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

Item number: 8/3/32

2/32 Infantry Battalion

September 1943

SEP 17 1948

2

MOST SECRET
2 Sep 43.

24 AUST INF BDE ADM INSTN NO.7

GENERAL

1. This instn deals with the Beach Organisation for the embarkation of personnel, vehicles and stores of Landing Group 3 at CHIVALRY.

BEACHES

2. For the move loading will be done from two beaches -

9 ~~10~~ L.C.I. - Strip Pt ~~West~~ East Beach
9 ~~8~~ L.C.I. - Strip Pt ~~East~~ West Beach
6 L.S.T. - Village Beach

CONTROL

3. (a) The Beach Control Officer and his Staff will be in complete control of the respective beaches and to ensure the smooth working of the embarkation, their orders will be obeyed quickly and implicitly.

(b) Once personnel and vehicles are in their respective assembly areas they will not move from them unless called forward for embarkation.

ASSEMBLY AREAS

4. (a) Personnel - As per Appx "C" and "D" to 24 Aust Inf Bde Movement Order No. 6.

(b) Vehicles - as per Appx "A" ~~attached~~.

LOADING OF L.C.Is.

5. (a) Major M.R.JEANES, 2/43 Aust Inf Bn, in conjunction with a U.S.N. Liaison Officer will be the Beach Control Officer at Strip Pt East Beach.

(b) Major JEANES will be situated near No. ~~6~~ 5 beach marker and all queries re embarkation should be referred to him.

(c) 5 NCOs from L.O.B. party will act as Beach Control Sec to assist Loading Officers and to collect two copies of nominal rolls for each craft.

(d) Major V.R.NORTHWOOD, 2/28 Aust Inf Bn in conjunction with a U.S.N. Liaison Officer will be the Beach Control Officer at Strip Pt West Beach.

(e) Major NORTHWOOD will be situated between No. 3 and No. 4 beach marker and all queries re embarkation should be referred to him.

(f) 4 NCOs from L.O.B. party will act as Beach Control Sec to assist Loading Officers and to collect two copies of nominal rolls for each craft.

(g) Loading Officers and Beach Control Sec will report to Beach Control Post for orders 30 minutes before the craft are due to start loading.

LOADING OF L.S.Ts.

6. (a) Major G.E.DIXON 2/32 Aust Inf Bn in conjunction with U.S.N. Liaison Officer will be Beach Control Officer at Village Beach.

(b) Major DIXON will be situated near No. 3 beach marker and all queries re embarkation should be referred to him.

(c) Each L.S.T. will have a Loading Offr supplied from L.O.B. party and an Asst Loading Offr supplied by a unit travelling in the craft. The Loading Offrs will supervise the loading of their respective crafts, but the Asst Loading Offrs will be responsible for ensuring that all vehs and stores are loaded onto their crafts and hand the loading plan to the O.C. Unloading parties at Far Shore. The Asst Loading Offrs will supervise the unloading of their crafts at the Far Shore.

(d) The following personnel from L.O.B. parties will act as Beach Control Sec to assist Loading Offrs:-

(i)	Vehicle and stores stowers	- 12
(ii)	Tally Clerks	- 6
(iii)	Vehicle Loaders	- 12
(iv)	Despatch Men	- 6
(v)	Traffic Police	- 12

Duties of these personnel are as outlined in Appx "B".

(e) Loading Offrs will report to Beach Control Post for orders 30 minutes before the crafts are due to start loading.

(f) As only 3 hrs have been allowed for the loading of L.S.Ts, & it is likely that this time may be reduced to 2½ hrs, all personnel and vehs must be ready to move to embarkation pt and must be loaded as quickly as possible.

(g) Traffic Police will ensure that ONLY personnel of the Beach Control Sec and Loading parties are permitted on the beach.

(h) All stores will be loaded before vehs commence loading.

(i) Drivers and escorts of vehs will remain in their vehs after they have been loaded so that they are available in the event of having to move vehs to trim the ship.

(j) Personnel for embarkation will be called forward after vehs and stores have been loaded.

(k) OsC Units will ensure that drivers and escorts are included on the nominal rolls. These personnel will be checked as soon as the O.C. embarks and any alterations to rolls advised to O.C.Tps

LOADING PARTY

7. L.O.B. party and Div Tps will supply a loading party of 24 offrs and 480 ORs to load stores on the L.S.T's.
Loading parties will work in shifts of 40 per L.S.T. and will be under the direct control of each Loading offr.
Loading parties which are resting will be kept well clear of the beach.

PILFERING

8. All offrs will warn the men under their command as Beach Control Sec and Loading Parties of the seriousness of pilfering. Any person caught pilfering will be Court Martialed.

IDENTIFICATION OF BEACH STAFF

9. All Beach Control Secs and Loading Parties will wear a distinguishing arm band on the right arm, preferably white. All personnel not wearing an armband will be kept off the loading beaches.

10. VEHICLE LOADING

In order to ensure tactical and quick loading of vehicles in the L.S.Ts the following will be strictly adhered to by units:-

(a) Each vehicle will be distinctly numbered as set out in Appx "C" on the outside of the windscreen. Vehicles allotted numbers in the 100 series will be loaded into L.S.T. 11 and so on.
(b) Units will ensure that all drivers know the loading number of their vehicle and the craft on which they are to load.
(c) Vehs will move to the assembly area on the day prior to the day on which they are to be loaded. Actual date and timings will be advised later.
(d) On arrival of vehicles in their respective assembly areas they will be marshalled into strict numerical order, the lowest numbered vehicle of each series being the vehicle to be loaded first.
(e) As from ~~0700~~ 0600 hrs on day of loading drivers will be in their vehs and be ready to move immediately they are called forward
(f) The procedure for calling vehs forward from the assembly areas for embarkation will be arranged mutually between the Loading Offrs and their despatch men
(g) All vehs will be loaded on their respective craft in accordance with tactical loading plan issued to Loading Officers

CONFERENCE

11. The Beach Control Officers will hold a co-ordinating conference of their Control Staffs on their respective beaches at least 24 hrs before embarkation commences.

VEHICLES UNLOADING

12. On arrival at FAR SHORE all vehicles will disembark in the reverse order to which they loaded, the highest numbered vehicle being first off the craft and so on.

13 ACKNOWLEDGE

Signed at 1835 hrs
Issued by L.O.

R. Langston Capt.,
S.C.P 24 Aust Inf Bde

DISTRIBUTION

Appx "B"

DUTIES OF BEACH CONTROL SECS

1. Personnel of the Beach Control Secs will be under command of the Beach Control Officers at the respective beaches.

2. They will assist the Loading Officers in the calling forward guiding and loading of personnel and vehicles, supervise the loading of stores and collection of nominal rolls and loading lists.

3. Beach Control Sec on Strip Pt beaches will obtain their detailed orders from the Beach Control Officer

4. Duties of Beach Control Sec on Village Beach will be as follows:

(a) Vehicle and Stores Stowers
Two allocated to each craft to assist Loading Officers in parking vehicles and stacking of stores in the crafts in accordance with loading plan as laid down.

(b) Tally Clerks
One allotted to each craft to check vehicles onto craft and to collect two copies of nominal rolls of personnel embarking and checking of loading lists.

(c) Vehicle Loaders
Two allotted to each craft to assist drivers in driving their vehicles onto the craft.

(d) Despatch men
One allotted for each craft to despatch vehicles and personnel from assembly areas in accordance with priority of loading and as required for loading.

(e) Traffic Police
Twelve allotted for traffic duty near assembly areas on routes and on embarkation beach and to ensure that roads are kept clear for vehicles being embarked.
The Traffic Police will keep all persons not actually connected with the loading of LST off the beach. They will also ensure that stores are not pilfered during loading.

Any further orders for the above Beach Control Sec will be given by Beach Control Officer.

MOST SECRET

Appx "C" to 24 Aust Inf Bde Adm Instn No. 7

TACTICAL LOADING OF VEHICLES IN L.S.Ts.

1. Numbers, as outlined below, have been allotted to unit vehs. The appropriate numbers will be prominently displayed on the outside of the windscreen of each veh:-

Unit	Type	No.	L.S.T.No.
24 Bde H.Q.	Jeep	126	11
	Jeep	227	12
24 Bde Sigs	Jeep	127	11
	Jeeps (2)	225, 226	12
2/28 Aust Inf Bn	Jeep	125	11
	Jeep & 2 pr	124	11
	Jeep	223	12
	Jeep & 2 pr	224	12
2/32 Aust Inf Bn	Jeep	327	13 - RONDAL
	Jeep & 2 pr	328	13 - TIBBETS
	Jeep	427	14 - KING
	Jeep & 2 pr	428	14 - RATHJEN
2/43 Aust Inf Bn	Jeep	527	15
	Jeep & 2 pr	528	15
	Jeep	627	16
	Jeep & 2 pr	628	16
2/3 Aust Fd Amb	Jeeps (2)	122, 123	11
	Jeeps (2)	221, 222	12
	Jeeps (3)	324, 325, 326	13
2/118 Aust Fd Wkshops	2 x 3 ton W'Shop	118, 120	11
	1 x 3 ton "	218	12
	1 x 3 ton "	317	13
	1 x 3 ton "	417	14
	1 x 3 ton "	517	15
	1 x 3 ton "	617	16
2/118 Aust Ord Fd Pk	1 x 3 ton Stores	117	11
	1 x 3 ton "	217	12
	1 x 3 ton "	316	13
	1 x 3 ton "	418	14
2/13 Aust Fd Coy	5 x 3 ton Stores	111, 112, 113, 114, 119	11
	5 x 3 ton "	211, 212, 213, 214, 219	12
	5 x 3 ton "	311, 312, 313 314, 318	13
	1 x Tractor	319	13

(P.T.O.)

Unit	Type	No.	LST No.
2/13 Aust Fd Coy	5 x 3 ton Stores	411,412,413,414,420	14
	1 x tractor	419	14
	5 x 3 ton Stores	511,512,513,514,518	15
	1 x 3 ton "	and compressor 519	15
	5 x 3 ton "	611,612,613,614,618	16
	1 x 3 ton "	and compressor 619	16
9 Div AASC	Jeeps(3)	105,110,121	11
	Jeeps & trailers (9)	101,102,103,104,106, 107,108,109,115	11
	Jeep(1)	210	12
	Jeeps & trailers (11)	201,202,203,204,205, 206,207,208,209,215,220	12
	Jeeps (2)	322,323	13
	Jeeps & trailers (12)	301,302,303,304,305,306, 307,308,309,310,320,321	13
	Jeeps (4)	423,424,425,426	14
	Jeeps & trailers (12)	401,402,403,404,405,406, 407,408,409,410,421,422	14
	Jeeps (3)	522,524,525	15
	Jeeps & trailers (14)	501,502,503,504,505,506, 507,508,509,510,520,521, 523,526	15
	Jeeps (5)	620,622,624,625,626	16
	Jeeps & trailers (12)	601,602,603,604,605,606, 607,608,609,610,621,623.	16
9 Div AASC Ord Stores	1 x 3 ton Ord Stores	116,	11
	1 x 3 ton " "	216	12
	1 x 3 ton " "	315	13
	2 x 3 ton " "	415,416	14
	2 x 3 ton " "	515,516	15
	2 x 3 ton " "	615,616	16

(11) Miscellaneous

DRESS	-	PLANTATION
LIZARD	-	TRACK
ONE APPLE	-	100 yds
TWO APPLES	-	200 yds

(c)

BOXING	-	track junc R 826453
CHRISTMAS	-	VILLAGE R 794434
EASTER	-	track junc R 877427
SWAN	-	RIVER BUREP
TORRENS	-	RIVER BUSU

P. J. O'Meile

Maj.,
B.M. 24 Aust Inf Bde.

DISTRIBUTION	Copy No
2/28 Aust Inf Bn	1
2/32 Aust Inf Bn	2
2/43 Aust Inf Bn	3
2/13 Aust Fd Coy	4
2/3 Fd Amb	5
24 Aust Inf Bde Sig Sec	6
Comd	7
B.M.	8-9
S.C.	10-11
L.Os.	12-16
I.O.	17
T.O.	18
BASCO	19
File	20
War Diary	21-22

WD

War Diary

SECRET
Copy No .....
5 Sep 43

24 AUST INF BDE

CODE WORDS FOR USE OPERATION POSTERN

Ref Map : LAE Provisional Map 1 inch : 1 mile

1. The following consolidated list of code words will be used by 24 Aust Inf Bde Gp during operations POSTERN.

(a) Code names for places allotted by 9 Aust Div and higher formations.
(b) Code names allotted by 20 Aust Inf Bde and which will be adopted by this Bde.
(c) Code words allotted by this HQ (for use only within this Bde)

2. (a)

APPARITION	-	NADZAB
BACKHANDER	-	CAPE GLOUCESTER
BELGRAVE	-	VILLAGE R 841538
BENDIGO	-	VILLAGE R 8046
BINOCULAR	-	LAE
BILLSTICKING	-	HUON PENINSULAR
BIRD	-	RIVER R 883423
BOILING POINT	-	VITIAZ STRAIT
BRIGHTON	-	VILLAGE R 832534
CENTRAL	-	NEW GUINEA ISLAND
CHIVALRY	-	BUNA
CHRONICLE	-	OPERATION I - THE TASK OF NEW BRITAIN FORCE
CLARE	-	VILLAGE R 719585
CONVICTION	-	HUON GULF
DIMINISH	-	FINSCHHAFEN
DOUBLET	-	SALAMAUA
EQUILIBRIUM	-	MADANG
EXCHEQUER	-	MARKHAM RIVER VALLEY
GAWLER	-	VILLAGE R 686439
GEELONG	-	VILLAGE R 686536
GORDONVALE	-	VILLAGE R 933401
HYDE PARK	-	SINGAUA Plantation
INGHAM	-	VILLAGE R 965407
JARGON	-	BENA BENA
KAIRI	-	VILLAGE R 953420
KEYBOARD	-	9 AUST DIV
LAZARETTO	-	GASMATA
PHOSPHORUS	-	NEW GUINEA FORCE
PIPSQUEAK	-	WEWAK
POSTERN	-	OPERATION II - THE TASK OF NEW GUINEA FORCE
RICHMOND	-	VILLAGE R 851461
ROTTEN ROW	-	TRACK R 827429 - 821474
QUORN	-	VILLAGE R 719588
SOUTHPORT	-	VILLAGE R 936401
WARWICK	-	VILLAGE R 934427
WHYALLA	-	VILLAGE R 7258
YARRA	-	RIVER TRIBUTARY R 791435

(b) (1) PLACENAMES

NILE	-	RIVER BULU
SUEZ	-	CREEK R 952396
COMO	-	RIVER BUSO
MERRY	-	VILLAGE BUSO
NEST	-	VILLAGE R 889429
WIDOW	-	ALUKI
HIVE	-	APO
DEN	-	MUSOM R 858464
AVON	-	CREEK R 868430
TWEED	-	RIVER BUIEM
HUNTER	-	RIVER BUNGA

2/32

WAR DIARY

MOST SECRET
Copy No ....2..
3 Sep 43

OPERATION POSTERN

24 AUST INF BDE O.O. No 6

Ref Map 1:63360 APPARITION - BINOCULAR series
1:25000 " " "

INFORMATION

1. Enemy

See 9 Aust Div special POSTERN Intelligence Summary already issued and additional enemy infm issued 3 Sep 43.

