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

1/4/1
CORPS

1 Australian Corps General Branch (1 Aust Corps 'G' Branch)

March 1945, part 4, appendices

S E C R E T

EXERCISE "SEAGULL"

1 AUST CORPS OUTLINE PLAN Copy No .....

OPERATION "SEAGULL" 22 Jan 45

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

INFO

1. The following is contained in 1 Aust Corps Intelligence Summary Operation "SEAGULL".

(a) Strength and approximate location of enemy land forces and coastal defences.

(b) Enemy air and naval intelligence.

(c) Topographical information.

(d) Dispositions and strengths of guerilla forces.

2. 6 Aust Div has completed mopping up operations in the AITAPE - WEWAK area and is concentrating at WEWAK. On completion of concentration 6 Aust Div is to come into corps reserve.

INTENTION

3. 1 Aust Corps will capture the island of MORONES to permit its development as an advanced base and the establishment of air and naval facilities on this island.

METHOD

4. The initial landing will be made by 9 Aust Div Group. 7 Aust Div Group will form the Follow Up Force and will land in the same area. 6 Aust Div will remain as corps reserve at AITAPE.

Force Order of Battle

5. Is attached as follows:

(a) Summarized Order of Battle 1 Aust Corps - Appendix 'A'

(b) 9 Aust Div Group with 21 Aust Inf Bde Group under command. - Appendix 'B'

(c) 7 Aust Div Group less 21 Aust Inf Bde Group. - Appendix 'C'

(d) Units 1 Aust Corps Troops and units 1 Aust Base Sub Area NOT allotted to divisional groups (landing D Day to D plus 14). - Appendix 'D'

(e) Build Up Force - Units 1 Aust Corps - Appendix 'E'

(f) Build Up Force - Units 1 Aust Base Sub - Appendix 'F'
Area

(g) RAAF units (landing D Day to D plus 30)- Appendix 'G'

Times of Landing

6. (a) Assault Force - Sufficient amphibious shipping has been allotted to 9 Aust Div to permit the landing of two assault brigades simultaneously, of two follow up brigades, and the balance of force by D plus 7. Shipping allocation has been based on Light Scale.

(b) Follow Up Force - Sufficient amphibious shipping has been allotted to 7 Aust Div to permit of its landing from D plus 7 to D plus 11. Shipping allocation has been based on Normal Scale.

Task of 9 Aust Div

7. 9 Aust Div will -

(a) Seize and hold a covering position in the area GILLAMATONG - PORT TUBAN as shown in Trace 'Y' attached, to protect the landing of the remainder of the force, to cover the establishment of an Aust Base Area in the area of landing, and to permit the early establishment of light naval and air facilities in this locality.

(b) Organise and control the landing of 21 Aust Inf Bde Group. Control the further operations of 21 Aust Inf Bde Group against TOWAKINE until HQ 7 Aust Div takes over command.

(c) Capture MUSA to secure harbour facilities for the Allied Forces.
Operations for the capture of MUSA will be pressed vigorously as soon as the beachhead is secure.

Task of 7 Aust Div

8. 7 Aust Div will -

(a) Land in the beachhead area captured by 9 Aust Div.

(b) Seize and hold TOWAKINE to permit its use as a port and probable development as a subsidiary base.
Operations for the capture of TOWAKINE will be pressed vigorously as soon as the beachhead is secure.

9. HQ 7 Aust Div will take over command of 21 Aust Inf Bde Group as soon as possible after HQ 7 Aust Div has landed.

10. Commander 9 Aust Div will give HQ 1 Aust Corps and HQ 21 Aust Inf Bde the earliest warning possible of the time after which 21 Aust Inf Bde may pass through the left forward brigade of 9 Aust Div and the arrangements made with the forward brigade to facilitate the passage.

Naval Commitments

11. Allied Naval Forces are supporting the operation by -

(a) Transporting and landing the Force and providing naval protection for the operation.

(b) Bombardment in support of the landing in accordance with Appendix 'H' attached.

(c) Arranging for fighter cover for convoys and fighter cover and close air support for the landing operation.

(d) Denying enemy seaborne reinforcements and supplies to MORONES ISLAND.

(e) Establishing motor torpedo boat bases on MORONES ISLAND by D plus 2 and subsequently naval facilities thereon.

Allied Air Force Commitments

12. Allied Air Forces (land based aircraft), operating from bases in LEYTE S[illegible]AR and MINDORO, are responsible for the following -

(a) Masking our intention by large scale air offensive on strategic targets.

(b) Neutralisation prior to D Day of enemy activities within striking distance of the area of intended operations and thereafter continuing neutralisation as necessary.

(c) Providing fighter cover for convoys in co-operation with Allied Naval Forces.

(d) Destroying hostile shipping and port installations in the northern PHILLIPINES area prior to D Day with special emphasis on APARRI and MANILA.

(e) Assisting Allied Naval Forces in denying enemy seaborne reinforcements and supplies to MORONES ISLAND after D Day.

(f) Taking over the responsibility for the provision of close air support from Allied Naval Forces on D plus 8 at a time to be arranged mutually by the two commanders.

(g) Provision of transport aircraft on a limited scale.

Close Air Support

13. Close Air Support is being provided by carrier based aircraft until they are relieved of this responsibility by land based aircraft on D plus 8. Until this time land based aircraft from [illegible]AR, LEYTE and MINDORO are being employed on tasks outside the area of the landing and will not, except in an emergency, be available for close support of assaulting troops. Details of close support available from carriers are given in Appendix 'I' attached.

RAE

Engineer Stores

14. The following lists have already been distributed through engineer channels, showing stores already demanded by HQ 1 Aust Corps to cover possible formation requirements -

(a) Engineer stores in first 30 days initial maintenance to be shipped to objective area through Staging Area 1 (Group A).

(b) Bridging stores to be shipped to objective area through Staging Area 1 (Group A).

(c) Engineer stores in first 30 days initial maintenance, to be shipped to objective area through Staging Area 2 (Group B).

(d) Bridging stores to be shipped to objective area through Staging Area 2 (Group B).

(e) Normal monthly maintenance of engineer stores to the objective area.

1 Aust Corps Pool of Equipment and MT

15. The allocation of engineer equipment from 1 Aust Corps Pool of Equipment and MT in accordance with 1 Aust Corps G/6025/SD of 1 Jun 45, has been notified through engineer channels.

Stores Demand

16. Demands for formation requirements of stores listed in paragraph 14 above, and any other stores not included therein, will be submitted through engineer channels.

Naval Pontoon Causeway

17. In addition to Naval Lighterage Pontoons for Base Sub Area requirements, sufficient 2 x 30 Naval Lighterage Pontoon Causeways are being provided to bridge the water gap from LSTs to shore during the assault. The causeways are to be carried on the LSTs.

Base Construction

18. Stores and equipment for base construction and airfield construction will be co-ordinated by CE 1 Aust Corps and CE (Wks) 1 Aust Base Sub Area.

Airfield Construction

19. (a) 9 Aust Div will arrange for the construction of a strip to take Air OPs in the vicinity of 9039 (ref PORT TUBAN sheet) to be operative not later than D plus 1.

(b) RAAF Works Wing, under command CE (Wks) 1 Aust Base Sub Area will be responsible for all airfield construction, except as indicated in sub-para (a) above.

Priorities

20. Priorities and target dates for works will be adhered to as rigidly as possible -

(a) of base construction as set out in Appendix 'J' attached, particularly in the case of early stage bulk oil installation and wharfage.

(b) of airfield construction as set out in Airfield Construction Project attached as Appendix 'K'.

ARTY

21. Subsequent to the landing by 9 Aust Div. CCRA 1 Aust Corps will co-ordinate -

(a) Requests for naval gunfire.

(b) Plans for employment of AA regiments (less LAA batteries with divisions).

D Day

22. For planning purposes D Day is 25 Mar 45.

H Hour

23. 0730H (to be confirmed).

Command

24. (a) GOC 1 Aust Corps will command 1 Aust Corps and 1 Aust Base Sub Area throughout the operation.

(b) In addition to the tasks given in paragraph 11 above the Commander Allied Naval Forces is responsible for landing units of 1 Aust Corps and 1 Aust Base Sub Area in the order and at the time and place required by GOC 1 Aust Corps.

Shipping

25. Is attached as follows -

(a) Outline Allotment of Force to shipping - Appendix 'L'

(b) Allotment of shipping to embarkation groups and estimated capacities of ships by types. - Appendix 'M'

26. After D plus 14 allocation of shipping and control of convoys are being effected under LHQ arrangements.

Embarkation

27. Units will embark from respective staging areas. Remaining units not located at staging areas will embark from AUSTRALIA.

28. 9 Aust Div will be responsible for the allocation of shipping space and the embarkation arrangements for the following -

(a) Units of 1 Aust Corps and 1 Aust Base Sub Area landing on D Day and D plus 1.

(b) RAAF units landing on D Day.

(c) USN units landing on D plus 1, D plus 2 and D plus 3.

Convoy Groupings

29. Details of the composition and conduct of convoys are given in extracts from the Naval Plan attached as Appendix 'N'.

Rehearsals

30. (a) Rehearsals for units of 9 Aust Div Group and 21 Aust Inf Bde Group will be carried out under arrangements HQ 1 Aust Corps on 6 Mar 45. (Date to be confirmed).

(b) The object of the rehearsals will be to land all personnel, vehicles and stores of 9 Aust Div Group and 21 Aust Inf Bde Group and to carry out necessary development of the beachhead and tactical moves inland.

(c) Stores and vehicles will be reloaded at the conclusion of the rehearsals.

ADM

Outline Maintenance Plan

31. (a) 30 days initial maintenance for units landing from D Day to D plus 14 is available in respective Staging Areas.

(b) Units landing from D Day to D plus 14 will move with 10 days initial maintenance. Remaining 20 days initial maintenance is to be moved to the far shore by D plus 14 under arrangements HQ 1 Aust Corps.

(c) Normal maintenance is to begin on D plus 15 under LHQ arrangements.

Reserves

32. 60 days Force reserve is being moved to the far shore under LHQ arrangements as follows -

(a) 30 days by approximately D plus 60.

(b) 60 days by approximately D plus 75.

War Usage Rates

33. The following war usage rates for initial maintenance and Force reserve of ammunition will apply -

(a) Initial maintenance - issued separately(1 Aust Corps G/6158/SD of 12 Jan 45).

(b) Force reserve - 30 days INTENSE
30 days MODERATE

(c) Normal maintenance - replacement of usage

Reinforcement Policy

34. (a) It is estimated that the Force will be engaged at two months INTENSE activity and one month MODERATE activity, thereafter at QUIET rates. No INTENSE or MODERATE rates are envisaged for 1 Aust Base Sub Area as this formation can be considered inactive in the operational area.

(b) Approximately 2400 reinforcements are being made available in Staging Areas to replace wastage in Staging Areas prior to embarkation.

(c) Subsequent reinforcements in accordance with the policy given in 34 (a) above are being provided under LHQ arrangements.

LOB Policy, Assault and Light Scales

35. 9 Aust Div Group and 21 Aust Inf Bde Group

(a) Assault brigades and attached units will embark on Assault Scale. 9 Aust Div will arrange for increase to Light Scale on D plus 1 and Normal Scale by D plus 14.

(b) Follow Up brigades and attached units will embark on Light Scale. 9 Aust Div will arrange for increase to Normal Scale by D plus 14.

(c) Unit vehicles and equipment to build up sub paras (a) and (b) above to Normal Scale will be brought to the far shore by unit LOB parties.

36. Remaining units of the Corps

(a) These units will move on Normal Scale.

(b) LOB personnel for these units move in the same convoys as their respective units but in separate craft.

Maintenance Project

37. Issued separately.

First Key Plan

38. Issued separately. Areas required for operational purposes are included in the First Key Plan. 9 Aust Div will avoid as far as possible, disposing troops in other than the areas allotted to that formation.

Development of the Temporary Maintenance Area

39. (a) 9 Aust Div assisted by 1 Aust Combined Ops Sec (less dets), attached as a branch of 9 Aust Div staff, will be responsible for the initial development of the temporary maintenance area until relieved of this responsibility by HQ 1 Aust Corps. The policy for the development of the Temporary Maintenance Area is given in 1 Aust Corps Maintenance Project Operation "SEAGULL". Prior to the take over by HQ 1 Aust Corps elements of 1 Aust Base Sub Area ashore will be under command 9 Aust Div and may be utilised by 9 Aust Div for this task.

(b) On D plus 4 it is intended that Adv HQ 1 Aust Corps assume command of the elements of 1 Aust Base Sub Area ashore, and of 1 and 2 Aust Beach Groups, and that 1 Aust Combined Ops Sec be transferred to HQ 1 Aust Corps.

(c) On D plus 7 it is intended that HQ 1 Aust Base Sub Area assume command of its own units and 1 and 2 Aust Beach Groups and continue the development of the temporary maintenance area. HQ 1 Aust Base Sub Area will be assisted by 1 Aust Combined Ops Sec (less dets) on transfer from HQ 1 Aust Corps.

Development of the Aust Base Area

40. Policy for development of the Aust Base Area is given in 1 Aust Corps Maintenance Project Operation "SEAGULL".

Defence of the Beachhead Area

41. It is intended that 1 Aust Base Sub Area assume responsibility for close seaward defence of the area on D plus 7 and the anti-aircraft and local ground defence of the airfields established therein by D plus 10.

On D plus 10 it is intended also that anti-aircraft regiments allotted to port and airfield defences come under command HQ 1 Aust Base Sub Area.

INTERCOM

Location of Headquarters Afloat

42. (a) Command Group HQ 1 Aust Corps - Force HQ Ship HMS "LOTHIAN"

(b) Stand By Command Group HQ 9 Aust Div - Force HQ Ship HMS "LOTHIAN"

(c) Stand By Command Group HQ 1 Aust Corps - Stand By HQ Ship HMS "GLENEARN"

(d) Command Group HQ 9 Aust Div - Stand By HQ Ship HMS "GLENEARN"

Moves of Headquarters

43. (a) Command Group 1 Aust Corps will disembark on D plus 1 and will move to the SERASSO CREEK area (reference PORT TUBAN sheet 9035).

(b) Adv HQ 1 Aust Corps closes at Staging Area 1 on D minus 4 and re-opens D plus 4 in the SERASSO CREEK area.

(c) Rear HQ 1 Aust Corps closes at Staging Area 1 on D plus 4 and re-opens D plus 13 in the SERASSO CREEK area.

Signal Plan

44. Issued separately.

Wireless Silence

45. 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 1800H on D minus 1.

Time Zone

46 Time zone suffix will be 'H'. To determine the time from this zone 9 hours will be added to GMT or 2 hour subtracted from Australian Eastern Standard Time.

Codes

47. Codes will be adopted as follows -

(a) Combined Assault Code - for all encoding, other than cipher messages, in the initial phases up to 0700H on D plus 3.

(b) "Trencode" - for all encoding, by field units, subsequent to 0700H D plus 3.

(c) "Slidex" - for RT code.

48. Code words for locations are attached as Appendix 'O'.

49. Code word for the operation will be "SEAGULL".

ACKNOWLEDGE

Issued through LC

Signed at HEZC K

Brig.
GS 1 Aust Corps.

DISTRIBUTION

1 Aust Corps Outline Plan and Appendices 'A' to 'O'

Trace 'Y'

	Copy No	Copy No
7 Aust Div	1 - 6	1 - 6
9 Aust Div	7 - 12	7 - 12
1 Aust Base Sub Area	13 - 15	13 - 15
4 Aust Armd Bde	16	16
Allied Naval Force	17 ++	17 ++
Allied Air Force	18 ++	18 ++
GOC	19	19
BGS	20	20
G	21	21
DA&QMG	22	22
A	23	23
Q	24	24
Adv LHQ	25 - 26 ++	25 - 26 ++
Forward Echelon LHQ	27 - 28 ++	27 - 28 ++
File	29	29
War Diary	30 - 31	30 - 31

NOTE

++ - For exercise only NOT to be despatched.

SECRET

EXERCISE "SEAGULL"

Appendix 'A' to 1 Aust Corps
Outline Plan Operation
"SEAGULL"

SUMMARISED ORDER OF BATTLE - 1 AUST CORPS

TABLE	7 AUST DIV						9 AUST DIV						1 AUST CORPS TROOPS incl BEACH OPS						1 AUST.BASE SUB AREA TROOPS						US FORCES						RAAF					
	Personnel	Guns	By Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT	Personnel	Guns	By Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT	Personnel	Guns	By Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT	Personnel	Guns	By Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT	Personnel	Guns	By Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT
Appendix 'A' - 1 AUST BASE SUB AREA TRPS to BUILD UP FORCE																																			
PART 1 - ex AUSTRALIA																																			
PART 2 - ex STAGING AREA 1																																			
PART 3 - ex STAGING AREA 2	56			10				21																											
TOTAL CORPS TPS IN BUILD UP FORCE	56			10				21																											
Appendix 'B' - RAAF UNITS																																			
ex STAGING AREA 1																																			
ex STAGING AREA 3																																			
ex STAGING AREA 4																																			
TOTAL RAAF UNITS																																			
TOTALS BY FORMATIONS	18000	162	357	1547	55		1695	18004	162	357	1549	55		1706																					
SUMMARY - FORMATION TOTALS																																			
7 AUST DIV	18000	162	357	1547	55		1695	18004	162	357	1549	55		1706																					
9 AUST DIV																																			
1 AUST CORPS TROOPS															23433	160	1804	2334	367	16	2198	7647	8	240	440	9	5117	210							
1 AUST BASE SUB AREA TROOPS															28500	52	1617	1181	403	8	7647	3207		256	195	8	240	440	12548		919	798	684	9	5117
US FORCES															3207		256	195	8	240	440	12548		919	798	684	9	5117	246		16	15			210
RAAF															12548		919	798	684	9	5117	246		16	15			210							
US NAVY															246		16	15			210														
TOTAL FORCE	18000	162	357	1547	55		1695	18004	162	357	1549	55		1706	103938	536	5326	7619	1652	273	19013	103938	536	5326	7619	1652	273	19013							
SUMMARY - GROUP TOTALS																																			
Appendix 'B'	13937	266	1285	2761	195	240	2879																												
Appendix 'C'	15945	142	433	1476	82		1614																												
Appendix 'D'	18252	54	1332	1377	192	24	4085																												
Appendix 'E'	5669	48	624	682	74		544																												
Appendix 'F'	17541	26	717	510	225		4564																												
Appendix 'G'	12548		919	798	684	9	5117																												
Appendix 'H'																																			
Appendix 'I'																																			
US NAVY	246		16	15			210																												
TOTAL FORCE	103938	536	5326	7619	1652	273	19013																												

Appendix 'A' - 1 AUST BASE SUB AREA TRPS to BUILD UP FORCE

PART 1 - ex AUSTRALIA
PART 2 - ex STAGING AREA 1
PART 3 - ex STAGING AREA 2

TOTAL CORPS TPS IN BUILD UP FORCE

TOTAL BASE TPS IN BUILD UP FORCE

Appendix 'D' - RAAF UNITS
ex STAGING AREA 1
ex STAGING AREA 3
ex STAGING AREA 4

TOTAL RAAF UNITS

TOTALS BY FORMATIONS

SUMMARY - FORMATION TOTALS
7 AUST DIV
9 AUST DIV
1 AUST CORPS TROOPS
1 AUST BASE SUB AREA TROOPS
US FORCES
RAAF
US NAVY

TOTAL FORCE

SUMMARY - GROUP TOTALS
Appendix 'B'
Appendix 'C'
Appendix 'D'
Appendix 'E'
Appendix 'F'
Appendix 'G'
Appendix 'H'
Appendix 'I'
US NAVY

TOTAL FORCE

Appendix 'E' - 2 AUST DIV GROUP
plus additional tpt

TOTAL 9 AUST DIV GROUP

Appendix 'F' - 1 AUST CORPS & 1 AUST BASE SUB AREA UNITS NOT ALLOTTED TO DIV GPS.
D DAY TO D + 14
PART 1
PART 2

TOTAL 7 AUST DIV GROUP

TOTAL UNALLOTTED TPS D DAY TO D + 14

Appendix 'G' - 3 AUST DIV GROUP
9 Aust DIV and tpt allotted Table A
Table B
Table A
1 & 2 Aust Reinf tpe -
Table B
21 Aust Inf Bde Gp-Table A and
Tpt allotted Table B
plus additional tpt

TOTAL 9 AUST DIV GROUP

Appendix 'H' - 1 AUST CORPS TPS IN BUILD UP FORCE

PART 1 - ex AUSTRALIA
PART 2 - ex STAGING AREA 1
PART 3 - ex STAGING AREA 2

TOTAL CORPS TPS IN BUILD UP FORCE

TOTAL UNALLOTTED TPS D DAY TO D + 14

Appendix 'I' - 1 AUST BASE SUB AREA TPS to BUILD UP FORCE

PART 1 - ex AUSTRALIA
PART 2 - ex STAGING AREA 1
PART 3 - ex STAGING AREA 2

TOTAL BASE TPS IN BUILD UP FORCE

(a) Incl 7000 General reinforcements

ANNEX

EXERCISE "SHAKILL"

Appendix 'B' to 1 Aust Corps Outline Plan Operation "SHAKILL".

9 AUST DIVISION GROUP

(incl 21 Aust Inf Bde Gp)

Serial	UNIT	TABLE 'A' - LIGHT SCALE - see note 1									TABLE 'B' - NORMAL SCALE LESS LIGHT SCALE - (see note 1)									REMARKS
		Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Bgpt	LVT	DUKWS	Misc Bgpt	Stores DWT (Note 2)	Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Bgpt	LVT	DUKWS	Misc Bgpt	Stores DWT (Note 2)	
1	A GROUP - DIVISION All units on OOB 9 Aust Div vide LEQ SM 10017 of 20 Sep 44, and LEQ SM 12173 of 29 Nov 44. less 9 Aust Div Fd Cash Office less 115 Aust Mob Cinema less 116 Aust Mob Cinema less 2/8 Aust Dental Unit																			Note 1. LOB personnel are taken where LOB exceeds reduction from Normal to Light Scale. Note 2. Estimated tonnages calculated on unit eqpt, accn stores and first line ammo NOT carried in unit MT
		16411	162	337	1248	52				577	1537		14	78	3				1108	
	B GROUP - BEACH GROUPS																			
2	1 Aust Beach Gp	2022	4	86	192	17				50	75		2							
3	2 Aust Beach Gp	2022	4	86	192	17				50	75		2							
		4044	8	172	384	34				100	150		4							
	C GROUP - ALLOTMENT OF CORPS TROOPS																			
4	2 Aust Mil Landing Gp	21			8					1										
5	1 Aust Combined Ops Sec (less dets)	17								1										
6	det 2 AAPIU	2																		
7	34 Aust FS Sec (Enemy Eqpt)	13																		
8	2/9 Aust Armd Regt	449		5	88	62						68		1	5					
9	A & B tps 1 Aust Naval Bombardment Gp	142			22														2	
10	53 Aust Comp AA Regt (LE)	928	26	27	58	4				81										
11	one bty 2/4 Aust LAA Regt	222	12	7	12					42										
12	1 Aust Bomb Disposal Pl	24		1	2															
13	one tp 2/3 Aust Indep Fd Sqn	67		6	10															
	Carried forward	1885	38	46	200	66				125	68		1	5					2	

Serial	UNIT	Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	LVT	DUKWS	Misc Eqpt	Stores DWT (Note 2)	Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	LVT	DUKWS	Misc Eqpt	Stores DWT (Note 2)	REMARKS
	Brought forward	1885	38	46	200	66				125	68		1	5					12	
14	det 5 Aust Fd Svy Coy	24			4					2										
15	2/9 Aust Armd Regt Sig Tp	19			10															
16	53 Aust Comp AA Regt Sig Sec	32			8					8										
17	2 Aust Line Sec	66		2	8					20										
18	det 2 Aust Wireless Sec (1t)	5			2															
19	3 Aust Pigeon Sec	16								5	3		3							
20	one pl 4 Aust Armd Bde Coy AASC	96		36	7															Space available 102 DWT
21	2/21 Aust Tpt Pl (TS)	99		18				33												Space available NIL
22	2/3 Aust Amphibious Veh Increment (TS)	26			1			2												
23	2/13 Aust Fd Amb	218		2	16					15									5	
24	Two Surgical Teams	14								1										
25	103 Aust Mob Bact Lab	6			4															
26	109 Aust Adv Depot Med Stores	9			2					9										
27	2/9 Aust Armd Regt Ord Fd Pk	18		8	5					5	19		19	16					25	
28	2/9 Aust Armd Regt Wksp (Type B)	114		3	25	3				12	98		26	27					48	
29	53 Aust Comp AA Regt Wksp	89		10	6															
30	det 2/4 Aust LAA Regt Wksp	7			4					1										
31	Nine AL Parties	27			9															
	TOTAL	2770	38	125	311	69		35		203	206		49	48					70	
	R GROUP - ALLOTMENT OF BASE SUB AREA TROOPS																			
32	15 Aust Fd Baking Pl	37								18										
33	2/106 Aust GT Coy	553		6	81			140												Space available NIL
	TOTAL	590		6	82			140		18										

Serial	UNIT	Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	LVT	DUKWS	Misc Eqpt	Stores DWT (Note 2)	Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	LVT	DUKWS	Misc Eqpt	Stores DWT (Note 2)	REMARKS
	X GROUP - US FORCES																			
34	Amphibian Tk Bn US ''	877		17	25		87			50										Stores tonnage approx only
35	Amphibian Tractor Bn US ''	522		13	17		119			50										Stores tonnage approx only
36	Engr Special Bde	1420		20	75	8			240	70										LCC LCM. LCO LCVP
37	8 reps Partisan Forces	8																		
38	Naval LOs	3																		
39	det Local Adm Unit	147			33					135										
40	Three Sp AC Parties	36			6															
	TOTAL	3013		50	156	8	206		240	305										
	Z GROUP - 21 AUST INF BDE GP																			
41	HQ 21 Aust Inf Bde	85			6					2									8	
42	2/14 Aust Inf Bn	764	4		12					20	70			4					36	
43	2/16 Aust Inf Bn	764	4		12					20	70			4					36	
44	2/27 Aust Inf Bn	764	4		12					20	70			4					36	
45	one pl 'B' Coy 2/1 Aust Cd Regt	41								1										
46	one coy 2/1 Aust MG Bn	114			4					2									10	
47	one sqn 2/7 Aust Cav Cdo Regt	258			2					5	22								26	
48	one Aust Fd Regt (JD)	629	24	8	60	8				61	58								89	
49	one bty 2/2 Aust Tk A Regt	144	16	8	12						5								12	
50	one tp 2/7 Aust Svy Bty	20			2														2	
51	Det Sec 2/7 Aust Svy Bty	3																		
52	one Aust Fd Coy	239		23	25	3					12								5.5	
53	21 Aust Inf Bde Sig Sec	48			6					5	1									
54	det 'B' Sec 9 Aust Div Sigs	4			2															
	Carried forward	3877	52	39	155	11				136	308			12					260.5	

Serial	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	LVT	DUKWS	Misc Eqpt	Stores Dpt (Note 2)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	LVT	DUKWS	Misc Eqpt	Stores Dpt (Note 2)	REMARKS
	Brought forward	3677	52	39	155	11				136	306			12					2cC.5	
55	det 2/42 Aust Cipher Sec	3																		
56	det 2/7 Aust Cav Cdo Regt Sig Tp	3								3										
57	one Aust Fd Regt Sig Sec	35			6															
58	det 2 Aust Engr Sig Sec	3																		
59	one Aust Tpt Pl (TS)	96			85						3									Space available in DMT
60	one Aust Sup Depot Pl (TS)	30			4					1	3									
61	one Aust Fd Amb	234		2	16					114									5.5	
62	one Surgical Team	14								1										
63	det Aust MCU	17			8					11										
64	one Aust Bde Ord Fd Pk	16		6	7						6		1	4					3.5	
65	one Aust Bde Wksp	77		3	11	1				3	53			1					41	
66	2/59 Aust LAD	31			10					2										
67	one Aust LAD (Type D) (att Fd Regt)	37		2	10														2	
68	det 'C' Aust FS Sec	2																		
69	det 35 Aust FS Sec (Enemy Eqpt)	4																		
70	Two secs 7 Aust Div Pro Coy	30																		
71	det ATIS (one unit)	2																		
	TOTAL	4511	52	52	314	12				161	373		1	17					116.5	
	6 GROUP-ALLOTMENT OF CORPS TROOPS																			
72	one sqn 2/5 Aust Armd Regt	148		3	26	16					8									
73	one tp LAA Bty 2/1 Aust Comp AA Regt	56	6	2	2					5										
74	det 2/5 Aust Armd Regt Sig Tp	3			2															
75	det 2/5 Aust Armd Regt Wksp	47		3	2	1													13	
76	det 2/91 Aust LAD (att 2/5 Aust Armd Regt)	20			4					2										
77	det 2/1 Aust Comp AA Regt Wksp	4																		
78	det 1 Aust Mil Landing Gp	4			2															
	TOTAL	322	6	8	38	17				7	8								13	

SUMMARY - APPENDIX 'E'

Serial	UNIT	TABLE 'A' Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	LVT	DUKWS	Misc Eqpt	Stores DWT (Note 2)	TABLE 'B' Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	LVT	DUKWS	Misc Eqpt	Stores DWT (Note 2)	REMARKS
	A GROUP - 9 AUST DIV	16411	162	337	1248	52				577	1537		14	78	3				1108	
	B GROUP - TWO AUST BEACH GPS	4044	8	172	384	34				100	150		4							
	C GROUP - 1 AUST CORPS TROOPS ALLOTTED 9 AUST DIV	2770	38	125	311	69		35		203	208		49	42					70	
	D GROUP - 1 AUST BASE SUB AREA TROOPS	590		6	81			140		18										
	E GROUP - ALLOTMENT US FORCES	3013		50	156	8	206		2404	305										* 120 LCM. 120 LCVP
	F GROUP - 21 AUST INF BDE GP	4511	52	52	314	12				161	373		1	17					317	
	G GROUP - 1 AUST CORPS TROOPS ALLOTTED 21 AUST INF BDE GP	322	6	8	38	17				7	8								11	
		31661	266	750	2532	192	206	175	240	1371	2276		68	143	3				1506	
	ADDITIONAL TPT AS PER APPX 'A' TO 1 AUST CORPS G/5609/SD OF 11 DEC 44 (details following page)												86	86						
	TOTAL	31661	266	750	2532	192	206	175	240	1371	2276		154	229	3				1506	Total space available in AASC vess 121 DWT.

ADDITIONAL TRANSPORT AS PER APPX 'A' TO 1 AUST CORPS G/CS/6940/GD OF 11 JNE 44

	Mr Vehs	Lt Vehs & Trailers
Four Aust Inf Bdes		24
Four Aust Inf Bde Sig Secs		16
Twelve Aust Inf Bns		72
One Aust Par Bn		4
One Aust MG Bn		4
One Aust Cav (Cdo) Regt plus one sqn		16
Four Aust Fd Regts	8	
Four Aust Fd Regt Sig Secs		8
One Aust Tk A Regt		16
One Aust Tpt Pl (jeep)		66
Div Cl Coy		20
SUB TOTAL	8	246
Two Aust Beach Gps		
Two Aust Tpt Pls (2½ ton)	78	8
	86	254
Less two Aust Tpt Pls (jeep)		168
TOTAL	86	86

7 AUST DIVISION GROUP

Serial	Unit	Personnel	Offrs	My Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Remarks
	A GROUP - DIVISION								
1	All units on OOB 7 Aust Div vide LEQ SM10017 of 20 Sep and LEQ SM 12173 of 29 Nov 44.	18000	162	351	1336	55		1695	Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores, and first line ammo not carried in unit MT.
	less 21 Aust Inf Bde Gp	4884	52	53	331	12		476	
	less 7 Aust Div Fd Cash Office	9						2	
	less 113 Aust Mob Cinema	3			4				
	less 114 Aust Mob Cinema	3			4				
	less 2/6 Aust Dental Unit	41			2			19	
		13060	110	298	995	43		1196	
	B GROUP - ALLOTMENT OF CORPS TROOPS								
2	1 Aust Mil Landing Gp (less det)	17			6			1	
3	det 1 Aust Combined Ops Sec	4			1				
4	det 2 AAPIU	2							
5	35 Aust FS Sec (Enemy Eqpt)	13							
6	Mine AL Parties	27			9				
7	2/5 Aust Armd Regt (less one sqn)	479		12	81	36 Tks			
8	2/1 Aust Comp AA Regt (LE)(less one LAA tp)	832	20	29	52	2		108	
9	one bty 2/4 Aust LAA Regt	222	12	7	12			42	
10	5 Aust Bomb Disposal Pl	24		1	2				
11	one tp 2/3 Aust Indep Fd Sqn	67		6	10				
12	det 5 Aust Fd Svy Coy	24			4			2	
	Carried forward	1711	32	55	177	38		153	

Serial	Unit	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Remarks
	Brought forward	1711	32	55	177	38		153	
13	2/5 Aust Armd Regt Sig Tp (less det)	20			10				
14	2/1 Aust Comp AA Regt Sig Sec (less det)	32			8			7	
15	3 Aust Line Sec	66		2	8			20	
16	det 2 Aust Wireless Sec (1t)	6			2				
17	8 Aust Pigeon Sec	16						5	
18	one pl 4 Aust Armd Bde Coy AASC	99		39	7				Space available 102 DWT.
19	2/12 Aust Fd Amb	218		2	16			20	
20	two Surgical Teams	14						1	
21	2/3 Aust Mob Bact Lab	6			4				
22	110 Aust Adv Depot Med Stores	9			2			9	
23	2/5 Aust Armd Regt Ord Fd Pk	31		11	5			25	
24	2/5 Aust Armd Regt Wksp (less det)	96		10	7	1		25	
25	2/1 Aust Comp AA Regt Wksp(less det)	85		10	8				
26	det 2/4 Aust LAA Regt Wksp	7			4				
27	2/91 Aust LAD (less det)	40		2	6				
	TOTAL	2454	32	131	264	39		265	
	C GROUP - ALLOTMENT UNITS & ASSC BASE SUB AREA								
28	2/1 Aust Fd Baking Pl	37						18	
	D GROUP - ALLOTMENT TO FORCES								
29	8 reps Partisan Forces	8							
30	Naval LO	3							
31	det Local Adm Unit	147			33			135	
32	Three Support AC Parties	36			6				
	TOTAL	194			39			135	

SUMMARY - APPENDIX 'C'

	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Remarks
A GROUP - 7 AUST DIV	13060	110	298	995	43		1196	
B GROUP - 1 AUST CORPS TROOPS ALLOTTED 7 AUST DIV	2454	32	131	264	39		265	
C GROUP - 1 AUST BASE SUB AREA TROOPS	37						18	
D GROUP - ALLOTMENT US FORCES	194			39			135	
	15745	142	429	1298	82		1614	
ADDITIONAL TPT AS PER APPX 'A' TO I AUST CORPS G/5809/SD OF 11 DEC 44 (details following page)			4	178				
TOTAL	15745	142	433	1476	82		1614	

ADDITIONAL TRANSPORT AS PER APPX 'A' TO 1 AUST CORPS G/SBCO/SD OF 11 DEC 44

	3t Vehs	4t Vehs & Trailers
Two Aust HQ Inf Bdes		12
Two Aust Inf Bde Sig Secs		8
Six Aust Inf Bns		36
One Aust Fmr Bn		4
One Aust MG Bn		4
One Aust Cav (Cdo) Regt less one sqn		8
Two Aust Fd Regts	4	
Two Aust Fd Regt Sig Secs		4
One Aust Tk A Regt		16
One Aust Tpt Pl (jeep)		66
Div GT Coy		20
TOTAL	4	178

SECRET

EXERCISE "JEAZELL"

Appendix 'D' to 1 Aust Corps
Outline Plan Operation "JEAZELL"

UNITS OF 1 AUST CORPS TROOPS AND 1 AUST BASE SUB AREA NOT ALLOTTED TO DIVISIONAL GROUPS

LANDING D DAY TO D + 14

PART I - ex STAGING AREAS 1 & 2

PART 2 - ex AUSTRALIA

			1 AUST CORPS TROOPS							1 AUST BASE SUB AREA TROOPS								
Serial	Target Date at Par Shore	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Present Location (Note 2)	REMARKS
1	D Day	1 Aust Corps Recce Gp	15			3											SA 1	Note 1 Estimated tonnage figures calculated on unit eqpt, ammo stores, and first line ammo NOT carried in unit WT.
2		23 Pl 2/1 Aust Gd Regt (less dets)	19														SA 1	
3		one sec 1 Aust Armd Div Pro Coy	16			2											SA 1	
4		2 Aust Fd Coy	251		23	25	3										SA 1	
5		det 'A' Aust Corps Sigs	2														SA 1	Note 2 SA 1 = Staging Area No 1 SA 2 = Staging Area No 2
		TOTAL D DAY	303		23	30	3											
6	D + 1	'A' Aust Corps Sigs Coord Gp	6			2											SA 1	
7		1 Aust Line Sec	66		2	8			20								SA 1	
8		1 Aust Line Maint Sec	27		1	4											SA 1	
9		1 Aust Op Sec	40			4			2								SA 1	
10		2 Aust Wireless Sec (lt) (less two dets)	8			4			1								SA 1	
11		24 Aust Wireless Sec (lt) (less det)	20			8			1								SA 1	
12		det 13 Aust WT Sec (hy)	8			4			2								SA 1	
13		88 Aust High Speed Wireless Sec (less det)	23			3			3								SA 1	
14		1 Aust DR Sec	27			24											SA 1	
15		21 Aust Cipher Sec	22						1								SA 1	
		Carried forward	253		3	61			30									

