

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

Item number: 8/3/70

31 Infantry Battalion & 31/51
Infantry Battalion

October 1942



31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit..... 31 Aust Inf Bn

Date and Time - From ~~1000 hrs. on 30 Sep. 42~~ ^{1 Oct} To ~~.....~~ ^{Oct. 2. 42}

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
Walsh River in Biv	30 Sep. 42	1800	C.O. reads and explains Adm instruction. K Sec Sigs have given us much worry. They have no Call Signs and no Cipher Keys into hand. Communication is at an end. It is bad organisation by those in charge.	
MITCHELL RIVER IN BIV.	1 Oct. 42	0735	Adm. instrs. for move issued. Move commenced and we say farewell to the barren banks of the WALSH RIVER and move on to more barren lands. The country we move through up to the MITCHELL RIVER is called a desert by local residents. Unlike most deserts it is covered with stunted trees. In patches the road is very sandy and FWD's suffer badly from air locks. The earlier groups get the better going and arrive at about 1645 hrs. As we look from the steep banks of the Mitchell we behold what appears to be an inland sea. It is the waters of the MITCHELL RIV. flowing into the Gulf of CARPENTARIA. Such water after a hot dusty day is a god send for the troops. They want it too for there is no water for another 120 miles to the HANN RIVER. Vehicles stagger in up till midnight. All have their own stories of mishaps. D, G, H, & F, Groups arrive very late. Communications with Bde were nil. A, B, C, & E, Groups on tomorrow at 0600 hrs.	<ul style="list-style-type: none"> ✓ Appendix A. × List of messages for Month. × Appendix C.
FAIRVIEW TELEGRAPH STN.	2 Oct. 42	0600	Move from the MITCHELL RIV. began at 0600. With daylight saving it was moonlight for about $\frac{3}{4}$ hr. About 8 miles out we struck the O.T. and later water near rise over MT. MUSGRAVE. This line we are to know for many a day to come. Road Recce Report shows something of our trip through desert country. Most of the Gp. moved well and in the evening A, B have reached here - C, D, E, & F. Groups are about 15-30 miles south of here. G. Gp is at PALMERVILLE and H Gp further behind. The country is certainly dry and inhospitable although Mr. Bell at this station says it responds well to rain.	

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit.....

Date and Time - From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
HANN RIV	Oct. 3, 42		<p>Apparently when it rains the country is impassable. Annual rainfall is 26 ins, this year there has been 8 ins and the swamp in front of the station is bone dry. Communications are still non existent. At PALMERVILLE a message was sent to Bde by telegram.</p> <p>Survey Gp are going to push ahead of us. Further efforts being made to communicate with Bde. Message in cipher telling them our position. A. & B. Gps go forward, they are to form working party to help following Gps. Then to HANN RIV. C. D. E. & F. Gps pass FAIRVIEW in the morning and proceed onwards.</p> <p>Group G. moves on and reaches here at 1500 hrs. There is no doubt about outback people for generosity and assistance. The Bells of Fairview are no exception. A report to hand states Japanese planes overhead at about 1200 hrs. The HANN is a narrow stream of pure clean running water. It is a splendid site for a bivouac. Approaching it at night it looks like a city in the black but for everywhere there are small patches of light. Conference of Gp Comds, when C.O. gives out times of departure from HANN - sets out next objective as COEN TOWN. Information as to the Route ahead is given out.</p>	
DINNER CREEK	4 Oct. 42		<p>The advance Gp moves from the HANN RIVER to DINNER CK. a distance of 70 miles. The road is rough and only A, B, C, ⁴ reach DINNER CK., where a water point is established. Again we travel through desert country passing MUSGRAVE TEL. STATION. VIOLETVALE. At Musgrave there is a water spring with high sulphur contents. Once again we make good use of the O.T. for comm. and send a further message to Bde. The water at this last point must be chlorinated. We may get to COEN TOWN tomorrow. Mr. Wooster has made the set talk again but Bde wont answer.</p>	

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit. 51 AUST INF BN

Date and Time - From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
COEN	5 Oct. 42		<p>Plane dropped Call signs and frequencies over D Gp. They did not reach the sigs until the following day.</p> <p>Efforts to communicate Bde of no avail. Column moves from DINNER CK. at 0600 and A, B, C, & E, Gps reach PANDANUS CK. North of Coen that evening. Travelling time 7 hours. The road as far as the STEWART RIV. was rotten. From there to the foot of the range it improved. The range was steep and rough and from there on it was rough. The country is still dry and desolate with little water. D.F. & G. biv. at the bottom of the range.</p> <p>COEN has a pop of about 40 beings. Two stores and one pub at which very little can be bought. The Pub's strongest drink is Passionfruit and hot and water. Goods arrive monthly from PORT STEWART as vessels can get in there only once a month on the high tide.</p>	
PANDANUS CK COEN	6 Oct. 42		<p>A, B, C, & E, Gps move onto the ARCHER RIVER. D, F, G, & H, Gps move onto PANDANUS CK. Our comm is re-established today and there is a frantic rush of messages all day. Many of them too old to be of use. A Road Recce Report is prepared from MUNGANA to PANDANUS CK and forwarded by Air to Bde and Div. We leave some of one sick at COEN DROME. It is a large drome but nothing much is being done at present because Dromes near Portland Roads and WENLOCK are being used.</p>	APPENDIX B.
EN ROUTE 35 MILES SOUTH OF MORETON TE. STN.	7 Oct. 42		<p>The weather for the whole of the trip so far has been excellent. Some days have been hot but the nights are always cool. Head of convey reaches MORETON TEL. STN. L.A.D. are sent back to COEN DROME to pick up two ton of spare parts. F.G. & H. Gps are approx. 50 miles south of MORETON tonight. The country has improved a little but</p>	← which did not arrive

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit...31. AUSTRALIAN INF. BN.....

Date and Time - From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
DULHUNTY RIV.	8 Oct. 42		<p>IT IS STILL dry. The road maintains its evil reputation. The messgges continue to pour in - many of them days old. To-day we met our first melon hole country. Speed was reduced to 3-4 m.i.h. Luckily the patches were short.</p> <p>The head of the convoy have today reached the SCARDON RIV and the tail is at MORETON TEL STN. From here we instructed the L.A.D. not to remain at COENDROME for supplies..It was a fortunate instr. because up to 14 Oct they were still in CAIRNS. The WENLOCK RIV at MORETON TEL STN is running a clear pure stream. The convoy is moving well for there are few breakdowns or airlocks. At MORETON there is an International ton Truck with a broken radiator left there by the adv party.</p>	
JARDINE RIV.	9 Oct. 42		<p>Since we left MORETON TEL STN the timber along the route has become thicker. On the ridges is a rain forest of stringy barks, bloodwoods, wattleturkey bush, with short bushes undrneath. On the flats turkey bush, ti tree, and other stunted timber. The country is veryridgy. Water is found in almost every ck from the DULHUNTY to the JARDINE. Bird life is plentiful. What grass there is is coarse and useless. The road today has been very rough although quite passable to M.T. Our Adv Party have bridged some of the worst cks and allowed us to get by without difficulty. It was a great pleasure at the end of today to cast ones eyes on the broad JARDINE with its crystal water flowing rapidly west to the sea. At the crossing there was about 286" of water about 40 yards wide with a sand bank in the middle. We all could have enjoyed at least a fortnights holiday on the JARDINE. Some of those who reached the river early caught a number of BARRACOUTA in the stream. This was a hold up here crossing the River because we had caught</p>	

RD


31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit... 31. AUST. INF. BN.....

Date and Time - From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY	10 Oct. 42		<p>up to the adv party who were fixing the crossing on the North Bank.</p> <p>C.O., Adj., I.O. go forward to JACKY JACKY DROME, where they find Lieut. Smith and Cpl. Anderson who give them details of the new area and all particulars they have been able to collect in the last few weeks. During that time Mr. Smith and Cpl. Anderson have completed a compass sketch of the area. Report by Lieut. Smith and copy of their map herewith. C.O. leaves I Sec to choose Biv sites and goes off to RED ISLAND POINT to see Lieut. HOFFENSETZ and find out the position there. Later he returns to JARDINE RIVER where Tps have been resting all day and issues orders for the move the following day to the new camp site.</p>	<p>APPENDIX 6.</p> <p>One copy only.</p>
JACKY JACKY	11 Oct. 42		<p>The tps begin to arrive at 0800 hrs and continue for the rest of the morning. They move into their allotted areas and every effort is made to maintain track discipline in this virgin area. The camp area gives camouflage cover. It is a ridge timbered with rain forest of stringy barks, wattles, bloodwoods, pandanus, and other similar trees. It has its difficulties the main one being water. The Engrs are busy putting down a well on a soak to the south east. In the meantime water is being carried from Red Island Point. Transport from the Point is another difficulty until our own AASC vehicles get unloaded and get onto the job. Vehicles from 27 Coy AASC return to the JARDINE RIV in preparation for their move back. D. Coy and AASC encamp at the dump near Red Island Point. The former are used as an unloading party. We are settling into new country far from home in the land of KENNEDY & JACKY JACKY. Here and there are patches of the thick vine scrub which gave them much trouble.</p>	

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit. 31 AUST INF BN.

Date and Time - From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
			The AMERICANS have built an AIRFIELD about a mile from us. It runs on a bearing of 132 for 7000. The port is Red Island Point where vessels up to 900 tons can get in. The Americans have provided pioneered the spot and with their usual constructional ability and modern machinery have made the aerodrome and dispersal way since Sept. from the wilderness. The Americans consist of 2 Coys of the 1 Bn of 91 Engrs, consisting of coloured Tps commanded by White Offrs in charge of Capt. Welch. Report from Lieut. Hutchinson of advanced party herewith.	APPENDIX D. One copy only. <i>Messages sent & received by Adv party also attached?</i>
JACKY JACKY	12 Oct 42		Settling in continues. Engrs. are completing their well. Goods are being moved from the wharf. E. Coy assists to unconstructive unload the POONBAR at the POINT. Its strange to see such a large vessel so close to the sandy shore. The distance is only 30'. The Americans have built a Pontoon out for the ship to lie alongside. A truck can back onto the pontoon. The pontoon is only large enough to unload one hold at a time.	
JACKY JACKY	13 Oct. 42		Rece of Areas commences. Coy patrols go out in all directions to areas in immediate vicinity. C.O. goes to T.I. in the POONBAR to see the Comd. of the T.I. Forces. Settling in continues. It is a bigger job than usual brought about by the long carrying from the point to this site. Rough map of the area is completed. Fresh meat tonight was good in spite of its toughness. First for 3 weeks.	APPENDIX E. One copy only.
	14 Oct 42		Recces continue. They show that the country about here is ridgy and timbered with rain forest and vine scrub. There is little water (surface). C.O. returns from T.I. bringing with him some of the 44 personnel who have come up on the ORMISTON. These	

Handwritten signature/initials

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit. 31 AUST INF BN

Date and Time - From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
			men under Lieut. AUMULLER have come from courses, hospitals and 7 L.R.R.P. C.O. during his visit made contact in T.I. and borrows a 16' launch with outboard motor from Mr. Cadzow. The canteen was able to buy £300 of goods in T.I. Bakers have arrived for us and soon we shall have our first ^{own} bread. AASC stores are to be built by the M.R.C. near the dump at Red Island Point. Road report for the trip from Mungana to RED ISLAND PT herewith.	
JACKY JACKY	15 Oct. 42		Lieut. J.P. SULLIVAN of U.S. Air Corps returns to ^{his} unit	APPENDIX F. One copy only.
JACKY JACKY	15 Oct. 42		Recce patrol continues. Comd. of 35 A/A. Bty, Major English inspects sites made by AMERICANS for A/A. positions, close handy to the drome. Engr. completes the well and water is now being drawn from that point.	
JACKY JACKY	16 Oct. 42		Patrols and individual Tng continues. C.O. Arty Comd. and A/Tk Comd. makes recce of area. W.P. on Skull Ck being opened, up.	
" "	17 Oct. 42		Patrol and individual Tng. C.O. makes recce to site defences in areas. Arty & A/Tk comdrs do likewise.	
" "	18 Oct. 42		Sunday. Many of the troops explore the country for themselves, try rather unsuccessfully to catch fish in the Jacky Jacky Ck. and its tributaries. Col. MC NICHOLL of 1st Aust Army spends an afternoon here inspecting the area. ^{Lack} Still no aerial photos of the area. best of them hold up survey and recce.	
		1700	Poonbar arrives with 35 A.A. Bty and some of our stores. Recce Report No.1 JACKY JACKY AREA completed.	APPENDIX G. Original copy only,

31ST. BATTALION

W A R D I A R Y.

Army Form C 2113.
(Adapted)

Unit. 31 AUST INF BN.

Date and Time - From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY AREA IN BIV.	19 Oct. 42		Patrols and individual Tng. continues. C.O. and other Comds make recce of area. Message from Bde asking for our appreciation and plans. Advise from Bde states that M.T. spare parts arriving by plane. 35 A.A. BTY H.Q. take up position at 752922 with section of 4 guns at 745903 & 727945. Poonbar unloading all day - most A.A. stores.	
	20 Oct. 42		Patrols and individual Tng continues. Investigation of Jacky Jacky Ck in outboard motor completed after 5 days work. Poonbar still unloading. Lieut. SEXTON of AASS has hired a lugger to carry stores between here and the mainland. It will run daily. The morning trip back to T.I. being about 0600 hrs daily. M.T. spare parts for LAD arrived by plane at long last. Capt. Polglass of 1st. Aust Army Engineers inspecting in the area.	
	21 Oct. 42		Patrols, trackmaking and individual Tng. continues. C.O. prepares his appreciation for defences from of Jacky Jacky Area.	APPENDIX H. Original copy only.
	22 Oct. 42	1800hrs.	D. Coy moved to 655035 JACKY JACKY MAP. Rain in the afternoon about 30 points.. Conference of Coy Comdrs to discuss night training syllabus. This syllabus which lasts for a week will involve working at night and sleeping per day. The conference is called for the purpose of getting suggestions before the syllabus is finalized. Syllabus begins 1 Nov.	
	23 Oct 42		Pay day. Major Penney shows Coy Comdrs their defensive posn. on drome.. He allots each Coy a Pl Locality and gives tasks to M.G's.	

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)Unit. 31 ~~MM~~. AUST INF BN

Date and Time - From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
			Word received that the Brigadier will be here on Sunday. Col. Lovell A.D.M.S. and Lt.Col. Daley, and Capt. Mellick pay us a lightning visit. They waited ^{wanted} to land on the drome yesterday drome yesterday but the rain shower in the afternoon prevented them. Col. Daley makes brief recce of the area with C.O. They arrived at 1200 and departed at 1630. Usual patrol, track making and individual Tng. Heavy rain in the afternoon - in camp area 180 pts here Only 20 pts at Dump at Red Island Point. Drome became sticky in parts - our roads stood up well.	
JACKY JACKY	24 Oct. 42		Clear cool fine day. Roads in the area O.K. after the rains. Recce are made of defensive areas, near aerodrome by Coy Comds. Night Training Syllabus	APPENDIX I.
JACKY JACKY	25vOct. 42		Word received Sunday that the Brigadier would be leaving Cairns at at 0730 hrs, consequently C.O. went to RED ISLAND POINT to await his arrival. C.O. waited there all afternoon and later received word that the Brigadier was not coming. AUSPLAY Cypher comes into operation.	
JACKY JACKY	26 Oct. 42		Work commences on clearing of 3 Pl. areas near drome. These positions will be indicated on a map of this area being prepared by I on a scale of 4" to 1 mile. A, B, & C. Coys are each looking after one platoon area. M.G's and mortars are also doing the task in the area. Some patrolling and track making continues. Brigadier leaves Cairns for HORN ISLAND at 0900 hrs. I report No.2.	APPENDIX J. Original only

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit.....31 ~~MAST~~ INF BN.....

Date and Time From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY AREA IN BIV.	27 Oct. 42		Clearing of areas for defensive positions near the drome continues. Patrolling and making of tracks continues,	
		1200	Brigadier J.W. CRAWFORD and CAPT. R.D. FRASER arrive at Red Island Point. They are to spend several days with us.	
		1630	MAIL DAY. The Brigadier inspects the Camp areas and the drome. Brigadier speaks to Coy and Detachment Comdrs. and he stressed the necessity for maintenance of discipline whilst in the bush and pointed out that saluting was essential for the maintenance of good discipline. Officers he said must see to the comfort of their men he suggested the building of bark huts over tents and bark kitchens etc. He warned officers against the troops making "Flonk". He asked all to instil into their men a hate for the Japanese and emphasised the futility of withdrawal in this country. He gave us an idea of Bde doings and of the war situation at the present time.	
	28 Oct. 42	1915	Brigadier speaks to other officers in Bde Group on similar lines.	
			Brigadier sees Capt. Weldy of 91st. Engrs (American) and later visits Mission station. He leaves for T.I. at 1500 hrs. Squadron Leader Young from Horn Is., Squadron Leader Gray from Townsville (inspecting for U.A.O.C. posts) and Col. Reilly make an inspection of the drome and surrounding areas. Squadron Young is reporting on it with a view to the establishment of Air Force camps and buildings. Sq. Ldr. Gray asked us to supply personnel to man Observation Posts in this area if it was decided to establish them. Col. Cardale told him we would. Clearing of defensive positions and further recce and patrols. A Coy 4 Fd Amb. in charge of Major COCHRAN arrive.	<i>Gray</i> <i>W.</i>

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit.....31 AUST INF BN.....

Date and Time -- From..... To.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY IN BIV.	28 Oct. 42		(Continuing) they will take up a position somewhere between REGISTER CK AND SKULL CKS where they will establish a sixty bed hospital.	
	29 Oct. 42		Clearing of defensive positions and further recce and patrols. American Engrs. are at present engaged in constructing an all weather road from the Point to the Drome. Work on the new wharf on Red Island Point is also continuing.	
	30 Oct. 42	1000	Preparation of defensive and recce patrols and track making continues. Officers are shown aerial photos of the area. These photos are lent by Survey. Air Raid "Yellow" at T.I. passed on to us. New maps are completed by "I"	APPENDIX K. Jacky Jacky 4"
		1830 2030	Vehicle report for trip is completed Conference of Officers adm. matters discussed. C.O. reads several screeds on Japanese Tactics.	" L. Red Island Point 4" " M.
	31 Oct. 42		Preparation of defensive positions and recce patrols and track making continues. Most Coys have sunk their own wells and found good water, H.Q. Coy still tussle with the problem at 32 ft. Arty has been busy clearing places for their guns. It has meant some heavy work in this thick timber.	

Handwritten:
At Caran H Co
CO 31 Bn
11/11/42

FIELD RETURN OF OFFICERS

No. 11

W.E.Prov. Ref. 11/12/2

31 AUST. INF. BN.

(Unit)

A.M.F. 36 x 874
Att 1 x 6

PART A.—STRENGTH, SURPLUS OR REINFORCEMENTS REQUIRED.

1	2	3	4
Ranks.	Posted strength counting against authorized establishment (excluding attached).	Surplus to Establishment.	Reinforcements required (i.e. deficits on establishment).
Lieut.-Colonels			
Majors	1		
Captains	3		
Lieutenants	9		2 x
2nd Lieutenants	23	2	
Quartermasters			
Totals	36	2	2

*Insert detail of higher ranks as necessary.

X Vacancies may be filled from this Unit.

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

Officers JOINED during week.

Rank.	Name.	Corps.	Date.	Cause.

Officers QUITTED during week.

Rank.	Name.	Corps.	Date.	Cause.

PART C.—DESCRIPTION OF OFFICERS WHOSE RETURN TO THE UNIT IS PARTICULARLY REQUESTED.

Rank.	Name and Initials.	Corps.	Remarks (e.g., present whereabouts, if known).

PART D.—NOMINAL ROLL OF OFFICERS ON STRENGTH.

(i) Officers posted to Unit (Total to agree with column 2 of Part A).

1	2	3	4	5	6
Substantive Rank and higher temporary rank, if held.	Personal Number.	Name and Initials.	Corps.	Whether present with Unit (Insert Yes or No).	If not present with Unit, state how employed.
			Appointment.		
Lt.Col.	NX 483	CARDALE.	P.H.G. C.O.	yes.	
Maj-Maj.	QX 6453	HOARE	M.B.	No.	
Capt-Maj.	Q32751	RUBB	H.	No.	
Lieut-Maj	Q32752	PENNEY	R St.J. Act 2 i/c	yes.	
Captain.	NX12452	WALKER	M.J. OC"HQ" Coy.	"	
Lieut-Capt	Q32755	HONEYCOMBE	R.F.J. "B" "	"	
"	Q32759	TITLEY	T.H.A. Q.M.	No.	Coy Comd.Course S/For
"	Q32756	McCABE	J.R. OC"D" Coy.	yes.	
"	Q32760	RICKARD.	R.J. 2 i/c"E" Coy	No.	" " " "
"	Q32757	STRANGE	S.O. Adjt.	yes.	
"	Q32758	THEODORE	G.A. OC"A" Coy.	"	
"	Q32765	LOVE	T. "C" "	No.	Det. to Bde.
"	Q32766	WILSON	F.J. 2 i/c"D" Coy	yes.	Act. OC"C" Coy.
Lieut.	Q32776	Rigby	L. No 16 Pl.Comd	yes.	
"	Q32780	AUMULLER	J.A. T.O.	No.	O.T.S. Bonegilla.
"	Q32923	SQUIRE	JJ No 19 Pl.Comd.	No.	Det. 5 Aust.Div.
"	Q33756	ROBERTS.	G.V. T.O.	Yes.	
"	Q110002	WOOSTER	H.M. 2 i/c "C" Coy.	"	
"	Q32812	RILEY	H.M. " "B" Coy.	"	
"	Q32765	SMITH	R.D.B. " " "A" "	"	
"	Q32830	LE FEUVRE	V.F. No2 Pl.Comd	"	
"	Q32795	EVANS.	G.C.B. "17" "	"	
"	Q32762	CHRISTIE	K.M.	No.	Det .11 Bde.
"	Q32917	FEATHER	A.R. No.20 Pl.Comd.	yes	
"	Q32935	HOFFENSETZ.	V.E. " 13 " "	No.	Act.Q.M.(Detached)
"	Q 33039	ALLAN	S.H. " 14 " "	No.	Camouflage Course S/P
"	Q32925	CAREY	J.C. " 2 " "	yes.	yes.
"	Q33089	WILLIAMS.	L.C. " 4 " "	"	
"	Q 32851	LOBEGER	W.G. "9 " "	"	
"	Q32877	GARLICK.	A.C. "11 " "	No.	S.A.S Bonegilla.
"	Q33698	SMITH	G. "12 " "	No.	A.G.E
"	Q32809	HUTCHINSON.	H.M. "10 " "	No.	Adv. Party
"	Q34116	BARRELL	F.T. Adj. Learner	No.	Adj. Lear.Course
"	Q32996	RUDDICK.	O.C. No 7 Pl.Comd.	yes.	Brisbane.
"	Q34043	GOULD.	D.M. 11 " "	"	
"	Q32791	WILKINSON.	J.W. 15 " "	"	
Capt.	V7539	OLIVER	J.A. NMX	No.	Seconded in 31 Bn.
Lieut.	Q32873	MORRISON.	W.	No.	" " "
"	Q32767	PIRI E	J.McD.	No.	" " "

(ii) OFFICERS ATTACHED FROM OTHER CORPS.

Substantive Rank and higher temporary rank, if held.	Personal Number.	Name and Initials.	Corps.	Date of attachment.	Nature of attachment.
Capt.	Q113853	BLACK.	P.	A.A.M.C. 2 May 42	M.O.
Chap.	Q69061	THOMPSON.	E.L.	A.A.Chap.Dept.15 Apr	Chaplain.
Lieut.	Q32873	MORRISON.	W.	11 Aust.Bde.	Act.OC"E" Coy.

31 Aust.Inf. Bn.

(Unit.)

Comd. 31 Aust.Inf. Bn.

(Signature of Commander.)

10 Oct. 42.

(Date of Despatch.)

(Bde., Divn., Area, etc., with which Unit is serving.)

Army Form W.3009
(page 1)
(Adapted)

No. 11

(Unit) 19 (Date).

W.E. (Prov) Ref. 11/12/2 A.M.F. 3 6 x874

Att 1 x 6

*These totals should agree with the details shown in Part D on page 2 of Army Form W.3009.

Detail.	Unit and Corps to which they belong.	Detail.	Unit and Corps to which they belong.
ATT. AGAINST. W.E.		OTHER ATT.	
-	A.A.M.C. (Cpl.)	L O/R Hygiene Sec.	
Sgt. Chaillon.	A.A.P.C.	1 Tank Inst.	
Pte. Friend.	Armourer (Sgt)		
" Harder	"		
" Parker Fitter M.T.			
Cpl. HOWARTH.	Shoemaker		
" Allen.	Postal Service.		

[illegible]

31 AUST. INF. BN.

Unit.

Army Form W. 3009
(page 2)

Part D. Detail of Surplus or Reinforcements required as shown in
Part A of Army Form W.3009.

DETAIL OF SPECIALISTS, TRADESMEN, ETC.	SURPLUS TO ESTABLISHMENT.								REINFORCEMENTS REQUIRED.								REMARKS.	
	W.Os. Class I.	W.Os. Class II.	S.Q.M.S.; C.Q.M.S.	Staff-Serjeants.	Serjeants	Corporals.	Troopers, Privates, &c.	TOTAL.	W.Os. Class I.	W.Os. Class II.	S.Q.M.S.; C.Q.M.S.	Serjeants.	Corporals.	Troopers, Privates, &c.	TOTAL.			
Bricklayers																		
Butchers														2		2		
Carpenters and Joiners																		
Clerks																		
Despatch Riders																		
Draughtsmen (topo)																		
Drivers H.T. and/or I.C.																		
Electricians																		
Farriers																		
Fitters																		
Masons																		
Painters and Decorators																		
Plumbers and Gasfitters																		
Saddlers and Harness Makers																		
Signallers																		
Storemen technical													8			8		
Vickers Machine Gunners																		
Cooks													6			6		
Mech. M.T.														2		2		
Dr.Mech.1st Class														9		9		
Rifleman.											2	7	2	208		219		
Platelayer								2										
Coach Trimmer								1										
Miners								6										
Wood Turner								1										
Printer								1										
Moulder								1										
Pain ter								3										
General duty personnel																		
TOTALS (to agree with Columns 3 and 4 of Part A.)																		
								15						2	7	2	235	246

31 Aust. Inf. Bn.

Comd. 31 Aust. Inf. Bn.

Signature of Commander.

Dr. Col.

Date of Despatch
10 Oct. 42.

Bde, Divn, Area, &c. with which unit is serving.
11 AUST. INF. BDE.

Part D. Detail of Surplus or Reinforcements required as shown in
Part A of Army Form W.3009.