2. Topographical

See 9 Aust Div special POSTERN Intelligence summary already issued.

3. Own Troops

1 Aust Corps supported by 5 AF and US Task Force 76 is to seize the area BINOCULAR - APPARITION with a view to establishing airfield facilities therein and establishing BINOCULAR as a base.

4. Role of 7 Aust Div

7 Aust Div by overland operation are to seize APPARITION and then assist 9 Aust Div in the capture of BINOCULAR.

5. Role of 9 Aust Div

9 Aust Div by overwater operation is to capture YELLOW BEACH and RED BEACH, establish a beach maintenance area at RED BEACH with a view to the simultaneous development and protection of the beach head and the earliest possible commencement of a rapid advance towards BINOCULAR.

6. Role of 20 Aust Inf Bde

20 Aust Inf Bde is to land at H hour on D Day and secure beachhead for 9 Aust Div, see Appx "A". 2/23 Aust Inf Bn are under Comd 20 Aust Inf Bde for this operation.

7. Role of 26 Aust Inf Bde

26 Aust Inf Bde less 2/23 Aust Inf Bn are to land on RED BEACH preparatory to their probable role of advancing by one or more routes towards BINOCULAR.

8. Landing of 9 Aust Div

The landing of 9 Aust Div is to be carried out in four phases:

Phase I - Landing Gp One at H Hour on D Day
HQ 9 Aust Div
Div Tps
20 and 26 Aust Inf Bdes .

Phase 2 - Landing Gp Two on night D/D plus 1 comprising additional tps of:
HQ 9 Aust Div
Div Tps
20 and 26 Aust Inf Bdes.

Phase 3 - Landing Gp Three on night D plus 1/D plus 2 comprising
24 Aust Inf Bde
2/13 Fd Coy
2/3 Fd Amb
and additional Div tps.

Phase 4 - The landing of remaining Div tps according to the tactical situation.

9. Air

5 Air Force are supporting the operation, their tasks include:

(a) Heavy bombardment of strategic enemy bases and L of C from D minus 8 to D.
(b) Fighter and medium bomber support.

10. Forecast of Enemy Action

(a) Land - See 9 Aust Div Special POSTERN Intelligence Summary No 1, paras 2 and 3.

(b) Sea - It is expected that the enemy will react violently to our operations, and that he may follow his custom of bringing warships by night to bombard the beach area for a short time and then make off before being intercepted. The beach should therefore be kept as clear of stores or other distinguishing marks or lights as is possible. Night and day lookout will be necessary.

(c) Air - Some enemy bombing and strafing may be expected both by day and night, possibly in strength Aircraft observation and detection, and co-ordinated air defence of the beaches and beachheads and maintenance area will therefore be of great importance.

(d) Amphibious - It is not considered likely that the enemy can put on an impromptu amphibious operation against us. The enemy is known to have some barges and it may be expected that he will use these craft, to transport small forces and supplies to tactical positions to interfere with our operations and possibly to attack our craft, and the southern flanks of our advancing forces with MGs or 37 mm guns. It will therefore be necessary for 9 Aust Div troops along the coast to have adequate beach defence (MGs and 2 prs suggested)

11. Alternative Plan

If for any reason it is decided to establish the beach maintenance area at YELLOW BEACH, the alternative plan is to be as shown as the alternative on Appx "A".

12. Timings

H Hour and D Day will be notified.

INTENTION

13. Landing Group Three will embark at CHIVALRY and will land on RED BEACH night D plus 1/D plus 2.

METHOD

14. In accordance with 24 Aust Inf Bde Movement Order No 6

15. Disembarkation

(a) Immediately prior to landing on FAR SHORE OsC Ships will, if the situation permits, assemble the maximum number of personnel on the open decks of all LCI.
(b) On disembarkation troops will assemble on the beach under det Comds.
(c) Guides will meet units and sub-units on the beach and lead them to assembly areas.

16. Probable role of 24 Aust Inf Bde

Advance by coastal track towards BINOCULAR.
Probable order of march
2/28 Aust Inf Bn
Tac Bde HQ and 2/43 Aust Inf Bn
Bde HQ and 2/32 Aust Inf Bn

INTERCOMM

17. (a) Bde HQ remains present position until one hour before embarkation.
(b) HQ afloat LCI No 11 (Wave 1)
Duplicate HQ LCI No 21 (Wave 2)

18. W.T.

A wireless silence will be strictly observed whilst landing Gp Three is afloat. Sets will be netted before embarkation.

19. Codes

After landing WT comms will be by R/T in clear using R/T Code No 2 already issued.

20. Codewords

Issued separately.

21. Time

(a) Zone "K" time will be used.
(b) On FAR SHORE ABC time will be received by Sigs at 0800 hrs and 2000 hrs daily.

22. Frequencies and Call Signs

(a) As issued.
(b) (i) Master Frequency. Any unit out of touch with its normal group will come upon the Master frequency 2750 KCs.
(ii) Method of challenge - Station Recognition block numbers Serial 11A
(iii) Call signs - first three letters of day e.g. SUN, MON, TUE, etc.

23. Captured Enemy Sig Eqpt

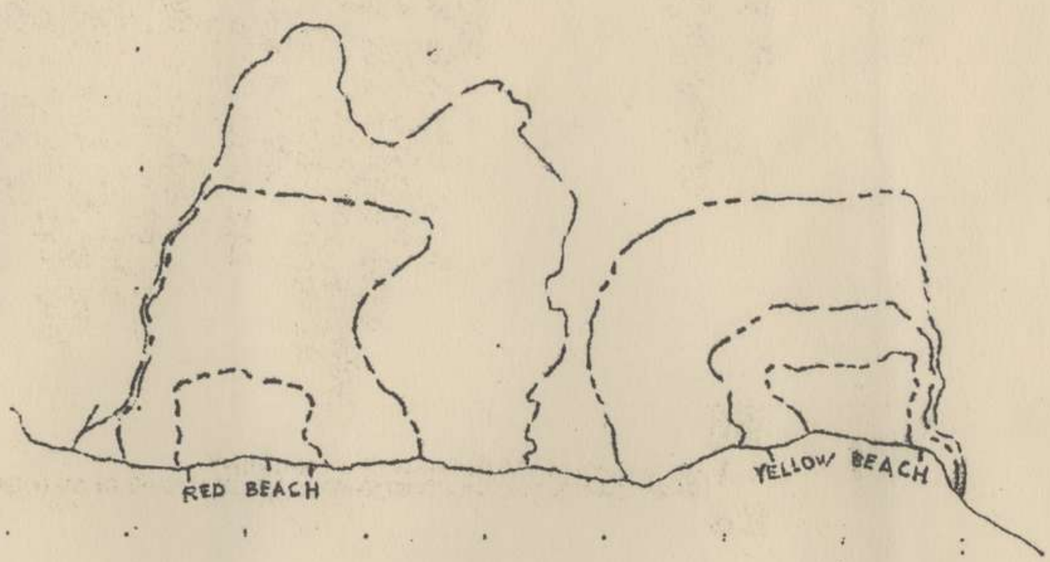
Before going to salvage any enemy sig eqpt captured will be passed to Sigs 9 Aust Div. The importance of this will be stressed to all personnel.

24. ACKNOWLEDGE.

P.J. Mole
Maj.,
B.M. 24 Aust Inf Bde.

DISTRIBUTION	Copy No	Appx "A"
2/28 Aust Inf Bn	1	1
2/32 Aust Inf Bn	2	2
2/43 Aust Inf Bn	3	3
24 Aust Inf Bde Sig Sec	4	4
2 Pl 2/1 Aust HQ Gd Bn	5	
Det 2/12 Aust Fd Regt	6	
Det 2/4 Aust Lt AA Regt	7	
2/13 Aust Fd Coy	8	5
C Coy P.I.B.	9	
Det AASC 9 Aust Div	10	6
2/3 Aust Fd Amb	11	7
Det 2/118 Aust Ord Fd Pk	12	
Det 2/118 Aust Bde Wkshops	13	
9 Aust Div Postal Unit	14	
9 Aust Div Salvage	15	
9 Aust Div Rec Camp	16	
Det ADCS	17	
Comd	18	8
B.M.	19	9
S.C.	20	10
T.O.	21	11
I.O.	22	
Sup O.	23	12
Maj M.R. JEANES	24	13
File	25 - 26	14 - 15
War Diary	27 - 28	16 - 17

— MOST SECRET —
APPX "A" to
24 AUST INF BDE
OO No 1



— OPERATION "POSTERN" —

objectives for 20 AUST INF BDE
Ref Map LAE 1:63360

— LEGEND —

RED BEACH
1st OBJECTIVE
2ND OBJECTIVE
3RD OBJECTIVE

YELLOW BEACH.
FIRST (2/13 BN OBJECTIVE
EXPLOITATION by FIRST BN 2/13 BN
OR ALTERNATIVE SECOND DIV OBJECTIVE
ALTERNATIVE THIRD DIV OBJECTIVE

2/32

MOST SECRET
Copy No 2
4 Sep 43

REF OPERATION POSTERN

1. Timings

D Day is 4 Sep 43
H Hour is 0630 hrs.

P. H. B. Miller

Maj.,
B.M. 24 Aust Inf Bde.

DISTRIBUTION
As per O.O. No 6

2/32

MOST SECRET

3 SEP 43

AMENDMENTS

1. Late amendments to previous Orders and Instns issued are as follows :-

(a) Loading beaches of L.S.Ts are altered as follows:-

(i) L.S.Ts 11, 12, 14, 15 remain unchanged.
(ii) L.S.Ts 13, and 16 will now berth on the beach West of GIROPA Pt.

(b) L.C.Is - No change from para 2 (a) of Adm Order No.8.

2. Personnel for loading onto LSTs 13 and 16 will stage the night D/D plus 1 in the staging camp near the VILLAGE BEACH and move to their assembly area before 0730 hrs D plus 1.

3. Adm Order No.8 para 15 (c)

(a) Delete reference to units and supplying 2 Coys each for unloading LSTs on FAR SHORE.

(b) 2/32 Bn will be so organized to carry out all the unloading of LSTs ensuring that a minimum of 120 actual working personnel are allotted to each L.S.T.

(c) All other instns re unloading apply.

4. Adm Instn No.7 para 10 (c)

Amend 0700 hrs to read 0600 hrs.

5. Loading parties supplied from L.O.B. party will move to the Staging Camp near the VILLAGE BEACH after the evening meal on D Day and bivouac the night prepared to commence loading any time after 0500 hrs D plus 1.

L.O.B. party will arrange to supply breakfast to the loading party before Drivers and personnel for embarkation.

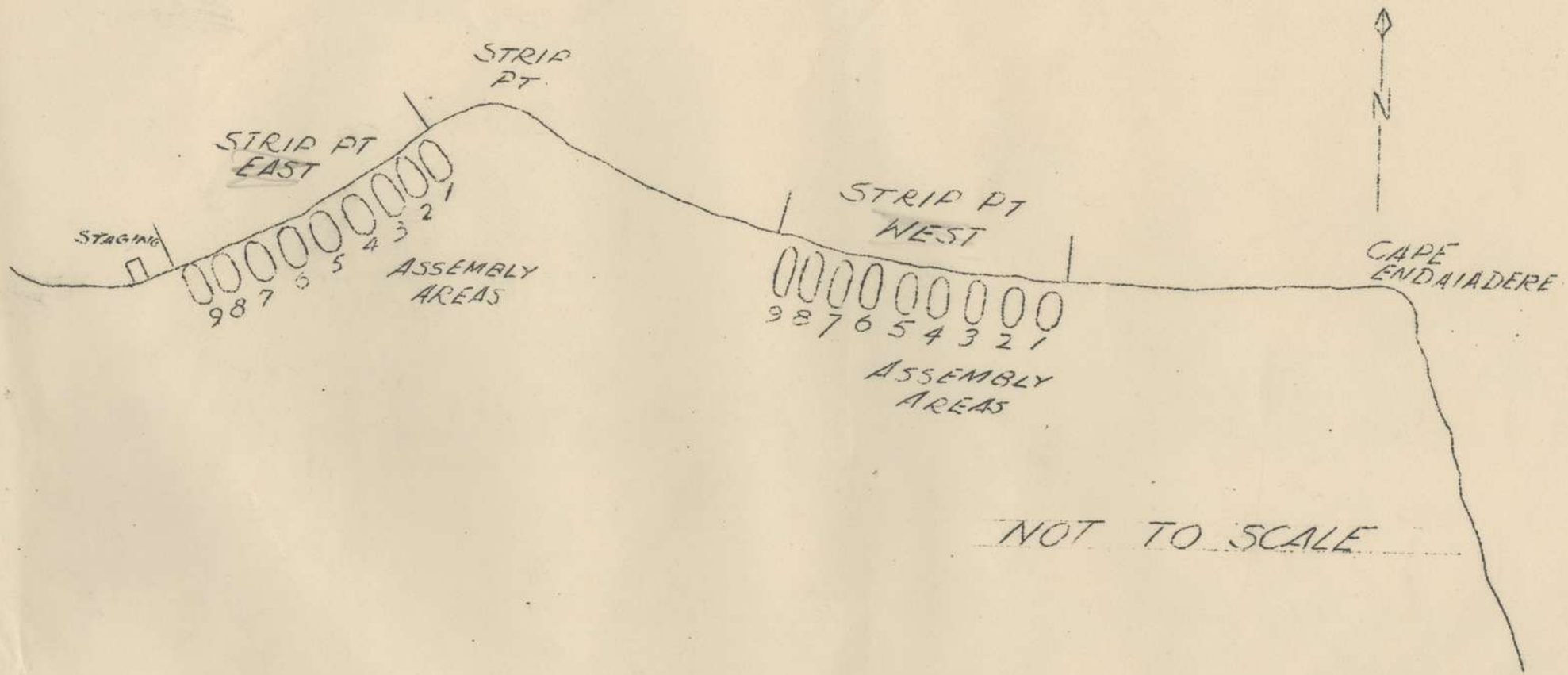
Vehs for movement of personnel to the bivouac area will report to units at 1800 hrs.

