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

Item number: 8/3/27

2/27 Infantry Battalion

March 1945, Appendices

SECRET

EXERCISE "SEAGULL"

CONTENTS

PART I TOPOGRAPHY

PART II INSTALLATIONS

Para		Page
	PART III	ENEMY FORCES
12	ENEMY STRENGTHS	10-12
14	MORALE	12
12	OOB	10-12
15	REINFORCEMENT POTENTIAL	12-13
13	SUPPLIES	12
	PART IV	TOPOGRAPHICAL DEDUCTIONS
16	LINES OF ADVANCE	14
17	MOVEMENT GENERALLY	14
	PART V	TACTICAL DEDUCTIONS
18	ENEMY INTENTIONS	14-15
18(f)	CHEMICAL WARFARE	15
	PART VI	ADMINISTRATION
26	ASTRONOMICAL DATA	16
24	DISTANCES BY ROAD	16
25	DISTANCES BY SEA	16
22	LOCAL RESOURCES	~~16~~ 15.
19	MEDICAL PROBLEMS	15
23	POPULATION	15
22	RESOURCES LOCAL	15
21	SUPPLY OF WATER	15
20	TRANSPORT FACILITIES	15
21	WATER SUPPLY	15
	PART VII	SECURITY
27	SECURITY	16

7 AUST DIV SPECIAL EXERCISE "SEAGULL" INTELLIGENCE SUMMARY NO.1

(Based on information received up to 5 Feb 45)

Ref Maps: 4 miles to 1 inch MORONES
1 inch to 1 mile PORT TUBAN
1 inch to 1 mile TOMAKINE

NOTE: Where discrepancies occur between the text and maps the text will be accepted as the more accurate information.

PART I - TOPOGRAPHY

1 TERRAIN

MORONES is an island of some 6000 square miles area situated approximately 150 miles NE of SAMAR (see orientation map at Appendix 'A'), with a population of some 450,000.

The island has a high central mountain range in which many rivers rise before flowing down to the coast.

The North coast is generally rocky with a few small sandy beaches west of NUSA. In the NE season these beaches may experience a 6 - 12 ft surf.

The East coast is rocky in places, with a narrow coastal plain which attains its greatest width in the KENAPAI, TAGANI and the MARAMAG areas. Generally this plain is broken by fast flowing rivers and streams. Some beaches exist on this coast, the largest of which is in the KENAPAI - MARAMAG area.

On the South coast there is a typical tropical coastal plain, which in the PORT TUBAN - GILLAMATONG area, varies in width from 3 to 7 miles. Generally on the South coast, there are several small landing beaches which are fairly well protected during the NE season.

With the exception of the heavily defended beaches in the SIRAWAI area, the West coast is rocky and reef bound with the exception of small gaps in the reefs, just off the coastal villages.

There are only two main highways, the principal one of which encircles the island, within a few miles of the coast. On the East coast this highway is forced by the numerous spurs, to within half a mile of the shore. The second main highway branches off from the first highway at BINBINNIE, and runs West to the port of SIRAWAI.

2 GROUND CONDITIONS

Generally the coastal plain is composed of sandy to clay loam, and on the South coast in the TUBAN - GILLAMATONG area, is flat and low lying to within 1000 yards of the shore, thence rising to firm volcanic ash which is usually suitable for the passage of vehicles.

On the East coast in the vicinity of KENAPAI, the country is fairly open and rolling with ground conditions similar to the GILLAMATONG area. There is little if any swampy ground other than that shown as passable to tracked vehicles on map at Appendix 'B'.

For detailed description of ground conditions in hinterland of suitable landing beaches, see Beach Report at Appendix 'C'

3 ROADS, TRACKS AND BRIDGES

(a) General

In dry weather roads are B1 whilst in wet weather they may vary from C1 to C2. They are constructed with a foundation 9 ft wide of hand-placed stone on sun dried clay bricks, with soft shoulders consisting of soft earth. This foundation is then covered with a surface 12 to 18 ft wide of crushed coral, or gravel usually mixed with local soil or clay.

In dry weather the shoulders of these roads may be relied upon to carry a limited amount of passing traffic, limited in both quantity and weight.

In wet weather it will be necessary to limit the use of the roads to one way traffic. In an emergency the shoulders may carry occasional passing of light vehicles, but unless this is carefully controlled it will cause failure, firstly of the shoulders, then, as their support is lost, of the central 9 ft all weather strip also.

Bridges with few exceptions, are too narrow to permit passing and generally are subject to being swept away during floods.

Apart from the two highways already mentioned, the remaining routes are merely footpads, some of which could be improved to take vehicular traffic. However the inland tracks generally would at best be suitable for pack transport only.

(b) Main Highways

The road from SIRAWAI through GALGUAN to NUSA has been maintained by the enemy to carry occasional MT traffic, and is a one way all weather road.

(i) SIRAWAI to BINBINNIE

The distance is 36 miles, and for the first 10 miles the road travels over generally flat to rolling country, and then begins to wind and climb towards rain forest covered mountains. Here the surface is of crushed coral and gravel, over rock foundations. Although often rough, it is well drained and passable in all weather. The highest point on the road is crossed 20 miles from SIRAWAI, where an altitude of 1500 ft is attained.

21 miles from SIRAWAI the highway winds through scattered timber, and crosses a bridge 25 ft high over a fast flowing stream. The Eastern slopes of this valley are reported to form an excellent defensive position.

7 miles further on, the highway enters the rain forest again where extensive timber cutting was carried out in peace time, and consequently many forest tracks branch off from the highway.

The highway then enters the large village of BINBINNIE around which are a few rubber plantations.

(ii) BINBINNIE to KODONA

A distance of 86 miles, the road at first runs West to NW for approximately 12 miles, to where a one lane bridge over a steep gorge is crossed. The road then runs generally Northward, over two creeks with very steep approaches which are slippery in wet weather, to GALGUAN. This stretch of road is generally through fairly open forest, and rolling country, which would allow of manoeuvring of tanks. From GALGUAN the road runs generally North, and is a one lane all weather road, well drained with a 9 ft wide foundation surfaced to 16 ft with coral, gravel and soil, until the coast is reached. In the early stages of the journey there are many hairpin bends, with an average grade of 1 : 7. The highest point crossed on this stretch is 1200 ft. After reaching the coast the road turns East and follows close to the coast crossing several wooden bridges, over small streams which have red clay and coral banks.

(iii) KODONA to NUSA

A distance of 43 miles, the road travels generally East crossing the MASONGO River approximately 10 miles East of KODONA, over a concrete causeway which in the wet season is covered with 10 ft of water. Approximately 20 miles East of KODONA the road enters rain forest through which it travels for approximately 12 miles, crossing several small streams.

(iv) NUSA to KENAPAI

A distance of 80 miles, the road generally follows close to the coast line. Immediately South of NUSA a river is crossed over a 4 span bridge 700 to 800 ft long. This river is too deep for fording with banks of 10 ft at the site of bridge, although lower banks may be found 100 yards towards the mouth, from the bridge. Approximately one mile further on, another stream with a bridge 200 ft long is crossed. The road then swings North into coastal plain country which is inclined to be swampy. After passing through several unnamed coastal villages the road cuts across a Peninsula North of DOKIG. On this Peninsula the altitude reaches 500 ft.

After passing through DOKIG, where the highway is widened to provide two lane asphalt surfaced streets, the road runs South following the coastline through MARAMAG and TAGANI to KENAPAI, crossing several large bridges and innumerable small wooden bridges, over mountain streams which are subject to rapid flooding. Consequently many bridges will be encountered which have been temporarily repaired with coconut logs. The banks of most rivers are steep and the beds of soft mud. When the tide is low, vehicles can usually ford the streams over the sandy bars which exist at the mouths.

(v) KENAPAI to GILLAMATONG

A distance of 48 miles, the road runs generally West to SW, climbing and winding gently for 10 miles over fairly open rolling country, until 14 miles from KENAPAI a cross track is encountered, the Eastern branch of which runs past an airfield to DIDONG. The road then runs along the Western shores of LAKE MURDI for 25 miles, with steep side cuts in cliffs on the West of the road. 14 miles from GILLAMATONG the highest point is reached (2700 ft), and from here the road descends steeply to a good defensive position at the bridge over the VIGA River. From here it runs generally SW over sandy plains to GILLAMATONG.

The highway is suitable for MT and was originally a formed gravel road, about 12 ft wide with soft shoulders. It has not however been maintained.

(vi) PORT TUBAN to TOMAKINE

A distance of 58 miles, the road runs NE for some 2 miles over fairly open flat coastal plain country, where tracks branch off Eastward to SANLANGOE. Here the highway turns generally NW bordering on a coconut plantation crossing the TUBAN and VIGA Rivers, thence running between the airfield and GILLAMATONG along the coastal plain, until 15 miles NW of GILLAMATONG, where it ascends through the rain forest to approximately 1000 ft and then descends, winding with gentle grades to within 5 miles of TOMAKINE, where it winds round low grassy spurs finally entering TOMAKINE itself. The road in the vicinity of TOMAKINE is reported as 12 ft wide with soft shoulders, while an interpretation of airphotos of the GILLAMATONG area gives the existing width as 8 to 10 ft. In the immediate vicinity of the airfield there appear signs of use by light MT, otherwise the roads appear neglected and partly overgrown.

(vii) TOMAKINE to TUGAYA

A distance of 48 miles the highway runs over rolling country, through secondary growth forest, until approximately 4 miles North of TUGAYA, where the road continues in a Westerly direction to BINBINNIE and a branch South goes through open country to the port of TUGAYA.

(viii) TUGAYA to BINBINNIE

The road runs in a NW direction over fairly open flat country, between the foothills on the North, and swamp and rice fields on the South, to approximately 2 miles East of BINBINNIE, where a wide river is crossed by ferry, whence the road runs through rain forest to BINBINNIE. Bridge timber is usually found about 3 miles to the North.

(c) Inland Tracks

The main inland tracks of importance are:-

(i) A small track leading South from NUSA through heavy rain forest, which crosses a plateau to join the main highway approximately 12 miles WSW of KENAPAI. It is unformed and movement is limited to foot or pack transport.

(ii) Some 10 miles South of NUSA a further foot track branches off to the West, and threads its way through the central range of high mountains and rain forest, to join the main highway about three miles South of GALGUAN. Both these tracks cross many small streams, and the state of repair of the small native built bridges is not known.

(iii) A neglected and not very well used foot track runs inland for two and a half miles from MONACO, to join the PORT TUBAN - GILLAMATONG airfield road. This track is across flat ground, some of which is swampy, and will probably require attention to make it jeepable.

(iv) At the Eastern end of the GILLAMATONG airfield a fairly well used foot track leaves the road and runs inland to the North. After crossing the PIGALOO river this track forks, and the two branches which are from half a mile to one mile apart follow parallel ridges running generally North-South. Both tracks link up with the inland track to DIDONG. Considerable engineer work would be required to make these tracks jeepable after they enter the foothills.

(v) Some two miles East of the tracks mentioned in the preceding paragraph, a formed track runs parallel to them, and joins up with the inland track to DIDONG. This track though formed is capable of carrying foot traffic only.

(vi) Of the remaining tracks in the area KENAPAL-SANLANGOE-PORT TUBAN-TOMAKINE, those from the South coast road inland to DIDONG, and from PORT TUBAN to SANLANGOE are formed but neglected, and would require engineer work to permit their use for jeep traffic. The remaining tracks in this area, not previously described, are purely unprepared jungle foot tracks.

(d) Bridges

Bridge information is scanty and can generally be taken as per map at Appendix 'B', and RIVER CROSSING DATA at Appendix 'D'.

4 RIVERS

(a) General

Many rivers and small streams rise in the foothills and generally are subject to rapid flooding. The banks of those rivers usually become gradually steeper inland. On the East coast, those banks are generally steep even on the coastal plain. In the GILLAMATONG area, the stream beds are gravelly with the possible exception of the VIGA which may be silt covered. No details of the limits of tidal effect on fresh water of streams is available, but with the possible exception of the VIGA, streams should be similar to those in NEW GUINEA, and may be fresh to the mouth.

(b) The NUSA River is a stream too deep for fording, with a bar at its mouth, which carries nine feet of water at low tide; however depths and direction of channel vary with floods, and small boats are able to navigate the river for two miles.

(c) The MANOG River which flows into the sea North of MARAMAG, has a sand bar at its mouth, with a depth of three feet of water at low tide.

(d) The GOLGAI River is a wide stream but no details of its navigability are known. The MANTAO is not navigable, although launches drawing up to four feet can enter the cove at its mouth.

(e) The NAPOPO River is a swift flowing stream, navigable at high water by boats of four feet draught, for 400 yards up stream. Its banks are five to eight feet high at the mouth.

(f) The NUDINAR River is a short river liable to quick floods. Its width varies from 80 feet at the mouth to 300 feet further inland. A sand bar at the mouth, is covered by four feet of water at high tide.

(g) The TUBAN River is reported navigable by craft drawing up to five feet, as far as the creek junction at 885304. The banks are from 4' to 4'6" high.

(h) The VIGA River is reported navigable for craft drawing 10 feet, at least to the bend in square 8239 and possibly to the bridge at 850388. Its banks vary between 4 and 6 ft high, from mouth to square 8638, principally on the outside of bends. On the inside of bends, the banks shelve gradually away. Inland from square 8638, the height of banks increases steadily to between 15 and 30 feet. This river has a maximum volume of water of 3650 cubic feet per second, a minimum of 230 cubic feet per second, with a mean volume of 550 cubic feet per second.

(i) The TUGAYA River is navigable for small craft up stream for six miles. The port of TUGAYA, which is three miles from the river mouth was formerly a steamer port, although in recent years a sand bar, which is covered by five feet of water at low tide, and nine feet of water at high tide, has formed at the mouth.

(j) Details of river crossings appear at Appendix 'D'

5 SWAMPS

Generally as shown on maps at Appendices 'B' and 'E' with thick mangrove swamps at mouth of the slower flowing rivers, particularly those in the GILLMATONG-PORT TUBAN area. These mangrove swamps are impassable to MT, and would greatly restrict the movement of troops.

6 VEGETATION

Generally as on maps at Appendices 'B' and 'E'. In the GILLMATONG - PORT TUBAN area the coastal plain is timbered lightly with stunted bush and undergrowth, up to the foothills. Movement by troops, MT and tanks is possible over all areas with exception of the swamp areas shown on maps and model. No area apart from these swamp areas is so dense that it could not be bulldozed.

The KENAPAI area is a typical coastal plain of fairly open rolling country, lightly timbered with patches of kunai and scattered clumps of palms. Vehicles could move over almost any part, but constant traffic in wet weather would render any unformed road unserviceable.

More detailed information is shown in Beach Report at Appendix 'C'.

7 COASTLINE AND OFFSHORE CONDITIONS

(a) Naval Report on Coast

Reefs are present along the entire coastline. They extend from 4000 yards to 20000 yards offshore, with large areas of clear and very deep water in the passages, and between the reefs and the shore. As they show up very clearly even in the darkest of nights, they can be negotiated comfortably in darkness. Once through the reefs, vessels drawing up to 30 ft of water can generally close to a distance of approximately 2500 yards from the beaches.

Very little exists to guarantee real accuracy in the final approach from seaward. There are however, one or two prominent features inland, which will show up at first light, so that accuracy of the ships' positions can be checked within 30 minutes of that time.

(b) Beach Report

Division of beach into sectors and selected sectors into beaches are shown on map at Appendix 'F'. Detailed beach report is set out at Appendix 'C'

8 METEOROLOGICAL INFORMATION

(a) NE Season

Prevails over MORONES from December to March. This is the dry season. However in the SE portion of the island the wet and dry seasons are not pronounced.

(b) SW Season

Between June and November. Is not as boisterous as the NE, but is usually accompanied by cloud and rain.

(c) Winds

The strong NE wind is lightest in the early morning, but causes a six to twelve ft surf in the afternoon on the North and East coasts. Squalls are frequent and common to all seasons. Typhoons have been experienced only in the months October to January but are rare on the island.

(d) Surf and Swell

A slight ground swell on the South coast is probable. This may increase to a short surf during the afternoons.

(e) Sea

During heavy squalls a heavy sea may run for up to two days, causing substantial casualties amongst small craft, and hindering, or preventing, the unloading of transports.

(f) Currents

In the PORT TUBAN area, the tidal streams run at a considerable rate, setting East or West according to the tide. The East going stream is the stronger, and with a rising tide, causes heavy seas when there is any wind. The streams turn at HW and LW. The East going stream sweeps and follows the coastline in a SE direction giving a current up to two knots.

(g) Tides

There are two tides per day. Range of tides - springs - 6 feet, neaps - 1.5' but the average is about 4.8'.