Serial	Target Date at Par Shore	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores Dft (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores Dft (Note 1)	Present Location (Note 2)	REMARKS
		Brought forward	253		3	62			30									
16	D + 1 Cont'd	1 Aust Corps Comd Gp 'A'	55		1	5			5								SA 1	
17		1 Aust Corps Comd Gp 'B'	45		1	5			4								SA 1	
18		det 23 Fl 2/1 Aust Gd Regt	22						2								SA 1	
19		Adv HQ 1 Aust Naval Bombardment Gp	20														SA 1	
20		RAN Liaison Offr Party	3														SA 1	
21		det Public Relations	12														SA 1	
22		reps Local Partisan Forces	8														SA 1	
23		HQ RAE 1 Aust Corps Tps	39			10			10								SA 1	
24		4 Aust Engr Sig Sec	20			6			2								SA 1	
25		Recce Party 9 Aust CRE(Wks)								6							SA 1	
26		1 Aust Wireless Sec (hy)	38			16			4								SA 1	
		TOTAL D + 1	515		5	103			57	6								
27	D + 2	2/3 Aust Indep Fd Sqn (less two pls)	152		15	24	1										SA 1	
28		5 Aust Mech Eqpt Coy	254		53	40	76										SA 1	
29		2/4 Aust Mech Eqpt Whsp	58		21	5	1		44								SA 1	
30		2/93 Aust LAD (Type A)	16		2	4											SA 1	
31		det HQ 2 Aust Docks Gp	7														SA 1	
32		2/1 Aust Docks Op Coy (Type C)	293		5	4		4(c)	36								SA 1	(c) Incl - 1 workboat 2 surf boats 1 dinghy
33		10 Aust Fd Amb	234		2	16			19								SA 1	
34		15 Aust MCU (Type A)	32			8			2								SA 1	
35		Recce party HQ 1 Aust Base Sub Area								22			4				SA 1	
		Carried forward	1046		98	101	78	4(c)	101	22			4					

Serial	Target Date at Par Shore		Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores Dff (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores Dff (Note 1)	Present Location (Note 2)	
		Carried forward	1046		98	101	78	4(c)	101	22			4					
36	D + 2 Cont'd	Recce party HQ 22 Aust L of C Sigs								9			2				SA 1	
37		9 Aust CRE (Wks) (less recce party)								28			6				SA 1	
38		14 Aust Fd Coy								252		21	25	1			SA 1	
39		1 Aust Welding Pl								47		2	12			28	SA 1	
40		3 Aust Welding Pl								47		2	12			24	SA 1	
41		det 5 Aust CE Wks								13			3				SA 2	To be transferred to SA 1
		TOTAL D + 2	1046		98	101	78	4	101	417		27	64	3		96		
42	D + 3	det HQ 'A' Aust Corps Sigs	27			10											SA 1	
43		1 Aust Tech Maint Sec	23			4			1								SA 1	
44		8 Aust Line Sec	66		2	8			20								SA 1	
45		2 Aust Op Sec (less det)	11														SA 1	
46		det 49 Aust Cipher Sec	10														SA 1	
47		1 Aust Corps Reception Camp	23		1	2											SA 1	
48		Adv HQ 1 Aust Corps	382		7	30			31								SA 1	Incl HQ RAA 1 Aust Corps and HQ units
49		2 Aust Port Constr Coy								286		21	2	36		20	SA 1	
50		1 Aust Port Constr Coy								286		21	2	36		20	SA 1	
51		2 Aust Welding Pl								47		2	12			28	SA 1	
52		5 Aust Welding Pl								47		2	12			28	SA 1	
53		4 Aust Mob Gas Gen Sec								13		3	2				SA 1	
54		2/3 Aust Docks Op Coy	293		5	4		4	36								SA 1	
55		7 pl 1 Aust Port Maint Coy	40		2	3	1		6								SA 1	
56		HQ and 1 pl 1 Aust Bulk Petrol & Storage Coy								80		4	6			11	SA 2	
		Carried forward	875		17	61	1	4	94	759		53	36	72		107		

Serial	Target Date at Per Shore	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Present Location (Note 2)	REMARKS
		Brought forward	875		17	61	1	4	94	759		53	16	72		107		
57	D + 3 Cont'd	2/1 Aust Mech Eqpt Coy								254		46	27	73		450	SA 2	
58		340 Aust LAD (Type A)								16		3	2				SA 2	
59		det 14 Aust AAD								20			4			4	SA 2	
		TOTAL D + 3	875		17	61	1	4	94	1049		102	66	145		561		
60	D + 4	11 Aust MC Gp (Type E) (less dets)	37			6			2								SA 1	
61		det HQ 4 Aust Armd Bde	20			4											SA 1	
62		30 Aust Wks Coy								468			4			35	SA 1	
63		one sec 1 Aust Armd Div Pro Coy	16			2											SA 1	
64		four units Local Adm Units	196			44			170								SA 1	
65		1 Aust Armd Bde Recce Sqn	166		19	26	24(f)										SA 1	(f) tanks proposed WE 8509149 of 1) Dec
66		det Mil History Sec	4			6											SA 1	
67		det 14 Aust AAD								32			3			4	SA 1	
		TOTAL D + 4	439		19	88	24		172	500			7			39		
68	D + 5	2/3 Aust CCS	136		6	8			47								SA 1	
69		21 Aust Hosp Laundry Unit (Type B)	6		2				2								SA 1	
70		33 Aust Wks Coy								468			4			35	SA 1	
71		2/2 Aust Boring Pl								78		17	7		4		SA 1	four boring rigs
72		102 Aust Adv Depot Med Stores	9			2			9								SA 1	
73		64 Aust HIPOD Pl								29						14	SA 1	
74		4 Aust A Tps Coy								277		25	10			58	SA 1	
		Carried forward	151		8	10			58	852		42	21		4	107		

Serial	Target Date at Par Shore	UNIT	Personnel	Guns	Hy Vehs & Trailer	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Present Location (Note 2)	REMARKS
		Brought forward	151		8	10			58	852		42	21		4	107		
75	D + 5 Cont'd	11 Aust Sup Depot Pl	33			4			1								SA 1	
76		HQ 2/26 Aust Sup Depot Coy								16			2			1	SA 1	
77		181 Aust Sup Depot Pl								33			2			1	SA 1	
		TOTAL D + 5	184		8	14			59	901		42	25		4	109		
78	D + 6	2/4 Aust LAA Regt (less two btys)	262	12	9	19			26								SA 1	
79		2/4 Aust LAA Regt Sig Sec	14			6											SA 1	
80		2/4 Aust LAA Regt Wksp (less two dets)	34			10											SA 1	
81		det 5 Aust Ord Fort Det								12			2			4	SA 1	
82		2 Aust Med Regt	650	16	12	28	8		80								SA 1	
83		234 Aust LAD (Type D)	37		2	10			2								SA 1	
84		2 Aust Med Regt Sig Sec	35			4			6								SA 1	
85		110 Aust CCS	136		5	8			47								SA 1	
86		36 Aust Hosp Laundry Unit (Type B)	6		2				2								SA 1	
87		2/4 Aust Gen Hosp (600 beds)								327		14	2			307	SA 1	
88		40,42,43 Aust Hosp Laundry Unit (Type B)								18		6				18	SA 1	
89		det 12 Aust Fd Svy Depot	12		1	1											SA 1	
90		two secs 2/1 Aust MAC Pl (less)								28		14					SA 1	
91		det Adv LHQ	56			10			20								SA 1	
		TOTAL D + 6	1242	28	32	96	8		183	385		34	4			329		
92	D + 7	HQ 2 Aust Docks Op(less det)	20			8			2								SA 2	
93		2/10 Aust Docks Op Coy (Type C)	293		5	4		4	35								SA 2	
94		2/23 Aust C Fd Pk Coy	221		30	20	16		65								SA 2	
95		2/65 Aust LAD (Type A)	16		2	4			1								SA 2	
		Carried forward	550		37	36	16	4	303									

Serial	Target Date at Par Shore	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Present Location (Note 2)	REMARKS
		Brought forward	550		37	36	16	4	103									
96	D + 7	det 5 Aust Ord Port Det								8			2			2	SA 2	
97	Cont'd	12 Aust Sup Depot Pl	33			4			1								SA 2	
98		5 Aust CE Wks (less dets)								38			7				SA 2	
99		15 Aust CRE Wks								34			9				SA 2	
100		9 Aust Wksp and Pk Coy								283		17	2	4		15	SA 2	
101		233 Aust LAD (Type A)								16		3	1				SA 2	
102		2/32 Aust Tpt Pl (TS)								99		37	8				SA 2	Space available 102 DWT
103		HQ 2 Aust BIPOD								12			2			4	SA 2	
104		62 Aust BIPOD Pl								29						14	SA 2	
		TOTAL D + 7	583		37	40	16	4	104	519		57	31	4		35		
105	D + 8	HQ Comd 1 Aust Corps Tps AASC (less det)	22			4			5								SA 2	
106		one pl one Aust Forestry Coy								46		2	2	3		10	SA 2	
107		14 Aust Wks Coy								468			4			35	SA 2	
108		2/4 Aust Fd Sqn								251		23	25	3			SA 2	
109		18 Aust Fd Coy								251		23	25	3			SA 2	
110		5 Aust Docks Op Coy(Type C)	293		5	4		4	35								SA 2	
111		8 pl 1 Aust Port Maint Coy	40		2	3	1		4									
		TOTALD + 8	355		7	11	1	4	44	1016		48	56	9		45		
112	D + 9	det 8 Aust Mil History Sec								6			4				SA 2	
113		178 Aust Sup Depot Pl								33			2			1	SA 2	
114		2/33 Aust Tpt Pl (TS)								99		37	8				SA 2	Space available 102 DWT
115		2/1 Aust Boring Pl								78		17	7		4		SA 2	
		Carried forward								216		54	21		4	1		

Serial	Target date at Per Shore	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Present Location (Note 2)	REMARKS
		Brought forward								216		54	21		4	1		
116	D + 9 Cont'd	24 Aust Fd Coy	251		30	25	3										SA 2	
117		12 Aust CRE Wks								34			9				SA 2	
118		101 Aust A Tps Coy								277		25	10			57	SA 2	
		TOTAL D + 9	251		30	25	3			527		79	40		4	58		
119	D +10	det 1 Aust Corps Postal Unit	9						1								SA 2	
120		28 Aust Wks Coy								448			4			15	SA 2	
121		2/1 Aust A Topo Svy Coy (less det)	157		12	6			48								SA 2	
122		9 Aust A Tps Coy								277		25	10			57	SA 2	
123		7 Aust Mech Eqpt Spare Parts Sec	13			2			3								SA 2	
124		21 Aust Fd Coy								251		23	25	3			SA 2	
125		73 Aust DCRE (Wks)								20			5				SA 2	
126		57 Aust DCRE (Wks)								20			5				SA 2	
127		2 Aust A Tps Coy								277		25	10			57	SA 2	
		TOTAL D + 10	179		12	8			52	1313		73	59	3		149		
128	D +11	2/2 Aust Comp AA Regt (LE)								928	26	47	32	2		89	SA 2	
129		2/2 Aust Comp AA Regt Sig Sec								32			8				SA 2	
130		2/2 Aust Comp AA Regt Wksp								89		10	8			6	SA 2	
131		1 Aust CRE Wks								34			9				SA 2	
129		2/2 Aust Hy Constr Coy								254		46	27	73		450	SA 2	
133		228 Aust LAD (Type A)								16		3	1				SA 2	
134		5 Aust Mech Eqpt Wksp								58		2	2	1		41	SA 2	
		TOTAL D + 11								1411	26	108	87	76		586	SA 2	

Serial	Target date at Par Shore	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Present Location (Note 2)	REMARKS
135	D +12	2/34 Aust Tpt Pl (TS)								99		17	8				SA 2	Space available 100 DWT
136		det 17 Aust AOD								161		2	2			14	SA 2	
137		det 10 Aust Ord Veh Pk(LE)								28		1				2	SA 2	
138		60 Aust C Pd Pk Coy								221		34	13	13		380	SA 2	
139		2/44 Aust LAD (Type A)								16		3	1				SA 2	
140		det 11 Aust Mov Control Op (Type B)	30			6												
		TOTAL D + 12	30			6				525		77	24	13		396		
141	D +13	13 Aust Fd Baking Pl								37						18	SA 1	
142		1 Aust Armd Div Pro Coy (less two secs)	78			6											SA 1	
143		det 17 AOD								89		1	4				SA 1	
144		rear HQ 1 Aust Corps	347		11	12			110								SA 1	Incl HQ units
145		HQ 'A' Aust Corps Sigs (less dets)	48		2	8											SA 1	
146		13 Aust Line Maint Sec	27		1	4											SA 1	
147		det 2 Aust Op Sec	29			4			2								SA 1	
148		13 Aust WT Sec (hy)(less det)	30			12			8								SA 1	
149		det 88 Aust High Speed WT Sec	12		2				1								SA 1	
150		49 Aust Cipher Sec(less det)	12														SA 1	
151		290 Aust LAD (Type A)	16		2	4											SA 1	Att 'A' Aust Corps Sigs
152		5 Aust Pigeon Sec (less one op det)	12						5								SA 1	
153		HQ 1 Aust Pigeon Coy	4			2											SA 1	
154		det 6 Aust Base Postal Unit								25			1			1	SA 1	
155		det 1 Aust Corps Postal Unit	10						2								SA 1	
156		det 10 Aust Ord Veh Pk (LE)								30		2					SA 1	
157		det HQ Coord 1 Aust Corps Tps AASC	19			2												
		TOTAL D + 13	644		18	54			128	171		3	5			19		

Serial	Unit	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Present Location (Note 2)	REMARKS
	Target date at Per Shore	TOTAL D - 14															
158	D -14	16			4			1	1556		67	35	5		522	54 2	
159	det 1 Aust AMD								58		2	2	1		41	54 2	
160	26C Aust LAD (Type A)								15		3	1				54 2	
161	2/101 Aust GP Coy (less three tpt Pls)								283		17	2	4		15	54 2	
162	44,45,46 Aust Resp Laundry Unit (Type B)								11			2			4	54 2	
163	det AA Canteen Services								28		14					54 2	
164	two secs 2/2 Aust MAC Pl (TS)								15							54 2	
165	4 Aust Mech Eqpt Spare Parts Sec								12			6			18	54 2	
166	11 Aust Resp & Pk Coy								127		14	4			107	54 2	
167	105 Aust LAD (Type A)								152		41	11				54 2	155 spare available
168	2 Aust Mech Eqpt Resp								16		3	1			222	54 2	All Pl 1 Aust Base Sup Area
169	HQ 1 Aust Sup Depot Coy	16			4			1	130		1	4				54 2	
	TOTAL D - 14																

PART 2 - ex AUSTRALIA

Serial	Target Date at Per Shore	UNIT	1 AUST CORPS TROOPS							1 AUST BASE SUB AREA TROOPS							REMARKS
			Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	
1	D + 4	63 Aust Wireless Sec	24			8			2								
2		HQ 2 Coy 22 Aust L of C Sigs								13			2				Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores, and first line ammo not carried in unit MT.
3		12 Aust Line Sec								66		2	8			18	
4		8 Aust Line Maint Sec (less dets)								14		3	1				
5		det 94 Aust Subd Cp Sec								6							
6		det 3 Aust DR Sec								7			6				
7		HQ 1 Aust Base Sub Area (Type B) (less dets)								163			27				
8		det 2 Aust Adv 2nd Ech								8							
9		det 11 Aust Mov Control Gp (Type E)	49			6											
10		det HQ 22 Aust L of C Sigs								29							
11		11 Aust Line Sec								66		2	8			18	
12		two dets 8 Aust Line Maint Sec								13						2	
13		3 Aust DR Sec (less dets)								20			18				
14		25 Aust Wireless Sec (lt)								26			4			1	
15		50 Aust Cipher Sec (less two dets)								12						1	
16		9 Aust Tech Maint Sec (less two dets)								14						1	
17		2 Aust Bulk Petroleum Storage Pl								22			1			7	
18		2/1C4 Aust GT Coy (TS)	449		154	40											Space available 364 tons
19		5 Aust Fd Svy Coy (less two dets)	154		3	9			8								
20		13 Aust Tg Op Sec	38			2			6								
21		9 Aust Tg Op Sec								38			2			5	
		TOTAL D + 4	714		157	65			16	517		7	77			53	

Serial	Target Date at Par Shore	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	REMARKS
22	D+14	2/14 Aust GT Coy less) 2/21 Aust Tpt Pl (DUKWS)) 2/3 Aust Amphibious) Veh Increment)	350		111	42											Space available 306 DWT
23		5 Aust Tech Maint Sec	23			4			2								
24		14 Aust Tg Op Sec	15			2			6								
25		33 Aust Tele Switch Op Sec	22			4											
26		2 Aust DR Sec	27			24											
27		14 Aust MCU								19			8				
28		$ 23 Aust Cipher Sec	22														
29		2/2 Aust Dental Unit	41			2			19								
30		116 Aust Mob BU	18		2	1											
31		det 1 Aust Base Postal Unit	3			2											
		TOTAL D + 14	544		115	81			27	19			8				Space available in ANSC vess 306 DWT
		TOTAL D + 3 to D + 14	1258		272	146			43	536		7	85			53	

SECRET

EXERCISE "SEASCALE"

Appendix 'G' to 1 Aust Corps
Outline Plan Operation "SEASCALE"

BUILD UP PLACE

UNITS OF 1 AUST CORPS TROOPS

PART I - ex AUSTRALIA

Priority	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	REMARKS
1	2/105 Aust GT Coy	449		154	40				Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores and first line ammo WOT carried in unit MT.
2	33 Aust Tk Transporter Pl (less two secs)	71		25	7				
3	117 Aust Mob Cinema	3			4				
4	118 Aust Mob Cinema	3			4				
5	8 Aust War Graves Unit	9		1	2				
6	1 Aust Corps Salvage Unit	42			2			1	
7	4 Aust Mob Entomological Sec	3			2				
8	2 Aust Fd Sqn	251		23	25	3			
9	2/9 Aust Fd Regt	687	24	8	60	8		149	
10	2/9 Aust Fd Regt Sig Sec	35			6			5	
11	2/68 Aust LAD	37		2	10			2	
12	HQ Comd 1 Aust Corps Tpt Coln AASC	41			6			4	
13	HQ 2/164 Aust GT Coy (TS)	28		1	5				
14	2/84 Aust Tpt Pl (TS)	99		37	8				)
15	2/85 Aust Tpt Pl (TS)	99		37	8				) Space available 306 DWT
16	2/86 Aust Tpt Pl (TS)	99		37	8				)
17	2/164 Aust Wksp Pl (TS)	25		5	2				
18	6 Aust Mob Entomological Sec	3			2				
19	2/11 Aust A Tps Coy	277		25	16			56	
20	2/1 Aust Dental Unit	41			2			19	
21	2/7 Aust MCU (Type B)	19			8			2	
22	11 Aust MCU (Type A)	32		1	8			3	
23	23 Aust War Graves Unit	9		1	2				
24	24 Aust War Graves Unit	9		1	2				
	Carried forward	2371	24	358	240	11		241	

Priority	UNIT	Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Equip	Misc Equip	Stores DWT (Note 1)	REMARKS
	Brought forward	2371	24	358	240	11		241	
25	2/11 Aust Fd Regt	687	24	8	60	8		149	
26	2/11 Aust Fd Regt Sig Sec	35			6			5	
27	2/70 Aust LAD (att 2/11 Aust Fd Regt)	37		2	10			2	
28	31 Aust Tk Transporter Pl (less two secs)	71		25	7				
29	3 Aust Mob Entomological Sec	3			2				
30	Hq 4 Aust Armd Bde (less det)	75		5	17				
31	4 Aust Armd Bde Def & Emp Pl	41							
32	1 Aust Armd Regt	634		14	38	52 Tks			
33	4 Aust Armd Bde Sig Sqn	52		2	27				
34	1 Aust Armd Regt Sig Tp	20			10				
35	104 Aust Cipher Sec (Type F)	8			4				
36	4 Aust Armd Bde Coy AASC (less dets)	290		82	26				Space available 204 DWT less 2 tpt pls, 1 tk tptr pls, and wksp pl
37	2 Aust Wksp Pl	25		5	2				
38	32 Aust Tk Transporter Pl (less two secs)	71		25	7				
39	106 Aust Lt Fd Amb	177		2	58				
40	1 Aust Armd Regt Ord Fd Pk	31		14	6			20	
41	209 Aust LAD (Type H)	60		2	10				
42	2/50 Aust LAD	25		4	3				
43	1 Aust Armd Regt Wksp	141		16	9	2		35	
44	4 Aust Armd Bde Pro Pl	39			4			2	
45	4 Aust Armd Bde Postal Unit	5			2				
46	4 Aust Armd Bde Fd Cash Office	6						1	
47	'T' Aust FS Sec	15			4				
48	Det SIB	7			1				
49	13 Aust Sup Depot Pl	33			4			1	
50	120 Aust Bde Wksp (Type A)	130		12	10	1		32	
51	120 Aust Bde Ord Fd Pk	22		7	11				
52	2/1 Aust L of C Postal Unit	31		1	4				
53	2 Sec 1 Aust Base Depot Dental Stores	4			2			4	
54	1 Aust Air Maint Coy	333		37	18				Space available 80 DWT
55	1 Aust Para Refolding Pl	53						10	
56	Hq Airfield Coord (Type A)	25			10				
	TOTAL	5557	48	624	662	74		502	

BUILD UP FORCE

UNITS OF 1 AUST CORPS TROOPS

PART 2 - ex STAGING AREA 1

Priority	UNIT	Personnel	Ords	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	REMARKS
1	115 Aust Mob Cinema	3			4				Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores and first line ammo NOT carried in unit MT.
2	116 Aust Mob Cinema	3			4				
3	9 Aust Div Cash Office	9						2	
4	2/8 Aust Dental Unit	41			2			19	
	TOTAL	56			10			21	

BUILD UP FORCE

UNITS OF 1 AUST CORPS TROOPS

PART 3 - ex STAGING AREA 2

Priority	UNIT	Personnel	Ords	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	REMARKS
1	113 Aust Mob Cinema	3			4				Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores and first line ammo NOT carried in unit MT.
2	114 Aust Mob Cinema	3			4				
3	7 Aust Div Cash Office	9						2	
4	2/6 Aust Dental Unit	41			2			19	
	TOTAL	56			10			21	

SECRET

EXERCISE "SHACKLE"

Appendix 'F' to 1 Aust Corps Outline Plan Operation "SHACKLE".

BUILD UP FORCE

UNITS 1 AUST BASE SUB AREA

PART 1 - ex AUSTRALIA

Priority	UNITS	Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	REMARKS
A1	General Reinforcements	2500							
1	34 Aust Works Coy	468		4				35	Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores and first line ammo NOT carried in unit MT.
2	2/3 Aust L of C Pro Coy (less four secs)	46		1	7				
3	1 Aust Press Unit	84			4			5C	
4	10 Aust Line Sec (less two dets)	26		1	2			9	
5	4 Aust Line Maint Sec	27		1	3				
6	'Q' Aust FS Sec	15			1			1	
7	HQ Comd 1 Aust Base Sub Area AASC	42			6				
8	5 Aust Ord Port Det (less dets)	28						3	
9	HQ 6 Aust BSD	38		2	5				
10	41 Aust Wireless Sec (hy)	38			6			11	
11	18 Aust Op Sec (less two dets)	12						1	
12	36 Aust Cipher Sec	22						3	
13	14 Aust Adv Ammo Depot (less dets)	134		2	3			9	
14	2/3 Aust Comp Aa Regt & Sig Sec & Wksp	1055	26	65	4C	2		95	
15	det 4 Aust BSD	40			1			5	
16	14 Aust Mob Ammo Repair Shop	14		2					
17	93 Aust Depot Cash Office (Type A)	10						1	
18	6 Aust Base Postal Unit (less dets)	40			2			4	
19	det 1 Aust Fd Censorship Coy	30						1	
20	184 Aust Sup Depot Pl	33			2			1	
21	13 Aust Line Sec	66		2	8			18	
21A	General Reinforcements	4500							
	Carried forward	9268	26	80	90	2		247	

Priority	UNIT	Personnel	Guns	3T Vehs & Trailers	1T Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores Tnge (Note 1)	REMARKS
	Brought forward	9268	26	60	90	2		247	
22	7 Aust Line Sec	66		2	8			18	
23	30 Aust DR Sec	27			24				
24	det AA Canteen Service	30						2	
25	28 Aust Mob Cinema	3			2				
26	111 Aust Mob Cinema	3			2				
27	185 Aust Sup Depot Pl	33			2			1	
28	37 Aust L of C Salvage Sec	44		2	2				
29	11 Aust L of C Stationery Depot (less dets)	37						5	
30	2/121 Aust Bde Whsp (Type A)	130		12	1			40	
31	2/121 Aust Bde Ord Fd Pk	22		7	3			7	
32	2/5 Aust Dental Unit	41			2			19	
33	101 Aust Con Depot (500 men)	110		1	2			157	
34	2/7 Aust Mob Laundry & Fwd Decn Unit (less dets)	61		1	11			6	
35	1 Aust Base Sub Area Details Depot	102		2	3			154	
36	65 Aust BIPCD Pl	29						14	
37	66 Aust BIPCD Pl	29						14	
38	HQ 22 Aust L of C Sigs (less dets)	76						3	
39	34 Aust Tg Op Sec	38			2			5	
40	94 Aust Tele Subd Op Sec (less dets)	16			4				
41	3 Aust Tech Maint Sec	23			4				
42	5 4 Aust Sig Eqpt Sec	6			2				
43	one op det 5 Aust Pigeon Sec	2			2				
44	2/66 Aust LAD (Type A)	16		3	1				
45	2 Aust Mob Arm Repair Shop	14		2					
46	134 Aust Bde Whsp (Type A)	130		12	1			40	
47	134 Aust Bde Ord Fd Pk	22		7	3			7	
48	17 Aust Adv Ord Depot (less dets)	306		4	5			24	
49	21 Aust Mech Eqpt Pk Coy	126		25	8	215		69	
50	183 Aust Sup Depot Pl	33			2			1	
51	HQ 2/2 Aust Fd Baking Coy	13			4			1	
	Carried forward	10856	26	160	190	217		834	

Prior ity	UNIT	Personnel	Cons	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	REMARKS
	Brought forward	10656	26	160	190	217		514	
52	2/7 Aust Dental Unit	41			2			19	
53	one Aust Mob Cinema	3			4				
54	one Aust Mob Cinema	3			4				
55	Eq 2/1 Aust MAC	28		1	6				
56	2/1 Aust MAC Wksp Fl	25		5	2				
57	17 Aust MCU (Type B)	19			8				
58	det 6 Aust Base Postal Unit	28		1				1	
59	AA Canteens Service (less two dets)	96		2					
60	1 Aust Adv Reinforcement Depot (less dets)	128		14	40			154	
61	150 Aust Sup Depot Fl	33			2			1	
62	det 10 Aust Kit Store	21			2			10	
63	2 Aust Adv 2nd Echn (less dets)	242		3	2			12	
64	80 Aust Dental Unit	41			2			19	
65	# 3 Aust Mob Laundry & Fwd Decn Unit	65		11	2			20	
66	10 Aust Ord Veh Pk Wksp	61		5	4			33	
67	10 Aust Ord Veh Pk (less two dets)	145		2	7	2		12	
68	113 Aust Cen Depot (1000 men)	192		2	3			300	
69	det 4 Aust HSD	60			1			6	
70	det 13 Aust Adv Wksp	200		5	4	2		80	
71	2 Aust Mob Printing Unit	17		5	1			10	
72	1 Aust Base Depot Dental Stores (less one sec)	10			2			5	
73	1 Aust MT Inspection Sec	5			2			1	
74	4 Aust HSD (less det)	100			2			11	
75	13 Aust Adv Wksp (less det)	386		8	8			160	
76	2/1 Aust Fd Butchering Pl	33			2			18	
77	6 Sec Officers Shop (Type A)	22						5	
	TOTAL	12680	26	244	302	221		1723	

BUILD UP FORCE

UNITS 1 AUST BASE SUB AREA

PART 2 - ex STAGING AREA 1

Priority	UNIT	Personnel	Cmds	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	REMARKS
1	det HQ 1 Aust Base Sub Area	45			4			2	Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores and first line amn WOT carried in unit WT
2	2/5 Aust Gen Hosp (1200 beds)	536		19	7			637	
3	8 Aust Hosp Laundry Unit (Type A)	68		5	2			11	
4	182 Aust Sup Depot Pl	33			2			1	
5	2/30 Aust Tpt Pl (TS)	99		37	8				Space available 102 DWT
6	2/31 Aust Tpt Pl (TS)	99		37	8				Space available 102 DWT
7	two secs 2/3 Aust L of C Fre Coy	32			4			2	
8	4 Aust Facic Max Plastic Surgery Unit	14						1	
9	det 11 Aust L of C Stationery Depot	7			2			1	
10	det 2/7 Aust Mob Laundry & Fwd Decn Unit	60		10	1				
11	46 Aust Fd Baking Pl	37						15	
12	49 Aust Wireless Sec (hy) (less two dets)	20			3			5	
13	one det 18 Aust Op Sec	16			2				
14	one det 10 Aust Line Sec	15			2			6	
15	one det 9 Aust Tech Maint Sec	5			2				
16	one det 50 Aust Cipher Sec	5							
17	2/102 Aust GT Coy (less two tpt pls)	350		117	23				Space available 306 DWT
18	13 Aust MCU (Type B)	19			8				
19	det 17 Aust AOD	25		2				2	
20	det 14 Aust Adv Amn Depot	10			2			1	
21	det 6 Aust Base Postal Unit	25			1			6	
22	336 Aust LAD	16		3	1				
23	det AA Canteens Service	30			2			1	
24	2/2 Aust Inf Tps Whsp	219		27	4	1		48	
25	2 Aust Inf Tps Ord Fd Fk	123		41	12				
26	76 Aust Depot Cash Office (Type C)	3							
	TOTAL	1911		298	100	1		742	

BUILD UP FORCE

UNITS 1 AUST BASE SUB AREA

PART 3 - ex STAGING AREA 2

Priority	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (Note 1)	REMARKS
1	One sec 2/3 Aust L of C Pro Coy	16			2				Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores and first line ammo NOT carried in unit MT.
2	det HQ 1 Aust Base Sub Area	45			4			2	
3	2/1 Aust MAC Pl (less two secs)	82		23	8				
4	2/3 Aust Fd Baking Pl	37						18	
5	9 Aust MCU (Type B)	19			8				
6	one sec 2/3 Aust L of C Pro Coy	16			2			1	
7	2/6 Aust Gen Hosp (1200 beds)	536		19	7			637	
8	1 Aust Blood Transfusion Unit	24			2			3	
9	2 Aust Hosp Laundry Unit (Type A)	68		5	2			11	
10	one Aust Forestry Coy (less one pl)	119		2	4	2		40	
11	2 Aust Base Depot Med Stores	27			2			27	
12	det 11 Aust L of C Stationery Depot	7						2	
13	2/2 Aust MAC Pl (less two secs)	82		23	8				
14	two dets 49 Aust Wireless Sec (hy)	18			3			6	
15	one det 18 Aust Op Sec	12			2				
16	det 10 Aust Line Sec	15			2			6	
17	one det 9 Aust Tech Maint Sec	4			2				
18	one det 50 Aust Cipher Sec	5						1	
19	2/2 Aust Gen Hosp (1200 beds)	536		19	7			637	
20	9 Aust Hosp Laundry Unit (Type A)	68			7			11	
21	73 Aust Depot Cash Office (Type C)	3							
22	179 Aust Sup Depot Pl	33			2			1	
23	Det 17 Aust AOD	20			2			2	
24	2/3 Aust Inf Tps Hosp	219		27	4	1		48	
25	2/3 Aust Inf Tps Ord Fd Pk (less veh pk sec)	74		38	8				
26	2/9 Aust Gen Hosp (1200 beds)	536		19	7			637	
27	3 Aust Hosp Laundry Unit (Type A)	68			7			11	
28	95 Aust Depot Cash Office (Type C)	3							
29	det 6 Aust Base Postal Unit	40			2			7	
30	det AA Canteens Service	15			4			1	
31	77 Aust Depot Cash Office (Type C)	3							
	TOTAL	2750		275	108	3		2109	

SECRET

EXERCISE "SEAGULL"

Appendix 'G' to 1
Asst Corps Outline
Plan Operation
"SEAGULL".

RAAF UNITS

Day	UNIT	Personnel	STAGING AREA NO 1 Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)	STAGING AREA NO 4 Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)	REMARKS
D Day	Air OP Det	8			3		6*	10								*6 Auster aircraft crated, each two crates.
	3 Bomb Disposal Det	5														Note 1. Estimated tonnage figures calculated on unit eqpt, accn stores, first line ammo NOT carried in unit WT.
	HQ 62 Works Wing Recce Party	5			3											
	TOTAL D DAY	18			6		6	10								
			STAGING AREA NO 3													
D + 1	Two Beach Parties	22			2			5								
	HQ 62 Works Wing (less recce party)	20			3											
	6 Airfd Constr Sqn adv party	200		26	2	34										
	7 Airfd Constr Sqn adv party	200		26	2	34										
	TOTAL D + 1	442		52	9	68		5								
D + 2	6 Airfd Constr Sqn main party	300		52	16	79										
	8 Airfd Constr Sqn (less rear party)	500		78	18	113										
	38 OB Unit det	25		2	2			30								
	MCU det	6			2			10								
	TOTAL D + 2	831		132	38	192		40								
D + 3	7 Airfd Constr Sqn main party								300		52	16	79			
	75 Fighter Sqn adv party								100		2	3			25	
	76 Fighter Sqn adv party								100		2	3			25	
	Sig Task Sec								36			2			40	
	Mob Fighter Control Unit adv party								69			3			50	
	TOTAL D + 3								605		56	27	79		140	

Day		Personnel	STAGING AREA WC 3						STAGING AREA WC 4							
			Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)	Personnel	Guns	My Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)	
D + 4	6 Airfd Constr Sqn rear party	80		28	1	19										
	77 Fighter Sqn adv party	100		2	3			25								
	83 Fighter Sqn adv party	100		2	3			25								
	4 Tac R Sqn adv party	100		2	3			25								
	54 Aust Sqn AL Sec (Tac R)	9			4			2								
	Sig Task Sec	36			2			40								
	Mob Fighter Control Unit 2nd Echelon incl GCI set	150		5	6			240								
	Light Weight Air Warning Sec	40			2			40								
	38 GB Unit Main Party (incl Marine Sec det)	120		6	15		3*	50								*1 crashboat, 1 workboat, 1 dinghy
	TOTAL D + 4	735		45	39	19	3	447								
D + 5	HQ 74 Fighter Wing	50		5	2			30								
	Air Support Party	8			4											
	Air Support Section	15			4											
	TOTAL D + 5	76		5	10			30								
D + 6	2 Wel Bomber Sqn Adv Servicing det								50			2	3			
	84 Fighter Sqn Adv Party								100		2	3				
	85 Fighter Sqn Adv Party								100		2	3				
	Two Sig Task Secs								72			4			80	
	Light Weight Air Warning Sec								40			2			40	
	Mob Fighter Control Unit 3rd Echelon								110		2	5				
	7 Airfd Constr Sqn det								10		5		5			Stone crusher and bitumen eqpt
	TOTAL D + 6								482		11	19	8		120	

		STAGING AREA WO 3						STAGING AREA WO 4						
Day	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)	REMARKS
D + 7	Adv HQ 1 Tac Air Force								150		5	15				
	HQ 76 Fighter Wing								50		6	2				
	75 Fighter Sqn main party								225		5	9	1			
	76 Fighter Sqn main party								225		5	9	1			
	8 Med Bomber Sqn adv party								100		2	3				
	9 Comm Flight								75			3				
	MCU main party								40		1	8				
	9 Airfd Constr Sqn								560		86	16	132			
	8 Airfd Constr Sqn det								10		5		5			Stone crusher and bitumen mixt
	TOTAL D + 7								1455		115	68	139			
D + 8	10 Airfd Constr Sqn								560		86	16	132			
	77 Fighter Sqn main party								225		5	9	1			
	83 Fighter Sqn main party								225		5	9	1			
	84 Fighter Sqn main party								225		5	9	1			
	85 Fighter Sqn main party								225		5	9	1			
	4 Tac R Sqn main party								200		5	9	1			
	2 Med Bomber Sqn adv party(less det)								50		2	3				
	13 Med Bomber Sqn adv party								100		2	3				
	TOTAL D + 8								1830		115	70	137			
D + 9	HQ 100 Med Bomber Wing								50		6	2				
	7 Airfd Constr Sqn rear party (less det)								70		18	1	14			
	8 Airfd Constr Sqn rear party (less det)								70		18	1	14			
	TOTAL D + 9								190		42	4	28			
D +10	8 Med Bomber Sqn main party								275		7	13	1			

			STAGING AREA NO 3						STAGING AREA NO 4							
Day	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores SWT (note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores SWT (note 1)	REMARKS
D + 11	2 Med Bomber Sqn main party								275		7	13	1		100	
	13 Med Bomber Sqn main party								275		7	13	1		100	
	75 Fighter Sqn rear party								25		5	15				
	76 Fighter Sqn rear party								25		5	15				
	TOTAL D + 11								600		24	56	2		200	
D + 12	77 Fighter Sqn rear party	25		5	15											
	83 Fighter Sqn rear party	25		5	15											
	84 Fighter Sqn rear party	25		5	15											
	85 Fighter Sqn rear party	25		5	15											
	4 Tac R Sqn rear party	53		27	21											
	TOTAL D + 12	153		47	81											
D + 13	2 Med Bomber Sqn rear party	25		10	9											
	8 Med Bomber Sqn rear party	25		10	9											
	13 Med Bomber Sqn rear party	25		10	9											
	TOTAL D + 13	75		30	27											
D + 15	3 Stores Unit	94		8	3			100								
to D + 18	7 Replenishment Centre	27		4	4			50								
	11 Repair and Salvage Unit	400		34	28			1000								
	22 Repair and Salvage Unit	400		34	28			1000								
	TOTAL	921		80	63			2150								

			STAGING AREA NO 3						STAGING AREA NO 4							
Day	UNIT	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)	REMARKS
D + 18 to D + 30	HQ Med Bomber Wing	50		6	2			30								
	One Sqn Bostons	400		19	25	1		125								
	Two Sqns Beaufighters	800		38	50	2		250								
	HQ Fighter Wing	50		6	2			30								
	Three Sqns Spitfires	1050		36	81	3		300								
	HQ Fighter Wing	50		6	2											
	Three Sqn Kittyhawks	1050		36	81	3		300								
	Main HQ 1 Tac Air Force	410		10	25	2		100								
	TOTAL	3860		157	268	11		1135								

	Personnel	Guns	Hy Vehs & Trailers	Lt Vehs & Trailers	Mech Eqpt	Misc Eqpt	Stores DWT (note 1)
Total Staging Area 1	18			6		6	10
Total Staging Area 3	7093		549	535	290	3	3607
Total Staging Area 4	5437		370	257	394		1300
TOTAL RAAF	12548		919	798	684	9	5117

SECRET

EXERCISE "SEAGULL"

Appendix 'H' to I Aust Corps Outline Plan Operation "SEAGULL"

PROPOSED NAVAL BOMBARDMENT PLAN

1. Naval units available for naval bombardment are -

   (a) 2 CA (RAN) (6 x 8" and 8 x 4")

   (b) 3 CL (15 x 6" and 8 x 5/38")

   (c) 12 DD

   (d) 6 LCI (R) and 4 LCI (G)

2. The general bombardment plan is as follows -

   (a) Bombardment of the objective area by the above ships beginning first light on D Day. Air strikes will NOT be made in the area of the assault beaches if such strikes limit the extent of the naval bombardment.