Capt.
S.C. 24 Aust Inf Bde.

Distribution

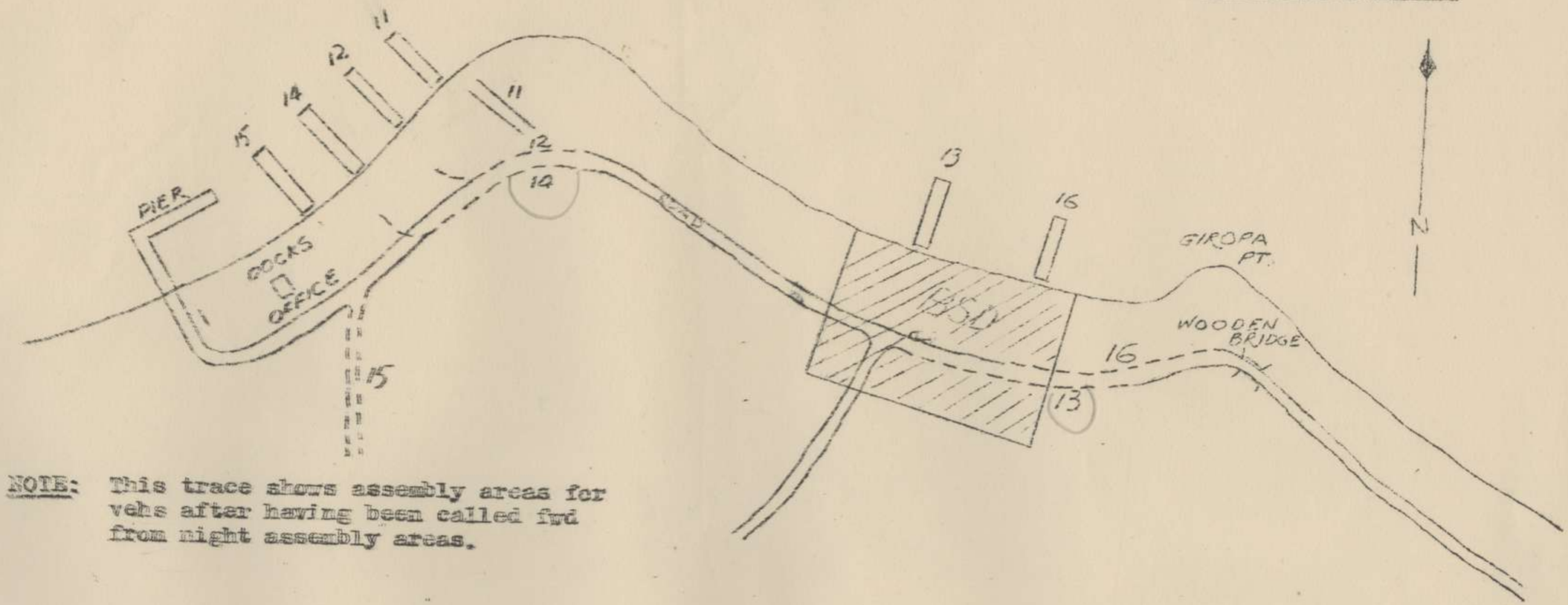
As per 24 Aust Inf Bde Movement Order No.6

Appx "C" to 24 Aust Inf Bde
Movement Order No. 6



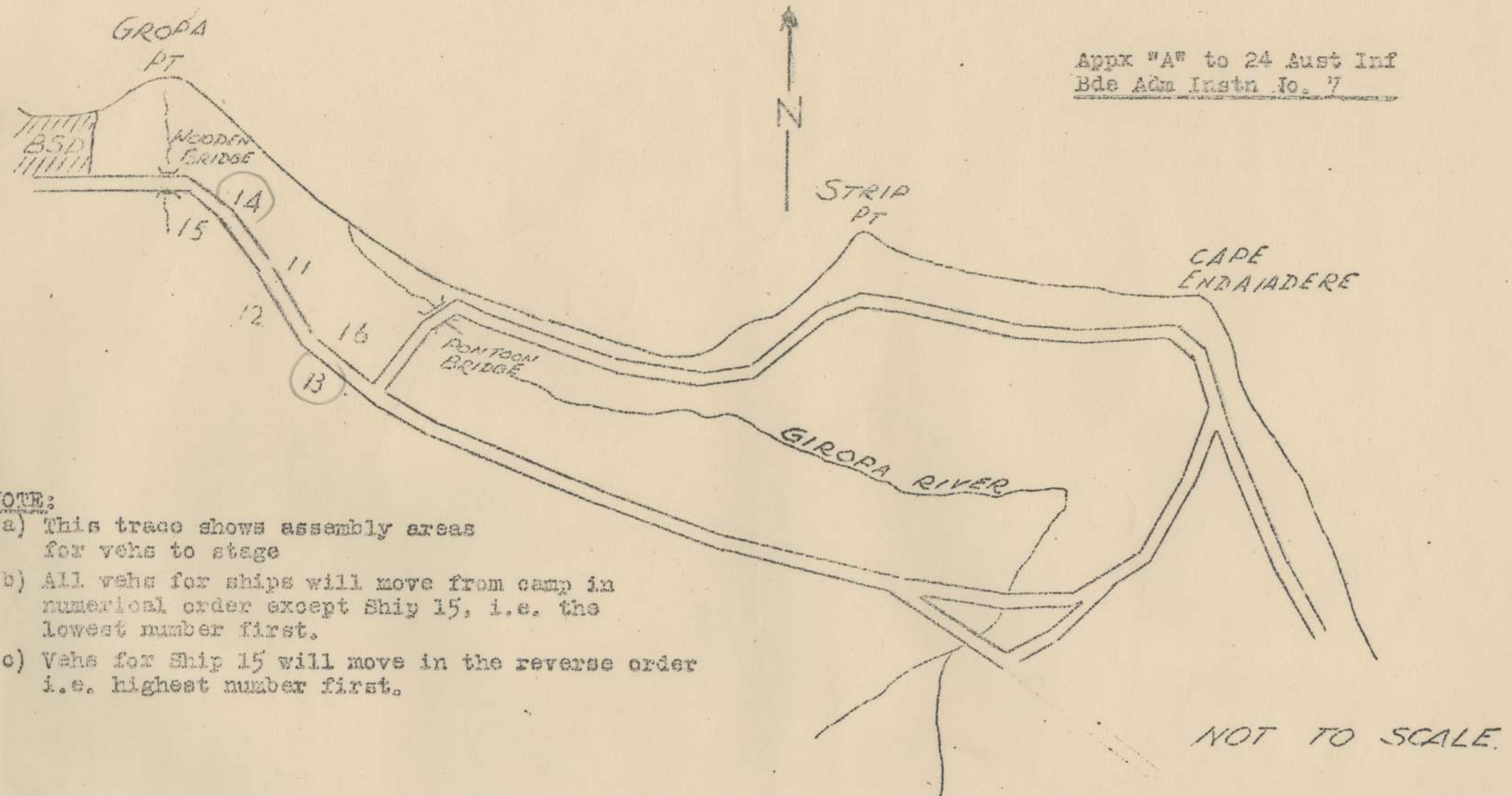
Appx 'D' to 24 Aust Inf Bde
Movement Order No. 6

NOT TO SCALE



NOTE: This trace shows assembly areas for vehs after having been called fwd from night assembly areas.

Appx "A" to 24 Aust Inf
Bde Adm Instn No. 7



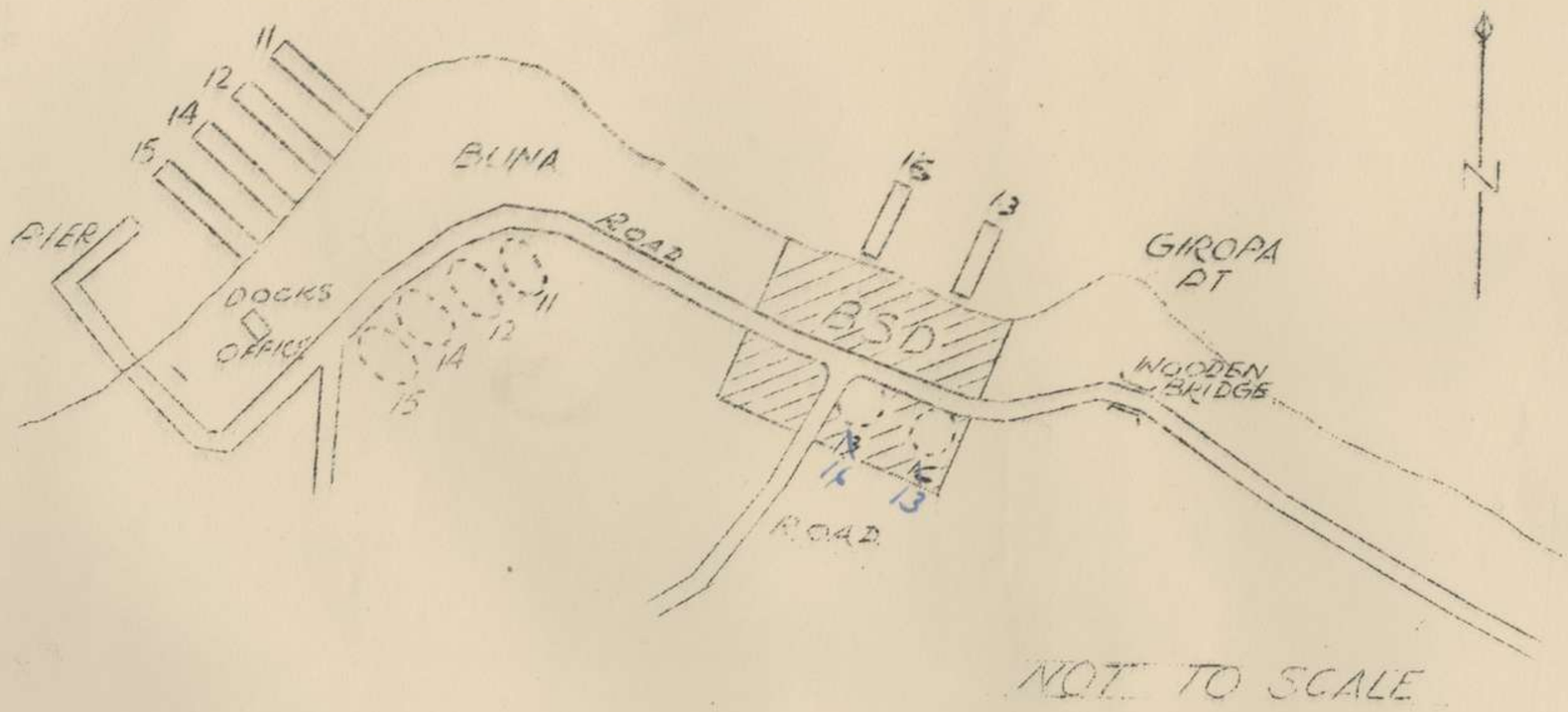
NOTE:

(a) This trace shows assembly areas for vehs to stage

(b) All vehs for ships will move from camp in numerical order except Ship 15, i.e. the lowest number first.

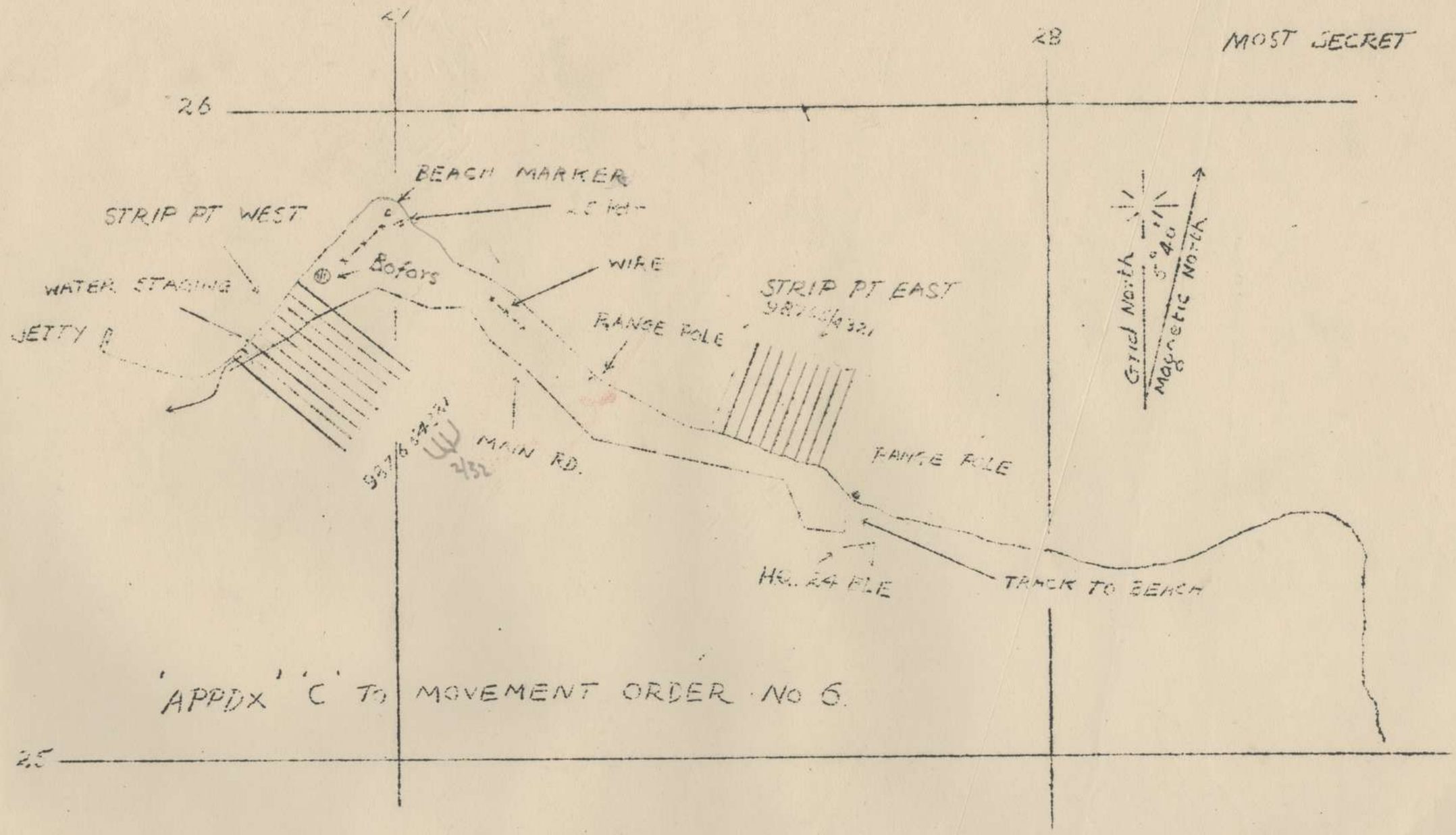
(c) Vehs for Ship 15 will move in the reverse order i.e. highest number first.

