

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

November 1942

ORIGINAL

31ST. BATTALION

WAR DIARY.

Army Form C 2118.
(Adapted)

Unit..... 31 AUSTRALIAN INF BN

Date and Time - From 1 NOV. 42 To 6 NOV. 42

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY AREA	1 NOV. 42		Sunday.	
	2 NOV. 42		Night Training commences. Mr Peberdy of Townsville inspected area for timber for A.W.C. He has instructions to put a saw bench here if timber is suitable. Timber will be used for RAAF bldgs. A. Mr Miller is already starting a saw bench vide Intelligence & Recce Report No. 3. Tng Syllabus 9-15 Nov. distributed	Appendix A.
	3 NOV. 42		Night Tng. Col. Homewood CAASC arrives and inspected AASC dump Col. CARRUTHERS, Director Of Hygiene spends day with Medical Officer and makes inspection. 2/1 Survey Coy are continuing the survey of this area with all speed. At present they are about half way through their task which has been delayed by the non delivery of promised aerial photos.	
	4 NOV. 42		Night training continues. C.O. out with Col. HOMWOOD CAASC on Recce positions for their AASC buildings, decided upon. They are shown in Intelligence and Recce Report No. 3	
	5 NOV. 42		Night Training continues. C.O. makes aerial recce in Tiger Moth plane which brought Col. Homewood here. Later Col. Homewood departs for T.I.	
	6 NOV. 42		C.O. makes Recce as far as CAPE YORK TELE ST and to LOCKABY. Patrol returns from Somerset and PIARA after having made tracks from LOCKABY to both of these places. The Track to SOMERSET took much finding and the success	

RR

Unit... 31. AUST. INT. BN.....

Date and Time - From... 6 NOV. 42..... To... 9 NOV. 42.....

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY	7 NOV. 42		<p>of the Patrol was due to the excellent work of an aboriginal guide, NELSON, lent by Mr. Joyce. Full particulars of Recce and shown in Intelligence & Recce Report No. 3</p> <p>Opening of M.&V. Theatre in Tin Can Alley proved a great success. Padre Thompson and Sgt. O'Rourke were the prime movers of the concert which was opened by the C.O. A proper staging which would hold a tank has been erected. The hessian screen is the very latest in the Music & Vaudeville Line (or or if you prefer it that way - Meat and Vegetables.</p> <p>Maj. Douglas and Lieut. Hammett are returned to Unit from 11 Bde as from 1 Nov. - both at a school.</p>	
	8 NOV. 42		<p>End of Night Training.</p> <p>News in the Middle East and in New Guinea is excellent. We have recaptured KOKODA. The Solomons remain about the same. Word that Bde Comd may be here early next week.</p> <p><i>Report on Mail from CHILLAGOE to JACKY JACKY & ELBIE via Capt Colwell</i></p> <p>Sunday. Some members of Offrs Mess spend day laying foundation of new Mess. We have many visitors here that a roomy mess is an essential.</p>	<p><i>Appendix A.A.</i></p>
	9 NOV. 42		<p>Work on defensive positions continues.</p> <p>Coys continue with Recce Patrols and track making. B Coy are making good road into Jacky Jacky Ck.</p> <p>Capt Colwell arrives to discuss sig matters. He intends to place a switch at CAPE YORK TELE ST to enable us to speak direct to T.I. Wireless comm with T.I. is still bad. The hostel at T.I. will provide some relaxation for Tps particularly as there is a picture show every night, R.O's give full particulars of it</p> <p>Intelligence and Recce Report No. 3</p>	<p>Appendix B .One copy only.</p>

Unit..... 51 AU ST INF BN

Date and Time - From 10 NOV. 42 To 11 NOV. 42

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY	10 NOV. 42	0800	<p>Sixty bed hospital opened in Skull Ck. area today. It is in charge of Maj. Dochane with Capt Watt as 2 i/c. At present time they are under canvas but it is proposed to build buildings on this present site.</p> <p>No. 11 set communicating with Bde broke down.</p> <p>Lt. Col. Osborne, chief padre with 5 Div. comes to stay for a few days. He flew from IRON RANGE. He brought with him aerial photos this drome.</p> <p>No sign of Brigadier today.</p> <p>C.O. spends day working out the new W.E. and allocating Offrs. accordingly. The Officers and men of "E" Coy are to remain with the unit and will not be transferred to an M.G. BN. This will bring our numbers near^{near} to W.E. Men are still busy in their spare time building their bark huts over their tents and also bark messes and kitchens. The task is a big one and will take weeks to finish.</p> <p>"E" Coy commence making a track onto the beach between Red Island Pt and Mission Stn. From there they will run a track up and down the coast to these points respectively.</p>	<i>Maj Loughran Capt. Wilts</i>
	11 Nov. 42		<p>Armistice Day. Bugler sounds the Last Post at 1100hrs. Two minutes silence and the Band play Kipling's Recessional.</p> <p>Mr Curtis' protection of aborigines from BADU IS calls on the C.O. to discuss removal of COWAL CK MISSION ST further down the coast. Decided to move mission to Northern Bank of JARDINE RIV. General discussion of movement of aborigines in this area.</p> <p>We shall not have meat for another month or so. The last bullock was killed at Red Is Point today.</p> <p>Work of organisation of Bn to fit in with the new W.E. continues. There is a big surplus of N.C.O's. The day was cloudy and hot with no rain.</p>	

W A R D I A R Y. 31ST. BATTALION

Army Form C 2118.
(Adapted)

Unit..... 31 WAST INF BN

Date and Time - From..... 11 Nov. 42 To..... 14 NOV. 42

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY AREA	11 NOV. 42		Arrangements made to take No.11 set to T.I. for attention. Com with Bde still Nil. Change over in establishment is affected. "E" Coy is disbanded. Attached in the appendix is the new postings of officers in this Unit.	Appendix C.
	12 NOV. 42		No.11 W.T. set goes to T.I. for mechanical attention. Tng. continues. 2/2/Fd Bakery produces it first batch at Red Island Point. It is capable of producing 1000 2 pound loaves a day. The unit has made its own oven using ant bed red gravel and straw. Lt.Col.(Padre) Osborne returns south through T.I. Visit to the area by Maj Cann 1st Aust Army and Lieut. McBain 5 Div. on camouflage work. C.O. makes a recce to Somerset. Tng Syllabus 16-23 NOV. 42	Appendix D.
	13 NOV. 42		Friday but everything passed off well. Tng continues. Lecture by Maj. McQUILKEN on 25 prd gun and C.O's conference.	
	14 NOV. 42		Lt. Col MORRIS, DAQM, arrive by plane. He makes recce with C.O. Capt. Reid Sig Oftr in charge of construction of CAPE YORK line passes through here on visit to CAPE YORK. C.O. goes to T.I. by plane with Lt.Col.NORRIS. Brig. J.W.CRAWFORD arrives by plane to spend 3 or 4 days here. 10 FWD Trucks leave for Portland Roads in charge of Lieut. AMULLER. They are to be transferred to 28 BN. Most successful concert at the M.& V. Theatre.	

MR

51

W A R D I A R Y.

31ST. BATTALION

Army Form C 2118.
(Adapted)

Unit..... 31 AUST INF BN

Date and Time - From..... 15 NOV. 42

To..... 17 NOV. 42

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY	15 NOV. 42		<p>Sunday MAJ. LEONARD O/c 16 Fd Coy arrives . Communication re established with Bde by No.21 W.set. Brigadier has conference with Q.M., Maj. Leonard and others. C.O. returns by plane with Lt. Col. Norris and Brigadier meets them at drome to discuss adm matters and situation of buildings in this area. During his stay in T.I. C.O. has conference with Col. LANGFORD concerning Tpt between T.I. and here and supply of horses. Sharp shower of rain in the morning put off church service. Remainder of day fine.</p>	
	16 NOV. 42		<p>Night training recommences for one week. Brigadier J.W. CRAWFORD and C.O. go on Recce to SOMERSET. "B" Coy construct a road from a point on the O.T. above 9 miles south of SKULL CK on to JACKY JACKY. Road is about 2 miles long and leads onto fresh water. 91 American Engineers are making preparations to leave their area. They have completed the road but will not complete complete the wharf. Arrangements are being made for our Engrs to complete the job.</p>	
	17 NOV. 42		<p>Brigadier and C.O. inspect suggested site for hospital on Jacky Jacky Ck using track constructed by "B" Coy. COL. LANGFORD and COL. ROUTLEY inspect water scheme for T.I. on Burster Ck. Brigadier returns with Col. LANGFORD to T.I. by boat. Night Training. Word received through 1st Aust Survey Coy that aerial photos of the area to be taken from HORN IS. Canteen supplies are very short and many of the men are without tobacco.</p>	

Unit..... 31 AUST INF BN

Date and Time -- From..... 17 NOV. 42 To..... 21 NOVE. 42

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY	17 NOV. 42		Cowal Creek Mission has moved further south.	
	18 NOV. 42	2100	Night Training. Our M.T. arrive at Portland Roads. Capts RICKARD, and TITLEY return from a Coy Comds Course at SOUTHPORT.	
	19 NOV. 42		Clear cool fine day. Capt. TITLEY settles into his job as Q.M. and CAPT. RICKARD takes over office of Adjt. -Pay Day.	
	20 Nov. 42		C.O. makes recce to THEODORES Peak. Observation from that point onto the Jacky Jacky estuary is fair and may improve considerably with clearance of timber.	
	21 Nov. 42	1845	Florent arrives with first installment of amm. There are 300 tons of amm at T.L. for us. Preparations are made to store it in various places. Message is sent to Bde asking for Amm Detail to look after it. Florent also brought a large consignment of mail and canteen stores which were most welcoming. Many of the men were out of tobacco. Canteen got a really good supply of most articles particularly tin fruit. Conference of all officers when C.O. reads extracts from documents on operations in MILNE BAY area and other documents on Tng.	
		2030	Message received from Sigs at CAPE YORK TELE STN stating they had heard 18 explosions and some 3 red flares. Patrol of 10 men under Lieut. Allan sent to investigate. Lieut Pearce 53 Bty accompanied the party with an Arty wireless set. Night Tng. completed.	

MR

WAR DIARY.

31ST. BATTALION

Army Form C 2118.
(Adapted)

Unit... 31 AUSTRALIAN INF BN.

Date and Time - From... 22 NOV. 42... To... 25 NOV. 42...

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY AREA ✓	22 NOV. 42	1000	Patrol travelled to within 400 ^x of CAPE YORK by veh. but had found nothing up to 1700 hrs. today.	
	23 NOV. 42	1000 ✓	<p>Intelligence Report No.4 Strong winds have dropped and the breeze is veering towards the North.</p> <p>Report from patrol states that they are going to Somerset to investigate smoke signals. x 12 horses taken on strength. They are obtained after by the negotiations with Mr. Frank Joyce who is at present looking after the butchering of cattle at RED ISLAND POINT. More are to come later from PRINCE OF WALES IS.</p> <p>Patrol report investigated smoke at ALBANY IS and found it was caused by fires started by Cannon fire from Allied aircraft or ships. x Training Syllabus from the 24-30 Nov. Appendix Training Syllabus from the 29 Nov. - 4 Dec. 42</p>	Appendix E. One copy only.
	24 NOV. 42	0200 ✓	<p>Patrol returns from SOMERSET. Patrol report herewith.</p> <p>Florent arrives from T.I. with AASC stores and mail. 2 O/r's for courses and 5 O/r's for R.A.A.F. return on her to TI</p> <p>C.O. makes recce of hospital area on Horse Back. Hot day with northerly breeze.</p>	<p>Appendix B. Appendix G.</p> <p>See Appendix to 5 (One copy only) Recce Report No.5</p>
	25 NOV. 42		<p>Track making and Recce continues. Weather overcast showing winds northerly.</p> <p>The 91st. American Engineers are still waiting to move they should be on the move within the next week. In the meantime they continue with their work on the jetty. The road has been completed.</p>	

W

31ST. BATTALION

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit. 31 AUSTRALIAN INF BN

Date and Time - From. 26 NOV. 42 To. 29 NOV. 42

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY AREA	26 NOV. 42		<p>During the morning it rained heavily, 2 ins at this Camp, 3 ins at AASC Dump. New road towards the point was cut up. Other roads were hardly affected.</p> <p>Message from Torres Forces states that Firing flares on Night 21 was from ^{Merchant} vessel practising.</p> <p>W/T comm with T.I. had ^{has} been out of operation.</p> <p>Construction of Q Store and Offrs Mess huts continue both these huts should be completed soon. Barking of all tents is not yet completed.</p> <p>Pig party from Somerset returns. They are to provide us with pork for a day. A change of diet now that meat is off the menu.</p>	(M)
	27 NOV. 42		<p>C.O. makes recce of site for Range.</p> <p>Track making - recce continues.</p> <p>Americans repair damaged road from Drome to Red Island Point. <i>Muss conference. Capt Richmond gave lecture on "Tactical use of couriers"</i></p>	
	28 NOV. 42		<p>Americans begin to make rifle range for us about 1 mile to north of road from Drome to Red Island Point where it crosses stiller south. STELLA SOAK.</p> <p>C.O. Makes recce of proposed hospital site and route to it on horse back.</p>	(M)
			2000	<p>Programme of hilarity at the M.&V. Theatre staged by Capt Walker and conducted by Sgt. Kerby.</p> <p>Training Syllabus 1-15 Dec. " " 16-31 Dec.</p>
	29 NOV. 42		<p>Sunday. Short aerial visit from Lieut. Whitehouse of 1st Aust Army and Lieut. Brice of 26 Bn. They are making annamen an aerial recce of Cape York. Lieut. Whitehouse was interested in the road to SOMERSET and Somerset as a port. Lieut. Brice has the job of bringing a vehicle through from MUNGANA to RED ISLAND POINT in the wet season.</p>	

(M)

W A R D I A R Y.

Army Form C 2118.
(Adapted)

Unit..... 51 AU ST INF BN.....

Date and Time - From..... 29 NOV. 42..... To..... 30 NOV. 42.....

31ST BATTALION

Place	Date	Hour	Summary of events and information	Remarks and References to Appendices, Diaries, &c.
JACKY JACKY AREA.	29 NOV. 42		<p>The Offrs Mess at B.H.Q. is occupied. It is a sturdily built job 20 x 40 and allows sufficient room for a mess and an ante room. The Roof and half walls are of bark. The mess itself is still as dry as the SAHARA. It is practical tropic building and should afford us many happy hours.</p>	
	30 NOV. 42		<p>A Coy sent out to make a track from the Drome - Red Island Point. Rd northward to a point due east of Lockaby.</p> <p>Capt McCabe, Lieuts Carey and Morrison, Sgt Edwards, Opls Arena and Rennie go on courses, by a special plane. They are all highly delighted for they will be home for Christmas.</p> <p>The vessel to take to take the 91 American Engineers away is expected. The much loading will take some time and the Poonbar is assigned for that job.</p> <p>Night training commences again. Owing to small numbers and large numbers of working parties required for the erection of buildings and similar work it is interfered with from time to time.</p>	<p>(File of Messages for the Month) Appendix B.</p> <p><i>AM.</i></p> <p><i>H. Cardar HQ CO. 31 Bn 4/12/42.</i></p>

Appendix A

DATE	0830-0925	0930-1025	1030-1125	1130-1225	1330-1425	1430-1525	1530-1630	1930-2025	2030-2135	
Nov.9	Inspection Smartening up drill	Care and Clean- ing of Respirator	Map reading Definitions & Measures. Con- ventional Signs	Grenade Tng.	Fieldcraft	First Aid (Pressure Pts)	Construction and protection of rd blocks	Visual Tng.	Standing Patrols.	
Nov.10	Bayonet Training	Map reading (Scales & their use)	Weapon Tng.	Gas. (Decon- tamination of areas & equipment	Improvised	Bridging.				
" 11	P. & R.T.	Finding Direction Various Aids	Grenade Tng.	Map Reading (Rep of Relief- inter visibility	Respirator Drill incl. Short March	Fighting	Patrols.			
" 12	FIELD WORKS Organisation of work-Allotment of tasks and resources (Aerodrome)						RECCE	PATROLS	Map reading setting a map and Finding Position	Compass March (By Platoons).
" 13	Bayonet Ass- ault Course	Section	Stalk	Fire Discipline Training.	Fieldcraft	First Aid Artificial Res. also Bleeding.	P. and R.T.			
" 14	Inspection Smartening up Drill	Lecture Things a Soldier should know. (see Aust Soldier Pocket Book)	Unarmed Combat	Disarming	Simple Field Sketching	Explanation and construction of Booby Traps.				

NOTE: During the week ending 14 Nov.42 a number of tasks such as making tracks etc will be carried out. Personnel NOT so employed will carry out the above Tng. Programme.