(h) Rainfall

Average monthly rainfall for cycle December - March varies from 2 to 11 inches.

(i) Cloud

Averages 6/10ths over the South coast during the NE season. The visibility is generally good in the morning until 0830 or 0900 hours. During squalls clouds usually build up to 9/10ths cloud by 1400 hours.

(j) Fog and Visibility

Fogs are rare along the coast. Visibility will be restricted temporarily during rain storms, but is usually good in the early morning.

(k) Temperatures

The mean maximum daily temperature lies between 85 degrees F and 90 degrees F, while the daily mean minimum temperature is usually about 75 degrees F. Elevation reduces temperature approximately 1 degree F in every 400 ft.

(l) Humidity

Relative humidity is high, and is unlikely to fall below 85 degrees in any month.

PART II - INSTALLATIONS

9 AIRFIELDS

Information on the GILLMATONG airfield is as follows:-

Length

SW/NE - 7500 ft.
NW/SE - 5000 ft.

Width

Both strips cleared to a width of 110 yards.

Surface

Full width is graded, natural surface of clay and gravel.

Serviceability

The airfield was last extensively used by the enemy on 10 Sep 44. The surface is now covered with grass approximately 18 inches high. Bomb craters and slight weathering would have to be repaired. Natural drainage is reported good, but strips need surfacing for heavy aircraft.

10 DEFENCES AND FD WORKS BY AREAS

(a) SIRIWAI area

Coast defences and extensive beach defences exist in this area, as it was here that prior to 20 Oct at any rate, the enemy expected an Allied landing. In addition to a boom across the entrance to the point, there are complete fields of underwater obstacles, mainly concrete pyramids interspersed with mines, barricades and wire, while the limited beaches in this area are heavily mined and wired, and well covered by small arms and arty fire. Coast defence guns exist on the island guarding the entrance to the Port.

(b) TOMAKINE area

Normal underwater obstacles and beach defences exist. In the GILLMATONG - PORT TUBAN area the only photographs taken, are those dated 14 Oct 44, and these do not disclose any beach defences in this area. However there are numerous and consistent reports from guerillas, that the enemy has been erecting underwater and beach obstacles in the area, since 25 Dec 44. From the reports, the obstacles appear to be similar to those constructed at SIRIWAI, but work on these obstacles is still incomplete. The enemy forward defended localities, are believed to be sited on firm ground within 100 yards of the beach.

(c) NUSA area

Prior to 20 Oct, there were no beach defences in existence, but latterly the enemy has been working intensively in the area. No details of such work are available.

(d) General

In addition to the above mentioned towns and villages, it is known that all the villages marked on map at Appendix 'B', are staging points for marching troops.

Beach obstacles which have been identified off suitable beaches in the SANLANGOE - TOMAKINE area, appear to be sited between high and low water. A sketch of an underwater obstacle which is liable to be encountered, is attached at Appendix 'G'. There has been no suggestion from any source, that the enemy is short of supplies for the construction of these obstacles.

11 HARBOURS AND ANCHORAGES

(a) NUSA

A good harbour exists at NUSA where there is a concrete wharf 600 feet by 40 feet - depth of water varies between 16 and 25 feet. There are several warehouses on the waterfront. No fresh water is available at the wharf.

(b) SIRAWAI

This port was developed by the Japanese into an important base for their operations in NEW GUINEA. There are deep water approaches right up to the river mouth, and seaplanes can operate in the harbour. The sea bottom is of sand and is good holding ground. Pre-war steamers anchored some 600 yards from shore and discharged by lighter. Before the war there was a concrete wharf 350 ft by 30 ft, and this has probably been extended by the enemy.

(c) TUGAYA

Situated about three miles from the TUGAYA river, was formerly a port for steamers. In recent years however, a bar has developed at the mouth of the river, reducing the depth to 5 ft at low water and 9 ft at high water. The river itself is navigable by small craft for 6 miles. At TUGAYA, a quay 700 ft long is still in good repair. The depth alongside is 14 ft at the Southern and 7 ft at the Northern end.

(d) TOMAKINE

This is a well sheltered port, particularly in the NE season, capable of taking up to 4 Liberty ships. Depth in the harbour varies from between 15 and 25 fathoms, to a depth of 5 ft off the fringing reef. There is an excellent L shaped concrete wharf 350 ft by 30 ft which, according to guerilla reports has been extended. The depth of water at the wharf is 30 ft at the Southern and 20 ft at the Northern end, decreasing to 4 ft at the shore. There are no facilities for loading or unloading. No fresh water is available at the wharf.

(e) PORT TUBAN

This port was once used by vessels of 500 tons in any season, and copra was loaded direct from shore to ship. The coastline is protected by a reef covered by approximately 4 ft of water at high water springs. This reef lies 1500-2000 yards off shore, for a distance North and South of PORT TUBAN as shown at Appendix 'H'. Water between the reef and the shore averages 15 fathoms. Entrance to the port is made possible by two 250 ft gaps in the reef at 884268 and 886233. Guerillas report that the Japanese once intended to develop PORT TUBAN, and to this end, reclaimed portion of the swamp on the Northern shore. This reclaimed land represents a strip bounded on the North by a line 914268-903263, and on the South by the coast. The filling is reported to be only 12 inches above high water level, and is probably not yet completely consolidated. It may be expected to carry light MT, but further road making would be necessary before use by heavy MT. A formed but unsurfaced road runs the length of this strip, and crossing the MITIMAN creek by a small single lane wooden bridge, joins up with the main road to PORT TUBAN, at 923264. The beach backed by the coconut plantation in squares 9023 and 8923, should provide a dry landing for all craft up to LSTs, and is protected from surf by the off shore reef.

PART III - ENEMY FORCES

12 ENEMY STRENGTHS AND OOB

(a) Land

PRESENT ENEMY DISPOSITIONS ON MORONES

	INF	ARTY	ENGRS		BASE & L of C	TOTAL
NUSA	1800	215	120	320	5400	7855
KODONA	150		200			350
GALGUAN	1300	1050	900		870	4120
BINBINNIE	4035	1050	120		6000	11205
SIRAWAI	1950	1100	815	400	3950	8215
TUGAYA	950	90	110	30	1000	2180
TAMUK	150					150
TOMAKINE	420					420
GILLMATONG	700	250	90	90	100	1230
PORT TUBAN	150					150
SANLANGOE	400					400
DIDONG	150					150
KENAPAI)	215		100			315
TAGANI)						
MARAMAG	400	90	100		90	680
DOKIG	120		90			210
	12890	3845	2645	840	17410	37630

A detailed estimate of the identifications and strengths of these enemy forces is attached at Appendix 'J'

The principal enemy formations concerned are:-

(i) 76 Division; which was first reported on MORONES island in Jan 43, and consists of 93, 94, and 95 inf regts. It is organised on island warfare scale, and has a strength estimated at 13000, but as detailed information is not available, it is not known whether the division is completely up to strength. It is believed however, that the div's tank unit was left in CHINA. This division is apparently responsible for the Eastern part of the island from KODONA on the North coast, via MARAMAG to GILLMATONG on the South coast. NUSA, the main port and centre for supply distribution, is strongly held with some 7800 troops.

(ii) 92 Division. This division has been formed within the past six months and moved direct to MORONES island. Like 76 Div, it is organised on the island warfare scale, and consists of 103, 126 and 127 Inf Regts. Since arrival on MORONES island, 92 Div has apparently been given the role of defending the Western half of the island, and its forces are deployed from TOMAKINE on the South coast, to GALGUAN on the Western coast. The main bulk of 92 Div has been held as a central reserve in the GALGUAN-BINBINNIE area.

(iii) The enemy has been mainly concerned with the defence of SIRAWAI on the West coast, and to a lesser degree, GILLAMATONG on the SE portion of the island. The island force is under command 32 Army Headquarters situated at NUSA which in turn is under command 46 Area Army, with Headquarters in FORMOSA.

(iv) Field Artillery

109

It is estimated that the enemy may have a total of 109 field guns in the area. This figure includes a reported total of 50 field guns, which the enemy is reported by guerillas to have in the BINBINNIE - GALGUAN area. In the opinion of the guerillas making the report, these guns were to have been used to cover a possible withdrawal from SIRIWAI, through GALGUAN to NUSA. The remaining field guns are believed to be disposed principally in the areas SIRIWAI, TUGAYA, GILLAMATONG and NUSA, in each of which some field guns are being used in a coast defence role.

(v) Medium Guns

10

There is a guerilla report of 8 medium guns sighted South of the airfields area, at SIRIWAI. These have not been noticed in air photographs taken to date. Two 127 mm guns are believed to be in the area of TOMAKINE. These guns have a range of 15000 yards.

(vi) AA Guns

The following AA Guns are known to be in the areas listed:-

50x18

NUSA	18 heavy AA and 8 lt AA
SIRIWAI	18 heavy AA and 8 lt AA
TUGAYA	6 lt AA batteries
GILLAMATONG	4 heavy AA and 2 lt AA
PORT TUBAN	4x120mm dual purpose

Guns likely to affect our landing are pinpointed with their arcs of fire on map at Appendix 'E'.

All of these guns are dual purpose and their horizontal ranges are as follow:-

120 mm	21000 yards
75 mm	15000 yards
Lt AA probably 20mm	5000 yards.

(vii) Enemy MT

Prior to the Japanese occupation, there was comparatively little mechanical transport on MORONES, probably less than 2000 vehicles of all types. Some of these have been impressed by the Japanese, but the total operative vehicles at the moment, including those brought in by the enemy, is estimated to be 400. There has been considerable troop movement on the island by vehicle and by foot. The high incidence of movement by foot over comparatively long distances, leads to the assumption that some 200 vehicles only, are available for the immediate transport of reinforcements to a threatened area. Of the total of 400 serviceable vehicles, probably 150 are in the BINBINNIE area and 150 at NUSA, while some have been reported at SIRIWAI, and in the vicinity of the airfields at GILLAMATONG and TUGAYA.

(viii) AFVs

A total of approximately 10 light tanks has frequently been reported in the BINBINNIE area. It is considered unlikely that the enemy has more tanks on the island.

(b) Sea

The enemy has submarines operating in the waters involved, and in view of the known heavy Allied shipping which is now proceeding from the East coast of the PHILLIPINES, higher formation appreciates that the enemy is likely to send additional submarines into the area from home waters. Some 30 craft of the PT type have been reported by guerillas. These are mostly concentrated in the SIRAWAI area. The enemy is believed to have 100 barges mostly Type "A" in various ports throughout the island. Attached at Appendix 'K' are known details of Type "A" barges.

(c) Air

Attached at Appendix 'L' is an estimate of land based air strength in SWPA as at 22 Jan 45. Higher formation's appreciation is as follows:-

50

It is appreciated that up to half of the present enemy air strength South of MORONES will have to be kept on existing operational tasks. It is of course possible for the enemy to send air reinforcements, from JAPAN to Southern areas via BORNEO, but it is considered that the enemy's air commitments in other theatres will deter him from sending in any large air reinforcements.

Furthermore, it can be anticipated that a number of enemy airfields from which operations may be carried out in the MORONES area, will receive raids of varying intensity from Allied aircraft prior to, and after, D Day. It is considered that, therefore, only some 150 aircraft could be made available to oppose our landing. Suicide attacks by enemy aircraft on shipping must be expected at all times.

Owing to distances involved, it is considered that at least two hours will elapse from the time we lose surprise on, or before, D Day, to the time when the first enemy aircraft can be expected to oppose our landing. It is considered unlikely that the enemy can sustain a continuous air offensive.

13 SUPPLIES

There is no information to suggest that the enemy is short of supplies, ammunition, or petrol, and it is believed, that considerable reserves had been built up at SIRAWAI, in the months when it was an important staging point on the route from JAPAN to NEW GUINEA.

14 MORALE

There are some native reports to suggest, that the continued run of defeats which the Japanese have suffered in recent months, has had its effect on the Japanese on MORONES. It is reported that the last few batches of reinforcements to the island were very young men, (some appearing as young as 14 years of age) who appeared depressed, and untrained. All other indications support the probability that the enemy reaction will be similar to that in the past, namely, his field troops will fight hard and fearlessly and many of his base and L of C troops will fight in the front line as the enemy situation deteriorates. When things appear hopeless, and food becomes scarce, some enemy troops may move to the garden areas in the hills.

15 REINFORCEMENT POTENTIAL

(a) Movement of Reinforcements

Morones is some 150 miles from the nearest point in SUMATRA in the PHILLIPINES, which is the nearest land to MORONES. Higher formation considers that movement of reinforcements from other Jap-held islands to MORONES by any surface craft is unlikely and that submarines would be used merely to bring in urgent supplies, and to evacuate key personnel.

Apart from a small garrison of approximately 400 Japs at TOMAKINE, it is believed that the nearest substantial body of enemy combat forces is at TUGAYA. It is estimated that the enemy has a battalion group in this area. Further West in the BINBINNIE - GALGUAN area the enemy at present has the bulk of his forces. Attached at Appendix 'M' is an estimate of times within which enemy reinforcements could reach PORT TUBAN area. It is considered that movement of enemy guns into the area would take twice the time shown for movement of troops by MT.

(b) Paratroops and Airborne Troops

Higher formation considers that use by the enemy of paratroops or airborne troops on MORONES is unlikely.

(c) Probable Employment of Reserves

Once our force has landed, it is quite possible that the enemy will appreciate that our probable intention is to capture TOMAKINE first, and then NUSA, and to use them as bases for further operations: therefore he may move a considerable portion of his reserves in the BINBINNIE - GALGUAN area for the following purposes:-

(i) To oppose our advance from the beach head area.

(ii) To deny us the use of TOMAKINE as a port

(iii) To protect NUSA from attack from the East.

(d) Limitations of Movement of Reserves

From guerilla reports, the enemy appears to have enough transport for his needs on the island, but the extent to which he can move his local reserves by MT will depend during daylight hours upon the degree of interference, from Allied carrier and land-based aircraft, and the action of guerillas. Further interference to movement by MT is caused by the frequent washing away of bridges of various sizes. Movement by foot along the main roads, is restricted, only by the normal humid tropical atmosphere and the comparative narrowness of the roads.

Except in the cultivated areas, excellent cover from air for marching troops, is given by the thick rain forest country.

Although movement along the main highways may be comparatively rapid, only very slow progress can be made along the inland trails, which restrict traffic to foot and pack transport.

(e) Enemy Resistance

Being unable to evacuate the island, the enemy, or at least his field troops, may be expected to fight almost to the last man. A substantial number of the base and L of C troops can be expected to offer determined resistance.

(f) Counter Landing Parties

So far as is known the enemy has no special counter landing unit on MORONES. In view of the situation, however, the enemy has probably organised counter landing parties from units at present on the island, with the normal task of attacking our beachhead as soon as possible after our landing. The enemy is believed to have approximately 100 barges in various hide-outs on the island, and these barges could be used by the counter landing parties.

PART IV - TOPOGRAPHICAL DEDUCTIONS

16 ROUTES OF ADVANCE

For ease of movement and facility of supply, the highways from the PORT TUBAN area to NUSA and TOMAKINE are adequate, providing some engineer work is expended on the repair and maintenance of these roads.

It would appear that, apart from the distance involved, the road PORT TUBAN - TOMAKINE would be the easier to maintain, running as it does over more or less flat country.

The road TUBAN - NUSA would always be subject to landslides, and very slight enemy interference from air or from the sea could render this route at least temporarily impassable.

17 MOVEMENT GENERALLY

On the coastal plains, movement by MT appears to be possible anywhere with the exception of the mangrove swamp areas, subject to limitations imposed by flooding and rivers.

Armour could move over most of the country up to the foothills although visibility would be limited off the main tracks.

Through the mangrove swamps, it appears that movement by troops would be restricted, if not impossible, and in the rain forest inland, movement off made tracks, would be difficult for troops and impossible for MT or armour.

PART V - TACTICAL DEDUCTIONS

18 ENEMY INTENTIONS

Higher formation's appreciation of probable enemy intentions is as follows:

Considerations affecting the enemy's intentions on MORONES are:-

(a) Prior to the successful invasion of the PHILLIPINES by our Allies in Oct 44, it is believed that the enemy expected an Allied landing on MORONES, and particularly expected an attempt to capture the airfields in the SIRAWAI area with a view to supporting, by land-based aircraft, subsequent operations against the PHILLIPINES. The enemy's dispositions were made largely to meet this threat. Now, in view of the success of our Allies in the PHILLIPINES, the enemy feels far less sure of any imminent invasion of MORONES, and, in the case of invasion, the direction from which the attack will come. He has shown a tendency to withdraw surplus troops to a more central position in the cultivated area, between BINBINNIE and GALGUAN inclusive.