Appx "A1" to 24 Aust Inf Bde
Adm Instn No. 7



9/32

MOST SECRET



'APPDX' 'C' TO MOVEMENT ORDER NO 6.

SKETCH OF LOADING BEACHES

SCALE 8" = 1 MILE

SECRET

COPY No 1

SECTION 1 - COMMAND AND CONTROL

1. Battle Procedure

a. The following terms will be used intthe bn and its coys

R gp The Commander's gp.

O gp Subordinate comds and staff

F gp The main (or fighting) body of the unit.

T gp Tpt not required with F gp.

b. The normal composition of theBn R gp when proceeding to Bde HQ for orders, is

CO and Adjt or IO

Sig offr

DR (2) or orderlies one armed with OSMG

c. When verbal orders are being given, any offrs not required, and the orderlies and drs, will remain nearby under cover but not in hearing.

d. When the CO calls for his O gp, coy comds may order their O gps to a selected RV, but must NOT allow them fwd to the Bn RV, unless they are specially called for.

e. When R and O gps are called for to reconnoitre a new posn in a withdrawal, units and sub-units which are in action will not send comds but their second-in-command. It will also generally be advisable to send larger parties.

2. Marking of HQ

a. Bn HQ and each coy HQ will be marked by its distinguishing sign, if possible illuminated by night. One sign will be placed at the HQ and another at the point where the approach leaves the main road or track. Spare signs will be available to go fwd with the party establishing a new HQ.

b. Lucas lamps will be used to indicate the posn of HQs. The following colours will apply, in all cases a steady light will be shown:

A Coy	AMBER
B Coy	BLUE or PURPLE
C Coy	GREEN
D Coy	RED
Bn HQ	WHITE

Times at which light is to be shown will be advised by Bn HQ.

3. Moves of HQ

a. Immediately after a move, all sub-units (incl att sub-units) will report the exact posn of their HQ to the HQ under whose command they are at the time.

b. Sub-units reporting to Bn HQ will each send two orderlies. These Orderlies will have a map reference of their new HQ and must know the best covered approach to it. One Orderly will be sent back to the unit and one retained. Similarly, after Bn HQ has been moved and is re-established, an orderly will be sent to Bde HQ to guide forward the Bde line party.

c. When the posn of a subordinate HQ is laid down in orders, it may be moved a short distance away provided arrangements are made to redirect orderlies, etc., from the point where the HQ are supposed to be.

d. When a HQ moves without giving at least one hour's notice to the next higher HQ an Orderly will be left for a time at the old location to redirect DRs, etc.

SECTION 2 - Bn HQ

11. Bn HQ

a. No vehs (except those connected with Bde and Bn HQ) will approach within 200' of Bn HQ unless adequate cover exists for their concealment from ground and air. A car park will be arranged.

b. Orderlies will be warned to use the most covered approach and to keep under cover whilst in the vicinity of Bn HQ.

c. Motor vehs, including motor cycles, will not be left running near Bn HQ.

d. Motor cycles will not be started up or kept running within 30 yards of the Bn HQ office or of any conference of offrs. If necessary, they must be wheeled away until clear.

12. Guides

An orderly or sentry who knows where to find the offrs of Bn HQ and the way to each Coy HQ will be on duty at Bn HQ day and night.

13. Duty Roster

a. During ops the following duty roster will normally be observed.

0900 - 1400 Adjt
1400 - 1700 OC HQ Coy or other offr
1700 - 2000 Sig offr (Com adm)
2000 - 2300 IO (Writes War Diary etc) or offr of HQ Coy
2300 - 0200 Adjt or other offr
0200 - 0500 Sig offr or offr of HQ Coy
0500 - 0900 IO (Prepares Patrol Reports, I summary etc.

b. At other times, the Adjt will ensure that at least one offr is on duty at Bn HQ at all times.

c. Offrs and NCOs who are resting are NOT to be disturbed except in cases of necessity.

SECTION 3 - COMMUNICATIONS

21. Delivery of Messages

a. All ranks must assist orderlies or DRs to find the HQ or individual offr to whom their message is to be delivered.

b. When a HQ is on the move the veh acting as the signal office will carry a signal flag in a conspicuous posn.

c. Before returning to his own HQ an Orderly or DR will always ask if there is any message to take back. He should not be retained for an unreasonable period for this purpose..If the HQ is on the move he should follow immediately behind the signal office veh until he is permitted to return to his own HQ.

d. An orderly wishing to deliver a message to an individual offr who may, for example, be engaged in conversation, will not wait until somebody asks him what he wants, but will make his presence known by saying loudly "Message for....."

22. Offrs Resting

To ensure that offrs resting are not disturbed unnecessarily, personnel calling Bn or sub-unit HQ on the telephone or visiting such HQ for interview will not, unless the matter is vital, demand an offr by name, but will say "Is..... available?".

23. Franking of messages: Priorities

a. Offrs are authorised as follows:
"Immediate" messages and Priority Telephone calls - CO or in his absence his immediate representative.
"Important" Messages - CO and Adjt; Sig Offr (but only on messages affecting comms).

b. In special urgency, an unauthorised officer may frank a message "Immediate" or "Important" but he will be held personally responsible that his cation was justified by the circumstances. Signals will accept and despatch the message but will report the case to the Adjt.

24. Daily Time Signals

a. When a listening set is available, sigs will synchronise watches by BBC signal at 0700 hrs and 1900 hrs (local time) daily, or as near thereto as possible.

b. If wireless is not available, time will be sychronised with Bde HQ at 0730 hrs and 1930 hrs daily.

c. Coys will synchronise time with the Bn Sig office between 5 and 15 mins after the above times.

d. In addition, coys will be responsible for synchronising watches immediately before an operation.

25. Lucas Lamp Signals

In addition to their use for indicating posns of HQ the following signals will apply:
a. Series of DOTS - meaning "We are being attacked"
b. Series of DASHES- meaning "Send ammn"
c. Series of DASH DOT " "Send help"

26. Line Communication

a. Line comms will be established within the Bn whenever the situation allows.

b. When Bde Sigs lay line during a Bn or Bde advance. Bn HQ and Bde HQ will "Tee-in" as follows:

(i) When NOT in close contact with the enemy at 10 mins to and 20 mins after every hour during adv and during all laid down halts exceeding 10 mins.

(ii) When in close contact or likelihood of contact every 15 mins commencing at 5 mins to each hour

SECTION 4 - ACTION ON ENEMY ATTACK

31. **Warning**

When an enemy attack takes place or it appears that an attack is imminent each comd will :-

i. Warn next highest HQ

ii. Ensure that neighbouring sub-units are aware.

32. **Light Signals**

LLucas Lamp Signals see section 3 para 25.

33. **SOS Signals**

a. Unless other orders are issued, the SOS signal may be put up on the authority of a coy comd. It will only be put up when enemy inf or tks are advancing to the attack and cannot adequately be dealt with by inf weapons.

b. The SOS signal will be answered by all weapons on fixed lines, the fire of which falls in the area in which the signal has gone up.

c. SOS signals will be notified as required by SECRET Message. Adequate steps will be taken to guard against its disclosure to the enemy.

34. **Rates of Fire on SOS Tanks**

a. Rates of fire to be applied in various circumstances will be issued in orders. They should not be allowed to become stereotyped. In the absence of specific orders on the subject, the following rates will be issued.

b. LMGs - 1 min rapid, 1 min normal (repeating according to circumstances).

HMGs - 2 mins rapid, 3 mins normal (repeating according to circumstances).

Mortars - 5 rds HE per min for 3 mins (if amn allows)

Arty - 5 mins normal, 5 mins slow, lift to counter preparation and fire two bursts of 2 mins rapid with 2 mins interval.

SECTION 5 - INFORMATION

41. Urgent Infm
Notwithstanding any instns contained in this section which appear contrary, infm of an urgent or important nature will be passed IMMEDIATELY by the quickest means available to the next higher H.Q. In such cases a brief but accurate statement of facts is what is required.

42. Situation Reports
a. During ops, coys will render " sitreps" giving the situation and their intentions as follows:

DAY at 1100 hrs, 1700 hrs
NIGHT at 1830 hrs and hourly till 0730 hrs.

b. If there is nothing of importance to report, the word "SITHOR" will be signalled.

c. During ops Bn will fwd to Bde H.Q. situation reports as at 0800 hrs, 1200 hrs and 1830 hrs daily and hourly between 1900 hrs to 0800 hrs.

43. Patrols and Patrol Reports
a. Proposed patrols will be sent to Bde H.Q. in sufficient time to allow infm to be passed to all other units concerned.

b. As soon as possible after return, the patrol leader will make a report which will be passed without delay to Bn H.Q.

c. Pro forma showing infm required of proposed patrols and method of submission of patrol reports is attached as Appx A.

d. Bn will collate patrol infm and reports before submission to Bde H.Q., but to avoid delay all important infm will be sent through the quickest means and repeated in collated reports. Where possible collated reports should be accompanied by a trace showing routes and infm.

44. Hostile Shelling Intelligence
Infm regarding enemy shelling should, where possible, include the following :-

a. Exact time shelling commenced and finished.
b. Bearing of flash or report.
c. Map ref of point from which bearing is taken.
d. No. of secs from flash to sound.
e. Area shelled.
f. Nature and calibre of gun.
g. No. of shells.
h. No. of guns firing
j. Damage.

45. Gas Intelligence
a. Whenever gas is used by the enemy, the fullest particulars and the place where it was used will be noted and reported.

b. Whenever there are any new or unusual circumstances samples of earth and water from gas-shell holes, and contaminated materials, splinters from bombs or shell, and if available, an enemy respirator, should be sent to H.Q. together with precise infm as to the location of any blind bombs or shell suspected of containing gas.

46. Air Intelligence

a. Air intelligence which should be fwded in sitreps includes:-

i. Particulars of enemy air raids, i.e.tactics employed, nos. and nature of bombs dropped, size of craters, location of any "duds", direction of approach and departure.

ii. Pyrotechnics and light signals employed by enemy aircraft.

iii. Spray attacks, tactics employed, type of aircraft used (if known) nature of spray.

b. The following will be reported immediately :-

i. Particulars of casualties to allied or enemy aircraft crashing within or near our own lines, including type, markings, location, details of and action taken to dispose of crew.

ii. A gd will be mounted immediately by the senior officer on the spot to ensure that the aircraft is NOT interfered with by other than allied Air Force personnel. Eqpt will NOT be salvaged unless, in danger of interference by the enemy or on orders from Formation H.Q.

47. Demands for Air Photographs

Demands for air photographs will be made by Bns in accordance with pro forma and example shown in Appx B. The demand will be sent to Bde H.Q. in triplicate.

48. Recognition of Allied and Enemy Forces

Offrs will ensure that all ranks under their comd are thoroughly familiar with the appearance of allied and enemy uniforms, AFVs and aircraft.

SECTION 6 - SECURITY

51. General

a. All ranks will exercise constant care to prevent leakage of infm through indiscreet conversation in public places or in the presence of any strangers, whether in uniform or not, on topics directly or indirectly connected with ops. Disclosures even to relatives and friends of impending movements of themselves or their units is forbidden.

b. Orders, official documents and marked maps, will not be carried into action, except such as are indispensable to the op in hand. Any such papers or maps taken into action will be destroyed and any markings on talc coverings to maps rubbed out, when there is risk of capture. The same applies to any private papers which indicate unit, location of unit or of the state of affairs at home.

c. Documents, maps and secret and confidential papers will not be left lying about in offices, tents or billets. Those in charge of offices will ensure that all drafts of orders, stencils, waste paper, etc, are destroyed by burning.

d. Offrs are responsible that all ranks under their comd are familiar with FSPB Pam 3, 1939, Secs 16 to 26, and any other instns regarding security which are issued from time to time.

52. Internal Patrolling

Immediately on occupation or capture of a posn, the following action will be taken by pl comds:

a. The right sec comd, with one man from each of the other two secs of the pl will reconnoitre to gain touch with the pl on the right.
He will report :-

i. The posn of the pl on the right.

ii. Details of dead ground between the pls.

b. Right fwd and right res coys will in similar manner, where applicable, and in addition to the above, gain touch with the bn on the right.

c. By night when the situation permits one pair of double sentries per pl will at frequent intervals patrol the perimeter of the pl area. Their duty will be to collect from sec sentries reports on any enemy action or unusual occurrences, and to pass same to pl H.Q.

d. Twice during the hours of darkness each pl comd accompanied by his orderly will patrol the pl area.

53. 'Stand To'

During ops all units will 'stand to' for one hour commencing 30 mins before first light and 30 mins before last light. This may be varied from time to time according to the situation.

SECTION 7 - PROTECTION

Note
This section relates to sub-units when not in occupation of full defensive posns. It will normally apply to Bn H.Q. and B Ech at all times.

61. Slit Trenches
Slit trenches will be dug at once unless the stay is to be of short duration only. Where these are not practicable the protection afforded by buildings will be improved.

62. Lighting Restrictions
All lights in buildings, tents and other shelters will be screened, so as to ensure an effective blackout.

63. Sentries
Sentries will be provided as follows, during the full 24 hrs:-

i. Air and Gas sentry - on Bn and each coy H.Q. and the H.Q. of any isolated det or post.
(The sentry on an adjacent AA post may be used for this purpose).

ii. Ground sentries - as required.

63a. AA LMG Posts

a. One LMG post will be sited and constructed for each coy H.Q. and each H.Q. or any isolated det or post. In the case of H.Q. the AA LMG cover may if convenient be provided by the nearest sec post.

b. Unless the situation demands, these will not be manned permanently but only on alarm. Generally crews will be detailed from adm personnel employed in the vicinity who will take post on the alarm sounding.

c. In 'quiet' areas, guns and tripods will not be left mounted but will be kept under cover in easily accessible posns.

63b. Fire Points
During static ops, fire pts, consisting of one tin of water and two of dry sand, will be maintained at each building or tent.

63c. Warning Systems
In areas where a general warning system is in operation the receipt of a "RED" warning will be regarded as a warning order only.

