 28	216 <b>*</b> 84 *	324 <del>"</del> 108 "
M.&.V. Ration	155 "	<u>3</u> x 48	144 "	219 "
Hilk CUS,	155 n 170 #	5 x 36	180 "	250 <b>"</b>
Sugar	221 <sup>n</sup>	3 x 70	210 <sup>H</sup> 162 H	213 m 225 m
Jam/G.Syrup/M'do Vegs.Ind.	e 136 " 187 "	3 x 54 4 x 45	162 " 180 "	225 ¤ 252 ¤
Beans Cnnd.	272 <sup>rr</sup>	8 x 36	288 *	440 <sup>n</sup>
Peas/Lentils	136 #	2 x 70	140 " 34 "	172 " 50 "
Onions Dhyd. Pots.Dhyd.	34 * 136 #	2 x 17 9 x 16	144 "	207 1
Egg Drd.	17 "	1 x 32	32 7	52 *
Biscuits	612 " 34 #	22 x 28	616 n 48 n	704 " 72 1
Dripping Peas Blue	136 #	1 x 48 1 x 150	40 " 150 "	153 #
Hem	34 * 136 * 17 * 612 * 34 * 136 * 117 *	1 2 50	34 " 144 " 32 " 616 " 48 " 150 " 50 " 4 " )	50 " 207 " 52 " 704 " 72 " 153 " 100 "
Baking Pwdr.	4 n	4 x 1	4 11 )	
Curry Padr. Hustard	2 # 1 #	2 x 1 1 x 1	2 " ) 1 " )	
Pepper	i "	iri	i * \$	16 "
		TOTAL GROSS W	EIGHT	5049 1bs
- NOTE :				
	.Meat @ 22/	7 ozs. )		
C	.Pie	<pre></pre>		
1	or 1.B.Loaf 33/	7 11 5		
L. L	leat Dhyd.1 1/	7 <sup>n</sup> )		
	I.&.V. 2 2/	'7 " )		
1	egs.Ind. 2 6/	7 "		
	rom P.Keat an	d Vegs.Tnd. an	7 ozs have been de d replaced by 2 2	
2	L&.V. Ration.			

Wet commodities omitted from Dropping Scale.



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### HQ 2 AUST CORPS INTELLIGENCE REPORT 18

GSI

Compiled from information received from 28 Apr to 1200 hrs 3 Hay 43

- 1. Information herein is for circulation down to Lt-Cols Comd.
- 2. A receipt is not required, but copy holders should note serial numbers and bring under notice non-receipt of any issue. These reports will not be issued regularly.

All dates and times are Eastern Australian Standard Time.

## PART 1 : OPERATIONS

## For index to place names see PART 3 (b) TOPOGRAPHICAL

### (a) NE AUSTRALIA:

1 Mar Grang

Operations by energy submarines off the coast have been continued,

On 27 Apr there was a sighting sixty-eight miles East by South of NEWCASTLE, and an Allied vessel was torpedoed close to this position some hours later,

On 29 Apr an Allied vessel was sunk in a position approximately 185 miles MME SYDNEY.

There were other sightings on 1 and 2 liay at various points and two depth charges were dropped by a Catalina on a submarine approximately 195 miles East of BRISDAME with unknown results.

There have also been reports of possible energy aircraft on reconnaissance over THURSDAY ISLAND on 24 Apr and over GALBRAITH in QUEINSLAND on 30 Apr. submarines

It is suggested that there are three or four/operating off the East coast of AUSTRALIA.

### (b) NEW GUINEA:

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<u>HOROBE</u>. On 27 Apr one encay aircraft dropped four bombs in the Harbour without causing any damage or casualties. It is probable that this was primarily a reconnaissance flight,

<u>MUBO</u>. Our patrols have been active in this area, and on 25 Apr found an unoccupied enemy resition on the SW slope of OBSERVATION HILL. Attacks against enemy positions on GPRENS HILL failed to dislodge the enemy and our troops withdrew to permit of artillery and air support being employed. The enemy at this point was reported to be about fifty strong with two MMGs and seven LNGs, and during our withdrawal from the Hill, attempted to cut off one platoon but failed.

Our OP at LABABIA was overrun by the enemy on 25 Apr but was re-established the next day.

Two waves of A20's bombed and strafed ground installations on GREINS HILL and dropped leaflets on 26 Apr. This was followed by further severe bombing and strafing the next day. Nevertheless, when our patrols moved forward Cn 28 Apr they were forced back by strong opposition and the enemy were later reported to be consolidating their position.

On 27 Apr our patrols encountered a strong enemy position dug in half a mile SW by South of KOHIATUH and attacked,

tion dug in half a mile SW by South of KONIATUN and attacked, killing eight enemy. They remained in contact during the next day, but on 29 Apr withdrew to a holding position three quarters of a mile West by South of KOMIATUN,

On 30 Apr twenty-five, and on 1 May forty-four strafing runs were made and bombs dropped on the enemy at GREENS HILL, all bombs fell in the target area,

## PART 1 (b) Contd.

<u>IAE-SALAMAUA:</u> There has been no indication of any relief of the acute enemy supply shortage in this area. It may be of interest that little attempt if any is being made to develop land communications with MADANG. This may indicate an intention to leave the garrisons at LAE and SALAMAUA to fight it out behind a perimeter of strong entrenchments which are being prepared particularly around the aerodromes and at LAE, JACOBSENS PLANTATION and along the foreshore. A plan of this kind would conform with past experience of enemy methods. A report that the bridge spanning the BUTIBUM River between LAE and MALAHANG has been removed is a further indication of the intention to leave natural obstacles. This policy may have been dictated as much by the success of our patrols and the threat which their deep penetration represents as by the difficulties of the terrain over which a supply route could be developed.

Defence construction is being hindered and the supply shortage is being accentuated by allied air attacks which besides strafing have done severe damage in the building area and have prevented the use of the aerodromes.

FINSCHHAFEN: Effective allied air attacks have been maintained at this point and although only by single aircraft, fires and explosions have resulted from strafing and bombing runs on 25, 27, 28 and 29 Apr.

SAIDOR: Enemy movement has mainly been directed against the activities of our petrols which it is evidently hoped to drive from the area. The aerodrome is reported serviceable but no activity is apparent in the visinity of the landing ground.

On 28 Apr one B17 bombed WILWILAN village and strafed the coast from the NANKINA River to MUR. On 29 Apr one B24 bombed SINGOR and GUABI village destroying several huts. This was followed on 1 May by bombing of REISS POINT where a possible landing strip has been located.

MADANG: On 27 Apr there was a report that bridges over the river at SARANG Harbour were washed out or destroyed. One B24 bombed MADANG town area on 29 Apr destroying houses

and starting fires.

NUETA: In Report 16 mention was made of the development of the landing strip and the possibility that there were enemy aircraft in the locality. Development has been rapidly continued. Construction of blast bays for both fighters and bombers continues and although the runway still appears rough it has been used by fighter aircraft. There are recent reports of barges in HANSA BAY and possible M T in the village. Strong grouni and A A defences have been installed.

<u>WEWAK</u>:Sightings during the period under review indicate that development and extensions of ground installations and communications are being pushed ahead. The extent of troop reinforcement is not known but shipping traffic has been heavy and a considerable number of fighters and some bombers have been photographed on the aerodrome.

Progress has been made with the development of the DAGUA airfield. Two runways have been cleared, 7,000 and 4,700 feet long respectively, and these are nearly serviceable. Thirteen aircraft revetments have been built and twelve dispersal points cleared.

## (c) BISMARCK ARCHIPELAGO:

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Sightings point to increased shipping tonnage using RABAUL. On 1 May the following ships were in the harbour:-

l light cruiser	2 submarine chasers
1 destroyer	2 destroyer tenders
5 submarines	I submarine tender
1 hospital ship	l converted S/P carrier
28 merchant vessels	including probable tanker (totalling
142,000 tons)	
- 2	/Oontd.

## PART 1 (c) Contd:

There has been a very appreciable reduction in enemy air strength in the BISMARCKS as indicated in Part 2 of this Report. The explanation may be that the enemy has moved carrier-borne aircraft which were lend-based back to their mother craft or possibly to the island bases further North for repair and re-organisation. Whatever has been done, there can be no doubt that the enemy has available the means and the material for disposing his air strength at very short notice to strike at our bases, or to provide air cover to protect his heavily taxed shipping lanes. The reduction in strength cannot be taken as an indication of any change in the enemy's intention to continue concentrated attacks.