W. J. D. M.

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From *Turnoff between SKULL CR & BURSTER CR on the OT.* to *31 Br H.Q.*

(Give map refs) Maps used:— *JACK & JACK'S 2" 15/1 M.*

(b) Type of vehicle *CHEV 1500 FWT* (c) Tyres *Track Grip*

(d) Load *nil*

(e) Weather *Clear*

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.				
<i>On OT between 20-300' N where Rd crosses SKULL CR</i>	0	7'	E	M	XW	-	-	-	-	-	-	-	<i>going good take turning to R when travelling & R. Rd. along OT towards RED ISLAND for timber.</i>
<i>Water Point</i>	14/10	7	E	M	XW	-	-	-	-	-	-	-	<i>Just before reaching WP there is a short cut towards going into CR WP at present has engine.</i>
<i>Ridge on Right</i>	18/10		<i>Road runs along red soil ridge.</i>										
<i>arty clearing</i>	24/10		<i>Running along red soil ridge.</i>										
<i>Scrub on Right</i>	27/10		<i>do do</i>										
<i>End of Scrub on Right</i>	28/10		<i>do do</i>										
<i>arty clearing</i>	33/10		<i>do do</i>										
<i>logged xing over soak</i>	35/10		<i>W 90' 7' wide ND logging cut along tracks & gravelled</i>	<i>do</i>	<i>Rd runs down ridge into soak & then into another ridge.</i>								
<i>Rd Junc.</i>	37/10	E	M	XW	-	-	-	-	-	-	-	<i>On ridge take turn to R.</i>	
<i>31 Br H.Q.</i>	39/10	E	M	XW	-	-	-	-	-	-	-	<i>do do</i>	<i>On Ridge</i>

GENERAL

This rd runs along ridges all the way except for soak mentioned. It is hard to say if it will stand up to heavy wet weather. It is a bush track straightened by Engineers.

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From BURSTER CK

to CONAR CK MISSION STA

(Give map refs) Maps used:— Lands Dept
CAPE YORK 4M K1"

(b) Type of vehicle 15 CWT CHEV FWD

(c) Tyres Track Camp

(d) Load nil

(e) Weather Fine.

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. 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)			
North bank of BURSTER CK	-		Bush															
CK xing.	1	7	Track E+S.	M.	XW													
Rocky Ridge	17/10	7	do	B	XW													
Rocky Ridge	19/10	7	do	B	XW													
Gully	25/10	7	do	M	XW	Small Culvert over Gully				6								
Gully.	28/10	7	Bush Track E+S.	M	XW													
Hill left of point.	37/10	7	Bush Track E	M	XW													
Mission fence	44/10	7	do	M.	XW													
CONAR CK MISSION STA	46/10	7	Bush Track E+S.	M.	XW													

GENERAL

M.I.H. 8. Bush track only. It is intended to straighten track out + fix rocky outcrops which are very rough. Track along side of ridge for most part. Hard to say how it will stand up to rain.

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From *Point on main Rd 4 1/10 miles south from SKULL CK to 3 1/2 P.M. HQ. at old cattle camp.*

(Give map refs) Maps used:— *JACKY TACKY 2" to 100 Miles*

(b) Type of vehicle *Car Utility Recd Van* (c) Tyres *Balleas* (d) Load (e) Weather *Fine*

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. 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.
<i>Old cattle camp on main Rd in Sandy flat.</i>	-	7	<i>Bush Road E+S</i>	<i>M</i>	<i>XW</i>								<i>L/R but restricted by low forest</i>	<i>Camouflage timber</i>
<i>Soak to left</i>	<i>3/10</i>													
<i>Side of Ridge flat left</i>	<i>9/10</i>	7	<i>do</i>	<i>M</i>	<i>XW</i>								<i>do</i>	<i>flat may be possible landing ground.</i>
<i>Side of Ridge flat left</i>	<i>14/10</i>	7	<i>do</i>	<i>M</i>	<i>XW</i>								<i>do</i>	<i>do</i>
<i>Top of Ridge</i>	<i>2 1/10</i>	7	<i>Bush Rd E</i>	<i>M</i>	<i>XW</i>								<i>do</i>	<i>Camouflage timber</i>
<i>Crest of Ridge left.</i>	<i>2 6/10</i>	7	<i>do</i>	<i>M</i>	<i>XW</i>								<i>do</i>	<i>do on side of ridge.</i>
<i>Soak left.</i>	<i>3 4/10</i>	7	<i>do</i>	<i>M</i>	<i>XW</i>								<i>do</i>	<i>do</i>
<i>Soak left</i>	<i>3 7/10</i>	7	<i>do</i>	<i>M</i>	<i>XW</i>								<i>do</i>	<i>do</i>
<i>SOAK</i>	<i>4 3/10</i>	7	<i>Bush Rd E+S</i>	<i>M</i>	<i>DW</i>								<i>do</i>	<i>do: Soak must be logged before it can be crossed in wet weather. About 50' wide.</i>
<i>Rocky Ridge</i>	<i>4 1/10</i>	7	<i>Bush Rd E</i>	<i>M</i>	<i>XW</i>								<i>do</i>	<i>Camouflage timber.</i>

GENERAL

GSI FIRST AUST ARMY

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From *Point on main Rd 4 1/10 miles S of SKULL CK at old cattle camp* to *Sibon H.Q.*
 (b) Type of vehicle *car Liberty Beecham* (c) Tyres *Baldson*

(Give map refs) Maps used:— *TACKY TACKY 2" to 1 M*
 (e) Weather *Fair*

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					Load in Tons. (Estimate)	
<i>Rocky ledge</i>	<i>4 1/10</i>	<i>7</i>	<i>Brushed</i>	<i>M</i>	<i>DW</i>								<i>Rain forest Risk restrict bridging before wet season movement.</i>	<i>Camouflage. Look north</i>		
<i>SOAK</i>	<i>5</i>		<i>E+S.</i>													
<i>Refuge</i>	<i>5 3/10</i>		<i>Brushed</i>	<i>M</i>	<i>XW</i>										<i>as</i>	<i>Take track Road runs along side to left of Ridge.</i>
<i>Refuge</i>	<i>6 1/10</i>		<i>do</i>	<i>M.</i>	<i>XW.</i>										<i>as</i>	<i>Take track to Right.</i>
<i>Sibon HQ</i>	<i>6 4/10</i>	<i>7.</i>	<i>do</i>	<i>M</i>	<i>XW</i>								<i>as</i>			

GENERAL

This track which has only just been made is the shortest approach to this camp for anyone traveling from Gardiner R. Stones to Res food will probably be elected along it at a later date. Road keeps to way where possible. Not sure if it will stand up to heavy wet weather.

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From **AMERICAN HOSPITAL** at **15 CNT CVT FWD** to **THEODORE DE SOLEAK** (Give map refs) Maps used:— **CAPE YORK 2 miles to our west**

(b) Type of vehicle **15 CNT CVT FWD** (c) Tyres **Track Gup** (d) Load **NL** (e) Weather **FINE**

1. Place name. (Give map reference)	2. Speed 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. 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)				
RD JUNCT near AMERICAN HOSPITAL																			
Red Junct	1 9/10																		
Ch Xing	2 7/10																		
T. Tree Swamp	2 4/10		Bunk																
Thick scrub left	2 7/10		Track																
Scrub Belt	2 9/10		7 E-S	B 6 MIH	DW														
Bad Ch Xing	3 2/10																		
OPEN FLAT	3 8/10																		
Levee Flat	4 5/10																		
Close to Mangroves																			
Swamp	5 4/10																		
Onto Mangroves on Right	5 6/10																		

Tracks run along side of Ridge Flat to left crest of Ridge. Right Track sandy. Take track to left

Banked by low T. Tree & small Trees

Mangroves on Right. Low Timber Track known Mangroves low Timber

This flat is about 500' square - a possible landing ground. About 200' from Mangroves on Right. Black Sand

swampy low country

GENERAL

This track leads across flats which would be impassable in wet weather probably for weeks on end. Some attempt will be made to find a better track North at a later date. From 1 7/10 miles onward country is timbered with all types of T. Tree & other swamp timbers

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From *American Hospital at 57259+* to *Theodore Leahr 58060+*

(Give map refs) Maps used:— *CAPE YORK 2A TO 1 inch.*

(b) Type of vehicle *15' cut CHR V 7 W.D*

(c) Tyres *Tractor Grip*

(d) Load *NIL*

(e) Weather *Fine*

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. 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)		
<i>Gully</i>	<i>6 3/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>												
<i>Gully</i>	<i>6 9/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>												
<i>Boggy Patch</i>	<i>6 9/10</i>	<i>7</i>	<i>E</i>	<i>B</i>	<i>DW</i>												
<i>Melon Hill country covered by woods</i>	<i>7 4 6/10</i>	<i>7</i>	<i>E</i>	<i>VB</i>	<i>XW</i>												
<i>Edge of Swamp</i>	<i>8 4/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>												
<i>Top of Ridge</i>	<i>8 3/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>												
<i>Turns Off</i>	<i>8 7/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>												
<i>Mud Swamp</i>	<i>8 4/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>DW</i>												
<i>Swamp</i>	<i>8 5/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>												
<i>Ridge</i>	<i>8 9/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>												

Good R but crossing fair. Road at this stage for timber runs through low thick brush on R. In trees seem to X in fair on L is brushy scrub about 80' from Road. This continues for approx 7/10 mi with salt from on R.

Dangerous to this is open about 1/2 mile long & difficult from average 250' W. Road.

Good L & R. Best for timber.

This only goes 4/10 miles & covers to. dead end on muddy. Strong muddy ch. with fair xing. Salt water on either side but no water on xing. Road travels along crest of hill for approx.

GENERAL

The track for the main part of the route over flat country which would be impassable in wet weather.

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From *American Hospital at 572594* to *Theodore Leah. 580602.*

(Give map refs) Maps used:— *CAPETOWN. 2M TO 1 Inch.*

(b) Type of vehicle *16' cut OHV F.W.D.* (c) Tyres *Trachs Grip.*

(d) Load *1 Pil.* (e) Weather *Clear*

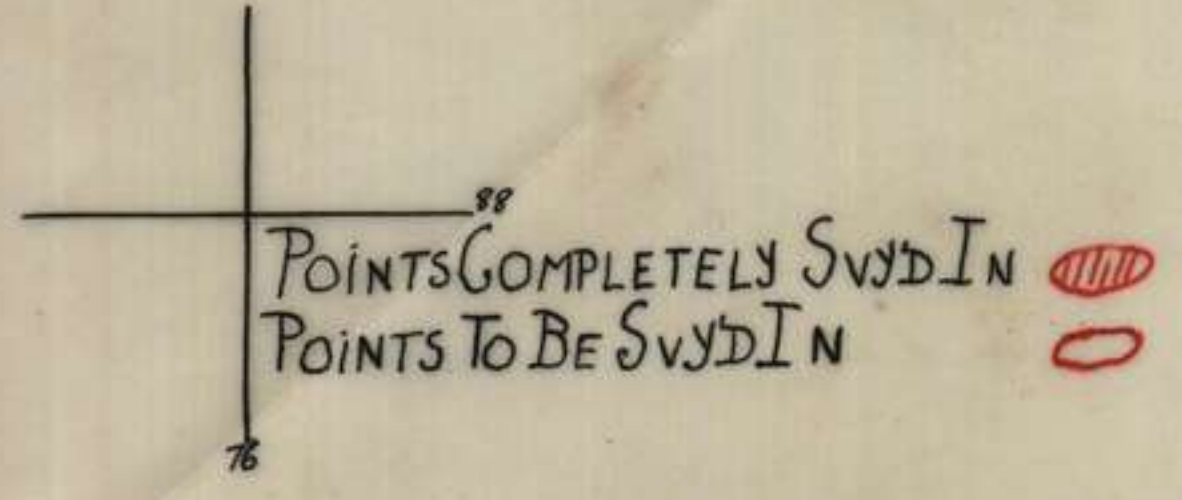
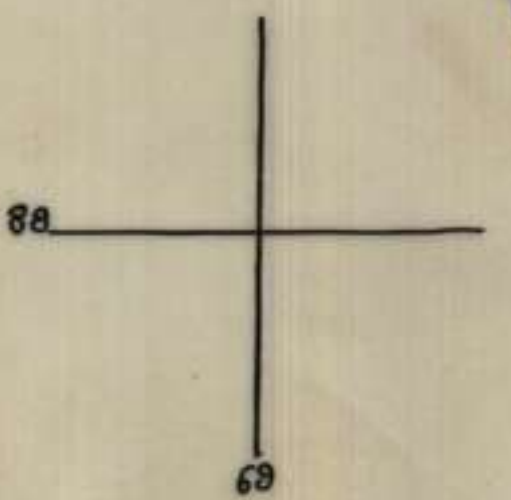
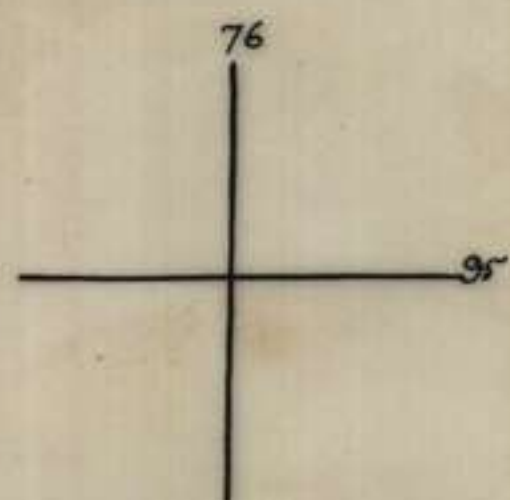
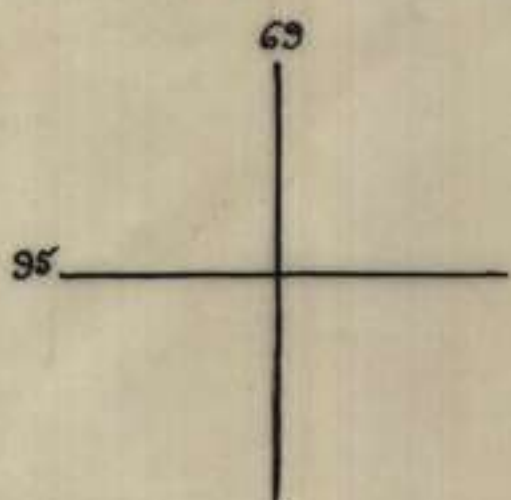
1. Place name. (Give map reference)	2. Speedo Readings	3. Width of Roadway (In feet)	4. Construction. C: Concrete A: Bitumen M: Metalled E: Earth S: Sand	5. Surface. G: Good M: Mediocre B: Bad VB: Very Bad State Speed per hour possible.	6. Effect of Rain. AW: All weather XW: Doubtful DW: Impassable normal 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.				
<i>Sand Flat on L</i>	<i>11</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>								<i>3 miles. For most part it comprises powdery loam with patches of heavy sand.</i>
<i>None Scrub on R</i>	<i>11 1/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>								<i>L & R except for trees</i>
<i>Do</i>	<i>11 3/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>								
<i>End of Ridge</i>	<i>11 8/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>								<i>The track at this stage is very indistinct running over short grass</i>
<i>Sand Flat</i>	<i>11 9/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>								<i>The road here drops about 20' rather steeply on Right about 200' away</i>
<i>None Scrub</i>	<i>12 3/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>							<i>no.</i>	<i>Track cut through this vine scrub for 1/10 M and then opens out into bare tundra.</i>
<i>Theodore Leah.</i>	<i>12 6/10</i>	<i>7</i>	<i>E</i>	<i>M</i>	<i>XW</i>								<i>Mark on R of end of Rd which presents only a few O.P. to mouth of JACKY JACKY R. West east can be discerned from tree tops, but apart from that nothing else is visible</i>

GENERAL

Traveller mostly on sandy ridge covered with low forest generally. The better parts of the track over grassy country is very indistinct.