(b) It is apparent to the enemy that he cannot (without extreme hazard) bring in further supplies to MORONES, except by submarine. Adequate resources of local foodstuffs are available on the island.

(c) The success of our Allies has inspired the guerillas on MORONES to slightly more energetic action, and has thus forced the Japanese to increase in number and strength patrols throughout the island, in order to keep the natives subdued, and to prevent sabotage, particularly to bridges. The dispositions and strength of guerilla forces on MORONES are shown in Appendix "B".

(d) Fearing American disapproval, many natives who were formerly working as carriers and labourers for the enemy have now deserted.

The enemy is now finding himself required more and more to use his own troops on work, formerly carried out by natives.

(e) It is appreciated therefore, that the present general dispositions of the enemy field troops will remain unaltered prior to "D" Day. There will be constant patrolling of the main highways, odd parties of Japanese collecting food in the cultivated areas, and occasional small punitive parties against active guerilla bodies.

(f) From available information it is considered that the enemy will not initiate the use of chemical warfare, but would resort to its use only as a retaliatory measure.

PART VI - ADMINISTRATION

19 MEDICAL PROBLEMS

Malaria was absent from the coastal swamps and ricefields before the war, but relaxation of malaria control over the past two years has probably caused a spread of the disease. There are four known vectors of the disease present on the Island, the most common of which is the anopheles minimus variety flavirostris, which breeds only between 150 and 2000 ft above sea level, in the shady streams.

Most common tropical diseases such as dysentery, dengue, tinea, tropical ulcers and hookworm are encountered in the area, dysentery and dengue being the most important from the military point of view.

Some cases of cholera and bilharzia have been reported, but there is apparently very little typhoid or blackwater fever.

20 TRANSPORT FACILITIES

As mentioned in para 12 (vii) there were 2000 vehicles on the Island prior to the war, besides any vehicles the Japanese may have brought in. Many of these vehicles will be ruined by air strikes and poor maintenance, but many, particularly in the plantation and village areas, should be serviceable.

21 WATER SUPPLY

SIRAWAI had filtration plants and water supply system, but other towns on MORONES had nothing more than reservoirs or artesian wells. Springs, mountain streams and wells provide the main water supply for the island. Generally speaking all water must be superchlorinated before drinking.

The height of the water table is not known, though sufficient water should be obtained from existing reservoirs and mountain streams, or by well sinking to 30 feet, although in many places this sinking depth will be less.

For every one foot the water table rises above mean sea level, 40 feet of water is usual beneath the surface.

22 LOCAL RESOURCES

Gravel is available throughout the Island, including the hills North of GILLAMATONG airfield, while coral is available in quantity in the coastal areas. In some cases crushed rock may have to be substituted for gravel.

Good construction timber is available in the hills, and bamboo and some mangrove is to be found in the low areas.

POPULATION

23 The native population, who are well built, light skinned people, easily confused with Japanese, are for the most part friendly towards the Allies. However from experience in the LEYTE campaign, difficulty will be encountered in securing any quantity of unskilled labour.

24 TABLE OF DISTANCES BY ROAD

2. Attached at Appendix "N".

25 TABLE OF DISTANCES BY SEA

Attached at Appendix "O".

26 ASTRONOMICAL DATA

Attached at Appendix "P".

PART VII - SECURITY

27 Many of the local natives have, either by choice or by force, become Japanese sympathisers. No complete list of pro Japanese natives can be furnished, but the names and descriptions of these individuals will be promulgated when to hand.

28 ACK

Lt-Col
GS 7 Aust Div

S E C R E T

Copy No. 8

DISTRIBUTION LIST

Serial	Unit	Copies	
1	18 Aust Inf Bde	1–4	
2	21 Aust Inf Bde	5–8	
3	25 Aust Inf Bde	9–12	
4	2/7 Aust Cav (Cdo) Regt	13	
5	RAA 7 Aust Div	14–21	(Appx B and E 2 copies only)
6	RAE 7 Aust Div	22–27	(Appx B and E 2 copies only)
7	Sigs 7 Aust Div	28	
8	2/1 Aust MG Bn	29	
9	2/1 Aust Pnr Bn	30	
10	2/4 Aust Pnr Bn	31	
11	1 Aust Para Bn	32	
12	1 Aust Beach Gp	33–39	(Appx B and E 1 copy only)
13	1 Aust Mil Ldg Gp	40	
14	Comd	41	
15	G	42	
16	A	43	
17	Q	44	
18	AASC 7 Aust Div	45–48	(Appx B and E 2 copies only)
19	Med	49–54	(Appx B and E 2 copies only)
20	Ord	55–58	(Appx B and E 1 copy only)
21	AEME	59–62	(Appx B and E 2 copies only)
22	Pro	63–64	(Appx B and E 1 copy only)
23	2 Aust Op Report Team	65	(Less Appx B and E)
24	War Diary	66–67	(Less Appx B and E)
25	File	68	(Less Appx B and E)

P L E A S E D E S T R O Y W H E N R E A D

ORIENTATION MAP

EXERCISE SEAGULL
SECRET
APPX 'A' to 7 AUST DIV
SPECIAL INT SUMMARY No 1.
COPY No 8

ENEMY STRENGTHS & LOCATIONS
TRACK & PORT INFM.

APPX 'B'

ENEMY STRENGTHS

LOCATION	INF	ARTY	AA ARMD	ENGRS	SIGS	BASE L of C	GUNS 25 CM	12.7 MM	75 MM	70 MM	37 MM	20 MM	13 MM	TANKS	TOTAL TRS	REMARKS
TUSA	1800	215	320	120	100	5300			30				8		7855	
KODONA	150			200											350	
GALGUAN	1300	1050		900		870			24						4120	
BIN BINNIE	3865	1050	70	120	100	6000			24	12	6			9-14	11205	Has 180 Vehicles
SIRAWAI	1810	1100	445	815	95	3950	8		39		6	4	8		8215	
TUGAYA	820	90	70	110	90	1000			11		2	6	8		2180	
TAMUK	150														150	
TOMAKINE	420							2							420	
GILLAMATONG	700	250	90	90		100			16				2		1230	
PORT TUBAN	150														150	
SANLANGOE	400														400	
DIDONG	150														150	
KIMAPI-ZANGANI	215			100											315	
MARAMAG	400	90				190			3		2				680	
DOKIG	120			90											210	
TOTAL	12450	3845	995	2545		17410	8	2	147	12	16	10	26	9-14	37630	

KODONA to BINBINNIE (56 Miles)

This section is a one-lane all-weather road, drained and with a stone base 9ft wide surfaced with gravel or corel to about 16ft. All bridges are one-lane.

The road travels in a westerly direction parallel with the coast for some 45 miles and then turns south and climbs to about 1200ft. In the GALGUAN area there are many hairpin turns with an average grade of some 1 : 14. There are a few steepor sections with grades of 1 : 7.

For the last 10 miles to BINBINNIE the forest is more open and tanks could manoeuvre over gently rolling country.

KUNAPAI to KODONA (120 Miles)

As far as NUSA the road hugs fairly closely to the coast being forced to do so by the numerous spurs that run straight down to the sea. It was originally a well-built road for one-lane all-weather traffic, with occasional passing places for vehicles.

There are several large bridges and innumerable small wooden bridges over mountain streams which are subject to rapid flood during rainstorms, but which return to normal level within a few hours. Many are now temporarily repaired with coconut logs. Banks are normally steep and beds are of soft mud. When the tide is low, vehicles can usually ford streams on the sandy bar at the south.

At the main coastal villages named on Map Appendix 'B', the highway is usually widened over short distances to provide two-lane asphalt surfaced streets.

From DOKIG the road turns inland and climbs steeply through a deep cutting to a plateau about 800ft high, descending again by a winding side cut to the coast.

From here to NUSA the coastal fringe is mainly swampy although the roadbed itself is drained. At NUSA a 4-span 800ft bridge spans the NUSA RIVER. NUSA itself is up stream from the mouth of NUSA RIVER.

Westwards from NUSA several streams are crossed on the way to KODONA.

SIRAWAI

Developed by JAPS into an important base for their ope in NEW GUINEA. Deep water approaches right up to river mouth and seaplanes can operate in harbour.

Bottom of sand and good holding ground.

Steamers anchor 600 yds from shore and discharge by lighter.

Prior to war there was a concrete wharf 350 ft by 30 ft and this has probably been extended by the enemy.

SIRAWAI to BINBINNIE (56 miles)

This road is a one-way all weather road with soft shoulders for the first 10 miles and then begins to climb and wind towards mountains covered with rain forest. The road now narrows to 9ft wide gravel and crushed coral surface, with foundations of rock. Although often rough, it is well-drained and passable in all weather.

21 miles from SIRAWAI the highway winds through scattered timber and crosses a bridge 25ft high over a fast flowing stream. The eastern slopes of this valley are reported to make an excellent defensive position. At 28 miles, the highway enters rain forest again where extensive timber cutting was carried out in peace time and there are many forest tracks in consequence. The highest point reached on the highway in this area is 1500ft, 16 miles from BINBINNIE. At 36 miles the highway enters the large village of BINBINNIE around which are a few rubber plantations.

BINBINNIE to TUGAYA (36 miles)

Most of this section runs between mountains on the north and swamp and low ricefields on the south. Nearest bridge timber is usually about 3 miles to the north. A wide river is crossed by a ferry 2 miles east of BINBINNIE.

TUGAYA

About 3 miles from mouth TUGAYA River, formerly a steamer port. In recent years a bar has developed at mouth of river reducing depth to 5 ft at low water and 9 ft at high. River navigable by small craft for 6 miles.

A 700 ft long quay exists at TUGAYA with 14 ft of water at southern end and 7 ft at northern

TUGAYA to TOMAKINE (48 Miles)

This section is mostly rolling country with secondary growth forest on each side. Deep water facilities exist at TOMAKINE where there is accommodation for up to 4 Liberty ships and harbour facilities.

TOMAKINE

Well sheltered port particularly in NE season. Depth of harbour between 15 and 25 fathoms shallowing to 5' off the fringing reef.

Excellent L shaped concrete wharf 350 ft by 30 ft prewar and now reported extended.

Depth of water 30 ft at southern end of wharf and 20 ft at northern end decreasing to 4 ft at shore.

There are no facilities for loading and unloading.

No fresh water available at wharf.

TOMAKINE to PORT TUBAN (58 miles)

The road here is reported 12ft wide with soft shoulders; for the first 5 miles the road winds around low grassy spurs then turns into hilly forested country, winding and climbing with gentle grades to about 1000ft elevation. The highway then descends through rain forest to the coastal plain 15 miles from GILLAMATONG.

Interpretation of air photographs of this area gives the existing roads a width of 8 to 10ft. In the immediate vicinity of the airfield they show signs of light use by MT: otherwise they appear to be neglected, partly overgrown.

GILLAMATONG to KIMAPAI (48 miles)

From GILLAMATONG the highway again leaves the coast and runs generally NE over sandy plains for about 4 miles to a good defensive position at a bridge over the VIGA River. The road then climbs steeply to some 2,700ft 14 miles from GILLAMATONG. For 25 miles the road travels along the west shores of LAKE MURDI with steep side cuts in cliffs on the west of the road. There is an airfield near the turnoff east to DIDONG. For the last 10 miles to KIMAPAI the road winds gently downwards over fairly open rolling country. The 12ft gravel surface and soft shoulders have not been maintained.

PORT TUBAN

Further information is now available on the potentialities of PORT TUBAN for development as a port.

The coastline is protected by a reef covered by approximately 4 ft of water at high water springs. This reef lies 1500/2000 yds offshore for a distance NORTH and SOUTH from PORT TUBAN as shown on trace "F" attached. Water between the reef and the shore averages 15 fathoms. Entrance to the port is made possible by two 250 ft gaps in the reef at 884288 and 888833.

The port has depth varying from 17 fathoms in the stream to 4 fathoms adjacent to the fringing reef on the northern shore. The flow of the AMTIWAN CREEK has scoured the southern shore providing five to six fathoms of water close inshore for a distance of 1200 yds.

Guerillas report that the JAPANESE once intended to develop PORT TUBAN and to this end reclaimed portion of the swamp on the northern shore. This reclaimed land represents a strip bounded on the NORTH by a line 914288 - 903263 and on the SOUTH by the coast. The filling is reported to be only 18" above high water level and is probably not yet completely consolidated. It may be expected to carry light MT but further road making would be necessary before use by hy MT. A formed but unsurfaced road runs the length of this strip and crossing the AMTIWAN CREEK by a small single lane wooden bridge joins up with the main road to PORT TUBAN at 923264.

The beach backed by the coconut plantation in squares 9024, 9023 and 8923 should provide a dry landing for all craft up to LSTs and is protected from surf by the offshore reef.

PORT TUBAN

Prewar vessels of 500 tons used the port in any season and copra was loaded direct from shore to ship.

NUSA

Good harbour where there is a concrete wharf 600' X 40' - depth of water 16' to 25' Several warehouses - NO fresh water available at wharf.

EXERCISE "SEAGULL" SECRET

App. "B" to 1 Aust Corps Intelligence Summary Operation "SEAGULL"

MOVEMENT

LIMITED TO FOOT OR PACK TPT OFF HIGH WA WITH EXCEPTIONS AS FOLLOWS:

PASSABLE TO TRACKED VEHICLES ...

SWAMP. MOVEMENT RESTRICTED TO CANOES USE OF AMPHIBIOUS DUKW'S MAY BE POSSIBLE

GUERILLA STRENGTHS ... 200

TRACK INFM .....

HARBOUR INFM .....

MORONES ISLAND

Scale 4 Miles to 1 Inch

Miles 2 1 0 2 4 6 8 10 12 14 16 Miles

Yards 4000 2000 0 4000 8000 12000 16000 20000 Yards

TO GIVE A GRID REFERENCE ON THIS SHEET

Pay no attention to the smaller no-ordinate figures at the corners and in margins. They are for finding fall no ordinates.

PAY ATTENTION TO LARGER MARGINAL FIGURES AND TO THOSE PRINTED ON THE FACE OF THE MAP

POINT HOUSE

East ... North ...

Take west edge of square in which point lies and read the figures printed opposite this line on north or south margin or on the line itself on the face of the map. Estimate tenths eastwards.

Take south edge of square in which point lies and read the figures printed opposite this line on the east or west margin or on the line itself on the face of the map. Estimate tenths northwards.

East 191 North 16

REFERENCE 1916

Unit ... Metre

Square ... 1000

Reference to nearest ... 100

Nearest similar reference distance 100 Kilometres

Motor Road
Bridge
Jeep Track
Foot Track
Airfield
Spot Height
Grasslands
Village
House
Lighthouse
Rocks
Mud
Sand
Swamp
River or Perennial Stream
Non-Perennial Stream
Waterhole
Mangroves
Fathom Line
Rain Forest
Forest
Scattered Timber
Scrub
Plantation
Ridges
Cliffs

ICO/MISC/8484

REPRODUCED BY 1st AUST ARMY TOPO SVY CO

S E C R E T

EXERCISE "SEAGULL"

Appendix 'C' to 7 Aust Div
Special Intelligence Summary No 1

Copy No....8.....

BEACH REPORT BY SECTORS

Ref Map: 1 inch to 1 mile PORT TUBAN

NOTE: All water gaps are calculated on tides for 25 Mar

SECTOR	DESCRIPTION FROM RIGHT TO LEFT LOOKING FROM SEAWARD
ABLE: From excl TUBAN RIVER 868293 to incl ent [illegible] LAGRANE LAGOON 865299. Length - 550 yards Considered in two sub sectors I and II	SUBSECTOR I From 868293 to 866297. 400 yards white sand. 1 SEAWARD APPROACH (a) Obstacles - A coral reef covered by less than one foot of water at LW springs extends along the frontage of the Beach at an average distance of 1000 yards offshore. The water between the reef and the shore is studded with "Niggerheads." (b) Depths Offshore - Deep water seaward of reef. Water between reef and shore has maximum depth of 5 feet at LW springs. 2 BETWEEN HW AND LW MARKS (a) Length: 400 yards (b) Width : 20/50 yards (c) Gradient: 1 in 30 (d) Nature: Fairly firm sand (e) Natural Obstacles: Nil ABOVE HW MARKS (a) 400 yards (b) 20/50 yards (c) 1 in 9 at seaward edge flattening out to low sandy ridges about 10 feet above sea level. (d) Soft white sand. (e) Beach is bounded on RIGHT by TUBAN RIVER which is an obstacle to vehs but tps should be able to ford it at mouth. 3 NAVAL COMMENTS: Unsuitable for landing ships and craft. Dangerous to amphibians due to "Niggerheads." 4 CRAFT ANCHORAGES AND HIDEOUTS TUBAN RIVER NOT navigable. 5 GENERAL COMMENTS Other factors NOT considered due to unsuitability of beach for landing craft.