   (b) A diversionary raid by 2 CL and 4 DD in the SIRATAI area beginning at first light on D Day.

   (c) After the assault and until D plus 4 supporting fire from 2 CAs 4DDs 6 LCI(R) and 4 LCI (G). After D plus 4 supporting fire from 2 DDs until D plus 30 with heavier ships at 6 hours call.

3. The limiting times for naval bombardment before H Hour are as follows -

   (a) Bombardment of the Assault Beaches

   Begin - First Light

   End - When assault waves are within 1000 yards of the beaches.

   (b) Bombardment on the flanks

   May be continuous from first light until SFOPs take over, providing that targets are a minimum of 500 yards to the flank of the assaulting troops. The limit of flank movement of units must be continuously and unmistakably known by the erection of signs on the shore.

   (c) Close Support by LCI (G)

   May begin as required. To conserve ammunition until final stages, suggest beginning at H minus 8 mins. Craft can accompany assault waves to within 300 yards of the beaches.

(d) Close Support by LCI (R)

May begin as required. To conserve rockets until final stages, suggest beginning at H minus 8 mins. Due to fixed elevation of rocket projection, craft will stop approximately 1000 yards off shore in order to obtain a MPI in the beach area. Due to possible inaccuracies in rocket fire it is not recommended that LCI (R) continue to fire over assault waves which are within 300 yards of the assault beaches. At this stage rocket fire may be used against the flanks of the assault beaches.

4. For protection of ships unloading offshore, Navy will require certain land target to be included in the bombardment plan. These will be discussed in conference with 9 Aust Div.

5. 9 Aust Div will submit requirements for bombardment and close support by 26 Feb 45.

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SECRET

EXERCISE "SEAGULL"

Appendix 'I' to 1 Aust Corps Outline Plan Operation "SEAGULL"

PART I

CLOSE AIR SUPPORT

1. Close Air Support is being provided until D plus 8 by an Escort Carrier Group of 8 CVEs (approximately 150 fighters and 100 bombers). On D plus 8 this group is leaving the objective area and responsibility for close air support is being taken over by land based aircraft.

2. The Air Support Plan from D Day to D plus 8 is based on current Allied Naval Procedure which is outlined in paragraphs 3 - 7 below.

3. All support aircraft are to be controlled by the Support Aircraft Controller (Commander Support Aircraft) afloat in the Headquarters Ship. Requests for air support may be granted or disallowed at his discretion. The senior army formation commander may refuse any request by a subordinate headquarters prior to its submission to the Support Aircraft Controller.

4. Requests for support may originate from assaulting battalion, brigade or divisional headquarters. For this purpose headquarters of each battalion, brigade and division have an Air Liaison Party (Naval) attached. Air Liaison Parties (Naval) are in radio contact with the Support Aircraft Controller (see Diagram I attached).

5. Approved requests are passed from the Support Aircraft Controller to an Air Co-ordinator who is airborne over the area of operations. The Air Co-ordinator identifies the target and guides the supporting aircraft on to it. He is also able to converse with any Air Liaison Party (Naval) and receive any supplementary direction which may assist him to identify targets.

6. After Command Group 1 Aust Corps goes ashore, control of support aircraft is to pass from the Support Aircraft Controller afloat to the Support Aircraft Controller ashore, whose function is identical with that of the Support Aircraft Controller afloat. The Support Aircraft Controller ashore retains control until the departure of carrier based aircraft.

7. Army Air Liaison Officers, specially trained as airborne observers, have been allotted to the Escort Carrier Group. These officers are available to fly in carrier based aircraft and report progress of ground troops, carry out naval and field artillery ranging and message dropping.

8. On D plus 8 it is intended that land based aircraft assume responsibility for all air operations. This will necessitate changes in the procedure for requesting air support. The system to be adopted is still under discussion and details will be advised when finality has been reached.

9. Six Air Ops (AUSTERS) will be landed on D Day, and as soon as emergency strips have been constructed by 9 Aust Div, will be available to carry out short range reconnaissance, artillery observation of fire and emergency communication flights. Tasks given to these aircraft will be co-ordinated through Support Aircraft Controller.

10. Demands for air photography during this stage will be passed to Command Group 1 Aust Corps until such time as Adv HQ 1 Aust Corps is established on the far shore.

NOTE: The only air photographs available for the exercise are the series of photographs which correspond to the coastline from GILLAMATONG to PORT TUBAN.

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SECRET
Appendix J to 1 Aust Corps
Outline Plan Operation SEAGULL.

CONSTRUCTIONAL PROGRAMME AUST. BASE. SUB. AREA.

NOTE:-
STORES FOR CONSTRUCTION OF BASE LANDED AS SHOWN:
ASSAULT CRAFT → FOLLOW UP CRAFT → BUILD UP
BUILD UP SHIPS
NORMAL MAINTENANCE STORES
ADDITIONAL BASE STORES

TIME IN ELAPSED WEEKS

		D Day 1	2.	3.	4.	5.	6.	7.	8.	9	10.	11.	12.
1.	ONE ARMY TPS COY		Marine Pnrs	1/1200 AGH	1/500 Com Dep		1/1200 AGH Ex Stage 2			1/1000 Com Dep			
2.	ONE M.E. COY.		Clear Areas & Construction of Roads For Hospitals & Depots										
3.	ONE M.E. COY		Temp Maint Area	Main & Access Roads									
4.	ONE F.D. COY.		Temp Maint Area	Main Road, Bridges etc			AASC Coy & Hard Standings						
5.	ONE ARMY TPS COY		1/500 AGH	1/1200 AGH	1/1200 AGH		Refrigeration		LTD	AAD Coy & Stores			
6.	ONE ARMY TPS. COY		1/500 AGH	Small Craft Wharf	1/1200 AGH.	Light Craft Wharf	Cranes			AAD Coy &			
7.	ONE F.D. COY.			One Liberty Ship						Warehousing			
8.	ONE PORT CONSTR COY		L.S.T. Hard	RL Pontoon Wharf	Jetty					Available for Port Maint or Petroleum			
9.	ONE F.D. COY.			One Ocean Going			One Liberty Ship			A.C.M.F.			
10.	ONE PORT CONSTR COY		L.S.T. Hard	RL Pontoon Wharf	Tanker Berth		River			Available for Port Maint of Lighters			
11.	ONE ARMY TPS COY			Temp Fuel Jetty	Landing Jetty	S S Wharf		Fd Bakery		Fld Postal Rec & Stationery			
12.	FOUR WELDING PLS		Bulk Oil Installation to 750,000 tons 200,000 tons 100,000 tons							Not Available			
13.	ONE F.D. COY.		1/1200,000 tons 4th Objective										
14.	ONE M.E. PLATOON		Levelling, Clearing For Hospital Sites & Depot Roads										
15.	TWO BORING PLS		Boring as Required										

1. The Priorities in the Above Plan With the Exception of Bulk Oil, Hospitals and Wharves and Temporary Maintenance Areas are General Only and Considerable Variations in Detail May be Required by the Forces Conn
2. Owing to the General Uncertainty of the Availability of Naval Craft or Native Labour, no Allowance has been Made in Completion Times for This Essential Labour.
3. All Hospitals with One Exception Have Been Shown to be Constructed to Stage 1 only.
4. In Determining The Times For Hospital Construction, Rates of Construction Have Been Based on Certain Structures Being Shipped with The Area Prefabricated or Pre-cut.
5. It Has Been Considered That Portion of The Corps Tps Mech Eqpt Can Will Be Available to Assist Construction by Preparing The Site For The Bulk Oil Installation Prior to The Arrival of Base Tps Mech Equip Units.
6. Coverage Has Been Provided For 30 Days Maintenance with Handstandings Only For an Additional 30 Days Reserve.
7. It Will Be Noted That Some of The Times Shown For Construction of Wharves are a Little Small if only Ordinary Pile Frames are Available. Reliance is Being Placed on the Provision of Improved Pile Driving Equipt Such as Steam Hammers or Excavators Fitted to Drive Piles.
8. Units Serial Numbers 9, 10, 12 and 13 May Not be Available for Work Beyond the Dates Shown in The Area Covered By This Plan.
9. It is Possible That The 1200 AGH Shown on Line 6 and Marked With Asterisk May be Constructed in A Base Area and Not in an Operational Area.

SECRET

Exercise "SEAGULL"

Appendix 'K' to 1 Aust Corps
Outline Plan Operation
"SEAGULL".

AIRFIELD CONSTRUCTION PROJECT

1. Airfield facilities will be established in the MONACO area in accordance with the schedules shown in paragraphs 2 and 3 below.

2. MONACO No 1.- (reference PORT TUBAN Sheet 8339)

(a) By D ± 5

Accommodation for two fighter squadrons.

(b) By D ± 6

Accommodation for total of -

Four fighter squadrons
One Tac R squadron

(c) By D ± 7

Accommodation for total of six fighter squadrons and one Tac R squadron.

Strip extended to enable medium bombers to stage-through.

(d) By D ± 20

Accommodation for total of -

Six fighter squadrons
One Tac R squadron
Three medium bomber squadrons
One communications flight

3. MONACO No 2. - (reference PORT TUBAN Sheet 9039)

(a) By D ± 30

Accommodation for a total of -

Six fighter squadrons
Three medium bomber squadrons

--- 4. Airfield Plan for MONACO No.1 is shown in the attached sketch. A similar plan is intended for MONACO No.2.

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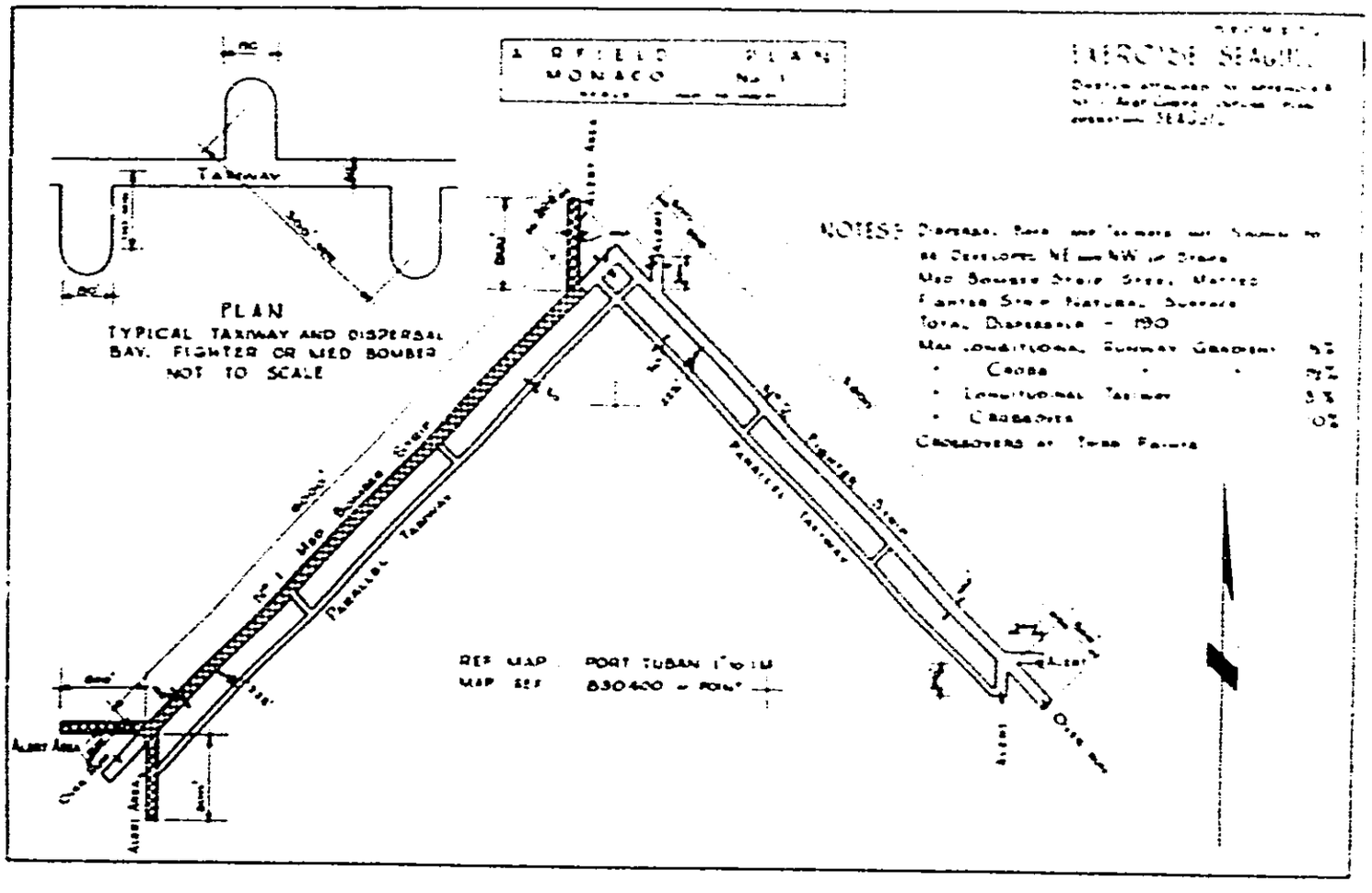

PLAN
TYPICAL TARMAC AND DISPERSAL BAY. FIGHTER OR MED BOMBER
NOT TO SCALE
AERODROME PLAN
MONACO
No 1 Med Bomber Sqns
Parallel Taxiway
No 2 Fighter Sqns
Parallel Taxiway
REF MAP PORT TUBAN 1" to 1M
MAP REF 830400 - PORT
NOTES:
Max Bomber Strip Steel Matting
Fighter Strip Natural Surface
Total Dispersals - 190
Max Longitudinal Runway Gradient 5%
" Cross " " 2%
" Longitudinal Taxiway 5%
" Crossfalls 0%
Crossovers at Three Points

SECRET

EXERCISE "SEAGULL"
APPENDIX "L" TO 1 AUST CORPS
OUTLINE PLAN
OPERATION "SEAGULL"

1 AUST CORPS – "SEAGULL FORCE" OUTLINE ALLOTMENT OF FORCES TO SHIPPING
Note (a)

FROM STAGING AREA No 1

Day	FORMATION	Pers	Hy Vehs & Mech Eqpt	Guns, Lt Vehs & Trlrs	LVT	DUKW	Misc Eqpt	Est W Unit Stores DWT	Maint etc Stores DWT	Total Stores DWT	SHIPPING ALLOTTED
D Day	Note (c) 9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED R.A.A.F. U.S.N.	17593 303 18	203 26	603 30 6	206	175	53 LCM 66 LCVP 6(e)	Note (b) 490 10 –	1300 –	1800 –	1 LSH 4 LST 18 LST 3 LSD 5 LSM 5 APD 21 LCI
	TOTAL D DAY	17914	229	839	206	175	53 LCM 66 LCVP 6(e)	500	1300	1800	do.
D+1	Note (c) 9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F. U.S.N.	5397 515 6 – 82	260 5 – 5	597 103 – 5	–	–	45 LCVP –	248 57 – 70	2625 –	3000 –	15 LST
	TOTAL D+1 DAY	6000	270	705			45 LCVP	375	2625	3000	15 LST
D+2	9 AUST DIV GP U.S.N. 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	1318 82 1046 417 –	73 5 176 30 –	223 5 101 14 –			5 LCM 5 LCVP 4(g) –	50 70 101 56 –	1480 1243 –	1600 1400 –	3 LST 1 AKA 7 LST
	TOTAL D+2 DAYS	2863	284	343			5 LCM 5 LCVP 4(g)	277	2723	3000	10 LST 1 AKA
D+3	9 AUST DIV GP U.S.N. 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	3118 82 875 679 –	138 6 18 121 –	371 5 61 30 –			4(g) –	140 70 94 96 –	1390 610 –	1600 800 –	8 LST 4 LST
	TOTAL D+3 DAYS	4754	283	467			4(g)	400	2000	2400	12 LST
D+4	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	1200 439 500 –	54 43 –	141 88 7 –				50 172 39 –	550 189 –	600 400 –	3 LST 2 LST –
	TOTAL D+4 DAYS	2139	97	236				261	739	1000	5 LST
D+5	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	2120 184 901 –	115 8 42 –	315 14 25 –			2 LCM 4(f)	80 59 109 –	2520 232 –	2600 400 –	5 LST 1 AK 2 LST
	TOTAL D+5 DAYS	3205	165	354			2 LCM 4(f)	248	2752	3000	7 LST 1 AK
D+6	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	240 1242 385 –	50 40 34 –	178 124 4 –			4 LCM	100 183 329 –	2100 288 –	2200 800 –	2 AK 4 LST
	TOTAL D+6 DAYS	1867	124	306			4 LCM	612	2388	3000	2 AK 4 LST
D+7	9 AUST DIV GP 7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	120 –	25 –	80 –			2 LCM	92 –	908	1000 –	1 AK
	TOTAL D+7 DAYS	120	25	80			2 LCM	92	908	1000	1 AK
D+8	7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.										
	TOTAL D+8 DAYS										
D+9	7 AUST DIV GP 9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	555	24	90			54 LCM				3 LSD
	TOTAL D+9 DAYS	555	24	90			54 LCM				3 LSD
D+10	7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.										
	TOTAL D+10 DAYS										
D+11	7 AUST DIV GP R.A.A.F.										
	TOTAL D+11 DAYS										
D+12	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	2276	157	229				1508	292	1800	8 LST
	TOTAL D+12 DAYS	2276	157	229				1508	292	1800	8 LST
D+13	1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	644 171	18 3	54 5				128 19	2853	3000	1 LST 1 AK
	TOTAL D+13 DAYS	815	21	59				147	2853	3000	1 LST 1 AK
D+14	1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA										
	TOTAL D+14 DAYS										
TOTALS D to D+14	9 AUST DIV GP U.S.N. 7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	33937 246 5248 3059 18	1099 16 334 230	3027 15 575 135 6	206	175	120 LCVP 120 LCM 8(g) 4(f) 6(e)	2758 210 724 643 10	13165 2415		1 LSH 4 LST 80 LST 3 LSD = 6 Discharges 5 LSM 5 APD 21 LCI 1 AKA 5 AK
	GRAND TOTAL	42508	1679	3758	206	175	258	4420	15580	23000	

FROM STAGING AREA No 2 — FROM AUSTRALIA

Day	FORMATION	Staging Area No 2: Pers	Hy Vehs & Mech Eqpt	Guns, Lt Vehs & Trlrs	Misc Eqpt	Est W Unit Stores DWT	Maint etc Stores	Total Stores	SHIPPING ALLOTTED	Australia: Pers	Hy Vehs	Lt Vehs & Trlrs	Est W Unit Stores DWT	Maint etc Stores	Total Stores	SHIPPING ALLOTTED
D Day	Note (c) 9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED R.A.A.F. U.S.N.					Note (b)							Note (b)			
	TOTAL D DAY															
D+1	9 AUST DIV GP etc.															
	TOTAL D+1 DAY															
D+2	9 AUST DIV GP etc.															
	TOTAL D+2 DAYS															
D+3	9 AUST DIV GP U.S.N. 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	370	126	38 –		465 –	135 –	600 –	3 LST							
	TOTAL D+3 DAYS	370	126	38		465	135	600	3 LST							
D+4	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.									714 517 –	157 7 –	65 77 –	16 53 –	364(d) 1931 –	364(d) 2000 –	2 AK
	TOTAL D+4 DAYS									1231	164	142	69	364(d) 1931	364(d) 2000	2 AK
D+5	9 AUST DIV GP etc.															
	TOTAL D+5 DAYS															
D+6	9 AUST DIV GP etc.															
	TOTAL D+6 DAYS															
D+7	9 AUST DIV GP 7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	2990 583 519 –	102 53 61 –	290 40 31	4(g)	280 104 35	920 102(d) 661	1200 102(d) 800	6 LST 2 LSM 4 LST							
	TOTAL D+7 DAYS	4092	216	361	4(g)	419	102(d) 1581	102(d) 2000	10 LST 2 LSM							
D+8	7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	5700 355 1016 –	156 8 57 –	516 11 56	4(g)	500 44 105	1840 511	2400 600	12 LST 3 LST							
	TOTAL D+8 DAYS	7071	221	583	4(g)	649	2351	3000	15 LST							
D+9	7 AUST DIV GP 9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	5700 251 527	156 33 79	516 25 40	4(f)	560 58	1840 102(d) 542	2400 102(d) 600	12 LST 3 LST							
	TOTAL D+9 DAYS	6478	268	581	4(f)	618	102(d) 2382	102(d) 3000	15 LST							
D+10	7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	1085 179 1313	51 12 76	156 8 59		100 52 149	2300 399	2400 600	2 LST 1 AK 3 LST							
	TOTAL D+10 DAYS	2577	139	223		301	2699	3000	5 LST 1 AK							
D+11	7 AUST DIV GP R.A.A.F.	270	50	140		12	2988	3000	2 AK							
	TOTAL D+11 DAYS	270	50	140		12	2988	3000	2 AK							
D+12	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	30 1936	274	6 137		982	102(d) 518	102(d) 1500	2 LST 1 AK							
	TOTAL D+12 DAYS	1966	274	143		982	102(d) 518	102(d) 1500	2 LST 1 AK							
D+13	1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.															
	TOTAL D+13 DAYS															
D+14	1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA	16 1056	102	4 35		1 612	102(d) 1387	102(d) 2000	2 AK	544 19	115	81 8	27	306(d) 973	306(d) 1000	1 AK
	TOTAL D+14 DAYS	1072	102	39		613	102(d) 1387	102(d) 2000	2 AK	563	115	89	27	306(d) 973	306(d) 1000	1 AK
TOTALS D to D+14	9 AUST DIV GP U.S.N. 7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	15745 1414 6737	515 106 775	1618 94 394	8(g) 4(f)	1512 201 2346	9888 403(d) 4153		50 LST 2 LSM 6 AK	1258 536	272 7	146 85	43 53	670(d) 2904		3 AK
	GRAND TOTAL	23896	1396	2106	8(g) 4(f)	4059	403(d) 14041	403(d) 18100		1794	279	231	96	670(d) 2904	670(d) 3000	

TOTAL 1 AUST CORPS

Day	FORMATION	Pers	Hy Vehs & Mech Eqpt	Guns, Lt Vehs & Trlrs	LVT	DUKW	Misc Eqpt	Est W Unit Stores DWT	Maint etc Stores	TOTAL Stores	SHIPPING ALLOTTED
D Day	Note (c) 9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED R.A.A.F. U.S.N.	17593 303 18	203 26	603 30 6	206	175	53 LCM 66 LCVP 6(e)	Note (b) 490 10	1300	1800	1 LSH 4 LST 18 LST 3 LSD 5 LSM 5 APD 21 LCI
	TOTAL D DAY	17914	229	839	206	175	53 LCM 66 LCVP 6(e)	500	1300	1800	do.
D+1	Note (c) 9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F. U.S.N.	5397 515 6 – 82	260 5 – 5	597 103 – 5			45 LCVP	248 57 70	2625	3000	15 LST
	TOTAL D+1 DAY	6000	270	705			45 LCVP	375	2625	3000	15 LST
D+2	9 AUST DIV GP U.S.N. 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	1318 82 1046 417 –	73 5 176 30 –	223 5 101 14 –			5 LCVP 5 LCM 4(g)	50 70 101 56	1480 1243	1600 1400	3 LST 1 AKA 7 LST
	TOTAL D+2 DAYS	2863	284	343			5 LCVP 5 LCM 4(g)	277	2723	3000	10 LST 1 AKA
D+3	9 AUST DIV GP U.S.N. 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	3118 82 875 1049 –	138 6 18 247 –	371 5 61 68 –			4(g)	140 70 94 561	1390 745	1600 1400	8 LST 7 LST
	TOTAL D+3 DAYS	5124	409	505			4(g)	865	2135	3000	15 LST
D+4	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	1200 1153 1017 –	54 200 7 –	141 153 84 –				50 188 92	550 364(d) 2120	600 364(d) 2400	3 LST 2 LST 2 AK
	TOTAL D+4 DAYS	3370	261	378				330	364(d) 2670	364(d) 3000	5 LST 2 AK
D+5	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	2120 184 901	115 8 42	315 14 25 –			2 LCM 4(f)	80 59 109	2520 232	2600 400	5 LST 1 AK 2 LST
	TOTAL D+5 DAYS	3205	165	354			2 LCM 4(f)	248	2752	3000	7 LST 1 AK
D+6	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	240 1242 385	50 40 34 –	178 124 4 –			4 LCM	100 183 329	2100 288	2200 800	2 AK 4 LST
	TOTAL D+6 DAYS	1867	124	306			4 LCM	612	2388	3000	4 LST 2 AK
D+7	9 AUST DIV GP 7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	120 2990 583 519	25 102 53 61	80 290 40 31			2 LCM 4(g)	92 280 104 35	908 920 102(d) 661	1000 1200 102(d) 800	1 AK 6 LST 2 LSM 4 LST
	TOTAL D+7 DAYS	4212	241	441			2 LCM 4(g)	511	102(d) 2489	102(d) 3000	10 LST 2 LSM 1 AK
D+8	7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	5700 355 1016	156 8 57	516 11 56			4(g)	500 44 105	1840 511	2400 600	12 LST 3 LST
	TOTAL D+8 DAYS	7071	221	583			4(g)	649	2351	3000	15 LST
D+9	7 AUST DIV GP 9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	5700 555 251 527	156 24 33 79	516 90 25 40			54 LCM 4(f)	560 58	1840 102(d) 542	2400 102(d) 600	12 LST 3 LSD 3 LST
	TOTAL D+9 DAYS	7033	292	671			54 LCM 4(f)	618	102(d) 2382	102(d) 3000	15 LST 3 LSD
D+10	7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	1085 179 1313	51 12 76	156 8 59				100 52 149	2300 399	2400 600	2 LST 1 AK 3 LST
	TOTAL D+10 DAYS	2577	139	223				301	2699	3000	5 LST 1 AK
D+11	7 AUST DIV GP R.A.A.F.	270	50	140				12	2988	3000	2 AK
	TOTAL D+11 DAYS	270	50	140				12	2988	3000	2 AK
D+12	9 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	2276 30 1936	157 274	229 6 137				1508 982	292 102(d) 518	1800 102(d) 1500	8 LST 2 LST 1 AK
	TOTAL D+12 DAYS	4242	431	372				2490	102(d) 810	102(d) 3300	10 LST 1 AK
D+13	1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	644 171	18 3	54 5				128 19	2853	3000	1 LST 1 AK
	TOTAL D+13 DAYS	815	21	59				147	2853	3000	1 LST 1 AK
D+14	1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA	560 1075	115 102	85 43				28 612	408(d) 2360	408(d) 3000	3 AK
	TOTAL D+14 DAYS	1635	217	128				640	408(d) 2360	408(d) 3000	3 AK
TOTALS D to D+14	9 AUST DIV GP U.S.N. 7 AUST DIV GP 1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA R.A.A.F.	33937 246 15745 7720 10332 18	1099 16 515 712 1012	3027 15 1618 815 616 6	206	175	240 16(g) 8(f) 6(e)	2758 210 1512 1038 3047 10	13165 9888 1078(d) 12472		1 LSH 4 LST 130 LST 3 LSD = 6 Discharges 7 LSM 5 APD 21 LCI 1 AKA 14 AK
	GRAND TOTAL	68198	3354	6097	206	175	120 LCM 120 LCVP 6(e) 16(g) 8(f)	8575	1078(d) 35525	1078(d) 44100	

R.A.A.F. (FROM FINSCHHAFEN) — R.A.A.F. (FROM AITAPE) — TOTAL R.A.A.F.

Day	FORMATION	Finschhafen: Pers	Hy Vehs & Mech Eqpt	Lt Vehs & Trlrs	Misc Eqpt	Est W Unit Stores DWT	SHIPPING ALLOTTED	Aitape: Pers	Hy Vehs & Mech Eqpt	Lt Vehs & Trlrs	Est W Unit Stores DWT	SHIPPING ALLOTTED	Total R.A.A.F.: Pers	Hy Vehs & Mech Eqpt	Lt Vehs & Trlrs	Misc Eqpt	Est W Unit Stores DWT	SHIPPING ALLOTTED
D Day	9 AUST DIV GP etc.																	
	TOTAL D DAY																	
D+1	9 AUST DIV GP etc.	442	120	9		5	2 LST						442	120	9		5	2 LST
	TOTAL D+1 DAY	442	120	9		5	2 LST						442	120	9		5	2 LST
D+2	9 AUST DIV GP etc.	831	334	38		40	6 LST						831	334	38		40	6 LST
	TOTAL D+2 DAYS	831	334	38		40	6 LST						831	334	38		40	6 LST
D+3	9 AUST DIV GP etc.							605	135	27	140	3 LST	605	135	27		140	3 LST
	TOTAL D+3 DAYS							605	135	27	140	3 LST	605	135	27		140	3 LST
D+4	9 AUST DIV GP etc.	735	64	39	3(h)	447	2 LST						811	70	49	3(h)	477	2 LST
	TOTAL D+4 DAYS												811	70	49	3(h)	477	2 LST
D+5	9 AUST DIV GP etc.	76	6	10		30												
	TOTAL D+5 DAYS																	
D+6	9 AUST DIV GP etc.							1482	19	19	120	6 LST	1937	273	87		405	6 LST
	TOTAL D+6 DAYS												1937	273	87		405	6 LST
D+7	9 AUST DIV GP etc.							1455	254	68	285							
	TOTAL D+7 DAYS																	
D+8	7 AUST DIV GP etc.							1830	252	70	425	7 LST	2020	322	74		455	7 LST
	TOTAL D+8 DAYS												2020	322	74		455	7 LST
D+9	7 AUST DIV GP etc.							190	70	4	30							
	TOTAL D+9 DAYS																	
D+10	7 AUST DIV GP etc.							275	8	13	100							
	TOTAL D+10 DAYS																	
D+11	7 AUST DIV GP R.A.A.F.							600	26	56	200	2 LST	875	34	69		300	2 LST
	TOTAL D+11 DAYS							875	34	69	300	2 LST	875	34	69		300	2 LST
D+12	9 AUST DIV GP etc.	153	47	81														
	TOTAL D+12 DAYS																	
D+13	1 AUST CORPS TPS NOT ALLOTTED etc.	75	30	27			3 LST						228	77	103			3 LST
	TOTAL D+13 DAYS	228	77	103			3 LST						228	77	103			3 LST
D+14	1 AUST CORPS TPS NOT ALLOTTED 1 AUST BASE SUB-AREA																	
	TOTAL D+14 DAYS																	
TOTALS D to D+14		2318	591	204	3(h)	522	13 LST	5431	764	257	1300	18 LST	7749	1355	461	3(h)	1822	31 LST
	GRAND TOTAL												7749	1355	461	3(h)	1822	31 LST

TOTAL "SEAGULL" FORCE — DAILY "BUILD UP" AT FAR SHORE

Day	FORMATION	Seagull Force: Pers	Hy Vehs & Mech Eqpt	Guns, Lt Vehs & Trlrs	LVT	DUKW	Misc Eqpt	Est W Unit Stores DWT	Maint etc Stores DWT	Total Stores	SHIPPING ALLOTTED	Build Up: Pers	Hy Vehs & Mech Eqpt	Guns, Lt Vehs & Trlrs	LVT	DUKW	Misc Eqpt	Est W Unit Stores DWT	Maint Stores DWT	Total Stores
	TOTAL D DAY	17914	229	839	206	175	53 LCM 66 LCVP 6(e)	500	1300	1800	1 LSH 4 LST 3 LSD 18 LST 5 LSM 5 APD 21 LCI	17914	229	839	206	175	53 LCM 66 LCVP 6(e)	500	1300	1800
	TOTAL D+1 DAY	6442	390	714			45 LCVP	380	2625	3005	17 LST	24356	619	1553	206	175	53 LCM 111 LCVP 6(e)	880	3925	4805
	TOTAL D+2 DAYS	3694	600	431			5 LCVP 5 LCM 4(g)	317	2725	3040	16 LST 1 AKA	28050	1227	1984	206	175	58 LCM 120 LCVP 6(e) 4(g)	1197	6648	7845
	TOTAL D+3 DAYS	5729	544	532			4(g)	1005	2135	3140	18 LST	33779	1771	2516	206	175	58 LCM 120 LCVP 6(e) 8(g)	2202	8783	10985
	TOTAL D+4 DAYS	4181	331	427			3(h)	807	364(d) 2670	364(d) 3477	7 LST 2 AK	37960	2102	2943	206	175	58 LCM 120 LCVP 6(e) 8(g) 3(h)	3009	364(d) 11453	364(d) 14462
	TOTAL D+5 DAYS	3205	165	354			2 LCM 4(f)	248	2752	3000	7 LST 1 AK	41165	2267	3297	206	175	60 LCM 120 LCVP 6(e) 8(g) 4(f) 3(h)	3257	364(d) 14205	364(d) 17462
	TOTAL D+6 DAYS	3804	397	393			4 LCM	1017	2388	3405	10 LST 2 AK	44969	2664	3690	206	175	64 LCM 120 LCVP 6(e) 8(g) 4(f) 3(h)	4274	364(d) 16593	364(d) 20867
	TOTAL D+7 DAYS	4212	241	441			2 LCM 4(g)	511	102(d) 2489	102(d) 3000	10 LST 2 LSM 1 AK	49181	2905	4131	206	175	66 LCM 120 LCVP 6(e) 12(g) 4(f) 3(h)	4785	466(d) 19082	466(d) 23867
	TOTAL D+8 DAYS	9091	543	657			4(g)	1104	2351	3455	22 LST	58272	3448	4788	206	175	66 LCM 120 LCVP 6(e) 16(g) 4(f) 3(h)	5889	466(d) 21433	466(d) 27322
	TOTAL D+9 DAYS	7033	292	671			54 LCM 4(f)	618	102(d) 2382	102(d) 3000	15 LST 3 LSD	65305	3740	5459	206	175	120 LCM 120 LCVP 6(e) 16(g) 8(f) 3(h)	6507	568(d) 23815	568(d) 30322
	TOTAL D+10 DAYS	2577	139	223				301	2699	3000	5 LST 1 AK	67882	3879	5682	206	175	do.	6808	568(d) 26514	568(d) 33322
	TOTAL D+11 DAYS	1145	84	209				312	2988	3100	2 LST 2 AK	69027	3963	5891	206	175	do.	7120	568(d) 29502	568(d) 36422
	TOTAL D+12 DAYS	4242	431	372				2490	102(d) 810	102(d) 3300	10 LST 1 AK	73269	4394	6263	206	175	do.	9610	670(d) 30312	670(d) 39922
	TOTAL D+13 DAYS	1043	93	167				147	2853	3000	4 LST 1 AK	74312	4492	6430	206	175	do.	9757	670(d) 33165	670(d) 42922
	TOTAL D+14 DAYS	1635	217	128				640	408(d) 2360	408(d) 3000	3 AK	75947	4709	6558	206	175	120 LCM 120 LCVP 6(e) 16(g) 8(f) 3(h)	10397	1078(d) 35525	1078(d) 45922
TOTALS D to D+14											1 LSH 4 LST 161 LST 3 LSD = 6 Discharges 7 LSM 5 APD 21 LCI 1 AKA 14 AK									
	GRAND TOTAL	75947	4709	6558	206	175	120 LCM 120 LCVP 6(e) 16(g) 8(f) 3(h)	10397	1078(d) 35525	1078(d) 45922										

REMARKS

Note (a) Sequence of Div Landings shown for the purpose of Outline Planning on Corps Level – subject to revision on submission of Div Outline Plans.

Note (b) Unit Stores – calculated on Unit Eqpt, accommodation stores, and First Line Amn, less that carried in Unit MT – daily rate of discharge approx only, and shown for purpose of calculating maint tonnage.

Note (c) Arrivals at Far Shore D and D plus 1 Days to be embarked in shipping allocated by 9 AUST DIV GP.

Note (d) Maint Stores "Mobile Loaded" in space available in AASC Vehs.

Note (e) 6 AUSTER III Recce a/c.

Note (f) Misc Eqpt – Boring Rigs.

Note (g) Misc Eqpt – 1 Work Boat, 2 Surf Boats, 1 Dinghy (Docks Op Coy) – Total 12 Craft.

Note (h) Misc Eqpt – 1 Crash Boat, 1 Work Boat, 1 Dinghy.