DETAIL OF SPECIALISTS, TRADESMEN, ETC.	SURPLUS TO ESTABLISHMENT.								REINFORCEMENTS REQUIRED.								REMARKS.
	W.Os. Class I.	W.Os. Class II.	S.Q.M.S.; C.Q.M.S.	Staff-Serjeants.	Serjeants	Corporals.	Troopers, Privates, &c.	TOTAL.	W.Os. Class I.	W.Os. Class II.	S.Q.M.S.; C.Q.M.S.	Serjeants.	Corporals.	Troopers, Privates, &c.	TOTAL.		
Bricklayers																	
Butchers														2		2	
Carpenters and Joiners																	
Clerks																	
Despatch Riders																	
Draughtsmen (topo)																	
Drivers H.T. and/or I.C.																	
Electricians																	
Farriers																	
Fitters																	
Masons																	
Painters and Decorators																	
Plumbers and Gasfitters																	
Saddlers and Harness Makers																	
Signallers														8		8	
Storemen technical																	
Vickers Machine Gunners																	
Cooks														7		7	
Mech. M.T.														2		2	
Dr. Mech. 1st. Class														9		9	
Riflemen.											2	7	3	211		223	
Platelayer								2									
Coach Trimmer								1									
Miners.								6									
Wood Turner								1									
Printer								1									
Moulder								1									
Painter								3									
General duty personnel																	
TOTALS (to agree with Columns 3 and 4 of Part A.)								15			2	7	3	211	223	251	

31 Aust. Inf. Bn.

Unit.

Comd. 31 Aust. Inf. Bn.

Lt. Col.

Signature of Commander.

Date of Despatch 20 Oct. 42.

11 Aust. Inf. Bde

Bde., Divn., Area, &c., with which unit is serving.

FIELD RETURN OF OFFICERS

W.E. Prov. (Ref.11/12/2)
(Unit)

No. 12

51 AUSTR. INF. BN.

A.M.P. 36 x 8 7/4.
Att. 1 x 6

PART A.—STRENGTH, SURPLUS OR REINFORCEMENTS REQUIRED.

1	2	3	4
Ranks.	Posted strength counting against authorized establishment (excluding attached).	Surplus to Establishment.	Reinforcements required (i.e. deficits on establishment).
*			
*			6
Lieut.-Colonels			
Majors	1		
Captains	3		
Lieutenants	9		2 x
2nd Lieutenants	23	2 x	
Quartermasters			
Totals	36	2	2

*Insert detail of higher ranks as necessary.

X VAPART B.—PARTICULARS OF OFFICERS JOINED OR QUITTED DURING WEEK.

Officers JOINED during week.

Rank.	Name.	Corps.	Date.	Cause.

Officers QUITTED during week.

Rank.	Name.	Corps.	Date.	Cause.

PART C.—DESCRIPTION OF OFFICERS WHOSE RETURN TO THE UNIT IS PARTICULARLY REQUESTED.

Rank.	Name and Initials.	Corps.	Remarks (e.g., present whereabouts, if known).

PART D.—NOMINAL ROLL OF OFFICERS ON STRENGTH.

(i) Officers posted to Unit (Total to agree with column 2 of Part A).

1	2	3	4	5	6
Substantive Rank and higher temporary rank, if held.	Personal Number.	Name and Initials.	Corps.	Whether present with Unit (Insert Yes or No).	If not present with Unit, state how employed.
			Appointment.		
Lt. Col.	NY 483	CARDARE.	P.H.G. C.O.	yes.	
Maj. Maj.	Q1 6453	HOARE	H.B.	no.	Awaiting result Med.
Capt. Maj.	Q32751	HUBB	H.	no.	Board.
Lieut. Maj.	Q32752	PENNEY	R.St.J. Act. 2 1/c	yes	
Captain.	NY12442	WALKER	H.J. O.C. Hq Coy.	yes.	
Lieut. Capt.	Q32755	TOMMYCOMBE	R.P.J. "B" Coy.	yes.	
"	Q32755	TITLY	T.H.A. Q.M.	no.	Coy. Comd. Course S/P rt
"	Q32756	MC CARR.	J.R. O.C. "D" Coy.	yes.	
"	Q32760	RICHARD.	R.J. 2 1/c "E" Coy.	No.	" " " "
"	Q32757	STRANK.	S.O. Adjut.	yes	
"	Q32758	FREDORE	G.A. O.C. "A" Coy	yes.	
"	Q32765	LOVE	T. O.C. "C" Coy.	no.	Det. to Bde.
"	Q32766	WILSON.	F.J. 2 1/c "D" Coy.	yes.	Act. O.C. "C" Coy.
Lieut. "	Q32776	RIGBY.	L. No. 18 Pl. Comd.	yes.	
"	Q32760	ARMILLER	J.A. T.O.	yes.	
"	Q32923	SQUIRE.	J.J. No. 19 Pl. Comd.	no.	Det. 5 Aust. Div.
"	Q33756	ROBERTS.	C.V. I.O.	yes.	
"	Q110062	WOOSTER	H.M. 2 1/c "C" Coy.	yes.	
"	Q32612	RILEY	H.M. "B" " "	"	
"	Q32765	SMITH	R.D.B. "A" " "	"	
"	Q32230	LE FEUVRE	V.F. No. 2. Pl. Comd.	"	
"	Q32795	EVANS.	G.C.B. "17" " "	"	
"	Q32762	CRISPHE.	K.M. "	No.	Det. 11 Bds.
"	Q32917	FEATHER	A.R. No. 20 Pl. Comd.	yes.	
"	Q32935	HOPFENSETZ.	V.E. "13" " "	"	Act. Q.M.
"	Q33039	ALLAN.	S.H. "14" " "	No.	Camouflage Course S/Port
"	Q32925	CARMY	J.C. "3" " "	yes.	XXXXXXXXXXXXXXXXXXXXX
"	Q33069	WILLIAMS.	L.C. "4" " "	"	
"	Q32351	LOBECKER	W.C. "9" " "	"	
"	Q32377	CARLOCK	A.C. "11" " "	No.	S.A.S. Bonegilla.
"	Q33693	SMITH	G. "12" " "	No.	A.C.H.
"	Q32909	HUTCHINSON.	H.C. "10" " "	yes.	
"	Q34116	DARRILL	P.T. Adjut. Learner	No.	Adjut. Learn. Course B'bane.
"	Q32996	BUDDICK.	O.C. No. 7 Pl. Comd.	yes.	
"	Q34043	COULD.	B.M. "21" " "	yes.	
"	Q32791	HILKINSON.	J.V. "15" " "	"	
Capt.	V7559	OLIVER	J.A.	No.	Seconded in 31 Bn.
Lieut.	Q32767	PIRE.	J.M.D.	No.	" "
"	Q32873	MORRISON.	V.	No.	" "

(ii) OFFICERS ATTACHED FROM OTHER CORPS.

Substantive Rank and higher temporary rank, if held.	Personal Number.	Name and Initials.	Corps.	Date of attachment.	Nature of attachment.
Capt.	Q113853	BLACK.	P.	A.A.M.C. 2 May 42	M.O.
Chap.	Q69061	THOMPSON.	E.L.	A.A. Chap Dep 15 Apr. 42	Chaplain.
Lieut.	Q52273	THOMPSON	H.	11 Aust Inf. Bde	Act. O.C. "E" Coy.

31 AUST. INF. BN.

(Unit.)

Cond. 31 Aust. Inf. Bn

(Signature of Commander.)

19 Oct. 42.

(Date of Despatch.)

(Bde., Divn., Area, etc., with which Unit is serving.)

(Adapted)

FIELD RETURN OF OTHER RANKS.

No. 13.

31 AUGST. INF. BN

(Unit) 24 Oct. 42 19 (Date).

(To be furnished by all units and all Headquarter units.) W.E. Prov. Ref. 11/12/2

A.M.F. 36 x 874

Att. 1 X 6.

Part A. Strength, Surplus or Reinforcements required.

1	2	3	4
Detail.	Posted strength counting against authorized establishment (excluding attached).	Surplus to Establishment.	Reinforcements required (i.e., deficits on establishments).
W.Os. Class I.	1		
W.Os. Class II.	9		
Squadron or Company Quartermaster-Serjeants	4		2
Staff Serjeants	1		
Serjeants	34		7
Corporals	83.		3
Troopers, Privates, &c.	504	15	242
TOTALS	635	* 15	* 254

*These totals should agree with the details shown in Part D on page 2 of Army Form W.3009.

Part B. Other Ranks attached from other Corps.

Detail.	Unit and Corps to which they belong.	Detail.	Unit and Corps to which they belong.
ATT. AGAINST W.E.		OTHER ATT.	
-	A.A.M.C. (Cpl)	1 Hyg. Sec.	
Sgt. Chaillon.	A.A.P.C.	7 K. Sec. Sigs.	
Pte. Friend.	Armourer (Sgt)		
" Harder	"		
" Parker	Fitter M.T.		
Cpl. Howarth.	Shoemaker		
" Allen.	Fd. Postal Service.		
Cpl. Mitchell	Tank Instructor.		

Part C. Description of other ranks whose return to the unit is particularly requested.

[illegible]

**Part D. Detail of Surplus or Reinforcements required as shown in
Part A of Army Form W.3009.**

DETAIL OF SPECIALISTS, TRADESMEN, ETC.	SURPLUS TO ESTABLISHMENT.								REINFORCEMENTS REQUIRED.							REMARKS.
	W.Os. Class I.	W.Os. Class II.	S.Q.M.S.; C.Q.M.S.	Staff-Serjeants.	Serjeants	Corporals.	Troopers, Privates, &c.	TOTAL.	W.Os. Class I.	W.Os. Class II.	S.Q.M.S.; C.Q.M.S.	Serjeants.	Corporals.	Troopers, Privates, &c.	TOTAL.	
Bricklayers													2		2	
Butchers																
Carpenters and Joiners																
Clerks																
Despatch Riders																
Draughtsmen (topo)																
Drivers H.T. and/or I.C.																
Electricians																
Farriers																
Fitters																
Masons																
Painters and Decorators																
Plumbers and Gasfitters																
Saddlers and Harness Makers																
Signallers													8		8	
Storemen technical																
Vickers Machine Gunners																
Cooks													7		7	
Mech. M.T.													2		2	
Dr. Mech. 1st. Class													9		9	
Riflemen.										2	7	3	214		226	
Platelayer								2								
Coach Trimmer								1								
Miners								6								
Wood Turner								1								
Printer								1								
Moulder								1								
Painters								3								
General duty personnel																
TOTALS (to agree with Columns 3 and 4 of Part A.)								15		2	7	3	242		254	

31 AUST. INF. BN.

Unit.

Comd. 31 Aust. Inf. Bn.

Lt. Col.

Signature of Commander.

Date of Despatch 25 Oct. 42.

11 AUST. INF. BDE.

Bde., Divn., Area, &c., with which unit is serving.

FIELD RETURN OF OFFICERS

W.E. Prov. (Ref.11/12/2

No. 13

51 AUST. INF. BN.

(Unit)

A.M.F. 36 x 874
Att. 1.X 6

PART A.—STRENGTH, SURPLUS OR REINFORCEMENTS REQUIRED.

1	2	3	4
Ranks.	Posted strength counting against authorized establishment (excluding attached).	Surplus to Establishment.	Reinforcements required (i.e. deficits on establishment).
*			
*			
Lieut.-Colonels	1		
Majors	3		
Captains	9		2 x
Lieutenants	23	2 x	
2nd Lieutenants			
Quartermasters			
Totals	36	2	2x

*Insert detail of higher ranks as necessary.

X Vacancies may be filled from this Unit.

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

Officers JOINED during week.				
Rank.	Name.	Corps.	Date.	Cause.

Officers QUITTED during week.				
Rank.	Name.	Corps.	Date.	Cause.

PART C.—DESCRIPTION OF OFFICERS WHOSE RETURN TO THE UNIT IS PARTICULARLY REQUESTED.

Rank.	Name and Initials.	Corps.	Remarks (e.g., present whereabouts, if known).

PART D.—NOMINAL ROLL OF OFFICERS ON STRENGTH.

(i) Officers posted to Unit (Total to agree with column 2 of Part A).

1	2	3	4	5	6
Substantive Rank and higher temporary rank, if held.	Personal Number.	Name and Initials.	Corps.	Whether present with Unit (Insert Yes or No).	If not present with Unit, state how employed.
Lt. Col.	NX 483	CARDALE.	P.H.C.	C.O.	yes
Maj-Maj	Qx 6453	HOARE	M.E.	-	No.
Capt-Maj.	Q32751	BUBB	H.	-	No. (Awaiting result of Medical Board.)
Lieut-Maj.	Q32752	PENNEY	R St.J.	Act 2 i/c	yes.
Captain.	NX12452	WALKER	H.J.	O.C. "H.Q." Coy	yes.
Lieut-Capt.	Q32755	HONEYCOMBE	R.F.J.	" "B" "	yes.
"	Q32759	TITLEY	T.H.A.	Q.M.	No.
"	Q32756	McCABE.	J.R.	O.C. "D" Coy.	yes.
"	Q32760	RICKARD.	R.J.	2 i/c "E" Coy	No.
"	Q32757	STRANGE.	S.O.	Adj.	yes.
"	Q32758	THEODORE	G.A.	O.C. "A" Coy.	yes.
"	Q32763	LOVE.	T	O.C. "C" "	No.
"	Q32766	WILSON.	F.J.	2 i/c "D" Coy.	yes.
Lieut.	Q32776	RIGBY.	L.	No. 16 Pl. Comd	yes.
"	Q32780	MUMLLER	J.A.	T.O.	yes.
"	Q32923	SQUIRE	J.J.	No. 19 Pl. Comd	No.
"	Q33756	ROBERTS.	G.V.	I.O.	yes.
"	Q110002	WOOSTER	H.M.	2 i/c "C" Coy	yes.
"	Q32812.	RILEY	H.M.	" " "B" "	"
"	Q32765	SMITH.	R.D.B.	" " "A" "	"
"	Q32830	LE FEUVRE.	V.F.	No. 2 Pl. Comd.	"
"	Q32795.	EVANS.	G.C.B.	" 17 " "	"
"	Q32762	CHRISTIE.	K. McN.	-	No.
"	Q32917	FEATHER	A.R.	No. 20 Pl. Comd.	yes.
"	Q32955	HOFFENSETZ.	V.E.	" 13 " "	"
"	Q33039	ALLAN.	S.H.	" 14 " "	"
"	Q32925	CAREY	J.C.	" 5 " "	"
"	Q33069	WILLIAMS.	L.C.	" 4 " "	"
"	Q32851.	LOBEQUIER	W.G.	" 9 " "	"
"	Q32877	CARLICK.	A.C.	" 11 " "	No.
"	Q33698	SMITH.	C.	" 12 " "	No.
"	Q32809	HUTCHINSON.	H.C.	" 10. " "	yes.
"	Q34116	BARRELL	F.T.	Adj. Learn.	No.
"	Q32996	RUDDICK.	O.C.	No. 7 Pl. Comd.	yes.
"	Q34043	GOULD.	D.M.	" 21 " "	yes.
"	Q32791.	WILKINSON.	J.W.	" 15 " "	yes.
Capt.	Q 7559	OLIVER	J.A.	-	No.
Lieut.	Q32767	PIRE.	J. McD.	-	No.
"	Q32873	MORRISON.	W.	-	No.

(ii) OFFICERS ATTACHED FROM OTHER CORPS.

Substantive Rank and higher temporary rank, if held.	Personal Number.	Name and Initials.	Corps.	Date of attachment.	Nature of attachment.
Capt.	Q113853	BLACK.	P. A.A.M.C.	2 May 42	M.O.
Chap.	Q69061.	THOMPSON.	E.L. A.A.Chap. Dept.	15 Apr. 42	Chaplain.
Lieut.	Q32873	MORRISON.	W. 11 Aust. Inf. Bde		Act. O.C. "E" Coy.

31 AUSTR. INF. BN.

(Unit.)

Comd. 31 Aust. Inf. Bn.

(Signature of Commander.)

25 Oct. 42.

(Date of Despatch.)

(Bde., Divn., Area, etc., with which Unit is serving.)

1. **DAILY ROUTINE.** The following daily routine will be adhered to as far as practicable. Alterations will be advised en route.

Reveille	0600
Breakfast	0645
Tps. move & M.T.)	0715
Maintenance	
M.T. Moves	0815 (Tps. embus as vehicles draw up alongside. (AVOID CONGESTION)
20 min. halt	1000-1020
Midday Halt	1200-1400
Tps. debus & M.T. moves on	1600
M.T. Halts	1630
Bivouac	1700

2. **M.T. DISCIPLINE:-**
- (a) Personnel riding must have feet on floor of veh.
 - (b) 2 only (incl. Dr.) allowed in front of veh.
 - (c) Personnel must not stand up in vehicles.
 - (d) Correct rd. signals must be used.
 - (e) Batteries to be watched in event of overcharging.
 - (f) Cooling of petrol pumps.
 - (g) When vehs. halt they must clear the rd. to allow vehs. to pass through.
 - (h) V.T.M.- 10 ; M.I.H. 10-20.
3. **PROTECTION.**
- (a) A/A. guns to be mounted on move and at halts.
 - (b) Each Gp. is responsible for own A/A. protection.
 - (c) Shallow slit trenches to be dug at long halts.
 - (d) Vehs. and tps. MUST be dispersed.
4. **MEDICAL.**
- (a) All tps. to carry first field dressing.
 - (b) M.O.'s will be with "C" & "F" Gps.
 - (c) Med. Orderlies will be with Coys.
5. **INTERCOMMUNICATION.**
- (a) 1- 108 set with each Gp. to relay Orders from Gp. to Gp.
 - (b) Call signs for Gps. as under:-
Gp. A. - SIMI
" B. - BONO
" C. - COLO
" D. - DUCO
" E. - MORI
" F. - FIDO
" G. - GETA
" H. - HIPO
 - (c) Minimum number of D/R's kept on rd. Others with cycles on vehicles.
 - (d) Each veh. and Gp. Comd. will have special mark on his veh., by drawing a circle round group serial No. & displayed on both sides of bonnet or on door (FWD)
 - (e) B.H.Q. will move in Gp. "A".
6. **SECURITY.** I.O. will contact station owners en route regarding security of information.
No unauthorised marks are to be on vehicles.
No property (private or government) is to be interfered with.
7. **SUPPLIES.**
- Water - 1 pump in Gp. "A" & Gp. "D".
W/carts will travel EMPTY, to be used at stops as reservoirs and to replenish Gps.
All containers will be filled at every opportunity.
8. **P.O.L.** Gps. to be self-contained.
Drums to be filled from A.A.S.C. vehs. at halts.
9. **RATIONS.** Gps. to be self-contained. Commence move with 4 days rations on each veh. Replenish from AASC Vehs. one at a time.

10. BREAKDOWNS.

If any vehicles are unable to be repaired the contents, tools and spare wheel will be emptied on to other vehs. and accurate map reference with particulars reported to B.H.Q.

Vehs. if towable, will be towed.

11. ADMINISTRATION & RETURNS.

Each Gp. will nominate a Gp. C.Q.M.S. and Clerk whom will submit to B.H.Q. daily a return showing personnel of Gp. by sub units.

In addition each sub unit will ^{submit daily} parade states as before. These returns MUST BE ACCURATE.

12. MAIL.

Outward Mail will be delivered to Postal Gpl. in Gp. "A" who will contact Bn. H.Q. regarding disposal. ALL MAIL MUST BE FRANKED AND CENSORED.

Capt.
Adj. 31 Aust Inf Bn.

DISTRIBUTION.

Gp. Comd. A.	1
" " B.	2
" " C.	3
" " D.	4
" " E.	5
" " F.	6
" " G.	7
" " H.	8
C.O.	9
Adj. 1-1	10
11 Aust Inf Bde.	11
File	12
War Diary	13

Appendix B

REPORT ON ROAD FROM INDIANA TO COIN TO N.

From 1st 55 to 5th

This report is hastily prepared as the convoy moves. Its purpose only is to supplement the detailed report compiled by the 5 LRP. No effort has been made to take the detail taken by the LRP but a careful check of their report has been made. It has been found that with rare exception their report is a creek to creek description of the route.

It must be realised however that up to this point the road is much worse than shown on the face of the LRP report. This has been caused by the heavy traffic over the road since the report was compiled. When reading this report it must be remembered that this convoy has knocked the road about badly. Although the report has been taken from the front or middle of the column every effort has been made to paint a picture of the road after every vehicle has moved over it. The writer has moved all the distance in a 15 cwt. Chev. F.W.D., which are excellent but very rough riding jobs.

The report will be out of date immediately further heavy traffic passes over the road, when the road will become much worse. If light rain, say 2" is received over the rd. then a great improvement in the sandy and powdery loam stretches of the rd. will ~~be found~~ ^{be found}. When the wet season sets in the rd. is impassible. This year is a very dry one in these parts and good running water has only been found in the MITCHELL and HANN RIVERS.

Sand and powdery loam are the worst features of the road. Sand in places is heavy enough to bog vehicles and the long stretches cause petrol airlocks due to overheating of engines. This particularly applies to the 3 ton Ford F.W.D's. The powdery loam does not bog, but it usually makes the road very rough.

The WALSH RIVER was used by us as a staging camp and we remained there two days (some of the convoy were there four days and during that time we pumped out the W.R. near the Br., other large water holes were used for swimming, care should be taken in future to see that there is sufficient good water in this area before using it as a staging camp).

Daily stages for the front of the column have been as follows:-

Day	(1) WALSH RIV. - MITCHELL RIV. 57.1 miles.
"	(2) MITCHELL RIV. - FAIRVIEW 83.5 miles.
"	(3) FAIRVIEW - HANN RIV. 56.7 miles.
"	(4) HANN RIV. - DINNER CK. 71.9 miles.
"	(5) DINNER CK. - PANDANUS CK. 73 miles.

The tail of the column would during the time have been on the average about $\frac{1}{2}$ days travelling time behind the front of the column.

The column has been divided into 8 groups 7 of which contain between 25 and 40 vehicles, with L.A.D. forming the ~~right~~ ^{last} Cp. in rear.

MURKIN TO MITCHELL RIVER.- 63.6 MILES.

1 Oct 1942

Time taken to travel was 9 hours.

The road to Rail. Camp on left 29.7 miles from MURKIN is good. Care must be taken to take the turning to the left 12.5 miles out of MURKIN. The written report included a description of the road from this road junction, taking the turn to the right and thence onto the MITCHELL RIVER. This should be deleted to avoid confusion. The LNP report should begin with the short MITCHELL RIVER, WOODMAN PARK, PALMER RIVER. This report begins 12.5 miles on from MURKIN.

From the WALSH RIV. onto ELIZABETH CR. the road has been scooped, but for part of this road between Rd. Camp on left 29.7 miles from MURKIN and WOODMAN and Tanks on left 33.1 miles from MURKIN a detour has to be made. Although the new road has been scooped it is so sandy that the surface has ^{yet} to be gravelled and this is the reason for the detour, which is about 9 miles. Many of our trucks were bogged in the sand on this detour. F.V.D. Fords suffered from airlocks. This is one of the worst sand spots on the road. Care must be taken to take turn to right 43 miles from MURKIN.

After crossing ELIZABETH CR. there are two scooped roads, one leading to WOODMAN PARK and thence to the MITCHELL RIV. The other leads direct to the MITCHELL RIVER. We took road to right and were the first to use it. It had been scooped the whole distance. Report for the detour herewith. Distance is 12.3 miles. We ploughed up the road badly. Patches of sand are now very bad.

NORTH Bank of MITCHELL RIVER needs constant repair. There is beautiful water in the MITCHELL RIVER.

1 Oct 1942

Stations	Location.	Remarks.
1.	Rd. Junct. Fence.	Barren Sand Ridges. Close stunted timber.
3.2	Small Gully	Sandy Patches.
3.5	do.	
4.3	Two small gullies.	
5.2	Gully	
7.5	Small Gully	Road sandy in patches. Bad sand here.
7.8	Small Creek	
8.1	Gully	Bad Sand
8.5	Gully and Fence	do. Open timbered flat country.
9.7	Dry Swamp	On right of rd.
12.3	Rd. Junct.	Rd. coming from WRENN PARK joins on left.

2 Oct 1942

MITCHELL RIV. - PALMERVILLE 30 Miles.

Route. This is a good bush road for these parts and not affected in any way by heavy traffic. Distance 30 Miles over hilly ridge country with numerous gullies. Convey travelling time 2 1/2 hrs. The road has been cleared and scooped by the M.R.C. for the full distance.
Communication. Mt. Milgrave Homestead on North Bank of MITCHELL has no telephone or pedal radio. At the Palmerville Tel. Stn. telephone can be used as far North as Coen, East to Cooktown, South to Maytown. Palmerville is a Post and Tel. Office.

Water. The Little Mitchell is dry. The PALMER IS Dry at the King but water can be obtained in waterholes above the King. About 1 mile above the King there is a large hole.

2 Oct 1942

PALMERVILLE - FAIRVIEW.

Route. This track is in bad condition in certain parts and the more traffic that passes over it the worse it will get. Distance is 53.5 miles, travelling time 7 hrs. The country is dry, barren and sandy. It is called the desert. It is in parts thickly timbered. Little rain has fallen this year. Road is fair for 22 miles with a few patches of powdery loam. For about 16 miles there are bad patches some 400 to 500 yds. long. The road has a rough bottom. For the next 7 miles the road becomes very sandy and two Cks. at 42.8 miles north of PALMERVILLE are bad Kings. From there on to FAIRVIEW the road is fair with some sandy patches. In parts the sand bogs vehicles but the main delay is the rough heavy going causing airlocks. FAIRVIEW shown on map at 173007 (Cooktown 4 miles to 1 inch) ^{does not exist} (see Route Cont.)

Communication. FAIRVIEW ^{is not} is not a telegraph Sta. but 'phone calls can be made from here and telegrams sent there to COOKTOWN (collect).

Water. There is water at Ck. King 6.9 miles from PALMERVILLE. At FAIRVIEW there is a linesman's house ^{that} the swamp is dry and a well 30' deep has 8' of water in it. Water is brack. Mr. Bell says it is the driest year of the century.

Water can be obtained in the NORTH KENNEDY RIV. between 35-38 miles from PALMERVILLE. An old camp is seen on the right bank of the KENNEDY RIV. and about 1/2 mile above this there are two good waterholes.

Route (Cont.). The road has been scooped as far as FAIRVIEW and this assists to create the dust and sand. Light rain would help the road. In the heavy wet the road is impassible. Beside scooping the road has been well cleared of timber.

FAIRVIEW TO HANN RIV. 33.7 miles.

3rd Oct 1942

Route. Bad track took 4½ hrs. to negotiate. Heavy traffic is cutting road up badly. Country has low timber in many places very close to road. Canopies should be removed.

Bad sand is again one of the worst features of the road. Large patches are found from:-

- (1) 3.1 miles to 6.6 miles out.
- (2) About 2 mile south side of Kennedy.
- (3) Powdery loam from about 9.5 miles - 16 miles out from FAIRVIEW. Creeks are sandy.
- (4) 25 miles out very bad sand for about 2 miles.
- (5) 33 and 34 miles bad sand.