SECTOR	DESCRIPTION FROM RIGHT TO LEFT LOOKING FROM SEAWARD
ABLE (Cont'd)	SUBSECTOR II Entrance to LAGRANE LAGOON. From oxcl 866297 to 865299 1 SEAWARD APPROACH (a) Obstacles - Sandbank running offshore to join roof in SUBSECTOR I is covered by less than 2 feet of water at HW springs. 2 NAVAL COMMENTS: Unsuitable 3 CRAFT ANCHORAGES AND BARGE HIDEOUTS LAGRANE LAGOON due to sandbank and shallow water is not navigable. 4 GENERAL COMMENTS Beach bounded at LEFT by entrance to LAGRANE LAGOON an obstacle to vehs. Other factors NOT considered due to unsuitability of beach for landing craft.
BAKER From oxcl entrance LAGRANE LAGOON 865299 to right angled turn of LAGRANE LAGOON 853319. Length - 2300 yards	1 SEAWARD APPROACH (a) Obstacles - Nil (b) Depths Offshore - Gradient below LW mark approx 1 in 60 which coupled with gradient of 1 in 100 between HW and LW give a stern beaching for LST resulting in the following water gaps

	HW-yds	Depth at ramp - ft	LW - yds	Depth at ramp - ft
LST	125	4	92	4
LCM	110	3.4	80	3.1
LCV	90	2.75	60	2

2 BETWEEN HW AND LW MARKS
(a) Length: 2300 yds
(b) Width: 100 yds
(c) Gradient: 1 in 100
(d) Nature: Firm sand

ABOVE HW MARK
(a) 2300 yds
(b) 100 to 200 yds
(c) 1 in 15 at seaward edge flattening out to low sandy ridges about 10 ft above sea level.
(d) Soft sand

SECTOR	DESCRIPTION FROM RIGHT TO LEFT LOOKING FROM SEAWARD
BAKER (Cont'd)	(e) Natural Obstacles: Nil — (e) Nil. Beach bounded at RIGHT by entrance to LAGRANE LAGOON 3 NAVAL COMMENTS Suitable for landing ships and craft and amphibians. 4 ENEMY DEFENCES: None visible on air photographs, but guerilla reports indicate that some bunker defs are in course of construction on timber fringe. Bunkers have been pin pointed at 865303, 863307, 860311, 858314, 856318. See also para 10 of Intelligence Summary. 5 EXITS (a) Inf - Swamp backing beach and LAGRANE LAGOON may be an obstacle to foot tps. At extreme LEFT limit of sector tps could move around lagoon. (b) Veh - Wheeled and tracked vehs could move off beach only at LEFT extremity by moving around LAGOON. Will require engr assistance. 6 HINTERLAND: Sector backed by a mangrove swamp forming LAGRANE LAGOON. Open waterways flowing to the right vary in width from 20/100 ft. The mangrove swamp is approx 300 yds wide being thickest around the open waterways. Inland from the swamp the country changes to open timber and plantation areas. Some clearing would be necessary for MT movement. This ground is firm sandy loam for 5000 yds inland, thence clay loam. 7 GENERAL COMMENTS: Beach is suitable for craft but presence of LAGOON and attendant swamp makes access to hinterland difficult. Suitable maintenance areas are available NE of the swamp.
CHARLIE From right angled turn of LAGRANE LAGOON 853319 to excl MONACO 841327. Length - 1600 yds	1 SEAWARD APPROACH (a) Obstacles - Nil (b) Depth Offshore - Gradient below LW mark approx 1 in 60 giving the following water gaps:-

	HW - yds	Depth at ramp - ft	LW - yds	Depth at ramp - ft
LST	85	4	85	4
LCT	65	3.25	65	3.25
LCV	50	2.5	50	2.5

SECTOR	DESCRIPTION FROM RIGHT TO LEFT LOOKING FROM SEAWARD
CHARLIE (Cont'd)	2 BETWEEN HW AND LW MARKS (a) Length 1600 yds (b) Width: 100 yds (c) Gradient: 1 in 60 (d) Nature: fairly firm sand (e) Natural Obstacles: Nil ABOVE HW MARK (a) 1600 yds (b) 150 yds (c) Approx 1 in 25 (d) Soft sand (e) Nil 3 NAVAL COMMENTS Suitable for landing ships and craft and amphibians. 4 ENEMY DEFENCES None visible on air photos though guerillas report bunker type defences partially completed. Completed coconut log bunkers have been pinpointed from these reports at 853321, 852323, 851326, 848326, 843329, 842329. See also para 10 of Intelligence Summary. 5 EXITS (a) Inf - No restrictions. (b) Veh - (i) Wheeled - Track extreme left limit of beach through MONACO will require engr work to be fully jeepable. Right half of beach should be suitable for constr of dry weather jeep tracks leading inland. (ii) Tracked - Track extreme left of sector, or right half of beach. 6 HINTERLAND - Scattered timber and secondary growth directly behind beach except for a belt of thick timber approx 150 yds wide backing the LEFT half of the beach extending to MONACO. This timber, although giving good cover from the air would impede vehicle traffic. Ground backing beach is sandy loam verying in width from 4000-6000 yds, thence clay loam. NE of the beach the country, excluding the swamp, opens out into scattered timber and plantations and appears suitable for establishment of maint area. 7 GENERAL COMMENTS - Good facilities for landing. Constr of exits for tps and vehs appears practical. Appears to be the best beach in the area.
DOG From incl MONACO 841327 to incl point 824327. Length: 1800 yds	1 SEAWARD APPROACH 2 BETWEEN HW AND LW MARKS — ABOVE HW MARK 3 NAVAL COMMENTS — As for CHARLIE Sector

SECTOR	DESCRIPTION FROM RIGHT TO LEFT LOOKING FROM SEAWARD
DOG (Contd)	4 ENEMY DEFENCES: None visible on air photographs. Guerilla reports pinpoint bunkers at 839329, 836329, 832328, 829327, 826329. See also para 10 .. of Intelligence Summary. 5 EXITS (a) Inf - Difficult due to swamp. (b) Veh - Only practical exit for vehs is foot track on extreme RIGHT of beach through MONACO - See CHARLIE Sector. 6 HINTERLAND - With the exception of 500 yds on the right limit in the MONACO area, beach is backed by a mangrove swamp which has an open waterway approx 20 ft wide at the right end. This swamp is an offshoot of the RAGUSA River and is 200/300 yds wide. A definite obstacle to MT. An offshoot from this swamp branches from approx the centre of the beach and runs inland at almost right angles to the shore to meet the RAGUSA River about 1500 yds from its mouth (not shown on map) .. The ground behind the swamp is sparse timber and secondary growth. 7 GENERAL COMMENTS - Good landing facilities. Exits are limited to the 500 yds on the RIGHT limit. Backing swamp makes movement from remainder of beach difficult. Suitable maintenance areas available only after traversing swamp. Soil backing this sector excluding MONACO is clay loam, this belt of soil terminates at MONACO and runs northwards along the line of the swamp to a depth inland of approx 3000 yds.
EASY From excl point 824327 to incl mouth of VIGA River 815335. Length: 1100 yds. Considered in two sub sectors I and II	SUB-SECTOR I From excl Point 824327 to incl 819331. 600 yds of white sand. 1 SEAWARD APPROACH 2 BETWEEN HW AND LW MARKS / ABOVE HW MARK } As for CHARLIE Sector 3 NAVAL COMMENTS 4 ENEMY DEFENCES: None visible on air photographs. Guerilla reports pinpoint bunkers at 824331, 820335. See also para 10 .. of Intelligence Summary. 5 EXITS (a) Inf - Backing of mangrove makes inf movement difficult and veh movement impractical Veh - without extensive engr work. 6 HINTERLAND - Continuation of mangrove swamp described in DOG Sector. Movement is extremely difficult. Swamp backed by sparsely timbered plantation area. 7 GENERAL COMMENTS - As for DOG Sector.

SECTOR	DESCRIPTION FROM RIGHT AND LEFT LOOKING FROM SEAWARD
EASY (contd)	SUB-SECTOR II: From excl 819331 to incl mouth of VIGA River 815335. 500 yds of white sand. 1 SEAWARD APPROACH: (a) Obstacles Nil (b) Depths Offshore: Gradient below LW mark of 1 in 300 increasing to 1 in 500 further offshore gives water gaps that are impractical. 2 NAVAL COMMENTS: Due to excessive water gap, beach considered unsuitable. 3 GENERAL COMMENTS. Owing to unsuitability other factors not presented.
FOX From excl mouth of VIGA River 815335 to excl GILLAMATONG 790365. Length: 4000 yds.	1 SEAWARD APPROACH (a) Obstacles : A number of shoals not accurately charted and of undetermined length make the approaches unsafe. Niggerheads are also present in the shallower water. (b) Depths Offshore: Shallow water extends offshore for an average distance of 1000 yds when depth increases abruptly. This abrupt increase in depth indicates that coral reef is probably the boundary of the shallows. 2 NAVAL COMMENTS: Unsuitable. 3 GENERAL COMMENTS: Other factors not presented due to unsuitability for landing craft.

BEACHES GILLAMATONG TO TOMAKINE

Ref Maps: PORT TUBAN, TOMAKINE } 1 in to 1 mile

GENERAL

The coastal characteristics are rocky reef bound points with sand beaches in the inlets. Offshore conditions of beaches are drying mud flats from 200/500 yds wide with narrow channels cutting through them from the sea and turning to run parallel with the shore between the flats and the beach. A combination of mud flats and channels makes the landing of any type of mechanical vehicle over the mud flats practically impossible. However, after careful survey these channels could be used by craft up to LCMs for landing of stores. The only possible landing beaches are set out herewith:-

BEACH	DESCRIPTION
747412 - 738409	1000 yds of black sand with mud banks extending 300/400 yds offshore. These mud banks are covered by approx 3 ft of water at high tide. A channel approx 80 ft wide is present towards the western end of the beach which leads to an inshore channel approx 90 ft wide running parallel to the beach. With the exception of the hills on the eastern extremity of the beach, the hinterland is flat and consists of overgrown plantation area and scattered timber.
636515 - 632511	500 yds of black sand with offshore mud bank 250/300 yds wide and exposed at low tide. Channel entrance at NE end of beach and inshore channel are similar to beach above. LCMs should be able to use the beach after careful survey. Hinterland is flat and consists of overgrown plantation area and scattered timber.
582541 - 579545	500 yds of black sand, mud banks are not visible but offshore reef covered by a maximum of 4 feet of water at high tide narrows the approach to the beach to 50 yds in the centre. Native craft use this gap and the beach to load coconuts. LCVs and LCMs may be able to use this beach. Hinterland is coconut plantation
544558 - 535560	800 yds of black sand. Offshore mudbanks estimated at 300/400 yds wide are cut by three channels connecting with the inshore channel. Channels are similar to those described in para 2 above. Hinterland is coconut plantation.

KENAPAI Area

Ref Map - MORONES 1 : 253440

BEACH	DESCRIPTION
SANLANGOE BAY	200 yards of sheltered beach with firm sand exists on the North shore of the bay South of the airstrip. The underwater gradient is estimated to be 1 in 10. The beach is reef bound, but a gap is known to exist although details of width, depth and location are unknown. Landing craft should be able to beach with only a small water gap.
SANLANGOE BAY to KENAPAI	Unsuitable for landing craft.
KENAPAI Inlet	A sheltered beach of firm sand 175 yards long exists on the West shore. The North and South shores are steep sided, giving an average depth of water within the inlet of 3 to 4 fathoms. The beach on the West shore is steep and landing craft should beach with a small water gap. The entrance to the inlet is 200 yards wide but the navigable width of water for ships of 20 feet draught is believed to be 150 yards. It would be necessary for naval personnel to survey and mark the approaches before ships could enter. KENAPAI Inlet is believed free from reefs. The hinterland is similar to that in the GILLAMATONG area, that is scattered coconuts and sparsely timbered overgrown plantation areas. There is little if any swampy ground.
KENAPAI - MARAMAG	2000 yards of firm sandy beach exists to the North of KENAPAI, the centre of the stretch being at 233073. The beach is believed to be reef free and approaches appear to be clear. The underwater gradient is estimated to be 1 in 30. The beach has a width of 10 to 40 yards at high water and 45 to 75 yards at low water. It is exposed to the NE season. The hinterland is similar to that of KENAPAI Inlet.
MARAMAG BAY	250 yards of firm sandy beach on the North shore of MARAMAG BAY in the vicinity of 224106 appears suitable for use by landing craft up to LCM size. Although the beach itself is well sheltered in the NE season, anchorage conditions are such that ships standing offshore cannot unload into small craft while the NE wind is at any strength. The beach appears to be reef free but flat with an estimated gradient of 1 in 40.
MARAMAG - DOKIG	The only suitable beach in this sector is 100 yards of firm sand on the North shore of DOKIG INLET. It is sheltered in the NE season and is thought to be usable by landing craft. A reef extends across the entrance to the inlet approximately 800 yards offshore. A gap in this reef about 150 feet wide is known to exist in the vicinity of DOKIG POINT 222130.

BEACH	DESCRIPTION
DOKIG-NUSA	No suitable beaches except at NUSA. NOTE: Except where beaches are known to be well sheltered, heavy surf is experienced on the East Coast. Usually the surf is lightest between 0100 hours to 1000 hours when conditions may vary from a 2 ft to a 6 ft surf. Squalls during which all but the very well sheltered beaches are untenable are frequent. All roadsteads off the coast are open and ships cannot unload into small craft while the NE wind is at any strength. These conditions may prevail throughout 24 hours each day but under favourable conditions some unloading into small craft should be possible between 0100 hours and 0600 hours.

SECRET
EXERCISE SEAGULL
Copy No...10...

7 Aust Div Sitrep No.1 to 221200K

PART I - ENEMY

STRENGTH AND DISPOSITION OF ENEMY FORCES

1 (a) Information to hand indicates that a reduction of enemy strength on MOROTAIS can be expected though the dispositions, with the exception of the GALGUAN area, remain substantially the same.

(b) The overall strength can be anticipated to be between 30000 and 35000 and the number of troops in the GALGUAN area reduced to some 2000, of which approximately one third are fighting troops.

(c) The grouping of the enemy forces is now aimed at the protection of the two main bases of MUSA and SIRAWAI. For this purpose troops have been withdrawn from the GALGUAN area but these are not considered to exceed 2000 for SIRAWAI and 3000 troops for MUSA. The remaining discrepancy of 4000 is accounted for by reassessment of strengths which as yet cannot be definitely allocated to areas. It is considered, however, that the main weight of this reduction would be felt at MUSA and SIRAWAI with minor reductions in strength, rather than units, in other areas. The strengths at MUSA and SIRAWAI are now estimated to be 9400 and 8700 respectively.

(d) The central mobile reserve at BINBINNIE is maintained and the estimated strength of one regiment for movement to any threatened area remains unchanged.

JAPANESE ARMY ORGANISATION

2 It is not known which regiments of enemy divisions are type A. Existing information is conflicting.

JAPANESE TANKS

3 The latest information available concerning enemy tanks on MOROTAIS is as follows:-

(a) Small number of light and medium tanks have been observed in the SIRAWAI and MUSA areas and light tanks at TUGAYA and BINBINNIE.

(b) The armd force on the island is considered to be four ind tk coys with a total ME strength of 48 tanks. However, it is thought that the total tank strength in MOROTAIS is unlikely to exceed 24 tanks.

(c) No information has been received of the specific type of light or medium tank.

LOCATION OF ENEMY DUMP AREAS

4 From the limited information available it is believed that supply areas in order of magnitude are situated at:-

(a) SIRAWAI - Amn; POL; Sups
(b) NUSA - Amn; POL, Sups
(c) BINBINNIE - Amn; Sups
(d) TUGAYA - Amn, Sups .

Apart from these dumps POL, bombs and ammunition for aircraft are dispersed in the airfield areas at NUSA, DIDONG, GILLAMATONG, TUGAYA and SIRAWAI.

ENEMY USE OF MT FOR SUPPLIES

5 Moderate traffic has been reported between NUSA and SIRAWAI carrying both troops and supplies. It is thought that the only use of MT for supply purposes is at NUSA, SIRAWAI and BINBINNIE. Supply for troops in coastal areas is by barge.