-3-

Allied air operations have been light but regular and spread over a wide front. UBILI was strafed by one B17 on 26 Apr. GASMATA was bombed and strafed by single units on 26, 27 and 30 Apr. Oil drums on the Western side of the WILLAUMEZ Peninsula were strafed by one B17 on 27 Apr. One B17 strafed ARAWE on 26 Apr. CAPE GLOUCESTER was bombed and strafed by single allied units on 24, 27, 30 Apr and 1 May.

#### (d) SOLOMON ISLANDS:

BOUGAINVILLE: Only comparatively minor shipping activity has been reported in this area recently. On 27 Apr twelve B24s bombed KAHILI and started fires at BALLAIE. Later five E17s made a further bombing attack on KAHILI with unreported results. On 29 Apr six B24s bombed KIEFA causing large fires.

<u>NEW GEORGIA</u>. It has been suggested that an energy convoy of supply ships probably reached VILA and MUHDA early in Apr under cover of diversionary air attacks which were carried out against our shipping and the airfield in GUADALCANAL. There has been no mention of any exceptional shipping traffic in this area recently.

On 27 Apr twolve B24s bombed VILA starting fires and on 29 Apr heavy air raids were made against MUNDA. On 2 Hay eighteen bombers escorted by thirty-two fighters bombed and strafed the bivouac area at VILA.

It is reported that on 26 Apr the energy dropped five bombs on PENJURI and strafed the village. There were no casualties but a house was destroyed.

YSABEL ISLAND. On 29 Apr allied aircraft made a heavy bombing and strafing run over GATERE on the SW coast destroying a pier and silencing an anti-aircraft position.

## (e) N.E.I. Arca:

DUTCH NEW GUINEA. There has been no unusual shipping movement reported during the last few days and operations have been confined to comparatively light siz attacks. On 27 Apr one B24 bombed NIBIRE in GEELVINK Bay, On 28 Apr a small merchant vessel was hit by B24s off KAIMAMA, On 1 Hay one Hudson bombed TIHOEKA and two B24s scored a hit on a 4/5000ton vessel near MANOKWARI, which was last sighted settling down by the stern.

AROE ISLANDS. On 26 Apr one Beaufighter strafed REEI village and on the two succeeding days several attacks were made against two enemy vessels apparently proceeding to DOBO. One 4000-ton vessel received a direct hit causing explosions, and a smaller vessel was fired.

KAI ISLANDS. On 29 Apr huts were set on fire at KOLSEER village as a result of strafing and on 1 May bombs were dropped by one Hudson amongst buildings at LANGGOER. Some barges were strafed four miles NW of TOEAL. AMBOINA. On 28 Apr six B24s bended the sceplane anchorage at

AMBOINA. On 28 Apr six B24s bombed the sceplane anchorage at HALONG and caused large explosions and fires in the barracks block and in hangars, Two of twelve or fifteen intercepting fighters wore probably destroyed, PART 1 (e) Contd

## SECRET

TIMOR. On 26 Apr three B25s bombed and strafed a small village six miles SW of CAPE SEVIVARA.

Four B25s bombed KOEPANG on 28 Apr and started fires. Extensive new dispersal loops are under construction SE of PENFOEI aerodrome.

(Commentary from information contained in Landops E:vsits 270-275, AMF Weekly Int Review 38, FAA Int Sum 51, AAF Int Sum 97 & 96 and COIC TOWNSVILLE).

## PART 2 : ENEMY

## (a) ORDER OF BATTLE:

Air: Estimated enemy land-based air strength as at 27 Apr 43.

AREAS	¥	м/в	S/EB	F/B	F/P	Sundry	Total	16 Apr
New Britain New Ireland New Guinea Solomons Timor Ambon	74 26 50 55 14 23	65 12 6 18 18 18 8	16	6 7 3	18 4 30 11	19 4 4	195 42 61 114 44 46	283 105 66 110 38 48
Aroe Is. ) Dutch NG.)	17	U			4	-	2].	22
Calebes	54	48			12	18	132	141
	er e	175	16	18	88	45	655	813

(Allied Air Forces Int Sur. 98)

(b) Organisation: Attached as Appx "A" is Japanese Unsanisation

## (c) Equipment:

(i) Attached as Appx "B" is Final List of Japanese Aircraft Operational in SWPA.

(ii) Japanese "Sca Trucks" It is understood that the Japanese have a number of small ships referred to as ULI TORAKKU (sea truck), some of which may now be used as tankers. These ships were designed for use as express freighters to haud express sea traffic along the coast of Japan.

The ships have a Diesel engine, and usually the bridge structure and a single funnel, aft; and when used as a cargo vessel (but probably not when used as a tanker), there is a stub mast forward. This type of vessel is probably capable of making up to 15 knets.

Since a single funnel is found aft, these ships in general resemble the larger type of tanker and, as indicated above, a number (although not at all) have probably been converted.

There is definite evidence that the "Kenbu Maru" which was engaged in the LAE Convoy (March 2-4) and was sunk on March 2 was "UMI TORAKKU No 1".

(Allied Air Forces Int Sum 86)

- 4 -

Japanese Patrol Boats (KUSENTAI) According to a recently interrogated FW, these boats are about 6( feet long and have a maximum speed of 26-30 knots. Armament consists of two guns of unknown calibre, and depth charges. No torpedo tubes are carried. Submarine detecting equipment is said to be installed.

(AMF Int Review 38)

/Contd.

## SECRET

## JAPANESE SUBMARINE BORNE LANDING DARGES

Evidence is now available to support the theory that landing barges are carried by Japanese "I" class submarines.

(5)

Australian Station Intelligence Summary of 14 Apr 43, reporting an action between two corvettes and a Japanese submarine of this class, states that landing barges were observed secured to the deck just aft of the conning tower. Subsequently on the submarine being rammed by the corvette, troops wearing full pack equipment were seen to jump overboard.

### JAPANESE MILITARY LANDING CR. FT.

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The following details of Japanese MLCs have been extracted from several captured documents. Although reliability of this information cann., be stated, comparison of the individual documents indicates that in all probability it is basically correct.

(1) SHALL MLC -

	Length Beam Depth Draught Engine Speed Crew Carrying) Capacity)	••••••	10.14 metres (33 ft 3 in) 2.6 metres (8 ft 6 in) 1.7 metres (5 ft 7 in) 7/.8 metres (2 ft 4in/2 ft 7 in) 60 horse power 8 knots 5 men 3 tons or 40 men fully equipped.
(ii)	LARGE MLC	-	
	Length Beam Depth Draught Engine Speed Crey Carrying) Capacity)		14.84 metres (48 ft 8 in) 5.62 metres (11 ft 11 in) 2.22 metres (7 ft 4 in) 1.2 metres (4 ft) Diesel, 80 horse power 8.2 knots 7 men 11 tons or (a) 70 men fully equipped (b) 10 horses (c) 1 tank
(111)	SPECIAL L	RG	LLC -
	Length Beam Depth Engine Carrying)	: :	<pre>16.2 metres (53 ft 2 in) 5.08 metres (10 ft 8 in) .816 metres (2 ft 8 in) 2 diesels of 80 horse power cach Generally used to carry tanks,</pre>

Capacity) heavy guns and other heavy equipment.

While these documents made no reference to the protective armour of these barges, an interesting method of what is probably auxiliary protection, is reported by an interrogated PW who was landed at BASABUA from a MLC manned by 7 men. This craft carried a quantity of armour plates measuring approximately  $15^{\circ}$  x  $24^{\circ}$ , which could, in the event of an attack, be slung over the side and hooked onto the gun-Whales. Plates were about  $\frac{5^{\circ}}{6^{\circ}}$  in thickness. Similar plates were mounted in the beam and arranged around the engine  $\therefore$  and helmsman's housing. It was observed later that the plates

were penetrated easily by .5 in fire. (AMF Int Review 38) 



#### PART 3 : TOPOGRAPHICAL

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(a) Attached as Appx "C" Schedule of Enemy Scaplane Anchorages in the SPA and SWPA as at 30 Apr 43 and list of Amendments to Schedule of Main Enemy Acrodromes (See HQ 2 Aust Corps Report 17)

(b) Index to further place names appearing in Part 1 of this Report.