Besides these sand patches there are numerous smaller ones. Few Americans have travelled this track. Their M.T. knocks roads like these badly out of shape.

KENNEDY RIV. has been cordroyed to assist our traffic. If large conveyances travel over it, it will need renewal. Other bad creeks are:-

- (1) 6.5 from FAIRVIEW.
- (2) 26.4 from FAIRVIEW.
- (3) 37 miles from FAIRVIEW.
- (4) 22.9 " " "

Water. - HANN RIV. Excellent running water in this river.

HANN RIV. TO MUSGRAVE TEL. STA. - 42.3 miles - Time 4 hrs.

4 Oct 1942

Route. - This road is very sandy to begin with and ridgy and rough towards MUSGRAVE. For the first five miles the road is a mixture of sand and powdered loam. It is rough. About 12 miles out a very sandy patch is struck. 14 to 16½ miles the road is powdered loam and sand. The crossing of the MURFREED RIV. 13.8 miles out, needs constant attention with a convey. North bank is very steep. The next two miles from the MURFREED RIV. is sandy. CK. 21.6 miles out has a bad crossing. 24 miles out sand is struck again. 29.5 and 29.7 bad CK. Kings are struck. For the next 6 miles the road is bad and driving is continuously in and out of nasty CKs. 36 miles and 36.4 miles out bad CK. Kings are found. The MUSGRAVE RIV. near the Tel. Sta. is bad. It has been cordroyed by us. The MURFREED and ~~other~~ this CK. are the only CKs. on this part of the road to which we have given any attention.

Communication. Road follows the tel. line nearly the whole way. MUSGRAVE TEL. STA. is in charge of a Mr. Shepherd. It is also a Cattle Sta..

AT MUSGRAVE

Water. There is a spring with a high sulphur content. Water is good and plentiful. There are water holes on the right just before the MURFREED RIV. but heavy chlorination is necessary.

This route will be divided into three parts.

- (1) MUSGRAVE TEL. STA. to DINNER CK. 28.2 miles.
- (2) DINNER CK. to STEWART RIV. 32.1 miles.
- (3) STEWART RIV. to PANDANUS CK. (Just North of Coen). 40.9

PART (1)

Route. Travelling time 3½ hrs.

Rd. to Violetvale is fair with sandy patches. 8.5 miles from MUSGRAVE powdery loam is struck. The road is very rough for the next 7 miles. There is a bad Ck. 9.8 miles from MUSGRAVE TEL. STA. Heavy sand is met 16.5 miles from MUSGRAVE and continues for 2 miles. Bad sand and powdery loam again met with 22.3 miles from MUSGRAVE TEL. STA. and continues for about 4 miles. Timber all along road is very close and must be watched carefully. Canopies should be removed and frames lowered.

Water.

Water may be obtained 5.1 miles out of MUSGRAVE in waterholes which are very dirty. Heavy chlorination ^{would be} necessary. At VIOLETVALE there is a well 25' deep containing 8' of good water. Mr. Costelow is the owner of this Sta. property. It has a windmill.

at Dinner Ck. there are several small waterholes in Ck at left of road. At this point there was a deserted house. Water was stagnant in DINNER CK. and heavy chlorination was needed.

Communication. At MUSGRAVE TEL. STA. the road leave the O.T. Line and does not meet it again until at COEN.

PART (II).

Route. The road over this part is very bad. Travelling time 4 hrs.

3 miles from DINNER CK. powdery loam country was struck and lasts for about 4 miles. 11.4 miles out there is a very rocky creek Xing and from there on for the next 3 miles the road is exceptionally bad with a powdery loam surface. 16 miles out very rough sandy patches are found and also bad powdery loam. This continues for about 2 miles. There is a bad Ck. Xing 18.8 miles out. From then on the road tends to improve although between Rocky Creek and Stewart Riv. short sandy patches are struck. There is a bad sandy Ck. 25.6 miles out and again at Rocky Ck. 27.1 miles out. This Ck. is tidal and very rocky and will hold up certain types of vehicles at high tides. *Stewart Riv Xing must be maintained to allow a conveyance to pass. It is the worst Xing to date*

Water - Nil.

REPORT ON ROAD FROM COENTOWN TO RED ISLAND POINT.

From 6th to 11.Oct.42.

This report is a continuation of the report already given from MUNGANA to COENTOWN. Its purpose only is to supplement the detailed report compiled by the 5 L.R.R.P. No effort has been made to take the detail taken by the L.R.R.P. but a careful check of their report has been made. It has been found that with rare exception their report is a creek to creek description of the route.

A creek to creek description of the road from OLD YORK DOWNS to MORETON TELEGRAPH STATION, and from BLACK CAMP CREEK to JACKY JACKY 'DROME are included.

It must be realised, however, that ^{over this track} ~~up to this point~~ the road is much worse than shown on the face of the L.R.R.P. report. This has been caused by the heavy traffic over the road since the report was compiled. When reading this report it must be remembered that this convoy has knocked the road about badly. Although the report has been taken from the front or middle of the column every effort has been made to paint a picture of the road after every vehicle has moved over it. The writer has moved all the distance in a 15 cwt. F.W.D. (Chev), which are excellent, but very rough riding jobs.

The traffic on the road up as far as PORTLAND ROADS turn-off has been much heavier than on the remainder of the route North. From then North the only M.T. to travel the road besides ourselves have been L.R.R.Ps. signallers laying extra lines along the O.T., and ^{our} one Adv. Party of forty vehicles. The powdery loam stretches are not nearly as bad as those experienced between PALMERVILLE and FAIRVIEW. The powdery loam is really just beginning, and with heavy traffic will become much worse. Even now it is rough.

The report will be out of date immediately further heavy traffic passes over the road, when the road will become much worse. If light rain, say 2" is received over the road then a great improvement in the sandy and powdery loam stretches of the road will be found. When the wet season sets in the road is impassable.

Waterholes are found in the ARCHER RIVER. The next water is the WENLOCK, with plentiful running water. From the DULHUNTY

RIVER onwards to RED ISLAND POINT there is good water in almost every small creek.

This part of the road was not as bad as the first stretch from MUNGANA to PANDANUS CREEK. This was due to the fact that there were no long patches of sand, which had, on the first part of the trip, indirectly caused airlocks in the petrol and so considerably delayed the progress of the convoy. Few vehicles fell out of the convoy over this second stage. Powdery loam was not nearly as bad as that found on the first stage, but promises to be bad with heavy traffic.

Melon hole country slows progress, but luckily there would not be more than six miles of it on the road, and this only between the ARCHER and DULHUNTY RIVERS.

The worst features of this part of the road were overcome by ^{our} ~~one~~ advance party who prepared numerous crossings over bad creeks on the last stage of the journey. A Wheel Route Recce Sheet showing the work done by them on this part of the road is attached.

There is a likelihood that in cases where the rivers or creeks have been corduroyed, such work ^{is} not longer remains, having been destroyed by our convoys. In some cases our convoys will have improved these corduroyed crossings. Bridges and tracks laid are permanent, at least until heavy rain, and are still in the same condition as when laid. Bridges are low level bridges.

Daily stages for the front of the column were as follows:-

Day 6	PANDANUS CREEK to ARCHER RIVER	44.2 Miles.
" 7	ARCHER RIVER to MORETON TEL. STN.	79.2 "
" 8	MORETON TEL. STN. to SCARDON RIVER.	58.8 "
" 9	SCARDON RIVER to JARDINE RIVER.	62.1 "
" 10	JARDINE RIVER to JACKY JACKY 'DROME.	24.8 "

The tail of the column would, on an average, during the period have been about half a day's travelling time behind the front of the column. On some days the head of the column did not travel too far to allow the tail to catch up, and so prevent the convoy becoming unwieldy. The column was divided into eight groups, seven of which contained between 25 and 40 vehicles, with L.A.D. forming the last group in rear.

ROAD RECCE REPORT - PANDANUS CREEK TO ARCHER RIVER.

Time Taken - PANDANUS CREEK TO DROME 14.2 Miles - 1 Hr.
DROME TO ARCHER RIVER. 30 Miles - 3 Hrs

Route.

There is a good road from PANDANUS CREEK to the DROME. About two miles before reaching the DROME a gravelled graded road is struck. This road leads to the DROME. If it is desired to avoid the DROME take the road to the right until about two miles along there is a tin shed where many tracks meet. Here take the first turn to the right. Anyone going to the DROME itself should ask for direction as to the way out. Very shortly the DROME will become almost deserted and it may be difficult to find anyone to give directions. At least two T.C.P. should be established with a convoy to avoid confusion. They should allow $1\frac{1}{2}$ hrs to establish their T.C.Ps.

For the first $5\frac{1}{2}$ miles out of COEN DROME there are powdery loam stretches. BOURNE CREEK is a bad crossing. Between 13.5 and 17.7 Mls there are small patches of sand. For the next two miles there is bad sand. The track then passes through ridgy country. On the top of these ridges the going is good, but on the sides it is rough and sandy; some of the Creek crossings are rough. The ridges continue till the ARCHER RIVER is reached.

The ARCHER RIVER crossing is bad. Part of it is sand, and part rock. The banks are rough and powdery. If a convoy is to pass, it needs constant attention.

Water.

About three hundred yards to the right there is good water. Chlorination is not necessary.

Communication.

The road runs close to the O.T. most of the way.

ARCHER RIVER TO MORETON TEL. STA. - 79.2 MILES.

L.R.R.P. distance for this trip is three miles shorter than Mours. It is evident that when they turned off the O.T. they took a different track to the present road followed by us.

Route.

The route they took on the way back is the road we took. Travelling time, 9 hours. For the first $3\frac{1}{2}$ miles there are bad sand ridges, and

a bad crossing 2.6 miles out. The road then becomes rough and 5.2 and 6.3 miles out there are two rough creeks and bad sand again about 7.5 miles out. From 9.5 miles on to 17.4 miles there are patches of rough powdery loam and fair going. There, progress is lowered by 3 to 4 m.p.h. by melon hole country for $\frac{3}{4}$ mile.

From 19.2 miles on to YORK DOWNS Out-station (20 miles) the road is rough. From YORK DOWNS Out-station to the turn-off from O.T. (23 miles out) there are patches of bad melon hole and some powdery loam.

The L.R.R.P. took a different track to the present established road on their way up. At the time we turned off it was not realised that the road was different. The annexure is therefore an extract of our rough creek to creek description from then on to MORETON TEL. STA.

This report speaks for itself, but perhaps it is advisable to stress certain features of this track. The detour is made for the purpose of avoiding melon hole country. In parts of it, bad powdery loam is found. The detour is 15.7 miles long. Melon hole country is found 66.3 miles on from the ARCHER RIVER and extends one and a half miles. From there on to MORETON the road is either very rough with powdery loam or melon hole. The powdery loam country is beginning to wear and will become much worse with heavy traffic. The crossing on the WENLOCK is good, but needs maintenance for a convoy.

WATER.

The water at YORK DOWNS Out-station is no good. There is one tank with dirty water in it, and about 100 yards south of the homestead wooden gate, there is a well about 30 feet deep, which stinks because there is something dead in it. Water in the WENLOCK RIVER is good, pure running water, and never dry.

COMMUNICATION.

Except for the detour abovementioned the route runs along the O.T. There is a tel.Sta at MORETON, where all calls can be made. Voice can be used to CAPE YORK in the North, and COEN in the South.

MORETON TEL. STA. TO DULHUNTY RIVER - 44.8 Miles.

Route. Travelling time for this trip was approximately five hours.

This trip was quite a good one, and for the first 18 miles of the journey the road was good going, going about 13 m.i.h. There are patches of powdery loam and some rocks. About 14 miles out there is a bad stretch of powdery loam. Twenty miles on from MORETON melon hole country is struck for about $\frac{1}{2}$ mile. Maximum speed on that ground is 4 m.p.h. Melon hole country is again found 22.7 miles out for .7 miles. To this point small patches of powdery loam are found. 25.8 miles starts bad powdery loam again. At 28.6 there is bad sand for about 2 miles. For the next six miles the soil is powdery loam. About 40.2 miles out, the road improves until it meets the DULHUNTY RIVER. The river crossing is not difficult.

WATER.

There is no water on the trip, but excellent running water in the DULHUNTY RIVER.

COMMUNICATIONS.

Along O.T. all the way.

DULHUNTY RIVER TO RED ISLAND POINT - 76.4 Miles.

Time 9 $\frac{1}{2}$ hrs. approx.

ROUTE. General.

The road from the DULHUNTY to the JARDINE is one of the roughest parts of the journey. M.I.H. is reduced to 7. Most creeks in this area have fresh pure running water and usually the banks are steep. Some of the creeks were bridged by low level timber bridges by the Engineers in our adv. party. The country is ridgy and at the top of the ridges there is red soil sometimes containing iron stone which makes it very rough. On the slopes of the ridges and near the creeks powdery loam and sand are found. Usually both the powdery loam and sand are rough. This part of the road is not much travelled compared to the earlier parts and powdery loam is only in the early stages of development.

Detail.

For the first four miles the road is rough with light sand. The country is green with small green gums, grass trees and other stunted growth growing under the taller gums and turkey bush. At 3.6 miles

Appendix C
REPORT on SPECIAL RECCE made by

Lieut R.D.B. SMITH and Cpl ANDERSON R. 31 Aust Inf Bn

On Friday afternoon 18 Sep Cpl Anderson and myself departed from GARBUTT Aerodrome, per Stintson, for the JACKY JACKY Landing Strip area to select a bivouac area for the 31 Aust Inf Bn Gp which was to leave TOWNSVILLE at some indefinite time latter.

The plane landed at INNESFALL, CAIRNS (where we stayed over Friday night) COOKTOWN, COEN, IRON RIDGE, and HORN IS. From HORN IS we went by launch to THURSDAY IS arriving there late in the afternoon of the 19 Sep. While at THURSDAY IS I interviewed the Fortress Comd, Col LANGFORD, Capt WALSH, Staff Capt, and Lieut COURT I.O. tee-ing up with the latter re signals to and from 11 Aust Inf Bde. The I.O. was also able give some information concerning rainfall of the Peninsula through Sgt VIDGEN who had spent some thirty odd years at SOMERSET at the N.E. point. The average rainfall was reputed to be up to and including 100 ins per annum.

At 0730 hrs 21 Sep we travelled by launch to RED IS POINT the journey taking approx 3 hrs. From there we went inland to the U.S.A.F F.I.A. camp at JACKY JACKY. There we met Capt WELTY C.O. 1 Bn 91 Engrs who were making the strip and dispersal roads. After explaining who we were and our business he arranged quarters for us and then took us to the test well sunk by the engrs at the request of Brig CRAWFORD. It was approx 8 feet deep with 2 feet of water in it of similar quality to what the engrs were using after chlorination.

On Tuesday 22 we made a recce of the area west of the strip but as no maps of the installations were available ~~was~~ it was decided to make a map of the strip and the dispersal roads before doing anything further about selecting a bivouac site. That was started the same afternoon.

The 23&24 Sep were spent in further traversing, making additions to the map and checking on suitable bivouac areas. On 25 Sep a start was made to blaze a track to the telegraph line. Poor progress was ~~made~~ made that day due partly to coming across a creek which we went up and down for some distance to find a suitable crossing and ~~texted~~ partly to taking up too much time with blazing. The following day 26 we followed the blazes made the previous day ~~and~~ and after making several detours for another dry creek and patches of heavy scrub we came out on the O.T.L. This was followed north for 4 7/16 miles to where the road to the camp branched off. The distance was checked by counting the poles which were 110 yds apart. We completed the circuit back to camp no bearings of the road being taken due to the lateness of the hour. While moving up the line we crossed two small fresh water streams SKULL & BURSTER CK.

Mon 28 Sep was spent plotting what territory had been covered on 26 Sep, checking our sketch and an estimate of the exact position of the landing strip was made.

Tues 29 we went to see Mr Harris the Bn Supply Officer at Red Is Pt to check on some points of adm which had not been possible when we had met him on the day we landed. Because of having to move when tpt was available little else ~~was~~ was done that day.

On Wed 30 we traversed from the end of the cleared portion at point x att sketch to point y BEACH RD and then blazed trail to track a - b. and plotting it on map.

Thurs 1 Oct was taken up in walking over area selected for ~~living~~ bivouac site and marking ~~as~~ suitable areas for further tracks.

On Fri 2 a signal was received from A.A.S.C.T.I. to the effect that the S.S. POONBAR was leaving that morning for RED IS PT with a quantity of rations etc for 31 Bn (Signal att) Capt Welty gave instructions for the boat to be unloaded by some of his men under Lieut Picchi. When the ship arrived I was informed that the 5000 ton S.S. MANGOLA was standing further out with further stores for the 31 Bn. The next morning Capt Welty Mr Harris and myself went out in a launch to the MANGOLA where I met Lieut Hoffensetz. The POONBAR had to ferry the stores from the MANGOLA to the pt as she was able to ~~move~~ moor at the improvised jetty which had been erected previously by the engrs. As there was no sign of any 31 Bn adv party I left Cpl at the JACKY JACKY in case they arrived and stayed at the beach to assist in the unloading of the stores. A 61 sign with arrow was placed at the turnoff of the rd to the drome from the telegraph line to guide the adv party in and Cpl Anderson was instructed to call me in event of their arrival if I was at the Point.

On Sat Cpl Anderson traversed from the O.T.L. turnoff to point Y and plotted the rd on the map.

Appendix C

As soon as a carrier was landed from the MANGOLA it was sent to ~~Cpt~~ Anderson to make a start on the ~~making~~ making of tracks through the bivouac area. Only two drivers could be spared as the remainder were "fully occupied" in unloading ~~xx~~ carting and stacking stores at a point approx 1 1/2 miles from the point.

On ~~Fri~~ Thurs 8 Oct I went back to help with the tracks which were taking shape. That work was continued on Fri 9. That night the adv party arrived at the outskirts of the camp but was not contacted till early on Sat morning. As vehicles were urgently needed at the point together with men I sent Lieut Hutchinson in charge of three vehicles and some of his men down there after having shown him and ~~the~~ Lieut King the engr offr with the adv party a suitable bivouac site.

Lieut King was taken over the area and shown where to dig wells.

Shortly before mid-day Lieut Roberts I.O. 31 Bn arrived in the ~~xx~~ area and closely followed by ~~the C.O.~~ the C.O. Lt-Col Cardale. The map of the area prepared was given to the I.O. and he was taken ~~xx~~ the tracks made. Owing to the late arrival of the adv party the track to the O.T.L. could not be made and the bn moved in to the area via the rd to the landing strip turning off at point y. That was on Sun 10 and they were able to go to the coy localities selected via the tracks made and cleared of the heavier timber.

During the period I was with the engr four messages were sent to the 11 Aust Inf Bde but none were ack although a check was made through the sigs as to whether the messages had been sent O.K. All signals sent are att.

W. Smith Lieut
14 Oct 42

MESSAGE FORM

CALL
AND
INSTRUC-
TIONS.

IN

OUT

No. of Groups
GR.

Serial No.

OFFICE DATE STAMP

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO

ADVANCE PARTY

MAINLAND

FROM

H.A.S.C. T.I.

Originator's Number

ST 84.

Date

1

In Reply to Number

25,000	Reserve	Rations	plus	10	thousand
Patrol	plus	grease	+	Lubricants	leaving
per	T.P.	POONBAR	0600	hrs	2 Oct
42.	①	All	in	charge	Signal
officer	①	sign	F 55	AND	return
immediately	①	make	necessary	Arrangements	for
reception.					

THIS MESSAGE MAY BE SENT **AS WRITTEN**
BY ANY MEANS: (* (EXCEPT)) WIRELESS

SIGNATURE

* ORIGINATOR MAY DELETE "EXCEPT" AND
INSERT "INCLUDING."

THIS MESSAGE MUST BE SENT **IN CYPHER**
IF LIABLE TO INTERCEPTION OR TO FALL
INTO ENEMY HANDS.

SIGNATURE

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

TIME OF ORIGIN

2310.

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

SYSTEM IN	TIME IN	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER
0910.											

T.H.I.

2316.

T.O.R.

W. J. C.
MESSAGE FORM.

CALL AND INSTRUCTIONS.	IN	No. of Groups GR.	Seria No. OFFICE DATE STAMP
	OUT		

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO *11 Aust Inf Bde*

FROM *Elsie* Originator's Number *04* Date *2* In Reply to Number

<i>Have</i>	<i>you</i>	<i>received</i>	<i>messages</i>	<i>01</i>	<i>21</i>
<i>Rep</i>	<i>10</i>	<i>02</i>	<i>24</i>	<i>Rep</i>	<i>10</i>
<i>03</i>	<i>30</i>	<i>Rep</i>	<i>10</i>	<i>no</i>	<i>10</i>
<i>No</i>	<i>ack</i>	<i>received</i>	<i>as</i>	<i>yet</i>	<i>10</i>
<i>ack</i>					

This message may be sent **AS WRITTEN** by any means.

If liable to be intercepted or fall into Enemy Hands, this message must be sent **IN CIPHER.**

Originator's instructions
Degree of priority

Time of Origin.

SIGNED

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In.	Time In.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.

T.H.I.

T.O.R.

MESSAGE FORM.

CALL AND INSTRUC- TIONS.	IN	No. of Groups GR.	Seria No. OFFICE DATE STAMP
	OUT		

TO (ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

11 Aust Inf Bde

FROM

Elsie

Originator's Number

03

Date

30

In Reply to Number

Ref	grided	map	0	installation	576588
0	over	area	average	Three	quarters
mile	west	0	cover	very	fair
to	good	0	rd	to	line
blayed	two	crossing	to	be	logged
0	landing	arrangement	unchanged	0	NO
ack	0	02	24	received	0 Ack

This message may be sent AS
WRITTEN by any means.

If liable to be intercepted or fall into
Enemy Hands, this message must be
sent IN CIPHER.

Originator's instructions
Degree of priority

Time of Origin.

0925

SIGNED

13 Oct 1936

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In.	Time In.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.

T.H.I.

T.O.R.

MESSAGE FORM.

CALL AND INSTRUC- TIONS.	IN	No. of Groups GR.	Seria No. OFFICE DATE STAMP
	OUT		

TO *11 Aust Inf Bde* (ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

FROM *Elvie* Originator's Number *02* Date *24* In Reply to Number

Unable	to	give	map	ref	for
biwonac	area	10	exact	location	1st
strip	NOT	fixed	by	engrs	0
ref	given	when	posn	determined	0
water	satisfactory	when	more	wells	sunb
0	clarification	necessary	well	used	0
give	no	and	approx	date	01

This message may be sent **AS**
WRITTEN by any means.

If liable to be intercepted or fall into
Enemy Hands, this message must be
sent **IN CIPHER**.

Originator's instructions
Degree of priority

Time of Origin.

SIGNED *13 Oct 36*

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In.	Time In.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.

T.H.I.

T.O.R.

MESSAGE FORM.

CALL AND INSTRUC- TIONS.	IN	No. of Groups GR.	Seria No. OFFICE DATE STAMP
	OUT		

TO

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

FROM	Originator's Number		Date	In Reply to Number
arrival	ack	party	do	we
indent	for	ration	T. I.	for
same	⊙	Ack		

This message may be sent **AS**
WRITTEN by any means.

If liable to be intercepted or fall into
Enemy Hands, this message must be
sent **IN CIPHER.**

Originator's instructions
Degree of priority

Time of Origin.

SIGNED

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In.	Time In.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.

T.H.I.

T.O.R.

MESSAGE FORM.

CALL AND INSTRUC- TIONS.	IN	No. of Groups GR.	Seria No. OFFICE DATE STAMP
	OUT		

TO (ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

11 Aust Inf Bde

FROM

Elsie

Originator's Number

01

Date

21

In Reply to Number

Arrived	Location	1530	hrs	21	Ap
seen	landing	arrangement	same	as	when
	long	Bde	Comd		

This message may be sent AS
WRITTEN by any means.

If liable to be intercepted or fall into
Enemy Hands, this message must be
sent IN CIPHER.

Originator's instructions
Degree of priority

Time of Origin.

1630

SIGNED

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

T.H.I.

T.O.R.

System In.	Time In.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.

MESSAGE FORM.

CALL
AND
INSTRUC-
TIONS.

IN

OUT

No. of Groups
GR.

Serial No.

OFFICE DATE STAMP

TO

Capt Walsh

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

FROM

Originator's Number

Date

In Reply to Number

A 2

2

*Mo
Rep*

*ack
re*

*received
tank*

*for
10*

*A1
Ack*

28

13/11/44

This message may be sent **AS**
WRITTEN by any means.

If liable to be intercepted or fall into
Enemy Hands, this message must be
sent **IN CIPHER.**

Originator's instructions
Degree of priority

Time of Origin.

1013

SIGNED

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In.	Time In.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.

T.H.I.

T.O.R.

MESSAGE FORM.

CALL AND INSTRUC- TIONS.	IN	No. of Groups GR.	Seria No. OFFICE DATE STAMP
	OUT		

TO *Capt Walsh* (ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

FROM			Originator's Number	Date	In Reply to Number
<i>Send</i>	<i>1000</i>	<i>gal</i>	<i>A 1</i>	<i>28</i>	
<i>that</i>	<i>capacity</i>	<i>first</i>	<i>tank</i>	<i>or</i>	<i>nearest</i>
<i>ISLAND</i>	<i>POINT</i>	<i>marked</i>	<i>available</i>	<i>boat</i>	<i>RED</i>
<i>SMITH</i>	<i>only</i>	<i>0</i>	<i>0</i>	<i>mark</i>	<i>bank</i>
			<i>Ask</i>		

This message may be sent **AS**
WRITTEN by any means.

If liable to be intercepted or fall into
Enemy Hands, this message must be
sent **IN CIPHER.**

Originator's instructions
Degree of priority

Time of Origin.

0923

SIGNED

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

System In.	Time In.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.	System Out.	Time Out.	Reader.	Sender.

T.H.I.

T.O.R.

Appendix G.

SECRET.

RECCE REPORT ON JACKY JACKY. No 1.

Report on Preliminary Recce of JACKY JACKY and
RED ISLAND POINT Areas.

Dated 15.Oct.42.

Written by Lieut. G.V. Roberts, I.O., 31 Bn.

Map Ref. (1) JACKY JACKY, 2" to 1 Mile, completed by "I" Sec.,
31 Bn.
(2) CAPE YORK, 8 Miles to 1 inch series.

1. GENERAL.

The object of this report is to give an outline of the information collected since arrival here on the 11.Oct.42.

Recce of the immediate surrounding country was begun shortly after we arrived, but owing to the closely timbered undulating nature of the country, information obtained relates only to within about 100 yards each side of the course taken by the patrol.

It is not intended that this Unit will elaborately map the area because of the work being done by Survey.