22 Feb 45

Lt-Col
GS 7 Aust Div

DISTRIBUTION

18 Aust Inf Bde	4	Comd)	
21 Aust Inf Bde	4	ADC)	1
25 Aust Inf Bde	4	GI)	
2/7 Aust Cav (Cdo) Regt	4	GII)	
RAA 7 Aust Div	6	GII(L))	1
RAE 7 Aust Div	1	GIII(E))	
Sigs 7 Aust Div	1	IO)	1
2/1 Aust MG Bn	1	AQ.)	
2/1 Aust Pnr Bn	1	A)	1
2/4 Aust Pnr Bn	1	AASC 7 Aust Div	1
1 Aust Beach Gp	3	AAMC 7 Aust Div	4
1 Aust Mil Ldg Gp	1	Ord)	
		AEME)	1
		FSI	1

SECRET

EXERCISE "SEAGULL"

Appx "D" to 7 Aust Div Special Intelligence Summary No. 1

Copy No. 8

RIVER CROSSING DATA

Ref Map HORONES 1 : 253440

(a) Ser No	(b) Map Ref	(c) Nature of Country	(d) Nature of Gap Wet or Dry	(e) Depth of Water	(f) Rate of Flow	(g) Details of Gap Est Width at W L	(h) Details of Gap Width at Top of Bank	(j) Details of Gap Height of Banks	(k) Details of Gap Nature of Bottom	(l) Nature of Approaches	(m) Remarks
1	18500386	Scattered timber bordering onto scrub	Wet	Unknown-Doubtful if fordable by inf	Probably fast flowing	Approx 290'	310'	4' to 6'	Probably mud	Probably flat	Bridge at present in existence 310' x 8'
2	17830411	Scattered timber bordering onto coconut ptn	Wet	May be fordable	Probably slow flowing	20'	35'	4' to 6'	-do-	-do-	Bridge at present in existence
3	17160476	Scattered timber with swamp a short distance to the SOUTH	Wet	Probably fordable	Probably steady flow	15'	20'	2' to 3'	-do-	Flat	Bridge at present in existence
4	17010487	-do-	Wet	Doubtful ford	-do-	285'	300'	4' to 6'	-do-	-do-	Bridge at present in existence
5	161071	Rain forest	Wet ?	Probably fordable	Probably fast flowing	15'/20'	30'	12' to 18'	Probably soft	Restricted narrow cutting as approach to one way wooden. br	Bridge at present in existence
6	152057	Scattered timber bordering onto coconut ptn. Probably sandy loam	Wet	Doubtful ford for vch. Passable by inf	-do-	15/20'	30'	4' to 5'	Probably sand and mud	Probably flat	Ford at present for inf only

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(k)	(l)	(m)
7	147057	Belt rain forest approx 1000x W with scattered timber on both sides. Probably sandy loam.	Wet	Doubtful ford for veh. Passable by inf	Probably slow flowing	380'	400'	4' to 5'	Probably sand and mud	Probably flat	Foot br with 90' gap in centre
8	171051	Open country entering into rain forest	Wet	May be fordable	Probably slow	60'	90'	8' to 9'	Mud	Flat	Br at present in existence. Single lane wooden. br unserviceable due to some decking missing
9	203066	Rain forest in rugged country	Wet?	Doubtful ford	Probably fast	NO INFORMATION		No infm	Probably soft	Probably restricted	No br at present
10	219071	Forest fairly open rolling passable to tanks	Wet?	-do-	Probably swift	NO INFORMATION		No infm	-do-		No br at present
11	229073	Scattered timber near coast	Wet	4' at bar LW	Veryswift never ford	NO FURTHER INFORMATION	80'		Soft sand at bar with soft mud upstream	Probably steep banks	Br destroyed 3000x inland. Subject to flood
12	234063	Scattered timber right on coast	Wet	4' at bar HW	Probably fast		80' (1000x upstream)	No further infm	Probably soft sand	Steep banks	No br at present. Liable to quick flooding. Crossing at entrance
13	232093	Narrow cultivated coastal plain mainly coconuts	Wet	4' - 6' at HW 400x upstream	Swift	NO FURTHER INFORMATION		5' to 8' near mouth	Probably soft mud	Steep	Br destroyed. Crossing at entrance. Subject to flood.
14	227100	-do-	Wet	4'-6' at entrance Probably shallows rapidly	Swift	NO	INFORMATION		Probably soft sand	Probably steep banks	No br at present. Crossing at entrance
15	222104	-do-	Wet	May be ford at mouth	Swift	NO FURTHER INFORMATION	470'		-do-		Br at present in existence
16	227106	Forest	Wet	Some water at bar at LW	Swift	NO FURTHER INFORMATION			Probably mud		No br at present. Crossing 1000x upstream.

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(k)	(l)	(m)
17	224117	Swamp impassable to MT. Possible DUKW crossing.	Wet	Usually fordable at mouth	Probably slow flowing	No further	210'	infm	Probably thick mud		Br at present in existence
18	223122	Coconut ptn	Wet	-do-	-do-	No		infm	Probably mud		No br at present. Crossing near mouth
19	222127	-do-	Wet	-do-	-do-	No		infm	-do-		-do-
20	219132	Scattered timber on probable coastal plain	Wet	Doubtful ford at mouth	Probably swift	No further	180'	infm	Probably sand	Probably flat	Br at present. Crossing 2000x upstream.
21	217143	Scattered timber bordering on tidal swamp	Wet	-do-	Probably sluggish	No further	160'	infm	Probably mud	Probably flat	Br at present in existence near mouth
22	205143	Tidal swamp	Wet	Probably not fordable	-do-	No further	250'	infm	Probably thick mud	-do-	Br at present in existence near mouth
23	198143	Tidal swamp bordering onto mangrove swamp and scattered timber	Wet	-do-	-do-	No		infm	-do-		Br at present in existence 5800x upstream
24	194137	Rain forest in foothills	Wet		Probably fast flowing	No further	200'	infm	Probably mud		Br at present in existence 4000x upstream
25	193139	Rain forest bordering onto open country	Wet	Navigable 2 mls for 3' draft. 9' at Bar at LT. Too deep for fording at br	Swift	No further	700'-300'	10' but lower 100x below br	Probably sandy		Br at present in existence near mouth. 4 span 800'.
26	18740420	Rain forest bordering onto ptn and scrub in open country	Wet	Fordable by inf	Probably fast	200'	300'	10' to 15'		Probably very restricted	Ford at present for foot tps only

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(k)	(l)	(m)
27	204061	Rain forest in broken country	Wet	Probably deep	Probably fast	No.....information				Probably restricted	No br at present. Crossing 1500x from discharge into LAKE MURDI
28	18850337	Ptn bordering onto scattered timber and grassland	Wet	Shallow	Probably slow flowing	20'/30'	80'/90'	6' to 8'	Probably mud	Probably flat	Br at present in existence
29	18900322	-do-	Wet	Shallow	-do-	10'/15'	20'/25'	4' to 6'	Gravel and mud	Probably flat	No br at present in existence. Veh ford
30	18830308	Scattered timber	Wet 5'300x beyond/navigable limit		-do-	20'/30'	35'/40'	2' to 4'	Mud	Probably flat	No br at present in existence. Crossing 2500x upstream
31	19480293	Scattered timber	Wet	Shallow	Probably slow flowing	30'/40'	50'/60'	4' to 5'			Br at present in existence
32	202029	Rain forest in broken country	Wet	Probably shallow	Probably steady	20'/30'	60'/70'	8' to 10'			No br at present in existence
33	19790233	Rain forest and grassland in undulating country	Wet	Probably shallow	Probably slow	15'/20'	40'/50'	4' to 6'	Probably mud		No bridge at present in existence. Crossing 6000x upstream
34	229022	Open country bordering onto rain forest probably undulating	Wet	May be fordable at mouth	Probably slow	No information		Probably steep	Probably mud	Probably flat approaches	No br at present in existence. Crossing 1000x upstream
35	199034	Rain forest in rugged country	Wet	Fordable	Probably steady	15'/20'	40'/50'	8' to 10'		Rugged	No br at present in existence
36	212038	-do-	Wet	-do-	-do-	No information			Probably mud	Restricted	No br at present in existence
37	213042	Rain forest in extremely rugged country	Wet	Fordable	Probably swift	No information		Steep		Probably restricted	No br at present in existence, crossing near head of stream
38	218048	-do-	Wet	-do-	-do-	No information		Steep		-do-	No br at present in existence
39	192136	Rain forest in falling country	Wet	Probably not fordable	-do-	No information		Probably steep		-do-	No br at present in existence. Crossing 8000x upstream

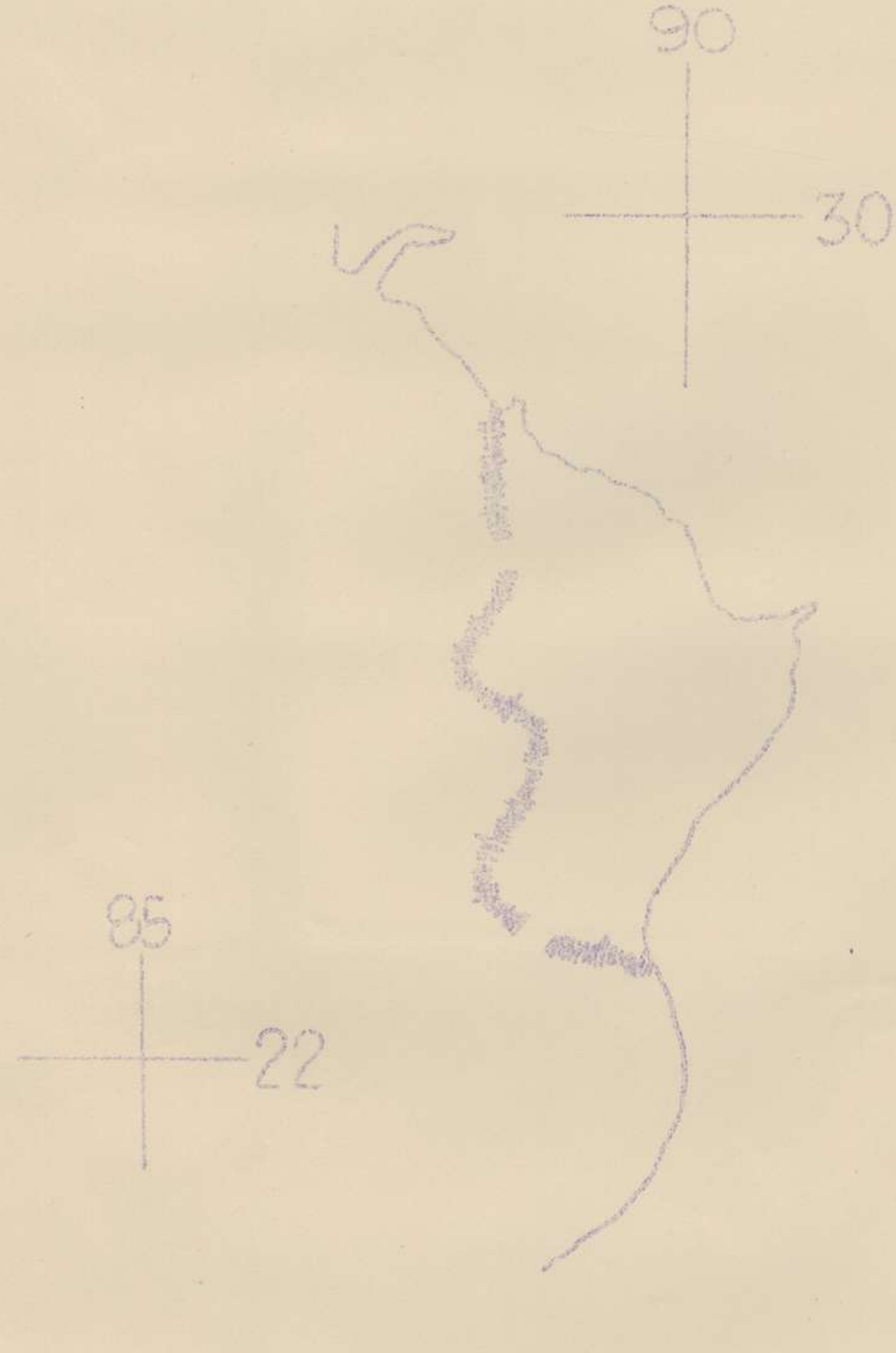
Designation of Streams: Sluggish (up to 1 knot) - slow - steady - fast - swift 10 knots and over

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(k)	(l)	(m)
40	133067	Rain forest & swamp	Wet	Not fordable	Slow	390'-400'	450'-460'	5' - 10'	Probably mud	Flat	Br in esistence
41	128069	Rain Forest	Wet	Probably fordable	Swift	40'-50'	50'-60'	6'-8'	Mud	Flat	Br in existence
42	124071	Open Country	Wet	Fordable	Swift	30'-40'	40'-50'	4'-6'	Mud & Gravel	Flat	Br in existence

SECRET
EXERCISE SEAGULL
APPX 'H' to 7 AUST DIV
SPECIAL INT SUMMARY Nº1
COPY Nº 8

PLAN of REEF OFF PORT TUBAN

SUPERIMPOSE ON PORT TUBAN 1 in to 1 mile



SECRET - EXERCISE "SEAGULL"

APPENDIX 'J' to 7 Aust Div Special Intelligence Summary No.1

Copy No. 8

IDENTIFICATION AND STRENGTH OF ENEMY FORCES BY LOCALITIES

LOCATION	UNIT	INF	ARTY	AA	ENGRS	SIGS	TANKS	L of C	TOTAL	REMARKS
NUSA	32 Army HQ							350		NOTE: Weapons and eqpt shown are WE figures and are not necessarily with the unit on the island.
	76 Div HQ	240						180		
	93 Inf Regt	80			120			250		
	93 Inf Regt 1 Bn	545								
	93 Inf Regt 2 Bn	400								
	93 Inf Regt 3 Bn	535								
	93 Inf Regt Arty Bn (Part)		215							Has 12 x 75mm Fd Guns
	Fd Hospital							590		
	26 Shipping Engr Regt							900		
	U/i Anchorage HQ							40		
	6 Debarkation Unit							85		
	21 L of C Sector Unit							1210		
	U/i Sea Duty Coy							300		
	12 Land Duty Coy							310		
	14 Indep AA Bn			320						Has 18x75mm AA Guns and 8x13mm AAMG.
	U/i Airfield Bn							320		
	76 Div Sig Unit					100				
		1800	215	320	120	100		5300	7855	
KODONA	6 Coy 93 Inf Regt	150								
	Bridge Building Material Coy				200					
		150			200				350	

LOCATION	UNIT	INF	ARTY	AA	ENGRS	SIGS	TANKS	L of C	TOTAL	REMARKS
GALGUAN	126 Inf Regt	90			200			200		
	126 Inf Regt 1 Bn	605								
	126 Inf Regt 3 Bn	605								
	126 Inf Regt Arty Bn		450							Has 12x75mm Fd Guns
	L of C Tpt Unit							670		
	62 Indep Engr Regt (less two coys)				700					
	U/i Indep Fd Arty Bn		600							Has 12x75mm Fd Guns
		1300	1050		900			870	4120	
BINBINNIE	U/i Indep Inf Regt	2480								Has 12x70mm Guns and 6x37mm Guns
	92 Div HQ	150						200		
	127 Inf Regt HQ	95			120			270		
	127 Inf Regt 1 Bn	570								
	127 Inf Regt 2 Bn	570								
	127 Inf Regt Arty Bn		450							Has 12x75mm Fd Guns
	1 Bn 32 Fd Arty Regt		600							Has 12x75mm Fd Guns
	92 Div Sig Unit					100				
	92 Div Tank Unit						70			Has 9-14 Lt Tanks
	92 Div Land Tpt Unit							80		
	Fd Hospital							550		
	U/i Fd Ordnance Depot							1150		
	U/i Fd Freight Depot							1150		
	U/i Fd MT Depot							1100		
	U/i Indep Tpt Bn							500		Has 180 vehicles
	Formosan Labour Unit							1000		
		3865	1050		120	100	70	6000	11205	

LOCATION	UNIT	INF	ARTY	AA	ENGRS	SIGS	TANKS	L of C	TOTAL	REMARKS
SIRAWAI	103 Inf Regt HQ	60			180	95	45	100		
	103 Inf Regt 1 Bn	550	80							Has 3x75mm Guns and 2 x 37mm Guns
	103 Inf Regt 2 Bn	600	80							" " " "
	103 Inf Regt 3 Bn	600	80							" " " "
	Special Labour Unit							1150		
	One Bn 59 Fd Arty Regt		460							Has 12x75mm Fd Guns
	U/i Hy Arty Bn		400							Has 8x25cm Hows
	16 Indep AA Bn			400						Has 18x75mm AA Guns and 8x13mm AAMG
	U/i Indep Engr Regt				635					
	92 Sea Tpt Unit							1200		
	Naval Pioneer Unit							1300		
	16 Airfield Bn							200		Has 4x20mm MGs
		1810	1100	400	815	95	45	3950	8215	
TUGAYA	16 Sea Transport Bn							910		
	95 Inf Regt HQ	70		30	110	90	40	90		Has 6x20mm Machine Cannon and thought to be located at 348637.
	95 Inf Regt 1 Bn	590								Has 3x75mm guns and 2x37mm guns
	95 Inf Regt Arty Coy		90							Has 8x75mm AA Guns and 8x13mm AAMG
	99 Naval Guard Force (Part)	160								
		820	90	30	110	90	40	1000	2180	
TAMUK	4 Coy 95 Inf Regt	150								
		150							150	
TOMAKINE	HQ 2 Bn 95 Inf Regt	70								
	5 Coy 95 Inf Regt	100								
	Mortar Coy 95 Inf Regt	90								
	99 Naval Guard Force (Part)	160								Has 2x127mm Guns
		420							420	

LOCATION	UNIT	INF	ARTY	AA	ENGRS	SIGS	TANKS	L of C	TOTAL	REMARKS
GILLAMATONG	3 Bn 95 Inf Regt	700								
	Arty Bn 94 Inf Regt		250							Has 12x75mm Guns
	(Part) Bridge Building Material Coy				90					
	31 Airfield Coy							100		
	U/i Indep AA Coy			90						Has 4x75mm Guns and 2x13mm Guns
		700	250	90	90			100	1230	
FORT TUBAN	6 Coy 95 Inf Regt	150							150	
SANLANGOE	2 Bn 94 Inf Regt	400							400	Information scanty.
DIDONG	9 Coy 94 Inf Regt	150							150	
KENAPAI - TAGANI	7 Coy 94 Inf Regt	110								
	Mortar Coy 94 Inf Regt	105								
	(Part) Bridge Building Material Coy				100					
		215			100				315	
MARAMAG	HQ 94 Inf Regt	30								
	1 Bn 94 Inf Regt	370								
	Arty Coy 1 Bn 94 Inf Regt		90							Has 3x75mm Fd Guns and 2x37mm Guns
	76 Land Tpt Unit							90		
	(Part) River Crossing Material Coy				100					
		400	90		100			90	680	
DOKIG	8 Coy 94 Inf Regt	120								
	(Part) River Crossing Material Coy				90					
		120			90				210	
	TOTALS	12450	3845	840	2645	385	155	17310	37630	Differences from totals shown in Part III para 12 are due to allotment of Sigs and Tanks from Inf and L of C.