* Estimated

ALLOTMENT OF SHIPPING TO EVACUATION GROUPS AND ESTIMATED CAPACITIES OF SHIPS

(a) ALLOTMENT OF SHIPPING

Serial	At Par Score	Location	LSTs (a)	LSIs	AKAs	AKs	APDs	LSTs	LSMs	LSDs (b)	LCIs	Remarks
1	D to D+7	9 Aust Div										Note
2		1 Aust Corps Tps (c)										(a) LSH(RNS LOTHIAN) embarks 1 Aust Corps Cond Gp as Force HQ.
3		1 Aust Base Sub-Area	Assault									
4		U.S.N.										
5	D + 12	9 Aust Div	Follow Up					8				(b) LCD. Each ship makes two trips = 6 Discharges
6		TOTAL 9 Aust Div Gp	1	4	1	4	5	60	5	3	21	
7	D+2 to	1 Aust Corps Tps	Ex									(c) Units of 1 Aust Corps and 1 Aust Base Sub-Area arriving D and D+1 Days.
8	D+13	1 Aust Base Sub-Area	SA 1			1		20				
9	D+3 to	1 Aust Corps Tps	Ex									
10	D+14	1 Aust Base Sub-Area	SA 2			3		13				
11	D+4 and	1 Aust Corps Tps	Ex									
12	D+14	1 Aust Base Sub-Area	Aust			3						(d) Totals Serials 6, 13, 14 and 15.
13		TOTAL				7		33				
14	D+7 to D+11	7 Aust Div Gp				3		32	2			
15		1 Aust Corps RESERVE SHIPPING						7			13	
16		(d) TOTAL SHIPPING - 1 AUST CORPS	1	4	1	14	5	137	7	3	32	
17	D+1 to	R.A.A.F. Ex SA 3						19				
18	D+13	R.A.A.F. Ex SA 4						12				
19		TOTAL R.A.A.F.						31				
20	TOTAL SHIPPING - "SEAGULL" FORCE		1	4	1	14	5	168	7	3	32	

(b) ESTIMATED CAPACITIES OF SHIPPING - 9 AUST DIV GP

(Incl lifts 1 Aust Corps Tps and 1 Aust Base Sub-Area landing D to D+1 and lifts U.S.N. landing D+1 to D+3 to be allotted to shipping by 9 Aust Div)

Serial	Type	No Allotted	Pers	Ocms, Lt Vehs & Trlrs	Hy Vehs & Mech Equip	DUKW	LCM(3)	LCVP	LCT	Stores Wt	Remarks
	Div to D to D+7 Days										
1	LSH (RNS LOTHIAN)	1	99								Force HQ ship
2	LSI	4	1100	60	10	16	2			340	NEALE' BANKSIA, KATOOMBA, WESTRALIA - RMS OLDERAIN(no cargo) Others for approx 8 hr discharge - bulk of LCVP replaced by DUKW. HMS ALCONDA (approx 48 hr discharge)
3	AKA	1	200	86	26		5	9		1000	
4	AK	4	120	80	25		2			1 @ 1600 2 @ 1100 1 @ 1000	Standard Liberty types (1.9 - 60 hr discharge approx)
5	APD	5	160								
6	LST (52) Arriving on D Day	12	500	25	5	6		4	16	Unit only	Boat Bn Craft at Davis - carries 2L Pontoon -
7	on D Day	6	500	34	10 & 1 s/c	6		3		100	DUKW preloaded -
8	D+1	15	400	47	13			3		200	ship Nos and Types
9	D+2 to D+6	17	400	47	18					200	not known
10	LCT	21	135								Load to 2/3 capacity only
11	LSM	5	65	17	9				1	Unit only	
12	LSD First Discharge	3	185	30	8	1	15		3	do.	
13	Second Discharge	3	185	30	8		15			do.	Arrives D+9 Days
14	Est Lift = D to D+7 Days		32789	2352	299 & 6 s/c	175	130	125	203	11400	
15	CONVOY = D+12 Days										
16	LST	8	2?4 +	21 +	12 +					225	
17	Est Lift = D+12 Days		2273	221	157					1350	
18	Est Lift = 9 Aust Div Convoy		35025	3181	1146 & 6 s/c	175	130	125	203	16350	

(c) ESTIMATED CAPACITIES OF SHIPPING - 7 AUST DIV GP

Serial	Type	No Allotted	Pers	Ocms, Lt Vehs & Trlrs	Hy Vehs & Mech Equip	Stores	Remarks
1	AK	3	135	70	25	1 @ 2000 2 @ 1500	Standard Liberty Types
2	LST	32	475	43 +	13 +	200	Ship Nos and Type not known
3	LSM	2	70	16	12	Unit only	
4	Est Lift = 7 Aust Div Convoy		15745	1618	515	11400	

(d) ESTIMATED CAPACITY OF SHIPPING - (i) 1 Aust Corps Tps, 1 Aust Base Sub-Area — NOT ALLOTTED TO 1ST GPS — See OUTLINE ALLOTMENT OF FORCE to SHIPPING APPENDIX "L"

(ii) R.A.A.F. (Ex PINDARAPEE and AITAPE)

SECRET

EXERCISE "SEAGULL"

Appendix 'W' to I Aust Corps Outline Plan Operation "SEAGULL".

EXTRACTS FROM NAVAL PLAN

PART I

1. ROUTE REFERENCE POINTS

Point	Latitude	Longitude
ANT	2° 20' S	140° 46' E
BET	0° 30' N	135° 00' E
CUR	6° 55' N	133° 53' E
DON	4° 00' N	129° 56' E
EAT	2° 02' N	129° 18' E
FAG	2° 02' N	128° 39' E
GUT	2° 51' N	129° 10' E
HOT	9° 00' N	129° 00' E
IRK	9° 29' N	131° 13' E
JAN	12° 14' N	127° 12' E
KIT	13° 18' N	127° 50' E
PORT TUBAN	13° 13' N	128° 00' E

2. CONVOY ROUTES

TARE - Points ANT, CUR, IRK, JAN, KIT

UNCLE - Points ANT, JAN, KIT

VICTOR - Points ANT,BET,EAT,GUT,DON,HOT,JAN,KIT

WILLIAM - Points FAG,GUT, then as for VICTOR

X - RAY - Points ANT,BET,EAT,GUT,JAN,KIT

YOKE - Points FAG,GUT, then as for X-RAY

ZEBRA - Points FAG,GUT,DON,CUR, then as for TARE

Note 1. Returning convoys reverse points given above for route ordered.

SECRET

EXERCISE "BEAGULL"

Part II to APPENDIX "W"
1 Amst Corps Outline
Plan - Operation
"BEAGULL"

TENTATIVE CONVOY PROGRAMME

No (a)	Composition (b)	Available To Load (c)	Complete Loading (d)	Depart BRISBANE (e)	Depart PENGUIN-HAPEN (f)	Depart AITAPE (g)	Depart Staging Area 1 (h)	Depart Staging Area 2 (i)	Escort (j)	Route (k)	Arrive Far Shore (l)	Depart Far Shore (m)	Remarks (n)
B1	1 LSH	(Immediately after the rehearsal)	1800I D-8	-	-	-	0700I D-7	-	(a) 10 DD (b) 2 CA) 2 CL) * 18 DD)	TARE	0800H D day	As required	3 LSD return Staging Area 1 Reload for Convoy B10.
	4 LSI		1800I D-10									1000H D day	
	18 LST		1800I D-8						*(Note 3)			1000H D day	
	3 LSD		1200I D-8									1000H D day	
	5 LSM		1800I D-8									1000H D day	
	5 APD		1800I D-8									1000H D day	
	21 LCI		1800I D-8									1200H D day	
B2(A)	2 LST	0800K D-11	1200K D-9	-	2200K D-9	-	-	-	2 PC to ANT	Point ANT direct	(0800H D+1	1300H D+1)	Join B2(B) at point ANT
B2(B)	15 LST	0800I D-9	1800I D-7	-	-	-	1000I D-6	-	(a) 2 DD (b) 6 DD	TARE	)	)	With B2(A) form Convoy B2
B3(A)	8 LST	0800K D-10	1200K D-8	-	2200K D-8	-	-	-	4 PC to ANT	Point ANT direct	(0800H D+2)	1300H D-2	Join B3(B) at point ANT
B3(B)	(10 LST	0800I D-8	1800I D-6)	-	-	-	1000I D-5	-	(a) 2 DD (b) 8 DD	TARE	)	1300H D+2)	With B3(A) form Convoy B3)
	(1 AKA	0800I D-10	1200I D-8)								)	1900H D+4)	)
B4(A)	3 LST	0800K D-7	1200K D-5	-	-	0200K D-5	-	-	2 PC to ANT	Point ANT direct	(0800H D+3)	(1900H D+3)	Join B4(B) at point ANT
B4(B)	12 LST	0800I D-7	1800I D-5	-	-	-	1000I D-4	-	(a) 2 DD (b) 8 DD	TARE	)	)	Join B4(C) at point CUR
B4(C)	3 LST	0800HI D-5	1200HI D-3	-	-	-	-	1030HI D-3	2 DD to CUR	ZEBRA	)	)	With B4(A) and B4(B) form Convoy B4
B5(A)	2 AK	D-24	D-17	D-16	-	-	-	-	(2 PC MILNE BAY to Staging Area 1)	(As ordered by Naval Control)	(0800H D+4)	1300H D+3	Join B5(C) at Staging Area 1 arriving D - 3
B5(B)	2 LST	0800K D-8	1200K D-6	-	-	2200K D-6	-	-	2 PC to ANT	Point ANT direct	)	(1900H D+4	Join B5(C) at point ANT
B5(C)	5 LST	0800I D-8	1800I D-4	-	-	-	1000I D-3	-	(a) 2 DD (b) 6 DD	TARE	)	)	With B5(A) and B5(B) form Convoy B5
B6	(7 LST	0800I D-8	1800I D-3	-	-	-	1000I D-2	-	(a) 2 DD (b) 6 DD	TARE	0800H D+5	1300H D+5	
	(1 AK	0800I D-7)										1900H D+7	
B7(A)	8 LST	0800K D-4	1200K D-2	-	-	2200K D-2	-	-	2 PC to ANT	Point ANT direct	(0800H D+3)	1900H D+8	Join B7(B) at point ANT
B7(B)	(4 LST	0800I D-4)	1800I D-2	-	-	-	1000I D-1	-	(a) 2 DD (b) 4 DD	TARE	)	1900H D+8	(With B7(A) form Convoy B7
	(2 AK	0800I D-7)									)	1900H D+8	(1 AK will not start unloading until D + 7)
	(1 AK	0800I D-7)									)	1900H D+9	(
B8	(10 LST) (2 LSM)	0800HI D day	1800HI D+2	-	-	-	-	0530HI D+3	4 DD	WILLIAM	0800H D+7	1900H D+7	
B9(A)	7 LST	0800K D-3	1800K D-1	-	-	0300K D day	-	-	4 PC to GUT	VICTOR	(0800H D+8)	(1900H D+8)	Join B9(B) at point GUT
B9(B)	15 LST	0800HI D+1	1800HI D+3	-	-	-	-	0530HI D+4	4 DD	WILLIAM	)	)	With B9(A) form Convoy B9
B10	3 LSD	0900I D+4	0900 I D+5	-	-	-	1200I D+5	-	(a) 2 DD (b) 4 DD	TARE	0800H D+9	1000H D+9	
B11	15 LST	0800HI D+2	1800HI D+4	-	-	-	-	0530HI D+5	4 DD	WILLIAM	0800H D+9	1800H D+9	
B12(A)	(5 LST	0800HI D+3	1800HI D+5)	-	-	-	-	0530HI D+6	4 DD	WILLIAM	(0800H D+10)	1900H D+10	(Join B12(B) at point GUT
	(1 AK	0800HI D+1	1200HI D+5)								)	1900H D+12	(2 AA will not start unloading until D+11
	(2 AK	0800HI D+1	1200HI D+5)								)	1900H D+13	(
B12(B)	2 LST	0800K D-1	1800K D+1	-	-	0300K D+2	-	-	2 PC to GUT	VICTOR	)	1900H D+11	With B12(A) form Convoy B12. Do not start unloading until D+11
B13(A)	8 LST	0800I D+2	1800I D+4	-	-	-	1000I D+5	-	(a) 4 PC to CUR	TARE	(0800H D+12)	1900H D+12	Join B13(B) at point CUR
B13(B)	(2 LST	0800HI D+4)	1200HI D+6	-	-	-	-	1030HI D+6	(a) 2 DD (b) 4 DD	ZEBRA	)	1900H D+12	(With B13(A) form Convoy B15
	(1 AK	0800HI D+2)									)	1900H D+14	(
B14(A)	3 LST	0800K D+1	1200K D+3	-	2200K D+3	-	-	-	2 PC to ANT	Point ANT direct	(0800H D+13)	1900H D+13	Join B14(B) at point ANT
B14(B)	(1 LST	0800I D+4)	1800I D+5	-	-	-	1000I D+6	-	2 PC to CUR	TARE	)	1900H D+13	(Join B14(D) at point CUR)
	(1 AK	0800I D+2)									)	1900H D+15	( )
B14(C)	1 AK	D-12	D-7	D-6		-	-	-	(2 PC MILNE BAY to Staging Area 1)	(As ordered by Naval Control)	)	1900H D+16	Join B14(B) at Staging Area 1, arriving D+5
B14(D)	2 AK	0800HI D+3	1800HI D+7	-	-	-	-	0730HI D+8	(a) 2 DD (b) 4 DD	ZEBRA	)	1900H D+16	(With B14(A), B14(B) and B14(C) form Convoy B14. 3AK do not start unloading (until D+14

NOTES:

1. Convoy B1 will be available for loading and rehearsal from D-21 onwards.
2. Between D-12 and time of sailing, no movements of ships and craft belonging to Convoy B1 will take place, except those absolutely necessary for loading - LSIs will borrow non-operational craft to do any loading required between the dates given.
3. Under Escort Column:- (a) is from Port of Departure to point CUR;
   (b) is beyond point CUR.
4. Time of arrival at the Far Shore of all Convoys after D day is that at which ships will arrive in the anchorage. They will beach or be ready to start unloading 1 hour later.
5. Ships remaining at the Far Shore overnight will retire to seaward under escort at Sunset. They will be ready to re-commence unloading next morning at 0700. All convoys returning with casualties on board will call at Staging Area 2 to unload them.

SECRET

EXERCISE "SEAGULL"

Part III to Appendix
'N' 1 Aust Corps
Outline Plan Operation
"SEAGULL".

PART III

TENTATIVE ALLOCATION

OF SHIPS TO EVACUATE PERSONNEL

Day of Departure	Ships	Carrying Surgical Teams	To be loaded by
D Day	3 LSI 2 LST 19 LCT	Yes Yes) No)	1700H 1900H
D + 1	1 LST 10 LCT	Yes) No)	1800H
D + 2	2 LST 14 LCT	Yes) No)	1800H
D + 3	2 LST 15 LCT	Yes) No)	1800H
D + 4	1 LST 6 LCT	Yes) No)	1800H
D + 5	1 LST 6 LCT	Yes) No)	1800H
D + 6	2 LST 8 LST	Yes) No)	1800H
D + 7	2 LST 8 LST	Yes) No)	1800H
D + 8	2 LST [illegible]	Yes) No)	1800H
D + 9	2 LST [illegible]	Yes) No)	1800H
D + 10	1 LST 4 LST	Yes) No)	1800H
D + 12	1 LST 7 LST	Yes) No)	1800H

Day of Departure	Ships	Carrying Surgical Teams	To be loaded by
D + 13	1 LST 3 LST	Yes) No)	1800H

NOTES

1. Firm number of ships cannot be allocated until final convoy programme is issued.

2.(a)Capacities of ships - LSI, 50 stretcher,
150 walking.

(b)LST with Surgical Team - 85 stretcher
150 walking

(c)Other LST (each carrying 1 ship's medical officer)
15 stretcher
50 walking

3. LST with surgical teams to be fully loaded before others are resorted to.

4. Casualties will be disembarked at STAGING AREA 2

SECRET

EXERCISE "SEAGULL"

Appendix 'O' to 1
Aust Corps Outline
Plan Operation
"SEAGULL"

CODE NAMES FOR LOCATIONS

Place Name	Code Name	Place Name	Code Name
ADMIRALTY IS	LANCER	GILLAMATONG	FRENIUM
AITAPE	MAPCAP	GOLGAI R	UMBRAGE
ALAMAGANG	MILEAGE	GUAM	IMPERIAL
ANGAUR	CEREAL	HALMAHERAS	SECOND
BABELTHUAP	DESERT	HOLLANDIA	NARRATOR
BACOLOD	PEPPER	HONAPAI	MORASS
BATANGAS	MATTRESS	HOTA JIMA	QUILT
BIAK	OBLIVION	HADONA	FLIMSY
BINBINWIE	CLIMAX	LA CARLOTA	SHINGLE
BONIN	ORIENT	LAE	ICICLE
BRISBANE	BANANA	LAKE MURDI	SERMON
BUNA	HALTER	LEGASPI	NERVOUS
CAGAYAN	UPROAR	LEYTE	DEATHLESS
CAIRNS	EAGLE	LUZON	AUSTERE
CAPE GLOUCESTER	KEEPSAKE	MADANG	QUAIL
CAROLINA	SCISSORS	MANILA	LIBERTY
CAROLINES	FILLET	MANOG R	TIGER
CEBU	KNIGHT	MANTAO R	VALET
DAVAO	TIMBER	MARANAG	KORAN
DIDONG	NYMPH	MARIANNAS	HENCOOP
DOKIG	JUSTICE	MASONGO R	TACKLE
FABRICA	RACKET	MILNE BAY	GARLIC
FINSCHHAFEN	JACKET	MINAMI IWOJIMA	PITCHER
FORMOSA	HARDY	MINDANAO	FENDER
GALGUAN	BELTANE	MINDORO	BATTERY

Place Name	Code Name	Place Name	Code Name
MONACO	QUORUM	SANLANGCE	OVERTURE
MORONES	AWKWARD	SAN JOSE	OCTAGON
MORONES PLATEAU	YOUTH	SAN ROQUE	WANTON
MOROTAI	PARABLE	SASU	THEODOLITE
NANSEI I	REALM	SILAY	QUARTZ
NAPOPO R	VIRILE	SIRAWAI	DISCORD
NEGROS	JARGON	SUGAWA R	WISTFUL
NUDINAR R	WELKIN	SULU ARCHIPELAGO	YEAST
NUSA	INCENSE	SYDNEY	ATTORNEY
NUSA R	TESTIMONY	TACLOBAN	TEAM
ORMOC	SLUGGARD	TAGAMI	LUXURY
ORO BAY	LANYARD	TAMIK	GUITAR
PAGAN	NUMERAL	TINIAN	LISSOME
PALAU	AUTOCRAT	TOMAHINE	HERALDRY
PALAWAN	GIANT	TOMAHINE R TRUK	SILVER GLYCERINE
PANAY	IDEAL	TUBAN R	YOKE
PELELIU	BEDROOM	TUGAYA	EPIGRAM
PORT MORESBY	FASHION	TOWNSVILLE	DAUPHIN
PORT TUBAN	REDEEM	VISAYAS	ELECTRODE
PUERTO PRINCESSA	YARDSTICK	YAP	ENCORE
ROCKHAMPTON	CANVAS	ZAMBOANGA	VERMIN
ROTA	JAVELIN	ZETTEL FIELD	WHATNOT
SAIPAN	KNOCKING		
SAMAR	CAPSULE		

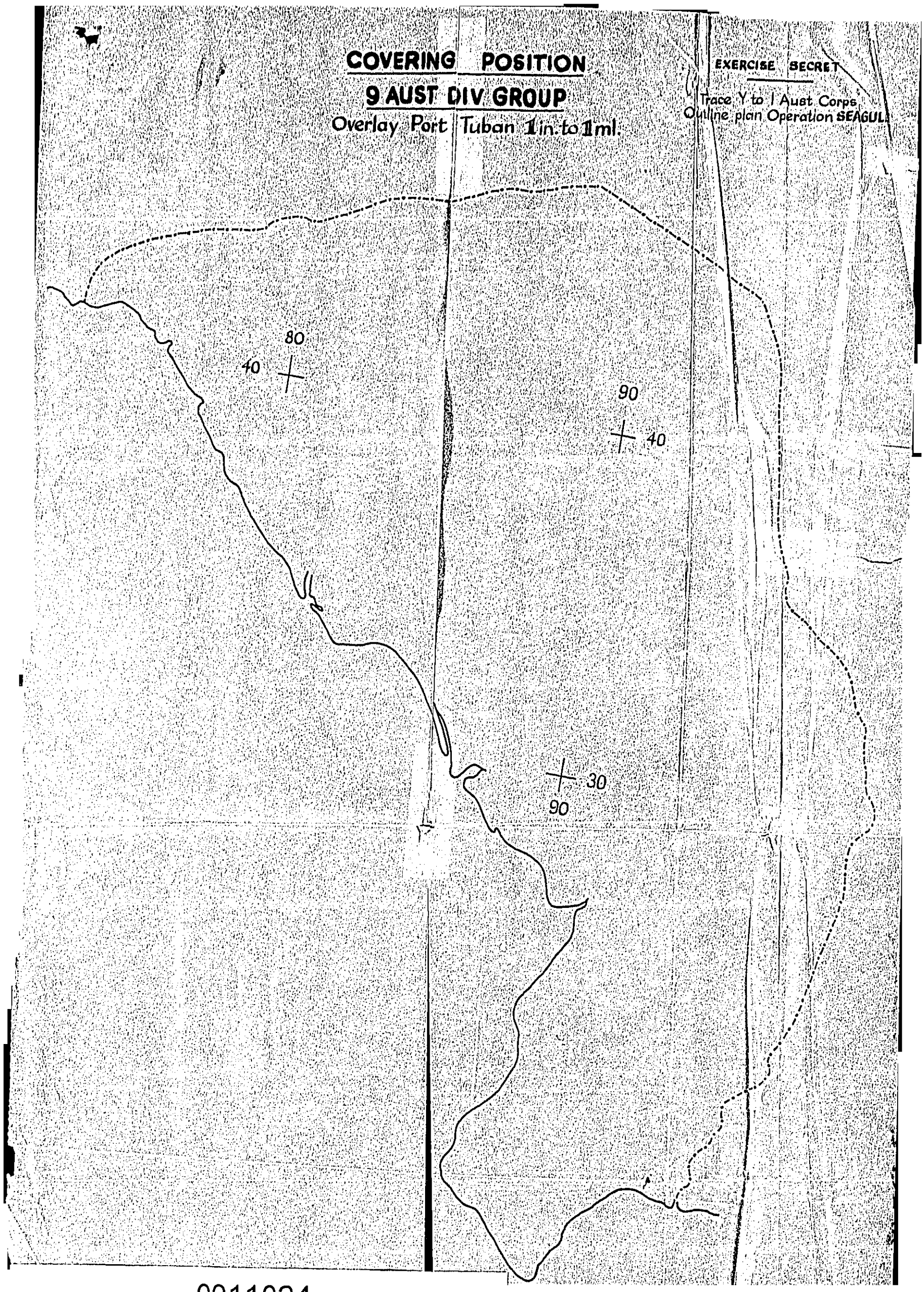
Code Name	Place Name	Code Name	Place Name
ATTORNEY	SYDNEY	ICICLE	LAE
AUSTERE	LUZON	IDEAL	PANAY
AUTOCRAT	PALAU	IMPERIAL	GUAM(MARIANNAS)
AWKWARD	MORONES	INCENSE	NUSA(MORONES)
BANANA	BRISBANE	JACKET	PINSCHHAFEN
BATTERY	MINDORO	JARGON	NEGROS
BEDROOM	PELELIU	JAVELIN	ROTA(MARIANNAS)
BELTANE	GALGUAN(MORONES)	JUSTICE	DORIG(MORONES)
CANVAS	ROCKHAMPTON	KEEPSAKE	CAPEGLOUCESTER
CAPSULE	SAMAR	KNIGHT	CEBU
CEREAL	ANGUAR(PALAU)	KNOCKING	SAIPAN(MARIANNAS)
CLIMAX	BINBINNIE(MORONES)	KORAN	MARAMAG(MORONES)
DAUPHIN	TOWNSVILLE	LANCER	ADMIRALTY IS
DEATHLESS	LEYTE	LANYARD	ORO BAY
DESERT	BABELTHUAP(PALAU)	LIBERTY	MANILA
DISCORD	SIRAWAI(MORONES)	LISSOME	TINIAN(MARIANNAS)
EAGLE	CAIRNS	LUXURY	TAGANI(MORONES)
ELECTRODE	VISAYAS	MADCAP	AITAPE
ENCORE	YAP	MATTRESS	BATANGAS(LUZON)
EPIGRAM	TUGAYA(MORONES)	MILEAGE	ALMAGAN(MARIANNAS)
FASHION	PORT MORESBY	MORASS	KENAPAI(MORONES)
FENDER	MINDORO	NARRATOR	HOLLANDIA
FILLET	CAROLINES	NERVOUS	LEGASPI(LUZON)
FLIMSY	KODONA(MORONES)	NUMERAL	FAGAN(MARIANNAS)
GARLIC	MILNE BAY	NYMPH	DIDONG(MORONES)
GIANT	PALAWAN	OBLIVION	BIAK
GLYCERINE	TRUK	OCTAGON	SAN JOSE(MINDORO)
GUITAR	TANUK	ORIENT	BONIN IS
HALTER	BUNA	OVERTURE	SANLANGOE(MORONES)
HARDY	FORMOSA	PARABLE	MOROTAI
HENCOP	MARIANNAS	PEPPER	BACOLOD(NEGROS)
HERALDRY	TOMARINE(MORONES)	PITCHER	MINAMI IWOJIMA

Code Name	Place Name	Code Name	Place Name
PREMIUM	GILLAMATONG(MORONES)	THEODOLITE	SASU(MINDANAO)
QUAIL	MADANG	TIGER	MANUG R(MORONES)
QUARTZ	SILAY(NEGROS)	TIMBER	DAVAO(MINDANAO)
QUILT	MITA IWOJIMA	UMBRAGE	GOLGAI R(MORONES)
QUOR M	MONACO(MORONES)	UPROAR	CAGAYAN(MINDANAO)
RACKET	FABRICA(NEGROS)	VALET	MANTAO R(MORONES)
REALM	NANSEI IS	VERMIN	ZAMBOANGA(MINDANAO)
REDEEM	PORT TUBAN(MORONES)	VIRILE	NAPOPO R(MORONES)
SCISSORS	CAROLINA(NEGROS)	WANTON	SAN ROGUE(MINDANAO)
SECOND	BALMAHERAS	WELKIN	NUDINAI R(MORONES)
SERMON	LAKE MURDI(MORONES)	WHATNOT	ZETTEL FIELD(SULU ARCH)
SHINGLE	LA CARLOTA(NEGROS)	WISTFUL	SUGAPA R(MORONES)
SILVER	TOMARINE R(MORONES)	YARDSTICK	PUERTO PRINCESSA (PALAWAN)
SMUGGARD	ORMOC	YOKE	TUBAN R(MORONES)
TACKLE	MASONGO R(MORONES)	YEAST	SULU ARCHIPELAGO
TEAR	TACLOBAN	YOUTH	MORONES PLATEAU
TESTIMONY	NUSA R (MORONES)		

COVERING POSITION
9 AUST DIV GROUP
Overlay Port Tuban 1 in. to 1 ml.

EXERCISE SECRET

Trace Y to 1 Aust Corps Outline plan Operation SEAGULL



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1 AUST CORPS SIGNAL INSTRUCTION NO 4

OPERATION "SEAGULL".

INFORMATION

1. 1 Aust Corps will capture the Island of TORONES to permit its development as an Adv Base and the establishment of Air and Naval facilities.

2. The initial landing will be made by [illegible] Div Task Force followed beginning D + 7 by 7 Aust Div [illegible] Force. 6 Aust Div will remain as Corps reserve at [illegible].

3. The following Corps Signal units will be [illegible] Comd Sigs 9 Aust Div :-

2/1 Comp AA Regt Sig Sec

2 Aust Line Sec

Det 2 Aust Wireless Sec (Lt)

3 Aust Pigeon Sec.

4. The following Corps Signal Units will be under Comd Sigs 7 Aust Div :-

53 Comp AA Regt Sig Sec

3 Aust Line Sec

Det 24 Aust Wireless Sec (Lt)

8 Aust Pigeon Sec.

DIRECTION

5. "A" Aust Corps Sigs will provide co[illegible] during assault and subsequent stages of operation[illegible]

METHOD

Wireless

6. Communications to be established as in appendices shown below :-

Appx # 1 Staging area communications prior to D - 4

Appx # 2 Initial communications H - 2 hrs.

Appx W 3 HQ 9 Aust Div ashore

Appx W 4 1 Aust Corps Comd Gp Ashore

Appx W 5 HQ 7 Aust Div ashore

Appx W 6 Rear Corps HQ afloat

Appx W 7 Rear Corps HQ ashore

Appx W 8 Final Wireless Communications

7. Fixed crystal frequencies in use throughout 1 Aust Corps are given in appx W 9.

8. Fixed channel frequencies are given in appx W 10.

9. Daily change frequency tables for all channels other than those for which frequency is fixed are given in appx W 11.

10. Column will be changed at 0700 Hhrs daily. Column Sequence is as follows :-

D D + 1 D + 2 D + 3 D + 4
A A C

D + 5 D + 6 D + 7 D + 8 D + 9
D A C

11. Watch will be maintained by "A" Aust Corps Sigs and Sigs 9 Aust Div on 3690 kcs for the duration of operation "SEAGULL". This channel may be used for emergency communication and will be under the control of Sigs 9 Aust Div.

12. Wireless circuit changes for Corps links will only be made as ordered by CSO.

13. From W - 2 hrs until 0700H hrs on D + 3 combined T/T and R/T procedure in accordance with CCSP 1 and CCSP 3 will be used on all links. At 0700H hrs on D + 3 all links other than those to Navy, Air Force and US Army will revert to link procedure.

14. Army Call Sign Book SSO/3 will be used for all code signs, other than code signs shown for fixed channels.

Allocation of row numbers will be as follows :-

"A" Aust Corps Sigs for all Corps Tps	1 - 60
7 Aust Div	141 - 200
9 Aust Div	201 - 260
4 Aust Armd Bde	261 - 320
1 Aust Base Sub Area	320 - 340

Code Sign columns will be changed at 0700I hrs daily. Column Sequence will be notified later.

14. Details of code words for changing frequency and for Imposing and breaking Wireless Silence will be issued separately.

15. Code names at present issued to Signal units will continue in force but will remain fixed from H - 2 hrs until 0700I hrs on D + 3.

16. Present allocations of frequencies, code signs, etc, in use by 6 Aust Div will remain in force until 6 Aust Div moves from its present location when separate instructions will be issued.

17. Authentication Tables SCBP 0133-D series, method 1 for the current month, will be used.

18. Datum frequency will be 5610 kcs and the associated code word DOMAT.

19. Wireless Silence will be maintained afloat until H - 2 hrs. Listening watch will be maintained from 1000H hrs D - 1. All sets afloat at H - 2 hrs will open communication at H - 2 hrs. There will be no wireless silence for sets located on land.

20. Wireless traffic within and between the staging areas will be maintained at 4000 groups per channel per day from D - 30 to D + 2.

21. All groups will be netted under arrangements

to be made by controlling HQ and for security reasons groups controlled by a HQ will be netted at different times. Control stations will be placed on frequency by frequency meter prior to netting of groups. Care will be taken to ensure that sets have been warmed up before being netted and that dial settings are carefully noted.

22. Frequencies in use on LSH HMS Lothian are given as appx J 12. All sets on the lines Adv HQ - LSH (1 Aust Corps) will be carefully netted prior to departure of Ship from Staging Area 1.

23. NCO's i/c wireless sets must be in possession of a detachment duty card which will show the exact details of the group or groups on which the set must work. In the assault all operators will be issued with copies of the detachment duty card. Specimen detachment duty card is given as appx J 13.

Line

24. Communications in Staging Areas 1 and 2 are given in appendices L1 and L2. These communications will be dismantled on embarkation of troops, by 22 Aust L of C Signals, who will be responsible for packing and transportation of all equipment to the far shore.

25. Signal stores for embarkation communications are carried by 1 and 2 Aust Beach Groups and the responsibility for installation will rest with 7 and 9 Aust Div. After embarkation the installation will be dismantled by 22 Aust L of C Signals who will be responsible for transporting the equipment to the far shore.

26. Attached as appx L3 is a tracing showing routes to be followed by main trunk lines on far shore, for issue to "A" Aust Corps Sigs and Formation HQ only.

27. Initially two speech and two fullerphone channels will be established to each Division. One fullerphone channel to 9 Aust Div will be converted to teletype by D + 9.

28. Secraphones will be installed at 9 Aust Div and Adv Corps HQ by D + 2 and at 7 Aust Div at a date to be notified later.

29. "A" Aust Corps Sigs will build 2 pairs of Fd multi-airline from Adv Corps HQ to HQ temporary Base Sub Area by D + 2, subsequently increasing the route to 4 pairs by D + 6.

30. Corps Line Sections attached to Div Task Forces will be responsible for the construction of the Corps main arteries to 7 and 9 Aust Divs following the routes set out in appx L 3. These line Sections will at all times carry the line construction well forward of Div HQ and "A" Aust Corps Sigs will be responsible for technical supervision of construction and the employment of additional line sections where necessary.

31. Line diagram showing initial communications to be installed by 1600Hrs on D + 1 is attached as appx L 4.

32. On no account will Fd cable routes be attached to Fd multi-airline or permanent line poles or crossarms. Where possible all Fd cables will be suspended at least 14 feet clear of the ground and road crossings for all types of lines will give a minimum clearance of 16 feet.

33. All lines will be clearly labelled, and all multi-airline routes will be properly transposed.

34. No cable will be reeled in, out, or in any way interfered with until it has been ascertained that it does not form part of a circuit or terminate in any unit or HQ.

D R L S

35. By 1600Hrs on D + 1 "A" Aust Corps Sigs will establish a DRLS to 9 Aust Div, Corps and Base units. Prior to this time despatches will be carried by special DR.

C O D E S

36. Medical - Bed State Code.

37. R T Codes

(a) Slidex with Div Keys

(b) Appointment Code - current appointments code (vide Sig Trg All Arms Pam 5) will be used in referring to individuals, branches and appointments.

38. Combined Assault Code (CCBP 0130D) - for use in initial assault phase only. Will be replaced by normal field grade cipher 0700Bhrs on D + 3.

C I P H E R

39. ARMY

(a) Corps Level

Typex with BM912 and current G46, G48 and G50

G19/4 with current G50C

OTT as already issued.

(b) Div Level

G19/4 with current G58C

(c) Bde Level

G33 with current G59C

(d) Unit Level

Intra Div - Trencode with Div keys

Inter Div - Trencode with Corps keys.

40. COMBINED ARMIES

(a) Corps Level

CCI with current CCBP 0101 and CCBP 0103

CSP 845 with current CCBP 0125 and CCBP 0126 as emergency reserve.

(b) Div and Bde Level

Combined Field Code (CCBP 0129) with current CCBP 01217.

41. INTER-SERVICE

(a) Corps Level

CCI with current CCBP 0101 (RAF only)

42. Typex may be taken ashore at any time. Drums inserts and settings will NOT be landed before D + 2.

43. Corps will advise Adv HQ when machine is ready for operation. Until that time all traffic will be on G 19.

44. LST will carry all ciphers held by the HQ aboard. Cipher documents on issue to HQ ship cipher section will NOT be removed by formations using the ship.

45. Cipher documents on issue to Beach Signal Sections will be carried by Bde Cipher Dets and handed over to Beach Sig cipher when Bde passes through.

46. Trencode cipher will be brought into use by units 0700Hhrs D + 3, until that time Combined Assault Code will be used where necessary.

47. Trencode keys for use D + 2 to D + 14 will be issued in sealed envelopes prior to embarkation. Keys will NOT be opened before D day. Normal issues of keys will be made for use on and after D + 15.

48. RESERVES

(a) First reserve high grade cipher documents will be held at Corps HQ.

(b) First reserve medium grade documents and two sets of reserve Trenocde keys will be carried at Div HQ.

49. Cipher equipment will be split into sets and [illegible] to minimise risk of loss. Any loss or compromise of ciphers will be reported immediately to higher formation.

ADMINISTRATIVE

Stores

50. The normal procedure for the supply of Signal Stores will be adhered to.

51. "A" Aust Corps Sigs will arrange for the temporary location of the C3O's Stores Dump within the Corps Sigs camp area. On arrival 22 Aust L of C Signals will provide for the establishment of the main C3O's Stores Dump adjacent to their Camp Area.

52. Appendix S 1 gives a list of permanent line stores which will be landed D + 15 and onwards.

53. Appendix S 2 gives a list of underground cable and associated stores to be landed approximately D + 60.

54. Appendix S 3 gives a list of stores to be brought forward after D + 60 as shipping permits.

55. 22 Aust L of C Signals will be responsible for movement of stores contained in appendices S 2 and S 3.

56. CQMS and 2 storemen from C3O's Staff will be attached initially to "A" Aust Corps Sigs and subsequently to 22 Aust L of C Signals to supervise the C3O's Stores Dump.

57. Captured enemy Signal equipment will be handled by Field Security Sections (FSS) in accordance with HQ priorities for individual items. The location and a brief description of any captured enemy installations or dumps of Signal stores will be reported to C3O 1 Aust Corps.

58. Div Sigs will be primarily responsible for recovery of Field cable. When this is impracticable recovery will be undertaken by "A" Aust Corps Sigs and O's C Div Sigs will notify C3O 1 Aust Corps locations of all abandoned routes which they are unable to salvage.

59. All special Signal equipment issued for use during the assault stages will be withdrawn immediately operations permit and held at Rear Div HQ until collected by C3O 1 Aust Corps.

ACKNOWLEDGE.