64. Alarms

a. The following alarm signals will be used by sentries:-

i. Local Gas Alarm - sounded by trench rattle, or gong

ii. All Clear - series of long blasts of 5 sec duration.

b. The all clear signal will only be blown on the authority of an offr, and in the case of gas attack, not before a recce has been carried out.

65. Air Attack

a. In the event of attack, all personnel will go into cover, unless they are engaging the enemy either in the air or on the ground.

b. Personnel will NOT stand in the open watching air attacks.

c. To avoid disclosing our posns unnecessarily, aircraft will NOT be engaged by SA fire unless they are -

i. Definitely identified as hostile and are within SA range, i.e. 2,000 ft.

ii. If unidentified, they commit a hostile act and they are within SA range.

The greatest care must be taken NOT to fire at our own aircraft.

66. Gas Attack

Special instns regarding Gas are contained in Appx C.

SECTION 8 - MOVEMENT BY ROAD

MOVES BY MARCH ROUTE

71. Moving Off
When starting from bivouacs etc, dismounted tps and MT will move off direct from dispersed pl etc areas, without first forming up by coys.

72. Road Space
a. Unless traffic renders it dangerous, sub-units will march with two files on the "correct" side of the road and one on the other.

b. Average intervals -

Day	100x between pls, 200x between coys. (regularity will be avoided).
Night	Closed up, to visual distance.

73. Speed
One mile in 20 mins
Normal days march - 20/25 Miles.

74. Halts
a. Short Halt - Ten mins commencing 10 mins to each hour.

b. Long Halt - One hour after every 5 hrs, if the tactical situation permits, and movement is continuous.

c. All tps, vehs and gps of vehs when halting, even for a very short time, will, if possible, clear the road.

d. In jungle or mountainous country; halts will be at the discretion of the comd concerned.

75. Unit Tpt
a. MT will usually move by bounds, the length of the bound depending upon tactical considerations.
Between bounds, such tpt will be well dispersed, making use of any available cover.

b. When action is anticipated, sub-units vehs may move with their sub-units: but in this case, there should, by day, be a clear gap in front of each veh of at least 50 yds.

76. AA Defence on Move
a. Passive - by dispersion. Intervals provided in para 72 will be maintained and tps will be dispersed laterally as the ground will permit.

b. Active - Enemy aircraft will be engaged by individual SA fire from all weapons but only if within SA range.

77. AA Defence - At Halt
Enemy aircraft within SA range will be engaged by all available weapons

MT MOVES

78. Guides

Tr carrying vehs will be led to a RV by T.O. They will be taken over at this point by a guide from each coy and led to the coy embussing area.

79. Embussing and Debussing

a. Areas will be under cover, if possible.

b. Otherwise, embussing and debussing will be carried out by small parties widely dispersed.

c. Two methods are possible.

i. Vehs are distributed over an area and all tps embus (or debus) simultaneously.

ii. Tps remain dispersed. Vehs are called up to a central point one at a time and tps are called fwd as vehs are required.

80. General

Detailed instns for MT movement are contained in FSPB 1939, Pam 6.

ADM

81. Convoy

Gps of vehs exceeding three will at all times move in convoy under an offr or NCO.

82. Normal speeds and densities.

Unless otherwise ordered :-

Day	Wheels	20 mih	10 vtm
	Tracks	15 mih	10 vtm
Night	Wheels / Tracks	7½ mih	40 vtm

83. Drs and their Vehs

a. During halts and at night, drs will remain with their vehs unless permission to dismiss is given.

b. Drs will, at all times, carry their bedding in their vehs.

84. Reliefs

If possible, relief drs will accompany vehs on journeys over 50 miles.

85. POL

a. Tanks will be filled at the conclusion of each day's running.

b. Res tanks will always be kept full.

86. Veh Rations

a. Res rations as laid down from time to time will be carried in all vehs for personnel who normally ride in them.

b. Water vessels will be kept full.

c. Rations and water will be inspected weekly, on Sundays, by an offr.

GENERAL

87. Traffic Control Parties

a. Composition - 1 offr (or senior NCO), 1 NCO, 2 M/C DR, one veh.

b. Eqpt - See FSPB 1939, Pam 6, Sec 3, 6.

88. Adv Parties

Unless otherwise order d -

QM(or his rep, 1 offr(detailed by Bn), 1 NCO per coy, 1 veh.

89. Comm on March

a. Two men per coy will be trained in semaphore.

b. See also section 3 para 26.

90. Protection during Movement

Each unit or sub-unit will be responsible for its own protection at all times.
During move, flank protection will be maintained when the tactical situation and terrain permits. At all halts, tps will move off the track and face outwards. If halts exceed 5 mins, the unit or sub-unit comd will arrange for his comd to occupy a defensive posn and establish local protection as demanded by the tactical situation. During halts, at least one man per sec will remain on guard at all times.

Appx 'A' issued in
conjunction with 2/ Aust Inf Bn
Standing Operation Orders

PROJECTED PATROL OR PATROL REPORT DATE:

No.	Coy	Type	Strength	TIMES Out	TIMES In	ROUTES Out	ROUTES In	Object	Report or Remarks

SPECIMEN DEMAND FOR AIR PHOTOGRAPHS

Issued in conjunction with 2/ Aust Inf Bn Operation Standing Orders

From X Aust Inf Bn
To Y Aust Inf Bn Date.....

Ser No.	Ref Map	Locality	Purpose	Vertical or Oblique	No. of Copies	Scale	Delivery where and to whom	Remarks
1	GORDONVALE 1:63360 Revised to Jan 43	DANBULLA rd junc area 5542 5543	Suspected enemy defences or sketch map of area	V for vertical or P for oblique	Insert number required	Large i.e. $\frac{1}{6000}$ to $\frac{1}{10000}$ Medium $\frac{1}{11000}$ to $\frac{1}{14000}$ Small $\frac{1}{15000}$ to $\frac{1}{20000}$	HQ X Aust Inf Bn (location)	

Signature.....
Comd of unit making demand.

GAS DEFENCE

Issued in conjunction with 2/ Aust Inf Bn Operation Standing Orders

PART I - ACTION WHEN CW COMMENCES

INDIVIDUAL

1. Responsibility
It is primarily the responsibility of the individual to protect himself against gas attack and for this purpose he will be issued with all the necessary eqpt. It is also the personal responsibility of each man to decontaminate himself, his eqpt, rifle and any weapons, vehs or stores in his charge. Therefore, he must be thoroughly conversant with the method of carrying out this decon.

2. Anti Gas Eqpt
Once CW commences, respirators, capes AG and curtains AG will always be carried, and eyeshields and individual detectors will be adjusted when not under cover. Capes and curtains should be in the worn posn except if it interferes with the performance of duty.

COLLECTIVE

3. Detectors Gas Spray
Once CW starts, these will be placed out at all times round the area at intervals of 60x. Nine detectors are placed in each gp so as to form a square of 18". Each detector gp should be inspected every 10 mins by a sentry. As part of track discipline their posns will be varied at frequent intervals and during the day they will be placed irregularly.

4. Detector Paper Type "A"
These will be hung vertically at mouth level in every occupied post, gun emplacement, dugout or pill box or at 50x interval in trenches or camps. The detectors must be kept under cover and the usual method of doing this is to cut away a kerosene tin so as to allow free access of air. Detectors must not be allowed to get wet, or be hung near refuse heaps, incinerators or latrines - as it is liable to react to certain odours. In order readily to ascertain if the detector has changed colour(to a faint yellow) a piece of white paper must be hung beside the detector. The chemicals used in the detector are poisonous but detectors are quite safe if handled in a normal way. When conditions favour the use of arsene type "A" detectors should be under constant observation.

5. Cooking Areas in Bivouacs
Tarpaulins or other cover will be provided both overhead and to windward to reduce the danger of food being subjected to spray. Detectors must be placed near any food left in open.

6. Water
Wells and containers will always be covered.

7. Stores
All stores will be kept in containers, under cover if possible, and well dispersed when considered necessary. Unloading of stores also done under cover.

8. Bath Places and Latrines
Protection against spray should be provided both overhead and to windward.

9. Vehs
When possibility of spray attack exists all covers should be kept closed and all windows shut. Full use of trees and other cover must be made when parking vehs.

10. Bleach Trays
Will be placed outside first aid posts, gas cleansing centres, gas defence centres and H.Q. All personnel entering these places must first wipe his boots in the bleach.

PART II - SENTRIES

11. Gas Sentries
Air sentries will act also as gas sentries, but in some circumstances additional sentries will be detailed.

12. Duties
a. When a sentry detects the presence of gas other than Blister Gas by -
i. Sight
ii. Smell (other than garlic or geraniums).
iii. Any irritation to eyes, nose, throat or chest.
iv. Reaction of type "A" detector.

he will -

i. Hold his breath
ii. Sound rattle
iii. Adjust facepiece
iv. Continue to sound rattle

b. When sentry detects the presence of Blister Gas by -
i. Sight
ii. Smell
iii. Reaction of detectors, gas ground.

Note Sentry is furnished with a pad of detectors Gas Ground which are normally used to confirm the presence of Blister Gas

he will -
i. Shout "Blister"
ii. Examine his own detectors
iii. If splashed, carry out personal decn.
iv. Carry on with his duties.

c. When a sentry detects spray on the detectors (gas spray or individual) he will -
i. Shout "Spray"
ii. Take the paper to the duty offr.
iii. Carry out personal decn.
iv. Carry on with his duties, renewing detectors where necessary.

13. Action of Personnel
All personnel(except those on duty) will remain under cover until the all clear signal is given.Those on duty will examine individual detectors, and if necessary, carry out p.d. At night when tps are sleeping under cover they will not be awakened when spray has fallen - the vapour danger from spray not being sufficient to justify risks that are taken in adjusting facepiece. Where, however, the area is heavily contaminated by mortar bombs, aerial bombs, projectors etc, the facepiece may be adjusted only after carrying out p.d. The greatest care must be taken in this matter as mustard vapour dulls the sense of smell, and if not detected immediately will not be detected at all. If the facepiece is adjusted over contamination the effects will be aggravated. The facepiece will always be adjusted immediately the warning rattle is sounded.

14. Action at Night
If tps are sleeping under cover when the presence of spray or vapour is detected they will not be disturbed but at all times tps must never leave cover without wearing boots. If sleeping in the open with eyeshields and capes adjusted they will carry out personal decn but as far as possible they will not move from their posns as further contamination is likely.

15. Casualties
Before casualties are evacuated to the medical services they must be inspected by the CW offr. Arrangements will usually be made for a first aid party to be provided from the nearest unit RAP but where distance prevents this a first aid party will be trained at H.Q.

16. Recce
Immediately after a gas attack the PAD and CW offr will carry out a recce to find out limits of contaminated area and intensity of contamination. Areas contaminated will be marked with gas warning signs by decn squad after recce by PAD and CW offrs.

17. Precautions against Fresh Attack
Special precautions will be taken against fresh attack. New detectors will be placed in posn and their inspection by sentries continued.

18. Dealing with Contaminated Areas
Where the situation permits, contaminated areas will be evacuated and allowed to weather. In other cases the area will be sealed by the decn squad under instns from the PAD offr.

19. Food and Water
A sentry will be placed over all food and water supplies in the contaminated area and no one must be allowed to touch same until it is declared fit for consumption. Food which has been contaminated by liquid will be destroyed. In some cases it may be possible to cut away the contaminated portion and save the remainder. Food in contaminated containers will be safe if removed carefully and quickly and it will be the duty of the CQMS to see that this is done. Tins containing food will be decontaminated as soon as possible by decn squad.

20. Contaminated Clothing and Eqpt
It is the duty of each individual to carry out personal decn i.e. decn of his person, clothing, eqpt and arms. Clothing and arms. Clothing and eqpt drenched with liquid will be placed in bags provided outside Gas Defence Centre.

21. Decn of Vehs
It is the duty of the dr to decontaminate vehs in his charge after carrying out p.d. Portions of vehs likely to come in contact with personnel will be decontaminated. Other parts of the veh can generally be left to the weather. Drs will swab veh detector with a swab dipped in petrol, and repaint with detector paint.

8/37
Encrypt

WAR DIARY

CODE NAMES **MOST SECRET**

Tac Bde	FOBO
Main Bde	HIDO
Rear Bde	KONI
2/28 Bn	DOVI
HQ Coy	FANI
A Coy	DAPO
B Coy	LUTU
C Coy	DARA
D Coy	HITU
RAP	FOPA
B Ech	LANA
2/32 Bn	FORI
HQ Coy	BIBO
A Coy	FUSU
B Coy	LIVO
C Coy	HALU
D Coy	BALA
RAP	KUNO
B Ech	HIVU
2/43 Bn	LERU
HQ Coy	DATI
A Coy	FALA
B Coy	KELU
C Coy	BUNU
D Coy	HAVU
RAP	KJNI
B Ech	HITU

6

as from 1800 his
4 Sept 43

D. J. B. Miller Major
B.M. 24 Aust Inf Bde.

2/32 WAR DIARY

MOST SECRET

2

24 Aust Inf Bde Adm Order No. 8

Ref Map - BUNA EAST SPECIAL 1/63360.

GENERAL.

1. (a) This order deals with the final details for the move of Land-Gp 3 from CHIVALAI to FAR SHORE for the operation "POSTERN".

(b) In applying this order reference will be made to 24 Aust Inf Bde Adm Instns No. 6 & 7 & 24 Aust Inf Bde Movement Order No.6.

(c) Certain amendments and additional information to the above, due to later infromation being received from 9 Aust Div are advised.

CHES & CRAFT

(a) L.C.I. - STRIP PT EAST - 9 L.C.I.
STRIP PT WEST - 9 L.C.I.

(b) L.S.T. - VILLAGE BEACH - 6 L.S.T.

(c) Exact beaches are as shown in trace Appx "A".

(d) (i) L.C.Is will load in one wave of 12 & 6 according to their beaches.
(ii) L.S.Ts will load in one wave.

(e) All craft will be numbered from right to left looking out to sea.

ALLOTMENT OF CRAFT

3. Ref appx "A" to Movement Order No.6. Owing to the alterations as shown in para 2 above the following changes in army numbers of craft will be made to L.C.Is only :-

OLD ARMY No.	NEW ARMY No.	BEACH
11	2	STRIP Pt WEST
12	3	"
13	4	"
14	5	"
15	1	"
16	6	"
21	7	"
22	8	"
23	9	"
24	2	STRIP Pt EAST
25	3	"
26	4	"
31	5	"
32	1	"
33	6	"
34	7	"
35	8	"
36	9	"

Units will make the necessary adjustments to their copies of Appx "A".

TIMINGS

4. (a) Landing Group 3 will embark at CHIVALRY on D plus 1.