SECRET

EXERCISE 'SEAGULL'

Appx 'K' to 7 Aust Div Special Int Summary No 1

COPY No 8

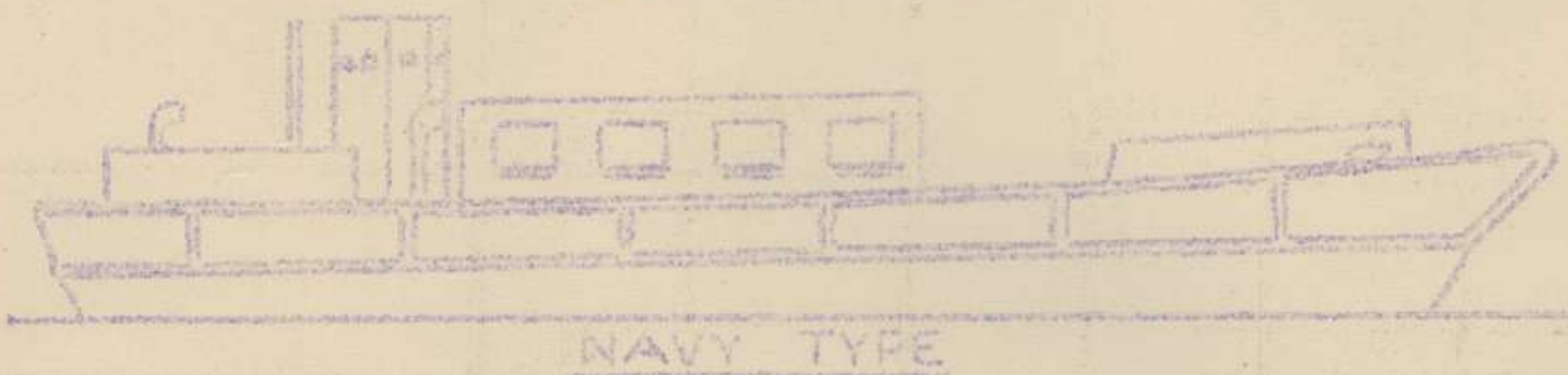
JAPANESE BARGES

TYPE A

DAIHATSU

TYPE A OF M.L.C

ARMY TYPE



NAVY TYPE

D A T A

TYPE	LENGTH	KNOTS SPEED	MEN	CAPACITY	ARMAMENT
A (Navy Deckhouse)	48' 4"	10	-	15 Tons	2 OERLIKON type with variable MGs according to type of stores.
A Army	49' 4"	8	60	10-15 Tons	1 x 7.7mm MG. 1 x 13mm MG. 1 Machine Cannon probably 20mm.

NOTE: (i) 60 A type barges can convey 1050 men plus 350 tons of stores over 300 miles in 6 - 8 days.

(ii) 50 A type barges can supply a Division of 18,500 troops from a distance of 300 miles.

(iii) One A type barge carries rations for 6200 men for 1 day.

SECRET

EXERCISE "SEAGULL"

APPENDIX 'L' to 7 Aust Div Special Intelligence Summary No.1

Copy No. 8

ENEMY LAND BASED AIR STRENGTH SWPA

Estimate of enemy land based air strength in the areas listed below is prepared on information to 14 Jan 45:-

AREAS	F	2EF	SEB	2EB	F/B	F/P	OBSN	TOTAL	COMPARATIVES 15 Jan	COMPARATIVES 8 Jan
NEW BRITAIN) NEW IRELAND) SOLOMONS)						10	2	12	12	12
PHILIPPINES:										
MINDANAO	32		20	21		3	4	80	50	50
VISAYAS	52	22	8	23		8	7	120	132	133
LUZON	70	14	25	37	4	7	12	170	351	357
								370	533	540
MORONES	15			35				50	10	10
AMBON-CERAM-BOEROE	4		3		2	9	4	22	22	22
CELEBES:										
MANADO			2			6		8	10	12
MAKASSAR-KENDARI	9	6		9	3	9	4	40	56	53
								48	66	65
TIMOR-SOEMBA- SOEMBAWA-FLORES)	10					3	3	16	16	16
JAVA-BALI-LOMBOK	4			18		15	5	42	36	36
BORNEO	99	19		33		10	19	180	155	158
TOTALS SWPA	295	61	58	176	9	80	61	740	850	859

+ Estimates do not include combat types not assigned to operational units and used/training.

in

SECRET
EXERCISE SEAGULL

APPX 'H' to 7 Aust Div Special Intelligence Summary No.1

Copy No...8...

ESTIMATED AVAILABILITY OF REINFORCEMENTS - SPEED OF MOVEMENT BY MT - FOOT AND BARGE
(Assumes good weather and no interference by Allies or Guerillas)

Probable Strength	From	To	Distance in miles		MT in hours	FOOT in days	BARGE in hours	REMARKS
			Land	Sea				
200	TOMAKINE	PORT TUBAN	58	38	7	3	7	Barge mov on basis of speed 6 knots and 1-2 hrs maint after 12 hrs running.
Bn Gp	TUGAYA	do	106	72	13	6	12-14	
Regt Gp plus possible bn	BINBINNIE	do	121	"	15	7-9	-	MT mov on basis of average 8 mih due to state of rds with the exception of rfts from NUSA at 10 mih due to slightly better rd surface in the NUSA - MARANAG area
Two bn gps	GALGUAN	do	145	-	18	12	-	
200	SANLANGUE	do	38	52	4½	at least 3	9	
Regt gp	SIRAWAI	do	156	118	19½	13	24-26	
Regt gp	NUSA via KENAPAI	do	129	-	13	8-9	-	
	via track DIDONG		85	145	-	7	28-30	

S E C R E T
EXERCISE "SEAGULL"

APPX 'N' to 7 Aust Div
Special Intelligence
Summary No.1

Copy No..8...

TABLE OF DISTANCES BY ROAD

MILES

SIRAWAI	BINBINNIE	TUGAYA	TAMUK	TOMAKINE	GILLAMATONG	PORT TUBAN	SANIANGOE	DIDONG	KENAPAI	TAGANI	MARAMAG	DOKIG	NUSA	KODONA	GALGUAN
36															
60	24														
94	50	34													
98	63	48	22												
146	111	96	70	48											
156	121	106	80	58	10										
189	151	136	110	88	40	38									
184	148	133	107	85	37	38	45								
199	159	144	118	96	48	49	56	19							
206	166	151	125	103	55	56	63	26	7						
215	179	174	148	126	78	79	86	49	30	23					
194	158	182	169	147	99	100	107	70	51	44	21				
165	129	153	170	176	128	129	136	99	80	73	50	29			
122	86	110	136	149	171	172	179	142	123	116	93	72	43		
59	23	47	73	76	135	145	175	171	186	179	156	135	106	63	

SECRET

EXERCISE "SEAGULL"

APPENDIX 'O' to 7 Aust Div Special Intelligence Summary No.1

Copy No..8...

SEA PASSAGE INFORMATION

1. TABLE OF TIMES AND DISTANCES BY SEA:-

Place	Distance Nautical Miles	Time in days at 15K	13K	11K	9K	5K
(a) MORONES ISLAND TO -						
Staging Area 2	475	1.4	1.6	1.9	2.3	4.0
Staging Area 1	1270	3.6	4.1	4.9	5.9	10.7
CAIRNS	2648	7.4	8.5	10.1	-	-
TOWNSVILLE	2798	7.8	9.0	10.8	-	-
BRISBANE	3394	9.5	10.9	12.9		
(b) STAGING AREA 2 TO-						
Staging Area 1	795	2.2	2.7	3.1	3.8	6.8
CAIRNS	2173	6.1	7.0	8.3	-	-
TOWNSVILLE	2323	6.5	7.5	8.9	-	-
BRISBANE	2819	7.9	9.1	10.8	-	-
(c) STAGING AREA 1 TO -						
CAIRNS	1378	3.9	4.5	5.3	-	-
TOWNSVILLE	1528	4.3	5.0	5.9	-	-
BRISBANE	2124	6.0	6.8	8.1	-	-

2. APPROXIMATE TURN ROUND TIMES FOR SHIPPING IN DAYS -

Class of Ship	MORONES IS to - Staging Area 2	Staging Area 1	CAIRNS	TOWNSVILLE	BRISBANE
ISD	4	8	-	-	-
ISI,AKA,LSM	7	12	23	24	27
LST	7	15	-	-	-
LCI	4	10	-	-	-
AK	7	14	26	27	31

3. SPECIAL FACTORS -

(a) Large convoys ex CAIRNS and ex TOWNSVILLE should make GRAFTON Passage in daylight.

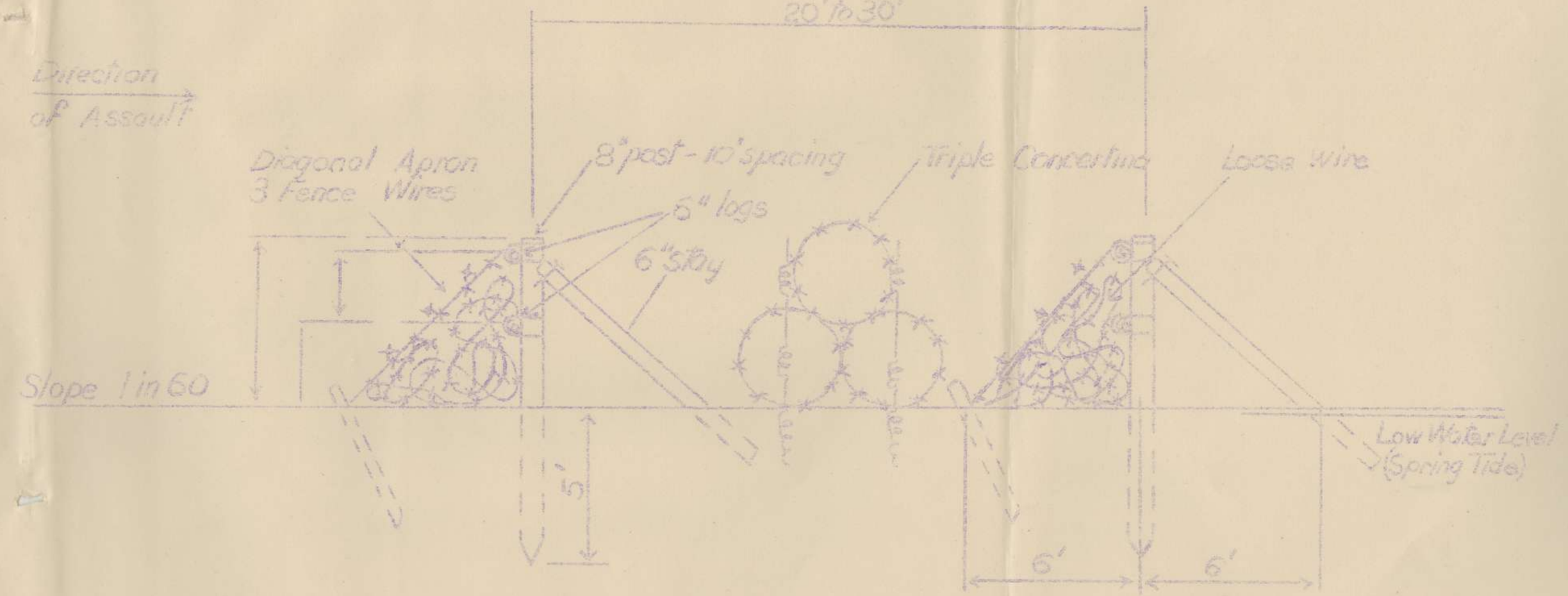
(b) Convoys must make passage of CHINA Strait (SE end of NEW GUINEA) in daylight.

SECRET

EXERCISE 'SEAGULL'

App 'G' to 7 Aust Div Special Int Summary No 1.

COPY No 8



– TYPICAL UNDERWATER OBSTACLE –

PIGALOO RIVER
PHASE 4
COCONUTS
2/14
PHASE 4
B
5000 x 330'
CLAY AND GRAVEL SURFACE
2/16
PHASE 3 AND 4
PHASE 4
A
F
90 A/A PERSONNEL
100 A/DROME CEY PERSONNEL
190
PHASE 4
WATER GAP - 290'
DEPTH - 10'?
BOTTOM - MUD
FLOW - FAST
BANKS - 4'-6'
APPROACH - FLAT, GCAT, TIMBER - SCRUB
B1 (C1-C2)
D
E
2/1 PHR
PHASE 3
PHASE 4
NAVIGABLE TO CRAFT 10' DRAFT
PROBABLY FAST FLOWING - MUD BOTTOM
VIGA RIVER
C
NAVIGABLE TO CRAFT 10' DRAFT
MAINLY ON OUTSIDE OF BENDS
310 x 8'
BANKS 15'-30'
BANKS 4-6' HIGH
PHASE 3
B1 (C1-C2)
2/27
PHASE 4
21
PHASE 4
PHASE 1
2/1 PHR
STANDING PATROL
ALL WEATHER METAL CORE 8'-10' CORAL AND GRAVEL SHOULDERS UP TO 18' W
GILLAMATONG
PHASE 3
LANES CK
PHASE 3
ONE BN LESS TWO COYS (-)
ARTY 10 TO 8 FIELD GUNS
90 PERSONNEL
ENGINEERS 50 PERSONNEL
TOTAL 540 MEN
5TH PESCARO CK
PHASE 4
SCATTERED
COCONUTS
PHASE 4
FLAT TIMBER
LOW LYING
STUNTED BUSH AND UNDER GROWTH
2/14
PHASE 2 AND 3
TRACK JEEPABLE
FOOT PATH
SANDY LOAM
SCATTERED TIMBER
STUNTED BUSH AND UNDER GROWTH
2/27
PHASE 2 AND 3
RAIN FOREST
MANGROVE
RAGUSA RIVER
IMPASSABLE TO MT
RESTRICTED TP MVT
RAIN FOREST
2/16
PHASE 2
PHASE 2
2/1 PHR
PHASE 2 AND 3
21
NEGLECTED TO WORK NEEDED
DRY WEATHER JEEP TRACKS PRACTICABLE
ONE COY (150)
CULT
ONE COY (150)
RAIN FOREST
IMPASSABLE TO M.T.
RESTRICTED TP MVT
MANGROVE
LAGRANE LAGOON
SERASSO CR
TUBAN RIVER
FOX
EASY
DOG
CHARLIE
BAKER
TWO KNOT CURRENT ON RISING TIDE
MONACO
BUNKERS
VESSELS DRAWING UP TO 30 FEET CAN APPROACH TO WITHIN 2500' OF SHORE

NO NATURAL OBSTACLES	
LENGTH	700'
WIDTH AT H.W.	180'
AT L.W.	250'
ABOVE H.W.L.W.	SOFT SAND GRADIENT 1-25
BETWEEN H.W.-L.W.	FIRM SAND GRADIENT 1-60

NO NATURAL OBSTACLES	
LENGTH	600'
WIDTH AT H.W.	150'
AT L.W.	250'
ABOVE H.W.L.W.	SOFT SAND GRADIENT 1-25
BETWEEN H.W.-L.W.	FIRM SAND GRADIENT 1-60

MET. INFM
SLIGHT GROUND SWELL
LIGHT NE WIND EARLY AM
GOOD VISIBILITY UNTIL 0830 HRS.