[redacted] Col
C.S.O. 1 Aust Corps

KEYED TO APPENDICES #1 TO #3

Wireless Sets provided by Div Sigs

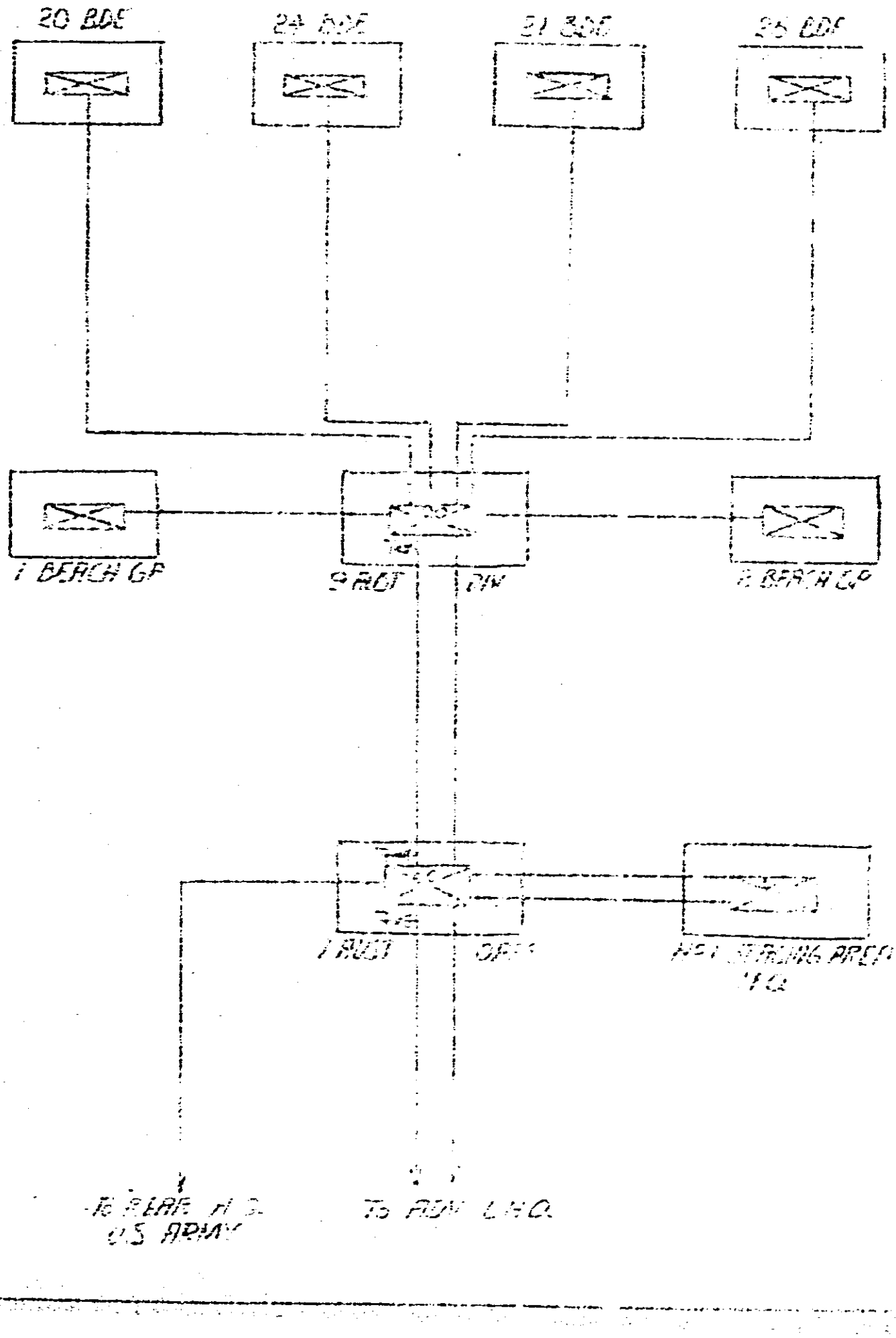
Wireless Sets provided by Corps Sigs

Wireless Sets provided by L of C Sigs

Wireless Sets provided by Adv GHQ Sigs

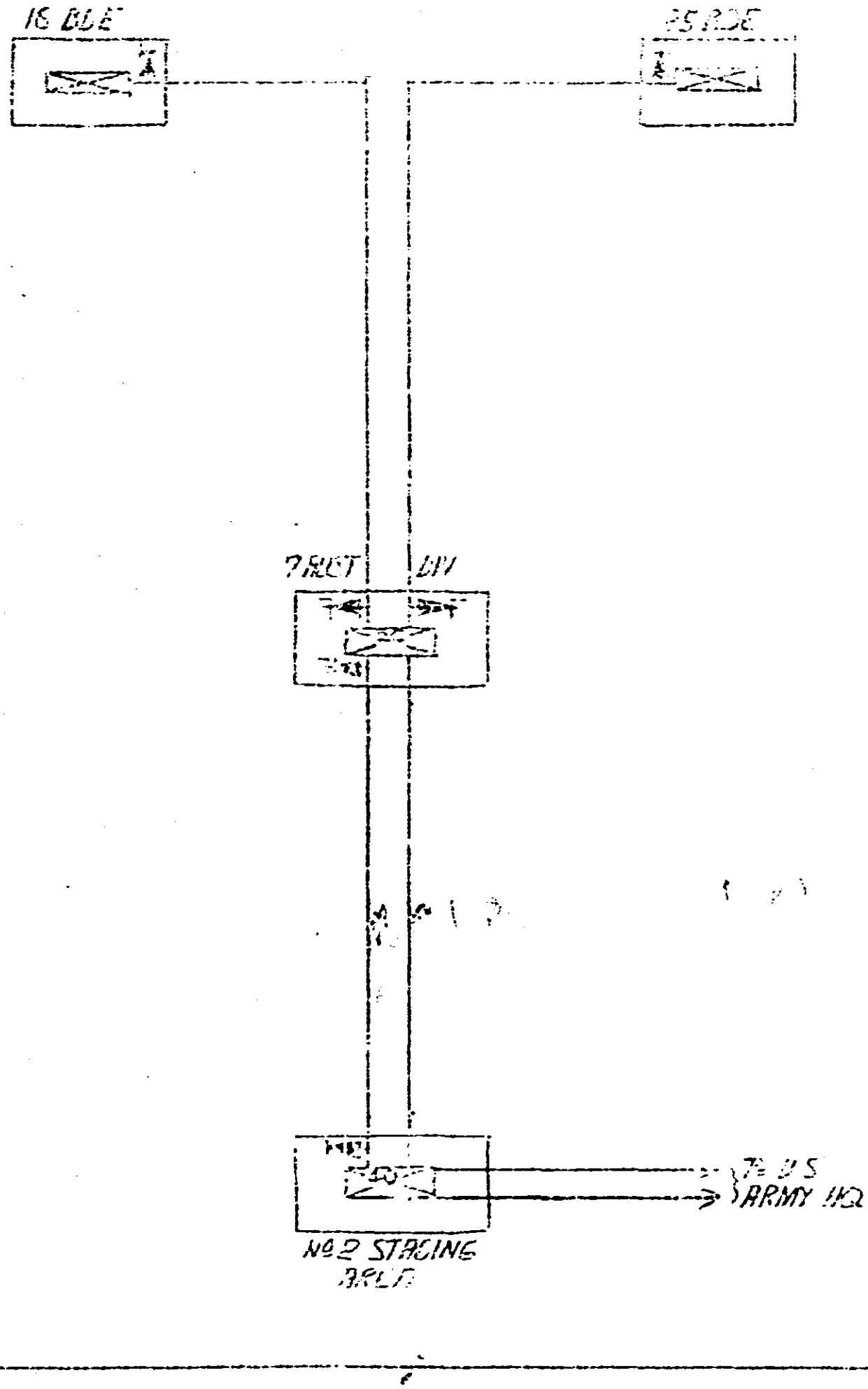
APPENDIX 'L'
TO FIELD CORPS SIGNAL
INSTRUCTION NO 4
SECRET
COPY NO 30

LINE COMMUNICATIONS IN STAGING AREA 1



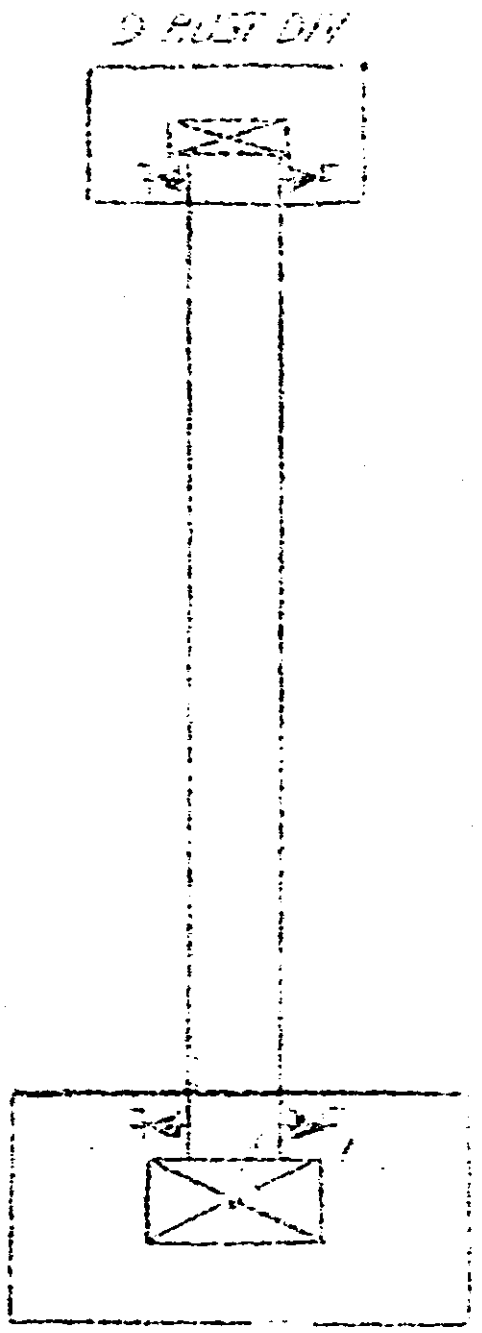
COPY NO 30

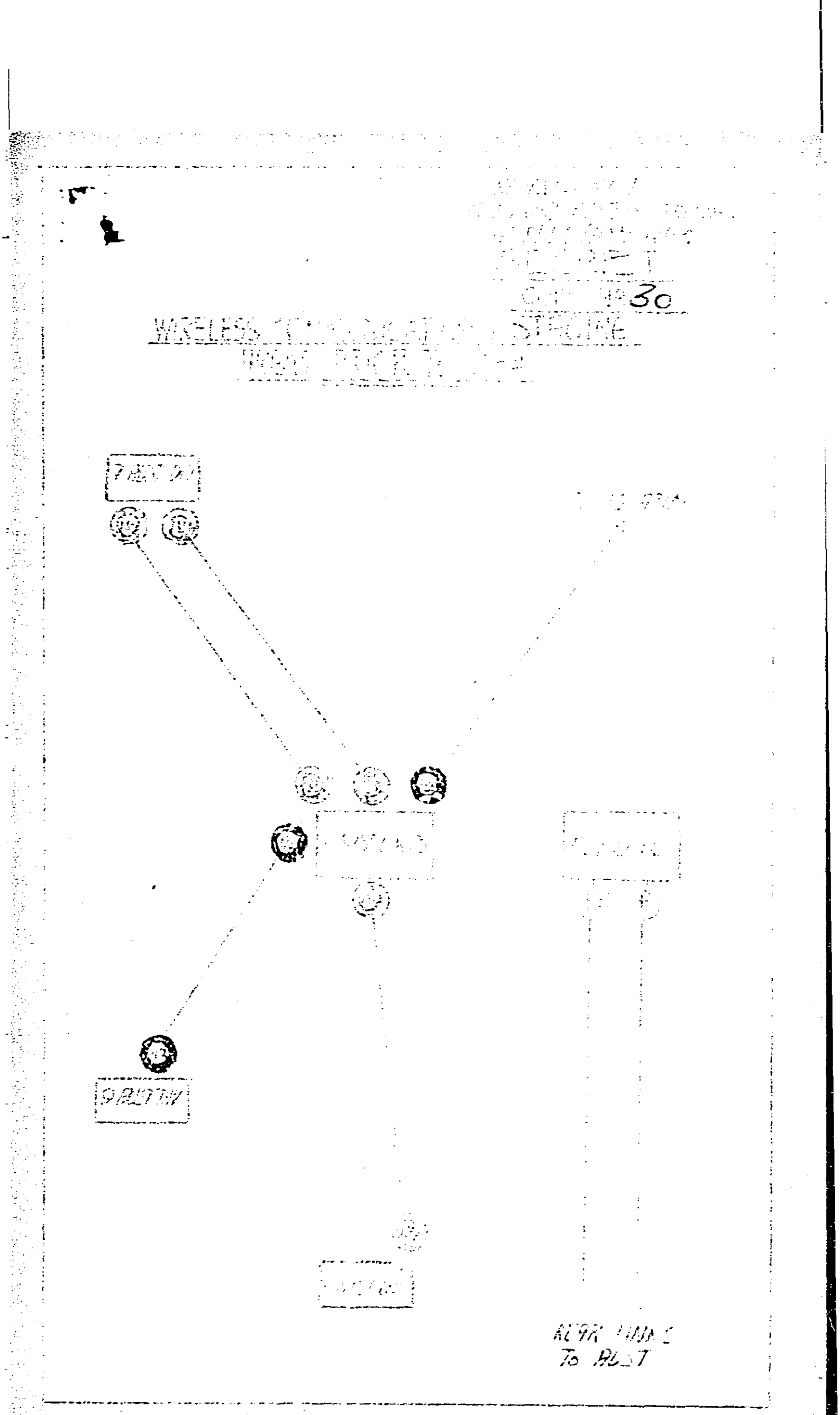
LINE COMMUNICATION IN STAGING AREA



APPENDIX L 4
I CORPS SIGNAL
INSTRUCTION NO 4
SECRET
COPY NO 30

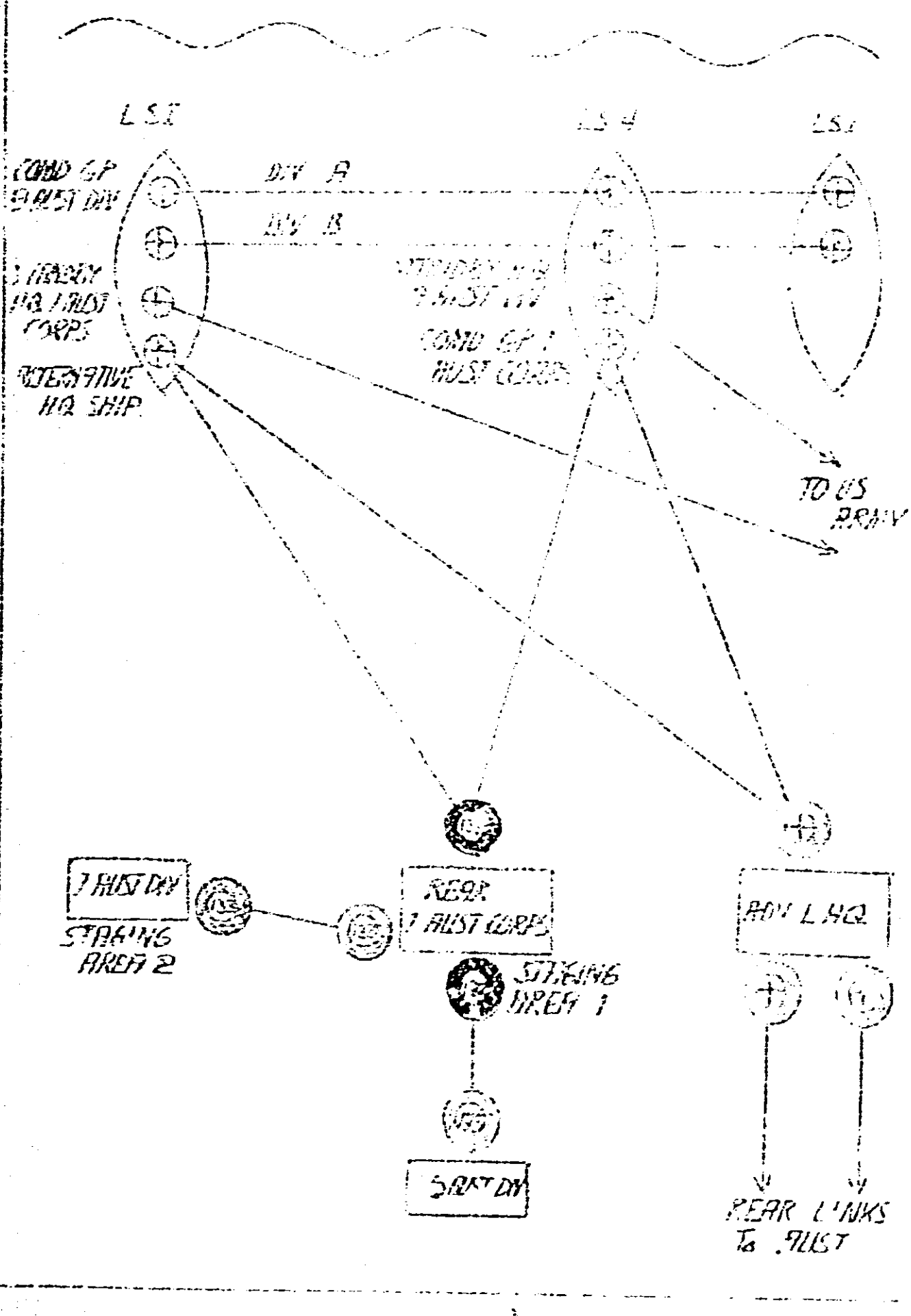
LINE COMMUNICATIONS TO BE ESTABLISHED ON FAR SHORE BY 1800 HRS (D+1)





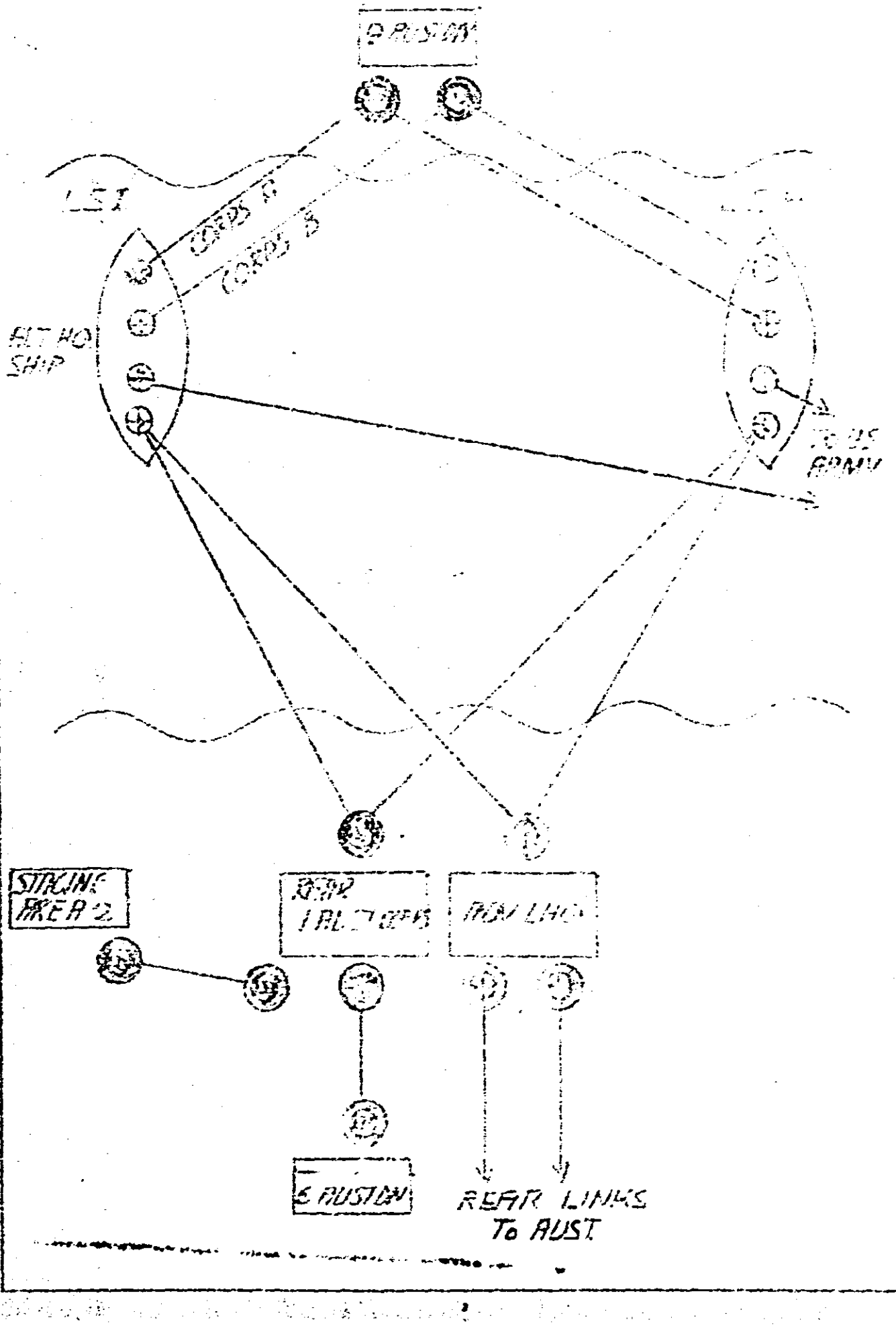
ANNEX NO 3
TO FIELD ORDER
INSTRUCTION NO 1
SECRET
COPY NO 3c

INITIAL WIRE FOR COMMUNICATIONS
(Phase I)

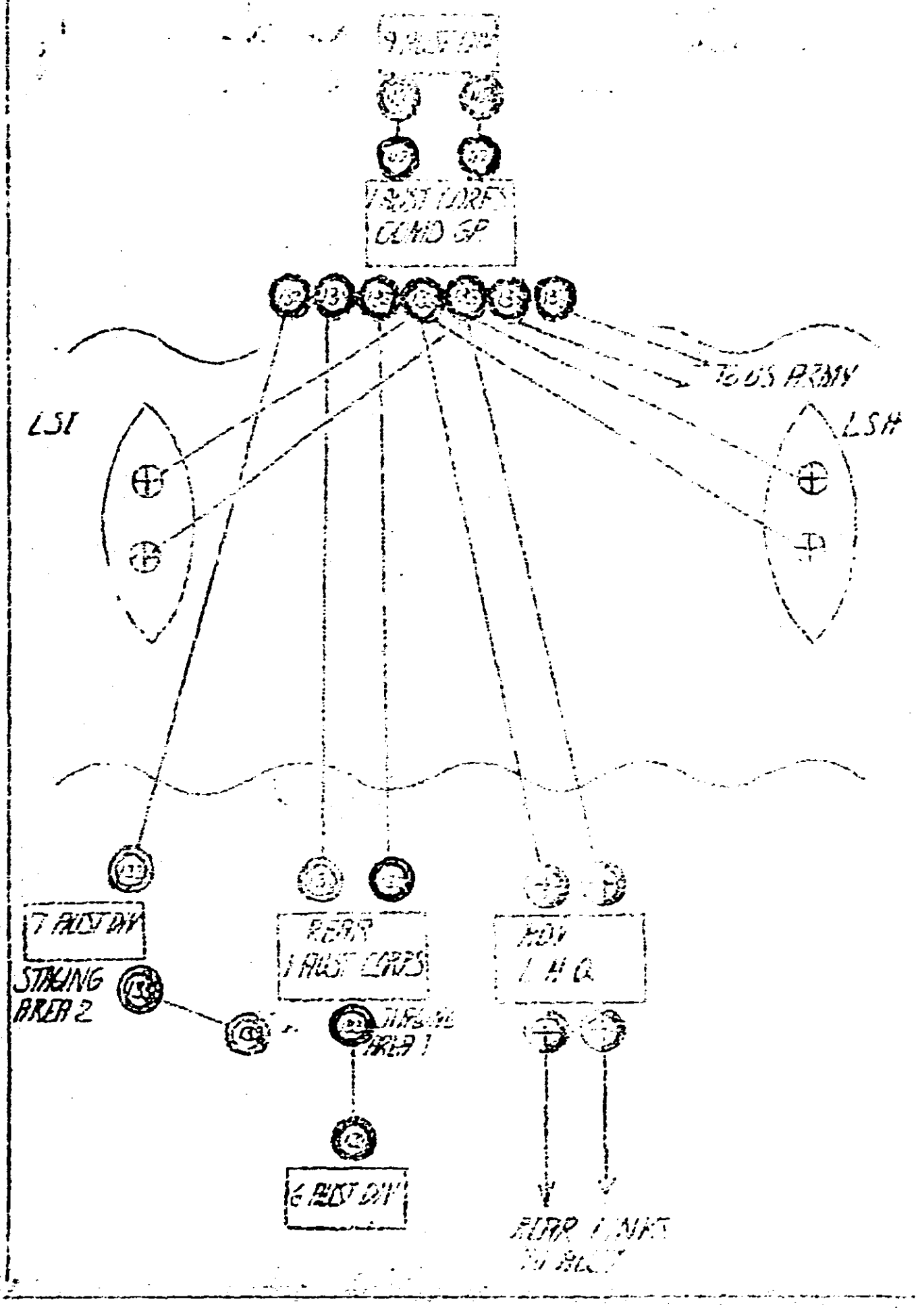


APPENDIX W-3
TO ANNEX PAPA
OPERATION PLAN
SECRET
COPY NO 30

WIRELESS COMMUNICATIONS PLAN
9 AUG '44 ASHORE TO DAY

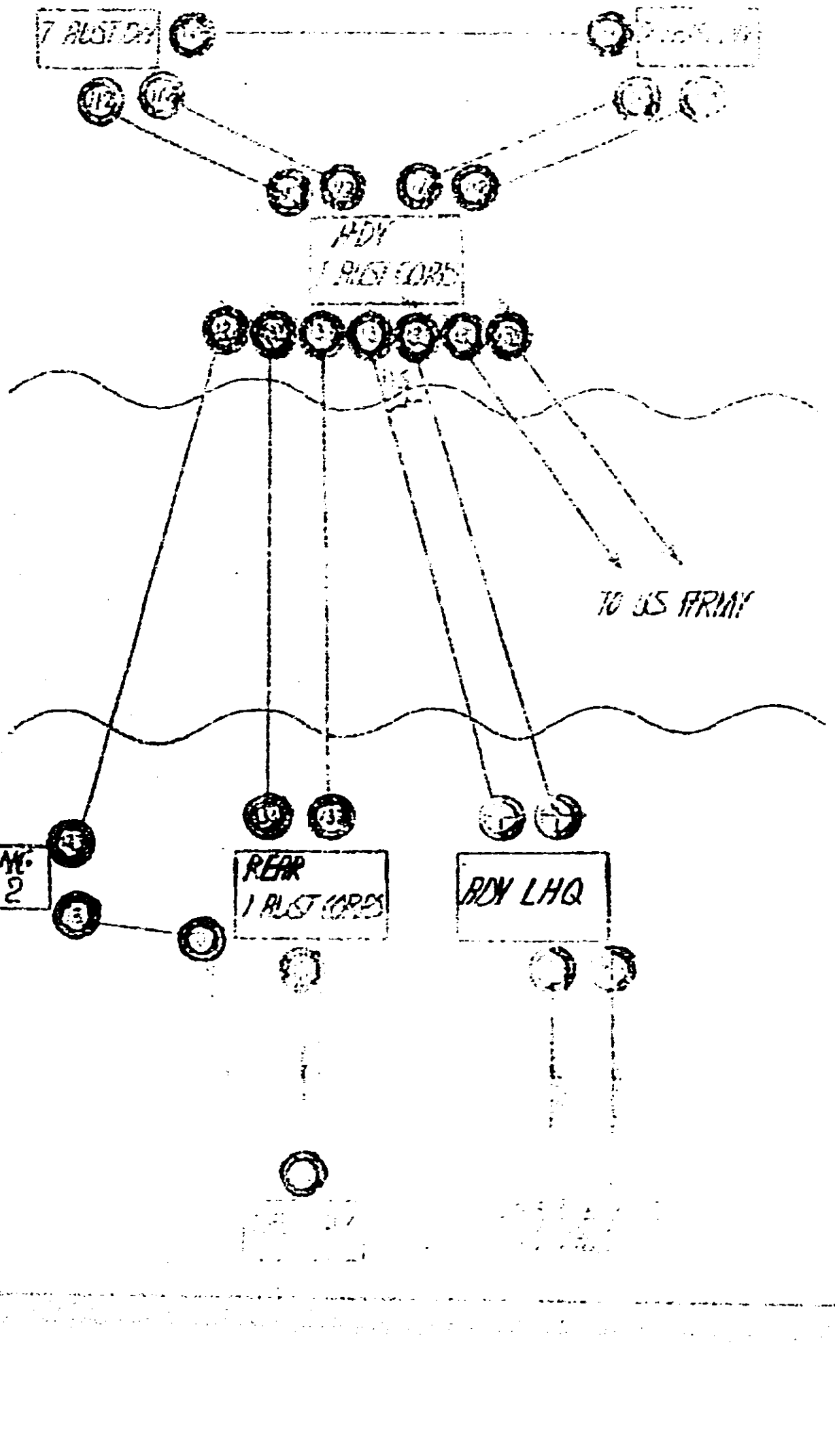


WIRELESS (CW/MCW) [illegible]
(ORP-1(O) OR SP-1(A)/GR (VHF)



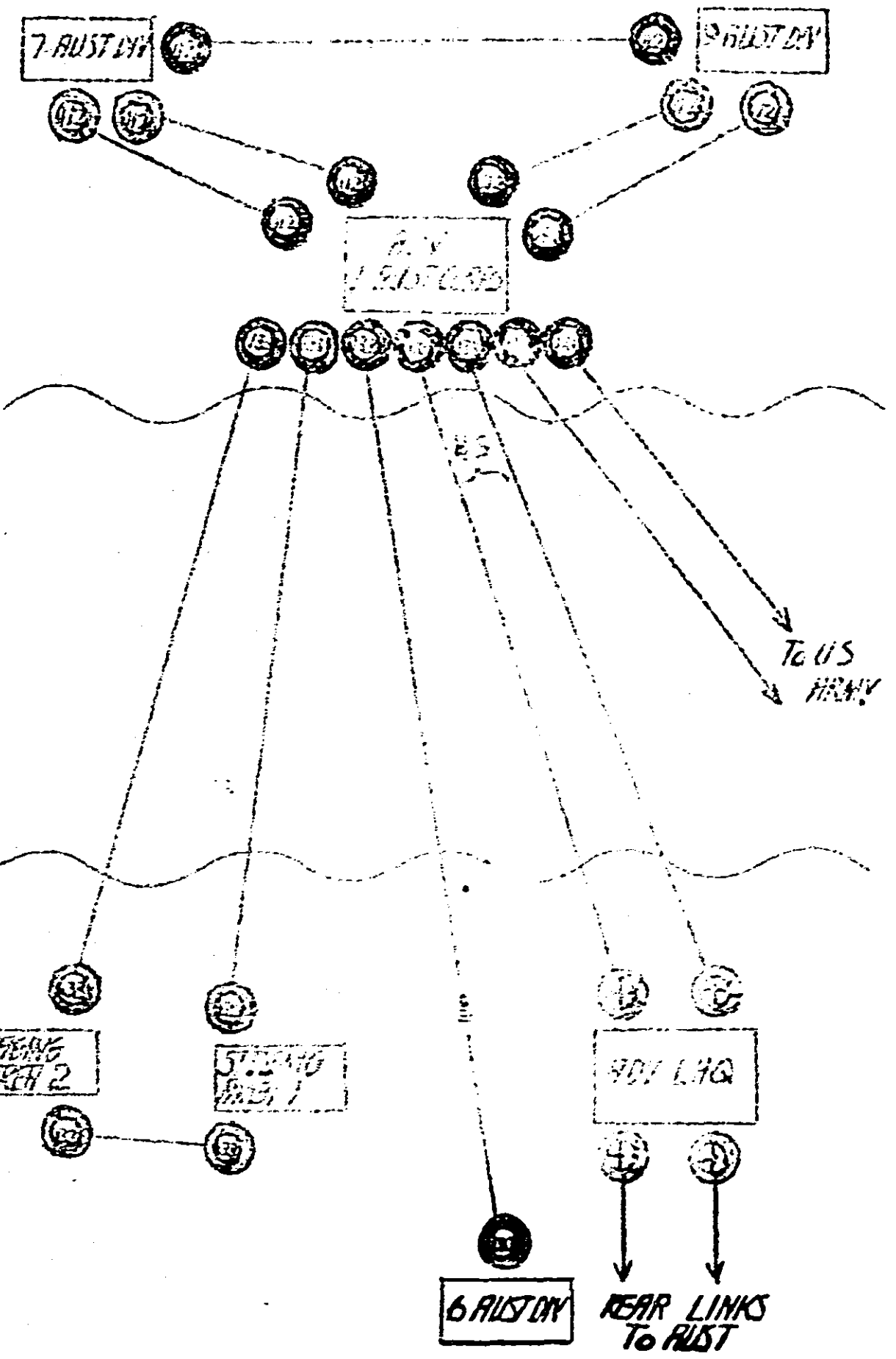
APPENDIX NO W-5
TO 1 CORPS SIGNAL
INSTRUCTION NO 4
SECRET
COPY NO 30

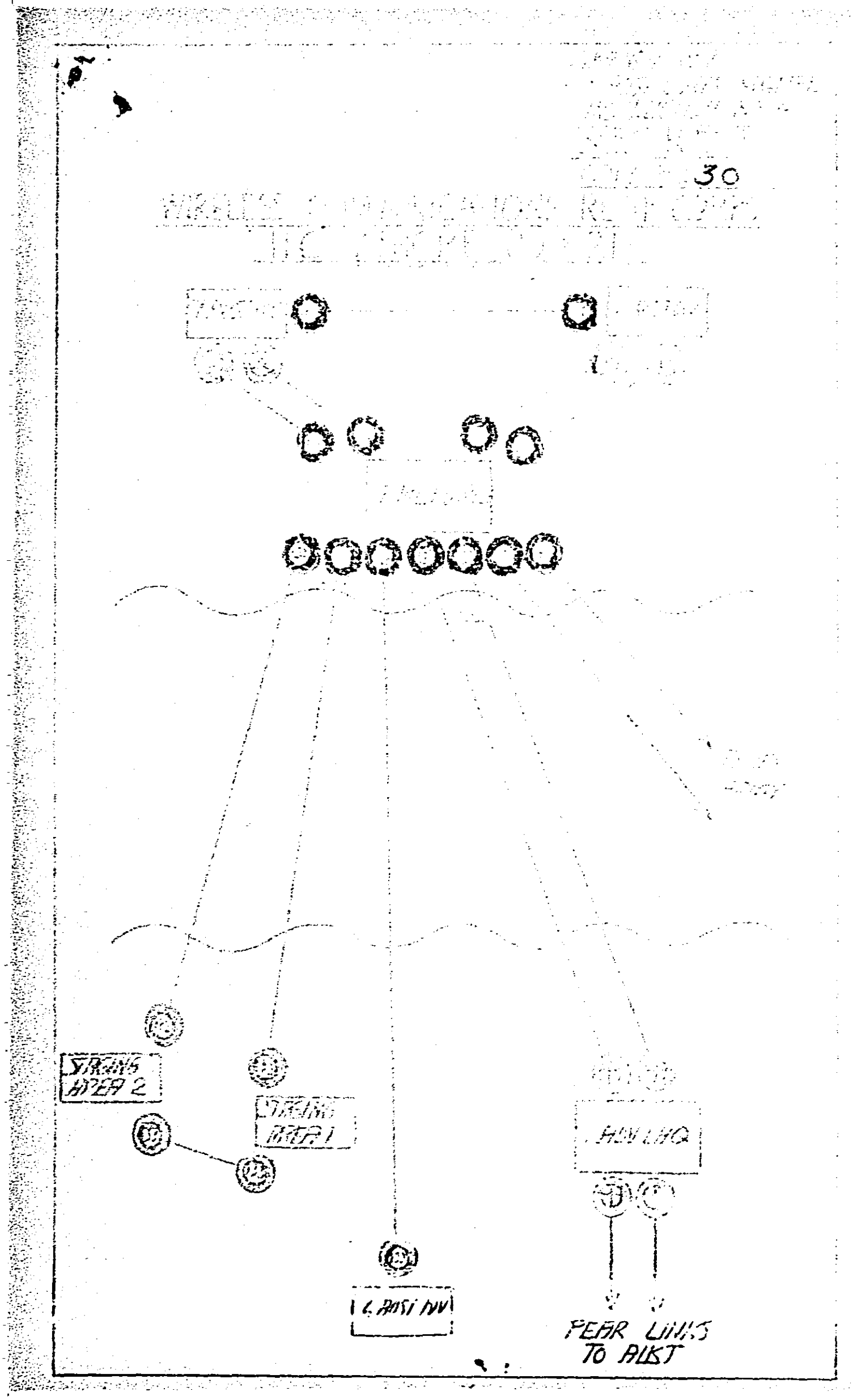
WIRELESS COMMUNICATIONS HQ
2 CORPS DIV AREAS (SITUATION)



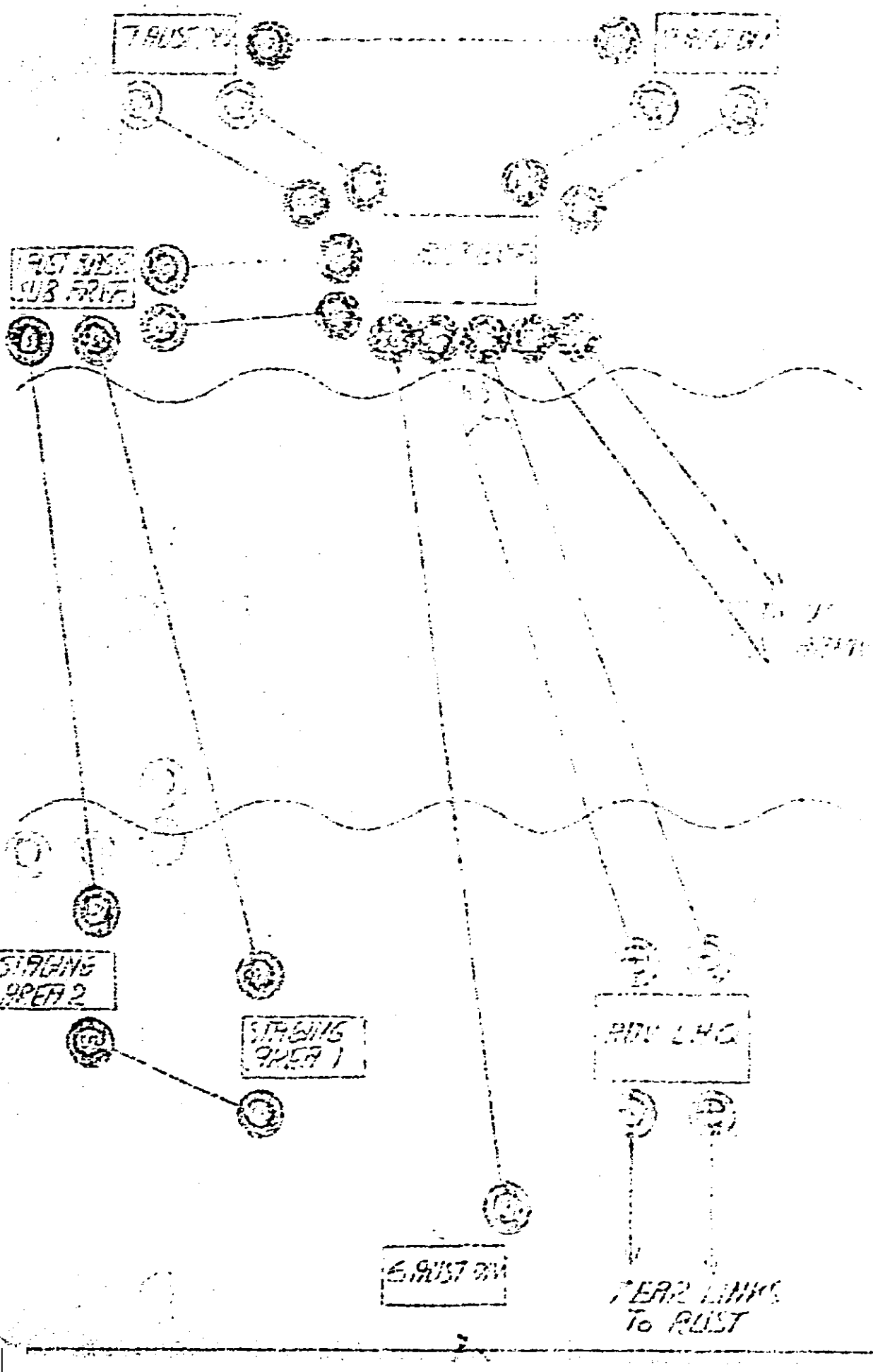
OPERATION ALYS
1ST CAVALRY DIVISION (AM) No 1
SECRET
COPY No 30

WIRELESS COMMUNICATION - REAR CORPS
H.Q. RELAY (PHASE)




30
SIRENS
AREA 2
SIRENS
AREA 1
FLOOD LIGHTS
FEAR LINES
TO ALERT

FINAL WIRELESS CONNECTIONS



APPENDIX W 9 to :-
1 Aust Corps
Signal Instruction No 4

S E C R E T

Copy No 20

FIELD - CANTRAL - FREQUENCIES

Crystal Freq No	Crystal Frequency K c/s	Type of Set	Allotment
	2716	Teleradio 33C and TC	Naval Department
	3155	Teleradio 33C and TC	Naval Department
1	3540	SCR 536	All Inf
14	3690	Wireless Sets No 46	All Bn
	3775	Teleradio 33C and TCK	Naval Department
15	3790	Wireless Set No 46	1 Bn
22	3825	Wireless Set No 46	4 Bn
17	3830	Wireless Set No 46	2 Bn
19	3910 (a)	Wireless Set No 46	3 Bn
16	3930	Wireless Set No 46	1 Bn
18	3950	Wireless Set No 46	2 Bn
20	3970	Wireless Set No 46	3 Bn
21	3995	Wireless Set No 46	4 Bn
8	4025	SCR 536	All Inf and Mot Regts
	4120	Teleradio 33C and TCK	Naval Department
2	4360 (b)	SCR 536	All Inf
9	4495	SCR 536	All Inf
3	4660	SCR 536	All Inf
10	4930	SCR 536	All Inf
4	5100	SCR 536	All Inf
5	5360	SCR 536	All Inf
13	5500	SCR 536	All Inf
7	5700	SCR 536	All Inf
6	5920	SCR 536	All Inf
	7400	Teleradio 33C and TCK	Naval Department

NOTES

(a) Night Frequency for Air - Fighter Sector Talking Freq

(b) Night Frequency for Navy - Task Force Common [illegible]

APPENDIX W 10 to :-
1 Aust Corps
Signal Instruction No 4

S E C R E T

Copy No ..30.....