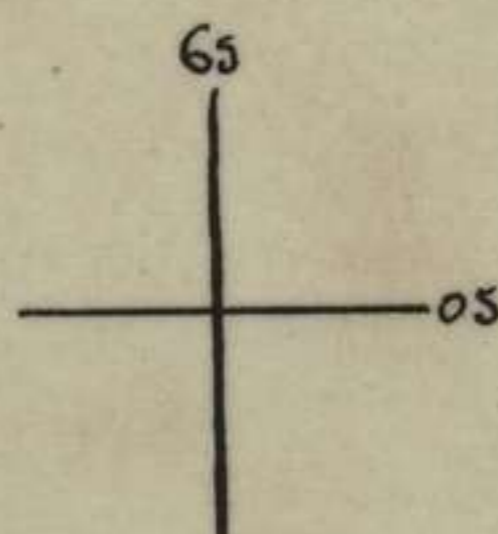
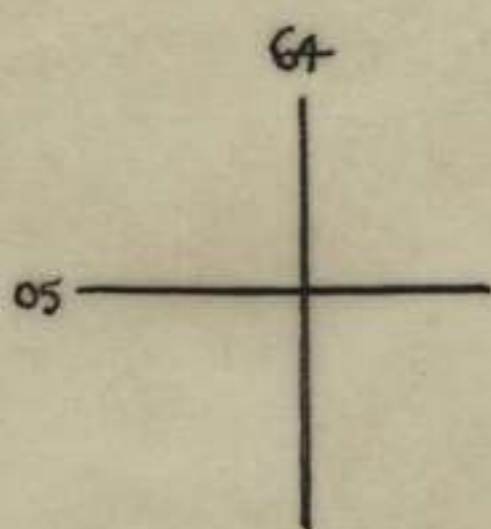
OVERLAY JACKY JACKY 4 INCH
TENTATIVE ARTY KNOWN POINTS
FOR TARGET PURPOSES

appendix D



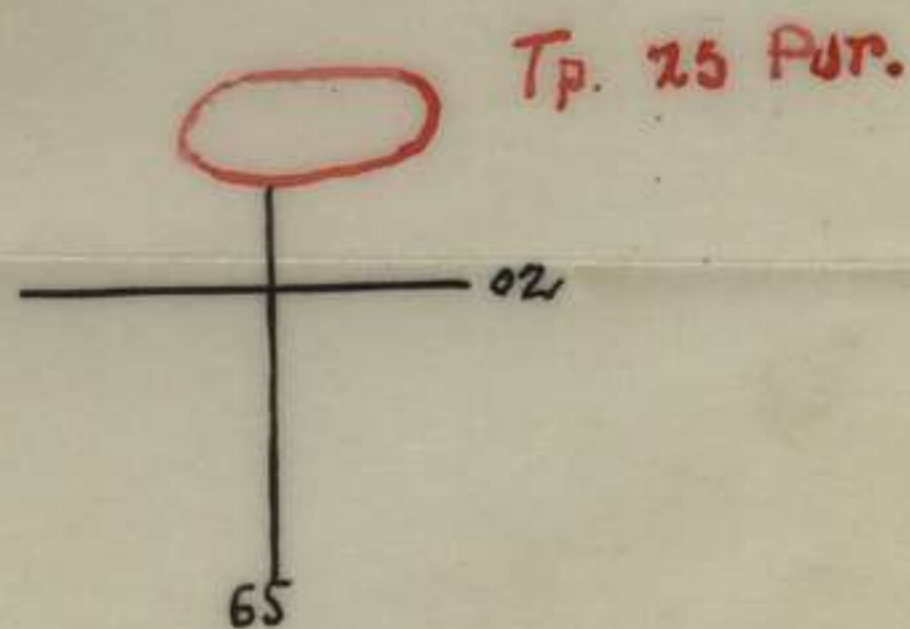
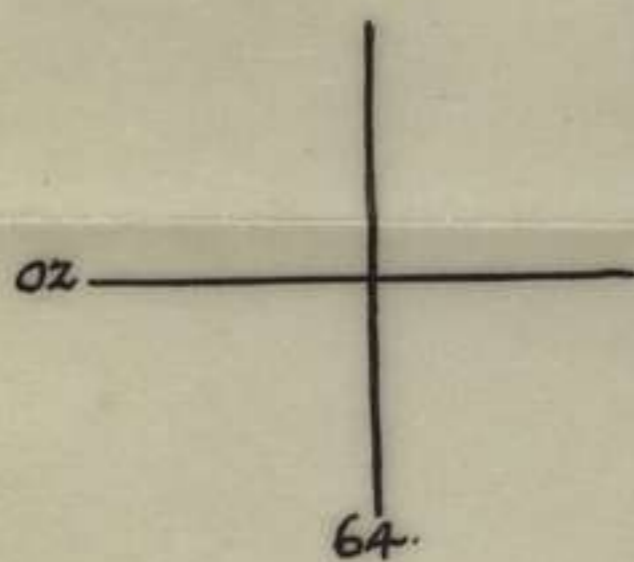
Appendix C

Overlay RED Is. Point.

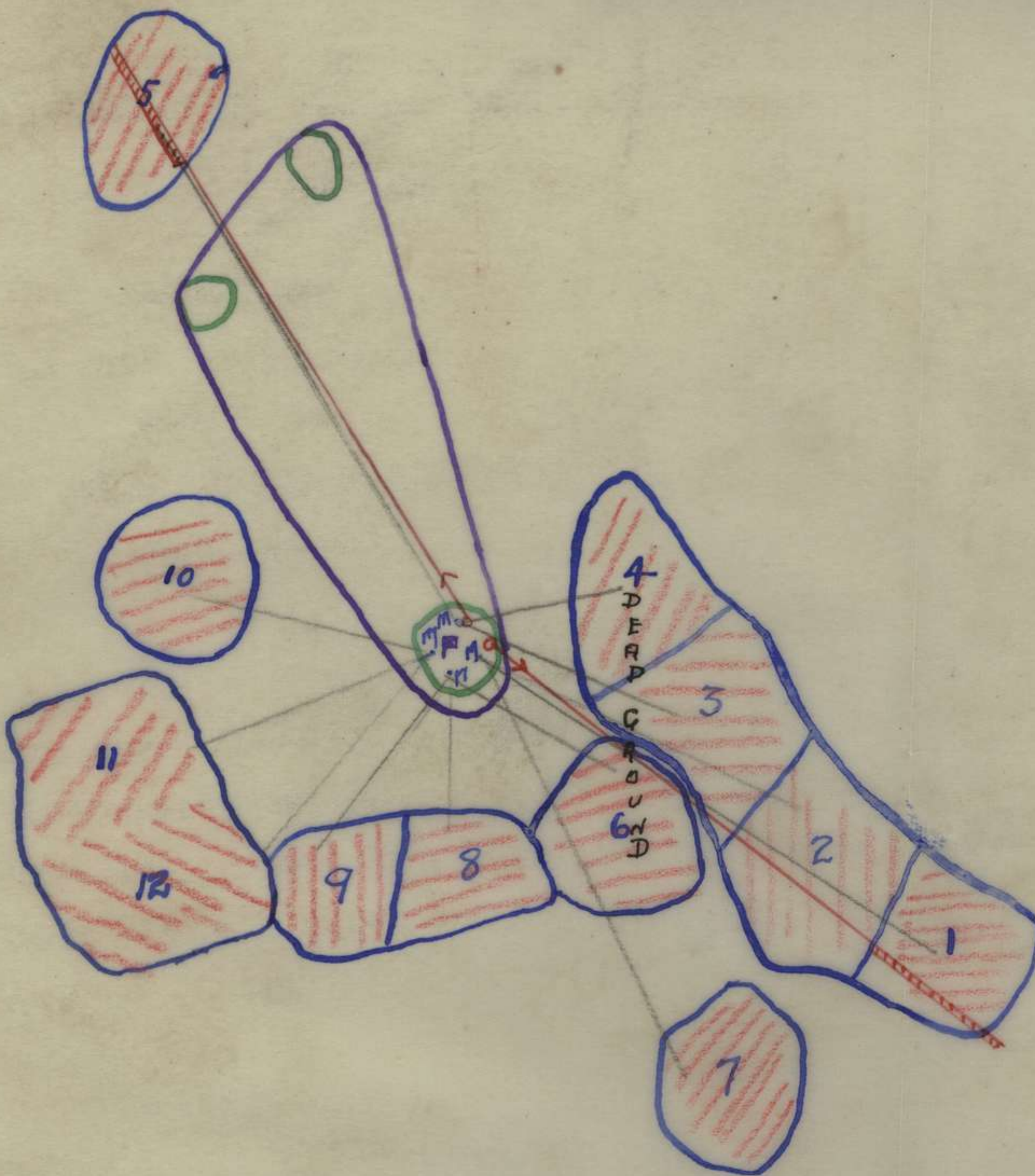
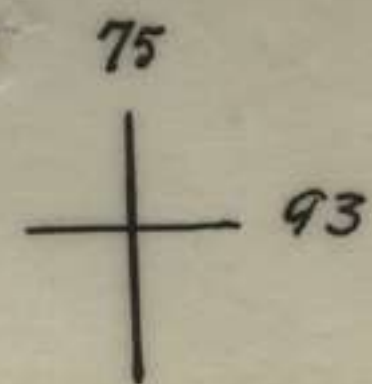
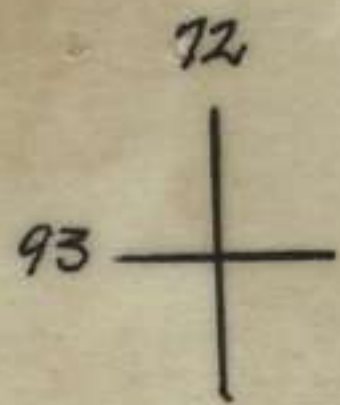





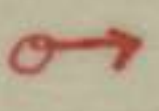
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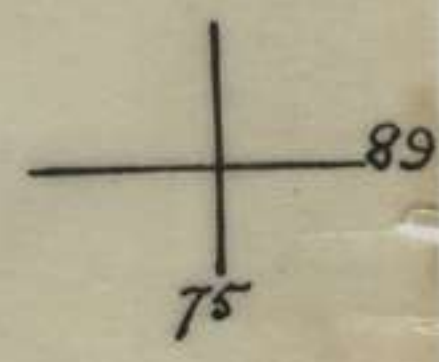
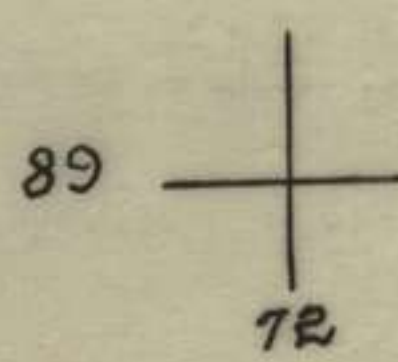
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appendix G.



COY AREA 
 A AREA 
 MORTAR TASKS 
 MMQU 



Lieut Roberts
M. J. Roberts A.A.

SECURITY 21/42

COPY NO.

DATE

REPORT ON OVERLAND MOVE BY ELSIE GROUP FROM "CHILLAGOE"
TO "CAPE YORK PENINSULAR".

11 Aust Inf Bde.

1. GENERAL. Detailed reports describing the ~~reports~~ ^{route} taken, vehicle performances etc., have already been submitted. This brief report is intended to cover some points which may be of interest to training and movement.

2. COMPOSITION. The Group was composed of the following units:-

31 Aust Inf Bn.
Det. K Sec ~~5~~ 5 Aust Div Sigs.
Details of Bty. H.Q. and one Tp 2/3 Aust Fd Regt.
One Tp 101 A/Tk Regt.
One Sec 16 Aust Fd Coy.
One Lt Sec 19 Aust Fd Amb.
One Pl 26 Aust Coy A.A. S.C.
242 L.A.D.
One Sec 2/1 Aust Fd Survey.
27 Coy A.A. S.C. (for move only.)

and in all comprised 226 vehs units at its commencement.

3. ORGANISATION. An Adv Party consisting mainly of Engrs preceded the Main Gp. to prepare crossings over the worst creeks etc. This party left railhead eight days before the main Group.

The Main Party was organised into 8 Gps, each consisting of from 25 to 30 vehs. Each Gp was self contained in that included in it were lorries carrying rations and petrol for the Gp. for the whole journey. In addition each veh carried reserves of petrol and rations for its own use for up to 4 days. The Comdr. of each Gp was responsible for the movt, A.A. protection etc of his Group in accordance with orders issued to him periodically.

4. MOVEMENT. (a) 10 v.t.m. was ordered and generally maintained within Gps. As little was known of the state of the road it was only possible to lay down a very approx. m.i.h. to be aimed at - this was given as from 8 to 12 and varied considerably over the stages traversed.

(b) Halts. Practically all movt. was carried out during daylight. Each Gp. was ordered to halt for twenty minutes every two hours - at the even hour. There was a long midday halt from 1100 to 1500. Longer halts of up to half a day were made at the end of stages at the MITCHELL - HANN - COEN - ARCHER - WENLOCK and JARDINE Rivers. During halts vehs which had become casualties were permitted to regain their places in their Gps.

(c) Control both within and between Gps was difficult. The use of M.C's was not considered practicable and was not attempted. It is considered that few if any of the M.C's or the riders would have completed the journey if they had been used.

(d) Control within Groups was maintained by visual means and by checking at halts. In order that all vehs of a Gp. should not be held up by a veh casualty, drivers were instructed to call on vehs in rear and to regain their places in the gp at halts. An officer rode in the rear veh of each gp to check up and report upon vehs that dropped out.

(e) A 108 wireless set was allotted to each gp and attempts were made to open up R/T comm between gps at halts. This was a complete failure owing to distances between gps and other interferences. The only control found possible was for the C.O. to gain personal touch with the gp comdrs. By moving up to the head of the coln during halts contact with most gps was made once daily. Control would have been greatly facilitated if more powerful wireless sets had been provided for each gp and used in conjunction with an R/T code.

5. MAINTENANCE. The necessity for very thorough and strict maintenance by drivers and inspection by officers was strongly stressed and insisted upon both before and during the movt. Inspections and adjustments were made at every halt and particularly during long halts at midday and at the end of stages. A mechanic or Driver M.T. travelled at the rear of each gp and effected minor repairs and adjustments to vehs of the gp which had become casualties. As a result comparatively few vehs had to await the arrival of the L.A.D. before onward movt. The L.A.D. and Stores lorry of the A.A.S.C. moved as a rear gp and effected larger repairs. The L.A.D. and unit mechanics did excellent work and, in spite of a scarcity of spare parts, NO vehs of the ELSIE GP had to be abandoned en route.

6. PETROL. As there was no provision for petrol to be obtained from dumps en route the full quantity required for the trip was loaded on to vehs at railhead. Empty petrol lorries were dropped out of the convoy at the HANN-COEN-WENLOCK, and JARDINE Rivers and were sent back in Gps to railhead. At the WENLOCK all veh tanks were filled to enable them to complete the trip and sufficient petrol for returning A.A.S.C. vehs was dumped there together with spare A.A.S.C. vehs. More than ample provisions had been made for the forward journey and very little had to be drawn from the Dump at RED ISLAND POINT for the return trip by A.A.S.C. and Engrs. vehs.

7. WATER. In addition to water bottles sufficient containers were available to enable each veh to carry at least one gallon of water per man. Two pumps were carried on two engr. vehs. These were leap-frogged through to the head of the coln after each had supplied all gps at the various water points. The three watercarts in the force were allocated for each to serve several gps and distribute chlorinated water from pumps at staging places or intermediate halts.

8. CARRIAGE OF PERSONNEL AND STORES.

(a) Prior to the move a number of trials were made to determine a satisfactory loading of vehs. Each pl veh carried the pl stores with one Bren gun mounted for A.A. protection and four men as a gun team in the tray of the veh (15 cwt F.W.D.). Other personnel were carried on 3 ton Lorries down the centre of which chests etc of stores were packed and covered with tarpaulins or tent flys to provide seats. Personnel had to keep well to the centre of the vehs to avoid being struck by branches as on many stretches the track passed through close and overhanging timber. For the same reason canopy covers were removed to prevent them being torn. Some protection to personnel was provided by canopy frames but these were badly bent as a result.

(b) Where possible stores had been packed in strong boxes. Where this had not been done e.g. rations and canteen stores, the cases were broken by the screwing motion of the veh over the rough roads. In some instances loads had to be covered with tarpaulins and tent flys and as a result these became badly torn. Due to careful packing most unit stores arrived in good condition.

(c) As mentioned previously M.C's were loaded into vehs. In spite of very careful loading and securing both before and during the move a number of M.C's were damaged but in most cases only minor repairs were necessary. It would have been far better to have sent the M.C's by sea, as was done with carriers, tanks and most of the arty equipment.

(d) One 25 pdr gun drawn by tractor and one 2 pdr gun mounted on a portee were included in the convoy. Apart from difficulty experienced in towing the complete 25 pdr equipment, which necessitated dividing the load into two tows, both equipments arrived in excellent condition. No attempt was made to tow the 2 Pdr gun. The whole A/Tk Tp could easily have travelled by road but additional tractors would have had to be provided ~~for~~ to have included all 25 pdr equipment in the convoy.

9. COMMUNICATION. (a) Reference has already been made to the difficulties experienced within the force and to the advisability of the inclusions of more powerful R/T Sets with Gps.

(b) Arrangements had also been made for comm with Bde during the move and a No.11 set was provided for the purpose. Prior to the departure for railhead the force had been given call signs and frequencies for the month of Sep. and also times during which watch was to be maintained. Through a number of causes details for use during Oct did not reach the force before the move commenced and as a result was not possible for several days. Ultimately the requisite detail was dropped to the force from the air. The necessity for adequate preparation for sigs was apparent.

(c) The times set down for watch to be kept were not entirely satisfactory. As comm during movt was not practicable the most suitable times would have been during normal halts e.g. from 0600 to 0630hrs, 1200 to 1300hrs and 1900 to 1930hrs. This would enable the W/T vehicle more easily to maintain its place in the coln.

10. SPARE PARTS.

The L.A.D. was extremely poorly equipped with spare parts and in spite of many endeavours those found to be necessary and demanded prior to the move did not reach the force until some time after all vehs had reached their destination. Fortunately the stores lorry included with the A.A.S.C. attached for the move carried a number of essential spares. These were made available to the L.A.D. for the use of the force as a whole and as a result no veh had to be abandoned. Similarly all vehs should be equipped with essential tools. An almost complete lack of spanners for the removal of wheel nuts and of repair outfits was partially made good by purchase at railhead. For such a move an adequate supply of spares is essential.

11. CONCLUSION.

The following main points are brought out:-

- (a) Considerably less difficulty was experienced than was anticipated.
- (b) The move was proved to be practicable under the weather conditions prevailing - during the dry. It would certainly be a far different proposition during the or immediately following the wet.

(c) Prior information regarding this route was somewhat meagre and in some instances misleading. What was available was carefully studied before the move and amplified by enquiry during the move. This enabled difficulties to be foreseen and steps taken to overcome them.- as for instance the provision by each Gp of a maintenance party to repair reported bad crossing before the next gp arrived.

(d) Adequate prior attention to detail is essential. As an instance the lack of adequate tools and spare parts could have had very serious results.

(e) The move was treated primarily as an adm one though the tactical aspect was not overlooked.

(f) The experienced gained was invaluable to drivers and leaders of all grades.

Lt. Col.
Comd. 31 Aust Inf Bn Gp.

DISTRIBUTION.

1-2 11 Aust Inf Bde.
3 File
4 War Diary.

WAR diary

*Original sent to
DWD HQ by air mail
on 7 Nov 42*

S.

Appendix B.

JACKY JACKY AREA.

INTELLIGENCE AND RECCE REPORT, No. 3.

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

Dated - 9.Nov.42.