	1
BALLALE (BALLALEI), SOLOMONS	1550531E 605915
BATATA IS, SOLOMONS	155 JOIN 6 5915
BUTIBUM River, NG	146°59'E 6°4118
BRISBANE, Q'LD.	153 03:5 27 291 g
DAGUA, NG	143°20'E 3°25'S
GALBRAITH, Q'LD	141037'E 18 26'S
GATERE, YSABEL IS.	143 <sup>0</sup> 23 <sup>1</sup> E 3 <sup>0</sup> 25 <sup>1</sup> 8 141 <sup>0</sup> 37 <sup>1</sup> E 18 <sup>0</sup> 26 <sup>1</sup> 8 159 <sup>0</sup> 05 <sup>1</sup> E 7 <sup>0</sup> 54 <sup>1</sup> 8
GATUKAI, IS. N. GEORGIA	
GEELVINK BAY, DNG	135 <sup>0</sup> 20'E 3 <sup>0</sup> 20'8
GUHBI, NG	146 <sup>2</sup> 27 <sup>1</sup> E 5 <sup>3</sup> 38 <sup>1</sup> 8
HALONG, AMBON.	128 12'E 30 39'S
HOLLAIDIA (Correction) HIG.	140 29 E 2033 8
KAHTTT, SOLOHONS	155~1517 69-014
KIEFA, SOLOMONS	155 38'E 6 12'S
KOEPANG, NEI	122 3517 1021019
LOUISIADE ARCHIPELAGO	153 001 E 11 001 S
MANOKWARI, DNG	
MUR, NG.	
NABIRE, DNG	135 30'E 3'22'S
NAKINA River, NG	135°30'E 3°22'S 146°29'E 5°37'J
NEWCASTLE, NSW	151° 44 E 32° 561 8
OBSERVATION HILL, NG	147 00'E 7º11's
PENJUKU, N GEORGIA	1580101E 804518
REBI, AROE IS. REISS POINT, 174 ROSSEL GP, LOUISIADE ARCHIPELAGO SARANG HR. NG SEVIVARA CAPE, PORTUGESE TIMOR SINCOP NG	134°07'E 6°23'S
REISS POINT, 13	147°02'E 5°53'S
ROSSEL GP, LOUISIADE ARCHIPELAGO	154010'E 11021'S
SARANG HR. NG	145 40' 3 4 46'8
SEVIVARA CAPE, PORTUGESE TIMOR	127 18'E 8 24'S
SINGOR, NG	149 17'E 5"36's
SYDNEY , NSW	151 11 E 530 But 9
TALASEA, NB.	150°03'E 5°17'S
THURSDAY IS.	142 131 E 100 351 8
WILLAULEZ PENINSULA, NB	150°00'E 5'16'S
WILWILAN, NG	146°31' = 5°39' S

und ogen 7 GS 2 Aust Corps.

# istribution as per Report 17.

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## Appendix "A" to HQ 2 Aust Corps Int Report 18.

## JAPANESE ORGANISATION

The following organisations have been obtained from PWs<sup>#</sup> statements.

## (a) <u>SAKIKAWA INDEPENDENT TRANSPORT COMPANY</u>



Each Section - 15 men 5 trucks

Men were armed with rifles and bayonets, with 30 rounds SAA and grenades. Officers and section NCOs carried pistols.

The trucks were of TOYODA manufacture, 6 wheeled with open bodies, carrying as accessories a shovel, a pick, a small axe, and a spare tyre. The PW considered them inferior to the NISSAN and FORD trucks, and in a short time all became unserviceable, mostly with broken axles.

The duty of this Independent Transport Company in NEW GUINEA . was to act as a Supply Column on the MT road between the coast and SAMBO, and during the fighting all but 3 or 4, who became PsW, were killed.

(b) A preliminary interrogation of two PsW of "AKATSUKI 2954" has revealed the following information.



NO 1 NO 2 NO 3 NO 4 PLATOON PLATOON PLATOON PLATOON

## OC ONISHI

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## OC Prob/Off OKU Kinjiro

OC TAKAYAMA

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Companies 1 to 13 have about 120 men each Companies 14 to 15 have above 110 men each The Regiment has about 2000 to 2500 men. The Training Company situated at OSAKA has about 400 men undergoing a three months searse.

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## PARACINTE BLITALICE

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Following the report that a large number of parachutes had been taken to LAE by the canvey which larged 51 Infantry Group on 6/7 Jan, it was thought that yaradinte troops might have landed at the same time. There has been 10 confirmation of this since that date.

There have been two separate reports from PW sources that there are paratroops at RABAUL. The information is summarised below.

According to the first report a Battalion of paratroops is located at RABAUL commanded by SHINIZU, who may be a Lt-Col. The strength of the Battalion is stated to be 500, divided into Companies of about 80 or 90 men.

These paratroops are stated to have uniforms of light-weight silk, flying helmsts of some rubberised material, and to be equipped with automatic weapons.

They are reported to have been in RABAUL at the end of Nov 42 and to have still been there at the end of Feb of this year.

A cloth patch said to be worn on the breast of the tunic of these troops is shown below.



#### (Exact copy of drawing by POW)

The other report states that some troops unloaded at RABAUL on 5 Feb were better equipped than usual. They did not carry rifles but all were equipped with knapsack type flamethrowers or light automatic weapons with telescopic sights. These were stated to be parachute troops such as had been used in MALAYA and SUMATRA. The number landed appeared to be more than an infantry battalion. They were sum helmets, short sleeved shirts. short trousers and rubber soled leather boots.

- 2 -(Ref AMF 38)

## REMAINDER JAPANESE AIRCRAFT SWPA

## Type 95 RF/P DAVE

DAVE is one of the older types of Japanese aircraft still engaged in active operations. It may be operated from catapults as well as from water bases,

DAVE is a biplane, equipped with a Kotobuki 9 cyl. radial engine rated at 600 h.p. at  $11,000^{\circ}$ . Both edges of the upper wing are swept back but the lower wing is straight. It is equipped with a single float and small wing tip floats. Armament consists of  $1 \ge 7.7$  mm. mg.; Vickers type, synchronised, and  $1 \ge 7.7$  mm. mg of the Lewis type, flexible.

DAVE is not impressive in any respect. It is not equipped with self-sealing tanks and is highly inflammable. Span is 36'2", the length 27:11",

## Type 1 M/B BETTY

BETTY is by far the most widely used M/B in this area. She has apparently replaced NELL where possible. BETTY is used extensively as a torpedo bomber, medium bomber and as a reconnaissance aircraft, Three distinct models of this aircraft are known to exist, as well as a transport version.

BETTY is a twin-engine, single tail, mid-wing monoplane of very clean design; powered by either Kasei Model 11 or Kasei Model 15, twin-row radial engines. BETTY has been described as very similar to the Martin Marauder or B-26 aircraft.

BETTY is armed with  $1 \ge 7.7$  mm mg located in a ball and socket mounting in the nose, one or  $2 \ge 7.7$  mm mgs located in a turret on top of the fuselage just behind the leading edge of the wing; one 7.7 mm mg is carried in each of the side blisters, and one flexible 20 mm cannon in the tail.

Sclf-sealing fuel tanks of crude design are carried in the mainplane both inboard and outboard of the engine nacelles. One small piece of armour is usually carried near the rear gunner's position and shatters quite effectively when struck by almost any type of ammunition, Span is 82:, length 64'.

### Type 97 4E F/B MAVIS

The 4E F/B MAVIE is a parasol type monoplane, which apparently is the workborse of the Japanese Navy and performs duties similar to those of our TETE - Cathlines. MAVIE is also used as a transport algoration. A smaller twin-engined aircraft, similar in all respects to MAVIE with the exceptions of size and number of engines, has been revealed by Japanese sources, but further information on this aircraft is lacking. The twin-engined F/B has been listed as Type 99 2E F/B CHERRY.

The armament of MAVIS consists of  $1 \ge 7.7$  mm mg located in the nose of the aircraft,  $2 \ge 7.7$  mm mgs lateral, 1 each blister,  $1 \ge 7.7$  mm mg dorsal, and  $1 \ge 20$  mm cannon in the tail turret. Span is 131' longth 82's

A 4-engined aircraft, similar in dimensions to MAVIS, has been photographed on two occasions, the only apparent difference was the shape of the mainplane which tappred evenly on the trailing edge and leading edges of the aircraft, the taper on the trailing edge being more pronounced.

(Allied Air Forces Mnt Summary 91)

## APPENDIX "C" to HQ 2 AUST CORPS INT REPORT 18

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## SCHEDULE OF EVERY SEAPLANE ANCHORAGES IN THE S.P.A. AND S.W.P.A. AS MIT 30 APR 43

Note: "X" indicates a base. In addition, most points of enemy occupation provide good anchorages for seaplanes.