FIXED CHANNEL FREQUENCIES

Serial	Channel	Frequency Day	Night	Intermediate	Remarks
1	Staging Area 1 - Staging Area 2	10400	5870	7720	D-4
2	Staging Area 1 - Staging Area 2	9970	5495	7765	D-4 to D+17
3	Rear 1 Aust Corps - Adv 1 Aust Corps	13680	5240	8500	D1 to D+17
4	Rear 1 Aust Corps - Adv 1 Aust Corps	10040	4800	7275	D+1 to D+17
5	Staging Area 2 " " "	9970	5495	7765	D+1
6	Adv 1 Aust Corps - HQ 6 Aust Div	10040	4800	7275	D+17
7	Staging Area 1 - Adv 1 Aust Corps	13680	5240	8500	D+17
8	Staging Area 1 - Staging Area 1 (9 Div)	4090	2972		D - 4
9	Adv HQ - Adv 1 Aust Corps LSI/ LSI	12740	4644	8405	D+1 0800
10	Adv HQ - " " " " "	10545	2416	7935	D+1 0800
11	U S Army - " " " " "	To be notified later			D+1
12	U S Army - " " " " "	To be notified later			D+1

APPENDIX W 11 to

1 Aust Corps Signal [illegible]
Instruction No 4

S E C R E T

Copy No 30

DAILY CHANGE FREQUENCIES

CORPS FREQUENCIES

(Power up to 400 watts)

	A	B	C	D	E	
1	2044	2360	2176	2369	2436	"A" Aust Corps Sigs
2	2176	2044	2360	2436	2636	
3	2264	2176	2044	2636	2360	
4	2360	2436	2636	2044	2264	
5	2436	2636	2264	2176	2044	
6	2636	2360	2436	2264	2176	
7	5660	6675	6790	6755	6670	
8	6275	5660	6675	6790	6755	
9	6505	6275	5660	6855	6790	
10	6670	6505	6275	5660	6895	
11	6755	6670	6505	6275	5660	
12	6790	6755	6670	6505	6275	
13	6875	6790	6755	6670	6505	
14	7070	6535	6135	7970	7910	
15	7670	7070	6535	6135	7970	
16	7740	7670	7070	6535	6135	
17	7910	7740	7670	7070	6535	
18	7970	7910	7740	7670	7070	
19	6135	7970	7910	7740	7670	
20	6535	6135	7970	7910	7740	
21	3952	Spare				

CORPS, DIVISIONAL TROOPS FREQUENCIES

(Power up to 25 watts)

22	2012	2196	2132	2092	2064	"A" Aust Corps Sigs, 22 L of C
23	2064	2012	2196	2132	2092	9 Aust Div
24	2092	2064	2012	2196	2132	7 Aust Div and 9 Aust Div
25	2132	2092	2064	2012	2196	7 Aust Div and 9 Aust Div
26	2196	2132	2092	2064	2012	"A" Aust Corps Sigs
27	2300	2408	2440	2420	2372	9 Aust Div & 22 L of C
28	2372	2300	2408	2440	2420	7 Aust Div & 9 Aust Div
29	2420	2372	2300	2408	2448	22 Aust L of C Sigs
30	2448	2420	2372	2300	2408	7 Aust Div and 9 Aust Div
31	2408	2448	2420	2372	2300	7 Aust Div
32	2556	2732	2692	2640	2572	"A" Aust Corps Sigs
33	2572	2556	2732	2692	2640	9 Aust Div
34	2640	2572	2556	2732	2692	7 Aust Div and 22 L of C
35	2692	2640	2572	2556	2732	9 Aust Div and 22 L of C
36	2732	2692	2640	2572	2556	7 Aust Div and 9 Aust Div
37	2820	3196	2992	2936	2808	9 Aust Div
38	2808	2820	3196	2992	2936	7 Aust Div
39	2936	2808	2820	3196	2992	7 Aust Div and 9 Aust Div
40	2992	2936	2808	2820	3196	"A" Aust Corps Sigs
41	3196	2992	2936	2808	2820	7 Aust Div and 22 L of C
42	3452	2808	2696	3676	3628	9 Aust Div
43	3544	3452	2808	2696	3676	7 Aust Div
44	3628	3544	3452	3808	3696	9 Aust Div

43	3676	3620	2584	3452	3[illegible]	[illegible] Asst Corps Sigs
46	3696	3576	3620	[illegible]	3452	7 Asst Div
47	3806	3696	3676	3620	[illegible]	
48	3820	3900	3900	3900	3860	7 Div Sigs and 9 Div Sigs
49	3848	3820	3900	[illegible]	3900	7 Div Sigs
50	3860	3848	3820	[illegible]	[illegible]	[illegible] Div Sigs
51	3900	3860	3848	3820	[illegible]	7 Div Sigs 22 L of C Sigs
52	3940	3900	3860	3848	3820	
53	3980	3940	3900	3860	3848	7 Div Sigs
54	4060	4190	4170	4115	4090	9 Div Sigs 22 L of C Sigs
55	4090	4060	4190	[illegible]	4115	[illegible] Asst Corps Sigs
56	4115	4090	4060	4190	4170	7 Div Sigs
57	4170	4115	4090	4060	4190	9 Div Sigs
58	4190	4170	4115	4090	[illegible]	7 Div Sigs
59	4225	4355	4335	4335	4300	9 Div Sigs 22 L of C Sigs
60	4250	4225	4355	[illegible]	4335	7 Div Sigs 9 Div Sigs
61	4300	4250	4225	[illegible]	[illegible]	22 L of C Sigs
62	4335	4300	4250	[illegible]	[illegible]	9 Div Sigs
63	4345	4335	4300	4250	[illegible]	7 Div Sigs
64	4355	4343	[illegible]	[illegible]	[illegible]	[illegible] Asst Corps Sigs 22 L of C Sigs
65	4435	[illegible]	[illegible]	[illegible]	[illegible]	9 Div
66	4470	4435	[illegible]	[illegible]	[illegible]	[illegible] Asst Corps Sigs
67	4565	4470	4435	[illegible]	[illegible]	7 Div Sigs 9 Div Sigs
68	4590	4565	[illegible]	[illegible]	[illegible]	[illegible] Asst Corps Sigs
69	4605	4590	[illegible]	[illegible]	[illegible]	7 Div Sigs
70	4630	4990	[illegible]	[illegible]	[illegible]	7 Div Sigs 9 Div Sigs
71	4790	4630	4990	[illegible]	[illegible]	[illegible] Asst Corps Sigs
72	4905	4790	4630	4990	[illegible]	7 Div Sigs 22 L of C Sigs
73	4945	4905	4790	[illegible]	[illegible]	9 Div Sigs
74	4975	[illegible]	4905	4790	[illegible]	7 Div Sigs
75	4990	4975	4945	4905	[illegible]	[illegible] Asst Corps Sigs
76	5010	5385	5370	[illegible]	[illegible]	9 Div Sigs 22 L of C Sigs
77	5100	5010	5385	5370	[illegible]	7 Div Sigs
78	5255	5100	5010	[illegible]	[illegible]	[illegible] Div Sigs 22 L of C Sigs
79	5370	5255	5100	[illegible]	[illegible]	9 Div Sigs
80	5385	5370	5255	[illegible]	[illegible]	7 Div Sigs
81	5420	5505	5385	5420	[illegible]	9 Div Sigs
82	5485	5420	5505	5385	[illegible]	7 Div Sigs 22 L of C Sigs
83	5520	5485	5420	5505	[illegible]	[illegible] Asst Corps Sigs
84	5550	5520	5485	5420	[illegible]	7 Div Sigs 9 Div Sigs
85	5585	5550	5520	[illegible]	[illegible]	7 Div Sigs
86	5695	[illegible]	5550	[illegible]	[illegible]	9 Div Sigs
87	5785	5685	5585	5550	[illegible]	[illegible] Asst Corps Sigs
88	5795	5785	5685	5585	5550	7 Div Sigs 9 Div Sigs
89	5775	5795	5785	5685	5630	9 Div Sigs 22 L of C Sigs
90	5830	5775	5795	5785	[illegible]	
91	6030	6305	6250	6225	[illegible]	9 Div Sigs
92	6195	6030	6305	6250	6225	7 Div Sigs
93	6225	6195	6030	6305	6250	9 Div Sigs 7 Div Sigs
94	6250	6225	6195	6030	6305	9 Div Sigs
95	6305	6250	6225	[illegible]	[illegible]	[illegible] Div Sigs 22 L of C Sigs
96	6345	6345	6305	6225	[illegible]	9 Div Sigs
97	6400	6345	6345	6305	[illegible]	7 Div Sigs
98	6420	6400	6345	6345	[illegible]	[illegible] Div Sigs 22 L of C Sigs
99	6475	6420	6400	6345	[illegible]	9 Div Sigs
100	6485	6475	6420	6400	[illegible]	9 Div Sigs
101	6515	6485	6475	6420	[illegible]	[illegible] Div Sigs 9 Div Sigs
102	6575	6515	6485	6475	[illegible]	[illegible] Asst Corps Sigs
103	6595	6575	6515	6485	[illegible]	9 Div Sigs
104	6715	6595	6575	6515	[illegible]	

	A	B	C	D	E	
105	6780	7225	7120	7050	6845	7 Div Sigs
106	6845	6780	7225	7120	7050	9 Div Sigs · 22 L of C Sigs
107	7050	6845	6780	7225	7120	"A" Aust Corps Sigs
108	7120	7050	6845	6780	7225	7 Div Sigs 22 L of C Sigs
109	7225	7120	7050	6845	6780	9 Div Sigs
110	7285	7495	7470	7440	7365	"A" Aust Corps Sigs
111	7365	7285	7495	7470	7440	7 Div Sigs 9 Div Sigs
112	7440	7365	7285	7495	7470	9 Div Sigs
113	7470	7440	7365	7285	7495	
114	7495	7470	7440	7365	7285	9 Div Sigs
115	7590	7750	7850	7800	7620	22 L of C Sigs
116	7620	7590	7750	7850	7800	9 Div Sigs
117	7800	7620	7590	7750	7850	7 Div Sigs 22 L of C Sigs
118	7850	7800	7620	7590	7750	9 Div Sigs 22 L of C Sigs
119	7750	7850	7800	7620	7590	7 Div Sigs
120	8625	Day Frequency Task Force Common - 8020 K/cs.				

APPENDIX W 12

to 1 Aust Corps Signal
Instruction No 4

S E C R E T

Copy No 30....

FREQUENCIES IN USE ON LSH HMS "LOTHIAN"

ARMY NAVAL AND AIR FORCE FREQUENCIES

	2015 K/c		Convoy Central and TCS
	2880 K/c		LST/LCI Secondary Beaching
Day	(6820 K/c	P	
	(5212 K/c	S	Task Force Common 300 watts
Night	(4360 K/c	P	
	(4705 K/c	S	
	3210 K/c		A.P.D Group Circuit 25 watts
	4135 K/c		Task Force Command TBK
	4305 K/c		Air Ops Int Receiver only TM 12
	4615 K/c	P	Support Air Request
	1900 K/c	S	" " "
	4475		Support Air Direction
	6720		Fighter Direction
	7165 K/c)		
	6240 K/c)	Day	Fighter Sector Telling Frequency
	7342 K/c)		
	3890 K/c)		
	3910 K/c)	Night	Fighter Sector Telling Frequency
	3435 K/c)		
	3255)		
	3425)		
	3195)		
	3290)		
	3140)		Shore Fire Control USH TBX
	3425)		
	3375)		
	3290)		
	4050 K/c)		
	5600 K/c)		
	8430 K/c)		Naval Broadcasts Bells etc
	1217 K/c)		
	1641 K/c)		
	44 K/c)		
	12740 K/c)		
	10545 K/c)		
	8405 K/c)		ADV HQ - LSH (1 AUST CORPS)
	7935 K/c)		
	4644 K/c)		
	2416 K/c)		

APPENDIX M 13
To 1 Aust Corps
Signal Instruction No 4
S E C R E T
Copy No .....

DETACHMENT DUTY CARD (PRO FORMA)

NAME .....DETACHMENT/PARTY .....UNIT

1. Name of i/c .....
2. 2nd in command .....
3. Ship in which travelling .....,
4. You are under the orders of .....,
   ..... for administration.
5. Landing Serial .....
6. Parade with your det at .....
   at .....hrs on .....
   for embarkation into landing craft
   (to be completed by 4 above)
7. Time of Landing .....
8. Place of landing .....Beach
9. Open ~~LISTENING~~ watch on ..... ~~Net~~ Have
10. At .....hrs
11. Control Station is .....
12. Frequency .....kc/s (f.....)
13. Alternative frequency .....
14. Code Sign or Call Sign .....
15. Code Sign or Call Sign first change
    .....
16. Special instructions
    (a) Netting

    (b) Orders for destruction of card

    (c)

    ..... Signature
    ..... Appointment

17. Wireless Diagram

18. Stores to be carried

APPENDIX S1 to
1 Aust Corps Signal
Instruction No 4

S E C R E T

Copy No ...

PERMANENT LINE STORES TO BE LANDED D + 15 TO D + 30

This List includes stores held in Dumps at BRISBANE and CAIRNS

ITEM	CAIRNS Qty	CAIRNS D W	CAIRNS Cubic Ton	BRISBANE Qty	BRISBANE D W	BRISBANE Cubic Ton
Gain Blocks				6000	6	3
Poles S S				6000	450	600
Braces	9000	12.75	28.11	3000	4.25	9.37
Arms Wood 108/8-9/S	9000	152.55)		1000	16.95	
Arms Wood 108/8-SS	2000	33.8)	187			
Arms Wood 108/14-9S	1000	16.9)				
Arms Wood 108/14-SS	260	4.4)				
Combiners	70	.1	.1	3930	12.8	2.4
Bolts 3/8 x 4	28000	2.7	8 .9			
Bolts 5/8 x 6	14000	1.4	1 .1			
Bolts 5/8 x 3½	6000	1.6	.4			
Bolts 5/8 x 8	160)					
Bolts 3/8 x 4½	300)	.4	.4			
Bolts 5/8 x 9 - 12	540)					
Bolts 1/2 x 5	1360	.3	.2			
Coach Screws	240	40 lbs				
Stay Rods & Bows	1600	2.4	1.5			
Eye Bolts 5/8 x 12	100	.1				
Eye Bolts Lugs	100	.1				
Spindles TK Wood	84000	13.1	27			
Spindles TK 58LS	3200	1.4	3.4			
Insulators TK LS	200			25400	16	19
Insulators TK Glass	84800	43	63.6			
Transposition Plates 9"	3800	16	12	1000	4	3
Transposition Plates 6"				840	.2	
Spindles Trans 5/8SH	5000	3.35	1.25	17000	12.15	4.25
Spindles TK J	160	.3	.1			
Spindles Sub Wood	14600	1.7	1.2			
Spindles Sub ½ S	3000	1.3	.7			
Insulators Sub Glass	12200	4.4	6			
Insulators Sub Porc	3000	1.25	1.5			
Wire 200 lb HDC	80	80	52			
Wire 100 lb HDC	10	10	6.25	10	10	6.25
Soft Copper 50 lb	4	4	2			
Wire 200 lb PVC	69	69	37.5			
Insulators Barrel	22000	6.6	5.5			
Wire G I 60 lb	¼	.25	.5			
Sleeves C/100	1600)					
Sleeves C/200	6400)	.1	.1			
Sleeves Micro Press	1600)					
Bridle Rings 1½"	320)	.1	.1			
Bridle Rings 5½"	480)					
Tapes 100/237	160000	.75	.4			
Stay Wire SS 7/16 lbs	10600	4.5	2.5			
Stay Plates 12 x 12				18000	12	1.5
Wire Electric CC 70 lb PVC				10	10	7.2
		490.8	399.31		554.35	655.97

APPENDIX S 2 to :-
1 Aust Corps
Signal Instruction No 4

S E C R E T

Copy No ...30 .....

LIST OF UG CABLE AND ASSOCIATED EQUIPMENT

TO BE LANDED APPROXIMATELY D+60 (EX BRISBANE DUMP)

SERIAL	ITEM	Quantity	DW Tons	Cubic Tons
1	Cable Indoor LC 35 pr	100 yrds	-	-
2	Cable Indoor LC 2pr	2 mls	.8	.5
3	Cable Indoor LC 1pr	4 mls	1.4	1
4	Cable 6pr rubber or PVC - 20lb	10 mls	-	-
5	Cable PIQL and S A 14pr - 20lb	5 mls	25.0	25.0
6	Lead Sheet - 7lb	5 cwt	.25	.25
7	Solder Wiping	2 cwt	.1	.1
8	Stearine	20 lbs	-	-
9	Boxes Terminating Cable (Fortress Pattern 14 Pr)	20	.1	.2
10	Cable Boxes 15 pr Protected	10	-	-
11	Sleeves Paper Jointing 20 Sq	5000	-	-
12	Wire Jumper 2/12.5	10 mls	.2	.2
13	Paper Croft Bond 1 1/2"	25 rolls	-	-
14	Switchboards Comd 200 line	1	.5	1.0
15	Switchboards AA 35 Line	1	.1	.2
16	Switchboards AA 20 Line Type A	2		
17	Switchboards AA 20 Line Type B	1		
18	Protectors TC & F 40/40	6	-	-
19	Protectors TC & F 20/20	3	-	-
20	Brackets Distributing Frame	6	.1	.1
21	Strips Fanning No 4	3		
22	Strips Terminal No 12	10	-	-
	TOTALS		28.55	27.65

APPENDIX S 3 to :-
1 Aust Corps
Signal Instruction No 4

S E C R E T

Copy No .....

LIST OF STORES TO BE BROUGHT FORWARD AFTER

D + 60 AS SHIPPING PERMITS

Serial	Item	Quantity
1	Cable PIQL & Jute served 54-pr 20-lb - miles	5
2	Cable PIQL & Jute served 30-pr 20-lb - miles	10
3	Cable PIQL & Jute served 14-pr 20-lb - miles	30
4	Cable PIQL & Jute served 6-pr 20-lb - miles	20
5	Cable PIQL & Jute served 6-pr 20-lb - miles	15
6	Cable PIQL & Jute served 2-pr 20-lb - miles	10
7	Cable Indoor LC 100-pr miles	1
8	Cable Indoor LC 50-pr miles	1
9	Cable Indoor LC 35-pr - yds	700
10	Cable Indoor LC 10-pr - miles	3
11	Cable Indoor LC 2-pr - miles	6
12	Cable Indoor LC 1-pr - miles	16
13	Cable 6-pr rubber or PVC insulated 20-lb - miles	15
14	Cable PIQL & SWA 54-pr 20-lb - miles	4
15	Cable PIQL & SWA 30-pr 20-lb - miles	6
16	Cable PIQL & SWA 14-pr 20-lb - miles	10
17	Cable PIQL & SWA 6-pr 20-lb - miles	10
18	Cable PIQL & SWA 6-pr 20-lb - miles	10
19	Cable PIQL & SWA 2-pr 20-lb - miles	5
20	Cable PIQL & DWA 28-pr 40-lb - miles	5
21	Cable PIQL & DWA 14-pr 40-lb - miles	5
22	Cable PIQL & DWA 6-pr 40-lb - miles	10
23	Lead sheet 7-lbs - cwt	5
24	Solder wiping - cwt	3
25	Stearine - lbs	28
26	Boxes Terminating Cable Fortress pattern 28-pr	50
27	Boxes Terminating Cable Fortress Pattern 14-pr	130
28	Boxes Terminating Cable Fortress Pattern 6-pr	100
29	Boxes Terminating Cable Fortress Pattern 6-pr	75
30	Boxes Indoor distributing 40/40	50
31	Pillars Cable Terminal 40/30	15
32	Cable boxes 10-pr protected	10
33	Cable boxes 25-pr protected	2
34	Cable boxes 10-pr unprotected	10
35	Sleeves paper jointing 20W	5000
36	Wire jumper 2/12.5 - miles	15
37	Paper Craft Boards 14" - rolls	75
38	Switchboards Command 200-line	1
39	Switchboards Magneto MB pattern 50/100 LF	12
40	Switchboards AA 35 line	1
41	Switchboards AA 20 line Type A	2
42	Switchboards AA 20 line Type B	1
43	Test Frames 20-pr	5
44	Protectors IC & F 40/40 (PIG Serial 11/5)	44
45	Protectors IC & F 20/20 (PIG Serial 11/4)	7
46	Brackets distributing frame (PIG Serial 29/35)	14
47	Strip Fanning No 4	17
48	Strip Terminal No 12 (PIG Serial 29/12)	90
49	Telephone control units 3D0	2
50	Telephone Control units 3C0	2
51	Telephone Control units 4 ext	9
52	Patching Panels 6 key	4
53	Patching Panels 3D0 12 key	2

TOP SECRET

Copy No...

I AUST CORPS
STAFF STUDY
OBOE - ONE
INTELLIGENCE REVIEW
(PRELIMINARY)

20 Mar 45.

C O N T E N T S

T O P O G R A P H Y

METEOROLOGICAL INFORMATION

A P P E N D I C E S

A.1. ESTIMATED ENEMY GROUND AND AIR STRENGTHS WESTERN PACIFIC

A.2. ESTIMATED ENEMY STRENGTHS AND DISPOSITIONS - - BORNEO

B. ENEMY DEFENCES - TARAKAN (Map 1/50,000)

C. TOPOGRAPHICAL INFM - TARAKAN (Map 1/50,000)

D. Ref MAP TARAKAN 1/25,000.

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1. GENERAL

TARAKAN Island is situated off the extensive delta of the SESAJAP River, which flows into the CELEBES Sea. The island is triangular shaped and has a length of 15½ miles and a maximum width in the North of 11 miles.

With the exception of a few sparcely settled villages on the coast, the population is confined to the oilfield areas, situated within the PAMOESIAN - LINGKAS - PENINGKI BARCE triangle and the DJOEATA area to the North. The population in 1930 was estimated at 25,000, but in Jan 42, prior to the Japanese occupation compulsory evacuation of women and native employees of B P M was carried out, and the population was reduced to approximately 6,000.

TARAKAN oil is of a quality which permits its use as diesel and bunker oil without refining. It is also the source of lubricating oils which are refined at BALIKPAPEN.

On 12 Jan 45, the TARAKAN oil wells were still intact, but were not being used by the Japanese due to the lack of shipping. Existing tanks at that time were only partly filled.

On the mainland, about 15 miles up the SESAJAP River, there is a modern open cut coalfield, from which, prior to the Japanese occupation, the K P M ships were supplied. A light railway connects the field with the coast.

With the exception of limited equipment for on loading and off loading vessels, good port facilities exist off LINGKAS and an excellent sheltered anchorage for a large number of deep draught vessels is available. The TARAKAN - LINGKAS area is well served by all-weather roads and is suitable for the establishment of base installations.

Landing beaches can be classified as poor, as each has one or more of the following disadvantages :-

(a) Shallow approaches.

(b) Soft mud flats seaward of narrow sandy beach at low water.

(c) Difficulty of exit owing to mangrove swamps in the hinterland.

(d) Lack of land communications in close proximity to landing points.

An all-weather surfaced airfield approximately 5,000 ft long exists (at present classified as a secondary airfield), but the runway is not capable of extension without considerable work.

Enemy strength at TARAKAN is currently estimated at 4,000 of whom 2,500 are considered as combat troops and the remainder base and L of C troops. Japanese troops in the area are reported to be relatively poorly supplied and forced to exist to some extent on native foods.

Defences include two coast defence guns (with a further four under construction), 20 anti-aircraft guns and some searchlights. The anti-aircraft defences are centred in the LINGKAS - PAMOESIAN area and in the vicinity of the airfield.

Patrols of 6 - 20 men are reported to operate over the island from guard houses or barracks interspersed along the coast.

Photographs reveal a trench system complete with fire bays, extending for 350 yards on the east coast astride the AMAL - PAMOESIAN track.

ENEMY INFORMATION

2. LAND

(a)Strategical Information

(i) HQ Seventh Area Army at SINGAPORE, with three divisions, nine independent mixed brigades and one independent mixed regiment under command will oppose Allied operations to re-occupy BORNEO and JAVA.

Current dispositions are :-

MALAYA : one division, three independent mixed brigades, one independent mixed regiment.

SUMATRA : two divisions, two independent mixed brigades.

BORNEO : two independent mixed brigades

JAVA : two independent mixed brigades

(ii) The main strength of four divisions and one independent mixed brigade is disposed within the remainder of the Northwest sector (CELEBES, MOLUCCAS, BANDA SEA, LESSER SUNDAS area).

(iii) Indications suggest that the Japanese are considering, if not already executing, a re-shuffle of their forces in the Northern area. This trend seems evident in the FLORES - BANDA SEA area where these divisions have long remained on static garrison duty. The withdrawal of these divisions West to reinforce other areas such as BORNEO, JAVA or MALAYA is believed possible, and as logistic difficulties of supplying these garrisons have increased immeasureably, the enemy may attempt to shorten his defence lines. The ability to move any unit will naturally depend on the amount of shipping available, but much movement through the Netherlands East Indies can be accomplished by barge traffic.

(iv) The enemy is carrying out hasty reinforcement and re-disposition of his forces in BORNEO. There are indications that some of these reinforcements have been drawn from the SULU ARCHIPELAGO.

(v) Increasing Allied air domination of the BORNEO area will restrict any large scale reinforcement of this island. It is considered however that some increase in enemy strength in these areas will be effected during the next two months, by the displacement of troops possibly from the SULU ARCHIPELAGO.

(b) Tactical Information:

(i) Estimated enemy strength in BORNEO as at 20 Mar 45 is as follows :-

Combat troops	15,000
Base and L of C troops	17,000
Total BORNEO :	32,000

See map att as Appx "A2"

(ii) Major identified units and locations are :-

HQ 37 Army	JESSELTON	
56 IMB	North BORNEO	(HQ TAWAO ?)
71 IMB	South BORNEO	(HQ BALIKPAPEN ?)

(b) Tactical Information (Contd)

(iii) The recent indentification of HQ 37 Army suggests that an additional combat unit may be present in BORNEO.

(iv) The relative importance of TARAKAN suggests that a combat force equivalent in strength to two or three infantry battalions is responsible for its defence. The total strength in the area is estimated at 4,000 of which 2,500 are considered to be combat troops.

(v) Estimated Enemy Strength - TARAKAN

UNIT	Identified	Est Str
374 I I Bn (Part)	12/44	200
376 I I Bn (Part)	12/44	250
2 Guard Force	10/44	500
62 Anchorage (Branch)	9/44	50
213 Naval Pioneer Unit (Part)	10/44	500
SNLP personnel	3/44	500
Unidentified	-	2000
	Total TARAKAN:	4000

NOTE

(i) In view of the lengthening, draining and surfacing of the TARAKAN airfield carried out by the enemy since their occupation it is considered that there are some airfield construction troops at TARAKAN.

(ii) It is probable that the ground defence of the TARAKAN airfield is the responsibility of at least part of one Airfield Bn. The manning of AA defences known to be present on the island would require at least 500 personnel.

(iii) It is considered that the unidentified troops on TARAKAN are probably made up on a combination of some of the following :-

Part of 56 Independent Mixed Brigade
454 and 455 Independent Infantry Bns
Additional base and L of C personnel

(c) Coast Defence Guns

Two coast defence guns, the exact location of which is unknown, are reported in the LINGKAS area. Air photographs of 23 Oct 44 revealed four coast defence guns under construction in the Cape PASIR area. Prior to the Japanese invasion, a Dutch coast defence battery was located between KAROENGAN River and PENINGKI, commanding the entrance to LINGKAS roads, but these positions are not apparent on recently taken air photographs.

(d) Artillery

(i) Field

There has been no report of field artillery pieces on TARAKAN Island, nor have any been apparent from a study of air photographs. However, it is considered almost certain that field guns have been emplaced in positions commanding the port and airfield areas.

(d) Artillery (Contd)

(ii) Anti-Aircraft

Anti-aircraft defences on TARAKAN Island total 20 guns, 15 AAMGs and some searchlights. These are centred in the LINGKAS - PANOESIAN area and in the vicinity of the airfield.

(e) Field Works

A slit trench system is reported to have been constructed on the East coast of the island, extending for approximately 1400 yards East of the PANOESIAN oilfield. The exact location of these trenches cannot be ascertained owing to cloud covered photographs, but a trench system 350 yards in length with firing bays, is visible on the coast astride the track AMAL - PANOESIAN. As this was one of the landing areas selected by the Japanese in Jan 42, it may be assumed that further trench systems, sited in depth, have been established astride the track.

(f) AFVs

There have been no reports of AFVs on TARAKAN.

(g) Minefields

Information as of 12 Jan 45, confirms the fact that there are no minefields around TARAKAN Island.

3. SEA

(a) The only enemy fleet units not concentrated in Empire waters are those based on SINGAPORE, which consist of the following:-

3 heavy cruisers (2 undergoing repair)
2 light cruisers
6 destroyers
6 submarines

Damage and loss of some of these units by Allied air and submarine action is expected to continue.

(b) There are enemy PT boats and 2 boats operating from bases in Southern MINDANAO (DAVAO-SARANGANI BAY). Although no reports have been received there are possibly some of these boats along the east and west coasts of BORNEO.

(c) Air photographs taken on 10 Dec revealed the presence of 23 barges at TARAKAN. These are considered to be normal requirements for supplying the small enemy garrisons interspersed around the coastline and bringing food from the mainland.

4. AIR

(a) With the exception of MALAYA and SUMATRA, where there are currently based 170 fighters and 60 bombers, Japanese air strength has been rendered ineffective in all areas south of FORMOSA.

(b) Principal airfields within fighter range (400 miles) of TARAKAN (also capable of being used as fields for staging bomber aircraft) are as follows :-

BORNEO - MANGGAR, SE PINGGAN, TAWAO, LAHAD DATU, SAN DAKAN, MUDAT, MIRI, JESSELTON, LABUAN.

SULUS - ZEMBEL, SANGA SANGA

4. AIR (Contd)

(c) Additional airfields within bomber range (600 miles) of TARAKAN are :-

BORNEO - KUCHING, SINKAWANG, BANDJERMASIN

CELEBES - MAPANGET, LANGOAN, KENDARI

MINDANAO - DAVAO and DELMONTE groups

VISAYAS - BACOLOD, SAN JOSE

(d) Current estimated enemy air strengths in the above and adjacent areas are as follows :-

	SEF	2EF	SEB	2EB	F/P	RECCE	TOTAL
BORNEO	15	8	7	3	5	2	40
CELEBES		2		2	2	6	12
MINDANAO	5	1	2	2	5	2	17
VISAYAS	2				2	4	8
JAVA	20	3	2	7	14	2	48
	42	14	11	14	28	16	125

(e) Regular interception by approx 1 to 5 enemy fighters has been encountered by Allied aircraft on recent bombing and search missions over BORNEO. Generally his efforts have been ineffective and have failed to accomplish their purpose resulting in losses to his already depleted fighter strength.

ENEMY CAPABILITIES

5. LAND

(a) Limited reinforcement of TARAKAN from TAWAO by barge and other small craft is an enemy capability. It is considered that a maximum of 1,000 troops are available for such reinforcement. Estimating barge movement at 8 knots, reinforcements from TAWAO could reach TARAKAN in 10 hours. Troops from SANDAKAN and LAHAD DATU could be staged through TAWAO, but any reinforcement from these areas is considered improbable as these areas would be currently threatened by invasion from PALAWAN and ZAMBOANGA.

(b) Reinforcement of TARAKAN from BALIKPAPEN (at least 4 days by barge) or Northern CELEBES is considered most unlikely due to the distances involved, lack of suitable craft and enemy commitments in those areas.

6. SEA

The defensive employment of SINGAPORE based naval units against an Allied amphibious operation in the CELEBES Sea is considered improbable owing to the lack of adequate aircraft cover to protect a task force and Allied air domination of the MAKASSAR Strait. In addition, the enemy destroyers available are estimated to be fully employed in convoy escort duty. The main threat to Allied Naval and amphibious forces would be from small Japanese suicide craft (Q boats) and from submarine incl some German U boats.

7. AIR

(a) Despite Allied air attacks the Japanese have been able to maintain some airfields in the VISAYAS, MINDANAO and the CELEBES in serviceable condition capable of basing the small number of planes located in these areas. However as a result of current and proposed operations it is anticipated that the remaining enemy airfields in the VISAYAS, MINDANAO and SULUS will have been captured or completely neutralized before Y P day. These operations will cause losses and a further depletion of enemy air strength.

7. AIR (Contd)

(b) Apart from the small number of aircraft which can operate from the airfields in BORNEO, the CELEBES and those staged through from JAVA, the enemy is capable of moving aircraft rapidly from SUMATRA and MALAYA. These planes are, however, committed to defence of the SINGAPORE area and PALEMBANG oil district which areas are currently threatened by British Fleet and B29 formations based in INDIA. They are also committed to convoy escort duty in the SOUTH CHINA Sea. The transfer of any substantial portion of this force to BORNEO is therefore considered unlikely.

(c) An estimate of enemy air strength in BORNEO and adjacent areas on P day is as follows :-

	F	B	Recce	TOTAL
BORNEO	15	8	5	28
CELEBES	2	2	8	12
JAVA	20	8	10	38
	37	18	23	78

It is therefore considered that the enemy air reaction to a landing at TARAKAN could only be sporadic with the scale of attack not likely to exceed 12 fighters and or 8 bombers at any one time. Probably attacks will be similar to those conducted against the allied landing at MOROTAI. Small numbers of aircraft directed mainly against shipping and the airfield mostly at night.

JAPANESE DEFENSIVE USE OF OIL FIRES

8. In the event of oil in the Tank Farm at LINGKAS being fired by the enemy, (or as a result of Allied action immediately before a landing), it is important to consider the following points:-

(a) In Jan 42, the Dutch destroyed the stored oil amounting to more than 100,000 tons. The burning oil streamed down the hill and destroyed all buildings etc in its path. Special precautions were taken to keep the burning oil to a limited course. The fires were prevented from spreading further than SIBENKOK River to the North and Pier No 2 to the South. Burning oil that flowed into the sea continued to blaze for a distance of 100 yards offshore.

(b) Approach to within 500 yards of the fires was impossible owing to the intense heat. In about 12 hours the bulk of the stored oil was destroyed, but some tanks continued to burn for a further 24 hours. Burning oil gave off volumes of dense smoke. For about 10 days after the fire, the sea in the vicinity was still covered with heavy oil as far as 500 yards offshore.

(c) Wading in such oily water is very disagreeable and could hamper rapid movement of troops disembarking at some distance from the shore.

(d) A second possibility is that the smaller oil tank farm at PANGESIAN will be fired.

(e) At high tide, a large swamp area East and West of the PANGESIAN River is flooded and the burning oil would spread over the whole area. This burning oil would follow the current of the PANGESIAN River to the sea and obviate the possibility of traffic. When fired by the Dutch in 1942, the oil burned for about 12 hours, but for some days afterwards the area was inaccessible.

JAPANESE DEFENSIVE USE OF OIL FIRES (Contd)

(f) The coastal area lying between South of SIBEHOKOK and SIMPANTIGA would not be effected by fire. This area, however, is not very suitable for operations which would include vehicles, because of extensive swamp which would only permit the use of troops on foot, without heavy equipment, then at low water only. At high tide this area is under water to the motor road and inaccessible to troops.

(g) The Japanese chose the area Cape BATOE - AMAL as a landing point in 1942 (despite the fact that it is unfavourable because of the bank extending East for nearly 20 miles) presumably for the following reasons :-

(i) Though the LINGKAS area was apparently more favourable, it was heavily and effectively defended by infantry and artillery along the LINGKAS shore and also by artillery from outflanking positions on the PENINGKI-KARCENGAN coast.