Map Ref.-	CAPE YORK.	3 Miles to 1 Inch.
	JACKY JACKY.	2 Inches to 1 Mile.
	JACKY JACKY.	4 Inches to 1 Mile.
	RED ISLAND POINT.	4 Inches to 1 Mile.
	CAPE YORK	2 MILES to 1 INCH

1 GENERAL.

The main item of this report is a four days' recce to SOMERSET and MUDDY BAY, which is annexed hereto. The recce party made their own tracks to both of these places.

Defence works and plans have made little progress in the last week because Coys. have been engaged in a night training syllabus. "E" Tp. 53 Pd. Bty. have, however, progressed in their work, and full details are given below.

Road reports of important tracks are included in the report.

2 MAPS.

Survey have received some aerial photos of the Eastern coastline. They consist of one strip of verticals, and right and left obliques. The strip runs from about the mouth of ESCAPE RIVER, north-west up to about LARADEENYA CREEK. They have been of some use for our Recce purposes, and Survey has made great use of them.

On 30.Oct.42 Unit "I" Sec. produced JACKY JACKY 4" and RED ISLAND 4". Three copies of these maps were forwarded to Bde.

3 TOPOGRAPHICAL RECCE CLOSE TO CAMP.

Referring to Para. 3 of Report No. 2, we forwarded in Appendix A a sketch of area "C" showing all detail we have at present in that area. Areas "A" and "B" were eventually covered by JACKY JACKY 4".

4 JACKY JACKY CREEK AND ESTUARY.

A small sketch (Appendix B) of the mouth of JACKY JACKY CREEK taken from the Admiralty Chart of ALBANY PASS to BOOBY IS. is forwarded to show that sand bars at the mouth of JACKY JACKY ESTUARY may bar the entrance of all but the smallest vessels. It is intended to investigate these sand banks when time, tide and winds allow.

ROADS.

5 The following Road Recce Reports are forwarded:-

- (a) O.T. between SKULL and BURSTER CREEKS to 31 BN. H.Q.
- (b) BURSTER CREEK to COWAL CREEK MISSION STATION.
- (c) Cattle Camp on O.T. 4.1 Miles South of SKULL CREEK to 31 Bn. H.Q.
- (d) Turnoff AMERICAN HOSPITAL to Map Ref. 802022 JACKY JACKY 2".

These roads will be main bush tracks used in the event of any emergency in the area. *These appear on CAPE YORK 2M to 1 inch* ~~An overlay showing their approximate positions is attached, marked Appendix "C".~~

6 COMMUNICATION.

The Officer in charge of construction of the Booster Station near CAPE YORK TELE. STA. has informed us that his plans make no reference to a hook up from JACKY JACKY on to the new line which has recently been laid by 1st Army Line Sigs. Is it possible to get JACKY JACKY put on this line? Such a hook up would also give us quick communication with T.I.

The American Line which we took over has been lifted from the ground as far as RED ISLAND POINT and the line from CAPE YORK TELE. STA. to RED ISLAND POINT should be lifted this week. A Fullerphone is now working on this line, and we have stationed a Sig at CAPE YORK TELE. STA.

Wireless communication with T.I. is still bad.

7 COWAL CREEK MISSION STATION.

The Mission Station has not yet moved. Col. Langford has advised that they will be moving to vicinity of VRILYA POINT, 60 miles down the coast of the GULF OF CARPENTARIA (Map. Ref. CAPE YORK 8 Miles Series, 528537).

Mr. Joyce, who has been here for many years, and who is now in charge of the butchering of cattle at RED ISLAND POINT says that Tamwoy would run if the Japanese came near, and leave the aborigines to their own devices. He sites a case of a scare earlier in the year when Tamwoy went bush. Mr. Joyce also states that the two gins that were away from the Mission Station were harlots, and that he was instrumental in their return about a week ago. Information obtained from Mr. Joyce to date has been reliable. His statements about Tamwoy will be investigated at T.I. later.

(3).

DEFENCE OF THIS AREA.

8
(a) Arty. Work around DROME.

Two arty gun positions for the Troop have been cleared, one at 693929, and the other at 873930. The latter is an alternative position. At present "E" Tp of 53 Bty are surveying in possible targets. An overlay forwarded herewith, marked Appendix "D", shows possible targets which have been surveyed in, and some of the targets which have yet to be surveyed. When survey is complete a fresh overlay will be sent, numbering and giving full details of each task. Arcs of fire of the T are also shown.

Later it is proposed to clear further gun positions along the road from well to 701908 to O.T. at approximately 631875 (a road report of this road is given in Road Reports). This road will be the quickest route out from this area towards the JARDINE RIVER.

(b) Arty. Work at RED ISLAND POINT.

An overlay is forwarded showing these positions. ^{Appendix C} There is an alternative position for the Tp. of 25 pdrs at 660993. This cannot be shown in the overlay. Both positions for 25 pdrs are almost complete, but positions for 18 pdrs require more work.

Neither of the 18 pdr guns are at present in working order due to the fact that the "U" Rubbers in both guns have perished, and allowed the air to escape. New rubbers have been ordered.

(c) An overlay showing the Pl. Positions, fixed lines for MUGs., and Mortar D.F. tasks is forwarded herewith. ^{Appendix G} At present little work except clearing has been done on the Pl. positions on the North-eastern side of the drome. On the other two Pl. positions cattle fences, clearing and digging are complete. There is still some tactical wire to be completed. A sketch on a larger scale will be produced later, giving greater detail.

9
ENGINEER REPORTS.

Lieut. King, of 16 Fd. Coy, furnished an excellent road report on the road from CHILLAGOE to RED ISLAND POINT from an engineer's point of view. This report is too lengthy to be typed here, but it is suggested you obtain a copy from 16 Fd. Coy to complete your records of this road.

Engineer reports contain valuable information. Extracts of value to this report from engineer's report from 28.Oct to 3.Nov are as follows:

(4).

1. Huts and Food Storage Dumps, RED ISLAND POINT.

This is now the main work in hand. Work continued throughout the week on the small 30' x 30' hut. Pouring of floor and foundations were completed, side framing erected and portion of the side sheeted. Erection of trusses and roof were delayed by material shortage. This is now progressing. Work commenced on the large 80' x 30' hut on 29.Oct.42. This has been pegged out, site levelled, foundations dug, and the framework for the foundations half completed. Approx. 30 out of 40 yards of gravel have been delivered to site from GRAVEL CREEK, 11 miles North of RED ISLAND POINT. A concrete shed has been erected and some material brought to site. Pouring of concrete should commence 10 Nov. 42. Rain and scarcity of timber are likely to hold up work on this hut.

2. Water Points.

The well at "E" Coy, 31 A.I.B., Area, needs timbering. This has been left to 31 A.I.B. to complete, as this Unit is very short handed at the moment. Tank stand and tank have been erected in preparation for use of this well.

3. Hospital Huts.

A preliminary recce was made of the SKULL CREEK Area to site there. The area enable a good layout on high form ground, sloping S.W. Final siting is to be done in conjunction with Fd. Ambulance Officers. Materials are expected from T.I. some time next week. Work will commence immediately timber and plans are here. Stumps will have to be cut on site.

10
SAW BENCH.

A saw-bench has recently been established by a Mr. Miller at approximately 617988, JACKY JACKY, 2". Recce Report by Sgt. Philp, "I" Sec. 31 A.I.B., is attached, and marked Appendix "E".

A Mr. Peberdy from TOWNSVILLE recently made an inspection of timber in this locality for the Allied Works Council. He was to mill timber for contemplated Air Force buildings.

11
A.A.S.C. BUILDINGS.

Col. Homewood, who recently visited this area, decided on store buildings at the following spots, JACKY JACKY 2";-

Transit Shed 648039, DID and 30 Day Res. Rations 706953, Res. Stores

(5).

634872. (This last point is on the road running from the cattle camp on the O.T. to Engineers' Well). Also Res. Store on the O.T. Map Ref. 564573, CAPE YORK, 8 Miles.

12 HOSPITAL.

A Coy of the 4 Fd. Amb. are settling in at 650938. They hope to have the Hospital open within the next few days. A report on the future erection of these buildings is found in the Engineers' Report. In the meantime, they will operate under canvas. They use a 60 bed hospital.

13 RECCE REPORT OF SOMERSET AND PIARA & ROUTE TO THEM.

Annexed in Appendix "F".

14 OBSERVATION FROM THEODORE'S PEAK.

This peak at ref. 803022, JACKY JACKY 2" to 1 Mile, is approximately 100' above sea level and presents a fairly good observation on the mouth of JACKY JACKY RIVER looking S.E., but it is limited to about 20°. Thick trees obscure the view practically all around, but from the tops of the trees much more can be seen, and if timber around was felled the West Coast could be sighted.

From this point, which is approximately 400 yds from the beach, the limit of observation at present is from 136° to 159°. The beach is sandy, but skirted with thin mangroves.

15 BURSTER CREEK WATER SCHEME.

It was intended to supply Thursday Island with water from this point. Engineers came from T.I. and dammed the Creek up at about Map Re 615935, JACKY JACKY 2". They put a gauge there and found the flow depreciated considerably in a very short time. For this reason the scheme was abandoned and no work done on it, after the tests proved unsuccessful.

16 "B" SEC. OF No. 8 AUST D.I.D.

This Unit, consisting of ~~was~~ an Officer and 10 O/Rs, arrived here on 27.Oct.42. They are at present situated with the 26 A.A.S.C. Coy.

MAGNETIC N



JACKY JACKY Estuary

Appendix B

RECE RECON IN SWAMP IN SCHERRET AREA.

By. PTE. H. GREEN.
Time Taken TWO DAYS.
Weather FINE
Visibility GOOD.

PAGE I.

SUMMARY.

A recon was made of two (2) pack tracks to FIARA and of one pack track to ROMA FLATS, also of an old blazed track from the Northern end of the big open swamp, shown on sketch map, to springs, $\frac{1}{2}$ mile distant from LORNEY-SCHERRET track.

PAGE II.

Detail.

Track 1.

The more northerly track from SCHERRET TO FIARA shown on sketch as Track 1, is possible at low tide only, owing to the two creek mouths on SHALLOW BAY (see para on SHALLOW BAY).

Quite unsuitable for vehicular traffic.

Distance - approximately two miles.

Blazed and traversed by Survey line.

Track 2.

The longer track from SCHERRET to FIARA crosses a high rocky ridge between POLC and CARRONDA CREEKS, and a short stretch of low ground to the West of CARRONDA CREEK.

Suitability for Vehicular Traffic.

With widening and general improvement, this track would be possible for vehicles in dry season.

Distance - approximately $3\frac{1}{2}$ miles, blazed.

Track 3.

The track from SCHERRET to ROMA FLATS branches to the South from the SCHERRET - FIARA track at a point immediately before crossing CARRONDA CREEK. This point is marked by a well blazed pandanus tree. Crossing CARRONDA CREEK a few hundred yards further up the track bears in a Westerly direction, over a steep difficult range at the foot of which a point is reached from which vehicular traffic is possible towards LORNEY.

Crossing the NEW RIVER (10-15 yds wide) at the same place as the LORNEY-FIARA vehicle track, the track turns westwards following up the

B. 22-1/4
(2).

NEW RIVER through scrub, then turns N.E. through forest for $\frac{1}{2}$ miles.

Entering scrub again the track crosses the Southern End of the CANNON RANGE, reaching ROMA FLATS in a further $\frac{1}{2}$ mile.

Availability for Vehicular Traffic.

This track is unsuitable for vehicular traffic owing to the difficult ranges traversed.

From the NEW RIVER crossing to ROMA FLATS would be possible if considerable work was done on section over CANNON RANGE.

Distance

approximately $8\frac{1}{2}$ miles, blazed.

Traversed by Survey line from ROMA FLATS to NEW RIVER crossing.

Track 4.

The track from the Northern End of the big open swamp (see sketch), runs along the Eastern side of the swamp until, striking the end of a low scrub ridge, bears slightly to the West, enters scrub, and within 50 yards, springs occur.

Distance.

Approximately $\frac{1}{4}$ mile from the SOMERSET - LOREBY track. Blazed and accessible by vehicles.

Appendix B

RECEPES AREA.

Recepe Report on SHALLOW BAY and Coast East of SEBIDAN POINT,
also of East Coast from FLY POINT to CLIFFY POINT.

By. Pte. H. Green.
Time Taken - One Day.
Weather - Cloudy.
Visibility - Fair.

PART I.

Summary.

A recepe was made of this stretch of coast following the beaches and crossing headlands when impossible to follow foreshore. No recepe was made inland and all details are such as seen from line of traverse.

PART II.

Detail.

Shallow Bay.

Beach - Wide, gradual sand, $\frac{1}{2}$ mile long, mangrove lined. Nature of bay is shown by its name. At low tide there is a track across the bay as shown in sketch.

Headlands - A high scrub-covered ridge on the western end of the bay, with rocky foreshores running around to BISHOP POINT. High scrub-covered ridge on the Eastern end of the bay, and rocky foreshores running around to CONARUNG POINT.

Creeks. - At the Western end of the beach, two tidal estuaries about 20 feet wide, run for about $\frac{1}{4}$ mile back into the mangrove swamp behind the beach. The estuaries are about 100 yds apart and their channels over the beach are about 2 ft. 6 ins. deep at low tide.

Mangrove - Mangrove runs the length of the beach and extends landwards in a big swamp for half a mile

SHALLOW BAY TO FRESHWATER BAY.

From SEBIDAN POINT to FRESHWATER BAY, a rocky cliff, approximately 50 feet high, extends round FLY POINT with a considerable amount of broken ironstone on the foreshore.

Freshwater Bay.

1st Beach. Marked E.I. on the sketch.

Hard sand - gradual slope, approximately $\frac{1}{4}$ mile long. High scrub covered sandhills rising from the beach.

(2)

At the point marked E.1., low broken ironstone headland.

2nd Beach. B.2 on the sketch.

Hard sand, gradual slope 200 yards long. Scrub covered sandhills ~~inland~~ inland.

At point R.2 low rocky foreshore.

3rd Beach. B.3.

Hard sand, gradual slope, approximately one-third of mile long. Small scrub gully at the Southern End of this beach; fresh water obtainable by digging.

Sandhills begin to fall back along this beach.

Headland - VALLACK POINT - R.3 on sketch.

A high ironstone cliff about 30 feet high on foreshore, rising over open downs towards low scrub covered ridge $\frac{1}{2}$ mile inland; $\frac{1}{2}$ mile across headland.

4th Beach. B.4.

Hard sand, gradual, 200 yds long. Sandhills and low scrub ridge inland.

Rocks.

At point R.4 low rocky ridge runs down over the beach.

5th Beach. B.5.

Hard sand; gradual slope; low ti-tree ridge 100 yds ~~inland~~ inland.

Headland. R.5 on sketch. Not named on chart.

A high open sandy slope extending 200 yards from a low scrubby ridge down to a broken ironstone foreshore 10 to 15 feet high.

From the highest point a complete view of NEWCASTLE BAY is obtained. ALBANY ISLAND can be seen from this point.

6th Beach. B.6.

Hard sand, gradual slope; scrub covered sandhills ~~inland~~ inland. Beach $\frac{1}{2}$ mile long.

Fresh water found at Northern end of this beach, and at a point $\frac{1}{2}$ mile down.

Headland. R.6 on sketch.

A low, rocky point, extremity covered at high tide. Forest extending inland from point. Mangrove 20-30 yds wide running round point for $\frac{1}{2}$ mile.

Beach.

Fifty yards sand beach - Fresh water.

Forest ridge rises sharply from beach, steep foreshore.

Headland. B.7.

Low, rocky point. Mangrove and forest timber debris round point for $\frac{1}{2}$ mile. Dense undergrowth right down to mangrove.

Beach. B.7.

Soft sand; gradual slope. She-oak covered sandhills extending approximately $\frac{1}{2}$ mile inland. Remarkable white sand patch on sandhill at Southern end of beach.

Headland. R.8.

CLIFFY POINT, a bare rocky prominence, running down from a timbered ridge, fifty feet approximately at foreshore, around which runs a narrow sandy beach.

The nearest point on the coastline is on the opposite side of the JACKY JACKY estuary due South 3-4 miles, detail visible.

Albany Island cannot be seen from CLIFFY POINT, but it would be an excellent O.P. for JACKY JACKY Estuary if it is accessible.