2. JACKY JACKY MAP.

The map shows the AIR FIELD, its dispersal areas, and some of the tracks about it. These have been traversed including the road from the AIR FIELD to track junction at 661985. The outline has been enlarged from a Land Office Map, 4 miles to 1 inch series, and the remainder of the detail filled in by eye. The map has been gridded on our own grid.

3. SURVEY.

A section of 2/1st Survey Coy from 1st Army arrived here with us. They are camped on the Junction of SKULL and BURSTER CREEKS. They expect to have maps of the area on a scale of 1" to 1 Mile printed and ready for distribution in ten weeks from the 11th October. Their work would be greatly facilitated by the receipt of aerial photos of the area. The country is difficult to survey owing to the thick timber, and lack of Trig points. Much will be lost from the maps being prepared unless aerial photos are supplied.

4. AIRPORT.

This runs on a bearing of 130°, 7000' long red gravelled surface with clearing of timber at each end for a considerable distance. It is in a hollow between two ridges, and parts of it may become boggy

in wet weather. It is not intended to bitumen the surface. The only dispersal way ^{not} ~~out~~ now completed runs from 724923 to 709933. It is doubtful if the dispersal way will be done at all. AMERICANS call the airport MAGENTA FIELD.

5. ROAD RED ISLAND POINT TO JACKY JACKY 'DROME.

This is at present a graded road with an earth surface. The AMERICANS intend to red gravel it within the next few weeks. They will probably cut a fresh road in parts where the present road is sandy and bad. A detailed report on the road from BLACK CAMP CREEK to the AIRFIELD is to be found at the end of Route Report from MUNGANA to RED ISLAND POINT. For about two miles from the POINT towards the AIRFIELD the road is very sandy at present.

6. RED ISLAND POINT PORT.

This is the slaughter yard for T.I. Cattle are hoofed to the point and killed. They are then transported to T.I.

It is rather amazing to see a boat of 900 tons within 30' of the shore, but that is how unloading is done here. The AMERICANS have built a pontoon supported by two barges. This pontoon has a roadway out to it constructed of strong saplings, which allow a 3-Ton vehicle to back on to the pontoon. The pontoon only allows unloading from one hold at a time. It carried our 9-Ton tanks with ease. The approaches to the pontoon at present are bad, and loaded vehicles sometimes bog in the sand.

The American Engineer proposed to build a new pontoon just a little to the North of the present pontoon. It will have a length of 80' out from low water mark. The length of the pontoon will be 80' and the width 22'. The approach leading to the pontoon will be 22'. The depth of the water at the pontoon at low water will be 15'.

The harbour is situated in a channel between RED ISLAND and the Mainland. RED ISLAND is about 500 yards from the mainland, and consequently the tide sweeping around the island has created a channel very close to the mainland. 16' of water at L.W. is about the maximum depth obtainable anywhere in the channel, so that extending the pontoon further out to sea would not get greater depth. This channel runs

North-East and then North-West out to sea, and it is some distance before it deepens to any extent. The bottom near the pontoon is said to be sandy. The island close by gives the pontoon good protection in all weather.

7. AMERICAN ENGINEERS.

Much has been said of their splendid work. At present they consist of A and B Coys of 1 Bn, 91 Engineers. E Coy was here until the 13th, when it went to HORN ISLAND. These Coys have been here since August. They are coloured troops in command of a Capt. Weldy, and other white Officers. They propose to remain here another month, and their main tasks in that time are to gravel the road between the port and the AIRPORT, and build the new pontoon. They may build the dispersal ways shown as proposed on the map.

8. COMMUNICATIONS.

(i) Local.

Ma L/T exists between our Coys and attached Troops with the ~~exception of~~ ^{including} the Survey Coy from the 1st Army. We have teed into the party line run by the AMERICANS to the port, and the Sec of 26 Coy A.A.S.C. have done likewise at the dump. The AMERICANS have this party line running to the following points - PORT, AIRFIELD, HOSPITAL and CAPE YORK TEL. STA., Map Ref. CAPE YORK, 8 Miles to 1" Series, 574618. They have a man stationed at this last point.

(ii) Distant.

(a) With T.I.

(A) From CAPE YORK TEL. STA. a message may be delivered by voice to T.I. It is not possible to Tee into the O.T. because the AMERICAN LINE is an earth return circuit. By teeing into their open line we can get the same places as they can get.

(B) At 91 Engineer H.Q. there is a 109 Wireless Set in contact with Fortress Sigs at T.I. They use a Playfair cypher.

Ma (C) This Unit has a 101 Set for communication with Fortress Sigs at T.I. and ~~although we have been trying to contact them for the last two days, our set has not been successful.~~ ^{communication is now established. It is inclined to fade at times & is not 100% efficient.}

(b) South.

(A) Good communication with 11 Inf Bde near Cairns using a

No. 11 wireless set.

(B) Sending a message to T.I. as set out in Part (i) and thence by telegram to the South.

(C) Sending a message to T.I. as set out in Part (i) and thence by wireless through 1st Army at TOOWOOMBA.

The First Army line Sigs are at the present time busy laying two lines SOUTH as far as the HANN RIVER. The AMERICAN Line Sigs are laying a line SOUTH of that point to connect on to the southern systems, and also through FAIRVIEW into COCKTOWN. These lines will carry voice. It is not certain where they will ultimately lead to, but it is presumed they will go to 1st Army direct. The line is a sealed line, and avoids all telegraph stations en route.

9. THE DUMP.

Our engineers have recently built a butcher's shop in the vicinity for the A.A.S.C.

M.R.C. have commenced the erection of two buildings in the Dump Area for our stores. Stores are about 20' high in parts of the area.

A baker's shop will be erected in this area as soon as the bricks arrive in the next few days.

RED ISLAND POINT is the slaughter yard for T.I., and a Mr. CADZOW owns it. Fresh meat is at present obtainable and will continue to be so. Mr. CADZOW is most helpful, and carries stores to RED ISLAND POINT from T.I. without charge.

10. WATER.

American Engineers have put a well about half-way between RED ISLAND POINT and the DUMP. Water is plentiful but slight chlorination is necessary.

American Engineers have sunk about four wells at 746918. They were supplying two of their companies which were in that area about a week ago with sufficient water. The water needed chlorination. The water line is falling in these wells.

One of the Unit's main problems has been water, and until to-day water has been carried from RED ISLAND POINT. A well 8' deep, and

tank, have now been completed by our engineers at 701908. The water needs heavy chlorination (5 scoops). *It is hardly* ~~With careful use~~ *it should be* sufficient for present needs.

Another water point has been discovered in SKULL CREEK, and a road, not shown on the map, has been completed to it to-day. It is 3 and four-tenth miles from Bn. H.Q. by road. Water is running slowly, and tests have shown it needs no chlorination. *(5 scoops)*
A tank and pump *are in* ~~may be~~ put here.

It is believed water can be obtained by digging on most flats at between 5 to 10 feet.

There is water in well at 727913. This well was built for us by the AMERICANS, but unfortunately they timbered it with green timber, and the water stinks.

11. TOPOGRAPHY AND VEGETATION.

The country consists of long broad ridges broken by flats. The latter are usually timbered with ti-tree. The ridges are timbered with rain forest, and in parts they break into vine scrub. Vine scrub is also found on some creeks such as ~~SKULL~~, BURSTER and BLACK CAMP. Timber on ridges is mostly stringy bark (very plentiful), pandanus, bloodwood and wattles.

The soil on the ridges is either red soil (the sub-soil of which makes excellent gravel) or iron stone. Iron stone ridges are sometimes very rough. The flats are, generally speaking, very sandy.

It is difficult to say how this country would stand up to rain. It will probably stand up to five inches of solid rain well, but thereafter, when the soil becomes saturated, it will become impassable to M.T.

Visibility runs from 5 yards in vine scrub to 50 yards in rain forest. On the flats visibility varies because some flats are devoid of timber. Visibility in rain forests is restricted greatly by low brush growing underneath the tall trees.

The red soil appears to be rich, and should grow good vegetables if the summer heat is not too great.

There are no hills suitable for O.Ps. within ten miles of the

Camp site. The only hills appear to be up on the top near CAPE YORK.

Tidal creeks are lined with mangroves. The results of Recces now being made will be co-ordinated and sent back illustrated by sketches in the next fortnight.

12. FLORA AND FAUNA.

Bird life is plentiful, especially Torres Strait Pidgeons; no kangaroos or wallabies have been seen. There are plenty of wild pigs. Crocodiles are found in all tidal creeks, and inshore close to the sea. *close to the shore.*

13. LANDING PLACES.

JACKY JACKY CREEK and Estuary.

There are indications that this creek and estuary and its tributaries provide excellent landing points from barges within about one to two miles of the AIRPORT. A close investigation of this area is being carried out in a dingy and outboard motor lent by the AMERICANS. A report and sketch on these potential landing spots should be furnished within the next ten days.

Other than this point and RED ISLAND POINT, no investigations for landing places have yet been carried out.

14. AUSTRALIAN ABORIGINES.

No contact has yet been made with them. There is a mission station conducted by an aborigine at the mouth of COWAL CREEK.

15. CLIMATIC AND METEOROLOGICAL CONDITIONS.

Sgt. Vidgen, who has spent about 30 years at SOMERSET (Map. Ref. CAPE YORK, 8 Miles to 1 inch, 590614) states that the average rainfall of this area is ^{between 70-90.} about 100 inches. There are thunderstorms in the afternoon from October to December. The North-West Monsoon comes in from January to March, and during that period rainfall is torrential. The prevailing wind for nine months of the year is South-East. During the three monsoonal months it is North-West.

There was a light thunderstorm yielding about 50 points on the 13th.

The weather at present is steamy and particularly close towards sunset. The early mornings are cool.

Rain gauges are being fixed at Bn. H.Q. and the DUMP, and daily readings will be taken.

16. ACK-ACK.

An Ack-Ack Bty arrived at T.I. on the 14th. Their Comd. Offr., Maj. English, has been across to inspect two sites made for them by the AMERICAN engineers at 731927 and 745904. The clearing of the first site is complete, but the Ack-Ack Comd. has condemned it. The clearing of the second site is at present proceeding, and it has been accepted by the Ack-Ack Comd. The approximate new position chosen by the Ack-Ack Comd in lieu of the first position is at 727945. In each position a Tp of 4 guns will be placed.

It is doubtful whether this Unit will be under the command of Comd. of Elsie Gp.

17. LOCAL DEFENCE.

No definite plan has yet been formulated for the defence of this area, and is held pending further Recces.

As soon as a plan is fixed a detailed plan will be furnished.

George Blundell
Ant

Appendix H

SECRET.

APPRECIATION OF THE SITUATION.

Copy No 4

by

Lt/Col. P. H. G. Cardale - Comd. 31 Aust. Inf. Bn. Gp.

at JACKY JACKY on 21. Oct. 42.

1. OBJECT.

The defence of the landing strip at JACKY JACKY.

2. FACTORS.

(a) Relative Strengths.

Enemy - No data is available from which to estimate the probable strength or likely scale of attack by the enemy.

Own Forces - Comprise 31 Bn. Gp., consisting of:-

31 Aust. Inf. Bn. (considerably below strength in personnel, but well supplied with arms and equipment).

One Tp. 2/3 Aust. Fd. Regt.

One Tp. 101 Aust. A/Tk. Regt.

One Sec. 16 Aust. Fd. Coy.

Dets. Sigs., A.A.S.C., Fd. Amb. and L.A.D.

and in the Area, but NOT as yet under Comd.:-

One Bty. A.A. (Eight 3.7 guns, yet to be installed).

Two Coys. U.S. Engrs. (Coloured Tps).

Therefore the forces available should be capable of holding the landing strip and installations in its vicinity against small scale landings for raids from seaborne or air-borne Tps.

(b) Ground.

The area is undulating with ill-defined low ridges interspersed with low-lying flat areas very little above sea level. The soil is a sandy loam with some iron stone outcrops on the ridges. The ridges are covered with tall timber and low undergrowth, which impedes movement, and necessitates cutting and marking of tracks to enable vehicles to pass through. The timber over practically all ridges restricts the view beyond about 150 yards, and in places to about 50 yards. Apart from the landing strip and dispersal roads in its vicinity, few clearings upon the ridges exist.

On a number of the ridges and along some water courses there are belts of thick tropical jungle.

The low-lying flats are either treeless or covered with low shrubs. These areas would be suitable for parachute landings or even crash landings of planes.

Along the banks of the JACKY JACKY RIVER and NEWCASTLE BAY, as also the numerous creeks leading into them, there are wide and dense tracts of mangrove swamp. In these areas, both movement and observation are very greatly impeded.

The JACKY JACKY RIVER and a number of creeks leading from it are navigable by small craft, particularly at high tide.

It will be necessary to prepare tracks and clearings to provide for movement and observation.

(c) Weather.

During the N.W. monsoonal period, from about mid-December to mid-March, from 70 to 90 inches of rain fall. During this

Appendix H

period, movement by M.T. will be restricted to made roads, and possibly some tracks on the ridges, owing to the soil becoming saturated. Over some of the low-lying flats, it may not even be possible to move on foot or with pack animals without becoming bogged.

During the remainder of the year practically no rain falls, and movement is not much impeded by the ground conditions except for some sandy patches and creek crossings.

Therefore, before the wet sets in, it is necessary to reconce and prepare tracks and to provide covers for personnel, stores, ammun., etc.

(d) Communications.

Owing to the timber and lack of prominent hills, visual communication is extremely restricted. The timber is also causing difficulty with W/T and R/T. It may be necessary to rely almost entirely upon line and runner.

(e) Water.

Fresh water on the East coast is NOT at all plentiful during the present period - the end of the dry - and has to be obtained from wells. Therefore it is necessary to locate water bearing sand and springs, and to dig wells both in the bivouac areas, and where patrols, etc., have to operate.

(f) Supplies.

The line of supply is by sea to RED ISLAND POINT, approximately 12 miles from the landing strip. Normal rations and the main reserves are being located in this area. It will be necessary to provide some protection to these supplies and/or disperse the reserves.

3. COURSES OPEN.

To Enemy.

(a) To land sea-borne tps either on the East or West coast and make a land attack or raid to capture or destroy the landing strip and supply installations.

(b) To land air-borne tps either upon the landing strip or flat areas adjacent thereto, with the same object.

(c) A combination of (a) and (b) above - particularly, in the case of (a), using the JACKY JACKY estuary.

With the information available, a forecast of the more probable course cannot be made, and each will have to be provided against.

To Us.

(a) To concentrate all tps and supplies in the area at and around the landing strip and adopt a static defence of the area.

(b) To disperse the available forces for the immediate defence of possible landing points and areas.

(c) To hold the bulk of the force concentrated and ready to move out and strike any enemy forces which land or attempt to land at or near the landing strip with minimum forces disposed to defend vital areas.

Course (a) would possibly provide the maximum security for the force against a large scale attack. The concentration of all supply installations within the perimeter defences around

Appendix H

the landing strip would cause numerous adm difficulties.

It would appear preferable to place the main supply installations at RED ISLAND POINT and to class this as a vital area for the defence of which a detachment should be provided.

Owing to the close nature of the country and the number of possible landing places, source (b) would involve an unwise dispersion of force with possible disastrous results.

Source (c) appears to offer the best solution and will be adopted. Vital areas are the landing strip and the sup. installations at RED ISLAND POINT.

4. PLAN.

(Ref. Sketch Map, JAKKY JAKKY AREA, 2" to 1 Mile).

One Coy. Gp. (incl. A.A.S.C.) will provide the local defence of sup. installations in the vicinity of RED ISLAND POINT (6503). Steps will be taken to arrange for the U.S. Coy in this area to assist.

One Coy. Gp. will be provided for the internal defence of the landing strip (7490 to 7134) making use, as fields of fire, of the clearings thus provided, and covering portable obstacles to be placed on the surface of the drome. Arrangements will be made for the U.S. Coy. in this area, and for the A.A. Bty. to assist.

31 Bn. Gp. (less two Coy. Gps) will be held as a mobile reserve in the area 7091 and 7092. Tracks are being marked and prepared to expedite movement to possible threatened areas. Deep patrols will be provided from this Gp.

-----000-----

<i>Distrib</i>	<i>Copy No</i>
11 Aust Inf Bde	1 and 5
C.O. 31 Aust Inf Bn	2
File	3
War Diary	4

Appendix I

TELEPHONE

NIGHT TRAINING SYLLABUS - 31 BN.

COMMENCING SUNDAY 1 NOV? 42.

Address

Date

NOV? 1.

- 1945 - 2030 - Use of compass - lecture and demonstration.
- 2030 - 2115 - Silent movt., crawling, sound tests.
- 2115 - 2200 - Individual stalk.
- 2215 - 2300 - Smoke.
- 2300 - 2400 - Weapon Tng.
- 2400 - 0100 - Meal.
- 0100 - 0145 - Bayonet Tng.
- 0145 - 0230 - Posting of sentries by night,
- 0230 - 0245 - Smoke.
- 0245 - 0330 - Packing Pl. Truck.
- 0330 - 0415 - Tool Drill, and approach to task.
- 0415 - 0430 - P.T.

NOV. 2.

- 1945 - 2030 - Weapon Tng.
- 2030 - 2115 - Judging distance (by sight and sound.)
- 2115 - 2200 - Tests - judging direction & identification sounds.
- 2200 - 2215 - Smoke.
- 2215 - 2300 - Wiring.
- 2300 - 2400 - Wiring.
- 2400 - 0100 - Meal.
- 0100 - 0145 - Sec. Stalk.
- 0145 - 0230 - Lecture "Stars".
- 0230 - 0245 - Smoke.
- 0245 - 0330 - Keeping direction by stars.
- 0330 - 0415 - Handling P.W.
- 0415 - 0430 - P.T.

NOV. 3.

- 1945 - 2030 - Bayonet Tng.
- 2030 - 2115 - Practise preparation for Dawn Attack.
- 2115 - 2200 - Grenade Tng.
- 2200 - 2215 - Smoke.
- 2215 - 2300 - Recce Patrol (all details, orders
- 2300 - 2400 - " " (reports, security, etc.
- 2400 - 0100 - Meal.
- 0100 - 0145 - Practise ambushes & rushing posts
- 0145 - 0230 - " (co-ordination, control, identification, intercom
- 0230 - 0245 - Smoke.
- 0245 - 0330 - Weapon Tng.
- 0330 - 0415 - Lamp Raid.
- 0415 - 0430 - " "

NOV. 4

1945 - 2030 - Detail preparation for patrol
2030 - 2115 - Patrol
2115 - 2200 - Unarmed combat
2200 - 2215 - Smoke
2215 - 2300 - Laying mines
2300 - 2400 - Clearing Mines
2400 - 0100 - Meal
0100 - 0145 - Weapon Trg
0145 - 0230 - Compass march
0230 - 0245 - Smoke
0245 - 0330 - Compass march
0330 - 0415 - " "
0415 - 0430 - " "

NOV. 5

1945 - 2030 - Unarmed combat
2030 - 2115 - Bayonet trg
2115 - 2200 - Weapon trg
2200 - 2215 - Smoke
2215 - 2300 - Experiments - Pl formations, patrol & intercomm.
2300 - 2400 - " " " 2"
2400 - 0100 - Meal
0100 - 0145 - Detail preparation for and conduct of raid
0145 - 0230 - " " " "
0230 - 0245 - Smoke
0245 - 0330 - Improvised footbridging
0330 - 0415 - " "
0415 - 0430 - " "

NOV. 6

1945 - 2030 - Hunting and harbour
2030 - 2115 - " "
2115 - 2200 - " "
2200 - 2215 - Smoke
2215 - 2300 - Demo - personal camouflage and practice
2300 - 2400 - Preparation for coy attack
2400 - 0100 - Meal
0100 - 0145 - Coy attack on Drome posn
0145 - 0230 - " " " "
0230 - 0245 - Smoke
0245 - 0330 - Coy attack on Drome posn
0330 - 0415 - " " " "
0415 - 0430 - Discussion on attacks.

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Please quote this number when replying.

Date
Address

Australian Military Forces—Northern Command

TELEPHONE—

(2).

Part (III).

For the first 22 miles there is one of the best strips of road struck ~~in~~ on the trip and can be covered in 1¹/₂ hrs. It is flat with a few gullies. The Coen Range is very steep and very rough and from there onto COEN the road runs through hilly ridgy country with rough gullies and creeks. There is very little sand on any part of the road and only a few patches of powdery loam will be struck on the flat between STEWART RIV. and the Range. The bad stretch from the foot of the range to PANDANUS CK. takes about 2¹/₂ hrs..

Water. Investigation showed that the water in STEWART RIV. is not good. It will be found about ¹/₂ mile up from the turnoff to PORT STEWART. It cannot be relied upon at the present time for drinking purposes. The COEN RIV. is dry with- but there are small waterholes on PANDANUS CK. which can be used with chlorination.

Communication. There is a Tel. Sta. at COEN and voice can be used up to CAPE YORK TEL. STA% and down to FAIRVIEW. COEN has one Hotel, 2 Stores and a Butcher Shop with pop. of about 40 people. Very little can be bought unless at boat time, which is once per month through PORT STEWART%.

ROAD RECON REPORT ON ROAD FROM MUNGANA TO RED IS. POINT.FROM 1st to 10.Oct.42.Completed by Lieut. G.V. Roberts, I.O., 31 Bn.

The report has been compiled in two parts :-

- (i) MUNGANA to COENTOWN.
- (ii) COENTOWN to RED IS. PT.

Part (i) of the report was completed at COEN DROME, and sent to 11 Inf. Bde by Air Mail. It should be annexed to this report and Part (ii).

The object of this report is to give a genuine description of the road to supplement and bring up to date the detailed route report prepared by the L.R.R.P. It must be read in conjunction with their report.

The terms SAND, POWDERY LOAM and MELON HOLE are explained as follows:-

SAND. Fine sand which in some cases necessitates a F.W.D. getting into first gear, and using F.W.D. It frequently bogs G.S. vehicles.

POWDERY LOAM. Fine dust similar to that frequently found after Main Roads Commission have completed a road, which is not set by rain.. Under the dust there are ruts, which cannot always be seen.

MELON HOLE. These are caused by the earth falling in, and leaving large ruts and holes. It is usually swampy country.

The sand and powdery loam are very bad on the first part of the trip. Although they do not bog F.W.D. vehicles they cause overheating, resulting in petrol airlocks. Ford 3-Ton F.W.D.^s are most susceptible and before commencing the trip some means should be found to overcome this ^{defect} ~~obstacle~~. Drivers should be warned to keep the vehicle in the highest gear possible, and convoys should avoid mid-day and early afternoon running.

This road is impassable immediately the wet season breaks. Storms up to two inches may improve the road.

With large convoys such as the one travelled in, consisting of 191 vehicles, it is suggested there should be three No. 101 Wireless Sets allotted for the purpose of controlling the convoy.

It is suggested also that an R/T code be used.

The report has been compiled from MUNGANA. Note, however, that railway facilities at MUNGANA do not provide a ramp for unloading of Motor Vehicles. The road from CHILLAGOE to MUNGANA is good.

Detail Report from 23 1/10 miles from ARCHER Riv.
to MORETON TEL. STN.

Wileage	Location	Remarks.
23 1/10	TURN OFF FROM LINE	
24 3/10	CK. Xing	
25 7/10	CK. Xing	
25 9/10	CK. Xing	Road moderate 4 to 5 miles.
26 2/10		Rough P. Loam.
27	CK. Xing	Last 5 to 6 miles Ridgy country.
27 1/10		Rough P. Loam.
27 9/10	CK. Xing.	Bad Crossing here.
28 5/10	Gully	Short Gully.
29 5/10	Gully	Short Gully.
29 8/10		Bad P. Loam.
30 4/10		Bad P. Loam.
31 4/10		P.L. Rough + Powdery.
		A few small creeks not marked by us.
31		Bad P. Loam.
37 3/10	CK. Xing.	Road Fair.
38 5/10		Road Good.
39 1/10	Tel. Line	
39 9/10		Good Road but Rocky.
41 9/10	Bio Area	Swamp to right. Rough Powdery loam.
42 5/10		leave line.
42 4/10	CK. Xing.	
42 8/10		Back on line. Powdery loam. Open Forest Country.
43 1/10	CK. left.	Road Good.
43 4/10	CK. Xing.	Road Good.
44 4/10		Bad Powdery loam.
45 1/10	Rocky Gully.	
45 5/10	CK. Xing.	Road Fair.
47 3/10	Ta TREE Swamp.	Rocky (short) Road Fair. Ridges.
49 5/10	CK. left.	Rocky + small Powdery loam Stretches.
50 3/10	Double Gully	
50 5/10	Gully	Going good.
51 2/10	Gully	Road good.
54 2/10	Gully	} Long flat Ridges. Open Timber.
54 8/10	Gully	
56	Gully	
56 3/10		Melon Patch
57 2/10	Double Gully	Maybe 23 mile CK. It is 22 miles by Road from MORETON.
57 1/10	Gully	
57 8/10		End of Melon Hole.

Mileage	Location	Remarks
57 $\frac{4}{10}$	Gully	Ridges to left.
58 $\frac{3}{10}$	CK.	} very rough.
58 $\frac{6}{10}$	Gully.	
58 $\frac{7}{10}$	Gully.	
59 $\frac{1}{10}$	Gully.	
59 $\frac{4}{10}$	CK. Xing	
59 $\frac{6}{10}$	Gully.	left around gully.
59 $\frac{8}{10}$	Gully.	} Melon Hole Country.
60 $\frac{3}{10}$	Gully.	
60 $\frac{5}{10}$	Gully.	
61 $\frac{2}{10}$	Gully.	
62 $\frac{4}{10}$		
		End of Melon Hole Country
64 $\frac{3}{10}$	Stony Ridge.	P. Loam.
68 $\frac{6}{10}$		end of Powdery Loam.
69 $\frac{5}{10}$		Powdery loam. Getting Bad.
69 $\frac{8}{10}$		Powdery loam.
70 $\frac{6}{10}$	Gully.	Rising Ground. Rough + Rocky.
71 $\frac{5}{10}$	CK.	P. loam.
72 $\frac{3}{10}$	Gully.	P. loam.
73 $\frac{7}{10}$	Gully.	P. loam. Rough.
74 $\frac{5}{10}$	CK.	Rocky.
78 $\frac{1}{10}$	Flat.	P. loam. Ridge. Bad P. loam.
78 $\frac{7}{10}$	Sliprails	} Powdery hoam.
78 $\frac{9}{10}$	Swamp.	
79	WENLOCK RIVER.	
79 $\frac{2}{10}$	MORETON TEL. STN.	Left. P. hoam.

Turn off at Black Camp Cr. to Jacky Jacky Airport

Mileage	Location	Remarks
0	Turn off to DROME	
$\frac{7}{10}$	Scrub Country + Creek.	Sand. Road B.I. Scooped.
$1\frac{7}{10}$		Road B.I. Sandy surface. Rocks left.
$2\frac{6}{10}$	Ck. with Bridge. Flat to left.	Close timber left. Sand heavy.
3		
4		Surface good.
$4\frac{9}{10}$		
$5\frac{1}{10}$		Open flat on left. Swampy. Sand heavy.
$5\frac{6}{10}$	HOSPITAL.	
$5\frac{9}{10}$	DISPERSAL Rd.	
$6\frac{4}{10}$	HERO DROME.	