(ii) The consideration of danger resultant upon the expected destruction of oil stores.

(iii) The minefields which barred the entry to the LINGKAS roads as well as the minefield at the Northern entrance of BATAKAN Strait near Cape DJOEATA.

(iv) The poor defence of the East coast (for which there was little more than a platoon available) and which was not provided with artillery defence.

The enemy who landed in 1942 were infantry, exclusively with manborne equipment.

(h) A large number of the remaining oil tanks have been destroyed by Allied bombing. Further details of location, capacity etc of remining tanks which constituted a threat to an Allied landing will be forwarded separately.

DEFENSIVE POSSIBILITIES- TARAKAN

9. TARAKAN Island is partly protected by some coastal areas which mainly consist of swamps and are almost impassable. Such natural defence protection is formed on the NE coast, where, for a few miles inland, the coastal area consists of real swamp and heavy jungle. On the East coast these swamps are smaller and at AMAL there is a small coastal area on which they do not encroach. Further South there is a continuous fringe of marsh or swamp as far as Cape BATOE.

For the defence, this coastal swamp forms an ideal barrier against the attacker, because almost immediately behind it hills rise, reaching heights from 82 - 164 ft. On the slopes of these hills, facing the sea, an effective defensive system for infantry and artillery could be organised.

The country behind this coast is covered with jungle, which offers splendid opportunity for delaying actions. The terrain is rugged and visibility for an attacking force is poor. On the other hand, many "rintis" (rough paths) through the jungle could be used by the attackers, but the possibility of their use would of course depend upon preparations made by the defenders. These "rintis" follow straight lines connecting triangulation points.

From Cape BATOE around the South promontory to the mouth of the KAROENGAN River, there is a good sandbeach of about 15 ft wide, but a very short distance behind the beach the foothills commence.

DEFENSIVE POSSIBILITIES - TARAKAN (Contd)

A few fishermen live in huts along this coast and maintain their fish traps approximately 200 yards offshore. At high tide the fencing of these traps projects about 1½ feet above the surface of the water.

The hills behind the beach are not very high (the highest being 209 ft). Along the ridge of these hills there is every opportunity for a strong defence to guard the entrance to the roadstead off LINGKAS.

Further NW along the coast between River MAROENGAN and PENINGKI, the flat coastal area widens, but here again, the hills immediately behind this coastal stretch offer every opportunity for a strong defence. Here the Dutch had built three coastal batteries with concrete emplacements which were taken by the Japanese who landed at Cape BATOE, only from the rear.

For artillery as well as for heavy infantry weapons, it would be easy to hamper any operation directed against the LINGKAS area further NW.

East as well as West of the PAMOESIAN River, nipa palms cover the marshlands everywhere and to make headway through these is practically impossible. At high water these marshlands are flooded.

Control of the PAMOESIAN area by the defence is possible from three points :

(a) A small hill, 40 ft high, 800 yards due North of Pier No 2 (the most Southerly one). This was formerly a position for a Dutch field battery, the point is indicated on the map by a spot height sign.

(b) A hill 80 ft high, located on the road from Pier No 2 NE to TARAKAN and near the first 3 forked road. The exact location is M441644 (ref map TARAKAN 1:50,000), overlooking the open country from TARAKAN to the South along the PAMOESIAN River.

(c) The triangle shaped area between the MT roads connecting LINGKAS, SEMPANGTIGA and TARAKAN is very suitable for a strong defence, not only to guard the coastline of LINGKAS, but also for defence in depth of about one mile, the first 500 yards inland along the base of the triangle being open country. But further inland the bush begins again. However, any defence works must be soundly reinforced, since the soil is soft and after rain is inclined to subside.

The same can be said of the area North of the SEMPANGTIGA - TARAKAN road as far as PENINGKI BAROE, where the low hills offer good opportunity for defence.

Here, however, the hills are only slightly overgrown and offer little cover against observation from the air, except about one mile East of the motor road where the bush starts again.

From PENINGKI BAROE to the close vicinity of the airfield, there are swamps, but around the airfield there exist some possibilities for defence. North as well as South of the airfield there is a low ridge (the latter section is not shown on the map).

The South ridge does not exceed 33 feet, but from both the North and South ridges the airfield, as well as the surrounding areas, could be kept under fire.

South of the airfield there are swamps and any approach from the South is limited to the MT road.

East of the airfield there are more swamps where it is difficult to make headway, but to the North of the airfield the ground is solid and covered with jungle.

DEFENSIVE POSSIBILITIES - TARAKAN (Contd)

The airfield therefore could be more suitably approached from the North.

1,110 yards North of the airfield, there is a branch road from the main road to the East. After about one mile it is reduced to a bush track, leading directly from the Northern part of the oilfield. Troops on foot could follow this track without difficulty.

The West coast from LINGKAS area to the NW consists for the greater part of swamps covered with rain forest. A small part SW of SEMPANGTIGA was cleared of trees and nipa. At low tide a thin crust forms which makes careful foot traffic possible.

Further NW the area is so heavily timbered that the sun does not penetrate, and for this reason the soil remains generally too soft for foot troops.

On the NW coast there are some creeks where small craft could be beached near DJOEATA village. The same applies to the beach East of Cape DJOEATA.

With sufficient heavy infantry weapons and some artillery this area could be successfully defended, while a delaying action is possible along the only track through the marshes. This track connects DJOEATA village with the main road starting at DJOEATA oilfield, halfway to TARAKAN village.

To sum up the foregoing there remain the following areas with little natural protection (swamps etc), but with good defensive possibilities :-

(a)	AMAL area	- East coast
(b)	CAPE BATOE area	- SE coast
(c)	CAPE BATOE - KAROEBAN Area	- South Coast.
(d)	River KAROENGAN - PENIMGRI	- SW coast
(e)	LINGKAS area (between River PANOESIAN and SEMPANTIGA)	
(f)	The West, South and East side of the airfield	
(g)	DJOEATA village area	- NW corner

SPECIAL INTELLIGENCE PARTIES - GUERILLAS AND LOCAL INHABITANTS

10. Special Intelligence Parties

Details of activity
Location of bases
Means of communication
} To be issued later.

11. Guerillas

There are no known organised guerilla bands operating either on TARAKAN Island or on the mainland adjacent to the island.

12. Local Inhabitants

(a) General

The census of 1930 cannot be relied upon in relation to current figures since all women of military personnel, employees of B P M and women of the native population were evacuated in 1940.

12. Local Inhabitants (Contd)

(a) General (Contd)

The evacuation order did not apply to the Japanese and Chinese women because of the political difficulties in relation to the former, although many Chinese women left voluntarily.

An approximate estimation of the population in 1942 at the time of the Japanese occupation was as follows :-

EUROPEAN	Military	165	A considerable number of whom were Killed in Action.
	B P M	40	
CHINESE	(incl women and children	3000	
Civil Service (incl police)		25	
Other Asiatics		50	
Natives		3000	

In addition there were 40 Red Cross nurses mostly Europeans, and the remainder Indonesians.

Some native women also remained, with military permission, for special reasons.

The native women and children (about 3000) were evacuated to a camp at CAPE SELOR (BOELANGAN) on the mainland opposite.

(b) Europeans

It is not considered probable that any Europeans were retained on TARAKAN, with the possible exception of one or two SWISS engineers (geologists) of the B P M who were not interned. Red Cross nurses worked in the Military and the B P M hospitals, but were not allowed to leave the premises. There were rumours that they were later evacuated by the Japanese.

(c) Chinese

As a whole, the Chinese were reliable and co-operative. They occupied various important posts - in the ARP as firewatchers and in the Red Cross Field Service etc - all voluntary.

The behaviour of the Chinese, after the Japanese occupation, as expected, was very submissive. Few cases of serious ill-treatment were observed.

A very small number of Chinese took part in the general looting immediately after the collapse of the Dutch garrison in Jan 1942. Almost all the Chinese on TARAKAN had come there originally as B P M coolies on contract and had remained after expiration of their contract. Many of them earned living in trade. A few hundred Chinese were employed by the B P M Oil Coy and lived in special quarters.

(d) Other Asiatics

There were also small numbers of British Indians and Arabs who ran the local stores and a few who farmed small areas. As a whole these people were not considered reliable. Their behaviour, prior to the Japanese occupation, was considered suspicious by the military authorities but no definite charges could be made.

After the occupation of TARAKAN by the enemy, they remained very quiet and their attitude towards the Japanese was friendly and fearless.

They were permitted to move freely and were not molested by the Japanese, neither were their shops looted, as in the case of Chinese stores.

(e) Natives

The native population was composed of military, police and civilians. The military personnel who fell into the Japanese hands were all interned. These comprised JAVANESE, AMBONESE and MENADANESE. Some of the JAVANESE soldiers were released to work as coolies in the officers' quarters at the Japanese HQ. The AMBONESE (about 150) were not unfriendly to the Japanese, but the remainder of the few hundred native NCOs and soldiers remained very loyal to their officers, who were imprisoned in the same stockade. Originally the population of TARAKAN did not exceed a few hundred local natives. These numbers had increased to several thousands by the influx of coolies for work with the B P M oil Coy. Many remained at the close of their contract and found employment on harbour works, roads, buildings, fortifications etc.

The Civil Service had mobilised for essential service, in case of war, about 2000 civilians, amongst whom were about 100 Chinese.

The Red Cross Field Transport units consisted of a few hundred natives who deserted their posts when fighting started leaving only a handful of section leaders of the better paid B P M personnel who remained at their work.

The worst of these natives proved to be the CHINESE B P M coolies who looted the houses of their former employees. BORNEANESE, MACASSARESE and BANDARESE took part to a small extent. The Japanese dealt severely with these looters, executing offenders on the spot and in a short time order was restored. More systematic looting by the Japanese then commenced.

The native police did not take part in the fighting and changed their uniforms for civil clothes as soon as the Dutch garrison collapsed. On the whole, it may be said that the behaviour of the former well-paid coolies was unexpected surprise to the Dutch. On the other hand it must be borne in mind that the population did not consist of the best elements, but were in the main, contract coolies.

TOPOGRAPHY (For further detailed information see ADS TERRAIN HANDBOOK 81)

1. General.

The island of TARAKAN is protected to the NE by BERNJOE Island, and to the North, West and South by the mainland of BORNEO. The East coast is open to the sea, but surf and swell are considerably reduced by the large shallow offshore bank extending Eastward from the coast for approximately 20 miles, with an average North-South breadth of about 10 miles.

A central range, averaging 300-350 ft, separates the Eastern and Western coasts of the Island, descending fairly gently to the coast in the CAPE DJOEATA area in the North and CAPE BATOE in the South. With the exception of the limited area TARAKAN - LINGKAS - SIMPANG IDA and the small coastal area flanking AMAL, and CAPE BATOE, swampy lowlands encircle the Island extending from the foothills to the coast. Swamp is greatest along the NE coast of the Island, where it reaches inland for approximately 2½ miles. Along the West coast, the marsh has a maximum width of about a mile, but towards the South it disappears as the hills approach the coast, except along the estuaries of the PAMOESIAN and PANOEMBAN Rivers. To the East of the PAMOESIAN oilfields, the hills narrow to a width of about 1½ miles; here, the oil producing district around the upper reaches of the PAMOESIAN River occupy a flat area into which project from West to East, a number of hilly ridges. To the East of the TARAKAN area, the hills rise steeply from the plain to a maximum height of 295 feet, then fall gradually in a series of ridges between river valleys to the East coast.

The vegetation on the Island consists of dense rain forest on the hills, with mangrove forests in the swampy alluvial areas along the coast and on the banks of the tidal rivers, with some scrub grasses and nipa palms further inland. The only cleared areas are near the oil districts of PAMOESIAN and DJOEATA. There is no cultivation on the Island except a few gardens around PAMOESIAN field.

The small rivers of the Island flow from the central hills in a fairly regular sequence towards the coasts. Many of them, especially in the North, do not reach the sea in definite channels, but merge into the network of creeks which intersect the swamps. Boats drawing 3 to 4 feet may, at high tide, enter these channels that reach the sea, but the limit of navigation is rarely more than a mile inland. The largest river is the PAMOESIAN, which flows South from PAMOESIAN oil field into a wide estuary. It is navigable at high tide by boats of 100 tons capacity as far as its junction with the LALADA River.

Movement across the swamps is difficult except by means of rivers, which are navigable by small craft for about a mile inland. Good roads connect the centres of activity. An asphalt surfaced road, 16 to 24 feet wide, with bridges capable of taking loads of 5 to 7 tons, connects the LINGKAS port area with the DJOEATA oil field. For the first four miles it runs through level, open, and in sections, swampy country, the remaining 3 miles through closely wooded hill features. From DJOEATA oilfield, a light road probably jeepable runs Northward for approximately 3 miles to the NE TANJOL area. A track connects DJOEATA oilfield with CAPE DJOEATA on the North coast.

From SIMPANG SIAM on this road, a one lane all-weather asphalted branch road leads to TARAKAN. There is a direct build-up road through low swampland from LINGKAS to PAMOESIAN, alongside of which runs a narrow gauge railway track. A further road runs from the NW limit of LINGKAS port area to the road ST PAMOESIAN-TARAKAN passing through STRENGKOK, and farther North a branch leads to SESANIP oilfield.

There are tracks and footpaths 4 to 6 feet wide from PAMOESIAN to SESANIP, in the centre of the TARAKAN oil field area; from PAMOESIAN along the river AMAL to the East coast and to the PANOEMBAN River in the South of the Island.

2. LANDING BEACHES

(a) GENERAL

LINGKAS beach (TARAKAN Harbour) has the best approach to reach the objectives for any landing in TARAKAN ISLAND. The use of the east shore TARAKAN Island beach, 3½ miles east of TARAKAN oilfields and the northwest shore of TARAKAN Island beach, 9½ miles northwest of TARAKAN oil fields will limit the approach to objectives by the use of small trails. Both beaches are backed by swamps from 1/4 to 1 mile wide, Inland behind the swamp is the wide belt of low forested country where there are a number of streams crossing at various angles. Movement is only suitable for foot troops, Clearings and good roads make approaches much easier to reach the objectives from LINGKAS harbour.

(b) LINGKAS BEACH (BEACH I)

(i) Although reliable data on depth between 1000' offshore to shoreline at LINGKAS Harbour is not available a suitable landing area exists along the foreshore of the port area, running NW from the Southernmost of the two major piers to the mouth of the SIBENGKOK River, a distance of approximately 4000 feet. Landings could be effected at high water on piers, on several small wharves which extend about 100-200 feet offshore and along the shoreline. It appears that the South end of the beach is deeper than the Northwest end. At low tide the sandy beach dries out to a hard surface with a mud or soft sandy flat skirting the low water line. The sand beach skirting the shoreline is mainly firm and suitable for the disembarkation of of personnel and vehicles. Vehicular access to roads running from the shoreline would present little, if any, difficulty. Details known are as follows :-

(ii) Length

4000 feet most suitable although beach does extend a further 1000 feet NW of North pier and 1000 feet SE of the South pier.

(iii) Accessibility to Shore

The general approach is not clear due to shoals and small islands; however the immediate approach appears clear except possibly just north of the Southern jetty. There is a current rather less than 4 knots which runs with the tide north or south.

The 30' line runs close to the seaward end of the two main piers which extend 1000 - 1500 feet offshore enabling deep draught vessels to approach close to shore. Shoreward shoaling is rapid.

(iv) Gradient and Bottom

The gradient of the beach is very flat. Sand is up to 800' wide between high and low water at spring tides. On basis of 9-12' spring tide the gradient is approx 1/75 - 1/100. Other reports state width 450'-750' gradually narrowing towards NW end. A Dutch report states that the beach dries sufficiently hard and firm to carry vehicles except near the waters edge where it remains soft. Air photos tend to confirm this although info is confusing. At high water the entire beach is covered. Beach is considered suitable for LCM and LCVs after reconnaissance.

2.-LANDING BEACHES (Contd)

(v) Water Gaps - Depths of Water at Landing Craft Ramp

Details based on gradients 1/75 - 1/100 and 9' tide (29 Apr) are as follows :-

Beach Case and Craft	Water Gap (Yards)			Depths of Water at ramp (ft)		
	HW	LW	DRIED OUT	HW	LW	DRIED OUT
LINGKAS BEACH						
Best Case						
LST	150	150	Nil	5.5	5.5	Nil
LCM	70	70	-	2.8	2.8	-
Worst Case						
LST	230	230	Nil	5.5	5.5	
LCM	100	100		2.8	2.8	

(vi) Accessibility to Hinterland and Objectives

The coastline skirting the beach varies from 3 - 10 feet in height with easy gradients on firm ground and link roads from the shoreline to the road LINGKAS-DJOEATA, which parallels the beach, provide easy access for both personnel and vehicles. Suitable HAs appear to exist in the vicinity of the triangles of roads at the base of the Southern Pier and in the vicinity of the SIBENGOK River. Beyond the limits of the landing area to the NW and SE, mangrove swamps would make lateral movement difficult. Immediately behind the section of the road LINGKAS-DJOEATA, which parallels the landing area, is the boundary of LINGKAS Oil Tank Farm, situated on hills rising steeply to heights not exceeding 82 feet. Between these hills and the WELOEWOENG River to the SE, the country is low with swamp land extending inland from the coast on both sides of the WELOEWOENG River. Two all-weather roads connect the LINGKAS port area with TARAKAN. A formed all-weather road flanked by a narrow guage railway runs from the Southernmost pier direct to TARAKAN. An alternative all-weather route is available via the road LINGKAS-DJOEATA as far as SEMPANGTIGA (Approximately 2 miles to the NW) thence via the branch road SEMPANGTIGA-TARAKAN. A further secondary branch road links the main road LINGKAS-DJOEATA with the branch road SEMPANGTIGA-TARAKAN approximately 1 mile East of the SEMPANGTIGA road junction.

The airfield is approximately 3 miles NW of the NW extremity of the landing area and flanks the all-weather asphalted road LINGKAS-DJOEATA. Movement from the port area towards the airfield North of PENINJAU BARGE would be restricted to the main road, as the road traverses swampy terrain foot unsuitable for cross country movement of vehicles and troops. The PANGSIAN River SE of LINGKAS is accessible and has been constantly used by barges and shallow draught vessels as far as the loading terminal at the Southern perimeter of the oilfields. A motor road connects the loading terminal with the oilfields.

(c) CAPE BATOE - AWAL (BEACH No 2)

Two disadvantages mitigate against the landing of any but a lightly equipped force in this area. Firstly, approach to the beach is only possible by shallow draught vessels and it is probable that disembarking troops would be forced to wade through shallow water for a considerable distance before reaching the shore.

Secondly, with the exception of a track (possibly jeepable) running westward from the beach at AWAL along the AWAL River to PAMOESIAN, no land communications exist. A foot track through rugged country connects CAPE BATOE with PAMOESIAN and there are numerous roughly cut foottracks running inland through swamp and hilly country connecting triangulation points, but the movement of infantry via these tracks though not impossible, would be difficult. The beach is reported to be sufficiently firm to carry foot troops and a firmer section at AWAL would possibly carry vehicles.

This beach was selected by the Japanese who landed at half tide at 0300 hrs on 11 Jan 42. Power driven wooden barges with a carrying capacity of 40-50 personnel grounded well offshore and lightly equipped troops had to wade to the beach through water about knee height. Details of the beach are as follows :-

A long continuous beach borders the Eastern coast of the island interspersed with several limestone outcrops and approximately 8 equally spaced streams. Offshore there is a shoal area, extending approximately 20 miles to the East and 10 miles from the North to South, with an average depth of 18 ft, preventing direct approach by deep-draught vessels. Within 1 mile of the beach depths of 2 - 3 feet prevail. Approach to the beach by both deep and shallow draught vessels could be effected from the SE; deep draught vessels lying to the North of the main LINGTAS Harbour channel off CAPE BATOE. A fringing coral reef 500-1000 feet wide borders 2½ miles of the Southern extremity of the beach. During strong winds there may be several lines of low surf, but generally wave action is negligible owing to the extensive offshore shoal. The above offshore depths are not applicable to the limited area fronting CAPE BATOE. Here the offlying flat is approx 200 yards wide at low tide, descending fairly steeply into depths of 5 metres (30 feet). At high water this beach is at least 3 feet under water, but dries out at low water and it is probable that landing craft would have no difficulty in reaching the low water line. The soft mud flat between the waterline and the narrow fringing reef and beach would have to be negotiated.

The landing area is approximately 4-3/4 miles long, extending Northward from the Southern tip of CAPE BATOE to ¼ mile North of the AWAL River. At low tide the beach is fronted by a wide muddy tidal flat of soft grey loam 100-300 yards wide and it is only close inshore that firm white sand is present. Landing of heavy equipment at low water would be impracticable. At several points along the beach small areas of firm sand exist, but the most suitable area for the disembarkation of vehicles is reported to be the section (previously used as a native landing point) fronting AWAL, where the track PAMOESIAN - AWAL strikes the coast. Even here it is possible that offloading of vehicles would present difficulties. At high water the sea reaches to the coastline throughout the entire length of the beach covering the narrow fringing sand strip. The average tidal variation may be fixed at three feet, giving an approximate offshore depth of 6 feet, with 3 feet of water covering the sand strip skirting the coastline. Tides are predominantly semi-diurnal (twice daily). It is estimated that LCM would ground up to 300 yards offshore, LSTs approx one mile. From November to March prevailing winds are from the East (Principally the NE quadrant) and squalls are frequent. Currents and surf are broken by the offshore shoal.

(c) CAPE BATOE - AWAL (BEACH NO 2) (Contd)

Exit from the beach is restricted to the track AWAL-PANCESIAN and several rough foot tracks running through swamp and rugged, heavily timbered country connecting triangulation points. The AWAL-PANCESIAN track is reported to be 4-6 feet wide, bridged at stream crossings and well used. This track may possibly be jeepable but would be difficult to convert speedily to a road suitable for motor traffic, as improvement would entail considerable alterations in levels throughout the irregular hill features backing the coastal lowland plain. With the exception of a small area flanking the coastal sector of the track AWAL-PANCESIAN (approximately 1 mile to the North, ½ mile to the South and ½ mile inland) which is firm and well drained, a swampy belt skirts the beach backed by rugged heavily timbered hills. These hill features command Western approaches through the low coastal area. The swampy belt terminates at the Southern extremity of the beach and the terrain West and SW of CAPE BATOE changes to rugged densely timbered hills extending from the coast to the central range dividing CAPE BATOE from CAPE PASIR to the West. A foot track connects CAPE BATOE with PENINGKI (to the NW) through rough timbered country skirting the shoreline.

(d) PENINGKI-MARCENDAN (Beach No 3)

As a landing area, this beach (approximately 1-3/4 miles long) whilst presenting favourable offshore and landing facilities, lacks suitable exits. The hinterland is hilly and heavily timbered with a swampy coastal belt extending SW to the MARCENDAN River along the Southern half of the beach. Inland movement is restricted to a narrow coastal track over timbered broken country to PENINGKI, thence by two tracks connecting Eastern outskirts of PANCESIAN swamp with TARAKAN.

(e) CAPE DJOEATA (Beach No 4)

A discontinuous beach approximately 4½ miles in length borders the Northwestern shore of TARAKAN Island.

Approximately 1 mile of this total length is unsuitable for landing. The Eastern limit of the beach is 1½ miles East of CAPE DJOEATA and Western limit CAPE SEPOENTI. The slope seaward from the beach to the 30 feet line is steep and the line at its furthest offshore point is considered to be not more than 500 feet distant. The bottom is predominantly muddy, though rock bottom may be expected off CAPE DJOEATA.

Immediately East of CAPE DJOEATA there is a sandy stretch of beach suitable for landing foot troops. The beach is flat and is mainly backed by a mangrove covered tidal swamp. The only suitable hinterland providing exit from the beach runs Southward from CAPE DJOEATA, comprising rugged forested hills ranging from 50 to 350 feet high. A swampy foot track links DJOEATA Village (¼ mile south of CAPE DJOEATA) and the DJOEATA NOORTHERREIN oilfield area (5 miles South of CAPE DJOEATA). Southward from the oilfield area an all-weather paved road runs through the airfield to LINGKAS.

Tides are predominently semi-diurnal (two a day); springs rise 11-12 feet, neaps 3-4 feet. Currents of 1-2 knots may be expected during flood tides with fast currents of 5-6 knots during ebb tides. The area is protected and surf is negligible.

3. SUITABLE AREAS FOR PARATROOP LANDINGS (See Appendix "C")

Limited areas exist for the landing of paratroops. The following areas are considered the most suitable :-

(i) Area 1 - Two flat plains immediately NW of the small oilfield DJOZATA.

(ii) Area 2 - Open area West of the road junction LINGKAS - SEMPANTIGA, TARAKAN - SEMPANTIGA.

(iii) Area 3 - Small cleared area of the former military rifle range.

(iv) Area 4 - Golf links in the centre of TARAKAN.

(v) Area 5 - Small open area behind the LINGKAS Club situated half-way between Piers 1 and 2 on the undulating hills of the LINGKAS Oil Tank Farm to the immediate North.

Other areas may be found on the oilfield proper between derricks, but the presence of these derricks makes dropping dangerous for personnel.

Potential dropping areas in the vicinity of the TARAKAN oil field may be the surrounding open spaces along the North and Eastern perimeter of the fields.

Further details of the above areas are available if required.

4. ANCHORAGES

Port of LINGKAS - approximate anchorage area 5 sq miles in 5¼ - 9 fathoms. (Port limits - those waters within a circle with a radius of 1.5 miles from the head of the North wharf).

Harbour depths are ample for the largest vessels. Vessels drawing 30 ft can berth at the oil piers at all tides. There were no bars in the channel and the harbour is protected and secure in all weather. Ships can anchor safely on good holding ground in 66 - 72 feet of water close to the pier and further offshore there is reported to be space for 12 - 15 1800 ft berths in 42 ft and many berths in 24 - 30 ft. A further anchorage NW of LINGKAS can accommodate a large number of deep draught vessels and has been included in the above anchorage area estimate.

The entrance to the port can be effected through two East-West channels, the minimum depth in either being 36 feet and the minimum width ½ mile. The usual approach is via the North channel, between the coral reef at the South end of the island, and the sand shoal which surrounds VERCHICEN Island, 1½ miles South. Entrances to the port were clearly marked.

Navigation

South of TARAKAN, dangerous banks reach practically to those extending from the BULUNGAN delta, whilst eastward of TARAKAN, a bank extends for nearly twenty miles, being steep-to on its outer edge. Vessels approach on a general line drawn Eastward from the Southern tip of the island.

5. PORTS

The following piers and jetties exist in the LINGKAS area:-

STRUCTURE	LOCATION	DETAILS LENGTH HEAD	DETAILS DEPTH AT HEAD	REMARKS
PIER (Southern or No 2)	N428623	1500 ft	36 ft	Bulk oil & bunking. Damaged by airforce. T Head 404 x 36'. Max safe load 10 tons
PIER (Northern or No 1)	N424627	1300 ft	38 ft	General cargo oil & bunking
JETTY	N421633	-	-	See alphotos. Thought to be damaged by air force.
JETTY	N417634	-	-	Depth of these two jetties probably not less than 10 ft.

Both piers had two 11 inch oil loading lines and also steam and fresh waterlines.

Both piers were 8 ft above water at High tide. Ships lay alongside T heads and were tied to mooring pilings on each side.

A warehouse extending 60 feet along the waterfront was situated at end of North pier. A crane of 10 ton capacity (mounted on tracks) and a boat hoisting gear, capable of lifting a 60 ft launch were available at the South pier. A floating crane of 15 ton capacity was normally moored between the two piers.

Loading of ships was by gravity only, the static pressure caused by the elevation of the tanks being suffient for this purpose. A pumphouse was situated between both wharves on the shore, containing rotary pumps, those were used to boost the pressure of ship's pumps when discharging cargoes to the shore tanks. Several small wharves exist and provide facilities for berthing shallow draught vessels.

In the port area, there was an electric powerhouse in which 220 volt DC generators were installed. However, the main supply of electricity was the powerhouse at PANGKALAN.

A small boilerhouse could provide steam to ships and auxiliary equipment in the port area.

A floating seaplane dock was available which could also be used for small craft. Dimensions are as follows :-

Capacity	40 tons
Length overall	92 ft - walls 79 ft
Breadth	38 ft - (between walls 31½ ft)
Height of walls - above pontoon	9 ft
Depth of pontoon	2½ ft
Maximum draught over pontoon deck	7 ft
Lift	37 ft

5. PORTS (Contd)

Report indicate that little maintenance has been carried out by the enemy on piers and jetties since occupation, but deterioration has not made them unserviceable. Owing to frequent Allied air attacks damage and enemy reconstruction of port facilities has taken place and port information must be accessed accordingly. Pre-war discharge capacity for general cargo was estimated at 225 short tons (550,000 lbs).

6. LAND COMMUNICATIONS

(a) Main Roads

LINGKAS - SIMPANGTIGA - DJOEATA

Approximate Distances :

Pier No 2 LINGKAS to SIMPANGTIGA	2 miles
SIMPANGTIGA - TARAKAN airfield	2 miles
TARAKAN Airfield - DJOEATA oilfield	3½ miles

This road is classified as two lane except in the small sections North of SIMPANGTIGA. There are five well constructed bridges capable of carrying loads of 5 - 7 tons. These bridges regularly carried Dutch armoured cars which, when fully loaded weighed approximately 7 tons. The road is asphalt surfaced and runs from the most Southern pier (No 2) skirting the coast in the port area as far as the SIBEMBOKOR River. From the SIBEMBOKOR River the road strikes inland connecting with the branch road SIMPANGTIGA - TARAKAN approximately 2000 yards distant from the NW extremity of the landing area. The road through LINGKAS to SIMPANGTIGA was in good condition (1942) and built on firm ground. Between SIMPANGTIGA Fatch and the airfield, the road crosses swampy ground and is subject to subsidence, reducing speed of traffic. Pot holes, filled with water and mud, form in wet weather, and during very heavy rains some sections of the road are under water, but never to the extent that they become untrafficable. Considerable maintenance is required to maintain this section of the road. A few hundred yards from the airfield, the terrain gradually rises reaching solid undulating ground North of the airfield. On reaching dry ground the road improves and maintains its good condition to DJOEATA. South of the airfield the road constitutes a defile, as the swamp flanking both sides of the road restricts all movement to the highway.

SIMPANGTIGA - TARAKAN

All weather, possible two lane road, asphalted surface capable of taking heavy traffic.

This road branches East from the LINGKAS - DJOEATA road at SIMPANGTIGA leading into the TARAKAN road net. Except for one hill feature 82 feet high (gradient approximately 1 in 50) at the Western outskirts of TARAKAN, the road is flat.

LINGKAS - TARAKAN

This road has been placed in the category of main roads as aerial photographs indicate that improvements have been carried out subsequent to Japanese occupation. The road has been constructed alongside the narrow guage railway and oil-pipeline running Northward from the LINGKAS No 2 Pier to the S P M Headquarters at TARAKAN, a distance of 2 miles.

The original railway bank was widened and dressed with local materials. When last seen in 1942 it had not been bituminised and recent aerial photographs indicate that the local surfacing still remains. Except for a small section one mile from the pier, the road has been built up through the Western outskirts of the PAMOESIAN swamp.

Providing the surface is of sufficient strength to hold heavy traffic, the road should be an all-weather, as the built up bank would provide a quick run-off during rains. In 1942 two way traffic was only possible if the edge of the railway bank

was used. Movement for vehicles off the road would be impossible owing to the swampy nature of the ground and foot troops would be obliged to skirt the swamp,land by a circuitous movement West of the road.

(b) Secondary Roads

SIBENGKOK - TARAKAN

A one-way unsurfaced road, composed of sandy loam, runs NE from the Northern extremity of the landing area, through the village of SIBENGKOK and connects with the road SEMPANGTIGA - TARAKAN approximately 1 mile East of the SEMPANGTIGA road junction. This road provides an alternative dry weather route from the landing area to the Western outskirts of TARAKAN. It has one strong wooden bridge and several timber culverts, but it is not considered suitable for heavy traffic owing to lack of surfacing. On both sides of the road, there are deep ditches which are broad and steep enough to prevent vehicles from leaving the road.

TARAKAN Airfield - MT API

A small branch road runs Eastward from the road LINGKAS - DJORATA approximately 450 yards North of the NE extremity of the airfield. The road has been lightly tarred for a distance of about one mile, terminating SE of Mt API then changing to a track which leads directly to the Northern outskirts of the PAMOESIAN oilfields. With improvements this track could be made suitable for light motor traffic, as in the main, levels are consistent. For the entire distance the track traverses dense jungle.

TARAKAN Road Net

The village of TARAKAN and the oilfield area are provided with surfaced roads, most of which are asphalt. In a few cases two-way traffic is possible. The majority of roads are narrow and long wheel-base vehicles would find difficulty in turning.

DJORATA Oilfield - Mt TANGKOL

A light road, probably jeepable, runs northward from DJORATA oilfield for a distance of 3½ miles terminating in the heavily timbered area West of Mt TANGKOL.

(c) Tracks

TARAKAN - PENINGKI

This track runs from District IV to PENINGKI along the foothills of the central range and skirts the NE and Eastern extremity of the PAMOESIAN swamp. Although classified as a track, this route could be more correctly called a light, dry weather motor track, suitable for jeeps and was used as such prior to enemy occupation.

PENINGKI - CAPE BATOE Area

A rough foot track runs South from PENINGKI paralleling the shoreline from the mouth of the PAMOESIAN River to the Southern tip of the Island, approximately 1½ miles SW of CAPE BATOE. The track runs through swamp and rugged heavily timbered hills and is suitable only for lightly equipped foot troops.

PAMOESIAN - AMAL

This track 4 - 6 feet wide runs westward from the East coast to PAMOESIAN in the NE section of the oilfields. The track is the only suitable exit from the East coast and is reported as probably jeepable. The track is well used and bridged at stream crossings. Speedy convertion to a road suitable for motor traffic would be difficult as improvement would entail considerable alteration in levels throughout the heavily timbered hill features backing the lowland coastal plain.

Throughout its entire length the track runs through firm well drained terrain. Recent air photographs show that the enemy has constructed ground defences along the coast flanking the track, and it is possible that consideration of supply has resulted in recent improvement of this track.

CAPE DJOEATA - TANJKOL

A track runs from CAPE DJOEATA to TANJKOL and connects with the road TANJKOL - DJOEATA oilfields. In the area South of DJOEATA village the track traverses low swamp then rises through dense rainforested hills to the oilfields. This track was regularly used by Dutch troops.

7. RIVERS - Extent and Navigability

The PAMOESIAN River, which runs Northward from East of the LINKAS Port area to TARAKAN, is the only navigable waterway on the Island. The river is approximately 2 miles long, but is only navigable as far as its junction with the LALANDA River, 1-3/4 miles from the mouth. Access is restricted to shallow draught vessels, the most suitable period being from half to flood tides owing to the rapid shallowing preceding low waters. Least depth at mouth at low water is 2 feet - deeper inside. Prior to enemy occupation barges regularly plied between LINGKAS and the oil loading terminal at the LALANDA River junction. A motor road connected the loading terminal with the oilfields.

All other rivers on the Island are inconsequential, meandering through low swamplands skirting the coast. Those of sufficient flow to reach the coast are navigable for short distances inland by shallow draught vessels. These include the SELOKUT creek which is navigable at HW for prows and small barges which through a side creek can reach dry ground near the coastal road.

8. TARAKAN AIRFIELD

(a) Topographical Setting

Existing airfield area is about 5,000 by 2,400 ft on only level area on West side of the Island, enlargement will require considerable work. Bordered by hills up to nearly 100 ft high on inland side; farther inland, hills up to 500 ft high. Marshy ground on seaward side. Altitude of site ranges 3 - 20 ft. Approaches clear from South to West except for a few small low forested hills.

(b) Clearing

Some clearing of brush may be necessary to enlarge field. Minor cutting of forest possibly necessary.

(c) Grading

Considerable cut on landward side or fill on seaward side probably necessary to enlarge existing field. Considerable rock work may be necessary.

(d) Foundation Conditions

Existing field has crushed rock base course with tarred or oiled surface. If field is extended toward or along shore, foundation would be swamp muck requiring considerable stripping and fill to produce a stable subgrade. Extension of field on inland side would probably involve excavation of shale and sandstone bedrock. With considerable work could be extended NE for 1750'. Resurfacing probably required for heavy military traffic.

(e) Drainage

Natural draining good on inland side, but poor on swampy seaward side. Runoff is diverted around present field. Extension of field would necessitate further diversion of runoff, or drainage of swamp, or both.

8. TARAKAN AIRFIELD (Contd)

(f) Construction Materials

Coral rock, obtainable from Southern tip of island. Sand available at some places along shore near site. Sandstone and shale suitable for fill is available from hills NE of A/D. Timber is abundant.

(g) Water supply

Moderate water supply probably available by drilling wells of shallow to moderate depth. Streams may supply ample water if they can be impounded.

(h) Details

(i)	Direction	NE - SW bearing approximately 68°
(ii)	Runway	4,900 ft long by 105 ft wide.
(iii)	Surface	All-weather, tarred or oiled coral.
(iv)	Dispersal	28 Oct 44, dispersal for 7 aircraft; 3,000 ft of dispersal lanes and some dispersal points under construction.
(v)	Altitude	20 ft above sea level.
(vi)	Approaches	Glide angle is approx 1 in 26 in NE direction. Clear on SW end and low hills from 60-120' high on both sides of Northern half of A/D.

9. LOCAL RESOURCES

(a) Roadmaking Materials

(i) Gravel

The availability of gravel is open to doubt. The predominating rock formations appear to be hard sandstone and some shale hence it may be that no gravel is obtainable in river beds. The airphotos show what may be a disused quarry at approx map ref M430628.

(ii) Oil It is reported that the oil available is suitable and is used to produce an oiled macadam road.

(iii) Laterite

This is a form of solidified clay used for road surfacing in TARAKAN. Unless treated with bitumen or oil surface becomes slippery in wet weather due to moisture penetrating the soft clay metal and deteriorates rapidly under heavy traffic. Location of supply quarries is not known.

(iv) Coral

Coral is available along the southern and SE ends of the island. A coral crushing plant is located at 449638. Estimated capacity 1000 cu ft per day.

(b) TIMBER

Large areas of rainforest and jungle exist. One sawmill has been operating in NW end of the island and it is possible other small sawmills can be captured intact.