Opp BB

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From *Landing Strip Rd* to *RED ISLAND POINT* (Give map refs) Maps used:—

(b) Type of vehicle *Chen. 15 cwt FWD* (c) Tyres *Isachs Grip* (d) Load (e) Weather *Fine*

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. Abutment to Abutment & Number of spans	Width. Roadway	Height. Average height of roadway above bed of stream.				
<i>Strip</i>	-	20	E	G	XW								
<i>Turn R</i>	4/10	✓	E	G	XW								
<i>End Disposal Rd</i>	8/10	✓	✓	✓	✓								
<i>Top of Ridge</i>	1 7/10	10	✓	✓	✓								
<i>Turn Right</i>	2	✓	✓	✓	✓								
<i>Turn L</i>	2 3/10	✓	✓	✓	✓								
<i>Rocky Ridge Left</i>	3	✓	✓	✓	✓								
<i>Bridge</i>	3 5/10	✓	✓	✓	✓	W	8' x 1	10	3'	CD	5		
<i>Top of Ridge</i>	3 8/10	✓	✓	✓	✓								
<i>✓ ✓ ✓</i>	4 2/10	✓	✓	✓	✓								
<i>Rocky Outcrop, R</i>	4 6/10	✓	✓	✓	✓								
<i>Hill on R</i>	4 8/10	✓	✓	✓	✓								
<i>Vine scrub</i>	5	✓	✓	✓	✓								
<i>✓ ✓</i>	5 5/10	✓	✓	✓	✓								
<i>Tele line - turn to L</i>	6	✓	✓	✓	✓								
<i>Bridge</i>	6	✓	✓	✓	✓	W	15' x 1	10	4'	ED	5		
<i>Clearing L</i>	6 3/10	✓	✓	✓	✓								
<i>Bridge</i>	6 5/10	✓	✓	✓	✓	W	8' x 1	10	3'	ED	5		
<i>Leaves Tele line</i>	6 7/10	✓	✓	✓	✓								
<i>Gravel Pit - Chinaman</i>	8 1/10	✓	✓	M	✓								
<i>Top of Ridge</i>	8 3/10	✓	✓	G	✓								

GENERAL

GSI FIRST AUST ARMY

WHEEL ROUTE RECONNAISSANCE REPORT

app BB

(a) Route:—From *Landing Strip Ref 732925* to *RED ISLAND POINT.*

(Give map refs) Maps used:— *JACKY JACKY 2" 101M.*

(b) Type of vehicle *Chw 15 tank & W.D.* (c) Tyres *Shack Trip*

(d) Load -

(e) Weather *fine.*

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. 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.				
<i>Bridge.</i>	<i>83/10</i>	<i>10</i>	<i>E</i>	<i>G</i>	<i>XW</i>	<i>W</i>	<i>5' 1</i>	<i>10</i>	<i>2</i>	<i>CD</i>	<i>5</i>			
<i>Follows the line</i>	<i>84/10</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>									<i>✓</i>
<i>Leaves line</i>	<i>85/10</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>									<i>✓</i>
<i>Top of Ridge.</i>														
<i>Bridge.</i>	<i>91/10</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>W</i>	<i>3' 1</i>	<i>10</i>	<i>2</i>	<i>CD</i>	<i>5</i>			<i>Heavy sand off Rd.</i>
<i>Bridge</i>	<i>96/10</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>W</i>	<i>10' 1</i>	<i>10</i>	<i>2</i>	<i>ED</i>	<i>5</i>			<i>✓</i>
<i>RED ISLAND POINT.</i>	<i>98/10</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>									<i>✓</i>

GENERAL

This road is graded all the way and the actual track is gravelled. It passes over a series of ridges covered with rain forest, and for the most part the surface is good. All bridges are constructed of bush timber decking and covered with gravel.

APPENDIX "C".

OFFICERS ON STRENGTH AND THEIR APPOINTMENTS.

LT. Col	NX. 483	CARDALE, P.H.G.	C.O.
Capt-Maj.	Q. 32751	BUBB, H.	2 i/c
Lt.-Maj.	QX. 40802	PENNEY, R.St., J.	O.C. "C" Coy
Captain	NX. 12452	WALKER, M.B.	O.C. "H.Q." Coy.
Lt.-Capt.	Q. 32755	HONEYCOMBE, R.F.J.	O.C. "B" Coy.
" "	QX. 33699	TITLEY, T.H.A.	Q.M.
" "	QX. 32756	McCABE, J.R.	O.C. "D" Coy
" "	QX. 33700	RICKARD, R.J.	Adjt.
" "	QX. 40801	SPRANGE, S.O.	No. 4 Pl. Comd.
" "	QX. 33701	THEODORE, E.A.	O.C. "A" Coy.
" "	QX. 32766	WILSON, F.J.	2 i/c "C" Coy
Lieut.	QX. 34609	RIGBY, L.	" " "D" "
"	QX. 33698	AUMULLER, J.H.	T.O.
"	Q. 33756	ROBERTS, G.V.	I.O.
"	Q. 110002	WOOSTER, H.M.	No. 1 Pl. Comd.
"	QX. 34608	RILEY, H.M.	2 i/c "B" Coy
"	Q. 33765	SMITH, R.E.B.	" " "A" "
"	QX. 33703	LE FEUVRE, V.F.	No. 2 Pl. Comd.
"	QX. 33707	EVANS, G.E.B.	No. 17 Pl. Comd.
"	Q. 32873	MORRISON, W.	" 6 " "
"	QX. 40803	FEATHER, A.R.	" 19 " "
"	QX. 34610	CAREY, J.C.	" 3 " "
"	Q. 32935	HOPFENSETZ, V.E.	" 14 " "
"	QX. 33706	ALLAN, S.H.	" 15 " "
"	QX. 33697	WILLIAMS, L.C.	2 i/c No. 4 Pl.
"	QX. 34607	LOBEGELER, W.G.	No. 10 Pl. Comd.
"	Q. 30647	HAMMETT, E.	" 18 " "
"	QX. 33702	HUTCHINSON, H.C.	" 11 " "
"	QX. 33705	RUDDICK	" 8 " "
"	Q. 34043	GOULD, D.M.	" 5 " "
"	Q. 32791	WILKINSON, J.W.	" 16 " "

1945-2030	2030-2115	2115-2200	2200-2215	2215-2300	2300-2400	2400-0100	0100-0145	0145-0230	0230-0245	0245-0330	0330-0415	0415-0430
Smartening up Drill	Night March using various aids				Discussion A.T.M. 9 Appx. C.	Meal	Field Sigs	Field Formations	Discussion Japanese Characteristics in Battle A.T.M. 10	Break	Respirator Drill	Stripping and cleaning T. S. M. G.
Bayonet Tng.	Bren. Adv. Handling	Discussion A.T.M. 10 Chap. III 3.	Break	Patrols (Recce) Written reports from every one.	"	Patrols (Fighting)	Discussion A.T.M. 10 Chap. VI.	"	Lantern Raid.			
Smartening up Drill	Discussion A.T.M. 10 Chap. VII.	Individual Stalk	"	Practice Ambushes	"	Field Works - Digging and wiring complete section post.						
Bayonet Tng	Stripping & Cleaning A/T Rifle	Discussion DEFENCE OF AERODROMES	"	Preparation of Rd Blocks and erection of trip wires"	"	Tool Drill	Night march using respirators over difficult ground.	Clearing mines	Unarmed Combat.			
Smartening Up Drill	P. and R.T. incl. Medicine Ball	Booby Traps & their construction	"	Silent movement Crawling and sound tests.	"	Section stalk	Route March	by	Platoons.			
Route March by Coy including ALL personnel (Carry meal) /							Tank Hunting and destruction	Two sided section excercises.				
Bayonet Assault Course	Lecture Jap methods of Attack on Aerodrome	Bren (Adv. Hand)	"	Compass setting Forward and back bearings	"	Practise night movement across country A.T.M. 12. pages 22 and 23.				Bren Stoppages	First Aid.	
P. & R.T.	FIELD WORKS AND CAMOUFLAGE				"	Lecture A, T, M, 10 pages 10.11	Gas. (decontam)	Patrolling	Review Weeks Tng.			

COY COMDS WILL ENSURE THAT INSTRUCTORS THOROUGHLY STUDY SUBJECTS TO BE TAUGHT, AND MAKE A CAREFUL SELECTION OF GROUND TO BRING OUT THE NECESSARY LESSONS.

War diary

Appendix E

SECRET.

INTELLIGENCE AND RECCO REPORT. No 4

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

Date - 23.Nov.42.

Map Ref.	CAPE YORK	8 Miles.
	CAPE YORK	2 Miles.
	JACKY JACKY	4 Inch.
	RED ISLAND PT	4 Inch.

1. SUMMARY.

The main points covered in this report are the move of the CORAL CREEK MISSISSIPPI STA. to MUTEE HEAD and Recce of SOMERSET and MUTEE HEAD Areas. Further particulars of the defensive plan are also included.

2. MAPS.

On 17.Nov.42 Survey received a message from D.B.S., 1st Aust Army, saying that two planes from HORN ISLAND had been ordered to take photos of this area. Survey has contacted HORN ISLAND to see what progress had been made, and HORN ISLAND told them they knew nothing of the task.

Survey work is progressing quickly and they hope to have HILDAVOUR STRAIT sheet finished in another three weeks. This Unit is endeavouring to get them to draw a tactical map of the country close to this area before they depart. Such map will probably be complete before the printing of Survey maps.

JACKY JACKY 2nd completed by this Unit when it first arrived was an approximate map only and is cancelled by subsequent maps covering similar areas.

3. UPPER JACKY JACKY CR. AREA.

A recce report on this area herewith, Appendix A. This area has been inspected by Brig. J.W. Crawford and Col. Morris with the object of placing the permanent hospital buildings there. A track has been made from the O.P. to the Creek by this Unit.

4. SOMERSET AREA.

Further recce report on this area by Pte. H. Green, of the "I" Sec. of this Unit, Appendix B.

5. MUTEE HEAD AREA.

Recce Report by Cpl. B.E. Anderson of the "I" Sec. of this Unit, Appendix C.

6. RED ISLAND POINT - JACKY JACKY ROAD.

Wheel Route Recce Report on this road herewith. *Appendix BB* The Road has just been completed by 91 American Engineers. The road is not well drained and the bridges over Creeks are not solidly built, so it may not be an all weather road.

7. COMMUNICATIONS.

A diagram showing the different channels of communication between this Unit and the 11 Inf. Bde herewith, Appendix D.

Steps are being taken to make the line to CAPE YORK a direct one and not a party line, and to put a direct line to H.Q., 35 Hy. Ack-Ack Bty. The line to CAPE YORK will be raised off the ground by the 21st.

8. AUSTRALIAN ABORIGINES.

Mr. Curtis, who looks after Native Affairs in this area under the direction of Col. Langford, was here on the 12th. He took steps to move CORAL CREEK MISSION STATION to MUTEE HEAD, Ref. 582586, CAPE YORK 8 Mile. The object of this move was to place the Station outside the bounds of Troops in this area, particularly American Coloured Troops.

Mr. Curtis informed us that within the next six weeks he thought most of the men from the mission station working at T.I. would be discharged and returned.

Mr. Curtis said that he was displeased with the way Farwoy (the Torres Strait Islander in charge of the mission) had looked after the mission. Mr. Curtis said he was a spineless individual and would endeavour to have him moved.

Besides the aborigines at the Mission station there are the following:-

(1) Five employed by Frank Joyce of RED ISLAND POINT, stockman for Mr. Cadzow, who supplies this force and T.I. with beef. Arrangements have been made to use these boys under Joyce's control in the event of an emergency. Two of Joyce's boys have their wives with

them. They all live at RED ISLAND POINT.

(ii) Johnstone and his wife at CORNHET. Johnstone is a South Sea Islander and is caretaker for Vidgen.

(iii) At KWA FLATS there lives Cassimera Mananton, his wife, and six children. Three of the children are over 15 years of age. Cassimera is of Phillipino extraction and his wife is a Torres Straiter. He assists at CAMP YORK TELE. STA. and Mr. Evans, in charge of that station, says he is to be trusted.

9. 91 AMERICAN ENGINEERS.

The American Hospital attached to this Unit has already departed for BORN ISLAND. The whole Unit is in the process of moving, but is waiting for sea transport to take it to BORN ISLAND. They do not intend to finish the tasks. The whole Unit is now in the RED ISLAND POINT Area.

10. ENGINEER INT. REPORTS.

Herewith, marked Appendices E and F respectively, are Engineer Intelligence Reports from 3 to 10.Nov.42 and from 11 to 17.Nov.42.

The shed 30' x 30' mentioned in para (1) of first report is at Map Ref. 646028, RED ISLAND POINT 4".

The Shed 20' x 30' mentioned in the same para is at Map. Ref. 646030, RED ISLAND POINT 4".

The Field Bakery mentioned in para 4 (a) of the second report is situated at Map Ref. 646026, RED ISLAND POINT 4".

11. DEFENSIVE PLANS.

Arty have almost completed the surveying for the registration of the zones at the drone and RED ISLAND POINT. *B. P. Handless E & H show Registered points on both areas* The 18 pdr positions on the beach at RED ISLAND POINT have been completed but the guns are still awaiting spare parts as previously advised.

Arty have to-day commenced the clearing of two areas at *673888* and *664886* on the SKULL CROSS 4" Map. The second position is an alternative position for the first position.

Defensive plan for 2 Fl. Areas on the drone area almost completed. Work has been interrupted by night training. No further work other than clearing has been done on Fl. position at *732927*, and is not to be continued with ~~at present~~ *present*

*M. J. W. ...
DO 31 1113*

Appendix A
RECCO REPORT ON UPPER JACKY JACKY AREA.

By Lieut. G.V. ROBERTS

Dated 23 NOV. 42.

Map Ref. CAPE YORK 2 Mile.

SUMMARY.

This area is being gradually explored and there is considerable work yet to be done. A Hospital Site has been suggested at 564579 near JACKY JACKY CREEK. The main difficulty is a suitable road to the point. The line along the O.T. is not passible for it has to cross BURSTER & SKULL CKS besides several soaks. From aerial photos it appears that a track might be possible from this camp site to the proposed Hospital site along ridges and crossings only two soaks. Both these soaks are close to this camp. The area is being investigated.

OVERLAY.

An overlay is forwarded herewith marked Schedule 1. It shows the direction of the tracks in this area.

TRACKS

The only track worthy of a report at the present time is the one running from the O.T. at 563581 to JACKY JACKY CK at 565579. Wheel recco report herewith Schedule 2. This track turns off from the O.T. 7-3/10 miles south of SKULL CK. The other tracks have not been cleared at all and are covered with fallen timber. At many points they cross swampy areas.

WATER

There is excellent water on JACKY JACKY CK near the proposed Hospital site. Water is running swiftly and is about 18" deep and 6' wide. Access to this water may be difficult in wet weather owing to a swampy area between, it and the proposed Hospital Site. Where the survey track crossed the Ck the water is about 2' deep and still fresh.

STORE

SITE Col. Norris suggested moving the Store Site at 564586 to 563584. At the present one or the other of these positions will be adopted.

AIR LANDING

FLATS

The area marked in green is low and flat and in parts open and other parts covered with low trees. Many parts of these flats are suitable for crash landing for aircraft.

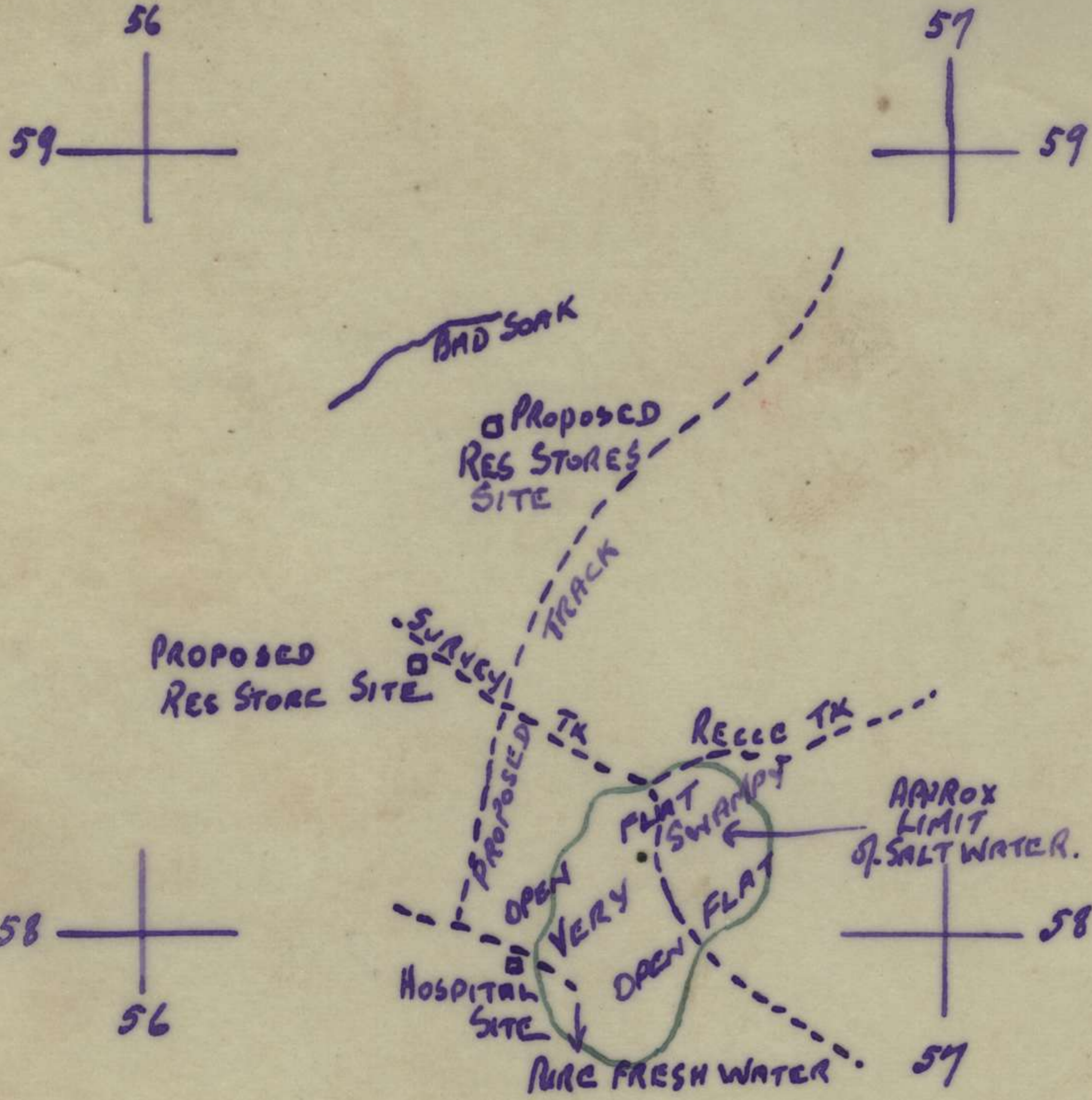


Gwynne Robert
Lieut
IO 31 1113

AUSTRALIAN MILITARY FORCES

OVERLAY UPPER JACKY JACKY R.