} Forest Country.

Here roads go everywhere around the drome.
Map which is being forwarded later shows these dispersal areas.

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9/10/42. Remained at Morota Lil Stn all day on repairs. Temp. repairs to F.W.D. ~~steering~~ steering box with $\frac{3}{8}$ " water pipe bush and mild steel belt as sector roller shaft. Ford one ton (Artillery) with radiator cut at river crossing repaired. Fitted complete front spring to 3 ton F.W.D. and used the remaining old Recovery ^{front} spring on a 30 cwt Ford. Shackle pin fell to pieces when removed and $\frac{3}{4}$ " gas pipe was used to bush them. Small lathe would have ~~saved~~ saved good deal of trouble and time here.

10/10/42. Continued with maintenance and repairs and as no spare parts had arrived at Coer drone instructed vehicles to come on. Sent telegram to Brigade asking that spare parts be sent on to destination.

11/10/42. Moved on to Canal Creek. Many crossings and Macmon Herrington had to be towed through. Picked up 15 cwt C.V.T. F.W.D. and replaced condenser on distributor. At old McDonald Homestead Recovery developed a sag and investigation revealed that main chassis member on one side was cracked and other side was bending. Continued swaying in melon hole country no doubt started the trouble. Temporary repairs were effected and the vehicle brought along slowly.

12/10/42. Canal Creek to Red Is Pt. Arrived Jardine R 1200 hrs and crossed without trouble. Arrived Red Is Pt 1600 hrs and moved to site adjacent to A.A.S.C. camp about one mile from jetty.

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i.e., vehicles which could not get out under their own power. There were many cases in which vehicles were bogged for 10 or 15 minutes, and got themselves out. Occasionally FWD vehicles, particularly 3 Ton Fords, were temporarily stuck in steep creeks because their bumper bars hit the far bank. Otherwise FWD vehicles did not stick.

5. AIRLOCKS.

This is a problem that must be faced days before the convoy starts its journey if the Comd. wishes the convoy to run smoothly on the first two days. The road between WALSH RIVER and FAIRVIEW caused more airlocks than any other part of the road. The problem is only found in Ford vehicles.

Our convoy travelled between 0600 and 1130 hrs. and 1400 and 1800 hrs. Airlocks occurred mainly between 1400 and 1600 hrs.

6. GENERAL PERFORMANCE.

The general performance of all vehicles was good particularly as few drivers had driven FWD vehicles only a few days before the trip began. 242 L.A.D. did a remarkable job in bringing all vehicles forward to their destination, particularly with the few spare parts available.

7. PRIOR CONDITION OF VEHICLES AND MAINTENANCE.

Many vehicles with 26 and 27 Coys. AASC which had just been transferred to them were in bad condition before the move began. This was due mainly to bad maintenance before they received the vehicles. These Coys. had no time to check the vehicles thoroughly before the trip began. Vehicles must be very carefully checked and maintained before a move of this type takes place.

Maintenance on the road must be continuous particularly on tightening of bolts that work loose. Particular care should be taken to inspect steering box.

8. G.S. VEHICLES.

With the exception of water carts and Recce Van these vehicles are too light for the job. They performed much better than was expected, but they did slow down the progress of the column. All G.S. vehicles were towards the head of the column; they would have found the road difficult at the end of the column; therefore they will find the road difficult now.

9. MOVEMENT OF THE COLUMN.

Early starts must be made in the morning. Our column was divided

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into seven Groups and L.A.D. behind. At least half an hour interval should be left between the tail of one group, and the head of the next group. Often the column rested at night in two parties, about 20 to 30 miles apart, each party consisting of four groups. This enabled the rear party to commence at 0600 hrs in the morning and catch up the distance between it and the forward party. Availability and quantity of water also influenced the place of bivouac.

The movement of the head of the column had, at times, to be controlled to prevent it moving too far ahead of the tail.

In each group it was customary to place the slower vehicles to the rear of the group, and the lighter vehicles in a position where they could be watched by 15 cwt. FWDs. Dust will control VTMs, and MTH is impossible to lay down.

Movement is from objective to objective, that is, from water to water, where possible. Each group should leave a working party in bad creek crossings to see to the passage of its own vehicles and repair the crossing for the next group. When the head of the next group reaches the creek, the working party hands over to it, and proceeds.

10. BLACK-OUT LIGHTS.

It is dangerous to ride on these roads at night with blacked out lights. Vehicles which have had engine trouble will have to travel at night to rejoin their groups.

11. MOTOR CYCLES.

Motor bikes cannot be placed on the road at any stage of the journey. Arrangements must be made to crate motor cycles if they are to be carried by M.T. This Unit lost three motor cycles out of nineteen; they are almost complete wrecks as the result of damage in transit, owing to the roughness of the road.

12. 25 POUNDER ARTY. GUN AND LIMBER.

The 25 pdr. arrived in excellent condition. The tray in the front of the limber was bashed in. This was caused in crossing deep creeks.

It would not be possible to move a Regt. of Fd. Arty. along the road unless the Regt. had double the number of tractors given to it under W.E. It is impossible for one tractor to drag both the gun and limber over this road. There must be a tractor for each gun and each limber.

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13. A/TK. GUN AND PORTEE.

The gun was not damaged in any way, and arrived in excellent condition. The same remarks apply to the portee.

W. J. B. Smith
Ant

ROAD RECCOE REPORT.

RED ISLAND POINT Turnoff to CAPE YORK TELE. STA.

Distance: 13.5 Miles.

Date: 22.Oct.42.

Made by: Lieut. G.V. Roberts, I.O., 31 Aust Inf Bn.

This report is supplementary to the report made by the 7 L.R.R.P. and does not contain the detail which their report already contains. Its object is to give the present condition of the road.

This road, which is a very crude bush road, has not been used much. 4.4 miles after leaving the turnoff from RED ISLAND POINT Road, there is bad sand for $1\frac{1}{2}$ miles. LARADEENYA CREEK crossing is O.K. The creek is tidal. 7.5 miles out there is bad sand again for 1.5 miles. From 9 miles out until the beach is reached the country is ridgy and the road rough.

From where the road turns East to go to CAPE YORK TELE. STA. the sand is bad. This stretch is approx. 1 mile.

There are survey marks at ~~11.7~~^{10.8} miles and ~~12.3~~^{12.3} miles from the turnoff.

The road runs along the telegraph line most of the way, except for the first two miles or so.

WATER.

LARADEENYA CREEK at the crossing is tidal.

COMMUNICATION.

Along the Telegraph Line most of the way.

242 Aust L.A.D.

Att. 31 Aust Inf Bn.

26/10/43.

D.A.D.O.S.(E)

5 Aust Div.

Vehicle Performance and Results of Check up after arrival.

- 1) F.W.D. vehicles performed well and should not have been in trouble at any time. Those vehicles which were received by Unit a day or so prior to the trip and on which a complete check up had not been made gave most of the trouble and we were able to correct a good deal of this in the first few days. Rear wheel drives with single track grip tyres managed all but the long heavy sand patches. Dual rear wheel drive with ordinary tyres was in trouble much more often due to running on the softer sloping edges of the track. Had the general standard of maintenance been high at the commencement of the journey very little trouble would have been experienced along the road. A number of drivers had only a few hours instruction on F.W.D. vehicles before they left and most of the troubles are due to lack of knowledge on the drivers part.
where batteries were flat
- 2) A large number of voltage regulators required adjustment and in some cases the trouble was due to loose and dirty contacts at the battery. In some cases the regulator settings may have been altered by unauthorised persons but a number with original rivets in the cases required adjustment.
- 3) The steering box bushed at the Shettis in Chillagoe is in good condition but the one repaired ~~at~~ with gas pipe at Moreton Tel. str. is ^{near} well ^{worn} ~~broken~~ although it came through safely and has done some heavy work here. Two failures of the sector roller shaft

of Ford F.W.D.s have been found since arrival here. One has been bushed and the other replaced with the spares which arrived by plane. C.V.T. boxes have not given any trouble.

5) Transfer Cases. Some trouble was experienced by drivers on the road and arrangements have been made to have the vehicles brought in for a thorough examination and a report will be submitted at a later date.

6) Ford Front ^{axle} ~~wheel~~ Universal Joints. Four cases of failure of the ball cage have been found and replacements made from spares sent up by plane. In three cases the cages were cut in small pieces and drivers could not offer any information regarding the failure. In the fourth case the vehicle was carrying a pedestal for an A.V. gun 3.7" and got into trouble in sand. ~~on a reasonably~~ endeavours to get the vehicle out resulted in the following damage:- broken rear axle, crushed rollers pinion shaft front bearing and ball cage front universal. It appears that the rear axle failed first as the driver was advised that just prior to complete failure of the transmission system one front wheel only was turning and that on the side which afterwards proved to have the broken cage. Under these conditions the load on the universal joint would be heavy and as the wheels were on a ^{hard} part lock the cage probably failed as a result of the severe stress set up in keeping ^{the} ball circle at right angles to the short outer shaft. The effort required to roll the balls backwards and forwards an amount depending on the lock and under ~~loaded~~ conditions of severe load appears to be sufficient to burst the edges of the cage.

7) Rear Axles. Two failures including the one mentioned in 6.

8) Attachments between back of bins and canopy frame in stores lorry came away in the Melm Lake country and spare parts had to be packed in cases and placed on floor. Gravel and dust found its way into everything and some machined surfaces were damaged.

- 9) The Recovery has been temporarily repaired but it is definitely not suitable for work in this class of country and has not been used for towing.
- 10) Motor cycles were knocked about on the trip up and one or two may have to be written off. Trucks are being attended to first as sufficient cycles to meet the limited demand are in good condition. H. B. Jones
- 11) The Unit has been unable to undertake a large number of jobs necessitating the use of a small lathe and a requisition is submitted herewith for your approval and assistance in obtaining same.
- 12) One hundred and ten jobs have been turned out to date ^{a large proportion} ~~the majority~~ of which were more than L.A.D. work.
- 13) Some hand tools and equipment suffered damage during roadside repairs and indents for replacement will be submitted when a complete check over has been made.

J. D. Jackson Lint
O.C. 242 Aust L.A.D.

Australian Military Forces—Northern Command.

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Address

242 Aust L.A.P.

Date

Att 31 Aust Inf Bn.
20/10/42.

D.A.D.O.S (E).

5 Aust Div.

Report on Convoy Elsie Group.

22/9/42. L.A.P. left Lonsdale 100 hrs arrived Ingham 1600 hrs. Good road.

23/9/42. Mary Creek crossing and some poor bridges otherwise good road to Innesfail.

24/9/42. Supply petrol from Biped Innesfail and took route along Palmerston Highway through Mulla Mulla, Ravenshoe to Herberton. Road good most of way.

25/9/42 Route through Johnstonville, Bakewell, Lempford, Lappa Jet to Alma-den 20 mls rough road.

26/9/42. Arrived Chillagoe 1100 hrs. Changed front springs in Recovery. New springs three additional chains and longer ~~on~~ U-bolts required made at Smelters.

approx 37

27/9/42. First portion A.A.S.C. vehicles stationed at Balah. R. 20 mls from Chillagoe. Examination of these vehicles revealed that a number required ~~repair~~ good deal of maintenance and replacement parts mostly fuel system but very limited stock on hand. All available diaphragms fitted. One wheel broken shaft in secor roller and new shaft and bush turned at Smelters.

28/9/42. Trailer section A.A.S.C. vehicles (approx 10) some rear wheel drive arrived and given check over. Many drivers in both sections A.A.S.C. had very little experience with front wheel drive vehicles. Some in trouble with transfer case through using front wheel drive continuously. Vehicles received G units just prior to departure from Innesfail in good condition. Recovered vehicle No 20159 A.A.S.C. which turned over on road between Ingham and Chillagoe and put on train at Chillagoe.

29-30/9/42. Vehicles off loaded at station without trouble.

31/9/42 Last batch vehicles off loaded and moved L.A.P. out to main body at Balah. R. Arranged two lorries carrying P.O.L. to move with L.A.P.

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Date

1/10/42. Convoy started to move about 0700 hrs. L.A.D. moved into line 1030 hrs and progress slow. A.A.S.C. Recovery F.W.D. and stores just ahead of no. 1 ton C.V.T. near side of road passed soon after leaving Wabel R. Could easily have recovered and taken back to Chillagoe before our convoy started. A.A.S.C. recovery section will do so on their return journey. 23 mls past Wabel R sand patch several miles long and about 20 veh. in trouble with "vapour locks" mostly due to poor fuel pump performance assisted by the heavy going. Several rear wheel drives ~~lost~~ including the two attached to us had to be towed most of the way. One vehicle with a "burst" radiator went along again when the hose connection was put back. ~~The~~ Road branched in the sand patch and as vehicles had gone each way L.A.D. divided and met up again at junction three mls further along. Last vehicle got away at 2200 hrs and we camped there for the night.

2/10/42. Distributors synchronised and points dressed, carburettors cleared and adjusted and fuel pumps checked on petrol lorries attached to L.A.D. An A.A.S.C. 3 ton Chem. F.W.D. part of a former convoy had attempted to cross from one road to the other in the sand patch and was down to the axles. Both rear axles removed and the vehicle is to be taken back by the A.A.S.C. Recovery on the return journey. Soon after starting out came on a 3 ton F.W.D. (A.A.S.C.) with all axle studs sheared on one side and managed to extract fine and fit bought steel belts cut down. Mile further on 31 Btm 3 ton F.W.D. with fuel pump trouble, new diaphragm & valves fitted. Four mls south of Mitchell R. a 3 ton Ford rear wheel drive ^(W.A.S.C.) with burnt out clutch had been left for the L.A.D. Load had been transferred so the vehicle was left at the Mitchell and is to be towed back to Chillagoe by returning vehicles. Checked up on A.A.S.C. stores lorry and found complete front and rear assemblies 3 ton F.W.D., axles, fuel pump repair bits, springs front and rear complete and Col. Cardale arranged for this lorry to join the L.A.D. The fuel pump repair bits were soon used up and the trouble correspondingly reduced.

3/10/42. Good road for 30 mls past Mitchell R. then sand and deep ruts with few good patches to Fairview Tel. Stn. Very little trouble on this section.

4/10/42. To Hann R. Picked up two 3 ton F.W.D.s one A.A.S.C. fuel pump trouble and 56020 31 Btm generator bearing and fuel pump trouble. New diaphragm and valves fitted generator changed. Arrived Hann R. 1400 hrs. Fitted centre belts and adjusted steering on two A.A.S.C. veh. (P.O.L.) before they turned back. 15 Cwt Chem F.W.D. with faulty condenser, replaced.

Australian Military Forces—Northern Command.

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Address

Date

5/10/42. Harn R. to Rocky Creek. Bad road most part. Low scrub and sand patches. Came up with A.A.S.C. group at creek.

6/10/42. Crossed creek early. Changed drum on 3ton F.W.D. (A.A.S.C.) with sheared axle studs and fitted complete rear spring to 3ton F.W.D. Came up with 15 C.V.T. F.W.D. soon after Stewart R. Guide road but hit stump 3ft to one side, sheared joints spring hanger bracket and fractured main and second leaves. No spares this model so temp. repairs with Ford leaves of approx. size. 31 Btn 3ton F.W.D. few miles on in creek bed. Ignition trouble, flat battery, spare fitted and generator checked. Rough steep pull up Stewart Range but all got over safely. Arrived Coen town 1600 hrs. 31 Btn 3ton F.W.D. with burnt out clutch here and worked late that night and next morning fitting new plate, two spares were carried on A.A.S.C. stores lorry.

7/10/42. Passed through Coen drome 1400 hrs. Inquired about parts but none arrived. Picked up A.A.S.C. 3ton F.W.D. with leak ^{near water pump flange} ~~in engine~~, sent back by own mechanics to have block welded but leak due to loose bolts and gasket forced out. New gasket fitted. Twenty miles from Archer R. received message that 2 tons spare parts being landed at Coen drome. Sent two vehicles back and went on with remainder.

8/10/42. Came on Murrumbidgee after leaving Archer R. Trouble in rear diff. Crew had removed tail shaft and axles and moved some distance on front wheel drive. Complete front spring then taken for another vehicle and the remainder left for L.A.D. Fitted one of the old Recovery front springs and brought along on front wheel drive with assistance in bad patches. 3ton F.W.D. few miles on with broken shaft in sector roller and taken on to Murrumbidgee for repairs. A.A.S.C. 3ton Ford rear wheel drive with both centre bolts broken rear axle springs and new ones fitted. Last vehicle in L.A.D. group arrived Murrumbidgee. Road had most part and several patches molon hole country, large holes 2' to 3' dia and 1' to 1'6" deep and in places only a few feet apart. Country designed to try out any vehicle and guaranteed to ~~the~~ reduce life considerably.

Movement M.T. from Chillagoe to Jacky Jac						VEHICLE REPORT	
Approx No. of Vehicles	Type	Tyre Report	General Report on Mechanical Efficiency	Bogging (if any)	Airlocks		
Approx 70	Chev 15 cwt. H.V.S.	Track griptypes	Burnt solder out of generator	Nil	Nil		
6.	Chev. 3 Ton Ford (Australian Body)	do	do				
3.	Chev 3 Ton Ford (Canadian Body)	do	one vehicle broke oil pipe for brakes.	Nil Nil			
1.	Chev Car Utility (Keece Van)	Balloons Type	Burnt solder out of generator	Bellied in sand occasionally			
2.	Chev 30 Cwt. Water Carts	"		Bogged once			
1	Chev 15 Cwt.	"	Nil	Twice. Sand Track then & he provides			
About 8 International 3 Ton G.S.		Track Grip Tyres.	Nil.	Had to be towed up one hill. Airlocks frequently			

of Jacky 1-1000 9/12. Prepared by Lieut Roberts L.A. 31 Aug 41
 locks General Performance & Remarks Condition before trip began

Trucks pull badly in 3rd & 4th gears but Vehicles in excellent
 do excellent job in 1st & 2nd gear. Very condition. Few had
 are the ~~roughest~~ vehicle on the road, done more than 1000
 Average. M.P.G. 6. Oil pipes for brakes miles.
 are broken by flying sticks.

Pull better than 15 cwt job. Not
 nearly as rough as 15 cwt. Air pipe
 for brakes are broken by flying
 sticks. One of these vehicles towed
 Artillery Ammunition Limber for 18 1/2 miles
 and did an excellent job.

Good performance. Oil pipe for
 brakes are broken by flying sticks

Did Excellent job. 12 M.P.G. Built a Good.
 trailer low.

Performance good. 9 m.p.g. Good.

Body too low. Tail of vehicle torn
 out due to great overhang at back
 12. m.p.g. Good.

from Radiators bail. Tendency is to overload
 frequently these vehicles owing to large bodies. Not known.
 We began the trip with many more
 of these vehicles but because they
 were not F.W.D. they were sent back
 wherever possible. Only one did the
 trip M.P.G. unknown.

APPROX. NO. OF VEHICLES	TYPE	TYRE REPORT	GENERAL REPORT ON MECHANICAL EFFICIENCY.	BOGGING (if any)	AIRLOCKS.
6.	ord 10002.	track grip tyres	one belt on one vehicle slipped badly & as no replacement was possible the engine stalled frequently.		
	Ford 1000 office	Track Grip Tyres	Nil.	3 Times	Nil.
1.	Ford 3000 G.S. (Kitchen)	Balloon Tyres Single wheel.	Broke one spring. Main leaf front left side.	Twice	One
Approx 38	Ford 3000	Track Grip	↓.	Nil	Frequent Airlocks

Approx 38
this does not include those from 2nd A.C. but some of the mechanical breakdowns refer to them

General Report on Mechanical Efficiency.

- ① In many vehicles the 1st gear neutralised. Rough roads.
- ② Voltage regulators required adjustment. This was caused by
- ③ Ball cage in front axle universal joints have broken others suffering likewise which have not been dis
- ④ One rear axle failed on the trip (and another since arrived)
- ⑤ Generator trouble caused by fine sand blowing into air vents in
- ⑥ Left hand or first opening points burned and became
- ⑦ Air cleaner brackets break (throwing the weight of the cle
- ⑧ Vacuum break booster broken by flying sticks a
- ⑨ New diaphragms were required on many vehicles.
- ⑩ Petrol pumps were not in good condition
- ⑪ Steering required adjustment.
- ⑫ Two broken shafts in sector roller.
- ⑬ These pipes on radiators break with twisting of bo
- ⑭ Two vehicles had all axle studs one one side.
- ⑮ One burnt-out clutch.
- ⑯ Broken springs.

Body too low + back overhangs too much
 Result tail of vehicle torn out. 10 mpg.
 Radiator too low + insufficiently guarded.
 Drive on fan belt too low for water in tank.
 Condition of body after trip only fair.
 One of these vehicles with Artillery only had 3
 two gears it has insufficient power for the job.
 Springs are too light although vehicle
 was lightly loaded + many of the heavier
 fittings removed to another vehicle, the
 springs could not stand up to the trip
 + must be replaced.

Good.

Did a fair job. mpg. 8.

Good.

Airlocks Nearly all windscreen ^{steatitions} were
 broken due to twisting of cabin on bad roads
 mpg 4.

Generally the vehicles were
 only in very fair
 condition + many of the
 mechanical defects
 would not have arisen
 had they been in good
 condition.

roads were the cause of this.
 caused by ^{loose} ~~loose~~ and dirty contacts + by
 broken in 3 vehicles. ^{unauthorised adjustment} There may be
 discovered yet.
 arrived ~~side~~ (L.A. report).

vents in opening over brushes. This troubled the commutators brushes + bearings
 me badly pitted.
 The cleaner on to the barometer.
 ticks and stones.
 icles.

of body.
 side.

REPORT FOR
NO. OF VEHICLES

Type

Type Report General report on track efficiency Digging/haup Airlocks

Ford 3 Ton
G.S.

These vehicles were with 27 H.S.C. Cars + no rep
had burnt out Clutch and on another

2. L.P. 3 Marmors

Harringtons
MOD

10.50/18

Track Grip

1st Veh. Broke oil

leaf flexible ~~leaf~~

2nd Veh. shoring
in jacking cozzins
different

Nil.

Nil.

2. L.P. 3A Marmors

Harringtons
MOD

10.50/18

Track Grip

1. Veh.

1 Broken spring front

2 Veh.

2 Broken springs front.

Nil.

Nil.

1. Ford 4 ton
Porter MOD

Track Grip

No break
down

No

Subject to Airlock
if not watched
carefully but say
kept over fuel
pump continuous

1. Ford 3 Ton
Recovery

Track grip

Broken back was brought
along empty.

Nil.

1. Ford 30 cwt
Water Cart

Track grip

1 Broken front
spring

—

—

locks General performance & remarks Condition before trip begins
report is available L.A.D. report shows that one vehicle
rather the center bolts were broken in rear springs.

One vehicle towed gun & lumber for
first day. After that they were split Both have seen
one tractor taking gun and the other considerable service
the lumber tractor cannot be
expected to tow both over this road.
When one vehicle had trouble with
differential the lumber was towed
for 182 miles by 3 Ton Chev FWD
which did an excellent job.

and done over
4000 miles

Both were used to pull vehicles
out of Cks using their winch.

ditto.

to Airlax
atched
werrag
fuel
nteriously

Excellent performance

outside
In good condition

Quite useless for this road

Good.

Good performance. Always
travelled not less than $\frac{1}{2}$ full

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From

to

(Give map refs) Maps used:—

(b) Type of vehicle

(c) Tyres

(d) Load

(e) Weather

1. Place name. (Give map reference)	2. Speedo Readings	3. Width of Roadway (In feet)	4. Construction. C: Concrete A: Bitumen M: Metalled E: Earth S: Sand	5. Surface. G: Good M: Mediocre B: Bad VB: Very Bad State Speed per hour possible.	6. Effect of Rain. AW: All weather XW: Doubtful DW: Impassable normal MT	7. Bridges. Construction. C: Concrete M: Masonry W: Timber S: Steel	Length. Abutment to Abutment & Number of spans	Width. Roadway	Height. Average height of roadway above bed of stream.	Detours at site ED: Easily detoured CD: Construction of detour possible ND: Construction of detour impracticable.	Load in Tons. (Estimate)	8. Steep Gradients. (Estimate) State "up" or "down."	9. Bad Curves. Say what cannot negotiate.	10. Departure from road & nature of Cross-country going. L: Yes, on Left R: " " Right LR: " " Both sides Type of surface off Road.	11. Remarks. (a) Dispersion off road (b) Cover from air (c) Defiles: caused by cuttings, gorges, causeways, etc. (d) Subject to flooding (e) Observation posts (f) Possible landing grounds (g) Landmarks
SHOTGUN CREEK.		7'	S	M	DW										Tracks laid 42'
SKARDON RIVER.		"	Water		DW										corduroy & mesh 70'
COCKATOO CREEK.		"	"	G	DW										Tracks laid. 20'
SCRUBBY CREEK.		"	"	M	DW										Tracks laid but down bank. 25'
SAM CREEK.		"	"	M	DW										but down bank. Sandstone
MISTAKE CREEK.		"	"	G	XW	W	20'	10'	6'						Bridge (2 piers, 4 Road Bearers, Decking)
CANNIBAL CREEK.		"	"	M	DW										Tracks, corduroy, but down bank 28'
CYPRUS CREEK.		"	"	G	AW	W	22'	10'	12'						Bridge (2 piers, 2 Bearers) Tracks N. Bank. 35'
3 MLS. N. OF CYPRUS CK.		"	"	M	DW										Tracks laid light.
BRIDGE CREEK.		"	"	G	DW	W	20'	10'	2'						Bridge (2 piers, 2 Bearers, 1 Pier)
UNAMED CREEK.		"	"	G	DW										Tracks laid 20' Heavy.
1 1/2 MLS. N. OF CYPRUS CK.		"	E	G	DW										" " 110' "

GENERAL

GSI FIRST AUST ARMY

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From

to

(Give map refs) Maps used:—

(b) Type of vehicle

(c) Tyres

(d) Load

(e) Weather

1. Place name. (Give map reference)	2. Speedo Readings	3. Width of Roadway (In feet)	4. Construction. C: Concrete A: Bitumen M: Metalled E: Earth S: Sand	5. Surface. G: Good M: Mediocre B: Bad VB: Very Bad State Speed per hour possible.	6. Effect of Rain. AW: All weather XW: Doubtful DW: Impassable normal MT	7. Bridges.					8. Steep Gradients. (Estimate) State "up" or "down."	9. Bad Curves. Say what cannot negotiate.	10. Departure from road & nature of Cross-country going. L: Yes, on Left R: " " Right LR: " " Both sides Type of surface off Road.	11. Remarks. (a) Dispersion off road (b) Cover from air (c) Defiles: caused by cuttings, gorges, causeways, etc. (d) Subject to flooding (e) Observation posts (f) Possible landing grounds (g) Landmarks
						Construction.	Length.	Width.	Height.	Detours at site				
JARDINE RIVER		9	Water	G	DW									Mesh. Bordurey. Track. Cutting.
SKULL CREEK		7	"	M	DW									Tracks 12'
BURSTER CREEK		8	"	G	DW									" 15'

GENERAL

From the Hann River north, bordurey was laid in main rivers. This however needs constant replacement with a heavy convoy over it, because most of it is laid running with the track. These creeks have therefore not been shown.