BASE	Long	Lat	RELARKS
<u>NEN GUINEA</u> X BABO	133 <sup>0</sup> 25'E	2°32' S	Former Dutch base. Some of the facilities demolished by the Dutch have not been restored,
ETHA BAY	134°52'E	3°57'S	Recognised base used by Dutche
FARFAK	132°17'E	2°56*S	Former advanced base of NETREPLANDS Naval Air Service - four mooring buoys.
HUNBOLDT BAY	140°45'E	2°35'S	Seaplane anchorage before the war (HOLLANDIA BAY).
KAIRIRU IS.	1430321E	302015	Very little information of the extent of development,
<u>NEV BRITAIN</u> X RABAUL	152°13'E	4°14 <b>*</b> 5	Seaplene tenders frequently anchored SHEPSON HARBOUR, Looring and repair facilities SULPHUR CREEK near LAKUNAI AIRFIELD,
<u>NEW IRELAND</u> X KAVIENG	150°50'E	2034'8	Is being developed into a first class base.
<u>SOLOHONS</u> BUKA PASSAG	F.		
DOIN INCOM		5°25'S	Former RAAF Advanced Base. Very good anchorage.
X FAISI	155°54'E	7°05'S	Nooring place between FAISI and the shore of SHORTLAND Is. Constant use.
x rekata ba <b>y</b>	158°43'E	7°36'8	Persistently used as F/B base despite Allied attacks - open to weather in NW season.
N.E.I. HALOUG	128°10'E	304118	First cless F/B base 4 miles NW of AUBON. Excellent facilities rebuilt by Japanese after Dutch demolitions.
BIMA	118°43'E	8°27'S	Former Dutch Civil scaplane base with 4 mooring buoys.
DILLI	1239 <b>34'</b> B	8035'8	Harbour faces North and is open to sea except for coral reefs 800 yds off shore. Landings and take-offs only possible when wind from NW.

SECRET

	-					••		i a ta ango	· · · · · · · · · · · · · · · ·
	· BASE	Long				<b>.</b> .		•	REMARKS
	DOBO	134013'E	5°46' (	3				•	· .
X	KENDARI	122°36'E	3°57's	3	bood 15	seap fficu	lane lt fo	and fl r heev	ying boat alighting area. North-South take-off y aircraft owing to rising land.
X	KOEPANG	123035'E	1001018	3	Exce	llent	shel	tered	sezplane base between SEMAU Is and mainland.
	SAUNILARI	131 <sup>0</sup> 15 <sup>1</sup> E	8 <sup>0</sup> 00 <sup>1</sup> 8	3	Larg	e are	a of	SAUMLA	KI BAY provides an excellent scaplane alighting area
	SOERABAJA	112044°E	701318	5					g assembly and operational air base. Recent recce ructional development.
	TOFAL	: : 132°44'E	5°39'8	3					area and flying boat base enchorage for 6 - 9 aircraf
			LI	ST OF AM	ENDLEI (See	NTS TO HG 2	SCHE Aust	DULE O	F MAIN ENEMY AEROIROMES Report 17)
·	· <u>AERODROLE</u>	Long	Let	<u>Length</u> in feet	<u>(ह</u> ट्रिट्र ट्र	<u>city</u> B,		raft en B.	REMARKS
	BUT	143°12'E	3 <sup>0</sup> 23' S	5200	10	46	10	2	Field sorviceable.
-	BORAM	143°40'E	<b>3</b> °54's	5000	20	68	1(2	)	Field now serviceable.
	DARIA	143°20'E	3°25' S	(7000 (4700	46	10			Field probably serviceable.
	LAE	147°00'E	604518	4000	123	30	50	12	Well developed perimeter defences against ground and air attacks.
	MADANG	<b>1459</b> 48*5	59218	3300	<u>141</u>	6	15	1	Continuous development.

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LIST OF	AMENIMENTS TO	SCHEDULE C	F MAIN	ENEMY	AEROIRO	MES
*	(See Hu 2	Aust Corrs	Repert	17)	· ·	<b>.</b>

BORAH DAGUA	143°40'E 143°20'E	3°34'8 3°25'8	5000	20	68	410		
	143°20' 2	200515				1(?	)	Field now serviceable.
· · · · · · · ·		י עש ע	(7000 (4700	46	10			Field probably serviceable.
LAE	147°00'E	6°45' S	4000	123	30	50	12	Well developed perimeter defences against groun and air attacks.
MADANG	145 <b>4</b> 8*2	59218	3300	144	6	15	1	Continuous development.
NUBIA	144 <b>°54'</b> E	4°12'8	3000		11	7		In initial stages of development ( 9 Apr 43)
WEWAK	143°39'E	3°37'8	4200	30	135	43	7	Being developed, major base probable radar.
🗭 CAPE GLOUCESTE	R 148°25'E	5°27' S	3900	15	· 4.	<u> </u>		Serviceable, being developed.
GASHATA	150œ0'E	ଦୋ7'ଃ	3200		50	7	4	Acrodromo being developed.

ARRODROME	Long	•	n feet	F.	B.	<u>Aircraft</u> <u>Scen</u> F. B.	(Page 3 Appx "C")	
LARUNAI	152013 <sup>1</sup> E	4014 <b>*</b> 8	4700	153	15	108 9	Dispersal areas being extended and improved.	
RAPOPO	152°20'E	4020 <b>*</b> 8	4350		90	3 53	Continuous development taking place.	-
VUNAKANAU	152°09'E	4º19 <b>*</b> 8	<b>51</b> 00	78	140	12 41	Dispersal area being extended.	-
ADMIRALITY IS. LORENGAU	147°16'e	5005 <b>,</b> 8	3500	20		1(?)	Considered serviceable 6 Apr. Dispersal rapidly increasing.	-
NEW IRELAND KAVIENG	150°50 <b>°</b> E	<b>2</b> °35 <b>*</b> 8	4600	50	49	51 37	Major rear base. Still rapidly being developed.	-
PANAPAT	150°50'E	·2 <sup>0</sup> 37'8	3800	17	11		Still being developed - runway rear completion.	
<u>EOLOMONS</u> BALLALE (I)	155°53 <b>'</b> E	6°59 <b>'</b> S	4300	47	39	95 <b>43</b>	Continuous development, runway being surfaced.	
BUKA PASSAGE	<b>154°40'</b> Е	5°25 <b>*8</b>	4500	30	42	49 13	Dispersal areas still being developed.	
KAHILI	155°45' E	6°50 <b>°</b> S	4550	61	7	114 20	Fighter revetments could be used for L/E,	
MUNDA	157°15'E	8º20 <b>*</b> 8	3850	55	9	40 8	No change except for more craters.	-
VILA	157°10'E	8°06 <b>*</b> 8	3500		40	1	Still being developed.	-
DUTCH NEW GUINEA BABO	133°25'E	203218	4200	7	<del>.</del>	63	Continuous development.	
HOLLANDIA	140°29'E	2 <b>0</b> 33 <b>*</b> 8	4200	2	-		New strip reported 26 Feb being developed and is near serviceable.	-
N.E.I. BIMA	118°43'E	8°2 <b>7'</b> 8	4200	7	•	16 3	Concrete runway laid in Mar 43.	
KENDARI IS	122036°E	3 <b>°</b> 57'8	4850	15	~	77 38	Principal feeder base. Concrete runway completed Apr 13	
LAHA	128 <sup>0</sup> 06*e	3°42'8	3300	-	21	10 28	Second runway built.	
LANGGOER	132°43' E	5°∰ <b>*</b> 8	4500	9		<b></b>	Not yet serviceable. (Compiled from information contained in <u>AAF Summaries to No.98)</u>	-