Achappa



WHEEL ROUTE RECONNAISSANCE REPORT

Sub & app A

(a) Route:—From *OT 28 563581* to *JACKY JACKY* (Give map refs) Maps used:— *CAPE YORK 2 MILE*
 (b) Type of vehicle *15 Cwt Chev FWD* (c) Tyres *Track Grip* (d) Load *NIL* (e) Weather *Fine*

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. 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.				
<i>Turn off from O.T.</i>	<i>-</i>													
<i>Flat</i>	<i>2/10</i>	<i>10'</i>	<i>sandy</i>	<i>M</i>	<i>XW</i>								<i>L & R camouflage timber obstructs movement</i>	<i>Camouflage timber fair cover from air flats would probably be impassible in the wet</i>
<i>Flat</i>	<i>1 5/10</i>	<i>10'</i>	<i>do.</i>	<i>M</i>	<i>XW</i>									<i>flats are possible landing grounds for aircraft.</i>
<i>JACKY JACKY</i>	<i>1 6/10</i>	<i>10'</i>	<i>swamp</i>	<i>M</i>	<i>DW</i>									

GENERAL

This track is a good straight track specially made into the water ponds on the Jacky Jacky so that Brigadier J.W. Crawford could inspect the site which is a suggested Hospital site.

GSI FIRST AUST ARMY

Appendix C

RECCO REPORT - MUTEE HEAD AREA.

by.

Cpl. B.E. Anderson.

Weather
Time Taken

Fine.
11.Nov.42 to 14.Nov.42 incl.

SUMMARY.

No tracks or roads exist to MUTEE HEAD except track made by our vehicle, a Ford F.W.D. 3 Tons.

MUTEE HEAD is actually a cliff 200 ft high. Provides very good observation and a good approach by land.

The water is deep enough to anchor large vessels approx 50 yds from the foot of the cliff. During the wet season these waters close to land are untenable due to heavy seas brought up by Nth.-Westerly winds.

JARDINE RIVER is not navigable for craft with more than 5' to 6' draft due to the shallow sand bar at the mouth, the numerous sand banks and uprooted trees inside the bar.

COVAL CREEK is navigable on a rising tide for craft up to 6' draft well inland, once the rock bar at the mouth has been crossed.

DETAIL.

ROUTE BY VEHICLE.

As shown on the sketch, is over low swampy country. Time taken from C.T. line, Map Ref. 626381 to JARDINE RIVER, Map. Ref. 526825, speedo reading - 8 miles, 2½ hours, JARDINE RIVER - MUTEE HEAD, 13½ miles, time taken 3½ hours. This track is bad, and should be avoided.

MUTEE HEAD to C.T. Line, Map Ref. 629894, speedo reading 11½ miles travelling time 4½ hours. This route would be the most suitable for a track to MUTEE HEAD. The only difficulty is COVAL CREEK, which it will be necessary to bridge, and approaches built up. The swamp at Map Ref. 545833 would require to be corduroyed or avoided. The remainder of the route is over high ironstone ridges. No other tracks exist other than the one made by our vehicle.

JARDINE RIVER.

From Map Ref. 523850 to 523879 the banks are very high and almost

perpendicular unless otherwise shown on the sketch. The country on either side of the stream is very low and thickly timbered with ti-tree. The water at this point appears to be backed up about 18" during high tide, no salt. The stream flows very strongly other than at high tide. In the wet season a huge area would be inundated during floods.

At Map Ref. 451916, the water contains a little salt at high tide. A sand bar appears to run across the entire width of the stream; it is doubtful if small craft would reach this point.

At Map Ref. 449928 the water is salty at low tide.

MUTEE HEAD.

This is the present location of the Mission Station, which moved from COWAL CREEK. The first families arrived 11. Nov. 42 at Map Ref. 467961.

At Survey Beacon Map Ref. 489961 an excellent O.P. is provided; almost the entire coastline from RED ISLAND POINT to headland Map Ref. 434956, mouth of JARDINE RIVER, is visible, including RED, BAIN, PRINCE OF WALES, RED WALLIS and LOW WALLIS ISLANDS.

COWAL CREEK.

At the mouth of COWAL CREEK is a rock bar which hampers navigation greatly. The channel through it is very narrow and shallow (4' L.S.T.). In side the bar there is a good anchorage for luggers, etc., during heavy weather. This creek is navigable for craft 5' to 6' draft to a point shown on the map. The banks are mangrove to that point.

BEACHES.

The beach from SAND SPIT, Map Ref. 440947, to MUTEE HEAD is steep, and shelves gradually. High sand hills, 50 yds from H.W.M. are formed for a depth of 50 yds to 300 yds from the beach, covered with scrub. Behind these hills is swampy country. At MUTEE HEAD, Map Ref. 488962, the sand has been washed away, forming a perpendicular drop of 4 ft.

MUTEE HEAD to Map Ref. 497956, there is no beach, only rocks, exposed at low tide, to the foot of a steep ridge. From this reference to COWAL CREEK the beach is steep between high and low water marks, running back to high sandhills covered with scrub depth from 50 yds to 200 yds, running into red soil flats and ridges covered with forest. The sea is very shallow for about 400 yds out.

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(3).

HEADLANDS.

These points are almost precipitous and look like the termination of spurs from the high ironstone ridge inland. They provide reasonable observation points.

GENERAL.

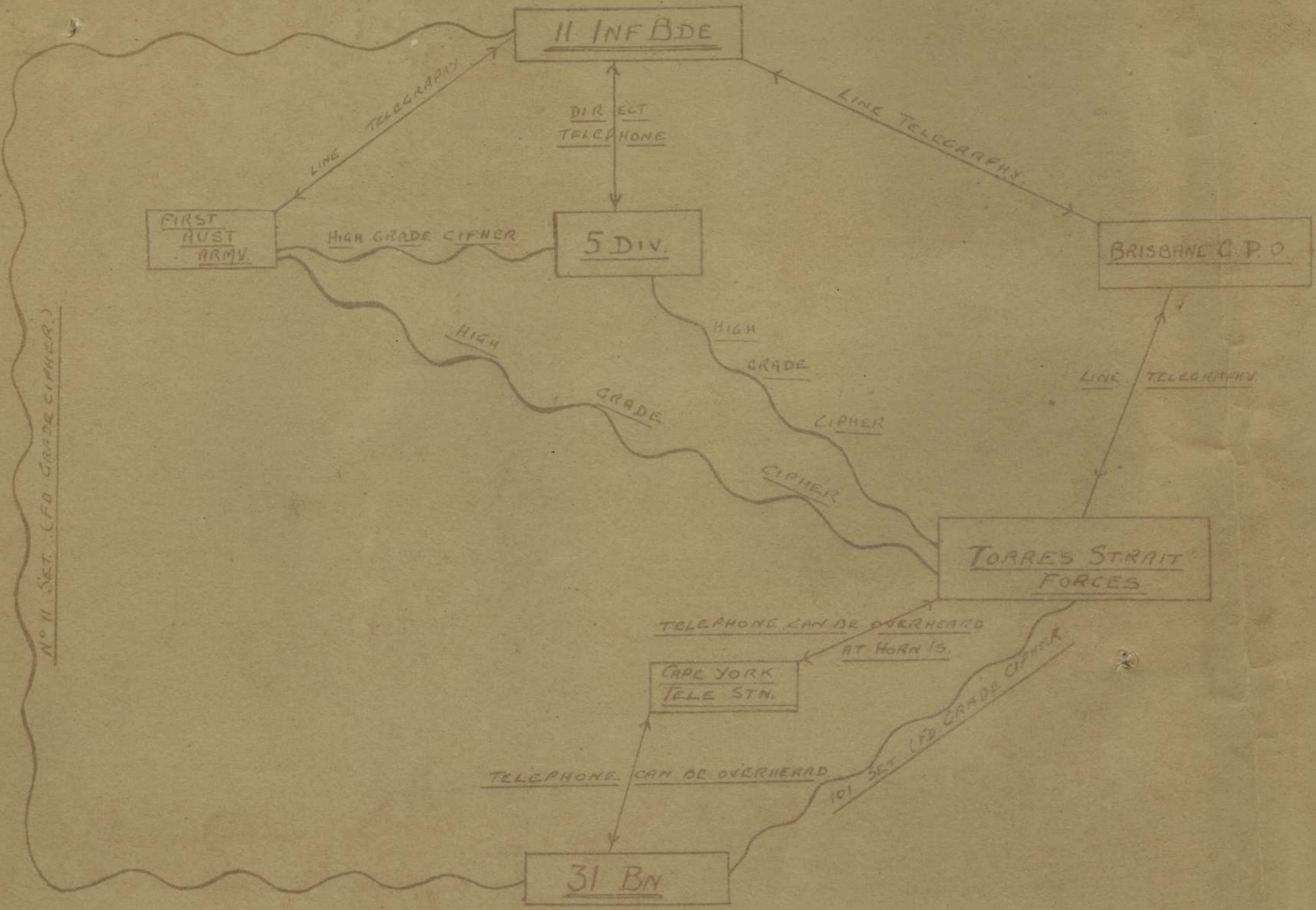
The skipper (name not known) of the lugger "BOHI" owned by the Island Industries Board confirmed the facts re depth of water at COWAL CREEK and MUTRE HEAD. He also stated that he previously operated a lugger for pearl shell diving at MUTRE HEAD.

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SIGNAL CHANNELS BETWEEN 31 BN AND 11 INF BDE.

Appendix D

SECRET



No 11 SET (FD GRADE CIPHER.)

RECCE REPORT ON MAIN ROADS COMMISSION SAWMILL (REF. 617338)
SITUATED ABOUT FOUR MILES SOUTH OF RED ISLAND POINT.

By. Sgt. G.W. Philp, "I" Sec., 21 Aust
Inf. Bn.

Weather Fine - 7. Nov. 42.

Ref. Map - JACKY JACKY, 2" to 1 Mile.

PART I.

SUMMARY.

The sawmill, approximately four miles S.W. of RED ISLAND POINT is worked by Mr. Miller and four coloured boys. It is connected to the main road near U.S. Motor Pool by a bush track which runs for the most part along sandy ridges. In the near future it is proposed to shift the site to LONELY STN.

PART II.

ROUTE.

Route.

The road is bad and in places crosses melon hole country for about $\frac{1}{2}$ mile and until the hill crosses heavy sandy ridges.

Management.

One, Mr. Fred Miller, is in charge of the plant, assisted by four coloured lads, but is in the employ of the Main Roads Commission.

Site.

The mill itself is at the top of a steep hill, 3.3 miles distant from RED ISLAND POINT, but the quarters, comprising a bark house, two M.R.C. tents, and two bark huts, are situated $1\frac{1}{2}$ miles further on. The areas, both around the mill and quarters, are covered with rain forest, comprising mainly stringy bark.

Equipment.

This comprises a 30" circular saw, a tractor which is used to rotate it, also a trailer borrowed from the U.S. Army, to bring the equipment to the position. There are no lorries to cart the logs and this difficulty is overcome by another tractor used to drag them. As it happens the timber is close at hand.

(2)

The saw is capable of cutting timber no more than about 14" in diameter, and at the present time, although no timber has been cut, trees have been felled in preparation for cutting lengths of 9" x 9" and 9" x 6" for the landing.

Proposed Shift.

In a week or a fortnight's time it is estimated that new equipment will be arriving and at that time the mill will be shifting to LOKEBY STR. This site has been examined by a timber expert, Mr. Peberdy, of Townsville, and found very satisfactory, and it is expected that every good mill will result, employing eight experienced men from the Allied Works Council. From this point it is proposed to cart direct to the ship ~~runs~~ for the R.A.A.F.

Mr. Miller, the foreman, seems a very experienced man, and has been in the district for several years spending a greater part of his time on HOEN ISLAND. He was employed as a scout in choosing the sit for the JACKY JACKY landing strip.

*Chief SA
The
31 A.I.B.*

Appendix E

INTELLIGENCE REPORT.

2 Sec 16 Aust. Fd. Coy., R.A.M.

2. Nov. 42 to 10. Nov. 42.

Work carried out by 2 Sec 16 Aust Fd Coy in the week ending 10. Nov. 42 was as follows:-

(1) FOOD STORAGE HUTS, RED ISLAND POINT.

Work on these continued. The smaller 30' x 30' hut is now completed except for the hanging of sliding doors. This should be finished 11. Nov. 42. The building has been in use by AASC for several days. The larger 80' x 30' hut is progressing satisfactorily; the foundations have been poured together with one third of the floor. Side framing is being erected, and during the following ^{week} this should be completed. Extra material to make up for stock shortages has been ordered from A.W.C. mill in the Area.

(2) CUTTING AND HAULING OF PILES FOR THURBOY ISLAND.

The building of the trailer for hauling piles from JACKY JACKY Area to RED ISLAND POINT has been completed and is working more successfully than was thought. An average of three logs a trip, three trips daily is maintained. Piles are of fair quality, all approximate, average diameter, 15" to 18" and 40 to 45 feet long. A sketch of trailer will be included in next report.

(3) ENGINEER SUPPLIES.

A visit was paid to T.I. to see what stores are available there. There are ample stocks of most things badly needed in this area. A copy of the S.18 demand on the T.I. dump is attached. A detailed list of what is sent will be forwarded later to Coy. H.Q.

(4) GENERAL.

(a) Reconns have been made of the area by N.C.Co., mapping various areas. Their work has been traced on the maps forwarded to you for reference purposes. All points at which work has been carried out by the section are marked.

(b) Capt. McCandless of 17 Aust Fd Coy visited area to inspect work on repeater station about 11 miles north of RED ISLAND POINT, pile cutting and recon to Jardine River 6 and 7. Nov. Lieut. Fogg of 16 Aust Fd Coy arrived by plane from COM to assist in work on Repeater Station on 4. Nov. 42. He left for T.I. the following day to see about materials.

(c) The Ambulance Unit operating the 60 bed Hospital has begun

(2)

to operate in the SKULL CREEK Area. The position of huts has been fixed and work in cutting and sinking of stamps is only waiting on receipt of plans from A.W.C. in T.I.

(d) Sappers have been supervising the erection of portable huts in Sub-Unit Areas.

(5) FUTURE WORK.

(a) The Field Bakery erected in AASC area, RED ISLAND POINT, will have to be roofed and probably a concrete floor laid.

(b) Assistance will have to be given to A.A. Battery at JACKY JACKY in construction of gun emplacements.

(6) PROGRESS OF RED. WORK UNDER CONSTRUCTION BY AMERICANS.

(a) The road from JACKY JACKY drome to RED ISLAND POINT has been cleared and graded most of the way, metalled half of the way. The metalling consists of a strip 4" to 6" thick, 10' to 12' wide in the centre of the formation. The Americans estimate to have the road finished by the end of this week.

(b) The wharf at RED ISLAND POINT is progressing more slowly. Estimated time for completion of this is another fortnight.

These estimates seem very optimistic.

Appendix F

INTELLIGENCE REPORT.

2 Sec 16 Aust Fd Coy.

Week End 17. Nov.

(1) During the week advice was received from the American Forces in Elsie Area of their proposed movement on or about 19 to 20. Nov. They intend to complete the gravelling of the road JACKY JACKY to RED ISLAND POINT and to deck the wharf at RED ISLAND POINT on the approach only so that vehicles can be loaded and the wharf used if no more work is done. Further work on the wharf and road is to be taken over by 2 Sec 16 Aust Fd Coy. The wharf involves the driving of further piles and the completion of the decking. The Americans are leaving pile driver (less driving motor), pontoons and boat (broken down) and all materials being used on wharf construction. Arrangements have been made with C.E.S., Torres Force, for a new driving motor for pile driver. Work on the road will involve digging of side drains over whole length of road, probable re-decking of bridges in near future and general road maintenance.

(2) A visit to the Area was paid by Major Leonard, O.C., 16 Aust Fd Coy over period 16-17. Nov. 42. Arrangements were made with him for

- (i) Supply of curved iron for fuel and ammunition shelters
- (ii) Supply of normal engineer stores, and, in particular, stores for wharf construction.
- (iii) Reinforcements.
- (iv) Road making plant, consisting of
 - 1 tip truck
 - 1 small caterpillar type tractor
 - 1 scoop

(3) Work carried out by the section in the past week was as follows:-

(a) ROAD STORAGE HUTS, RED ISLAND POINT.

The small 30' x 30' hut is not completed except for painting. The floor of the larger 80' x 30' building has been poured, sides erected and sheeted and work is progressing with roof trusses. Materials are still short on this job.

(b) Work commenced on cutting stumps for Hospital huts. These are to be placed at SHULL CREEK unless further instructions are received. The idea is considered that the huts should be further along the road to the Jardine River than the present location, i.e., further away from the JACKY JACKY EXPOSE.

(c) PILES FOR I.I.

The cutting of piles for THURSDAY ISLAND continues. A total of 27 have been hauled to RED ISLAND POINT to date. In addition, camou-

(2).

flag poles 2 to 3" diameter, and 14' long are being cut at the rate of 20 to 30 per day. These are for THURSDAY and surrounding islands. The timber is mangrove.