GSI FIRST AUST ARMY

Appendix J

JACKY JACKY AREA.

Intelligence and Recce Report - No 2.

Prepared by Lieut. G.V. Roberts,
I.O., 31 Bn.

Dated - 24.Oct.42.

Map Ref.: - CAPE YORK, 8 Miles to 1 inch.
JACKY JACKY, 2" to 1 Miles.

1. GENERAL.

During this period Recce patrols have continued in area within 15 miles of Camp Site. Very careful investigation has been made of JACKY JACKY CREEK, its estuary and tributaries, for they are deep enough to be navigated by small craft drawing up to 5 ft to a point within about 1 mile of the drome. The writer was fortunate enough to be able to make an aerial recce lasting for about one hour. Quick recce is impossible by reason of the lack of aerial photos. Aerial recce did show numerous flats capable of being used by aircraft (crash landings and parachute tps).

2. MAPS.

Survey are held up in their work by lack of aerial photos. They have established their base line between two points on the telegraph line, 10 8/10ths and 12 3/10ths miles by road from RED ISLAND POINT ^{NORTH}. They will produce three maps of this area as shown in sketch attached. They will probably be called ENDEAVOUR STRAIT, NEWCASTLE BAY and CAPE YORK SPECIAL.

At the present time the "I" Section of this area is producing a map of JACKY JACKY Area on a scale of 4" to the mile to be known as JACKY JACKY 4". The map includes the area shown in the map already completed of this area and lying between 6237, 8127, 8197 and 6897. It should be printed by the 28th.

3. TOPOGRAPHICAL RECCE.

For the purpose of Recce of the area in close proximity to the Camp it has been divided into areas for investigation (sketch plan attached). Presuming that the camp is somewhere in the circle shown on the sketch, investigation from that area is being made, using it as a centre. Enlargements of these sketches have been made but owing to other mapping work no time has been found to plot the detail. This will be completed and forwarded at an early date.

The method of obtaining this information is by blazing and making tracks to certain points to which we desire easy access. These tracks are later traversed by compass. These tasks are delayed by mangrove in Areas A and B, and thick vine scrub in Areas C, D and E.

4. AERIAL RECCE.

The writer was fortunate in being able to make an hour's Aerial Recce of the area in an Air Speed Oxford transport plane. This recce assisted considerably the ground recce, which is at present being carried out. It showed that in many parts, particularly East of the grid line 57, there are numerous open flats suitable for crash landing of aircraft and for parachute troops, and that the area marked E on the sketch attached is very scrubby. This remark also applies to area in C North of Black Camp Creek. It gave a good idea of the extent of the JACKY JACKY,, which appears to be mangrove for a long distance inland. On the other side of the JACKY JACKY there is an area marked "X" on the sketch. This is an impenetrable mass of entwining mangrove creeks. It proved that the JACKY JACKY Creek does not cross the C.T. as shown on the map. The JARDINE RIVER is a most noticeable landmark. Our camp area has excellent cover from aerial observation.

5. JACKY JACKY CREEK AND ESTUARY.

A detailed investigation of this Creek and estuary has been made in a dinghy with an outboard motor. The sketch was completed with the use of a compass and judging distance. The Creeks and tributaries only go as far as the dinghy could travel, so they extend inland much further than shown on the map. The land traverse in parts shows the extent of the mangroves. The heights of the water given are approx. 6' above low spring water. This is done to give some indication of the points which could be reached by any landing party using a rising tide. No tide data has yet been obtained in this area but the tide rises and falls twice a day. Parts of the estuary would be suitable for the landing of seaplanes. The fact that it could be used by landing craft is seen from the map. Time did not permit the investigation of the mangrove creeks leading off the estuary on the right. Note the whole of the shores shown on the sketch are mangrove unless otherwise stated.

6. ROADS.

A recce report of the road from RED ISLAND POINT to CAPE YORK TELE. STA. is forwarded. This report is supplementary only to the 7 L.R.R.P. report. (Rd report Appx "A").

Attempts have been made to get to SOMERSET both by the Survey Coy and ourselves, but apparently no track other than a pack track through scrub exists. There is a track leading towards SOMERSET from CAPE YORK TELE. STA. (the reference to which should be 576618 and not 571619); this leads towards MT. ROMA to about 581619. This track ends almost surrounded by hills covered with thick scrub uncrossable by M.T. The telegraph line shown there only runs as far as CAPE YORK TELE. STA. and no further. The O.T. goes into the sea about 1 mile West of the CAPE YORK TELE. STA, which is itself on the sea. Local information shows there is a track up LARADEENYA CREEK for about 4 miles, and that from this point it should be possible to cut a track to SOMERSET. An effort will be made to cut a road to SOMERSET this week.

The American Engrs should complete the gravelling of the road between RED ISLAND POINT and the drome within the next ten days.

The red gravel laid by the Americans on the runway and roads was affected in patches by rain which fell on the 23rd. Bush roads made by us stood up well, and all roads are now bone dry.

7. THE TIDES.

Years of investigation have shown that it is impossible to make any chart of the tides in TORRES STRAIT, and as far South as RED ISLAND. It may be possible to do something on JACKY JACKY CREEK, but inquiries will first be made through Naval authorities at T.I.

There are two tides daily at RED ISLAND POINT.

We have obtained a copy of the latest chart of ENDEAVOUR STRAIT (1933) scale $\frac{1}{50000}$. It gives many more soundings than the charts of ALBANY PASS to BOOEY ISLAND (scale $\frac{1}{27,300}$), and NORMANBY SOUND and PRINCE OF WALES ISLAND (Scale $\frac{1}{36,250}$) given to the Unit. It is an up-to-date chart and covers the coastline from EVANS BAY in the North to about two miles South of RED ISLAND.

8. O.Ps.

Observation from hills and ridges near the Camp is almost nil.

PEAK POINT at 571621 and CLIFFY POINT at 586606 will be investigated. Both are, however, miles away from our Camp and many factors will have to be considered before they are occupied. The few low hills in this area are flat and scrubby on top.

9. COMMUNICATION.

Capt. Gun, in charge of 1st Army Line Sigs Coy, who was here this week, said that when the laying of the new lines was completed, it would be possible to connect by voice with Post Office lines at Townsville. Further that there was a suggestion of a branch line from the O.T. to JACKY JACKY or of a switch at RED ISLAND POINT. This would give voice communication to Bde and Div on a sealed line, at least as far as HUGHENDEN. The line is now completed for 70 miles South of CAPE YORK and in many other places along its huge length. What will delay the erection of the line is the erection of booster stations en route.

This Unit has taken over the maintenance of the American Lines. It is proposed to put Fullerphones on the American line to CAPE YORK and to station signallers at CAPE YORK TELE. STA. to transmit messages by the cable to T.I. The cable from CAPE YORK TELE. STA. to T.I. will carry voice. This will enable messages to be sent quickly without the necessity of enciphering many of them. Besides, our wireless link with T.I. on two 101 sets is not reliable and some day the sets are only on strength nine between 0900 hrs and 1400 hrs. This breakdown has caused considerable delay in communication with T and is most unsatisfactory.

10. ERECTION OF BOOSTER STA NEAR CAPE YORK.

There is a party of about ²⁰~~12~~ men situated on the O.T. at 573617. They consist partly of 1st Army Line Sig 2/12 Coy and partly of 17 ~~th~~ th Fd Coy Engrs. Their task at the point is to erect a booster Sta for the O.T. They hope to have the job complete by Christmas.

11. METEOROLOGICAL.

CAPE YORK TELE. STA. is a Meteorological Station. The average rainfall there is 70 inches taken over a long period of years.

The weather during the past week has been hot and muggy. It was relieved by rain, the following falls being recorded:-

JACKY JACKY.	22nd.	23rd.
	30.	180
RED ISLAND POINT	-	20

The weather is now cool.

12. WATER.

Further wells have been sunk in the soak running from 701908 to 698920, Ref. JACKY JACKY, 2" to 1 Mile. Water point on SKULL CREEK at 646936 has been opened up. The water in this creek is running slowly and a box has been put into the creek.

Water has been found on most flats in A, B, C, D and E Areas. Patrols have dug on flats and found water between 3' and 4'. In some places the water has a strong swampy odour.

13. AUSTRALIAN ABORIGINES.

COWAL CREEK MISSION STATION is situated on the right bank of COWAL CREEK at the mouth of that Creek. The Station is in the charge of a Torres Strait Islander, Jomen Tamwoy, who is a Government teacher. He is assisted by a coloured woman missionary and another coloured teacher. There is a Government school at the Mission, but it has not been opened this year owing to the war position in this area. The Mission is controlled from Thursday Island. Its denomination is Church of England. At the present time there are about 150 natives at the Mission, most of whom are women, children and old men. All able-bodied men have been impressed for labour and ships at T.I.

American negroes from the 91st Engrs have caused trouble at the Mission ever since they arrived. They have taken some of the women away by force, and apparently go there fully armed and terrify the aborigines. Two weeks ago they took two gins away from there by seduction and they have not yet returned.

This is the main reason why the mission plans to move shortly to a point about twenty miles South of the present Mission Station. They will move as soon as T.I. can make transport arrangements to transport them by sea to their new home. Tamwoy said they were all anxious to go and break contact with the negroes. A caretaker will be left at the Mission to look after the property there.

At present the people at the Mission exist on Government rations and money sent from their men folk at T.I. Their gardens no longer exist and they have no boats for fishing. Their only dinghy was lent

to the American Engineers.

The adults speak Mainland Aborigine, and the children are taught Pidgin English in the school.

Tamwoy seems a good type of Torres Strait Islander, and must be such to be in charge of such a mission. He said the people at the Station understood white people, and that they had had dealings with Japanese when they were pearling on Australian luggers, and they found them all right. They feared, however, lest they might come here.

The aborigines from the Mission Station do not roam about this locality. A few sometimes go to RED ISLAND POINT.

14. DEFENCE OF THIS AREA.

The present plan for defence is, briefly, one Coy supported by Arty., M.G., Mortars and Tanks on the aerodrome, and one Coy with supporting arms at RED ISLAND POINT.

Two 18 pdrs are being used as beach guns at RED ISLAND POINT, one about 600 yards South of the Point and one about 500 yards North of the Point. ~~25 pdrs will also give support in that area.~~

The remaining two Coys and the remainder of the supporting arms will remain in reserve to be used for any task that arises. Tracks, both M.T. and foot, are being built to localities from which a threat may come, so that troops can move quickly to any threatened point.

The Maps which follow will show the dispositions taken up. At the present time their exact locality has not been determined..

A map of the RED ISLAND POINT Area should be completed by the 30th inst.

G. W. Bland
Ant

AUSTRALIAN MILITARY FORCES

Routine Orders Part I

by

Lt/Col. P.H.G. Cardale

Comd.

31 AUST. INF. BN. GROUP

12 Oct. 42

No. 1.

These orders will apply to the whole of 31 Aust Inf Bn Group. Any orders applying to 31 Bn only will be marked as such. Sub-units will submit subject matter for publication to Group HQ, which will be 31 Aust Inf Bn HQ.

DUTIES

<u>DUTY COY.</u>	11/12 Oct. 42	"E" Coy
	12/13 "	"A" Coy
	13/14 "	"B" Coy

1. DAILY ROUTINE:-

The following time table will operate as from Tuesday 13 Oct 42. Any alterations will be advised through these Orders:-

Reveille	0615 hrs	Afternoon Parade	1330 hrs to
Adm Parade	0630 hrs		1630 hrs
Breadfast		Evening Meal	1800 hrs
Parade	0730 hrs	First Post	2115 hrs
Morning		Last Post	2145 hrs
Parade	0830 hrs to 1200hrs	Lights Out	2200 hrs
Lunch	1230 hrs		

2. ROLL CALL & ADM PARADE

(a) This will be held daily at 0630 hrs. in accordance with Daily Time Table. The following will be the routine:-

1. All Officers, N.C.O's and men other than cooks will parade and a complete check obtained. Immediately after Roll-call Mess Orderlies and other Duties will be detailed.

(b) Arms inspection will be carried out.

(c) Tents will be in inspection order by 0730 hrs daily, and will be inspected by an Officer.

3. CAMP BOUNDS.

(a) Camp bounds are detailed as the limit of the tented area of the camp.

(b) Other sub-units and Coy lines are out of bounds to all personnel except on duty.

(c) American camps and Red Island Point are out of Bounds to all ranks except on duty.

4. CHURCH PARADES.

(a) A combined Church Parade for C of E and other Protestant Denominations will be held every Sunday unless otherwise ordered.

(b) Time and place of parade will be advised later.

(c) It will be impressed on all ranks that this is a PARADE which all ranks will attend unless detailed for other duties. Any personnel not desirous of attending the SERVICE will be fallen out at the Church Parade area and marched back to Sub-Unit lines.

(d) Officers will parade with their men.

5. PROTECTION:-

(a) Picquets will be provided by sub-units to ensure security of stores and personnel.

(b) Slit trenches will be dug in areas occupied by tps. They will be dug UNDER COVER.

(c) Camouflage nets will be used on tents, buildings, Vehs. etc.

5. PROTECTION:- (Contd)

(d) A/A Guns will be mounted and crew ready for action at short notice.

(e) All Sub-Unit Comds. are responsible for their own protection at all times.

6. HYGIENE AND SANITATION:-

(a) Deep trench latrines and urine pits will be constructed in Sub-unit areas.

(b) Refuse including tins will be burnt before burial.

(c) Sub-units will be responsible for the cleanliness of their own areas.

7. STATES & RETURNS.

(a) Daily Parade States will be submitted by Coys and Sub-units under Comd, by 0800 hrs to Group HQ.

(b) W.3008 and W.3009 will be forwarded to Group HQ by 1000 hrs each Saturday by

Bty of 2/5 Field Regt

Tp of 101 A/Tk Bty

26 Coy A.A.S.C.

16 Fd Coy Engineers

(c) W.3008 and W.3009 for 19 Fd Amb personnel will be submitted by their HQ direct.

(d) K - Sec Sigs will be included in 31 Bn Returns and shown as attached.

8. MEDICAL:-

(a) Sick Parades will be held in 3 areas Daily and will be attended by personnel as shown:-

<u>Time</u>	<u>Area</u>	<u>Attended By</u>
0700 hrs	HQ Coy	HQ Coy, B & D Coys
0800 hrs	E. Coy	E. Coy, A & C Coys, Engrs.
0830	R.A.P.	BHQ, Q.Store, M.T., Arty and A/Tk.

(b) A.D.S. will evacuate from R.A.P. at 1000 hrs daily.

(c) Due to existing circumstances personnel evacuated from R.A.P. will have all articles of equipment withdrawn except pack, haversack, mess kit, water-bottle, respirator, steel-helmet and clothing.

(d) All cases of injury will be reported to Gp HQ as soon as practicable on A.A.F. D.11 (in triplicate).

(e) In cases of illness, D.11's will not be required unless patient is evacuated to a civilian hospital.

(f) Courts of Inquiry will be held as required in accordance with A.M.R. & O. 698/699.

9. RECREATION.

Unless otherwise ordered and subject to operational requirements and Duties Sunday will be observed as a recreation day.

10. POSTAL.

(a) Gp Postal Office is established at Gp HQ. All mail must be franked and censored before passing to Postal Corporal.

(b) Field Post Cards and Green Envelopes are available at Gp HQ.

RATES - Ordinary mail - 1d.
Air Mail - 4d.

(c) Mail will be addressed as follows:-

Q.14151

Pte. Q. Rowbottom

D. Coy

31 Aust Inf Bn

AUSTRALIA

QX.10101

Gnr. R. Tocock

53 Bty

2/5 Fd Regt

Att. 31 Aust Inf Bn

AUSTRALIA

(d) Arrangements may be made for telegrams (to be advised later). The following information will be written on the back of the form:- Regt. No., Rank and Name only; NOT - NOT Unit

11. CANTEEN:-

(a) Attached Units may organise their own canteen and will submit a build order to Cpl. Miller of 31 Bn Canteen.

(b) Other att tps will hand in orders with other sub-units or Coys.

11. CANTEEN (Contd)

- (c) Arrangements for 31 Bn personnel will continue as previously.
INDIVIDUAL ORDERS WILL NOT BE HANDLED BY 31 BN MAIN CANTEEN.

12. AIR RAID WARNINGS.

The followings warnings will be given by phone to sub-units

<u>Warning</u>	<u>Meaning</u>	<u>Action</u>
Yellow	Raid possible but <u>not</u> imminent	Post sentries; close flaps of tents
Red	Raid imminent	Wear steel-helmets and get near slit trenches; extinguish lights & fires
White	All Clear	Resume normal activities

13. PAY

Sgt. W.A.S. CHAILLON, A.A.P.C. will represent D.F.O. for gp.

Sub-units under Cmd will handle their own pay where possible and submit Requisition for cash to Sgt. Chaillon by Wednesday of Pay Week by 1000 hrs.

Surplus Cash and Aquittance will be returned to Pay Sgt by 1200 hrs Saturday.

Sub-units unable to handle their own pay records will contact Sgt. Chaillon as soon as practicable and make necessary arrangements.

Pay-books will always be carried on soldier except for brief periods to allow of checking by Pay Staff.

Personnel evacuated, sick or attending courses must carry Pay-Book.

Personnel proceeding on leave will be paid in advance for the period of Leave.

14. SECURITY.

- (a) Lieut. G.V. ROBERTS is appointed Gp Security Offr.
(b) Sub-units under Cmd will nominate as Security Offr for their Sub-Unit. Name to be submitted to Lieut. Roberts at Gp HQ by 1800 hrs 13 Oct 42.
(c) Gp Security Officer will arrange lectures on security with particular attention to franking of correspondence and concealment and camouflage of equipment, tents and vehicles.

15. SUPPLIES.

- (a) Rations and P.O.L.
A S.P and P.P. will be established at Rd Junc of 31 Bn Camp Area and main Drome Road opening at 1500 hrs Daily, as from 13 Oct 42.
(b) 31 Bn and Sub-units under Cmd will individually indent on A.A.S.C.
(c) Rations will be indented for 3 days ahead.
(d) P.O.L. will be indented for daily, except for heavy demands of which 3 days notice will be given

16. DAMAGE OR LOSSES

Any loss or damage to Govt. or Private property will be immediately reported on form U.F.16 in triplicate (not quadruplicate as shown on form). Pro Forma of U.F.16 available at Gp HQ.

17. DISCIPLINE

- (a) Strict Track Discipline must be enforced.
(b) Fires may be lit but means will be immediately available to extinguish same.

18. DISTRIBUTION

C.O.	1.		
2 I.C.	2.	R.A.P.	19
I.O.	3.	Pay Sgt.	20
HQ. Coy	4-5	53 Bty 2/3 Fd Regt	21-22
A. Coy	6-7	D Tp 101 A/Tk Bty	23-24
B. "	8-9	16 Fd Coy	25-26
C. "	10-11	1 Aust Army Survey Coy	27
D. "	12-13	26 Coy A.A.S.C.	28
E. "	14-15	242 L.A.D.	29
Q.M.	16	19 Fd Amb	30
T.O.	17	11 Aust Inf Bn	31-32
Padre	18	War Dairy	33-34
		File	35-36

Strange
(S.O. STRANGE) CAPT.
ADJT. 31 AUST INF BN GP.

AUSTRALIAN MILITARY FORCES.

Routine Orders Part 1.

by

Lt.Col. P.H.G.Cardale

Comd.

31 AUST. INF. BN. GROUP

13 Oct. 42.

No. 2.

These orders will apply to the whole of 31 Aust.Inf. Bn. Group. Any orders applying to 31 Bn. only will be marked as such. Sub-Units will submit subject matter for publication to Group H.Q., which will be 31 Aust.Inf. Bn.H.Q.

DUTIES.

<u>DUTY COY.</u>	<u>31 BN.</u>	13/14 Oct.42	"B" Coy.
		14/15 Oct.42	"C" "
		15/16 Oct.42	"H.Q."

1. DEDUCTION OF FD. ALLCE FROM TRAVELLING ALLCE. (Ref.5 Div.R.O. Serial No 22)

Beginning immediately Fd.Allce is to be deducted from the daily rate of Travelling Allce before any computations are made, e.g.

Travelling Allce for Captain: from 0800 hrs 2/6/42 to 1400 hrs 4/6/42 - 2 $\frac{1}{2}$ Days at 11/6 (14/6 loss 3/- fd. Allce) - £1/5/10.

2. CLOTHING & NECESSARIES.- ISSUES ON PAYMENT- (G.R.O 312 Paras 2(B) and 3 (A)
1. Paragraph 2 (B) of of G.R.O. states -

WHERE OFFICERS OR OTHER RANKS desire to augment the authorised scale of issue

In these cases, issues on payment will be permitted only on the surrender by the individual concerned of the appropriate number of coupons as laid down by the Rationing Commission.

(2) A. G.R.O. covering the following instructions on procedure will be promulgated shortly to supercede those contained in Para 3 (A)

A. The member of the Q.M.Store issuing articles covered by Para 2 (b) of the above order is responsible for cutting the requisite number of coupons from the members Army clothing ration book, It will be his duty to collect the correct number of coupons in accordance with the scale laid down by the Rationing Commission..

B. A. separate W.F. 22 plainly marked "Issues on Payment" will be prepared by the Quartermaster, In the particulars column must be entered details of the items sold and against each item the number of coupons surrendered. A column can be ruled for this purpose.

C. These coupons will be pasted to A.C.C.F.12 and attached to the relevant W.F.22. The number of the W.F.22 will be shown on the A.C.C.F. 12. It will be the Pay Sergeant's duty on receiving the Form W.F.22 to check that the total number of coupons, as shown on the face of the form are actually attached.

D. The coupons will be left attached to the form W.F.22 when forwarded to Command Paymaster, and from him to respective District Finance Officers.

3. GUN, MACHINE, BREN.- Damage to Piston Head. (Ref. A.I.A. Middle East No.A14a)

With careless assembly, damage is likely to occur to the head of the piston through it striking the lower parts of the breech block stop and barrell locking nut lug also the rear end of the gas cyclinder.

On all occasions of stripping Bren Guns, the piston head is to be examined and burrs, if present are to be carefully removed, This defect will increase friction and affect functioning.

John Strange
(S.O. STRANGE) CAPT.

AUSTRALIAN MILITARY FORCES.

Routine Orders Part 1.

by

Lt.Col. P.H.G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

14 Oct. 42.

No. 5.

These orders will apply to the whole of the 31 Aust. Inf. Bn. Group.
Any orders applying to 31 Bn. only will be marked as such. Sub Units will submit subject matter for publication to Group H.Q. which will be 31 Aust. Inf. Bn H.Q.

1. DUTIES. 31 BN. ONLY.DUTY COY. 31 BN.

14 /	15 Oct. 42	"C" Coy.
15 /	16 Oct. 42	"H.Q. "
16 /	17 Oct. 42	"E" "

2. M.T.

- (a) Instances are occurring of improper use of M.T. resulting in wastage of petrol and useless wear and tear on vehicles.
(b) Sub Unit Comds. will keep a careful check on M.T. movement to ensure that absolute minimum requirements are being carried out.
(c) Periodical checks will be made and disciplinary action taken against offenders.

3. ILLEGAL USE OF SERVICE WEAPONS.

- (a) It will be impressed on all ranks that the ammunition issued is NOT for sport or shooting of game.
(b) Sub Unit Comds. will be held personally responsible for illegal use of arms in their sub unit areas or by their own personnel.
(c) Severe disciplinary action will be taken against offenders.

4. WATER

Until an adequate water supply is assured, the strictest water economy must be enforced.

A plentiful supply has already been located and it is anticipated it will be available within a few days. Water will have to be carried by M.T. so that any wastage will be regarded as an offence.

5. SUPPLY POINT.

S.P. as indicated in R.O. No.1 of 12 Oct.42 will not operate pending advice from 26 Coy. A.A.S.C.

6. FRANKING OF CORRESPONDENCE.

In accordance with Censorship Instruction No.22 franking officers will sign name ONLY in BOTTOM LEFT CORNER of envelope and at end of text of letter.

7. PAY.

Due to the limited resources available for spending money, it is anticipated that troops will NOT draw their full pay.

To assist the pay staff members will write in pencil, in their pay books the amount required before handing in books to pay Sgt.

8. District Court Martial 31 Bn.

A D.C.M. was held in the Field on 22 Sep.42 for the trial of Q34528 Cpl. E.N. Gould.

The accused was convicted of the offence of absenting himself without leave from 2359 hrs. on 23 Jun.42 to 0800 hrs. on 27 27 Jun.42.

SENTENCE. To be reduced to the ranks and to be fined £10.

Strange (S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GP.

AUSTRALIAN MILITARY FORCES.

Routine Orders. Part I.

by.

Lt.Col. P.H.G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

15 Oct/ 42

No. 4.

1. DUTIES 31 BN. ONLY.

DUTY COY.	15/16 Oct.42	"H.Q." Coy.
	16/17 Oct.42	"E" "
	17/18 Oct.42	"A" "

2. DISCIPLINE.

There has been a marked decline in discipline within the Unit during the past few weeks. The conditions under which the unit is now operating make it all the more important that strict discipline should be maintained especially in view of the presence of other Allied troops in the Area.

Saluting is an outward sign of ~~strict~~ discipline.

Coy. Comds. and the R.S.M. for Bn.H.Q. will lecture their troops on discipline and saluting and will take immediate steps to raise the tone of the Unit.

Also the use of indecent language in the group has become a common practice. The prefixing of every noun with the same filthy adjective in normal conversation indicates a pitiful weakness of mind, and is an insult to the rich variety of the Australian language. Attention of all ranks will be drawn to A.M.R. & O. 334.

3. POSTAL CONCESSIONS.

Advice has been received that mail between members of the services can be sent free by any means except A Mail, which costs the usual Air Mail fee only 3d.

4. TELEGRAMS.

Due to the excess traffic on the telegraph system, it is advised that in most cases letters will reach their destination by Air Mail quicker than a telegram can be despatched. Officers will explain this to all ranks. ~~presenting~~ telegrams for transmission.

5. PIONEERS.

Demands for pioneer duties will be submitted through "H.Q." Coy. stating number of men required, nature of work, and probable time required.

6. COURT OF INQUIRY.

A Court of Inquiry will be assembled immediately to inquire into and report upon the absence without leave from the Unit of Q33356 Pte. Bloomer T.N. The Court will comprise:-

PRESIDENT- Capt. F.J. Wilson.
MEMBER - Lieut. R.D.B. Smith.