State La Contra	2 AUST CORPS	s TPS.
Serial No.	Unit	Remarks
	<u>H</u> Ž	28. JULY
Al	HQ 2 Aust Corps	28.
A2	2 Aust Corps Sec Int Corps	
A3	H Aust Fd Security Sec	
A4	2 Aust Corps Def & Emp Pl	Formerly 4 Aust Def & Emp Pl.
A5	2/1 Aust HQ Gd Bn (less A, B& C Coys)	A Coy allotted 9 Aust D
		B Coy allotted 7 Aust D
		C Coy allotted 6 Aust D
A6	ARMD TPS One Sqn 2/9 Aust Arnd Regt	Not yet under comd
		2 Aust Corps.
	CAV	
.A7	2/7 Aust Cav (Commando) Regt	under 7 Aust Div for
		local adm.
	ARTY	
-	TAMPO	
	<u>ENGRS</u>	
<b>A8</b>	HQ RAE 2 Aust Corps (AIF)	
A9	10 Aust A Fd Coy	
Alo	19 Aust A Fd Coy	On notice to move.
11	20 Aust A Fd Coy	Not yet under comd
	· · · ·	2 Aust Corps.
12	27 Aust Fd Coy (AIF)	Second Aust Army Tps -
		temporarily under comd
÷		2 Aust Corps. On noti

VIC Lof C Area Tps -



2/23 Aust Corps Fd Pk Coy

	-2-		
Serial Iò,	1 Unit	Remarks.	
ĪŠ	SVY. 5 Aust Svy Coy	First Aust Army Tps	
17 17	SIGS. HQ Sigs 2 Aust Corps	Now on notice to move	· · ·
18	Adm Sec Sigs 2 Aust Corps	11	
19	2 Aust Tech Maintenance Sec	· 11	•
20	HQ 1 Coy Sigs 2 Aust Corps	17	
21	4 Aust Line Sec	11	
22	5 Aust Line Sec	Ħ	
23	2 Aust Line Maintenance Sec	n .	· · ·
24	HQ 2 Coy Sigs 2 Aust Corps	II	•
25	4 Aust Operating Sec	Ħ	• •
26	5 Aust Operating Sec	13	
27	6 Aust Operating Sec	17	
28	3 Aust Wireless Sec (Hy)	Ħ	
29	4 Aust Wireless Sec (Lt)	11	- · ·
30	63 Aust Wireless Sec	Under First Aust Army for	tech ad
31	39 Aust Wireless Sec (Lt)	Now on notice to move	• •
32	4 Aust DR: Sec		
33	10 Aust DR <sup>-</sup> Sec	. <b>n</b> .	.,
34	'X' Aust DR Sec	TT	
35	HQ 3 Coy Sigs 2 Aust Corps	TT	•
36	2 Aust Corps Cipher Sec	tt	به ۱۰۰۰ ۲
37	2 Aust Cav Regt Sig Tp	17	
	AASC.		
38	HQ Cond 2 Aust Corps Tpt Coln		
39	131 Aust Gen Tpt Coy	LHQ Tps	· ·
40	132 Aust Gen Tpt Coy	LHQ Tps	• ••
41	2/35 Aunt Sup Depot Pl	First Aust Army Tps	i Ar
42	37 Aust Sun Denot Pl		1 - 1 



#### ov Aust Sup Depot PL

40 Aust Sup Depot Pl (less det)

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8 Aust MAC (AIF) (Less C P1)

Fist Aust Army Tps

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LHQ Tos.

. First Aust Army Tps - det under under comd TORRES STRAIT Force.

First Aust Army Tps - C Pl under comd YORKFORCE, and under orders to rejoin unit.  Serial Unit Remarks. No. Medical Cont'd. 2/3 Aust Mob Bact Lab LHC Tps not yet under cond 2 Aust Corps 46. 106 Aust CCS (less lt sec) 47. Fitst Aust Army Tps - formerly 6 Aust CCS. Lt Sec under comd YORKFORCE and under orders to rejoin unit. 48. 2/3 Aust CCS 2/1 Aust Dental Unit (less secs) First Aust Army Tps - det HQ under comd ·49, First Aust Army. D & E Secs not raised. 50. B, C and D Secs 2/4 Aust Dental Unit First Aust Army Tps 51, 2/5 Ausz Dental Unit 52. 79 Aust Dental Unit (AIF)less First Aust Army Fps - HQ (2) and D Sech HQ(2) A, C and D Secs. under comd YORKFORCE. A & C Secs under comd TORRES STRAIT Force. 2/8 Aust Dental Unit 55. Army Tps. Not yet under comd 2 Aust Corps. 54. First Aust Army Sub Depot Dental Stores First Aust Army Tos ORD. و المرجع المداد 55 16 Ede Sec 6 Aust Div Ord Fd Pk See Serial B 54. 56 110 Aust Indep Bde Gp Ord Fd Pk Not yet under comd 2 Aust Corps 1 AEME. 57. Det 4 Aust Arnd Ede Gp Wkshop not yet uner cond 2 Aust Corps 2/2 Aust Inf Tps 7kshop AELE 58 110 Aust Indep Ede Gp Wkshops AEME. Not yet under comd 2 Aust Corps .59 60 2/56 Aust LAD AEME Vic L of C tps temporarily under comd 2 Aust Corps. 2/65 Aust LAD AELE (Type A) 61 att 2/23 Aust Corps Fd Pk 62 2/90 Aust LAD (AELE) First Aust Army Tps att 15 AOD 63 244 Aust LAD AEME (Type A) att Sigs 2 Aust Corps and on notice to move. 64 315 Aust LAD AELE (Type A) (AIF) att 60 Aust Corps Fd Pk Coy 65 319 Aust LAD AELE formerly att Sigs 1 Aust Corps PRO. 66 2 Aust Carps Pro Coy



## 2 Aust Corps Fd Punishment Centre

POTAL.

<u>PAY</u>.

One FPO Sec 2 Aust Corps Postal Unit (AIF)

Depot Cash Office ATHERTON

Seria) No	Unit	Remarks.
70	2 Aust Corps Reception Camp	
	MISC.	
71	Public Relations Unit - 2 Aust Corps	LHQ Tps
72	First Aust Army Print & Press Unit	Army Tps
73	2 Aust Mob Het Flight	Not yet under comd 2 Aust Corps
74	Aust Mob Cineam Unit No 11	LHQ Tps
75	Aust Mob Cineam Unit No 12	
76	Aust Mob Cinema Unit No 17	

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	-5- 6 AUST I	DIV.
Serial No	Unit	Remarks.
	цо	
	HQ.	
<b>B1</b>	HQ 6 Aust Div	
3 <b>B2</b>	C Coy 2/1 Aust HQ Guard Bn	To be allotted from 2/1 Aust HQ Guard Bn
B3	A Aust Fd Security Sec (less one de	t) LHQ Tps not yet transferred
		from First Aust Army . Det under comd TORRESFORCE.
	ARTY	
<b>B4</b>	2/1 Aust Fd Regt & Sig Sec	NOT yet under comd 2 Aust Corps.
	ENGRS	
ne.		
B5	HQ RAE 6 Aust Div	673 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-
B6	2/9 Aust A Fd Coy	Army Tps not yet under comd 2 Aust Corps
B7	2/2 Aust Fd Coy	To be transferred from NT Force.
2	2/15 Aust A FD Coy	Army Tps:not:yet:underscomd 2:3.
.DO	Z/LU AUSU A ID OUY	Aust Corps.
.B9	2/22 Aust Fd Pa Coy	
B10	6 Aust Div Camflg Trg Unit	
	SICS.	
B11	HQ Sigs 6 Aust Div	
B12	M Sec Sigs 6 Aust Div	
B13	HQ 1 Coy Sigs 6 Aust Div	
B14	A Sec	
B15	B Sec	
B16	C Sec	
B17	D Sec	
B18	HQ 2 Coy Sigs 6 Aust Div	
B19	ESec	att 2/1 Aust Fd Regt not yet unde comd 2 Aust Corps.
B20	HQ 3 Coy Sigs 6 Aust Div	
B21	J Sec	att HQ 16 Aust Inf Bde
B22	K Sec	att HQ 17 Aust Inf Bde not yet under comd 2 Aust Corps
B23	L Sec	att HQ 30 Aust Inf Bde
B24	6 Aust Div Cipher Sec	
	INF.	