(i) L.C.I. - from 0900 hrs to 1030 hrs.
(ii) L.S.T. - from 0600hrs to 0900 hrs.

in the order of stores, vehs and personnel.

(b) Expected time of arrival on FAR SHORE -

(i) L.C.I. - 2245 hrs D plus 1
(ii) L.S.T. - 0100 hrs D plus 2.

PERSONNEL

5. (a) Personnel moving in L.S.Ts will move to staging area on Village beach during the afternoon of D Day and stage the night.
L.O.B. Gp are arranging to supply the evening meal on D Day and breakfast on D plus 1.

(b) Vehicles to move personnel to the beach will report to units as follows :-

AASC 9 Aust Div	1530 hrs	14 vehs
9 Aust Div Salvage Unit	1540 hrs	2 vehs
2/4 Aust Lt AA Regt	1600 hrs	6 vehs
2/3 Aust Fd Amb	1600 hrs	1 veh
2/28 Bn, 2/32 Bn, 2/43Bn	1600 hrs	2 vehs
2/13 Aust Fd Coy	1630 hrs	7 vehs

(c) Units will ensure that personnel are ready to load as soon as the vehicles arrive and that they unload and release the vehs as quickly as possible at the beach.

6. (a) Personnel travelling in L.C.Is will move direct from their camps on D plus 1 day to reach their assembly areas not later than 0800 hrs.

(b) 6 vehs will report to BOREO RIVER for C Coy P.I.B. at 0745 hrs D plus 1.

(c) All personnel will have breakfast before leaving camp.

VEHICLES FOR MOVEMENT

Owing to later information having been received the following amendments to Loading Table Appx "B" to 24 Aust Inf Bde Movement Order No. 6.

(a) Delete numbers of jeeps for AASC 9 Aust Div & substitute:-

L.S.T. 11	6	
12	6	
13	8	2
14	10	2
15	10	
16	10	

(b) Add:-

L.S.T. 13	1 Tractor D2
14	1 Tractor D4

VEHICLES

8. (a) Vehicles for loading on LSTs will move from unit lines to their assembly area on D Day as follows:-

L.S.T. 16	-	1330 hrs
L.S.T. 15	-	1350 hrs
L.S.T. 14	-	1410 hrs
L.S.T. 13	-	1430 hrs
L.S.T. 12	-	1450 hrs
L.S.T. 11	-	1510 hrs

Units will ensure that vehs are despatched from their unit lines at the above times so that camp roads do not become congested.

(b) Units will ensure that vehs are numbered in accordance with Appx "C" to 24 Aust Inf Bde Adm Instn No.7 before leaving unit lines.

(c) Route - Camp rd via Camp 7, 18 Bde road to assembly area.

(d) On arrival in assembly area vehs will be marshalled ready for loading.

(e) Drivers will be taken to Village beach for evening meal and breakfast under arrangements by this HQ.
Drivers will sleep with their vehs during the night D/D plus 1.

TRAFFIC CONTROL

. 2 Sec 2/9 Aust Div Pro Coy will assist in traffic control for all movements during D Day.

SUPS

10. (a) A special ration has been arranged for the voyage from CHIVALRY to FAR SHORE.

(b) Surplus commodities in any rations previously drawn and held by units as at embarkation will be returned to B.S.D. by LOB personnel.

(c) CTF 76 has been requested to make available to tps on every ship the use of ship's galley. No finality has been reached but it is anticipated that there will be no difficulty. It will be necessary for units to allot cooks as far as possible particularly on L.C.Is.

(d) Units will ensure that rations for two meals are taken by personnel on each craft.

(e) Owing to the late hour that personnel will land on FAR SHORE one meal will be carried in hot boxes and consumed an hour befor landing.
Hot boxes will not be taken off crafts at FAR SHORE but will remain on board for return to this area.

BLANKETS

11. Blankets left at CHIVALRY will be returned to Ord Depot by LOB part.

SURPLUS STORES

12. Surplus stores left at CHIVALRY will be stored in unit L.O.B. lines and will be sorted into priorities for calling forward.

MEDICAL

13. Malaria Control

(a) Units must ensure that the following anti-malarial equipment is taken from CHIVALRY :-

(i) Tents mosquito
(ii) Gloves and veils
(iii) Mosquito repellant
(iv) Atebrin
(v) Bugg Sprays
(vi) Malarial in 4 gal containers only
(vii) Sprayers hand
(viii) Insect spray in 4 gal containers only.

(b) Mosquito nets must accompany casualties to all medical installations.

14. Ascorbic Tablets

Personnel will commence taking ascorbic tablets immediately at the rate of one per day.

UNLOADING ON FAR SHORE

15. (a) It is impressed on all concerned that the success of our ops may easily depend upon quick and efficient unloading of ships. A big but by no means impossible task has been set, and all personnel must carry out the whole of the unloading efficiently and quickly.

(b) To enable the above to be carried out the beach will be kept clear of unauthorised personnel at all times and unloading parties given the fullest co-operation.

(c) 2/28 Bn, 2/32 Bn and 2/43 Bn will each supply 2 Coys of 120 strength as unloading parties on the FAR SHORE for unloading L.S.Ts.

(d) These parties will be detailed from personnel travelling on L.S.Is and will move off their respective crafts first and move to an area on the beach so that they do not get mixed with the remainder of the personnel disembarking.

(e) O'sC Coys will then report to the AMLO on their respective beaches for orders.

(i) Lt-Col B.R. SEARL AA & QMG 9 Aust Div is the Principal M.L.O. for the operation.
(ii) Maj E.S. WILLIAMS DAQMG(L) 9 Aust Div is the AMLO on the right Sector of the beach.

(iii) Maj J.H. CHINNER ADOS 9 Aust Div the AMLO on the left Sector of the beach

(f) Whilst OsC Coys are receiving their orders, tps will be taken away by guides to dump their equipment and then brought back to the beach ready to unload the LSTs when they arrive.

(g) It will be impressed on the unloading parties that as only approx one hour will be allowed for unloading the fullest co-operation and hard work will be required from all concerned.

EQUIPMENT

16. (a) Unit andpersonal eqpt landed on the fwd shore is the responsibility of the unit concerned to initially stack, guard and move to unit. Unit dumps will NOT remain in Div maintenance area without authority of HQ 9 Aust Div and will NOT be moved after initial dumping to another location in Div maintenance area without authority.

(b) Adm units which will be on duty with the Adm area will NOT dump amn or rations, but will carry them to unit locations.

CASUALTIES TO WARLIKE STORES

17. In order to obtain an early replacement for the above, units will ensure that losses are advised to Q 9 Aust Div as quickly as possible.

FORWARD MAINTENANCE

18. The rate of advance during the operation will depend on the ability of adm personnel to keep sups, amn etc forward.

It is therefore the duty of, and is very necessary that all personnel exert themselves to the utmost to provide forward tps with necessary maintenance with the minimum delay.

Conditions will be found entirely different to those previously encountered by tps of this Division, one of the greatest contrasts being the lack of rds and tracks and means of tpt.

NATIVE PORTERS

19. (a) The availability of native porters is that which may be made locally.

From present indications it appears that at least same days will elapse before they will be available.

(b) Porters will be allotted by Q 9 Aust Div.
Projected priorities are :-

(i) Porterage for long distance patrols - such as 2/4 Aust Ind Coy and P.I.B.
(ii) Porterage on Div L of C.
(iii) Engr development tasks.

(c) All ranks will be advised that they must NOT interfere in any way with the natives. Their mentality cannot be appreciated by people whohave not lived amongst them and understand them. So the best thing to do is to keep right away from them. As ANGAU personnel will be with the Div the control of the natives will be left to them.

(d) It must be remembered that the natives loyalty cannot be taken for granted.

The Japs have learned sufficient to treat them well and have made concessions that appeal to them.

We have to start under many disadvantages, and we will gain the natives loyalty only by example and showing him that we are better than the Jap and are beating him.

(e) Above all do not discuss anything of the slightest military importance in front of natives and they are not to be allowed to move in our area unless in controlled parties.

Although they may not show it many can understand the English language and if loose talk is allowed the information gained may be back to the Japs in a matter of hours.

CAPTURED ENEMY MATERIAL

20. Souveniring of parts of or complete enemy material will NOT be allowed.

STATES AND RETURNS

21. (a) 9 Aust Div letter A81/3/- is attached as appx "B".

(b) "X" list - units may pass a casualty return striking personnel off posted strength when personnel concerned have been in the Fd Amb for 8 days.

(c) Delete category G para 5 appx "B" to 24 Aust Inf Bde Adm Instn No. 6 and substitute :-

G - Total strength of officers and ORs on posted strength detached including sub-units or detachments commanded by an officer detached but excluding L.O.B. personnel. Sub-units, detachments commanded by an officer will still render AFW 3006 vide para 2 to Appx "B".

WATER STERILISING

22. 9 Aust Div AQ Instn No.3 is attached as appx "C".

HYGIENE IN FWD AREA

23 In order to maintain a low rate of wastage due to sickness thereby keeping the Bde at fighting strength it is essential that all tps be impressed with the importance of hygiene in forward areas.

Units will ensure that shallow trench latrines are dug at all times well off the tracks and that they are sealed before vacating an area.

It is essential that latrines are sited well away from water points.

DISPOSAL OF PERSONAL EQPT OF CASUALTIES

24. Personal eqpt (i.e. clothing necessaries, arms, web eqpt and steel helmet) of casualties will be disposed of as follows:-

Personnel evacuated from units to ADS etc. :-

(a) Clothing necessaries and steel helmet will accompany the man to a Fd Amb and during the whole period he is away from his unit.

(b) Web eqpt and arms, if not required by unit, will be treated as salvage in accordance with previous instructions re disposal of salvage.

(c) Ammunition on personal issue will be removed from the man's possession before leaving R.A.P.

(d) In all cases in which personnel are evacuated direct to camp or general hospitals, clothing necessaries and steel helmet will accompany the man, Arms and web eqpt will be retained by unit Q.M. and returned to ADOS dump 9 Aust Div.

This refers particularly to units in maintenance area or other static positions where such circumstances could occur.

(e) 9 Aust Div Salvage Unit will make arrangements to collect arms and eqpt where required.

CLEANLINESS OF UNIT AREAS

25. (a) It will be the responsbility of units to ensure that their areas are left clean and tidy before movement.

(b) All refuse will be dumped in unit areas and arrangements made with L.O.B. parties to dispose of same.

(c) Unit Comds will render a certificate to Bde HQ prior to movement to the effect that the areas vacated by them are clean and in good order.

26. ACKNOWLEDGE

Signed at 1800 hrs
Issued by LO.

Capt.
S.C. 24 Aust Inf Bde.

Distribution

As for 24 Aust Inf Bde Movement Order No. 6

Appx "B" to 24 Aust Inf Bde Adm Instn No. 8.

MOST SECRET

HQ 9 Aust Div
Ref A81/3/-
26 Aug 43.

STATES AND RETURNS

1. The necessity for prompt and accurate returns during operations is of vital importance.

2. Experience in past campaigns has shown that once operations have begun many units have either been late in submitting returns or have failed to submit them at all for varying periods.

3. It is appreciated that during battle the compilation and forwarding of states and returns is done very often under great difficulties.

Nevertheless these difficulties can be overcome by determination and initiative. The necessary information of daily strengths casualties etc., must be sought out and forwarded with the minimum delay by the quickest possible means.

4. It is of the utmost importance that unit and formation commanders know the effective strength of their command.
On this information may well depend the success or otherwise of an operation

5. The supply of reinforcements depends entirely upon correct and regular returns. This is the very life blood of a unit and laxity in returns may be disastrous.

6. All units of 9 Aust Div and attached troops will ensure that the foregoing is brought to the notice of all concerned in the collection, compilation and forwarding of states and returns.

7. Commanding officers will be held personally responsible that these instructions are carried out.

War Diary

APPENDIX "F"

TIDAL, MOONRISE and MOONSET, SUNRISE and SUNSET DATA AT SINGAUA PLANTATION

1. TIDAL INFORMATION

(a) One-day tides are experienced, with a small range; generally remaining below 3'3". Consequently high tidal streams are scarcely noticeable.

(b) High tide occurs in the early morning (about 0300 hours) with new and full moons, and in the evening (about 1900 hours) at times of first and third quarters of the moon.

(c) The phases of the moon are as follows :-

2 Jul	New Moon
11 "	First quarter
17 "	Full moon
24 "	Last quarter
1 Aug	New moon
9 "	First quarter
16 "	Full moon
23 "	Last quarter
31 "	New moon
7 Sep	First quarter
14 "	Full moon
21 "	Last quarter
29 "	New Moon

2. MOONRISE and MOONSET (LOCAL MEAN TIME - HOPOI)

	JUL		AUG		SEP	
Date	Moonrise	Moonset	Moonrise	Moonset	Moonrise	Moonset
1			0611	1815	0703	1917
2			0656	1901	0743	2002
3			0739	1948	0825	2049
4			0822	2034	0907	2137
5			0903	2119	0952	2227
6			0943	2164	1039	2319
7			1025	2252	1130	----
8			1109	2340	1223	0014
9			1155	----	1320	0110
10			1243	0031	1420	0209
11			1336	0125	1520	0309
12	1314	0057	1434	0223	1621	0406
13	1402	0148	1534	0323	1721	0503
14	1454	0242	1636	0424	1819	0557
15	1551	0339	1740	0525	1915	0649
16	1652	0440	1841	0624	2009	0739
17	1755	0543	1940	0720	2102	0828
18	1858	0645	2037	0813	2155	0916
19	1959	0745	2131	0903	2246	1004
20	2059	0841	2223	0951	2338	1053
21	2155	0935	2314	1039	----	1142
22	2248	1024	----	1126	0027	1231
23	2340	1112	0005	1213	0116	1319
24	----	1158	0054	1259	0204	1407
25	0030	1243	0144	1348	0350	1455
26	0120	1329	0233	1436	0335	1541
27	0209	1416	0321	1524	0418	1627
28	0259	1503	0408	1611	0500	1714
29	0348	1551	0453	1659	0542	1800
30	0437	1639	0538	1745	0624	1846
31	0524	1727	0621	1831		

3. SUNRISE AND SUNSET (LOCAL MEAN TIME - HOPOI)

	Sunrise	Sunset
7 Jul	0623	1808
14 "	0623	1810
21 "	0624	1811
28 "	0623	1812
4 Aug	0622	1812
11 "	0621	1812
18 "	0618	1812
25 "	0616	1813
1 Sep	0612	1810
8 "	0608	1809
15 "	0604	1808
22 "	0601	1807
29 "	0607	1806

NOMINAL ROLL ********

Unit... 2/32 Mot Inf Bn — Date 4 Sep 45

Embarked BUNA — Craft L.S.T No 15

~~[illegible] Cpl [illegible] VX 9255 Sgt LEWIS R T — Date 4 Sep 45~~

Embarked at BUNA — VX 37354 Cpl COUGHLAN — Craft L S T No 14

VX 25213	Pte HANNAH J P	"	FRIEN	VX 14900	Pte BASSETT D G		
QX 19265	Cpl BURTON R S	"	GIFFORD	QX 1595	Sgt WILLIAMS J E		
QX 14955	Pte SAMUELS H	"	FORTUNE	NX 5204	Pte KING E F		
VX 9637	" FORTUNE E	"	GRAHAM	VX 1669	" RAQUEL V A		
VX 11428	" HUGHES W	"	RAIDAL	VX [illegible]	" ASKIN S L		
		VX 21555	"	TIERNEY	VX 1196	" GUNNING G P	
		NX 124110	Cpl ROSS	F G			

****

NOMINAL ROLL

Unit 2/32 Mot Inf Bn — Date 4 Sep 45

Embarked at BUNA — Craft L S T No 14

VX 25213	Pte HANNAH J P	VX 14900	Pte BASSETT D G
QX 19265	Cpl BURTON R S	QX 1595	Sgt WILLIAMS J E
QX 14955	Pte SAMUELS H	NX 5204	Pte KING E F
VX 9637	" FORTUNE E	VX 1669	" RAQUEL V A
VX 11428	" HUGHES W	VX [illegible]	" ASKIN S L
		VX 1196	" GUNNING G P

****

War Diary

Subject : Instruction for Transportation of Personnel and Equipment in LST's.