TIDES
TWO PER DAY
RANGE SPRINGS 6.0'
NEAPS 1.5'
NORMAL 4.8'

42 41 40 39 38 37 36 35 34 33 32 31 30
78 79 80 81 82 83 84 85 86 87 88 89 90

APPx 121

CIET

EXERCISE TASU

21 AUST INF BDE

OUTLINE PLAN

Army Form C2136 (Small)
(Pads of 100) (Adapted Sept. 1943)

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) Originator: 21 INF BDE

Date—Time of Origin: 10 0930K

Office Date Stamp

For Action

TO 2/26 INF BN 2/1 FIR BN 2/5 FD REGT 2/6 FD REGT

(w) For Information (INFO.)

2/14 2/27 INF BNS

Message Instructions — GR

ORIGINATOR'S No.

00 319 restricted (.) Exercise SEAGULL (.) ref 21 inf bde loading table (.) serials 237-241 amend ship to read LST "K" (.) serial 263-264 delete 2/6 fd amb and details opposite (.) add serial 264A H plus 165 2/6 fd amb 4-2-1 jeep and tlr - 1 Vp LST "K" (.) ack (.) all informed

I Eq - 16 1052C
eR

This message may be sent AS WRITTEN by any means except ..... Wireless

Signed L Walsh Maj

If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER

Signed

Originator's Instructions
Degree of Priority

SDR.

Time	System	Op
THI or TOR		
Time Cleared		

USS LSTY s

2/14 Aust Inf Bde

2. Attention is drawn to 7 Aust Div Adm Order No 18 of 4 Oct 44. Ships (Army) Staff as laid down by this order should be appointed by OC Troops and provision made for administrative personnel. However it is pointed out that these may be supplied by other units on board and in some cases should be drawn from these to be disembarked later.

3. It is suggested that the above staff and adm arrangements be attached to Unit Operation Orders as an Appendix.

Signed at ..... 16/3/10 .....

Issued through ..... Wireless .....

L Walsh Maj
BM 21 Aust Inf Bde

DISTRIBUTION

As for 21 Aust Inf Bde Operation Order No 1.

SECRET

EXERCISE "SEAGULL"

Subject : APPOINTMENT OF OsC TROOPS

HQ 21 Aust Inf Bde
Ref No : GO 820
16 Mar 45.

1. The following units will be responsible for appointing the above officer for the ships as shown :-

Ship	Unit Supplying OC Troops
HMS GLENEARN	2/27 Aust Inf Bn
HMAS WESTRALIA	2/14 Aust Inf Bn
HMAS MANOORA	2/16 Aust Inf Bn
HMAS KANIMBLA	2/1 Aust Fd Bn
USS LSTY 1	2/16 Aust Inf Bn
USS LSTY 2	2/6 Aust Fd Amb
USS LSTY 3	2/5 Aust Fd Regt
USS LSTY 4	2/27 Aust Inf Bn
USS LSTY 5	2/27 Aust Inf Bn
USS LSTY 6	2/6 Aust Fd Regt
USS LSTY 7	2/14 Aust Inf Bn
USS LSTY 8	2/14 Aust Inf Bn

2. Attention is drawn to 7 Aust Div Adm Order No 15 of 4 Oct 44. Ships (Army) Staff as laid down by this order should be appointed by OC Troops and provision made for administrative personnel. However it is pointed out that these may be supplied by other units on board and in some cases should be drawn from those to be disembarked latest.

3. It is suggested that the above staff and adm arrangements be attached to Unit Operation Orders as an Appendix.

Signed at 16/3/45

Issued through

[signature]
Maj
BM 21 Aust Inf Bde

DISTRIBUTION

As for 21 Aust Inf Bde Operation Order No 1.

Army Form C2136 (Large)
(Pads of 100) (Adapted Sept. 1943)

MESSAGE FORM

Register No.

Call	Ser. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A)	Originator	Date—Time of Origin	Office Date Stamp
	21 AUST INF BDE	050840K	

For Action

2/14 2/16 2/27 AUST INF BNS 2/1 AUST PNR BN
21 AUST INF BDE SIG SEC 2/5 AUST FD REGT
BTY 2/2 AUST Tk A REGT 2/6 AUST FD COY
COY 2/1 AUST MG BN 2/10 AUST SUP DEPOT PL
2/6 AUST FD AMB

(w) For Information (INFO.)

7 AUST DIV HQ RAA HQ RAE
1 AUST BEACH GP 'Q'

Message Instructions GR

ORIGINATOR'S No.

GO 46 SECRET (.) Exercise SEAGULL (.) conference planning HQ 21 aust inf bde 060900K (.) confirmation and additional details outline plan (.) COs adjts and IOs of major units and OsC of minor units will attend (.) ack all informed

ack 0510 20K
AK

This message may be sent AS WRITTEN by any means { except _____ } Wireless	If liable to be intercepted or fall into enemy hands, this message must be sent IN CIPHER	Originator's Instructions Degree of Priority	Time THI or TOR	System	Op
Signed R Ryoode Capt	Signed	IMPORTANT SDR	Time Cleared		

(iii) harass enemy movements
(iv) furnish infm of enemy strength and movements.

Copy No...5.....

21 AUST INF BDE OUTLINE PLAN - OPERATION "SEAGULL"

Ref Map : PORT TUBAN 1 inch to 1 mile

INFORMATION

1. Topography) See 7 Aust Div Special "SEAGULL" Int Summary No 1.
2. Enemy)

3. Own Tps

(a) US Forces control LEYTE and SAMAR and have established two bomber strips and four fighter strips with an additional seven strips on MINDORO.

(b) 7 Aust Div is to land on MORONES ISLAND in the MONACO area and seize and hold a covering position in the area GILLAMATONG - PORT TUBAN, to

(i) protect the landing of the remainder of 1 Aust Corps;
(ii) cover the establishment of an Aust Base Sub area in the area of landing;
(iii) permit the early establishment of light naval and air facilities in this locality;
(iv) command the landing of "X" Aust Inf Bde Gp and control the operation of this brigade group against TOMAKINE, until 9 Aust Div takes over command;
(v) capture NUSA to secure harbour facilities for the Allied Forces.

(c) (1) 18 Aust Inf Bde Gp is to land on CHARLIE YELLOW and GREEN Beaches (simultaneously with 21 Aust Inf Bde landing on CHARLIE RED and DOG GREEN Beaches), capture PORT TUBAN, secure the line 952182 to 950290 and remain responsible for securing the East flank of the beachhead.

(ii) Inter bde boundary is main rd to KENAPAI along West shore of LAKE MURDI, incl to 18 Aust Inf Bde.

(d) "X" Aust Inf Bde Gp is to land on CHARLIE Sector on D Day, come into Div res and be prepared to move through 21 Aust Inf Bde, NOT before D plus 2, and advance on TOMAKINE.

(e) 1 Aust Para Bn is to make an airborne landing in KENAPAI area morning D plus 1 day to secure suitable beachhead for an unopposed landing by 25 Aust Inf Bde Gp on D plus 2.

(f) 25 Aust Inf Bde Gp is to land in the KENAPAI area on D plus 2 secure an area for the temporary maintenance of a brigade group and patrol beyond TAGANI with a view to the subsequent advance on NUSA.

4. Guerilla Forces

(a) On MORONES IS there are approximately 17,000 guerillas.

(b) Their tasks prior to D Day are raiding and sabotage.

(c) From the night of D minus 1/D Day they will :-
(i) cut communications
(ii) demolish bridges
(iii) harass enemy movements
(iv) furnish infm of enemy strength and movements.

5. Naval Support

Allied naval forces are co-operating by :-

(a) Protecting convoys.

(b) Bombarding the beaches in support of landings.

(c) Intercepting any enemy attempt to reinforce MORONES IS.

(d) Carrying out a diversionary raid on SIRIWAI at first light on D Day.

(e) Establishing motor boat bases on MORONES by D plus 2 from which 30 craft can operate.

(f) Providing destroyers and cruisers on call for support of operations subsequent to D Day.

(g) Pre-arranged naval bombardment programme see Appendix "G".

6. AIR

(a) Enemy

(i) See 7 Aust Div Special "SEAGULL" Int Summary No 1.
(ii) Enemy aircraft expected in objective area are shown in Appendix "H"

(b) Own

(i) Composition - see Appendix "H".
(ii) Strategic Air Sp
Land based aircraft operating from SAMAR, LEYTE, MINDORO, and LUZON are providing general strategic sp.
Protection for convoys and naval forces is provided by naval aircraft operating from carriers of Naval Support Groups.
(iii) Tactical Air Sp
Until D plus 8 the only close sp available will be provided by an escort carrier group of 8 CVEs (128 fighter and 96 Dive Bomber and Torpedo Bombers).
(iv) AUSTER Aircraft
Six Auster aircraft will be available as soon as landing strip is constructed on D Day, until D plus 4.
(v) Pre-arranged close sp programme - see Appendix "H".

7. Beach Reports

See 7 Aust Div Special "SEAGULL" Int Summary No 1.

INTENTION

8. 21 Aust Inf Bde will land on DOG GREEN and CHARLIE RED beaches and :-

(a) Secure a beachhead.

(b) Capture GILIAMATONG, the rd junc 790405, the VIGA river crossing at 850388 and the GILIAMATONG Airfield.

(c) Be prepared to advance and capture the high ground 7543 - 7545.

METHOD

SUMMARY OF OPERATION

9. The operation will be carried out in four phases as follows :-

Phase I

10. 2/14 Aust Inf Bn and 2/27 Aust Inf Bn will land on CHARLIE RED and DOG GREEN beaches respectively and secure a covering position as shown by the RED line on Trace "A" attached.

Phase 1(a) Secure line 1000x inland

Phase II

11.(a) 2/1 Aust Pnr Bn and 2/16 Aust Inf Bn will land on CHARLIE RED and DOG GREEN beaches respectively and concentrate in rear of fwd bns.

(b) See Trace "B" attached.

Phase III Bns first flight from Manoora & Kanimbla

12.(a) 2/1 Aust Pnr Bn will advance and secure the VIGA river crossing at 850388 and Gun E.

(b) 2/16 Aust Inf Bn will advance, cross the VIGA river at 825374 and secure GILIAMATONG VILLAGE, rd junc 790405 and crossing 783411.

(c) See Trace "C" attached.

Phase IV

13.(a) 2/27 Aust Inf Bn move area of river bend 840382.
(b) 2/14 Aust Inf Bn move to sq 8537.

(c) Each bn will be prepared to carry out the roles shown in Phase IV below.

(d) See Trace "D" attached.

14. Composition of Bn LTs

See Appendix "E" attached.

15. Beaches

Division of coastline into beaches - see Appendix "F" attached.

PHASE I - ASSAULT LANDING

16. 2/14 Aust Inf Bn

(a) Composition - See Appendix "E".

(b) Tasks

(i) Land at H Hour on CHARLIE RED beach.
(ii) Secure the area up to the RED line from incl 200 yds East of the rd to MONACO to edge of mangroves 8434.
left (iii) Link up with ~~right~~ fwd bn of 18 Aust Inf Bde
(iv) Establish a standing patrol of one pl strength at rd junc 858377 to contact 2/7 Aust Cav (Cdo) Regt.

(c) The assault waves will be in LVTs

17. 2/27 Aust Inf Bn

(b) Tasks

(i) Land at H Hour on DOG GREEN beach.
(ii) Secure the area up to the RED line from edge of mangroves 8434 to bend in VIGA river at 820352.

(c) The assault waves will be in LVTs. capacity 20.

18. Inter Bn Boundary

See Trace "A" attached.

19. Naval Support

Naval bombardment plan is shown in Appendix "G" attached.

20. Air Support

Air suuport programme is shown in Appendix "F" attached.

21. LVT(A) Support

One wave of 12 LVT(A)s will precede the assault waves. The assault waves of each bn will be flanked by LVT(A)s, which will provide close sp.

22. LVTs

LVTs allotted to 2/27 Aust Inf Bn as troop carriers will remain with the bn for use in securing RED line.

PHASE II - FOLLOW UP BNS

23. 2/1 Aust Pnr Bn

(a) Composition - See Appendix "E"

(b) Task - Land on CHARLIE RED beach and concentrate in rear of 2/14 Aust Inf Bn as shown on Trace "B" attached.

24. 2/16 Aust Inf Bn

(a) Composition - See Appendix "E"

(b) Task - Land on DOG GREEN beach and concentrate in rear of 2/27 Aust Inf Bn as shown on Trace "B" attached.

PHASE III

25. 2/1 Aust Pnr Bn

(a) Tasks

(i) On orders from Bde HQ adv and secure the crossing over the VIGA river at 850388.
(ii) Destroy enemy Gun E located at 847393.

(b) Special Instructions

(i) If the bridge at 850388 is intact, 2/1 Aust Pnr Bn will cross the river and occupy a position to make secure the rd junc 848391 and bridge 850388.
(ii) If the bridge at 850388 has been demolished, 2/1 Aust Pnr Bn will endeavour to force a crossing. If a crossing can NOT be effected, 2/1 Aust Pnr Bn will occupy a position on the South bank of the river and be prepared to support a crossing by 2/27 Aust Inf Bn.

26. 2/16 Aust Inf Bn

(a) Tasks

(i) On orders from Bde HQ, advance and gain a crossing over the VIGA river at 825374.
(ii) Capture GILLAMATONG VILLAGE.
(iii) Establish a locality in the area rd junc 790405 - crossing 783411 to prevent enemy moves from the West.
(iv) Patrol, and clear the enemy from, the area West of the VIGA river and the main airfield defences as far West as PIGALOO river.

27. Air Support

One ALP will be allotted each bn with call on close air support.

28. Naval Support

One SFCP will be allotted each bn with call on additional naval gunfire.

29. Arty

(a) One bty 2/5 Aust Fd Regt available for sp.

(b) FOOs with each bn.

30. LVT(A)s

One coy Amphibious Tk Bn will report to each 2/1 Aust Pnr Bn and 2/16 Aust Inf Bn in the concentration/ and be prepared to support these units in carrying out Phase III. area

31. LVTs

16 LVTs will report to each 2/1 Aust Pnr Bn and 2/16 Aust Inf Bn in the concentration area.

Task - To assist bns in crossing VIGA river.

32. Engrs

One sec 2/6 Aust Fd Coy in support each 2/1 Aust Pnr Bn and 2/16 Aust Inf Bn.

Task - to assist bns in crossing VIGA river.

PHASE IV

33. 2/27 Aust Inf Bn

Task - On orders from Bde HQ move to area of river bend 840382 and be prepared to :-

(i) Support 2/1 Aust Pnr Bn if that bn is successful in securing the crossing before it has been demolished.
(ii) If 2/1 Aust Pnr Bn has NOT secured a crossing, secure a bridgehead over the VIGA river at approx 840382.
(iii) Support 2/16 Aust Inf Bn if necessary.

34. 2/14 Aust Inf Bn

Task - On orders from Bde HQ move to sq 8537 and be prepared to :-

(i) Move through 2/1 Aust Pnr Bn and capture Guns A and B and the high ground in their vicinity.
(ii) Then move West and destroy enemy defences on airfield and guns F and D.

35. Naval and Air Sp

Requests for naval and air sp by 2/14 and 2/27 Aust Inf Bns will be made through Bde HQ.

36. Arty

(a) It is anticipated that by this time all three btys of 2/5 Aust Fd Regt will be available for sp.

(b) FOOs will be attached each 2/14 and 2/27 Aust Inf Bns.