		<b>6-</b>
Seri	al y Unit	Remarks.
No.		
	Inf Cont'd.	
B26	2/1 Aust Inf Bn	
B27	2/2 Aust Inf Bn	
9 B28 .	2/3 Aust İnf Bn	
B29	HQ 17 Aust Inf Bde	Not yet under comd 2 Aust Corps
B30	2/5 Aust Inf Bn	
B31	2/6 Aust Inf Bn	TT I
B32	2/7 Aust Inf Bn	Ħ
<b>B</b> 33	HQ 30 Aust Inf Bde	LAD not yet under comd 2 Aust Corr
<b>B34</b>	3/22 Aust Inf Bn	
B35	39 Aust Inf Bn	
- <b>B</b> 36	49 Aust Inf Bn	
B37	6 Aust Div Carrier Coy	To be raised from carrier pls of inf bns of 6 Aust Div.
	PNR.	
B38	2/4 Aust Pnr Bn	Not yet under comd 2 Aust Corps.
-	AASC.	
B39	HQ Comd 6 Aust Div AASC	
B40	2/1 Aust Coy RASC	To be disbanded.
B41	2/2 Aust Coy AASC	To be disbandedNot yet under comd 2 Aust Corps
B42	2/155 Aust Gen Tpt Coy (3 Pls and 2 RDI's)	To be raised from 2/1 and 2/2 Aust Coys AASC
	HQ 2/5 Aust Sup Depot Boy	ra-
B43		raised
B43 B44	20 Aust Sup Depot Pl	
	20 Aust Sup Depot Pl 21 Aust Sup Depot Pl	raised
B44	·	raised To be raised
B44 B45	21 Aust Sup Depot Pl	



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2/1 Aust Fd Amb B50

2/2 Aust Fd Amb B51

B52 2/12 Aust Fd Amb B53 6 Aust Div Mob Bath Unit

Not yet under comd 2 Aust C orps

light meters designed in des a designed

To be transferred from 1 Aust Div

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erial No.		Unit			Remarks.		•
	ORD.		· · ·		•		2
B54	2/119 Aust	Indep Bde Gp Ord	l Fd Pk	To be rais Pk	sed from 6 Au	st Div Or	d Fd
	AEME.		•	•	•		
B55		Indep Bde Gp Wks	shop AEME	To be rai:	ed from 6 Au	st Div Wk	shor
B56		AD AEME (Type A)		Att Sigs (	· · ·		·
B57	· · · · · · · · · · · · · · · · · · ·	AD AEME (Type A)		Not yet u	nder comd 2 A	ust Corps	
B58	2/45 Aust I	LAD AEME (Type J)	Â	tt 16 Aast	: Inf Bde		
B59	2/46 Aust I	AD AEME (Type J	)	Not yet u	nder comd 2 A	ust Corps	•••
B60	2/80 Aust I	AD AEME (Type A)	• • • •	Att 2/22 /	lust Fd Pk C	оу	· · ·
<b>B61</b>	306 Aust L	AD AEME (Type J)	AIF	not yet u	nder comd 2 A	ust Corps	•
B62	17 Inf Bde	Sec.6 Aust Div	Wkshop #		·		÷
•	PAY.		• • •	· · ·	·. · ·	-	
B63	6 Aust Div	Fd Cash Office		· ·			Ľ,
	PRO.			•	· · · · · · · · · · · · · · · · · · ·		_
B64	6 Aust Div	r Pro Coy			•	•.	
	POSTAL.			•			÷
B65	6 Aust Div	v Postal Unit				. ·	•
	MISC:			-		•	•
B66		7 Sec Reception (	Camp	•	the second of	Aust Corts.	•
B67		v Salvage Unit		Not yet ur			
<b>B6</b> 8	6 Aust Div	r Concert Party		Concert I	formerly 12 Party.	Aust Div	
			· · · .		•		÷ .
			• • .	· .	•		
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Serial	) Unit	Remarks.
		EORGANISATION OF DIVISION L ORGANISATION
B69	HQ RAA 6 Aust Div (331 Aust LAD (Type A) )	Not yet in area - LAD not yet raise
B70	2/1 Aust Tk A Regt & Sig Sec (2/49 Aust LAD) (Type A)	Not yet under comd First Aust Army
B71	2/6 Aust Svy Bty	Not yet under comd First Aust Army
B72	2/42 A ust LAD (Type A)	Not yet under comd First Aust Army
B73	6 Aust Div Mob Bath Unit	Formerly 1 Aust Armd Div Mob Bath Unit
B74	6 Aust Div Ord Fd Pk (less one bde sec and one indep bd gp ord fd pk)	Not yet under comd First Aust Army
B75	6 Aust Div Mob Laundry & Fwd Decn Unit	Not yet under comd First Aust Army
B76	6 Aust Div Wkshop (less one Bde Sec and one indep bde gp wkshop)	One Bde Sec under comd First Aust Army.

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<u>7 AUST DIV</u>. Unit Remarks

	<u>HQ</u> .	•
Cl	HQ 7 Lust Div	
02	B Coy 2/1 Aust HQ Gd En	Allottei from 2/1 Aust Hu Gd En
03	C Aust Fd Security Sec	LH. Tps
C4	7 Pust Div HQ Emp Pl	To be absorbed by 2/1 Agst H. Gd Bn
	ARTY.	•
65	2/4 Aust Fd Regt & Sig Sec	Not yet under cond 2 Lust Corps
	INGRS.	
60	HQ PAA 7 Aust Div	
C7	2/4 Aust Fd Coy	
<b>0</b> 9	2/5 Lust Fd Coy	
C9.	2/6 Aust Ed Coy	
C10	53 Aust Ed Pk Coy	Fot yet transferred from First Aust
		-runl
011	7 Aust Div Camflg Trg Unit	
	<u>SIGS</u> .	
C12	HQ Sigs 7 Aust Div	
<b>C1</b> 3	2 Sec Sigs 7 Aust Div	
614	HQ 1 Coy Sigs 7 Lust Div	
C15.	A Sec	
C16	B Sec	
C17	C Sec #	att 2/7 Aust Cav (Commando) Regt.
C18	DSec	
19	HQ 2 Cby Sigs 7 Aust Div	
C20	E Bec	att 2/4 Aust Fd Regt.Not yet under comd 2 Aust Chrps.
C21	HQ 3 Coy Sigs 7 Aust Div	
C22	JSec	att H. 18 Aust Inf Ede
323	K Sec	att HQ 21 Aust Inf Hde
C24	L Sec	att 27 must Inf Ede
C25	7 Lust Div Jipher Sec	
	INF.	•
C25	HQ 18 Lust Inf Ede	
	2/9 Aust Inf Bn	
C29	2/10 Aust Inf En	
1029 	2/12 Aust Inf Bn	

	•	-10-	
	) Serial Ro	Unit F	enarkss
	C31	2/14 Aust Inf Bn	
	032	2/16 Hust Inf En	
	C33	2/27 Aust Inf Bn	
	C34	HQ 25 Aust Inf Ede	
	035	2/25 Aust Inf Bn	
SELLI UN EN TRACTORIA ED T	C36	2/31 Aust Inf Bn	
	C37	2/33 Aust Inf bn	
	038	7 Aust Div Carrier Coy	
	:	PNE.	· · · · · · · · · · · · · · · · · · ·
5-1 5-	039	2/2 Aust Fnr En	
		AASC.	· · · · ·
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	. C40	HQ Comd 7 Aust Dig AASC	•
	C41	2/153 Aust Gen Tpt Coy (3 Pls)	· · · ·
	C42	HQ 2/2 Aust Sup Depot Coy	 
eri Na Ay Na Maria	C43	5 Aust Sup Depot Fl	· .
	044	6 Aust Sup Depot P1	
	C45	7 Aust Sup Depot Pl	بر ب
r.	C46	8 Aust Sup Depot Fl To be raised	•
	C47	9 Aust Sup Depot Fl "	· · ·
	C48	10 Aust Sup Depot Fly "	•
		MEDICAL.	
	C49	2/4 Aust Fâ Amb	
	C50	2/5 Aust Fd Amb	· · · ·
	C51	2/6 Aust Fd Amb	:
	C52	7 Aust Div Wob Bath Unit #	
	· .	ORD.	
	C53	2/117 must Indep Ede Gp Ord Fd Fk To be reised from Ord Fd Fk	7 Aust Div
	C54	7 must Div Ord Fd Fk (less 21 Aust Inf Ede Scc)	
•	· · ·	<u>àEME</u> .	
	C55	2/117 Aust Indep Bde Gp Wkshop AELE to be raised from Wkshop	n 7 Aust Div
		2/44 Aust LAD AEME (Type J) att HQ 25 Aust In yet under comd 2	nf Bde. Not Aus: Corps
- -	∪57	2/47 Aust LAD AEME (Type J) att HQ 18 Aust Inf H	
	C59	2/51 Aust LAD AEME (Type A) att 2/4 Aust Fd Reg under comd 2 Aust Co	. Not yet