(4) During the following week work is expected to commence on:

(a) FIELD BAKERY.

This involves the erection of a 30' x 30' G.I. roofed shelter over the ovens, and laying concrete immediately in front of the ovens and in the mixing and flour storage tents.

(b) ACK-ACK GUNS.

The work involved here is the lifting of all parts into position. Parts are

- (i) A base plate weighing 2 tons.
- (ii) A gun mounting weighing 2½ tons.
- (iii) The gun cradle with gun weighing 5½ tons. The latter has to be lifted up 6' into position.

There are eight guns in all. Work, however, cannot commence until the foundation plates arrive from T.I. These are held up by lack of shipping.

(Sgd) J.A. King, Lieut.
G.C. 2 Sec.
18. Aust. Fd. Coy.

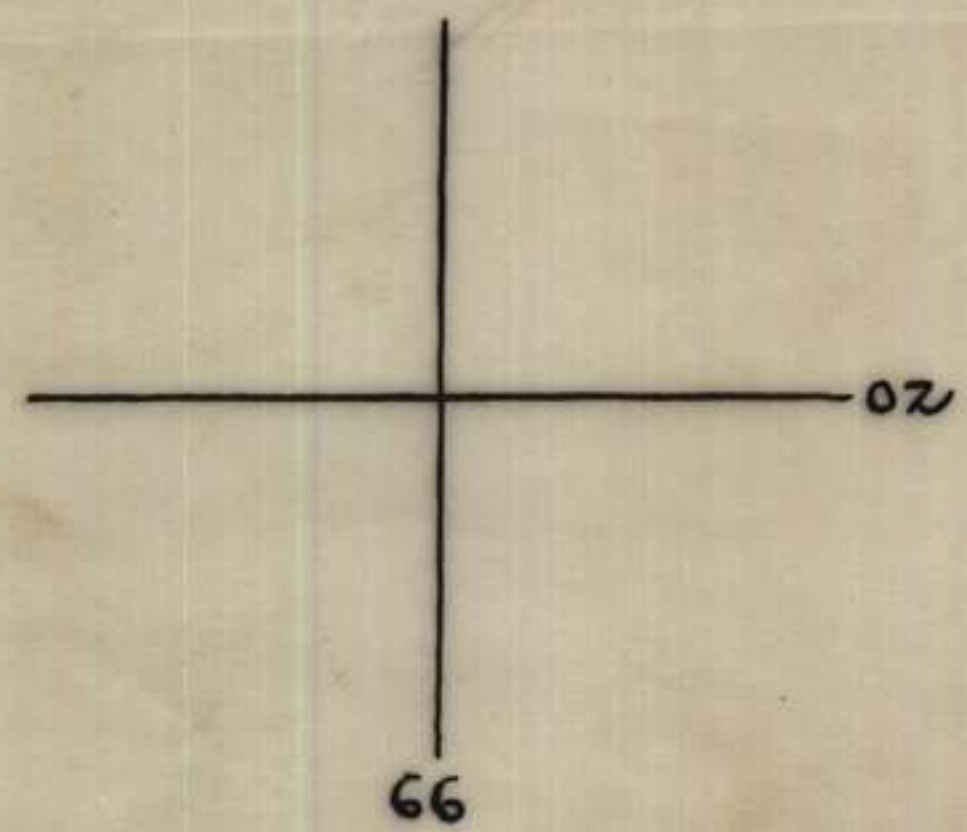
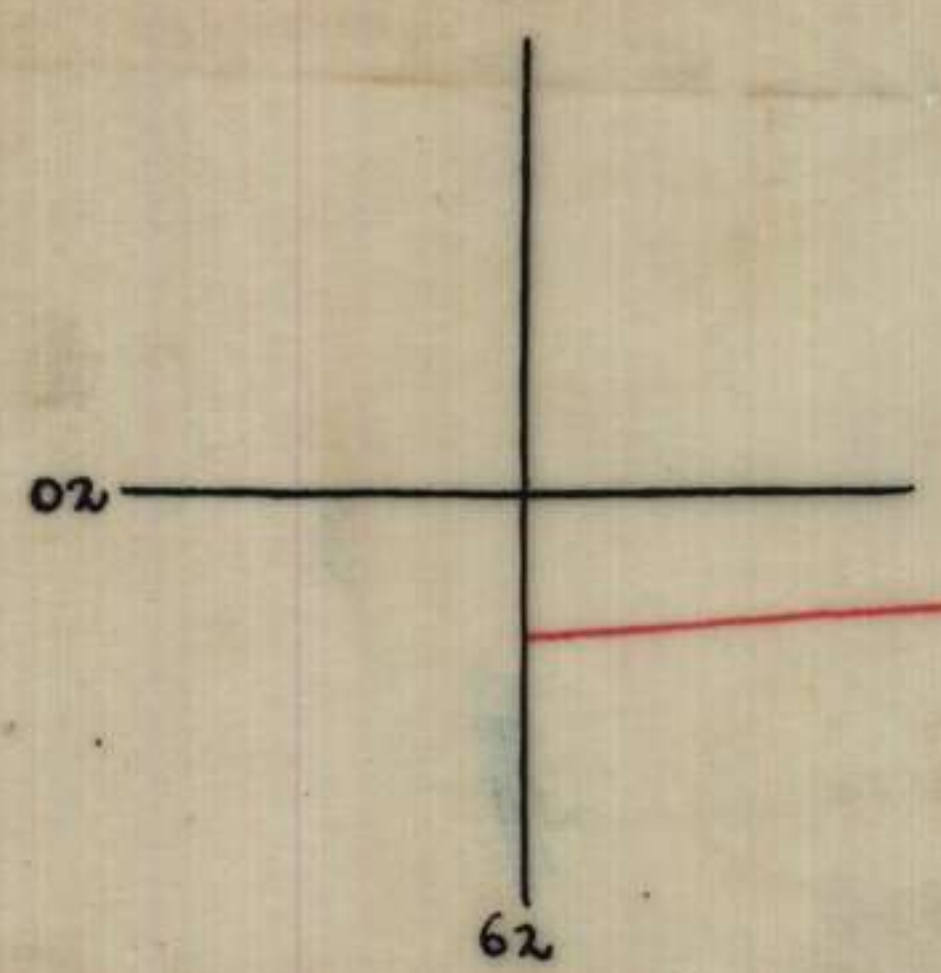
appx H



REGISTERED ARTY POINTS
RED ISLAND PT. AREA.



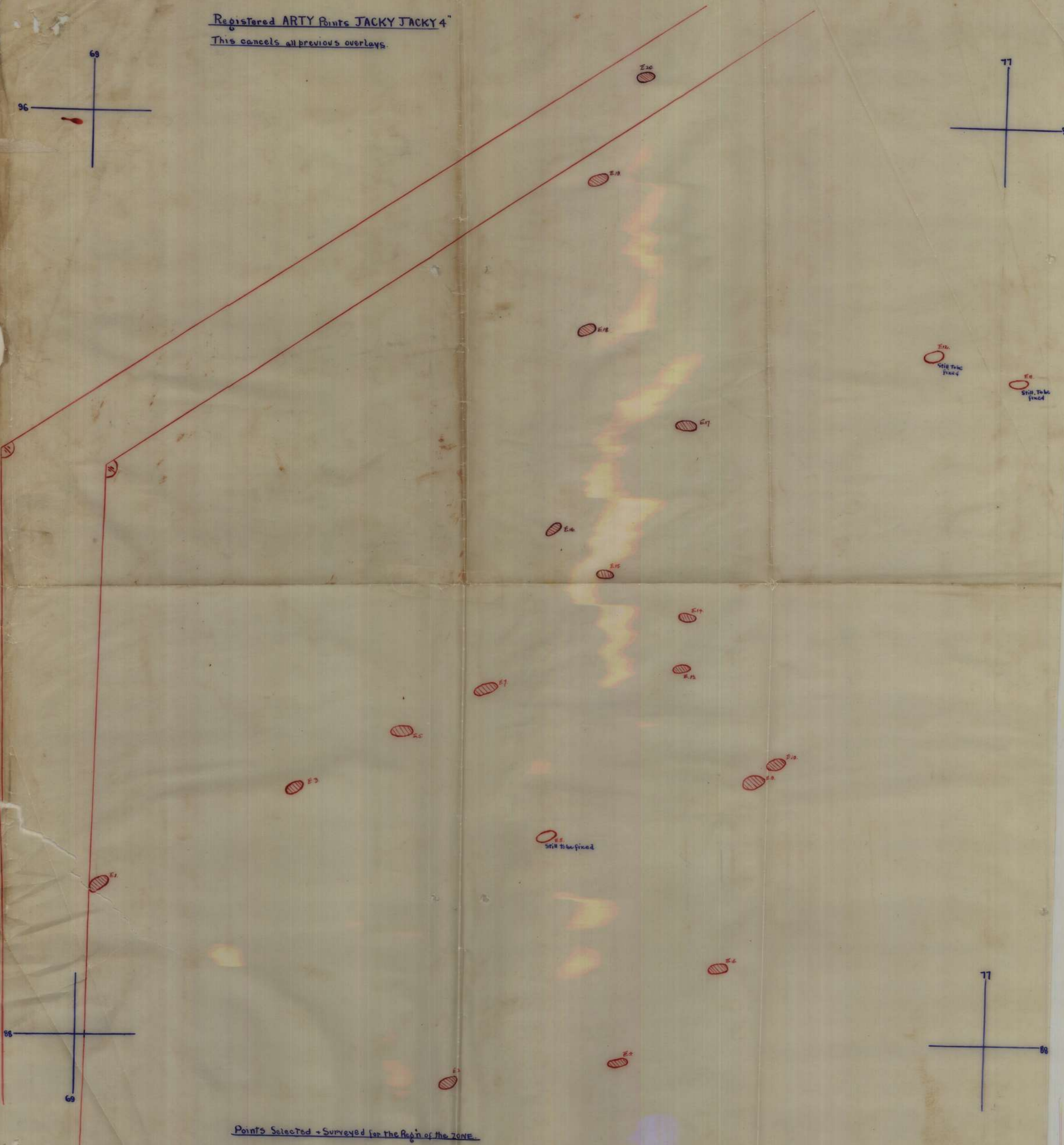
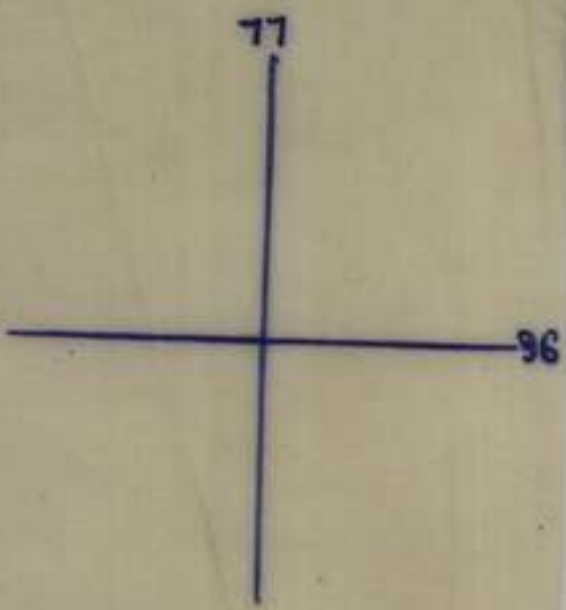
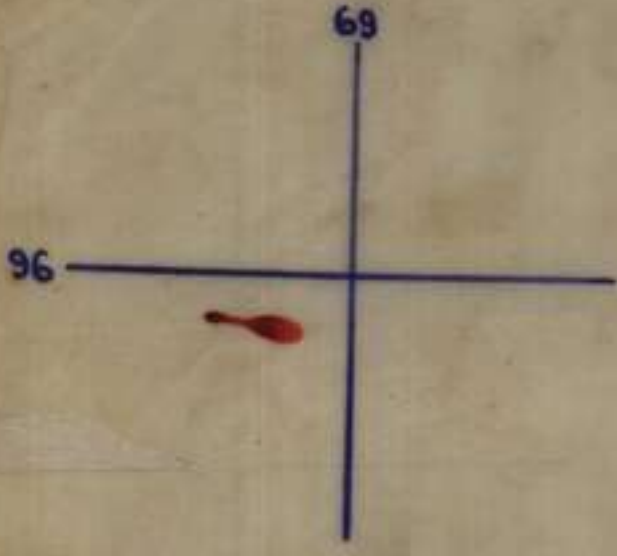
O.P.



Points on Red Is. are not yet surveyed. Survey will be done when 2/1 SVY COY. supply information.

Alternative Gun Posn at Map Ref 660992 JACKY JACKY 2. Can fire on all the above tasks.

Registered ARTY Points JACKY JACKY 4
This cancels all previous overlays.



Points Selected + Surveyed for the Region of the ZONE.

RECCE REPORT ON SOMERSET AREA.

Prepared by - Lieut. G. V. Roberts.

Date - 9. Nov. 42.

SUMMARY.

A special recce party in charge of the writer, with four days' rations, left RED ISLAND POINT on the 3rd with an aborigine boy named Nelson, who was lent to us by Mr. Joyce. The party's object was to find, mark, blaze and cut a motor track over a 40 year old dray track from LOCKABY to SOMERSET and to make a recce of SOMERSET and its surroundings. The party achieved both objectives and in addition it made a track to PIARA on MUDDY BAY. A report on this later route will be prepared separately. Both tasks took four days to complete. The new tracks pass over ridges for the most part and should drain well after heavy wet weather. It is now possible to travel by road from RED ISLAND POINT to SOMERSET in three hours. The distance is approximately 22 miles.

SOMERSET itself is no township. It has two inhabitants, a South Sea Islander named Johnstone, and his wife. Johnstone is caretaker of Sgt. Vidgen's house and plantation there. Sgt. Vidgen is a member of Torres Strait Forces.

If ALBANY PASS is suitable for the anchorage of transports, then it is a most suitable landing place, but owing to the swift tide rips in this passage, it is doubtful if it would be a suitable anchorage. It is intended to seek Naval advice on that point from T.I.

The emergency aerodrome is about 1/2 mile in an Easterly direction from Vidgen's house. It is a very crude drome.

THE ROUTE.

LOCKABY is situated on the upper reaches of LARADENYA CREEK. To reach it there are two routes.

(1) From RED ISLAND POINT along the road to CAPE YORK TELE. STA. and then about seven miles along, and just before reaching LARADENYA CREEK branch to the right and proceed over a good track for nearly 3 miles to LOCKABY HOMESTEAD. Wheel Route Report on road from O.T. to LOCKABY is attached, and marked Sch. 1.

(2)

(ii) From RED ISLAND POINT along the road to CAPE YORK TIDE STA. and then after 2.1 miles turn off right over a track that has seldom been used straight to LOCKHBY. It is five miles from the turnoff from the C.T. to LOCKHBY. This track wants much clearing before it takes regular traffic. It also runs over very low, swampy country. Wheel Route Report on road from turnoff at C.T. to LOCKHBY is attached, and marked Sch. 2.

From LOCKHBY STA. the road runs on and about two miles on, the first scrub is struck. The first strip is $\frac{1}{2}$ mile thick, and the second 1.3 miles thick. From then on the road runs for the most part through short strips of scrub and along forest timbered ridges. The scrub is generally on the sides of ridges. $\frac{5}{10}$ Miles from LOCKHBY the road branches and the track to the right goes to SOMERSET and the one to the left to BUDDY BAY or FIARA. Wheel Route Report on road from LOCKHBY to SOMERSET is attached, and marked Sch. 3.

The track is very narrow in some places in the scrub, and rocks and tree roots are bad in the scrub.

There is also another pack track to SOMERSET but short investigation showed it was not passable for M.T.

All these tracks and all others that are mentioned in this report are shown on a CAPE YORK, 2 Miles to 1 Inch, enlarged from the 8 Miles to 1 Inch series, forwarded herewith, and marked Sch. 4.

BUILDINGS.

The only buildings are Vidgen's home on a high ridge overlooking ALBANY PASSAGE, a tin shed on SOMERSET beach, a black's hut about a mile South-West inland, and a shed on the emergency landing strip near FLY POINT. Vidgen's home has not been lived in for about four years and is in a bad state of repair. It is in the northern part of SOMERSET BAY. The track runs past it; the other huts and shed need no comment.

SOMERSET BAY.

A small bay about 1200 yds wide and about 300 yds deep with small patches of mangrove at each side. It has a good sandy beach, but it is quite shallow for about 200 yds out. At low water, the tide goes out

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about 200 yds leaving a muddy bottom. At high tide this area is covered with about 5 feet of water.

Both sides of the Bay steep, scrubby hills rise, and it is not possible to cross these hills on foot without great difficulty.

The road runs up from the beach to Vidgen's.

There has been an old jetty running ~~from~~ from about the centre of the beach into the sea. This is not of any use whatever.

WATER.

At Vidgen's house there are two small tanks containing water caught from the roof. There is also a well about 120 yds in front of the house at the bottom of the ridge, and almost on sea level. It is found by following a track leading along a pipeline running down the ridge in front of the house. The water tastes very sweet, and in wet weather, Johnstone said, there was good seepage into the well from the ridge.

At the Johnstone's hut, about a mile South-West of Vidgen's, there is a well in the bed of the Creek. This Creek is called SOMERSET CREEK, and just below Johnstone's hut it flows into POLO CREEK. The water in the Johnstone's well is very poor. There is stagnant water in SOMERSET CREEK where the road crosses the creek, about 500 yds North of the Johnstone's hut. A well sunk near the creek should find good water.