GENERAL

37. Armd

Two coys Amphibious Tk Bn will be used to :-

(a) Precede leading waves of assault bns and engage bunkers, posts and enemy defences in the landing areas.
(b) Provide flank protection for assault waves and close sp fire onto enemy beach defences.
(c) Provide sp for 2/1 Aust Pnr Bn and 2/16 Aust Bn in carrying out Phase III.

38. One coy Amphibious Tractor Bn will be used to :-

(a) Convey engr personnel to clear 12 gaps in underwater obstacles, prior to H Hour.

(b) Carry leading waves of assault bns as far as timber line.

(c) Assist 2/27 Aust Inf Bn in securing RED line.

(d) Rally and be prepared to assist 2/16 Aust Inf Bn and 2/1 Aust Pnr Bn in crossing the VIGA river.

39. Arty

Fd

(a) One bty 2/5 Aust Fd Regt will be landed in DUKWS at approx H plus 90.

(b) Remainder of regt will be landed by approx H plus 180.

(c) FOOs will move with each bn.

40. Tk A

(a) 7 Bty 2/2 Aust Tk A Regt with 8 x 6 pr guns and 4 x 4.2 in mortars remain under bde control.

(b) Probable Task - defence of beachhead area with 6 prs and sp of 2/1 Aust Pnr Bn with 4.2 in mortars.

41. Engrs

2/6 Aust Fd Coy with under comd det 2/25 Aust Fd Pk Coy will :-

(a) Clear 12 gaps for LVTs to DOG GREEN and CHARLIE RED beaches before H Hour.

(b) Clear 3 gaps for LSTs to DOG GREEN and CHARLIE RED beaches by H plus 3 hrs.

(c) Land two secs with the leading waves of each assault bn and clear DOG GREEN and CHARLIE RED beaches of mines.

(d) Place one sec in sp each 2/16 Aust Inf Bn and 2/1 Aust Pnr Bn to assist in crossing VIGA river.

(e) Provide class 5 and subsequently class 30 crossing of VIGA river.

(f) Be prepared to sp further adv of this bde.

42. MMGs

(a) One Coy 2/1 Aust MG Bn will land in sp 2/1 Aust Pnr Bn.

(b) Probable Task - Provide fire sp for crossing of VIGA river at 850388.

43. Shipping

Distribution of Force to Ships - See Appendix "J" to be issued later.

44. D Day - 28 Mar 45

45. H Hour - 0730 hrs.

46. Security

Instructions for security measures are attached at Appendix "K".

ADM

47. Issued separately.

INTERCOMN

48. See 21 Aust Inf Bde Sig Instr.

49. Location of Bde HQ - HMAS MANOORA.

50. Alternative Bde HQ - HMAS KANIMBLA.

51. Wireless Silence

Wireless silence will be maintained by all Army Wireless Stations afloat until H minus 2 Hours Emergency communications afloat will be passed over Navy channels prior to H minus 2 Hours Listening watch will be kept from 1800 Hours on D minus 1.

52. Time Zone Suffix

Time zone suffix will be "H". To determine the time from this zone, eight hours will be added to GMT or two hours subtracted from AUSTRALIAN Eastern Standard Time.

53. Frequencies
Codes and Ciphers

See 21 Aust Inf Bde Sig Instr.

54. Synchronisation

(a) Afloat - Ships Time. Zone HOW.

(b) Ashore - BBC Time Signals.

55. Code name for the operation = "SEAGULL".

56. ACK.

Signed at. Ashore.

Issued through. Sigs.

A Blatt
Maj
BM 21 Aust Inf Bde

DISTRIBUTION

	COPY No
2/14 Aust Inf Bn	1
2/16 Aust Inf Bn	2
2/27 Aust Inf Bn	3
21 Aust Inf Bde Sig Sec	4
2/5 Aust Fd Regt	5
7 Bty 2/2 Aust Tk A Regt	6
2/6 Aust Fd Coy	7
2/1 Aust Pnr Bn	8
2/6 Aust Fd Amb	9
7 Aust Div	10 - 14
Comd	15
BM	16
SC	17
IO	18
File	19
War Diary	20 - 21

SECRET

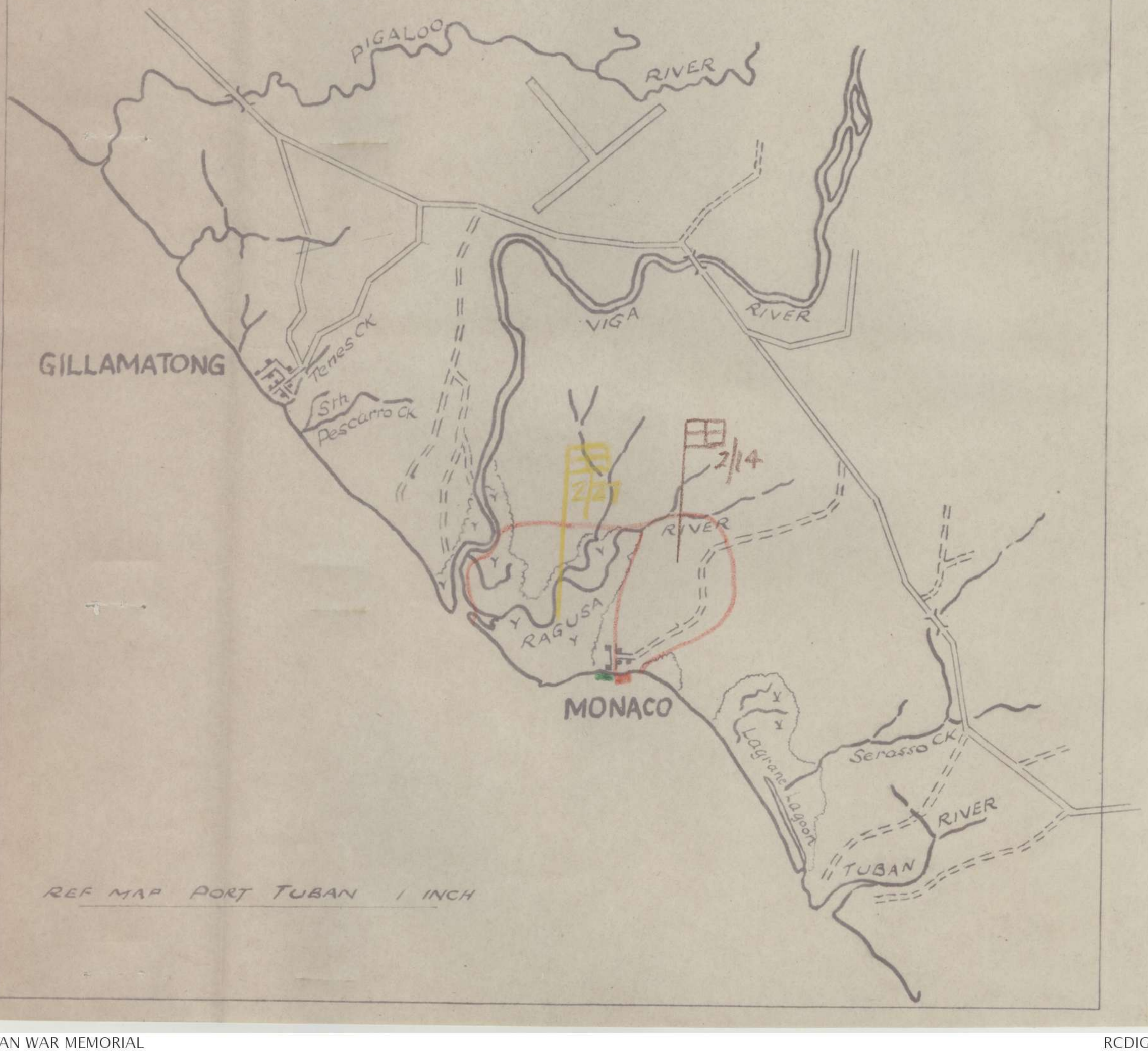
EXERCISE SEAGULL

APPX "A" TO

21 AUST INF BDE

OUTLINE PLAN

PHASE 1



REF MAP PORT TUBAN 1 INCH

SECRET
EXERCISE SEAGULL
APPX "B" TO
21 AUST INF BDE
OUTLINE PLAN

PHASE 2

REF MAP PORT TUBAN 1 INCH

SECRET

EXERCISE SEAGULL

APPX "C" TO
21 AUST INF BDE
OUTLINE PLAN

PHASE 3

REF MAP PORT TUBAN 1 INCH

SECRET

EXERCISE SEAGULL

APPX "D" TO

21 AUST INF BDE

OUTLINE PLAN

PHASE 4

REF MAP PORT TUBAN 1 INCH

S E C R E T

EXERCISE "SEAGULL"

APPENDIX "E"

PART I - COMPOSITION OF BN LTs

2/14 Aust Inf Bn LT

2/14 Aust Inf Bn, with under comd :-

IO Party HQ 21 Aust Inf Bde
Det 21 Aust Inf Bde Sig Sec
Det "C" Aust FS Sec
Det 34 Aust FS Sec (EE)

and in sp

Det 7 Bty 2/2 Aust Tk A Regt
FOO Party 2/5 Aust Fd Regt
Two Secs 2/6 Aust Fd Coy
Lt Sec 2/6 Aust Fd Amb
Det Amphibious Tractor Bn
Det Amphibious Tk Bn.

2/16 Aust Inf Bn LT

2/16 Aust Inf Bn, with under comd :-

IO Party HQ 21 Aust Inf Bde
Det 21 Aust Inf Bde Sig Sec
Det "C" Aust FS Sec
Det 34 Aust FS Sec (EE)

and in sp

FOO Party 2/5 Aust Fd Regt
One Sec 2/6 Aust Fd Coy
Lt Sec 2/6 Aust Fd Amb
One ALP
One SFOP
Det Amphibious Tractor Bn) on arrival in
Det Amphibious Tk Bn) concentration area.

2/27 Aust Inf Bn LT

2/27 Aust Inf Bn, with under comd :-

IO Party HQ 21 Aust Inf Bde
Det 21 Aust Inf Bde Sig Sec
Det "C" Aust FS Sec
Det 34 Aust FS Sec (EE)

and in sp

Det 2/2 Aust Tk A Regt
FOO Party 2/5 Aust Fd Regt
Two Secs 2/6 Aust Fd Coy
Lt Sec 2/6 Aust Fd Amb
Det Amphibious Tractor Bn
Det Amphibious Tk Bn.

2/1 Aust Pnr Bn LT

2/1 Aust Pnr Bn, with under comd :-

Det 21 Aust Inf Bde Sig Sec

and in sp

FOO Party 2/5 Aust Fd Regt
One Sec 2/6 Aust Fd Coy
One Coy 2/1 Aust MG Bn
Lt Sec 2/6 Aust Fd Amb
One ALP
One SFOP
Det Amphibious Tractor Bn) On arrival in
Det Amphibious Tk Bn) concentration area.

PART II

ADDITIONAL UNITS IN SP OF BDE AND TO BE LANDED BY BDE

Hq 21 Aust Inf Bde
21 Aust Inf Bde Sig Sec less dets
Det 2/42 Aust Cipher Sec
1 Pl B Coy 2/1 Aust Gd Regt
Det "C" Aust FS Sec less dets
Det 34 Aust FS Sec (EE) less dets
One unit ATIS
2/59 Aust IAD
Det 8 Sec Sigs 7 Aust Div
OP Det 3 Aust Pigeon Sec
Det 2 Aust Mil Ldg Gp.
2/6 Aust Fd Regt less FOO Parties
2/5 Aust Fd Regt Sig Sec
2/52 Aust IAD
1 Bty 2/2 Aust Tk A Regt less Dets
Det 2/2 Aust Tk A Regt Sig Sec
Det 2/54 Aust IAD
2/6 Aust Fd Coy less dets
Det 2/25 Aust Fd Pk Coy
Det 2 Aust Engr Sig Sec
2/10 Aust Sup Depot Pl
2/6 Aust Fd Amb less dets
Det 2/2 Aust Malarial Control Unit
1 Sec 2/5 Aust Dental Unit.
One Sec 7 Aust Div Pro Coy
One ALP
One SFOP

PART III

ADDITIONAL UNITS UNDER COMD BDE FOR LANDING ONLY

Recce Party 1 Aust Corps
23 Pl 2/1 Aust Gd Regt less dets
8 Regts Partisan Forces
5 Naval LOs
Det Local Admin Unit
Det 2 Aust Op Report Team
A and B Tps 1 Aust Naval Bombardment Gp less nine SFOP

2/3 Aust Fd Coy
2 Aust Fd Coy less det
Det A Aust Corps Sigs
2 and 3 Aust Line Secs
Det 1 Aust WT Sec (Lt)
3 Aust Pigeon Sec less Op Dets
One Aust Sup Depot Pl
One Aust Tpt Pl (Hy)
Lt Sec 2/125 Aust Bde Ord Fd Pk
2/53 Aust IAD (Type A)
One Sec 1 Aust Armd Div Pro Coy
7 Aust Div Sal Unit
2 Aust Beach Gp less Dets
Air OP Det RAAF
3 Bomb Disposal Det RAAF
BM 60 Wks Wing Recce Party RAAF
Det ESB
Det HQ Ship Wireless Sec (Not landing)

SECRET

EXERCISE SEAGULL

APPX "F" to 21 Aust Inf Bde OUTLINE PLAN
SUBDIVISION of COASTLINE into BEACHES
Ref Map PORT TUBAN
Scale 2 ins to 1 mile

S E C R E T

EXERCISE "SEAGULL"

Appendix "K" to 21 Aust Inf Bde

Outline Plan

SECURITY MEASURES

PLANNING

1. Dissemination of information will be restricted to the minimum staff commensurate with efficiency and even then individuals will be told only sufficient detail to enable them to perform their particular tasks.

2. The time table for disclosure of the plan to subordinate formations and troops is as follows :-

(a)	Battalion Commanders	Not before D minus 30
(b)	Company Commanders	Not before sailing date minus 7
(c)	Platoon Commanders	Not before sailing date minus 4
(d)	Troops	Not before sailing date minus 2

CENSORSHIP

3. Franking of Correspondence

(a) Special care will be taken by unit franking officers to ensure that presence of units in the staging areas is not disclosed.

(b) Prior to sailing date minus 7, field censorship personnel will conduct spot checks of outgoing mail of all units in the staging areas. After sailing date minus 7 field censorship personnel will arrange for all outgoing mail to be recensored.

4. Telegrams

From sailing date minus 7, cable and telegram facilities will be withdrawn from all ranks, except that cables and telegrams may be sent in special cases. All such telegrams or cables will be submitted to the field censorship company before despatch.

SECRET

EXERCISE "SEAGULL"
Appx "P" to 7 Aust Div Special Intelligence Summary No.1

Copy No....8.....

NORTHERN ISLANDS ASTRONOMICAL DATA - 20 to 30 MAR 1945

1945	HIGH WATER		LOW WATER		FIRST LIGHT	SUN		LAST LIGHT	MOON		
	TIME	HT	TIME	HT		RISE	SET		RISE	SET	
Tues 20 Mar	0814 2046	5.3 4.3	0239 1436	-1.0 0.0	0536	0610	1811	1857	1116	2353	
Wed 21 Mar	0842 2116	5.0 4.2	0314 1526	-0.8 0.2	0536	0610	1811	1857	1201	-	
Thur 22 Mar	0915 2158	4.7 4.1	0354 1610	-0.1 0.5	0535	0610	1811	1857	1247	0046	
Fri 23 Mar	0950 2246	4.0 3.9	0433 1648	0.3 0.7	0535	0609	1811	1857	1333	0139	
Sat 24 Mar	1035 2355	3.6 3.2	0509 1728	0.8 1.0	0535	0608	1810	1857	1423	0231	
Sun 25 Mar	1145 -	2.9 -	0543 1805	1.0 1.2	0534	0608	1810	1856	1510	0322	
Mon 26 Mar	0124 1325	2.9 2.4	0616 1840	1.0 1.6	0534	0608	1810	1856	1601	0411	
Tues 27 Mar	0241 1501	3.4 2.6	0648 1913	0.6 0.9	0534	0607	1809	1856	1650	0501	
Wed 28 Mar	0322 1546	3.8 3.4	0731 2004	-0.2 0.6	0533	0606	1809	1856	1739	0553	
Thur 29 Mar	0408 1634	4.7 4.1	0817 2046	-0.9 -0.1	0533	0605	1809	1856	1831	0639	
Sat 30 Mar	0452 1709	5.0 4.8	0902 2133	-1.2 -0.5	0532	0605	1808	1856	1928	0729	

NOTES: 1 Tides:- Springs, Mon 19 March and Mon 1 April. Neaps, Mon 26 Mar.
2 Moons:- New, Sat 17 Mar. First Quarter, Sat 24 Mar. Full Sat 31 Mar.