<u>-11-</u> Remarks. Unit Serial No, 2/59 Aust LAD AFME (Type J) att HQ 21 Aust Inf Bde C59 and the second second second second att to 53 Aust Fd Pk Coy not yet 230 Aust LAD AEME (Type A) C60 transferred from First Aust Army. see serial C55 7 Aust Div Wkshop less 21 C61 Aust Inf Bde Sec # PAY. . 7 Aust Div Fd Cash Office C62 PRO. 7 Aust Div Pro Coy C63 FOSTAL. 7 Aust Div Postal Unit C64 1 MISC. 7 Aust Div Sec Rec Camp 065 7 Aust Div Salvage Unit C66 7 Aust Div Soncert Party LHQ Tps C67 C68 C Coy MQ Gd En # awaiting movement

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Seria	Unit		Remarks.	
	<u>9 AU</u> :	T <u>DIV</u> .	· · · · · · · · · · · · · · · · · · ·	. *
2-5 (* -	<u>HQ</u> .	· ·		
Dl	HQ 0 Aust Div			
D2	A Coy 2/1 Aust HQ Guard Bn	Allotted from 2/1	Aust HQ Guard	Bn
D3	B Aust Fd Security Sec	• •		
D4	9 Aust Div Emp Pl	To be absorbed by	2/1 Aust HQ Gu	lard B
	<u>OAV</u> .			
D5	9 Aust Div Cav Regt #	•	-	•
	ARTY.	· · ·	-	
D6	HQ RAA 9 Aust Div #	•		
D7	2/7 Aust Fd Regt #		•	
5. 5. D8	2/8 Aust Fd Regt #			
D9	2/12 Aust Fd Regt & Sig Sec	3		-
D10	2/3 Aust Tk A Regt #			
D11	2/4 Aust Lt AA Regt (less 1	2 Bty) 2 Aust	Corp <b>s</b> Tps	
	ENGRS.	· · · · ·		
DIZ	HQ RAE 9 Aust Div	-	<b>.</b>	-
- D13	2/3 Aust Fd Coy		· · ·	
.D14	2/7 Aust Fd Coy			•
D15	2/13 Aust Fd Coy	• •	ат <mark></mark>	
D16	2/28 Aust Fd Coy	•	- 	
D17	9 Aust Div Camflg Trg Unit			
•	SICS.			-
D18	HQ Sigs 9 Aust Div	· · · ·		
	M Sec Sigs 9 Aust Div	· · ·	· · ·	
1	HQ 1 Coy Sigs 9 Aust Div	•	•	· · ·
• . • .	· ·	• • • •		
	B Sec "			
	C Sec "	# att 9 Aust Div C		
•	D Sec "		- <b></b> .	- 1
	HQ 2 Coy Sigs 9 Aust Div	· · ·		
	E Sec "	# att 2/7 Aust Fd	Regt	
	F Sec "	"	0*	•

	-13-
Serial No	Unit Remarks.
D28	G Sec Sigs 9 Aust Div att 2/12 Aust Fd Regt
D29	H Sec " # att 2/3 Aust Tk A Regt
D30	HQ 3 Coy Sigs 9 Aust Div
D31	J Sec att HQ 20 Aust Inf Ede
D32	K Sec att HQ 24 Aust Inf Ede
D33	L Sec att HQ 26 Aust Inf Bde
D34	Sig Sec 2/4 Aust Lt AA Regt 2 Aust Corps Tps
D35	9 Aust Div Cipher Sec
	<u>INF</u> .
D36	HQ 20 Aust Inf Bde
D <b>37</b>	2/13 Aust Inf Bn
D38	2/15 Aust Inf Bn
D39	2/17 Aust Inf Bn
D40	HQ 24 Aust Inf Bde
D41	2/28 Aust Inf Bn
D42	2/32 Aust Inf Bn
D43	2/43 Aust Inf Bn
D44	HQ 26 Aust Inf Bde
D45	2/23 Aust Inf Bn
D46	2/24 Aust Inf Bn
D47	2/48 Aust Inf Bn
. <b>D48</b> .	9 Aust Div Carrier Coy to be raised from carrier pls of inf
	bns of 9 Aust Div.
	PNR.
D49	2/3 Aust Pnr Bn
•••	<u>MG</u> .
D50	
	AASC.
D51	HQ Comd 9 Aust Div AASC
152	10 Coy AASC 9 Aust Div # To be disbanded
D53 D54	ll Coy AASC 9 Aust Div # " 12 Coy " # # "

3	Serial		Unit		Remarks.	
	No,	·		<u> </u>		•
	D56	HQ 2/6 Aust	Sup Depot Boy		aised from 2/10, 2/11 and st Coys AASC.	
:	D57	26 Aust Sup	Depot Pl		n	
-	D58	27 Aust Sup	Depoł Pl		17	-
	D59	28 Aust Sup	Depot Pl		17	
	D60	29 Aust Sup	Depot Pl		12	
	D61	30 Aust Sup	Depot Pl		T	-
•	D62	31 Aust Sup	Depot Pl9		11	;
	· ·	MEDICAL.				• • <u>-</u> -
· · ·	D63	2/3 Aust Fd	Amb			
	D64	2/8 Aust Fd	Amb			
	D65	2/11 Aust Fo			· · ·	· · .
	D66	2/4 Aust Fé		To be d	isbanded	•
		ORD.				
	D <i>C</i> <b>R</b>	-				
	D67	Fd Pk	Indep Bde Gp <b>Br</b> d To be ra	ised from	m Secs 2/1 Aust Ord Fd Pk	
	D68	9 Aust Div L				
		and Fwd Decr	n Unit #	-		
	ъ.	<u>AELE</u>		· .		
	D69	2/118 Aust 1	Indep Bde Gp Wksho	op AEME	to be raised from 2/1 Aust A FD Wkshop	<b>b</b>
•	D70	2/4 Lt A WA	cshop Sec		Corps Tps	
•	D71	2/58 Aust LA	AD AELE (Type J)		att 20 A ust Inf Bde	•.
	D72	2/61 Aust LA	D AEME (Type A)	#	att 2/12 Aust Fd Regt	•
	D73	2/63 Aust LA	AD AELE Type A)	•	att 2/7 Au t Fd Regt	
•	D74	2/64 Aust LA	D AELE (Type A)	#	att 2/8 Aust Fd Regt	-* .
	D75		AD AELE (Type A)		att Sigs 9 Aust Div	-
	D76		D AEME (Type A)		att 2/3 Tk A Regt	
			D AEME(Type A		att HQ RAE 9 Aust Div	···
- ' -			D AEME (Type J)		att 2/22 Aust Fd Pk Coy	
		•	D AEME (Type	•	Corps Tps att 2/2 Aust MG	DM
				· .	· · ·	אורו
		WIO AUSU LA	D AEEE (Type J)		att HQ 26 Aust Inf Ede	•
•	D81	2/82 Aust LA	D ATTRET	#	att 9 Aust Div Cav Regt	

Serial No.       Unit       Remarks.         No.       FRO.       9       Aust Div Pro Coy         POSTAL.       D84       9 Aust Div Postal Unit       MISG.         D85       9 Aust Div Sec Reception Camp       D85       9 Aust Div Sec Reception Camp         D86       9 Aust Div Sec Reception Camp       D86       9 Aust Div Sec Reception Camp         D87       9 Aust Div Sec Reception Camp       D87       9 Aust Div Concert Party       IHQ Tps.					-		-15-		<u> </u>			• •	
No. PRO. 9 Aust Div Pro Coy <u>POSTAL</u> . D84 9 Aust Div Postal Unit <u>MISC</u> . D85 9 Aust Div Sec Reception Camp D86 9 Aust Div Salvage Unit						<u>·</u>					···	; 	
<ul> <li>D83 9 Aust Div Pro Coy</li> <li><u>POSTAL</u>.</li> <li>D84 9 Aust Div Postal Unit</li> <li><u>MISC</u>.</li> <li>D85 9 Aust Div Sec Reception Camp</li> <li>D86 9 Aust Div Salvage Unit</li> </ul>	,	rks.	Remar	<u> </u>			1t`	Un				No.	
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Draft of letter for Cond, 2 Aust Corns.