7. EXEMPTION.

Applications for exemption by Q131044 Pte. Watson P.S. and Q130354 Pte. J.J. Thorburn has been refused by D.A.A.G.

Strange
(S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GP.

NEWS FROM THE FIGHTING FRONT. 14 OCT. 42.

1. PACIFIC

Five Japanese warships have been sunk in the Solomon Is.
Allied bombers made a wideswept raid from Timor to the Solomon Is.
Deli (Timor) has been heavily bombed by Allied bombers.

Heavy bombers attacked Rabaul, dropping eight 1000 lb bombs and causing considerable damage.

Allied bombers made a night attack on the Aerodrome at Buna. All the planes returned safely.

Ground Forces.

Patrols have penetrated to Myala and are still pushing on successfully.

2. TOBRUK.

Allied heavy bombers raided Tobruk, and caused considerable damage. All the planes returned safely, and there was no ground activity..

3. RUSSIA.

The position in Russia is unchanged, with local Russian successes on all sectors.

LOST

QX36653 Cpl. Ottway H.J. - 1 Black Kit Bag locked and tied at top marked H.J.
Ottway - lost this side of Cockatoo Creek.

Please return to 19 Fd. Amb.

(For Official Use Only)

A.M.R. & O. 1587

AUSTRALIAN MILITARY FORCES.

Routine Orders. Part I

by

Lt. Col. P.H.G. Cardale

Comd.

31 AUST. INF. BN. GROUP

16 Oct. 42.

No. 5.

1. DUTIES FOR 31 BN. ONLY

DUTY COY.	16/17 Oct. 42	"B" Coy.
	17/18 Oct. 42	"A" "
	18/19 Oct. 42	"B" "

2. MAIL

If planes are available mail matter for TOWNSVILLE will go by air mail for the sum of 1d postage.

If planes are NOT available, mail matter will go by ship to TOWNSVILLE whether 4d postage is paid or not.

3. MEDICAL. (Ref. R.O. No. 1 12 Oct. 42 para 8 (c))

Kit bags will also be taken with personnel evacuated.

4. CHURCH PARADES.

Two services will be held each Sunday morning.

First at 0815 hrs at Welfare Tent near H.Q. Coy Area to be attended by personnel from 19 Fd. Amb. - 53 Bty., 101 A/Tk., Bn. H.Q., H.Q. Coy.

Second at 0900 hrs at Welfare Tent between A & E Coy. lines to be attended by personnel from B, A, E, & C. Coys.

The Band will attend both services.

Parades will be compulsory, but services will be voluntary. (Vide R.O. Part I No. I of 12 Oct. 42 para 4.)

S.O. Strange
for (S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GP.

NOTICE.

FOUND.

1 Set Identification Discs marked Q112252 Ryan M.J. Owner may collect same at Bn. H.Q.

(For Official Use Only)

A.M.R. & O.1587.

AUSTRALIAN MILITARY FORCES.

ROUTINE ORDERS PART I.

by

Lt.Col.P.H.G.Cardale.

Comd.

31 AUST. INF. BN. GROUP.

17 Oct. 42.

No.6.

1. DUTIES FOR 31 BN. ONLY.

DUTY COY.

17/18 Oct. 42 "A" Coy.

18/19 Oct. 42 "B" Coy.

19/20 Oct. 42 "C" Coy.

2. DEMANDS FOR ENGINEER STORES & SERVICES.

All demands for engineer stores or services will be submitted through the Q.M. for 31 Bn., and an officer to be nominated for sub-units under command. An S.18 will be submitted for the total of all stores requisitioned to date.

3. BOUNDS.

Official water point at KINGS WELL (Engineers Well) and SKULL CREEK are out of bounds to all ranks other than water cart personnel, engineers and inspecting officers.

4. SECURITY.

Colour patches may now be replaced and vehicle markings (Serial Nos.) may be repainted. Coys. will arrange with T.O. regarding painting.

5. CANTEEN.

Due to demands exceeding supply the canteen will be closed for the 18, 19 and 20 Oct. 42.

All transactions will be on a CASH basis. Due to difficulties of travelling and shortage of ready money small amounts of credit have been allowed on a Coy. basis. This credit will cease as from next pay day and no further credit will be allowed.

Coy. Comds. will limit individual credit and will personally guarantee their Coys. indebtedness.

6. ROADS.

Coys. will build any new roads as STRAIGHT as possible. In addition efforts will be made by Coys. to straighten existing roads in their own sectors.

7. CHURCH PARADES. (Ref. R.O. Part 1 No.5 of 16 Oct. 42.)

"B" Coy. will attend first service at 0815 hrs.

(S.O. STRANGE)

CAPT.

ADJT. 31 AUST. INF. BN. GP.

WAR NEWS ON BACK OF SHEET

WAR NEWS.

SOLOMONS.

Fourth day of Land, Sea and Air battle.

Land fighting not clear. Large number of Japanese landed on Guadal Canal and heavy fighting is going on. Japanese shelling our positions.

Enemy light cruiser severely damaged by air attack near New Guinea. Land position in New Guinea unchanged but supply bases were bombed by our air force.

Large number of enemy ships sighted 250 miles N.W. of Guadal Canal. Destination unknown.

TIMOR.

Timor was again attacked by our bombers.

RUSSIA.

Stalingrad gravely threatened at dawn on Wednesday. Enemy threw in a tremendous weight of men and material. One sector 1 mile wide by 2/3 miles deep was bombed by 1500 planes. All attacks were beaten back but in the Industrial quarters in the South West suburbs Russians abandoned several streets. Defenders confident. Marshal Timoshenko's relief force North West of Stalingrad still making slow progress despite enemy counter attacks.

CAUCAUSUS.

Enemy no nearer Grosnev Oilfields. Three thrusts beaten back.

MIDDLE EAST.

Both sides waiting for attack. Enemy supply lines bombed.

British submarines in Mediterranean sunk 3 enemy supply ships and severely damaged several others.

Further enemy air attacks on Malta. Several planes brought down. Germans are sending over concentrations of fighter-bombers, the first for several months.

MADAGASCAR.

Another town (142 miles south of capital) was occupied after stiff resistance.

EUROPE.

Strong force of our bombers were over Cologne and the Rhineland. 18 lost.

England had raid free night but 6 planes were over during daylight.

FRANCE.

Unrest among workers in Industrial centres as a result of Laval's efforts to send workers to Germany. All persons working less than 30 hours per week are to be sent.

AUSTRALIAN MILITARY FORCES.

Routine Orders. Part 1.

by.

Lt.Col. P.H.G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

19 Oct. 42.

No. 7.

1. DUTIES FOR 31 BN. ONLY.

<u>DUTY COY.</u>	19/20 Oct. 42	"C" Coy.
	20/21 Oct. 42	"E" "
	21/22 Oct. 42	"H.Q."

2. CANTEEN.

The Canteen will open tomorrow morning and thereafter at the usual hours.

3. EXEMPTIONS.

The applications for exemption by the following members have been refused by D.A.A.G.

Q34283 Pte. Cowan J.A. Q33069 Pte. Feltham K. Q34477 Pte. Forse H.J.

S. O. Strange
(S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GROUP.

WAR NEWS.PACIFIC.

New Guinea (Saturday) - Our forces held up in Templeton's Crossing. Japs were forced to withdraw from forward positions, but have now dug in. Mortars now being brought up. Japs showed very good tactics in forcing us to fight here after a strenuous trek through the mountains, but from here down to KOKODA there are very steep slopes.

SUNDAY Australians have driven enemy from Templeton's Crossing and have pushed through to Dora Crossing, 12 miles from Kokoda, but have not come up with main Jap force. Still advancing.

15 Tons of bombs dropped on Rabaul.

SOLOMONS. (Saturday)

Heavy fighting still going on in Japanese all out attempt to take Guadal Canal. Large force together with Artillery landed Northern part of Island and are shelling American positions from rear. Further Jap ships were brought up today and a large number sighted off Shortland Island. Forces in Guadal Canal evenly matched, but enemy ships in vicinity apparently to reinforce their troops. There is a anxiety in America but further news is awaited. Large force of Flying Fortresses on long distance wide spread survey flights round Solomons. One damaged a large enemy merchant vessel off Buin near which Island enemy fleet sighted yesterday, presumed to reinforce Guadal Canal.

SUNDAY.

Large Jap fleet approaching Solomons. 8 Jap planes shot down. Our Air Force active in all theatres of the Pacific.

RUSSIA. (Saturday) (STALINGRAD)

German pressure maintained. Ground given at one point, but elsewhere held up. 23 out of 40 tanks sent in on one sector were destroyed. Battle is growing tenser and tenser and enemy reinforcements going up. Timoshenko's relief force still advancing slowly.

SUNDAY

Stalingrad position critical. German still attacking, but no progress during last twelve hours.

LIBYA.

Patrols active on both sides on nights of 15 and 16th. Tobruk attacked on Thursday night and heavy bombers were over Benghazi.

MALTA

(Sunday)
for the week.

6 Planes shot down up to midday yesterday, making 103 planes

SUNDAY (Saturday)

Vichy reports air action in French West Africa. Naval Air Commander killed at Dakar. 2000 ton vessel torpedoed off Newfoundland, 137 passengers and crew being drowned, while 100 survivors were picked up. Most serious shipping disaster of war in American waters. Montgomery promoted Lieut-Gen. American troops have landed in Nigeria. 66 Dutch Officers and men gave themselves up in Dutch Borneo after nine months fighting. They had exhausted food and ammunition. Jap say this is last resistance there, but it is the eighth time they have made this statement. R.A.F. bombed La Croda armanent factory in France-largest since Krupps. raid (287 acres)/

The application for exemption by the following persons have been refused by D.A.A.G.
The application for exemption by the following persons have been refused by D.A.A.G.
The application for exemption by the following persons have been refused by D.A.A.G.

Heavy fighting still going on in Japanese all out attempt to take Guadal Canal. Large force together with Artillery landed Northern part of Island and the shelling American positions from near. Further Jap ships were ordered to land and a large number landed off Shortland Island. Forces in Guadal Canal were metched, but many ships in attempt to reinforce their position. There is a anxiety in America but further news is awaited. Large force of flying fortresses on long distance were spotted away from Guadal Canal. One damaged a large enemy merchant vessel off the island near which Jap ships were sighted yesterday, presumed to reinforce Guadal Canal.

Large Jap fleet approaching Solomon. 8 Jap planes shot down. Our Air Force active in all theatres of the Pacific.

German pressure maintained. Guadal given at one point, but elsewhere held up. 25 out of 40 tanks sent in on one sector were destroyed. Battle is growing fiercer and fiercer and enemy reinforcements going up. Timoshenko's relief force still advancing slowly.

10.1

AUSTRALIAN MILITARY FORCES.

Routine Orders Part I.

by

Lt.Col. P.H.G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

20 Oct.42.

No. 8.

1. DUTIES. FOR 31 BN. ONLY.

<u>DUTY</u>	<u>COY</u>		
		20/21 Oct. 42	"E" Coy.
		21/22 Oct.42	"H.Q."
		22/23 Oct.42	"A" "

2. LOSSES AND DAMAGE. (31 Bn. only)

In an effort to conserve paper, Coy. 2 i/cs will contact the Adj. or Q.M. before submitting U.F.16's. It may then be necessary to furnish only one copy of this pro forma.

All losses and damage will be reported immediately to Bn.H.Q.

An immediate check will be made in the Coys., and 2 i/c's will report with list to Adj. so that Bn. records can be adjusted.

This action must be completed by Monday 26 Oct.42 at which date records should be "square".

3. TRANSPORT

As from 21 Oct.42. 31 Bn. will be operating a ferry service. M.T. will leave M.T. lines twice aday at 0900 hrs and 1400 hrs and will return, leaving the Point at 1100 and 1630 hrs. Personnel of all Units proceeding on duty will contact M.T. on Main Road. Service may also be used for cartage of stores etc.

4. PETROL SUPPLIES. (31 Bn. Only)

Coys. will draw bulk petrol supplies from M.T. Park daily in the following order -

"H.Q." Coy.	0900 hrs.	"E" Coy.	1030 hrs.
"B" "	0930 hrs.	"C" "	1100 hrs.
"A" "	1000 hrs.	"D" "	1130 hrs.

Empty drums will be returned the following morning.

5. M.T. DISCIPLINE.

Vehicles will not be used by Coys. other than for training purposes or for drawing rations and water without the authority of the T.O.

6. MEDICAL INSPECTIONS.

Frequent and thorough medical inspections will be made with a view to eliminating tinea, prickly heat, rashes, body sores, etc.

An inspection can be made by any officer and in addition, sub unit comds. will arrange with M.O. to inspect any suspects.

7. WATER

Water used for washing clothes and ablution purposes will NOT be chlorinated.

8. ILLEGAL MEANS OF FISHING.

The killing of fish by throwing grenades or other explosive materials into the water will cease. Efforts are being made to provide fish to supplement rations, but such destructive measures will render this impossible.

9. EXEMPTION. The application for exemption by Q34495 Pte. Quod R.C. has been refused by L.of C. Area.

10. UNIT EDUCATION OFFICER (31 Bn Only)

Lieut. R.D.B. Smith is re-appointed as Unit Education Officer. Attention is directed to First Aust. Army Order. No. A296 para 5.

S. O. Strange (S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GP.

SOLOMONS.

Decisive hour fast approaching. Japs massing for strong attack, and are being supported from the air. Last Saturday all of 14 Jap planes sent over Guadal Canal aerodrome were shot down, and later 9 out of 15. Allied Air Force active attacking Jap supply lines - 3 Jap cruisers hit.

RUSSIA.

(Stalingrad) Russians still offering stubborn resistance to fierce attacks. Heavy German attacks from the air continuing day and night. In one sector on Sunday, Russians wiped out 5000 men and 46 tanks.

EGYPT.

Sandstorms reducing activities.

NEW GUINEA.

No new developments.

GENERAL

American troops in Damascus.

TOWNSVILLE.

J. Cronin, well known Townsville Dertist, killed in car accident. J.D. Walker suffered broken ribs.

(For Official Use Only)

A.M.R. & O. 1587

AUSTRALIAN MILITARY FORCES.

Routine Orders Part I.

by.

Lt.Col. P.H.G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

21 Oct. 42.

No. 9.

1. DUTIES FOR 31 BN. ONLY.

<u>DUTY COY.</u>	21/22 Oct. 42	"H.Q" Coy.
	22/23 Oct. 42	"A" "
	23/24 Oct. 42	"B" "

2. TELEGRAMS.

Due to the excess traffic on the telegraph system, it is advised that in most cases, letters will reach their destination by Air Mail, quicker than a telegram can be despatched. Officers will explain this to all ranks presenting telegrams for transmission.

W.B. Smith
(S.O. Strange) for Capt.
Adj. 31 Aust. Inf. Bn. Group.

NOTICE.

FOUND.

One Haversack. Owner may collect same from Bn.H.Q.

AUSTRALIAN MILITARY FORCES.

Routine Orders. Part I.

by

Lt.Col. P.H.G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

22 Oct.42.

No. 10.

1. DUTIES FOR 31 BN. ONLY.

DUTY COY.

22/23 Oct.42	"A" Coy.
23/24 Oct.42	"B" "
24/25 Oct.42	"C" "

2. COURT OF INQUIRY.

A Court of Inquiry will be assembled immediately to inquire into and report upon the absence without leave from the Unit of Q130601 Pte. Clark A.K. The Court will comprise -

PRESIDENT.- Capt. R.F. Honeycombe
MEMBER - Lieut. S.H.Allan.

S.O. Strange
(S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GROUP.

WAR NEWS.

SOLOMONS.

Both sides on land jockeying for positions and fleets manoeuvring for eventual battle. Fleets have not yet clashed.

RUSSIA.

(Stalingrad)

Germans have not made much progress since last report, but still maintaining pressure.

(Caucasus) Snow holding up operations.

MEDITERRANEAN

British submarines taking heavy toll of enemy shipping.

NEW GUINEA

Australians using Jap infiltration tactics, forced them to retreat from defensive position.

GENERAL.

Flying Fortresses again over France during daylight.

AUSTRALIAN MILITARY FORCES.

Routine Orders. Part I.

by

Lt.Col. P.H.G.Cardale.

Comd.

31 AUST. INF. BN. GROUP.

23 Oct.42.

No. 11

1. DUTIES FOR 31 BN. ONLY.

<u>DUTY COY.</u>		
23/24 Oct.42	"B" Coy.	
24/25 Oct.42	"C" "	
25/26 Oct.42	"E" "	

2. MAIL FACILITIES.

Outward Mail - A mail dispatch is made each day and mail closes at 1130 hrs. All mail from the Bn. Coys. should be postage stamped, franked and censor stamped before being handed to the Post Orderly for dispatch. Letter mail is forwarded by aeroplane to Townsville and need only bear the ordinary postage stamp of 1d if addressed to Townsville and towns served by train from there. This mail must not be endorsed Air Mail. However if it is desired that letters be forwarded by air from Townsville onwards, they must bear the standard air mail postage of 4d and be endorsed "Air Mail"

Inward Mail - One inward mail is received each week, usually on a Monday and after sorting, Coys. and Units will be advised by telephone to send their authorised runners to collect this mail. This weekly mail is light mail only and is received by air and must bear the standard air mail postage. Other mail, (1d postage, parcels and newspapers) bearing ordinary postage comes by the first available boat (dates of arrival unknown)

STAMPS. - Supplies of stamps are available from the Post Orderly at Gp. H.Q. and are to be purchased in bulk only by Coy. and Attached Unit Orderly Rooms, who can supply them to personnel as required.

POSTAL NOTES. No supplies of Postal Notes are at present available for purchase, but enquiries are being made as to obtaining a stock of these. Advice will be given later when supplies come to hand.

3. CENSOR STAMPS.

In view of 31 Bn. Post Office serving the whole group, the following reallocation of censor stamps is made. Censor stamps must NOT leave the personal custody of the officer to whom it is issued. Officers handing over stamps will obtain a signature from the officer to whom given.

The loss of a censor stamp must be immediately reported to Gp. H.Q. For further instructions for censor officers contact Capt. S.O. Strange, Adj. 31 Bn.

Letters will be handed in for censor stamp as shown hereunder.

<u>Censor Stamp No.</u>	<u>Present Holder</u>	<u>To be handed to</u>	<u>Sub Units served by Censor.</u>
39	Capt. S.O. Strange	-	Bn. H.Q. "K" Sec. Sigs.
695	Capt. R.F. Honeycombe	-	"A" "B" "C" & "E" Coys. 16 Fd Coy.
762	Lieut. V.E. Hoffensetz.	-	"H.Q" Coy. R.A.P.
807	Lieut. W. Morrison.	Capt. J.R. McCabe.	"D" Coy. 26 Coy. A.A.S.C. 242 L.A.D.
930	Capt. G.A. Theodore	Maj. N.P. McQuilkan.	53 Bty., 101 A/Tk. Fd. Survey Coy.

George W. Strange
S.O. STRANGE) CAPT.
ADJ. 31 AUST. INF. BN. GP.

S. LOMONS.

American troops holding firm against small scale assaults. Two American cruisers sunk off coast, but all of the crew of the first and 75% of the other were saved. Reported but unconfirmed, One Jap cruiser and one Jap destroyer sunk in same encounter.

RUSSIA.

(Stalingrad) Fighting has considerably slackened as fierce winds sweep over rain swept battlefields.

(Caucasus) Position unchanged owing to heavy snowfalls.

NEW GUINEA.

Mystery surrounds as to whereabouts of main Japanese forces as our troops have not contacted them yet. Fighting grows heavier as battle nears KOKODA. Our troops are 10 miles off KOKODA and on crest of Northern slopes.

(For Official Use Only)

A.M.R & O. 1587.

AUSTRALIAN MILITARY FORCES.

Routine Orders Part I.

by

Lt.Col. P.H.G. Cardale.

Comd.

51 AUST. INF. BN. GROUP.

24 Oct.42.

No. 12

1. DUTIES FOR 31 BN. ONLY

DUTY COY.

24/25 Oct.42.

"C" Coy.

25/26 Oct.42

"E" Coy.

26/27 Oct.42

"H.Q." Coy.

2. CENSORSHIP.

Ref. para 3 of R.O. No.11 Censor Stamp No.762 is withdrawn from Lieut. V.E.Hoffensetz and issued to Capt. M.J.F. Tait-Walker.

19 Fd.Amb. will pass mail direct to Adj. for Censor Stamping.

16 Fd.Coy. have their own Censor Stamp.

3. FIRST FIELD DRESSINGS. (31 BN)

First Field Dressings will be used only in a case of emergency where the services of R.A.P. Amb. etc are not available. Immediate application will be made to Q.M. for re issue, a certificate being sent by O.C.Coy to Q.M. as follows:-

"I certify that First Field Dressing on issue to (No.Rank, Name & Unit) was used for (state purpose) and that other medical facilities were not immediately available."

O.C.Coy.

4. TRAVELLING ON ROADS NEAR AERODROME.

Vehicles will not travel on built up roads near aerodrome or on landing strip during wet weather or when the road surface is soft and liable to be damaged.

5. DRESS.

BOOTS MUST BE WORN AT ALL TIMES.-

When troops move away from actual tented area, LEGGINGS will be worn.

6. CHURCH PARADES

Parades will be held in accordance with R.O. 5 and 7 except that times of services will be inter changed ie;

A & E. Coy Area --- 0815 hrs.

H.Q. Coy. Area. - 0900 "

Troops must be shaved and correctly dressed (boots and leggings will be worn). R.C's and conscientious objectors will be marched to area, fallen out, formed up and marched back to respective areas under senior member.

7. LEAVE.

The following personnel have been granted Fourteen Days Leave at the termination of their course.

Q52759 Capt. T.H.A. Titley

Q54064 Cpl. Lee B.R.

Q52760 " R.J. Rickard.

Q33027 Sgt. Jell E.J.

By Order of Lt.Col.P.H.G. Cardale, Officer Commanding 31 Aust.Inf. Bn.Gp.
the officers mentioned below will assemble at 0830 hrs on Monday 26 Oct.42 at Gp. H.Q.'s
H.Q.'s for the purpose of trying by Field General Court Martial the accused person
named in the margin.

Q34312 Cpl. Charles
Theodore Reynolds, Head-
quarter Company, 31
Australian Infantry
Battalion.

PRESIDENT

Major N.P. McQuilkin (VX92) Officer Commanding 33 Battery 2/3 Field
Regiment.

MEMBERS.

Captain G.A. Theodore (Q32758) Officer Commanding "A" Company 31
Australian Infantry Battalion.

Lieut. M.Barnett (Q75794) Officer Commanding "D" Troop 101 Anti Tank
Regiment.

The accused will be warned and all witnesses duly required to attend.

The proceedings will be handed in to Gp.H.Q.'s.Gp. H.Q. will provide one
typist and necessary stationery.

S. O. Strange
(S.O. STRANGE) CAPT.
ADJT. 31 AUST.INF. BN. GP.

WAR NEWS (American version)

NEW GUINEA

Allied drive slowed down South of Kokoda on Northern slope of New
Guinea mountain ranges owing to increased resistance bt Japanese forces.

SOLOMONS.

Ten Tons of Allied bombs were dropped on enemy positions in Solomons.
from which all our planes returned safely.

MIDDLE EAST

A number of our (American) planes raided enemy installations shooting
down one enemy fighter.

Malta was again raided last night, one enemy plane being shot down.

RUSSIA.

(Stalingrad)

German attacks on North Western sector were repulsed with heavy
losses and in some parts Russian troops advanced slightly, two lines
of enemy ~~trenches~~ being occupied. Twelve German tanks destroyed
and a Battalion of infantry were wiped out. Snow is falling North
West of the city, where Marshall Timoshenko launched a surprise
attack resulting in Two Hundred enemy troops being wiped out.
Change of weather, where cold wind rain and snow is prevalent has
allowed Russians to improve their defences on all sectors.

(Caucasus)

German troops succeeded in driving a wedge into Russian lines
in Caucasus near Mosdock, but this was driven back with heavy losses
to the enemy. "Red Star" estimates that 85,000 Germans have been
killed and 900 tanks destroyed on Mosdock and Novorossisk fronts
since beginning of September.

NOTICE.

Efforts are being made by Padre Thompson to organise a concert to
take place next Wednesday night, 28 Oct.42, with Sgt. E.O'Rourke as M.C. Any person
willing to assist by entertaining, such as singing, reciting or any stage act, kindly
contact Padre Thompson as soon as possible. Further details later.

AUSTRALIAN MILITARY FORCES.

Routine Orders Part I.

by

Lt. Col. F.H.G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

26 Oct. 42.

No. 15.

1. DUTIES FOR 31 BN. ONLY.

<u>DUTY COY.</u>	26/27 Oct. 42	"H.Q." Coy.
	27/28 Oct. 42	"A" "
	28/29 Oct. 42.	"B" "

2. MEDICAL.

(i) Instances have occurred where equipment etc has been taken by patients to A.D.S. Attention is directed to Bn. Group R.O. No. I para 8 (c).

(ii) Vehicles will NOT be used to transport patients to A.D.S. An Ambulance calls at R.A.P. daily after sick parade and in case of emergency, a request will be phoned to A.D.S. for an Ambulance.

Corrigendum

Ref. R.O. Part 1 No. 12 para 4 - delete from "on" first occurring to "or" first occurring and the word "road". Amend heading to read "Travelling on Landing Strip".

3. INOCULATIONS.

All Units of 31 Bn. Group are required to furnish a return to Gp. H.Q. by 1800 hrs. 27 Oct. 42. of any personnel requiring needles, etc.

4. RING-BARKING OF TREES

Personnel are advised that when ring-barking a tree they must leave a strip of bark on the tree, which will enable it to live. Complete stripping of the tree is strictly prohibited.

S.O. Strange

(S.O. STRANGE) Capt.
Adj. 31 Aust. Inf. Bn. Group.

SATURDAY.

RUSSIA.

Russian forces are still driving back the enemy on North West sector. A Nazi paper says Stalingrad has become a symbol for the whole world. A German attempt to land troops on shores of Lake Ladoga met with failure - seventeen ships and fifteen planes being destroyed.

R.A.F. OPERATIONS.

R.A.F. bombers were over Italy in large numbers yesterday, but no details of the raid are known. Very extensive damage was done in a raid last night on Genoa, and many casualties incurred. Mussolini has sent £30,000 to Genoa for relief of air raid victims. From this operation two of our planes failed to return.

SOLOMONS.

A Japanese cruiser, a destroyer and eight transports have been badly damaged and as a result fifty thousand tons of enemy shipping will probably be out of action for many months. Twelve planes were also shot down for the loss of two of ours.

NEW GUINEA

Australian ground forces are still attacking south of Kokoda although Japanese resistance is increasing.

MALTA.

British Spitfires turned back raiders over Malta shooting down three fighters and crippling several others. Berlin radio says the Luftwaffe is finding it hard to shake off Spitfires in raids over Malta.