JOHNSTONE, BLACKFELLOW CARETAKER.

Vidgen has left a South Sea Islander named Johnstone in charge of his house and stock. Although old, he is very active. He says he has been there for about three years. He looks after the coconut plantation and keeps them trimmed. He also looks after 30 to 40 head of pigs, and some cattle owned by Vidgen. He has only a very old horse to get about on himself. He has a good knowledge of the country close handy, but further out he only knows it along the track that leads to ROMA FLATS, and CAPE YORK TELE. STA. He said he know nothing of our track, and I think he is to be believed.

ROUTE TO SOMERSET EMERGENCY LANDING FIELD.

Leaving the house the track enters a patch of undergrowth on the Eastern side of coconut plantation around the house; it continues downwards along a sandy hillside for about 300 yds. At this point

(4).

the track enters a coconut plantation through which it continues for $\frac{1}{2}$ mile in an Easterly direction.

Undergrowth is encountered for the next 350 yds emerging from which the Southern Point of NEWCASTLE BAY is visible. 200 yds through light brush still travelling in an Easterly direction and the edge of the aerodrome clearing is reached.

EMERGENCY LANDING FIELD.

This is a brushed area extending from West to East for $\frac{1}{4}$ Mile, and approximately the same from North to South; it is situated on a firm ironstone gravel slope on FLY POINT. It falls away to the South and to the East.

From the Eastern side of the clearing to FLY POINT is about a third of a mile, from the Southern side 200 yds down to the sea, from the Northern side 400 yds through brush over the crest of a ridge to a precipitous rocky sealine.

EQUIPMENT ON DRONE.

This is practically nil. A small galvanised iron shed has been erected in the brush on the Northern side of the clearing. 20 yds from the shed, a white post stands, from which the wind socket has been detached. There is nothing from which wind direction could be discovered from the air.

FLY POINT AS AN O.P.

An O.P. on FLY POINT gives excellent observation over NEWCASTLE BAY along the Eastern seaboard and to seawards. A clear view of ALBANY PASS is commanded to the North-West. ALBANY ISLAND cuts off the view to the North. The O.P. would be about 75 feet high. There is little timber around the O.P., but behind it towards the South-West the ridge rises gradually and is covered with thick timber. Observations on the land side is practically nil.

ALBANY ISLAND.

The island is rocky with hills rising to about 250 feet. The North-Western end is scrubby and hilly, and the South-Eastern end has bare hills with scrub near the sea. There are small beaches which appear to be

(5).

to be steep facing the mainland.

ALBANY PASSAGE.

ALBANY PASSAGE is a deep passage of water between the mainland and ALBANY ISLAND. It is a passage of currents and tide rips, and for that reason would not afford a safe anchorage. It is used by the "Wandana" when going to and from T.I. For further information, see Admiralty Chart.

STOVER BAY.

This is called MUD BAY by aborigine Nelson, who also calls MUDDY BAY, MUD BAY.

(i) Route to Bay.

Walk back to aborigine's hut about one mile from beach in South-West direction, down a rocky ridge, and then through mango grove on to Johnstone's hut. From there travel North-West gradually swinging to North-East. Walk across salt pan along side of mangrove for last 500 yds. For the last 250 yds the sea can be seen through the mangroves. The limit of the track is an opening in the mangroves on the Eastern side of the Bay. The opening in the mangroves is about 40 yds wide. The total distance from the aborigine's hut is about $\frac{3}{4}$ mile. A truck could be got to within about 250 yds of the opening in the mangroves.

(ii) The Bay Itself.

POLO CREEK flows into this Bay. There is no definite channel in the creek. ~~It is thought that tidal influence is only about 500 yds.~~

Both shores of the Bay are covered with mangrove between 50 and 70 yds wide. The shore is strewn with many ^{large} boulders. There are high, scrubby hills rising from about 20 feet of the water's edge. These hills cannot be climbed without great difficulty. Water is very shallow except at the mouth of the bay. It was seen at half water.

(iii) Points of Vision.

The North-Western point of ALBANY ISLAND. The North-Eastern point of STOVER BAY and ALBANY PASS. This part of ALBANY ISLAND is very ~~marshy~~ thickly scrubbed with rocky points and sandy beaches.

(iv) Water.

There is no fresh water.

(3).

BRIDLE TRACK FROM VIDGEN'S AT SOMERSET TO WHERE ROAD FROM LOCK^{NA}BY TO
HOWLANDS CROSSES POLO CREEK. (Walking time 1 1/2 hrs.).

Leave Vidgen's at SOMERSET and pass through coconut grove in South-West direction; follow well beaten track on top of ridge, and then down rocky ridge. The track passes through mango grove on to Johnstone's hut. It is about twenty minutes walk to here.

From Johnstone's hut travel South-South-East, picking up line of blazed trees (blazes not frequent). After about five minutes walk cross a small creek, and then through forest timber into scrub about 200 yds wide up side of rocky ridge. On reaching the top of the ridge the track passes into open forest country, and then re-enters scrub. Here the track is down the side of a rocky ridge. The track passes into forest timber and then through a small belt of scrub. There is another belt of forest timber and then another small belt of scrub. After the belt of scrub there is forest country and the track comes on to a creek on your right. At this point the blazes cross the creek with the track. This bridle track leads on to ROMA FLATS and ^{also} to LOCKABY. It is about 1/2 hr. walk from SOMERSET to where the track crosses POLO CK. From there keep the right bank of POLO CREEK on right, and follow it up for about 1 mile until a gully is met coming in on right bank of creek. Cross the gully as near as possible to the junction with the main creek. Follow the creek for about 1/2 mile to where the road from SOMERSET to LOCKABY crosses it. The creek head is just above this point. The track could not be used by M.T. because of stony ridge. Approximate position of track is shown on CAPE YORK 2".

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RECCO REPORT ON FIARA OR MUDDY BAY AND THE ROUTE THITHERTO.

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

Dated 9.Nov.42.

Map Ref. CAPS YORK, 2 Miles to 1 Inch.

SUMMARY.

The route to FIARA was discovered inadvertently. Our aborigine guide on the trip to SOMERSET missed the turning on the old dry road so we went on and cut a track to FIARA.

At MUDDY BAY there is a homestead called FIARA, belonging to the Vidgen family.

THE ROUTE.

The same route as explained in the Recco Report to SOMERSET is taken until the turnoff marked SOMERSET to right, MUD BAY to left. From here there is quite a good track leading on to MUDDY BAY. One has to walk about 500 yds to get to FIARA.

The road from the SOMERSET turnoff runs through small patches of scrub and along ridges of forest country. For the last two miles it runs along NEW RIVER.

A Route Recco Report of the road from SOMERSET turnoff to MUDDY BAY is annexed.

BUILDINGS.

The only building is an old homestead belonging to the Vidgen family. It has not been occupied for many years and is in a bad state of repair. There is no caretaker.

MUDDY BAY.

Its name describes it well. There is a good sandy beach but when the tide is low there is about 500 yds of mud before the water is reached. At high tide this distance of 500 yds would be covered by about 5 feet of water. There are high hills on each side of the bay, and at the bottom of them runs a fringe of mangrove. The NEW RIVER runs into the sea on the left of the Bay, and is a very small creek with a mouth that is hardly noticeable. At high tide the salt water goes up the river about $\frac{1}{2}$ mile. There is no old jetty in the bay.

(2).

The bay is broken by a big, stony, scrubby ridge, which runs between the mouth of the NEW RIVER and FIARA HOMESTEAD. This prevents M.T. travelling to that Homestead. It is, however, quite easy to walk along the sandy beach to FIARA.

From the beach the arc of vision is from IDA ISLAND (called by the ~~aborigine BARRAS ISLAND~~ aborigine BARRAS ISLAND) to the North-Western tip of ALBANY ISLAND. LITTLE ADOLPHUS and MT. ADOLPHUS ISLANDS can be seen quite plainly.

WATER.

There is a spring about 100 yds south of FIARA homestead. Many tracks lead to it. Before being used it would have to be cleaned out and fenced off to prevent pigs wallowing in it.

TRACK TO SOMERSET.

Leading South from FIARA Homestead there is a bridle track leading to SOMERSET. Further recce of this track is now being made.

-----000-----

WHEEL ROUTE RECONNAISSANCE REPORT *Advt*

(a) Route:—From *Turnoff Main Rd to Cape York near Paradenaga to* **LOCKABY** (Give map refs) Maps used:— *CAPE YORK 2 mile to inch*
 (b) Type of vehicle *15cwt Chev FWD* (c) Tyres *Track Grip* (d) Load *N/A* (e) Weather *Fine*

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. 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)		
<i>Turnoff Main Road at 570611</i>	<i>-</i>	} 7	} <i>Bush</i> <i>Track</i> <i>E</i>	} <i>G</i>	} <i>XW</i>												
<i>Gully</i>	<i>3/0</i>																} <i>Along side of Road</i> <i>do and Hill Right</i> <i>L & R Through canopy of Timber</i> <i>On Flat Road good</i> <i>do</i> <i>do</i>
<i>Gully</i>	<i>3/0</i>																
<i>Gully</i>	<i>7/0</i>																
<i>Gully</i>	<i>7 3/4</i>																
<i>PANDANUS GROVE</i>	<i>13/0</i>																
<i>Gully</i>	<i>27/0</i>																
<i>Yard Right</i>	<i>27/0</i>																
<i>LOCKABY</i>	<i>29/0</i>																

GENERAL

This is one of the best pieces of road in the area. Timber near LOCKABY is lighter than usual.
Newly built
Point.

WHEEL ROUTE RECONNAISSANCE REPORT

(a) Route:—From Rd. Junct. 567606

to LOCKABY

(Give map refs)

Maps used:—

CAPE YORK
2 Hubs to 1 Inch

(b) Type of vehicle 15 cwt CHEV
F.W.D.

(c) Tyres Tracks Gups

(d) Load NIL

(e) Weather Fine

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				
Turn off from D.T. at 567606 Hill Right	2/10	7	Bush Tracks E	B	D.W.									L&R through Turn off from D.T. to left 3 1/10 miles from Red Island Point
On Ridge	5/10	7	Do.	B	D.W.								Do.	Good cover from air
Gully	6/10	7	Do.	B	D.W.								Do.	Running along Foot Ridge Camouflage Timber
Rocky Outcrop	7/10													This would be a soak in wet weather
Creek	1		Do. Sandy Bush Track Sandy.											Do.
Sandy Flat	12/10													Do.
Gully	15/10	7	Do.	B	J.W.								3	J.W
Chixing	2 2/10		Do.											Scrub to right. Forest country
On Ridge	2 5/10		Bush Track E											
Scrub Right	3		Do.											
Low & Sandy	3 7/10		Bush Track S											Scrub Flat.
On Ridge again	3 9/10		E											

GENERAL

Good cover from air throughout. Sandy spots may be swamps in wet. We were second vehicle through on tracks. Timber wants cutting back.

WHEEL ROUTE RECONNAISSANCE REPORT July

(a) Route:—From *Rd. Junct 567606.* to *LOCKABY.* (Give map refs) Maps used:— *CAPE YORK. 2 Miles to 1 Inch.*
 (b) Type of vehicle *15 cwt CHEV. FWD* (c) Tyres *Trach Grip.* (d) Load *NIL.* (e) Weather *FINE.*

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. 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)			
<i>Old Bridge.</i>	<i>29/10.</i>	} <i>7</i>	} <i>Bush Road</i>	} <i>B</i>	} <i>D.W.</i>													
<i>Old Fence</i>	<i>4.</i>																	
<i>Rd. Junct (Rd from O.T. to LOCKABY)</i>	<i>4 7/10.</i>						} <i>E.</i>	} <i>F.M.I.H.</i>										
<i>LOCKABY HOMESTEAD</i>	<i>5.</i>																	

L & R through just timber

This Rd. runs along old fence there is scrub right and forest timber left.

Just before Rd. Junct. there is an old stockyard.

GENERAL *Our vehicle was the second over this track. It needs plenty of cleaning. Low patches would be swamps in wet weather.*
LOCKABY belongs to a man named HAMMOND. He vacated with his family and at present it is deserted. There used to be a saw bench there. His cattle and horses are still there. Much pilfering has taken place at the homestead.

WHEEL ROUTE RECONNAISSANCE REPORT Ach 3

(a) Route:—From **LOCKABY** to **SOMERSET** (Give map refs) Maps used:— **JACKY JACKY, 2 miles, 2 Miles to 1 inch**
 (b) Type of vehicle **15 cwt Chino FWD** (c) Tyres **Track Grip** (d) Load **Nil** (e) Weather **Fine**

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. 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.				
LOCKABY	—												
Swamp	1/10												
Along Side of Ridge	3/10												
Over Flat	4/10												
Rocks outcrop Right	1 2/10												
Rocks gully.	1 4/10												
Scrub entrance	1 6/10												
End of Scrub	2 1/10												
Gully	2 3/10												
Big scrub	2 4/10												
End of Big Scrub	4												
Scrub down	4 4/10												
Scrub up track	5												
Rd junction	5 4/10												

7

B
E-S
6 MIH

DW

Through Big scrub there is a ridge right + ch left

Front area Red soil

Scrub here is a mile of ridge

Departure from Road High Ridge Right

impossible in scrub

OK in Forest Timber areas

Road junction to left Take Track to Right

Scrub areas are rough + affect only on way traffic. In parts there are difficult to negotiate for a 3 ton FWD. Roots are bad in scrub + in Big scrub Rocks make track rough.

Track left goes to PIARA MUDDY BAY. TRACK RIGHT to SOMERSET

GENERAL

WHEEL ROUTE RECONNAISSANCE REPORT No 3

(a) Route:—From **LOCKABY**

to **SOMERSET**

(Give map refs) Maps used:—**JACKY JACKY 2 MILES TO 1 INCH.**

(b) Type of vehicle **15 cut CHEV FWD**

(c) Tyres **Trachs Grip.**

(d) Load **NIL.**

(e) Weather **FINE**

1. Place name. <small>(Give map reference)</small>	2. Speedo Readings	3. Width of Roadway <small>(In feet)</small>	4. Construction. <small>C: Concrete A: Bitumen M: Metalled E: Earth S: Sand</small>	5. Surface. <small>G: Good M: Mediocre B: Bad VB: Very Bad State Speed per hour possible.</small>	6. Effect of Rain. <small>AW: All weather XW: Doubtful DW: Impassable normal MT</small>	7. Bridges.					8. Steep Gradients. <small>(Estimate) State "up" or "down."</small>	9. Bad Curves. <small>Say what cannot negotiate.</small>	10. Departure from road & nature of Cross-country going. <small>L: Yes, on Left R: " " Right LR: " " Both sides Type of surface off Road.</small>	11. Remarks. <small>(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</small>
						Construction. <small>C: Concrete M: Masonry W: Timber S: Steel</small>	Length. <small>Abutment to Abutment & Number of spans</small>	Width. <small>Roadway</small>	Height. <small>Average height of roadway above bed of stream.</small>	Detours at site <small>ED: Easily detoured CD: Construction of detour possible ND: Construction of detour impracticable.</small>				
Rd. Junct PIRA-SOMERSET	5 1/10													
Small Scrub.	5 3/10													Forest Country.
Scrub Lochet	5 6/10													Forest Country.
Inte Scrub	6 1/10													Cross.
Out of Scrub.	6 3/10													Country going O.R.
Swamp Right	7 1/10		Bush	Bad.										Scrub Lochet Forest on Ridges.
Short Scrub.	7 2/10	7	Trachs		D. W.									except. for scrub.
Old Branding Yard	7 3/10		E & S.	6 M.I.H.										Forest country Trachs sandy. Runs near soaks.
Soaks Right	7 8/10													Forest Country on to Ridge.
Scrub Left.	8													Dry and sandy Right at head of Ch.
Scrub Right	8 2/10													
Solo Ch Xing.	8 5/10													
Up Rocky Ridge	8 8/10													Very Sandy.

GENERAL

GS1 FIRST AUST ARMY

WHEEL ROUTE RECONNAISSANCE REPORT

p. 3

(a) Route:—From **SOMERSET TURNOFF** to **MUDDY BAY** (Give map refs) Maps used:— **CAPE YORK 2 miles to 1 inch**
 (b) Type of vehicle **15CWT CVT FWD** (c) Tyres **Track Cut** (d) Load **Nil** (e) Weather **Fine**

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				
SOMERSET TURNOFF	-													
Small Gully	3/10													} Open Front area along Flat and then onto Ridge
SMALL SCRUB	1													
small scrub? Ch left	1 4/10													} On Ridge
into scrub out of scrub	1 8/10 2 4/10													
			7											
Ch King murch	2 2/10													} sandy Ridge Left Ch Right Open Front Area.
scrub	3 1/10													
X Murch Pin + out of scrub.	3 4/10													} Murch then total to this point
Beach Muddy Bay	3 9/10													
														} Ch on Left High Ridge Right.

GENERAL

This track was cut by Recce parties along old Pack Track. Luckily there was little scrub so the task was not difficult. Only four vehicles have been over it to date. For the most part it covers well drained ground scrub tracks want enlarging + roots want cutting. This track cannot go to PIARA as a Ridge prevents a vehicle getting to it. The sea shore at MUDDY BAY

GSI FIRST AUST ARMY

CAPE YORK - 2 MILE

REF 126720
SCALE 2 MILES TO AN INCH
5000 4000 3000 2000 1000
YARDS



ENLARGED FROM
CAPE YORK 1:50,000
By J. S. ...
9/10/42