(c) Water

(i) Prior to enemy occupation water was supplied by both the Oil Coy and Dutch military authorities. Water was obtained from the PAMOESIAN River immediately above the oilfield, pumped to tanks on hill just West of Hospital, filtered and purified thence piped to B P M houses and installations and to the LINGKAS port area. The military barracks had their own water supply obtained from the SUBANIP River and pumped to a tank on hill near barracks.

(ii) Normal requirements for water should be met by surface water, springs, and existing wells, in low settled areas. Further supplies should be available from shallow to moderately deep wells on higher ground. Wells in the alluvium will give varied results and may be polluted by brackish or salt water if sunk too closely to the shore or in very swampy regions. All water must be treated. Ample industrial water of poor quality is supplied from a reservoir through 3 inch pipes to both piers.

(d) Food

The possibilities of obtaining food of any description and in quantity at TARAKAN or in the vicinity are remote. Fish may be sometimes obtained in small quantities. For all practical purposes, available food must be considered as supplementary and requirements for an occupational force would have to be brought in. For native labour, rice is the main requirement, supplemented by dried fish.

It is known that natives from the mainland supply food to the enemy garrison on the island.

(e) Labour

At the time of the Japanese invasion of the island, the Shell Oil Coy native labour force comprised of 1200 men, and, in addition, some 500 men were working for contractors employed by the Company. Neither skilled or unskilled labour could be drawn from the small native population of the island, and, consequently, labourhad to be imported from other islands in the Archipelago. In the past, JAVA and CELEBES were the main sources of supply. It is considered that a part of these may still be available.

According to information received subsequent to enemy occupation, TARAKAN is now a centre for training of conscripted Chinese and natives, it was reported that there were 700 carrying out training there.

10. SANITATION

No sewerage system existed but septic tanks were general throughout the B P M, Military quarters and Government houses. In the lower portions of the area around LINGKAS it is possible that deep pit latrines may not be practicable.

STRATEGICAL AND TACTICAL DISTANCES

See distances from TARAKAN in nautical miles:-

AITAPE	2470
BALIKPAPEN	378
BANDJERMASIN	700
BATAVIA via MAKASSAR Strait	1109
CAIRNS	2920
HOLLANDIA	1675
JESSELTON via SIBUTU Passage and BALABAC Strait	508
JOLO	330
MUDAI	450
MAKASSAR	556
MENADO	480
NOROTAI	675
PUERTO PRINCESSA (PALAWAN)	465
SANDAKAN via SIBUTU Passage	286
SOERABAJA via MAKASSAR Strait	821
ZAMBOANGA	390

Air distances from TARAKAN in statue miles

AMBON	761
BALIKPAPAN	260
BANDJERMASIN	436
BANDOENG	852
BATAVIA	858
DARWIN	1234
DEN PASAR	732
HOLLANDIA	1433
KENDARI	526
KOEPANG	885
LANGGOER	1054
MAKASSAR	516
MENADO	446
SAMARANG	747
SINGAPORE	833
SOERABAJA	696

METEOROLOGICAL INFORMATION - TARAKAN

(Week before and after 23 April 1945)

(For further infm see AGS TERRAIN HANDBOOK 61)

1. General

The climate of TARAKAN is quite tropical, characterized by high temperatures, high humidity, high rainfall, and light to moderate transitional winds at this time. Temperature varies from 70° to 98°, relative humidity average 90%.

2. RAINFALL

There is no sharp delineation between the wet and dry season in TARAKAN, annual rainfall averages 151 inches, monthly rainfall averages varying between 10 - 14 inches. Mean rainfall recorded over a period of 18 years for Apr 14 inches, May 12 inches with rain on 17-18 days per month. During the two-week period covered by this report 6 - 7 inches of rain should fall. Thunderstorm activity is very frequent at this time and precipitation will occur during the afternoon and evening when thunderstorm activity is greatest.

3. CLOUDINESS

Cloud cover may be influenced by the tropical front, at this time of the year, out of the two-week period, 3 days should be clear (less than .4 cloud), 3 days cloudy (.8 to 1.0 cloud); at other times cloud cover varies .4 - .8 with predominantly low broken cumuliform type of cloud. Cumulonimbus type have great height, usually is excess of 6 miles with extreme heights of 10 miles.

4. FOG AND VISIBILITY

Fog is rare at TARAKAN but visibility may be lowered by haze and during heavy rain squalls. When haze occurs it will last for a prolonged period, usually over a week. Top of haze will be found between 6,500 and 75,00 feet. Restriction of visibility due to haze will seldom be less than 2 miles.

5. WINDS

Winds prevail N to NE at 4 - 6 mph but are frequently light and variable, this being a transitional period. Land and sea breeze effect is pronounced, which should have a cooling effect on the coast during the day.

6. TYPHOONS, GALES and SQUALLS

Typhoons, because of the low altitude of TARAKAN will not occur, but numerous rain squalls may be experienced along the tropical front that lies in the vicinity at this time.

7. SURF AND SWELL

Usual surf conditions will be low with slight or no swell. Light surf may be experienced for short periods after squall activity.

8. MILITARY IMPLICATIONS OF CLIMATIC CONDITIONS

a. AIR OPERATIONS

Military Factor	Weather	Remarks
High Level Bombing	Poor - Fair	Broken cloud 2000' - 8000'
Incendiary Bombing	Poor	Humid climate.
Observation & Photography	Fair	Less than .4 cloud in morning
Air-Ground Support	Fair - Good	Visibility?
Parachute Operations	Good	Low winds, good flying conditions

b. GROUND OPERATIONS

Artillery Fire Control	Fair - Good	Visibility ?
Chemical Warfare	Fair - Good	Humid, temperature inversion
Mechanized Operations	Fair - Good	Dependent upon terrain
Infantry	Fair - Good	Usual tropical handicaps
Engineer Construction	Fair	Wet
Supplies and Storage	Fair	Tropical climate
Amphibious Operations	Good	Low seas, light to moderate swell.

9. ASTRONOMICAL DATA

Time

Time meridian 120°E ("Type"),- "Z" time. Sun and moon data referred to 120°E correction must be applied for longitude east or west. Standard Time for Dutch BORNEO is 7 hrs 30 mins ahead of GMT. The time to be used in this operation will be time.

Sun

Date	Sunrise	Sunset
15 April 1945	0555	1804
20 April 1945	0553	1805
25 April 1945	0552	1805
30 April 1945	0551	1804

Moon

Date	Rise	Set
21 April 1945	1401	0103
22 April 1945	1447	0230
23 April 1945	1530	0313
24 April 1945	1612	0353
25 April 1945	1655	0433

Moon

Date	Phase
5 April 1945	Last Quarter
12 April 1945	New Moon
19 April 1945	First Quarter
27 April 1945	Full Moon

Tides

	HIGH		LOW	
	Time	Height	Time	Height
28 April 1945	0528	11.0	1147	2.1
	1736	9.7	2331	1.8
29 April 1945	0550	11.3	1213	2.1
	1758	9.5	2351	1.8
30 April 1945	0613	11.4	1240	2.2
	1819	9.2.	----	----

For height of water add height to chart depth.

AVAILABILITY OF MAPS, AIR PHOTOGRAPHS & TERRAIN HANDBOOKS

(a) Maps

Series 1:25,000.

Two sheets covering TARAKAN Island have been produced by Survey Directorate Adv LHQ.

Series 1:50,000.

(i) Stocks of these maps are at present held by Survey Directorate, Adv LHQ.

(ii) TARAKAN Island and adjacent areas will be covered by maps (8 - 10) sheets, prepared by A'S WASHINGTON and printed in SWPA. Further details later.

Series 1:250,000

As for (ii) above (one sheet)

Series 1:10,000 (town area)

To be reproduced.

(b) Photomaps

A photomap scale 1/10,000 covering town and LINGKAS area, being prepared.

(c) Air Photographs

(i) Fair vertical coverage of the Island is available. Excellent coverage exists of the Lingkas - PANGESIAN - ARNHEM - DJOEATA areas, but coverage of the East coast and of the area between PENINGKI and CAPE BATOH is poor.

(ii) Low offshore obliques at high and low tide have been requested to cover coastline east and west coast south of 70 grid line.

(iii) Verticals scale 1/50,000 covering LINGKAS beach area have also been requested.

(iv) Details of photo coverage will be issued later.

(d) Terrain Handbook

Allied Geographical Section has produced a terrain handbook of TARAKAN, copies of which are expected available.

TOP SECRET

APPX "A1"

1 AUST CORPS "OBOE ONE" INTELLIGENCE REVIEW

"ESTIMATED ENEMY GROUND & AIR STRENGTH — WESTERN PACIFIC.

= LEGEND =

- Enemy Operational Airfields
- Allied " "
- Enemy Air Strength: —
  - F: Fighters
  - B: Bombers
  - R: Recce A/C.

THAILAND 13000

FRENCH INDO-CHINA 41000

HAINAN

HUE

BANGKOK

SAIGON

BURMA

SOUTH CHINA SEA

BABUYAN IS.

APARRI

VIGAN

10460 LUZON 4F 4B 3R

MANILA

PHILIPPINE ISLANDS

MINDORO

2F 6R

25200

ENEMY BOMBER RANGE — 600 MLS

ENEMY FIGHTER RANGE — 400 MLS.

PALAWAN PUERTO PRINCESSA

SULU SEA

26000 MINDANAO GF 4B 7R

DAVAO

JESSELTON

JOLO

NATOENA IS.

70000 MALAY PENINSULA 170F 62B 35R

3 CA 2 CL 6 DD 6 SS

MEDAN

SINGAPORE

99000 SUMATRA

PADANG

PALEMBANG

BILLITON

BANDJERMASIN

32000 BORNEO 23F 10B 7R

SARAWAK

TARAKAN

CELEBES SEA

MANADO

MACASSAR

STRAIT

BALIKPAPAN

KAWIO IS.

TALAUR IS.

KARAKELONG

GREAT SANGI

SANGI ISLANDS

TOBI

HELEN

DJAILOLO

HALMAHERA

ASIA IS.

MAPIA IS.

AGEO IS.

WAIGEO

MOLUCCA SEA

BATJAN

OBI

JEFMAN

MANOKWARI

SCHOUTEN IS.

BIAK

JAPEN

SOELA IS.

18000 CELEBES 2F 2B 9R

KENDARI

GERAM SEA

20000

CERAM

BOERO

AMBON

BABO

KAIMANA

12500 DUTCH NEW GUINEA

WAKDE ID.

HOLLANDIA

TIMOEKA

BANDA SEA

KAI IS.

11000

AROE IS.

TANIMBAR IS.

SAUMLAKI

ARAFURA SEA

MERAUKE

JAVA SEA

BATAVIA

BANDOENG

SEMARANG

SOERABAJA

JAVA 30,000 23F 9B 16R

KANGEAN IS.

FLORES SEA

LOMBOK

RAMBANG

BALI

SUMBAWA

BIMA

REO

FLORES

ALOR

WETAR

DILLI

38,000 SOEMBA WANGAPOE

TIMOR

KOEPANG

CHRISTMAS ID.

INDIAN OCEAN

TIMOR SEA

DARWIN

YAP

ULITHI IS.

FAIS

GORROL

KAYANGEL

PALAU IS.

MUKERU

KOROR

ANGAUR

NGULU IS.

SONSOROL

PULO ANNA

MERIR

C A R O L I N E I S L A N D S

FARALEP

GAFERUT

WEST FAYU

PIKELOT

OLIMARAO

LAMOTHEK

ELATO

SATAWOL

WOLEAI IS.

FALIK IS.

EAURIPIK

NAMONUITO IS.

OLOL

MAGUR

PISARAS

HALL IS.

PULAP

PULUWAT

PULUSUK

OTRUK IS.

KUOP

NAMA

LOSAP

OROLUK

NAMOLUK

ETAL

NOMOI

LUKUNOR

SATAWAN

PARIN

PONAPE

ANT

SENYAVIN IS.

MOKIL

NOATIK

NUKUORO

GREENWICH

EQUATOR

FARALLON DE PAJAROS

ASUNCION

AGRIGAN

PAGAN

ALAMAGUAN

GUGUAN

MARIANAS ISLANDS

SARIGAN

ANATAHAN

MEDINILLA

SAIPAN

TINIAN

AUIGUAN

ROTA

GUAM

SANTA ROSA

STATUTE MILES

100 0 100 200 300 400 500

SCALE AT THE EQUATOR

NINIGO GRP

HERMIT IS.

ST. MATTHIAS GRP

MUSSAU

AUR

PUVULU

ADMIRALTY IS.

MANUS

LORENGAU

RAMBUTYO

NEW HANOVER I.

KAVIENG

TABAR GP

LIHIR GP

TANGA IS.

NEW IRELAND

FENI

NISSAN IS.

AITAPE

WEWAK

MANAM

BISMARCK SEA

NORTH EAST NEW GUINEA

KARKAR

MADANG

LONG I.

RABAUL

BUKA

SOLOMON ISLANDS

ONGTONG JAVA

C. GLOUCESTER

ROOKE

NEW BRITAIN

FINSCHAFEN

GASMATA

BOUGAINVILLE

BUIN

QUETA

CHOISEUL

SANTA ISABEL

LAE

PAPUA

SOLOMONS SEA

TREASURY

VELLA LAVELLA

NEW GEORGIA

TROBRIAND IS.

BUNA

GOODENOUGH IS.

WOODLARK IS.

PORT MORESBY

GUADALCANAL

MILNE BAY

C. YORK

LOUISIADE ARCHIPELAGO

TAGULA

CORAL SEA

TOP SEC

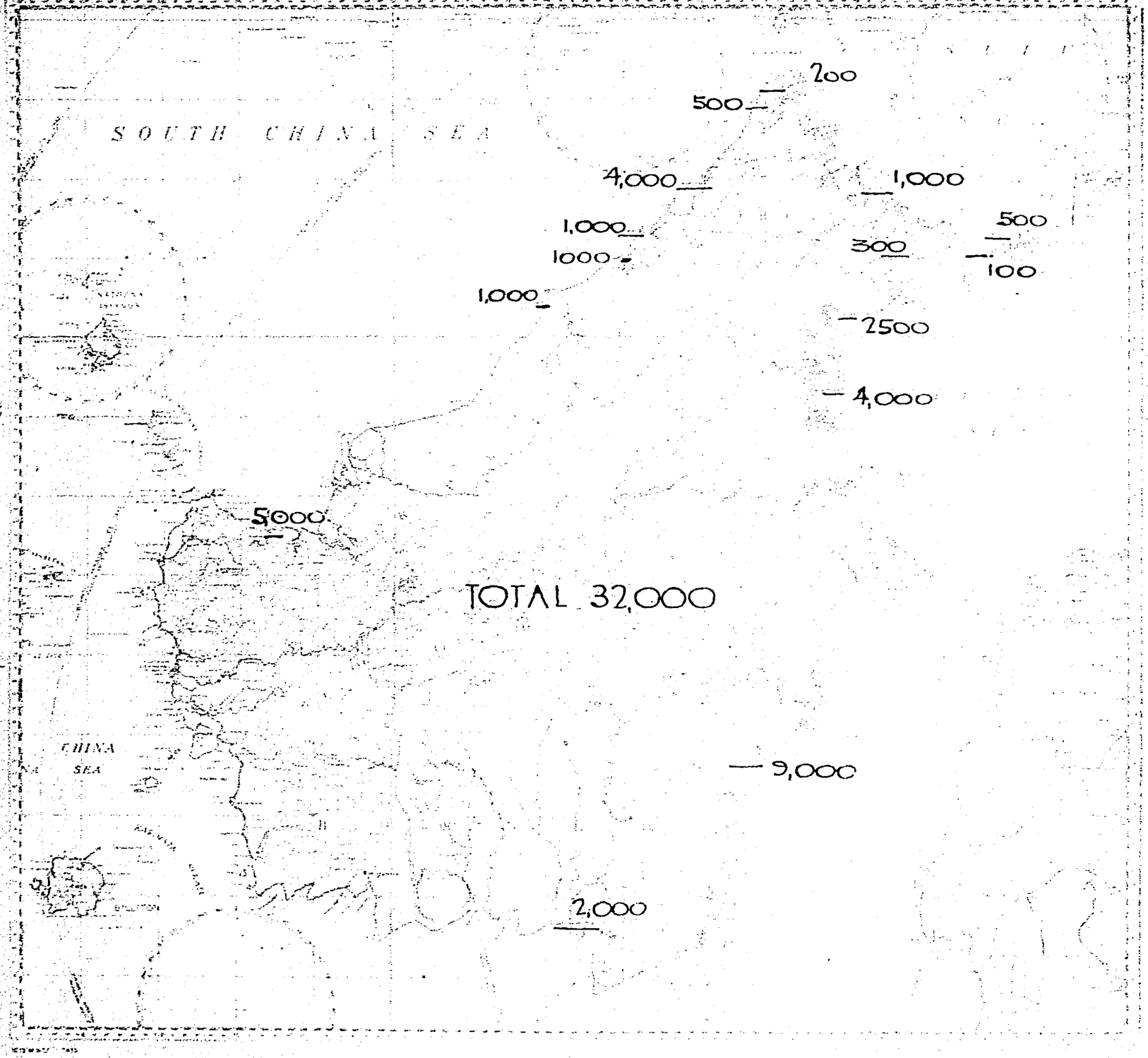
BORNEO

APPX A2.

TO I ARMY CORPS "OBOE ONE"
INTELLIGENCE REVIEW

ESTIMATED ENEMY STRENGTHS
AND DISPOSITIONS

BORNEO



TOP SECRET

APPX "B"

TO 1 AUST CORPS "LOAD ONE"

INTELLIGENCE REVIEW

ISLAND OF TARAKAN

NORTHEAST BORNEO 1:50,000

ENEMY DEFENCES

Sep 44: One large calibre gun on N. coast. (HEPIS)

Feb 45: Guns and telephone lines - dugouts for personnel (Quer.Rep.) Pinpoint location not known.

Feb 45: Supply and dump area containing food for whole TARAKAN force, MT petrol. Oil supply. Garage for whole motorized unit (Quer.Rep.) (Note: No knowledge of motorized unit)

Feb 45: Defence lines hidden under mangroves in swamp (Quer.Rep.)

Feb 45: Billets for all Japs policing the inland. (Quer.Rep.)

Feb 45: Pass location of guns, Officers and Guard entrance of TARAKAN (Quer.Rep.)

(REPORTED TRENCH SYSTEM (NOT VISIBLE ON AIR PHOTOS)

11 JAN 42 JAP LANDING

TRENCH SYSTEM PLOTTED FROM AIR PHOTOS "AMAL-PAMOEJIAN TRACK"

JAN 45 2 GUNS IN AREA (AIB)

5 Nov: CD position under construction. Appear to be 2 CD guns and 1 possible S/L. Presumable commands shipping approaches to LINGKAS.

5 Nov: Sawmill and boat-building facilities.

Sep 44: One large calibre gun (HEPIS)
Nov 44: Coast defence position incl 4 coast guns under construction.
Feb 45: Guns guarding entrance (Quer.Rep.)

NOTE - ALL INFORMATION FROM A.A.F. EXCEPT WHERE OTHERWISE INDICATED

MELOELOEN ISLAND

ENEMY DISPOSITIONS GENERAL
12 Jan 45: Patrols of 6-20 men along whole coastline. Guard-houses or billets every 2-6 miles. Regular patrols over whole inland. (A.I.B. 'Apple')

MARINE MINES
12 Jan 45: No minefields around TARAKAN. Local currents would render virtually impossible to maintain. (A.I.B. 'Apple')
1943 : Waters S of TARAKAN mined. Vessels approaching from East forced to use North Channel. (HEPIS)

OILFIELDS
Jan 45 : Intact and partially filled, but not in use due to lack of transport. (A.I.B. 'Apple')

SMALL CRAFT
12 Jan 45 : From SEMAJAP ('A'): SEKATA ('B') and BONTOEMOAN ('C') Rivers fairly busy traffic to and from TARAKAN. 3 motor boats stationed BONTOEMOAN carry crew 6-8 armed with rifles and 2 LMGs. (A.I.B. 'Apple')

ADV/032/0487

CONTROL: From A.M.S. Map ISLAND OF TARAKAN First Edition.

AIR PHOTOGRAPHY: By 3 Charting Sqn U.S.A.A.F. Missions 5 MC-4-S Jan 44, 5-MG-44 Jan 44, 5CS-4MS 43-3CL34 Dec 44, 5CS-4MS-43-4NL17 Dec 44 and 5CS-4MS 43-3SR17 Dec 44.
COMPILATION: 2/1 Aust Army Topo Svy Coy. Aust Svy Corps from A.M.S. mos. revised from Air Photos.
DRAWING & REPRODUCTION: 2/1 Aust Army Topo Svy Coy, Aust Svy Corps. Feb 45.

FEB 45

LEGEND

Road, hard surfaced
Road, lightly surfaced
Road, earth
Jeep Track
Track
Railway, narrow gauge
Buildings or Huts
Iron Post
Tank, Oil or Gas
Oil or Gas Wells
Swamp Palms
Streams
Swamp
Scattered Trees
Forest
Secondary Growth
Sand

ABBREVIATIONS

G	GOENOENG	(MOUNTAIN)
BT	BOEKIT	(HILL)
P	POELAU	(ISLAND)
TG	TANDOENG	(CAPE)
S	SOENGAI	(RIVER)

Scale 1:50,000

CONTOUR INTERVAL 25 METRES DATUM SEA LEVEL
LAMBERT CONICAL ORTHOMORPHIC PROJECTION
HEIGHTS IN METRES

NOTE: OFFICERS USING THIS MAP ARE REQUESTED TO MAKE ANY NECESSARY ADDITIONS AND AMENDMENTS ON THE MAP ITSELF AND FORWARD SAME TO SURVEY DIRECTORATE, H.Q. OF FORCE CONCERNED

RELIABILITY DIAGRAM

A. Reliable from vertical Photography.
B. Partly Reliable from plane Oblique Photography and Reliable Maps.

NETHERLANDS EAST INDIES
EQUATORIAL ZONE GRID
TO GIVE A GRID REFERENCE ON THIS SHEET

ISLAND OF TARAKAN
NORTHEAST BORNEO

TOP SECRET

APPX "C"
TO 1 ARMY CORPS "OAKE ONE"
INTELLIGENCE REVIEW

ISLAND OF TARAKAN

NORTHEAST BORNEO 1:50,000

TOPOGRAPHICAL INFORMATION

DANKOEDOELIS (PASSANAU) ISLAND

TIBI ISLAND

Length: 4¼ miles
Landing: Deep approach. Mud flats backed by swamp DJOEATA CAPE area. Sandy, suitable for Foot-troops.
Exits : Possible foot-track to DJOEATA village.

BEACH 4

Cape Siebol

Cape Sepoet

BATAGAI STRAIT

PAJAU ISLAND

BADAU (PELAK) ISLAND

BERAU ESTUARY

SEKATA ESTUARY

TARAKAN ISLAND

MT. LOEMPOEH

Djoeata Oilfields

Cape Binalatoeng

SEA

CELEBE

ROAD DATA

ROUTE 1 - LINGKAS - SIMPANGTIGA - DJOEATA Oilfields
Bitumen surfaced, probable 2-lane, suitable heavy traffic. Bridge loading capacity 5-7 tons.

ROUTE 2 - SIMPANGTIGA - TARAKAN
Bitumen surfaced, possible 2-lane, suitable heavy traffic.

ROUTE 3 - LINGKAS - TARAKAN
Formed, lightly surfaced, possibly 2-lane all weather route.

ROUTE 4 - LINGKAS - SIBINGKOK - TARAKAN
Unsurfaced, 1-lane, dry weather road. Suitable light traffic.

TARAKAN - PANOESIAN Road Net
Surfaced roads, majority asphalted.
Few 2-lane roads, but mainly 1-lane.

Simpangtiga

Pamusian

Sibingkok

Lingkas Hill

Pamusian Besar

Karanganjing

Pamusian Kecil

Length : 4000 feet.
Landing: (HW ONLY)
Narrow fringing firm beach along shoreline; Piers and wharves.
Exits : Gently rising foreshore and roads linking with main road LINGKAS - DJOEATA which parallels landing area.

BEACH 1

Navigable by shallow draught vessels.

PORT LIMIT

Length: 1 3/4 miles
Landing: Foot-troops Only
Good approach & landing facilities.
Exits : Limited to 1 rough foot track.

BEACH 3

Cape Pasir

Firm beach possibly suitable for disembarkation vehicles at HW

Length : 4 3/4 miles
Lightly equipped tps only
Landing: Shallow approach
Narrow sand beach skirts shore fronted by tidal mud flat. Suitable for HW Landings only.
Exits : Track AMAL-PANOESIAN (possibly jeepable) only suitable exit from ldg area.

BEACH 2

Lightly equipped troops only.
Landing: Deep approach rapid shoaling inshore. LW landing more suitable but mud flat and fringing reef must be negotiated.

MELOELOEN ISLAND

LEGEND

- Landing Areas
- Most Suitable Sections of Beach
- Area Suitable for Deployment of Foot-troops
- Exit from Landing Area
- Suitable areas for Paratroop Landings
- Possible area " " "
- Route Numbers (see data)
- Areas Suitable for cross country movement of AFVs.

409/032/0487

CONTROL: From A.M.S. Map ISLAND OF TARAKAN Provisional Edition.

AIR PHOTOGRAPHY: By 5 Photog Sqn U.S.A.A.F. Missions 6 MC-4-3 Jan 45, 6-MG-4-1 Jan 45, 3CS-6MB-43-3CL-34 Dec 44, 3CS-6MB-42-45L13 Dec 44 and 7CS-6MB-42-35N27 Dec 44

COMPILATION: 5/1 Aust Army Topo Svy Coy, Aust Svy Corps from A.M.S. map revised from Air Photos.

DRAWING & REPRODUCTION: 5/1 Aust Army Topo Svy Coy, Aust Svy Corps. Feb 45.

PRO 45

ABBREVIATIONS

G	GOENOENG	(MOUNTAIN)
BT	BOEKIT	(HILL)
P	POELAU	(ISLAND)
TG	TANDJOENG	(CAPE)
S	SOENGAI	(RIVER)

LEGEND

Road, hard surfaced
Road, lightly surfaced
Road, earth
Jeep Track
Trail
Railway, narrow gauge
Buildings or Huts
Iron Post
Tower, Oil or Gas
Other Gas Vents
Swamp Palms
Streams
Swamp
Scattered Trees
Forest
Secondary Growth
Sand

Scale 1:50,000

3 Miles
4 Kilometres
1000 500 0 1000 2000 3000 4000 Yards

CONTOUR INTERVAL 25 METRES DATUM SEA LEVEL
LAMBERT CONICAL ORTHOMORPHIC PROJECTION
HEIGHTS IN METRES

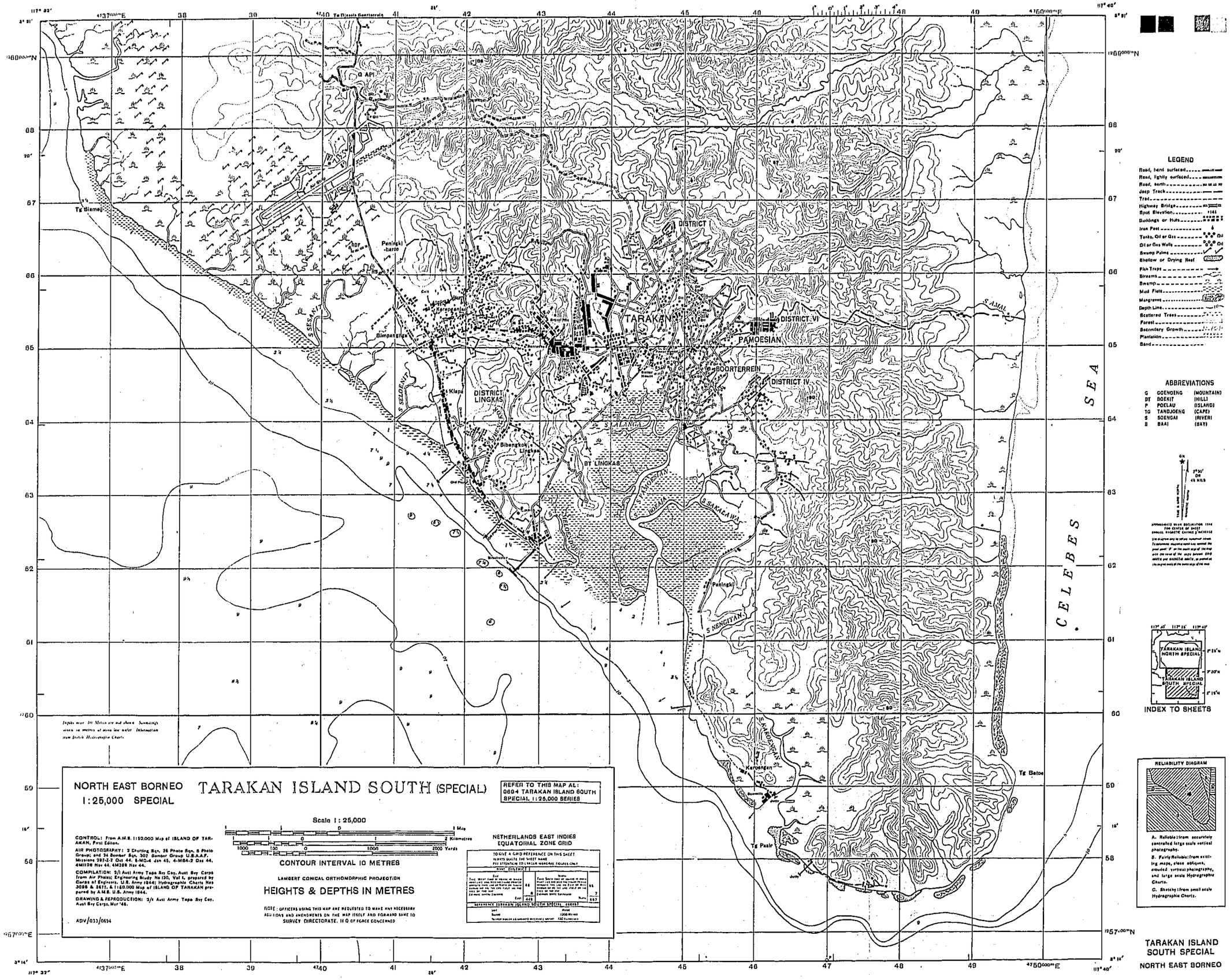
NOTE OFFICERS USING THIS MAP ARE REQUESTED TO MAKE ANY NECESSARY ADDITIONS AND AMENDMENTS ON THE MAP ITSELF AND FORWARD SAME TO SURVEY DIRECTORATE HQ OF FORCE CONCERNED

RELIABILITY DIAGRAM

A. Reliable | from vertical Photography.
B. Fairly Reliable | from Low Oblique Photography and Reliable Maps.

ISLAND OF TARAKAN
NORTHEAST BORNEO

APPX 'D'
TARAKAN
1:25,000



NORTH EAST BORNEO
1:25,000 SPECIAL

TARAKAN ISLAND SOUTH (SPECIAL)

REFER TO THIS MAP AS:
0604 TARAKAN ISLAND SOUTH
SPECIAL 1:25,000 SERIES

CONTROL: From A.M.S. 1:50,000 Map of ISLAND OF TARAKAN, First Edition.

AIR PHOTOGRAPHY: 2 Charting Sqn, 26 Photo Sqn, 6 Photo Group; and 24 Bomber Sqn, 307 Bomber Group U.S.A.A.F. Missions 397-Z-2 Oct 44, 5-MO-4 Jan 45, 4-MB4-2 Dec 44, 4MII126 Nov 44, 4MI328 Nov 44.

COMPILATION: 2/i Aust Army Topo Svy Coy, Aust Svy Corps from Air Photos; Engineering Study No 130, Vol I, prepared by Corps of Engineers, U.S. Army 1944; Hydrographic Charts Nos 3098 & 3611, & 1:50,000 Map of ISLAND OF TARAKAN prepared by A.M.S. U.S. Army 1944.

DRAWING & REPRODUCTION: 2/i Aust Army Topo Svy Coy, Aust Svy Corps, Mar '45.

ADV/033/0694

Scale 1 : 25,000

0 1 Mile
0 1 2 Kilometres
1000 100 0 1000 2000 Yards

CONTOUR INTERVAL 10 METRES

LAMBERT CONICAL ORTHOMORPHIC PROJECTION

HEIGHTS & DEPTHS IN METRES

NOTE: OFFICERS USING THIS MAP ARE REQUESTED TO MAKE ANY NECESSARY ADDITIONS AND AMENDMENTS ON THE MAP ITSELF AND FORWARD SAME TO SURVEY DIRECTORATE, H Q OF FORCE CONCERNED

NETHERLANDS EAST INDIES
EQUATORIAL ZONE GRID

TO GIVE A GRID REFERENCE ON THIS SHEET
ALWAYS QUOTE THE SHEET NAME
PAY ATTENTION TO LINE OR MARGINAL FIGURES ONLY

POINT DISTANCE

EXAMPLE: Tank Ditch at Grid Reference 0604 TARAKAN ISLAND SOUTH SPECIAL 466867

Tank Ditch 46 6 East 66 North 7 867

REFERENCE TARAKAN ISLAND SOUTH SPECIAL 466867

Unit: Metres
Sounds: 1000 Metres
Triangulation stations: 100 Kilometres

LEGEND

Road, hard surfaced
Road, lightly surfaced
Road, earth
Jeep Track
Trail
Highway Bridge
Spot Elevation 1141
Buildings or Huts
Iron Post
Tanks, Oil or Gas
Oil or Gas Wells
Swamp Palms
Shallow or Drying Reef
Fish Traps
Streams
Swamp
Mud Flats
Mangroves
Depth Line
Scattered Trees
Forest
Secondary Growth
Plantation
Bund

ABBREVIATIONS

G	GOENOENG	(MOUNTAIN)
BT	BOEKIT	(HILL)
P	POELAU	(ISLAND)
TG	TANDJOENG	(CAPE)
S	SOENGAI	(RIVER)
B	BAAI	(BAY)

GN
3°30' OR 45 MILS

TRUE & GRID NORTH

APPROXIMATE MEAN DECLINATION 1944 FOR CENTRE OF SHEET ANNUAL MAGNETIC CHANGE 3' DECREASE

TARAKAN ISLAND NORTH SPECIAL
TARAKAN ISLAND SOUTH SPECIAL

INDEX TO SHEETS

RELIABILITY DIAGRAM

A. Reliable: from accurately controlled large scale vertical photography.

B. Fairly Reliable: from existing maps, oblique, crowded vertical photographs, and large scale Hydrographic Charts.

C. Sketchy: from small scale Hydrographic Charts.

TARAKAN ISLAND
SOUTH SPECIAL
NORTH EAST BORNEO

NORTH EAST BORNEO 1:25,000 SPECIAL

TARAKAN ISLAND NORTH (SPECIAL)

REFER TO THIS MAP AS:
0003 TARAKAN ISLAND NORTH
SPECIAL 1:25,000 SERIES

Depths over 20 Metres are not shown. Soundings shown in metres at mean low water. Information from Dutch Hydrographic Charts

Tg Djoeata
Djoeata
Tg Selajang
Tg Sepoeti
Tg Si Maya
Tg Binalatoeng
S. SEMBANTI
TIRANTI
S. JAWA
S. SELAJANG
S. BORNEO
S. SERIAL
S. RIDOELANG
S. BENGAWAN
G. TANGKOL
DJOEATA BOORTERREIN
G'LOEMPOER
S. BINTJATOENG
BATAGAU
STRAAT
CELEBES SEA
P BADAU (PELAK)
To Tarakan

ADV/033/0693

CONTROL: From A.M.S. 1:250,000 Map of ISLAND OF TARAKAN, First Edition.

AIR PHOTOGRAPHY: 3L Photo Sqn. & Photo Group; and 9 Charting Sqn. U.S.A.A.F. Missions 397-2-3 Oct 44, 5-MC-4 Jan 45, 4-MS-42 Dec 44.

COMPILATION: 2/i Aust Army Topo Svy Coy, Aust Svy Corps from Air Photos; Engineering Study, No 120, Vol I, prepared by Corps of Engineers, U.S. Army 1944; Hydrographic Chart No 3677 & 1:50,000 Map of ISLAND OF TARAKAN prepared by A.M.S. U.S. Army 1944.

DRAWING & REPRODUCTION: 2/i Aust Army Topo Svy Coy, Aust Svy Corps, Mar '45

LEGEND

Road, hard surfaced
Road, lightly surfaced
Road, earth
Jeep Track
Trail
Highway Bridge
Spot Elevation 1141
Buildings or Huts
Iron Post
Tanks, Oil or Gas
Oil or Gas Wells
Swamp Palms
Streams
Swamp
Mud Flats
Mangroves
Depth Line
Scattered Trees
Forest
Secondary Growth
Plantation
Sand

APPROXIMATE MEAN DECLINATION 1945 FOR CENTRE OF SHEET ANNUAL MAGNETIC CHANGE 3' INCREASE

Scale 1 : 25,000

1 0 1 Mile
1 0 1 2 Kilometres
1000 500 0 1000 2000 Yards

CONTOUR INTERVAL 10 METRES

LAMBERT CONICAL ORTHOMORPHIC PROJECTION

HEIGHTS & DEPTHS IN METRES

NOTE. OFFICERS USING THIS MAP ARE REQUESTED TO MAKE ANY NECESSARY ADDITIONS AND AMENDMENTS ON THE MAP ITSELF AND FORWARD SAME TO SURVEY DIRECTORATE, H Q OF FORCE CONCERNED

ABBREVIATIONS

G	GOENOENG	(MOUNTAIN)
BT	BOEKIT	(HILL)
P	POELAU	(ISLAND)
TG	TANDJOENG	(CAPE)
S	SOENGAI	(RIVER)
B	BAAI	(BAY)

INDEX TO SHEETS
TARAKAN ISLAND NORTH SPECIAL
TARAKAN ISLAND SOUTH SPECIAL

RELIABILITY DIAGRAM

A. Reliable: from accurately controlled large scale vertical photography.
B. Fairly Reliable: from existing map and close obliques.
C. Sketchy: from small scale Hydrographic Charts.

NETHERLANDS EAST INDIES EQUATORIAL ZONE GRID

TARAKAN ISLAND NORTH SPECIAL
NORTH EAST BORNEO