GENERAL

American naval department in Washington said a cruiser now being built in American shipyards would probably be named "CANBERRA" in honour of Australian "CANBERRA" sunk in Solomons.

Mrs. Roosevelt is visiting Britain and was welcomed at Paddington Station by the King and Queen and subsequently was escorted to Buckingham Palace where she dined with the Royal Family.

SUNDAY

MIDDLE EAST

The Eighth Army in Egypt has launched a big offensive against Rommel's troops with orders not to relax until all German troops are cleared out of Nth. Africa. Germany admits having had to relinquish positions in many places. No further details are yet available.

R.A.F.

OPERATIONS.

The R.A.F. were again over Italy last night for the third night in succession. Friday's daylight raid was the largest daylight raid of the war and was carried out by waves of Lancaster bombers on the land. Very extensive damage was inflicted and many casualties were caused. Three of our bombers failed to return. Further details are not yet available. The R.A.F. were also over Holland and Northern France last night. Enemy shipping was also attacked with good results. All planes returned safely.

RUSSIA.

No major changes occurred on the Stalingrad front, fighting being restricted to sharp enemy attacks in various places all of which were beaten off. Berlin claims to have sunk 40,000 tons of Russian shipping in Black Sea, but there is no confirmation from Moscow.

RABAU

Allied bombers struck heavily at Rabaul sinking a 17,000 ton seaplane tender with a direct hit from a 5,000 lb. bomb.

NEW GUINEA.

Japanese resistance still stiffening, but Australian troops are still making slow progress.

GENERAL

Mrs. Roosevelt's visit to London ended with dinner at Buckingham Palace today. She toured some of the worst bombed places of London during her visit. A Treaty relinquishing all Territorial rights in China was handed to the Chinese Gov't. today.

The American Government has introduced a Bill which provides for the training of all troops aged eighteen and nineteen for no less than twelve months before they can be sent overseas.

AUSTRALIAN MILITARY FORCES

Routine Orders Part I.

by

Lt. Col. P. H. G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

27 Oct. 42.

No. 14

1. DUTIES FOR 31 BN. ONLY.

DUTY COY.

27/28 Oct. 42	"A" Coy.
28/29 Oct. 42	"B" "
29/30 Oct. 42	"C" "

2. WATER. (Ref. R.O. Part I para 7)

(1) Further to R.O.'s quoted, all water delivered by water carts, and held in tanks or containers, will be chlorinated.

Water in buckets or cans will be drawn from the Coy. Chlorinated containers.

Water drawn from wells and used immediately for ablution in washing purposes will NOT be chlorinated.

(11) WATER STERILISING OUTFITS. (Ref. G.R.O. A420)

Individual issue of water sterilising outfits will be withdrawn.

(4) "The water sterilising tablets, though prepared and packed in as lasting a form as possible, require to be used within a reasonable time after the bottle containing the tablets has first been opened. Effective chlorination of water cannot be guaranteed if tablets are used more than 7 days after first opening the bottle.

It is necessary that, on opening bottle to remove tablets, the cork should be replaced immediately, and pressed down tightly. This is particularly necessary in hot, moist climates.

(5) A water sterilising outfit will be carried in every sub unit by an N.C.O. who, to ensure efficient sterilisation, will insure that the following procedure is carried out -

(a) The water bottle will be completely emptied.

(b) Then one sterilising tablet (white tablet) will be crushed and placed in each water bottle by the N.C.O.

(c) The bottle will then be immediately filled to the shoulder with water and shaken vigorously to ensure distribution of the sterilising agent.

(d) During the next half hour it will be shaken two or three times, and, after the expiry of the half hour, one Thio tablet (blue tablet) will be placed in the water bottle, which will again be shaken thoroughly. The Thio tablet will remove all taste of chlorine from the water, which is then fit for drinking.

(6) By limiting the carrying of water sterilising outfits to N.C.O.'s, waste will be eliminated, since the contents of the outfits will be used up before they have time to deteriorate after first opening. Fresh outfits will be available for issue to N.C.O.'s as required.

Note. - Water sterilisation in the water bottles themselves is only required when it is not practicable to provide for water chlorination in an Army water vehicle or otherwise in bulk for subsequent filling into water bottles.

IMPORTANT. THE GREATEST CARE MUST BE TAKEN THAT THE STERILISING AND TASTE REMOVER TABLETS ARE PUT INTO THE WATER IN THE RIGHT ORDER, THE WHITE TABLET FIRST AND THE BLUE TABLET NEXT.

3. THEFT OF CUTLERY FROM RAILWAY REFRESHMENT ROOMS. (Ref. Bde R.O. No. 67 para 3)

O.C.'s will hold kit inspections and report presence of any stolen Gov't Railway cutlery.

Reports (nil if applicable) to be rendered to this H.Q. by 1200 hrs 28 Oct. 42.

4. EXEMPTION. - The application for exemption by Q112394 Pte Carter C.B. has been refused by D.A.A.G.

5. CONFIRMATION OF APPOINTMENTS.

The probationary or provisional appointments of the following officers are confirmed:-

Q32780 Lieut. J.H. Aumuller
Q32923 Lieut. J.J. Squire
Q33756 Lieut. G.V. Roberts.
Q32812 Lieut. H.M. Riley.
Q33765 Lieut. R.D.B. Smith
Q32838 Lieut. V.F. Le Feuvre
Q32795 Lieut. G.C.B. Evans.
Q32873 Lieut. W. Morrison.
Q33041 Lieut. H.G. Duddington.
Q32868 Lieut. K.McN.Christie.
Q32917. Lieut. A.R. FEATHER

Q32925 Lieut. J.C. Carey.
Q32935 Lieut. V.E. Hoffensetz.
Q33039 Lieut. S.H. Allan.
Q33069 Lieut. L.C. Williams.
Q32877 Lieut. A.C. Garlick.
Q32851. Lieut. W.G. Lobegeier
Q30647 Lieut. E. Hammett
Q33698 Lieut. G. Smith.
Q32809 Lieut. H.C. Hutchinson.
Q34116 Lieut. F.T. Barrell
Q32791 Lieut. J.W. Wilkinson.
Q32996 Lieut. O.C. Ruddick.

S.O. Strange
(S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GP.

WAR NEWS. (B.B.C.)

SOLOMONS.

Japanese forces supported by tanks made four attempts to break through the American defences, but were repulsed. A fifth attempt to outflank the American forces was also frustrated. Air activity resulted in five enemy warships being damaged and twenty one planes being shot down.

NEW GUINEA. Australian troops are slowly approaching Kokoda despite Japanese resistance.

RUSSIA. (Stalingrad) Russian troops have captured another enemy post on the North Western sector, but German attacks on the west of the city resulted in the capture of two streets. The enemy has also succeeded in crossing the Volga in two places. In one battle Moscow estimates 1000 Germans were killed.

R.A.F. OPERATIONS.- The four great raids on Italy still hold great prominence in English newspapers. Spitfires in a cross Channel sweep strafed enemy installations. and returned without loss.

GENERAL. Enemy raiders bombed two areas in Britain last night, destroying a convalescent home in one area. No other damage was done.

Mrs. Roosevelt visited American troops in England yesterday and found all in great spirits.

Hongkong was heavily raided by Chinese bombers last night. Many fierce fires were started and fifteen enemy planes were shot down.

MIDDLE EAST - The Eighth Army is advancing slowly and have captured German strongholds, where they had dug in. Australian and Scottish regiments are leading the attack. Air support for the Allies is on a considerable scale.

NOTICE.

Padre Thompson advises that the CAMP CONCERT will take place tomorrow night, 28 Oct. commencing at 1930 hrs. and will be held in the cleared area behind the Welfare Tent. All invited and a good evening's entertainment assured. The popular Sgt. (Ted) O'Rourke will be M.C.

AUSTRALIAN MILITARY FORCES.

Routine Orders Part I.

by

Lt. Col. P.H.G. Cardale.

Comd.

31 AUST. INF. BN. GROUP.

28 Oct. 42

No. 15.

1. DUTIES FOR 31 BN. ONLY.

<u>DUTY COY.</u>	28/29 Oct. 42.	"B" Coy.
	29/30 Oct. 42	"C" Coy.
	30/31 Oct. 42	"E" Coy.

2. GUARDS AND SENTRIES.

(a) As from 1800 hrs on 30 Oct. 42, a 24 hour Camp Guard will be mounted by Duty Coy., consisting of -

1 Sergeant
6 O/Rs.

(b) Guard will be inspected by Bn. Orderly Officer at 1800 hrs. daily on H.Q. Coy. Church Parade Area, then reliefs will be effected by the Sergeant of the Guard.

(c) Guard Tent will be erected near Bn. H.Q. and will be Post No. 1 - Q.M. store will be Post No. 2.

(d) Magazines will be charged but the rifle will not be loaded until opening of fire becomes necessary.

(e) Personnel comprising the Guard must be dressed tidily and be proficient in all rifle exercises.

(f) Sentries will always be alert to pay compliments.

(g) Guards will pay the following compliments -

By day

General Officers in uniform	}	Turn out the Guard.
Governor General		
Governor		
Bde. Comd.	}	Turn out the Guard.
All other Officers -		
below rank of Major		
Major and above	}	Salute Present Arms.

Guards will turn out and present arms to their own Regt. C.O. once per day.
Guards will turn out to armed parties.

By Night.

No compliments other than to Grand Round will be paid between "RETREAT" and "REVEILLE".

(h) Guards will turn out at REVEILLE, RETREAT, and BATTOO.

(i) Guards will be visited once by day and once by night by Bn.

Orderly Officer.

(K) (i) The Rifle Coy. at THE POINT a similar guard with 2 Posts - No. 1 at Coy. H.Q. - No. 2 on stores, actual location as laid down by Coy. Comd.

(ii) This guard will be inspected by an officer daily at 1800 hrs. and will be on duty for a 24 hr. period.

3. M.T.

Stickers showing a list of "DO's" and "DON'T's" for drivers of vehicles have been issued. These will be posted on dashboard of vehicles, as nearly as possible in front of the driver.

4. POSTAL. (Ref. R.O. No. 1 para 10 (c))

Sub Units will delete all reference to 31 Bn. in address. Unit only and word "AUSTRALIA" will be shown.

5. PRIVATE COMMUNICATIONS CONCERNING CASUALTIES (Ref. G.R.O. 469 of 16 Oct.42)

(1) Private cables and telegrams reporting battle or other casualties are prohibited. In letters, no reference is to be made to any such casualty until after a period of One Month from the date of its occurrence.

(2) The prohibition and restriction imposed by para 1 hereof are not applicable to communications sent by a member relative to a casualty sustained by himself.

(3) This order has been dictated by motives of consideration for the feelings of relatives of members of the Forces who, in many instances, have been caused unnecessary suffering and suspense through information contained in private correspondence from operational areas and which, in some cases, has proved to be inaccurate.

6. POSTAL.

All enquiries concerning mail MUST be made by personnel to the Orderly Room of their Coy. or Unit, and not to the Post Orderly. Any information required can then be obtained by telephone from Group H.Q. It is again pointed out that, immediately the mail comes to hand and is sorted, Coys. and Units are advised by telephone.

7. INOCULATION AND VACCINATION

All Units of Gp. will make an immediate check on all vaccination and inoculation records in paybooks and ensure that all are correct. The pay book is the ONLY authority to show what "needles" a soldier has had.

In addition, all Coys. and sub units under Comd. will submit a return to Gp.H.Q. by 1200 hrs. 29 Oct.42 showing Number of men requiring needles, and what are required in the following form:

No. of Personnel	Vacc.	T.A.B. Required			T.E.T. requires.		
		1st	2nd	3rd. Revivor	1st.	2nd.	Revivor.
		2nd.	3rd		2nd.		
		3rd.					

8. BN. ORDERLY OFFICER.

(i) He will be detailed in R.O's daily.

(ii) His term of duty will be from 1800 hrs for 24 hrs.

(iii) He will inspect Camp Guard at 1800 hrs daily (New Ord. Off. will inspect Guard).

(iv) He will visit Guard at least once by day, and at least once by night.

(v) He will carry out any other duties as laid down by the Adjutant.

(vi) Due to the existing dispersed positions, he will NOT remain at Bn.H.Q. during his term of duty, but will as far as the above instructions allow, carry on with his normal duties.

(vii) He will submit a report to Bn.H.Q. if any unusual or untoward incident occurs during his term of duty.

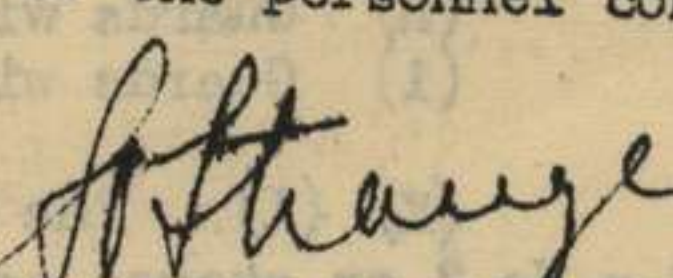
9. M.T. DISCIPLINE.

Provost Sgt. 31 Bn. reports that at an inspection on 26 Oct.42. the following personnel were not in possession of A.A.F. G 11 whilst driving a military vehicle.

Ser. No.	DRIVER	Veh. No.	Time.	Ser. No.	DRIVER	Veh. No.	Time.
61	Brown E.	21454	0930	61	Albeitz.	26841	1030
61	" "	21454	1435	53	Allen	V18522	1145
288	Dove.	57486	0935	89	Crossett	64782	1545
53	Pennsey	34934	0945	288	Horton	65201	1605

(a) This constitutes a breach of S.O.'s for drivers of mechanical vehicles 1940 para 3

Appropriate action will be taken by the officers of the personnel concerned. Further breaches will be viewed seriously.


(S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GP.

WAR NEWS.

EGYPT

There has been no further news from Egypt since yesterday's communique of land fighting. The Australian forces were robbed of vital supplies when ships were bombed West of Tobruk.

RUSSIA.

(Stalingrad) German efforts have increases in Stalingrad, in the North West sector against the industrial settlements and slight advancement was made. Three Companies of German infantry were killed in this Area.

(Caucasus) In the Western Caucasus, the Germans are advancing very slowly despite stiff resistance. In the Eastern Caucasus the enemy has not made any attack for the last thirty six hours.

SOLOMONS.

Very heavy fighting is in progress in GUADCANAL, but no details are available. Three Japanese Cruisers and Two Aircraft Carriers have been damaged and twenty two planes shot down. One American destroyer has been sunk and an aircraft carrier damaged.

NEW GUINEA.

Allied planes are still striking hard at Salamaua and Lae, Milne Bay and Port Moresby were raided yesterday by small numbers of enemy planes.

GENERAL

Twenty German raiders were over England last night in various districts. Two were shot down. There were two Air Raid warnings in London yesterday, anti aircraft guns went into action but no bombs were dropped.

Mr. Wendell Wilkie in a broadcast to the American nation last night, gave an account of his visits to the battle fronts in Middle East, Russia and China.

The latest German U-Boats have a range of 14,000 miles and have been adopting a scheme of following Allied convoys on each side, endeavouring to pick off ships, one at a time. American Gov't says losses in shipping to Russia have been heavy, but if 75% of convoys get through, Russia will receive sufficient to eventually exhaust the enemy.

AUSTRALIAN MILITARY FORCES.

Routine Orders. Part I.

by

Lt.Col. P.H.G. Cardale.Comd.31 AUST. INF. BN. GROUP.

29 Oct.42.

No. 16.

1. DUTIES FOR 31 BN ONLY.

<u>DUTY OFFICER</u>	30/31 Oct.42.	Lieut. J.A. Aumuller
	31/1 Nov.42	Lieut. H.M. Wooster
	1/2 Nov.42	Lieut. H.M. Riley
	2/3 Nov.42	Lieut. R.D.B. Smith.

DUTY COY.

29/30 Oct.42	"C" Coy.
30/31 Oct.42	"E" Coy.
31/1 Nov.42	"H.Q" "

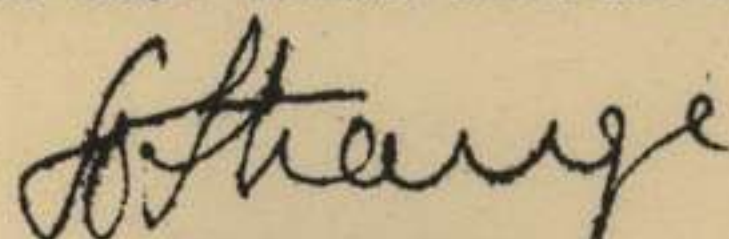
2. CENSORSHIP.

Outward correspondence will not contain any reference to the meeting of soldiers stationed with fixed defences. Soldiers in fixed defences are allowed to say where they are situated. The mentioning of such names indirectly discloses the whereabouts of this Group. Personnel at T.I., all R.A.A.F. stations, and A/A Units are fixed defences. Franking officers will take steps to see that these instructions are strictly enforced.

3. SUPPLEMENTARY RATION A/c

It will be necessary for all attached Units to forward to D.F.O's representative at this H.Q., supplementary ration accounts at end of each month.

Accounts should be submitted for the period 27 Sept. (date of leaving previous area) to 30 Sept. This would probably be a credit, which should be carried forward to October statement. All Units will please forward the last named account immediately.



(S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GP.

EGYPT.

There has been no more official news of our forces in Egypt except that further progress inside enemy territory has been made and is being held. Enemy air support has increased, but is not on as big a scale as ours.

RUSSIA.

(Stalingrad) The Germans have revived their attacks on the North West Sector or industrial area, but all have been held, and a German company of infantry wiped out. To the South of the city, it is admitted the enemy has made slight progress.

SOLOMONS.

Two Japanese warships have been sunk and two others badly damaged. Our forces are still holding the enemy on land. The American Naval Dept. have now admitted the loss of the "Wasp" an aircraft carrier, torpedoed while landing troops at Guadalcanal.

NEW GUINEA.

Allied bombers and fighters were over Timor and enemy occupied territory in New Guinea, dropping bombs and strafing enemy positions. One of our planes are missing. There has been little change in the land fighting owing to the arrival of the monsoons, which have held up operations.

R.A.F.

OPERATIONS. Our bombers were over targets in Germany, Holland, Belgium and Northern France last night, all returning safely.

GENERAL.

There were no enemy air attacks on England last night. More than 100 men who participated in the raid on Dieppe were decorated by the King and Queen at Buckingham Palace. They were mostly Canadians, one of whom received the V.C. John Brown of Oakley, Queensland, received the D.F.M. for gallantry in air support during the raid. Mrs Roosevelt visited British Fighter Command Headquarters yesterday. The system of pitting fighter strength against raiders was explained by the Commander.

AUSTRALIAN MILITARY FORCES.

Routine Orders Part I

by

Lt.Col.P.H.G.Cardale.

Comd.

31 AUST. INF. BN. GROUP.

30 Oct.42.

No. 17

1. DUTIES FOR 31 BN. ONLY.

<u>DUTY OFFICER</u>	31/1 Nov.42	Lieut.H.M.Wooster
	1/2 Nov.42	Lieut.H.M.Riley
	2/3 Nov.42	Lieut.R.D.B.SMITH.
	3/4 Nov.42	Lieut.V.F. LE FEUVRE

<u>DUTY COY.</u>	30/31 Oct.42	"E" Coy.
	31/1 Nov.42	"H.Q."
	1/2 Nov.42	"A" "

2. CLOTHES RATION BOOKS - LOSS OF; (Ref. First Aust.Army Orders Ser. No.26 para A325)

(i) In order that action can be taken to prevent Clothes Ration Books falling into unauthorised hands, it is essential that, where loss occurs of these coupons, the matter be reported promptly to the Unit's C.O.

(ii) The C.O. will forward particulars of the loss to the Command Paymaster First Aust.Army.

3. UNIT COURSES.

Personnel attending Unit Courses will be marked in the roll of the Coy. to which they belong, who will check particulars by phone, with the Coy. to whom they are detached. The names of these personnel and the course they are attending will be shown on the back of the parade state. On no account will personnel attending Unit courses be shown on any other roll than the Coy. to which they belong.

4. CHURCH PARADES.

Parades will be held in accordance with R.O's 5, 7 and 12 at the times as under -

H.Q. Area - 0815 hrs. A. & E. Coy. Area - 0900 hrs.

In addition a service will be held for "D" Coy, A.A.S.C. and L.A.D. commencing at 1030 hrs near A.A.S.C. Area.

5. MEDICAL BOARD FOR PERSONNEL ENLISTING IN A.I.F.

The undermentioned personnel will report to R.A.P. at 1315 hrs. on 31 Oct.42. Capt. P.Black will take the party over to 19 Fd.Amb. where he and Capt. R.Black will constitute the Board.

Q32791	Lieut. J.W. Wilkinson	
Q130633	Pte. Waterson.	G.R.
Q35559	Pte. Ellems.	H.C.
Q33485	Pte. Weston	G.H.
Q32916	Cpl. Muller	G.J.
Q116591	Pte. Armbrust	E.G.
Q34489	" Chapman	C.R.

Q111696	Pte. Uhr.	G.A.S.
Q33408	Pte. Davern.	M.K.
Q130161	Pte. Sherrington.	N.J.
Q33943	Pte. HURLE	R.L.
Q32799	W.O(ii) Morris	A.G.
Q36537	L/Cpl. Austine	R.C.

Dl's, A200 and A203's are available at Bn. H.Q. T.O. will arrange transport from R.A.P.

Documents will be returned to Bn.H.Q. at the termination of Board.

By Order of Lt.Col.P.H.G.Cardale,Officer Commanding 31 Aust.Inf.Bn.Gp,the officers mentioned below will assemble at 0830 hrs on Sat. 31 Oct.42 at Gp.H.Q. for the purpose of trying by Field General Court Martial the accused persons named in the margin -

Q128410 Pte.English,William Gordon Mannix
"A"Coy, QX27414 L/Cpl.Turnbull,Robert James
"A"Coy.and Q33633 L/Cpl.Martin,Claude Cecil
"D" Coy,all of 31 Australian Infantry
Battalion.

PRESIDENT

Major R.St.J.Penney,(Q32752) Acting 2 i/c 31 Australian Infantry Battalion.

MEMBERS.

Captain M.J. Walker (NX12452) Officer Commanding Headquarter Company,31 Australian Infantry Battalion.

Lieut. G.F. Wilson,(DX127) 53 Battery,2/3 Field Regiment.

The accused will be warned and all witnesses duly required to attend.

The proceedings will be handed in to Gp.H.Q. Gp.H.Q. will provide one typist and necessary stationery.

[Signature]
(S.O. STRANGE) CAPT.
ADJT. 31 AUST. INF. BN. GP.

NO WAR NEWS AVAILABLE TODAY OWING TO WIRELESS UNDERGOING REPAIRS.

(For Official Use Only)

A.M.R. & O. 1587

AUSTRALIAN MILITARY FORCES.

Routine Orders Part I

Lt.Col.P.H.G.Cardale

Comd.

31 AUST. INF. BN. GROUP.

31 Oct.42

No. 18

1. DUTIES FOR 31 BN. ONLY.

DUTY OFFICER

31/1 Nov.42	Lieut.H.M.Wooster
1/2 Nov.42	Lieut.H.M.Riley
2/3 Nov.42	Lieut.R.D.B.Smith
3/4 Nov.42	Lieut.V.F.Le Feuvre
4/5 Nov.42	Lieut.G.C.B.Evans.

DUTY COY.

31/1 Nov.42	"H.Q" Coy.
1/2 Nov.42	"A" "
2/3 Nov.42	"B" "

2. RATION COUPON BOOKS.

All Coys. and Attached Units will please advise number of Officers and O/Rs, who have not been issued with Ration Coupon Books. Return to be rendered to Gp.H.Q. by 0900 hrs. 3Nov.42.

S.O. Strange
(S.O. STRANGE) CAPT.
ADJT.31 AUST. INF. BN. GP.

WAR NEWS.

SOLOMONS.

(Guadalcanal) Position becoming unfavourable. American land forces in urgent need of reinforcements, fighting being extremely fierce. An attempted landing of enemy forces on a small island in the Solomons was repulsed. Enemy forces in the Guadalcanal Area are estimated at approximately 30,000 men.

American War Correspondent reports that loss of Aircraft Carrier "Wasp" is giving the enemy air superiority

NEW GUINEA.

Enemy still being driven back towards Myola. Our forces gaining yard by yard in close hand to hand fighting.

MIDDLE EAST.

The Eighth army still advancing and several hundred German and Italian prisoners taken. The enemy have thrown in more planes but R.A.F. still has air superiority.

RUSSIA.

(Stalingrad) Position about the same. Russians claim to have gained some ground in the Northern sectors whilst in the Central sectors appear to have lost some. In a Tank battle, the Russians destroyed sixteen tanks. Timoshenko's forces claim to have recaptured a small village. Later reports indicate that his forces occupy the outskirts of the village.

AUSTRALIA.

The Prime Minister makes special mention that if the £100,000,000 Austerity Loan is unsuccessful, he will have to resort to compulsory loans.

TELEPHONE—

Appendix M.
Australian Military Forces—Northern Command.

Please quote this Number when replying.

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Address

Date

VEHICLE REPORT.

Movement of M.T. from Chillagoe to JACKY JACKY from
1 to 16.Oct.42.

Prepared by Lieut. C.V. Roberts, I.O., 31 Aust Inf. Bn.

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1. GENERAL.

The object of this report is to give, firstly, a true indication of the performance of different types of vehicles over the abovementioned road, and secondly, some idea of the nature of the breakdowns experienced by those types of vehicles so that in future spares can be carried by L.A.D. to speedily repair breakdowns.

The report has been collected from reports submitted by Group Comds. (the convoy travelled in Groups), 31 Bn. M.T. Sgt. (T.O. did not make the trip) and Lieut. Jackson of L.A.D. It does not include vehicles under Comd. of Capts. Martens and Maidens of the 27 AASC Coy which returned to CHILLAGOE a day after they arrived here.

When reading this report it is advisable to read the road Recce Report already completed and forwarded to 11 Aust Inf Bde and 5 Aust Div.

Schedule A, annexed, gives a report on each type of vehicle. A copy of Lieut. Jackson's report furnished DADOS (E), 5 Aust Div, is annexed, and marked Schedule B. This report gives greater detail of the mechanical defects in individual vehicles.

2. TYRES.

A regular inspection of tyres should be insisted upon at every halt to see if there are any stakes in the tyres. If not removed immediately these stakes work their way into the tube quickly. Some vehicles with track grip tyres experienced as many as six punctures on the route. This was probably due to bad driving as all tyres were staked. Dual wheels experience great difficulty in sand and should not be sent on this route.

3. MECHANICAL EFFICIENCY.

Only apparent weaknesses in each type of vehicle have been stressed. Mechanical breakdowns which might happen to a vehicle at any time have not been mentioned.

4. BOGGING.

In Schedule A only hopelessly bogged vehicles are mentioned,