1. If practicable, officers concerned with the personnel and equipment to be transported should go aboard the vessels several days in advance and confer with the Commanding Officer concerning details of embarkation. Also at this time, the ship and cargo arrangements can be shown and explained to the visiting officers.

2. (a) Personnel.

1. Troops will normally embark through the bow doors where they will be met by ship's personnel who will show them to their quarters. There are bunks and accommodations for 175 enlisted men and 20 officers with the exception of Group Flagship, which have accommodations for 169 enlisted men and 7 officers. Sleeping accommodations for any additional personnel will have to be in vehicles, under vehicles, or on top of equipment on the tank deck.

2. There should be a life jacket on each bunk. Troop officers should check to ensure that each soldier has a life jacket with the first half hour that they are aboard. Assignment of troops to life rafts will be made prior to getting underway if possible, or within one hour after getting underway in any case. And followed immediately by abandon ship ~~stations promptly~~. drill, Abandon ship drills will be repeated as necessary until all personnel have become proficient in reaching their abandon ship stations promptly. 3. Messing will be by cafeteria system. Ship's mess gear will be used. Troops will form mess lines on the port side of the ship facing aft, pass by the serving table, and proceed to messing compartments on the starboard side, second deck. Troops may eat on the weather deck if they desire.

4. One man should be detailed to assist the ship's commissary department for each twenty troops embarked. For example if 100 troops are embarked, five men will be required to assist in the preparation of the food. If more than 200 troops are embarked it will be necessary for them to set up their own field kitchens on deck and provide their own messing arrangements for all troops in excess of 200.

5. As LST's have no evaporators, it will normally be impossible to furnish fresh water for troop showers. However, salt water showers are available at all times.

6. The senior officer of the troops in company with the commanding officer of the ship, will inspect the troop compartments daily.

7. Any complaint as to non-performance on the part of the ship will be taken up with the ship's commanding officer.

8. Troops will not enter the officers' quarters or go above the weather deck.

9. When "battle stations" is sounded, troops not manning guns on deck will stand by their bunks. Specifically, no troops will be on deck during general quarters unless they are manning guns. Troop officers will be with their men to maintain discipline. In the event of abandoning ship, word will be passed throughout the troop compartments.

10. There will be no smoking on the tank deck or weather deck forward of the deck house if vehicles are on board.

11. Compartment cleaners will be detailed from the troops to clean their quarters and wash rooms daily. The decks and bulkheads of the washrooms and toilets will be thoroughly washed down with a salt water hose daily.

12. Toilets should be flushed after each use. Experience has shown that failure to do this results in clogging the drains. A common cause of clogged toilets is the throwing of large balls of toilet paper, or other paper, or rags into the toilets.

13. To minimize blast effect all doors between troop compartments will be securely closed with at least one dog in place. At "battle stations" all dogs will be set up.

14. Troops will leave their quarters and wash rooms in a clean condition when they disembark.

(b) Vehicles

1. Vehicles will normally be packed into the ship so that they will be facing forward for rapidity of discharge. Whenever vehicles are being embarked the ship's Executive Officer will be present on the tank deck. Ship's officers will also supervise spotting of vehicles on the weather deck.

2. Capacity of the elevator is ten tons and will not be exceeded.

3. To minimize failure of vehicles to start when ready for disembarkation, vehicles will normally be run for a few minutes each day during the last three days of the voyage. A stalled vehicle causes a serious delay in disembarkation.

4. Vehicles will be lashed down by their own crews with lashing eqipment provided on the ship as soon as they are in position. These lashings are not tobe carried off when disembarking.

5. Experience has shown that weak or defective trailer hitches cause serious delay, and damage to vehicles and tractors going off the ramp. It is most important that trailer couplings be in the best condition.

MOST SECRET

HQ 24 Aust Inf Bde
Ref No. MS/15/86/1
11 Jul 43.

9 AUST DIV

REPORT ON COMBINED OPS TRG

1. This report deals with the trg carried out by this Bde in the CAIRNS area during Jun/Jul with 532 EB and SR under comd. It is divided into the following phases.

(a) General
(b) Planning and Orders
(c) Assembly and loading
  (i) Stores
  (ii) Personnel
(d) Voyage
(e) Landing (i) Personnel
  (ii) Stores
(f) Formation of beachhead
(g) Comns
(h) Miscellaneous

GENERAL

2. This trg was carried on a trial and error basis to arrive at practical methods and elementary battle drills for combined ops.

3. a. The availability of craft varied from day to day and many personnel changes within 532 EB & SR took place. These factors seriously affected trg for the following reasons:-

(a) The craft available did NOT permit the tpt by sea of a normal Bde Gp.

(b) Only one LCM and one LCT were available during trg period and these for only one exercise. This seriously curtailed the trg of supporting arms and the carriage of Bde stores etc. However every effort was made to test loading capacities of all types of craft.

(c) Changes in personnel of 532 EB & SR were unavoidable on account of operational requirements elsewhere causing the Regt to upset normal operating functions to endeavour to cope with the sea tpt of a Bde Gp. Three composite Coys had to be formed in both the Bt and Sh Bns.

PLANNING AND ORDERS

4. HQ Staffs were exercised and normal methods of issue of orders were taught to 532 EB & SR whose past trg has very little tactical background.

5. The planning team was composed of components of Bde & Regt, its main function being production of detailed orders after outline plan was formulated by Bde Comd, Regt Comd, Air Comd, and Naval Comd if available.

This team was :- (a) From 24 Bde BM, BM(L), SC, I.O.
(b) From EB & SR S3 and one other officer.
(c) When applicable both an Air and Naval Officer should be included.

6. The planning team functioned in a separate area with a sand model. This area was permanently guarded. The team should be relieved of all other normal duties.

7. Detailed staff tables are essential at this stage for both speed and security. If these are on hand the continual contacting of units is avoided and greater secrecy obtained.
Particulars considered necessary are listed on Appx A.

Method of issue of orders (i.e. Battle Procedure).

(a) When plan is prepared in sufficient detail (preferably NOT more than approx 72 hrs before op) verbal orders were issued by the Bde Comd. These present being :- Naval reps
*EB & SR Comd & Staff
Bde Staff
Comds of units and sp subunits of Bde Gp.
* Air Reps.

These orders were issued around sand table on which features and places were pointed out. All maps were marked by Bde I.O. thus ensuring ~~xxx~~ accuracy of detail.
At this stage infm was NOT to be dissemmated below Coy etc comds. Tps should NOT be given infm until they are in preliminary assembly area and there is no chance of leakage of infm.

(b) Co-ordinating Conference attended by same personnel as initial orders gp called 24 to 48 hrs before op. Written detailed orders issued and gone through. Maps again checked, questions and minor pts of detail answered. At end of this conference all in attendance were warned of final "dead line" conference to be called as late as possible should alteration of plans etc be necessary. In this regard allowance must be made for EB & SR personnel being partly at sea. At least 4 hrs before commencement of op is considered the latest for a "dead line" conference and this time would be sufficient only for minor changes in plan.
Comds automatically attended this conference unless advised by LO of NO CHANGE.

ASSEMBLY AND LOADING

9. A satisfactory "battle drill" was devised for assembly areas to suit all types of loading (i.e. simultaneous by day and wave by wave at night This was issued in diagramatic form and mastered by all units. This drill stood up to vagaries of boats and waves. After tests a simple but effective lighting system was evolved and standardised.
The assembly area drill adopted is shown on Appx B.

10. Loading of Stores

(a) It is considered that all stores should be preloaded. BCS should indicate firm posn of range markers before stores are dumped in boatloads by waves. These dumps should be inside the fringe of the undergrowth as rarely will camouflage on the beach itself, be sufficiently satisfactory. Boatload dumping posns should be marked with signs showing boat number ~~in chalk~~. and all packages constituting boat load should be marked with boat number in chalk

(b) It is considered preferable to carry the stores across the whole beach to a small number of boats at a time and to allow plenty of time for stores loading generally rather than to dump the stores on the beach and bring in a large number of boats at a time.

(c) This organisation is controlled by unit Q personnel for units and Bde stores etc supervised by Bde AASC Offr and S.C. Bde LOs used for control. Separate beaches for each mission are desirable thus giving added dispersion and consequently less risk of detection.

(d) Actual loading of craft must be supervised by EB & SR personnel to ensure balanced loads and coxwains must be satisfied with load before leaving beach.

(e) Once loaded the boats must remain with their respective waves. Should a boat become unservideable it is the responsibility of the Boat Bn to transfer all stores to new craft and place the craft in its correct posn. If this is NOT done there is a grave risk of assaulting Bn landing with an entirely wrong tactical set up. If the Boat Bn cannot guarantee this transhipment then the Bde Gp must provide some non-sailing personnel at the boat harbourage to guard against this contingency.

11. Loading of Personnel

Loading by waves is considered preferable to simultaneous loading although the latter is slightly faster provided no trouble is experienced on the water. Loading simultaneously by day the Bde Gp less Arty took 25 mins, the same loading was done by night using the wave by wave method and took 40 mins. Simultaneous loading by night is considered a dangerous practice owing to the confusion and consequent loss of control should boats not land in exact order, wave loading ensures control as only one wave load is on the beach at the one time whilst the remainder of the mission is in the assembly area. From the air viewpoint wave loading means dispersion all the time whereas simultaneous loading causes considerable congestion of personnel and craft during loading period.

It is recommended that wave loading of personnel and preloading of stores be used at all times.

12. Marshalling of Craft

(a) For loading of stores or personnel.

Adequate time for marshalling must be allowed by EB & SR. Repeatedly lack of time caused boats to land in the wrong order.

(b) After embarkation:-

(i) Lighting

Bt & Sh Regt carries too many lights. They require concentrated trg by night using NO LIGHTS except mission leaders and navigators lights which would only be turned on for short periods at long time intervals. These lights should be very dim and all other boats should follow the wake.

(ii) Time should be allowed in estimates for at least 40 mins to enable Bt Bn Comd and Mission leaders to take station.

(iii) If C & N boats are to be used in any operation it is obvious that trg is required. The mere addition of small naval vessels to the ESB fleet only serves to disorganise. It is recommended that whatever type C & N boat is to be provided it should be under Comd of the ES & SR.

(iv) NO start should be made until signalled by Bt Bn Comd. Line should be laid from all assembly areas to HQ Beach. Military Comds should telephone all correct to HQ Beach before embarking.

If the above points are adhered to there is less chance of Battle Group organisation being changed from the comds original requirements.

13. Standardisation

It was noticable during the trg that each Regt of the ESB have developed different battle drills.

One was that each Regt has a different system of beach marking. These should be standardised,

as in action odd Coys from different units will often be thrown together for a task.

In our last exercise there were so many colours and marks on the beach that coxwains became confused and steered for wrong beaches.

VOYAGE

14. Operational Distance

It is considered that the maximum practical operation distance between near and far shore is 50 miles. This distance would entail assaulting tps remaining on craft for at least 8 to 9 hrs and the reserves tps probably 10 to 11 hrs. It must be understood that the craft cannot be guaranteed. That a high percentage of replacement will be necessary (up to 50% spare boats is considered to be required) and that time must be allowed to cover :-

(a) Transhipment of stores to other boats after preloading.
(b) Transhipment of personnel from one boat to another at sea.
(c) Last minute replacement for personnel at loading beaches.

As the length in time of the voyage increases so the sea sickness rate rises steeply. In one 7 hour journey the seasick figures were:-

Affected 55% of task force.
of this number 30% were actually sick
5% incapacitated.
Morale in all cases being lowered.

15. Navigational accuracy

It is considered that, unless some form of scout was used to indicate exact positions, an error of up to one mile either way may be expected when craft are operating over long distances in waters virtually unknown to navigators.

LANDING

16. The approach

It is important that boats come in at right angles to beach and from distance at least 7 or 8 miles out to sea. Noise tests carried out indicate that the convoy can be heard and almost traced if approach to beach is made parallel or obliquely.
When at right angles boats can be heard but distances or position is NOT determinable. As the craft approach shore half speed should be used and the underwater exhaust. The final assault to the beach being at full speed with boats within waves "staggered" to avoid whole wave crossing beach at same moment.

17. Military Landing

Beach to be cleared as rapidly as possible.
Factors affecting:-

(a) Load on man Tables at appx A indicate minimum load to be carried. This is the maximum weightconsidered advisable.
(b) Slippery ramp Causes gingerly antics by men, especially if any surf. Suggested that piece of coconut matting be affixed to inside of ramp or that rags are tied round boots to increase confidence.

18. Loading Plan of Bn Landing Groups

This should be standard in each Bn of Bde. Allowing interchangeabilit of roles at any stage, to keep adding extra personnel for this land the ord in the assault landing Bns. There is a tendency to keep recommended that assaulting Bns

18. Loading Plan of Bn Landing Groups

This should be standard in each Bn of Bde. Allowing interchangeability of roles at any stage.