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- 1 L of C are responsible for the defence of areas not occupied by the fd army. IF and WHEN the fd army enters the area of VDC, the fd army Comd takes command, but prior to this the fd army comd is responsible that the VDC and Corps plans are co-ordinated in the common interests and in relation to the probable or possible action of the fd army. It will be seen therefore, that the responsibility for VDC planning, incl tactical and administrative, is a matter for L of C, as are also the relations between VDC and civil authorities.
  - At the conference held at GRAFTON on 9 Oct and attended by BCS and GSO 2, 2 Aust Corps, it was decided that plans would be prepared under direction of 3 L of C Sub-Area. In order to assist in the preparation of this plan, one GSO and one Adm SO were lent by 2 Aust Corps, for two days, 17/18 Oct, and 3 L of C Sub-Area agreed that a SO, with all the information fundamental to the preparation of a defence plan, both tactical and administrative, would be present.
- 3 The two SOs from 2 Aust Corps were in attendance at GRAFTON as arranged. The SO from 3 L of C Sub-Area was in attendance <u>but had NO information at all as to the administrative</u> <u>matters on which a defence plan could be prepared</u>. In my opinion this shows a lack of appreciation of the importance of the defence of the Northern Rivers area which is vital at this stage of the war.
  - It appears that 3 L of C Sub-Area had not, up to the 9 Oct given a defensive role to A Gp VDC, NSW. The BGS, 2 Aust Corps, suggested a role at the meeting on 9 Oct and this role was acceptable to NSW L of C Area. It is obviously impossible for Comd, A Gp VDC and the Bns to issue orders until they have formed a plan. This plan is dependent on information, policy and direction from NSW L of C Area, through 3 L of C Sub-Area, I am of the opinion that none of these vital features have been implemented. The result is that the local VDC have not been given the assistance they deserve. Comd 2 Aust Corps will visit the Northern Rivers Area of NSW between 4 and 7 Nov, and requests that the Comd 3 L of C Sub-Area and Comd A Gp VDC, NSW, will meet him and be prepared to give him detailed defence plans, both tactical and administrative, down to Bns. Attention is drawn to the necessity for co-ordination of plans, between VDC and civil organisations, especially with regard to demolitions which may be carried out by civil organisations, and the use of roads for evacuation of civilians.
  - The Cond, 2 Aust Corps who is responsible to GOC incC First Au.: Army, for the co-ordination of defence of this area, is very concerned with the apparent lack of interest displayed by those responsible for the planning. Your attention is invited to the fact that it was agreed at the conference on 9 Oct that plan were then to be prepared with the assistance of 2Aust Corps

staff and a copy forwarded to 2 Aust Corps. This was impossible as 3 L of C Sub-Aroa did not provide the necessary information, policy or direction to enable a clear plan, on which orders could be framed, to be issued.

fle pure 22/10/42

It is with regret that I have been forced to state the facts so clearly and I trust that you will appreciate my responsibility to the Corps Cond, and I ask your full and immediate co-operation in order that we may do our best in what may prove to be a common cause.

A list of the matters that should be dealt with in the instructions will be found in Appx A attached.

A copy of this letter is being forwarded to Gol GS, NSW L of C Area.

> BGS, 2 Aust Corps.

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#### PLANS Detailed plans are to reach 3 L of C Sub-Area by These plans are to include:-Tactical. 1. (a)Distribution of Bns by Coys together with the tasks and/or roles including alternatives. (2) The detailed system of intercom incl tactical direction and admin control and arrangements. This will include all the means of intercoms incl alternatives. (c) Details of and locations and orders for the preparation and execution of demolitions and road blocks. 2. Adm. (a)The system and means of implementation for maintenance incl:-Transport Medical Supplies PBY Ann and Explosives Uniforms Petrol Reinforcements R E Stores Evacuation civilians Sig Stores Traffic control

Ricy regarding the above should be dealt with in the Instruction, and details connected with any particular heading in an Appendix.

Weapons.

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Anyoother relations with

civil authorities,

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Australian Military Forces-Eastern Command. Photopuote this Number when replying. Address Date 2 Aust Corps, Oct 42.

> Subject: Preparation of Def Flans -Northern Rivers, NSW.

## Draft of letter for Cond, 2 Aust Corps.

- 1 L of C are responsible for the defence of areas not occupied by the fd army. IF and WHEN the fd army enters the area of VDC, the fd army Comd takes command, but prior to this the fd army comd is responsible that the VDC and Corps plans are co-ordinated in the common interests and in relation to the probable or possible action of the fd army. It will be seen therefore, that the responsibility for VDC planning, incl tactical and administrative, is a matter for L of C, as are also the relations between VDC and civil authorities.
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were then to be prepared with the assistance of 2Aust Corps staff and a copy forwarded to 2 Aust Corps. This was impossible as 3 L of C Sub-Area did not provide the necessary information, policy or direction to enable a clear plan, on which orders could be framed, to be issued. It is with regret that I have been forced to state the facts so clearly and I trust that you will appreciate my responsibility to the Corps Comd, and I ask your full and immediate co-operation in order that we may do our best in what may prove to be a common cause.

A list of the matters that should be dealt with in the instructions will be found in Appx A attached.

A copy of this letter is being forwarded to Col GS, HSW L of C Area.

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BGS, 2 Aust Corps.

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	Australian Military Force 9. 2 AUST. CORPS
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- •	Eastern Command
	Address your reply to
	Headquarters, Eastern Command, Paddington, and quote Number hereunder
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	T and ing to it, and the second second second second second second second second second second second second se
	15:1 B Aust Corps, 27 Oct 42.
•	Subject: Defence Plans - Northern Rivers
	Area, NSW. Lleade
	S L of C Sub-Area USC Core Constant
	NSH L of C Area *A* Gp VDC, NSH.
	1 Ref visit of BGS 2 Aust Corps to 3 L of C Sub-Area on 22 Oct, the following arrangements are hereby confirmed:-
	2 (a) 3 L of C Sub-Area Op Instn dealing with 2 Aust Corps
	Area of responsibility to be issued by 24 Oct, a copy to 2 Aust Corps.
C 4244	
	(b) 3 L of C Sub Area adm instn in support of abovementioned Op Instn to be issued by 28 Oct.
	(c) A Gp VDC plans to be prepared by 3 Nov.
	(d) Plans of 3 L of C Sub Area incl A Gp VDC to be
•	co-ordinated at conference of 2 Aust Corps and 5 L of C Sub-Area to be held at GRAFTON on 4 Nov.
	(e) Plans to be completed for Cond 2 Aust Corps by
- 	5 Nov.
	3 It is advised that the following SOs of 2 Aust Corps will be in Grafton on 4 Nov as agreed in order to attend the conference for the co-ordination of plans.
•	Lt-Col Macarthur Onslow, G2 and Major Hall, AQMO 2 Aust Corps.
<u>~</u>	4 The importance of the adm plan for this area is most
•	strongly stressed and it isrequested that if possible Comd 3 L of C Sub-Area should be present. If this is not possible, it is
*	requested that the senior adm SO 3 L of C Sub-Area be present on 4 Nov.
- ·	The following extract from 2 Aust Corps Op Instn to be
	issued on 23 Oct as forwarded:-
	L of C Sub-Areas Defence Responsibility,
•	(a) The entire responsibility for the defence of the area
- ·	with ALL the resources at disposal in such a manner as to facilitate the ops of the fd forces SHOULD 1t enter the area.
	(b) It should be quite clear that the responsibility for
	VDC Group plan (tag and adm) is that of the L of C Sub- Area and the Comds concerned cannot divorge themselves
<b>T</b> (1	from these major responsibilities by allotting the
	general sub-area task to VDC Group cond. It should be appreciated that it is a sub-area plan with ALL
	resources and part of these resources is the VDC.
•	
- '*	

The Cond 2 Aust Corps would like 5 L of C Sub-Area plan to be explained on 5 Nov. This plan to incl all units in the area incl try units, garrison bus etc under comd. This is the sub-area plan and is much bigger than the VDC plan.

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BOS. 2 Aust Corps.

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GORPS. 2  $\odot$ G 1555 G.S. REGISTRY

2 Aust Corps N Oct 42.

Subject: Preparation of Der Plans 2 Aust Corps area NSW.

A Gp VDC, NSW.

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A copy of a letter added 3 L of C Sub-Area has been fided to A Gp VDC, NSW. This sets out the arrangements which have been made for the preparation of these plans.

2. Lt-Col Macarthur Onslow and Major Hall will visit GRAFTON and will be available for co-ordinating conference on 4 Nov.

5. Please errange bookings for these offrs at the Grown Hotel on the night 5,4,5, and 6 Nov.

It would be much appreciated if arrangements could be made for invitations to be issued for these offre to attend functions with Gomd and BGS, 2 Aust Corps.

BG8. Aust Corps.

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