There is a tendency to keep adding extra personnel for this and that in the assault landing Bns. Recommended that assaulting Bns land in order of waves indicated in Appx C with two Coys fwd one coy mopping up and one coy reserve. Supporting arms of HQ Coy being distributed to fill waves. Stores being mainly in last waves. The only extraneous personnel to be in the leading waves to be :-

(a) Percentage of Fd Engrs for mine and obstacles clearance.
(b) F.O.O. parties of Naval and Arty units.
(c) Recce party of A/A units.
(d) In both assault missions it is considered that a small recor party from Res Bn (possibly 1 offr & 1 NCO) should land and maintain close liason with the assaulting Bns. This party after recce can act as guides and meet the CO of the Res Bn on whatever beach he is landed and quickly put him in the picture.
(e) Small Pro party as beach police.

Parties in (c), (d) and (e) can probably travel in later waves. At this stage the fight for a small beachhead is the only thing that matters The adding of fruther parties only adds to confusion and if landing is opposed causes unnecessary casualties.

19. Establishment of Beachhead

It must be the objective of the assaulting Bn or Bns to seize a small perimeter immediately with closed flanks all the way. Size suggested not more than 800 yds wide by 400 yds deep, each Bn.

Even this may prove an attenuated line until reserve is landed and one or the other of beaches are abandoned.

Later the beachhead can be developed to NOT more than 1000 yds of beach by whatever depth is required.

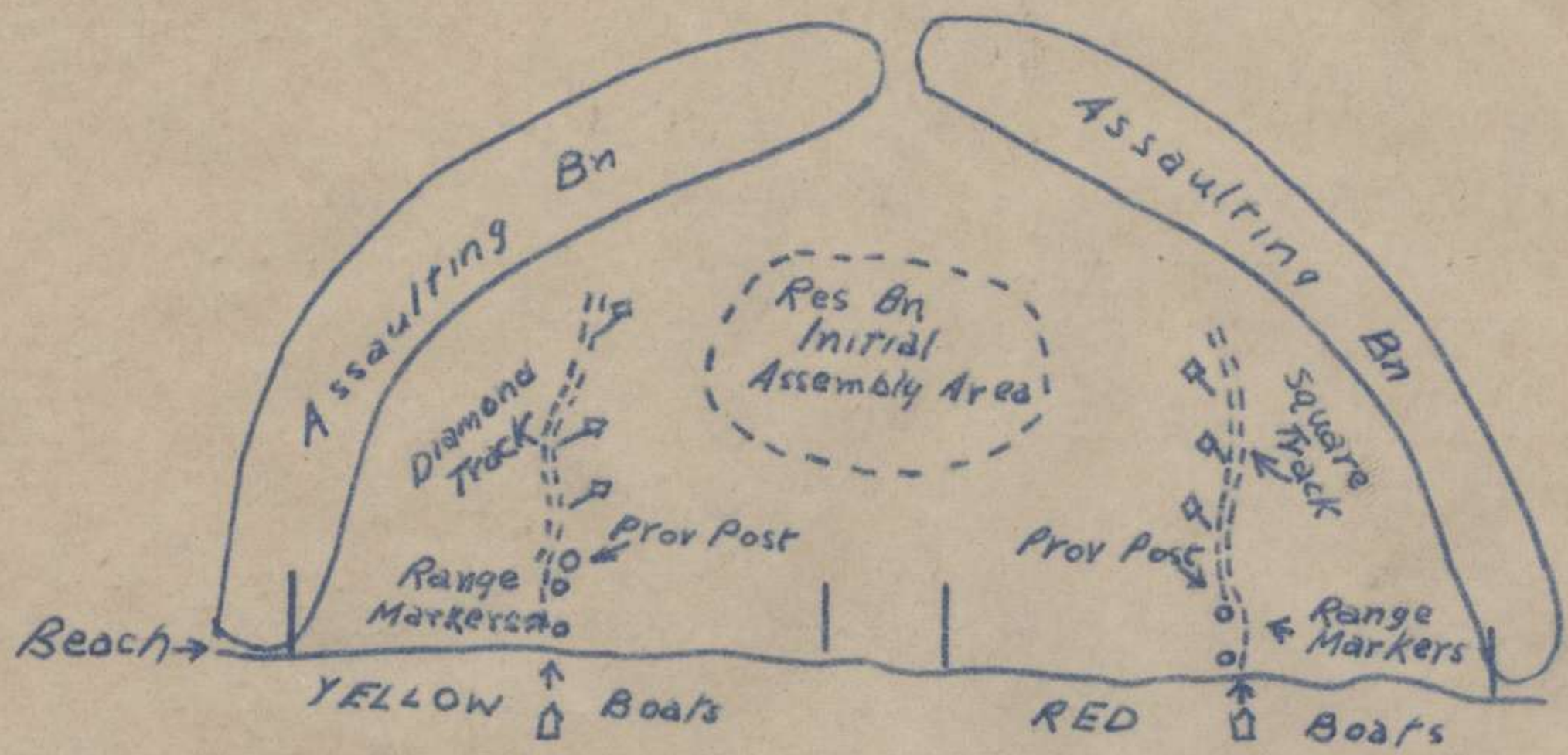
20. Centre Lines

To simplify battle drill, it is considered that boat 5 in all waves is the centre of a mission. EB & SR range poles are the centre of a mission (when erected on beach) and boat 5 each wave steers on range pole. Tracks inland from beach should start from range pole - thus continuing centre line.

Thus with two assaulting Bns 2 centre lines are created. These are developed by sappers and named and signed. i.e. Square track, diamond or triangle track. Easy signs to make and find and HQs are sited off these tracks.

21. Reserve

When reserve mission is landed - whichever beach is used - the reserve will move along the previous Bns centre line and assemble inside beachhead off the track :-



The above battle drills will not vary much through any tactical considerations. Therefore are suitable to keep confusion to a minimum and enable a prevision of the rough layout, which is invaluable for finding units or HQs.

22. Later Development

Tactical consideration controls the later enlargement of holding and can only be discussed in principle.

It is considered that the beachhead should NOT be enlarged or any sally made from it until reserve Bn is landed. To move against strong tactical features some distance from the landing beachhead is dangerous. Even if beach is overlooked by some tactical feature. Control is lost. Afirm (if small) base must be established first.

If the landing of reserve is considered difficult owing to flanking, features, due consideration should be given this fact before the operation from a study of maps. One solution being to land the whole force before first light. No difficulty should be experienced in making the original small firm base in darkness.

Once this is established moves can be made at first light against the outflanking positions.

23. Shore Engineers

The orgainsation of Shore Bn of EB & SR generally appears satisfactory The Shore Coy Comd Post (on either beach) should be used initially by Bde pending establishment of Bde H.Q. This enables immediate comns with fwd bn.

This is dealt with under communications.

24. Use of Fd Engr in conjunction with Shore Bn

Sappers task is to clear obstacles and passafes through mine fields etc initially. Shore Bn must use these tracks or passages. As work progresses sappers clear more beach area, and continue the development of centre line tracks from the normal limit of responsibility of Shore Bn. (about 400 yds off beach). There should be no confusion as these tasks are clear cut.

25. Div M.L.Os (if any) in conjunction with Sh Bn plot the development of the beachhead area to a depth sufficient for future requirements. No interference with Shore Bn is necessary, the requirements of later force arriving being that their stores be taken direct to the dumps assigned. Thus the original Bde organisation in conjunction with the ES & SR is not disrupted.

26. Arty Fd

(i) It is desirable that fd arty recce parties are included in each Bn landing Gp - this ensures sufficient recce for immediate deployment and action on any beach. The size of these parties will vary according to the coms provided. The present est of No.11 sets is NOT considered suitable owing to weight and size of carrying party necessary.

(ii) As Lt 25 prs were NOT available hy guns were taken when possible. In a Bde exercise one tp was carried in the LCT - trailers arty were not taken but 60 rds of amn was carried in the tractor. In Div set exercise it was only possible to take one 25 pr carrier drawn to similate a tp. The LCM load was made up of :-

1 Carrier and crew 3 plus 30 rds 25 pr amn.
1 x 25 pr and crew of 11.
60 rds 25 pr amn.
Personnel from Fd Coy - 6
" " Div Pro - 10

(iii) The LCT used was NOT suitable - loading was neither practical or tactical. An extension is essential to the present ramp in order to allow the use of wheeled vehs.

(iv) If carriers are used as gun towers in a Bde Gp forming a beach head (as Div exercise) it is considered sufficient that the tp retain one carrier only, after initial deployment, for supply of amn and any moving of single guns necessary. This allows the carriers to be used for other tasks once guns are in posn.

27. Div Carrier Coy

Providing the terrain is suitable the tasks of this unit are multitudeness. Some of these are set out below.

(a) It can be used as gun tower for 25 pr with r easonable efficiency.
(b) It is an excellent AA gun tower.
(-) When used for either of these tasks a sand mat is NOT necessary.
(c) It is excellent for store work on both near and far shore and can pull a sledge carrying approx 1 ton in addition to its own load.
(d) All other tasks normally carried out by Carrier pls of Bns.

28, Pioneers

Allotment of original tasks, most important. Should be placed under Comd of unit they are to work with initially.

Probsblr

Probable tasks

(a) Under Comd of Shore Bn for loading and unloading of stores.

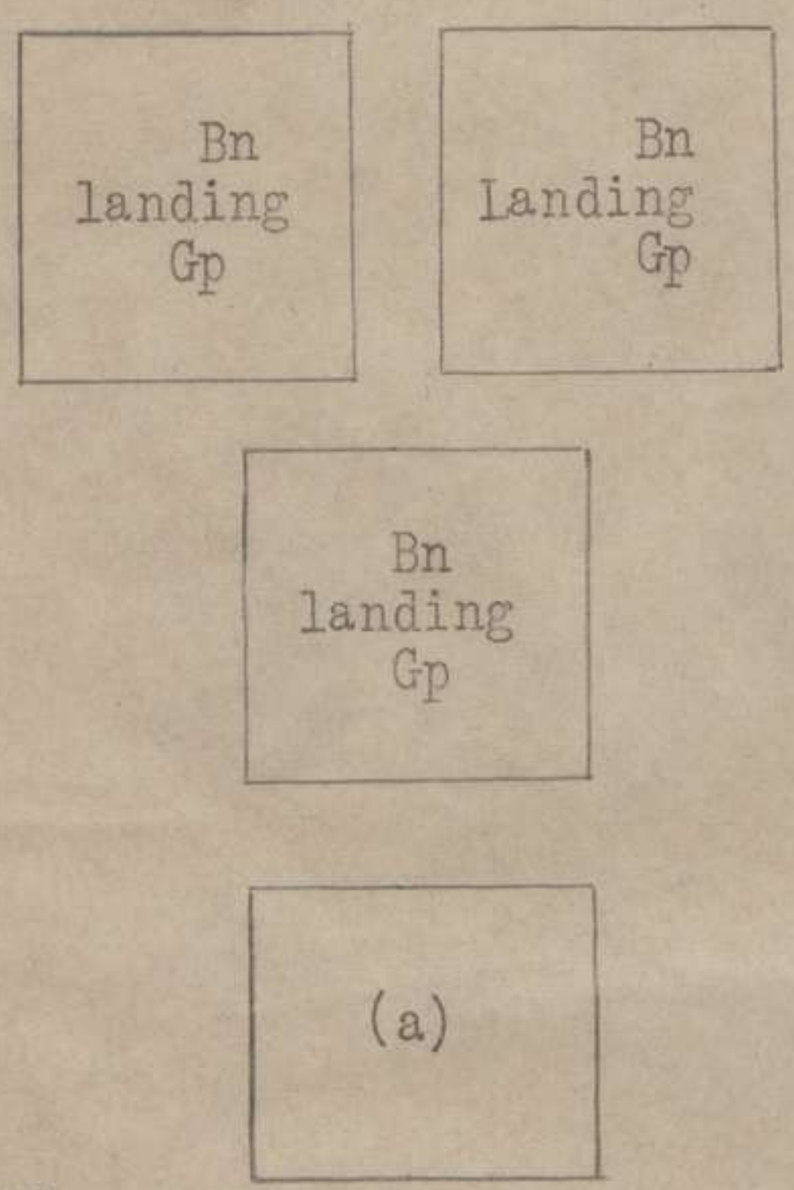
(b) Proportion under Comd Fd Engrs to assits clearing of obstacles, demolitions etc and preparing tracks.

29. Comns See appx "D".

MISCELLANEOUS

30. Tactical Battle Drill

Distribution of Bde Convoy in transit.



Bde HQ and supporting arms.

Notes
(a) These may sail as extra waves attached to other Bn Landing gps to obtain dispersion of alltypes of equipment.
(b) LCM & LCT equally distributed.
(c) It will be seen that Bn Landing Gps are thus interchangeable.
(d) At line of departure Bde HQ and supporting arms and stores can be landed in any required order.

x
32. Decision as to landing of reserve

Either Bde Comd or BM can land - move to Shore Coy C.P. and ascertain situation.

This assists the decision as to which beach etc. It is considered highly unlikely that reserve can commence landing under 2 hours after H hour. Not advisable earlier as not sufficient room for deployment, whether they are being used to assist gaining of beachhead or not.

x
31. C & N Boats.

33. Policing of Beach

It is recommended that a Pro party of one Sgt and 6 is landed in the latter waves of the assaulting missions and they will act as Beach Control Staff.

Tasks :-

(a) Ensuring that personnel keep dispersed and clear of the beach.

(b) Advising locations and routes.

(c) Organising stragglers.

(d) General police duties covering beach area.

(e) One post to be established on beach at commencement of each centre line - this post to be assisted by Bn, probably one R.P.

34. In conclusion

The training was considered satisfactory. The EB & SR need constant training with infantry to enable them to adopt simple battle drills. There must be NO niggardliness in the provision of adequate means of comms. The success of combined ops of this type are dependent on them, and the mere statement that "we haven't got them" must be weighed in the balance against the risking of a whole task force.

NO wireless batteries were available for the major exercixes and the only satisfaction obtained was a statement that "wirless sets will get knocked out anyway so just do without."

This applies to all training and if we train on this basis we will have no trained signal personnel, or Comds capable of getting the maximum results out of their comms.

Re supply was NOT studied there being neither the time or the necessary craft.

Brig.
Comd 24 Aust Inf Bde.

APPX "A"

STAFF TABLE DETAILS

The following detail of each unit of Bde Gp are of value to the planning team.

1. (a) Personnel to move initially offrs and ORs.

   (b) Vehs

   (c) Guns

   (d) Stores

   (e) Amn WET less carried on man,

   (f) Amn WUR 1 day

   (g) Rations F.O.R. 1 day

   (h) P.O.L.

2. Detailed List of weights, sizes of eqpt, stores etc.

3. It is considered that 230 lbs is a fair average for the man when carrying full eqpt, rations amn etc.

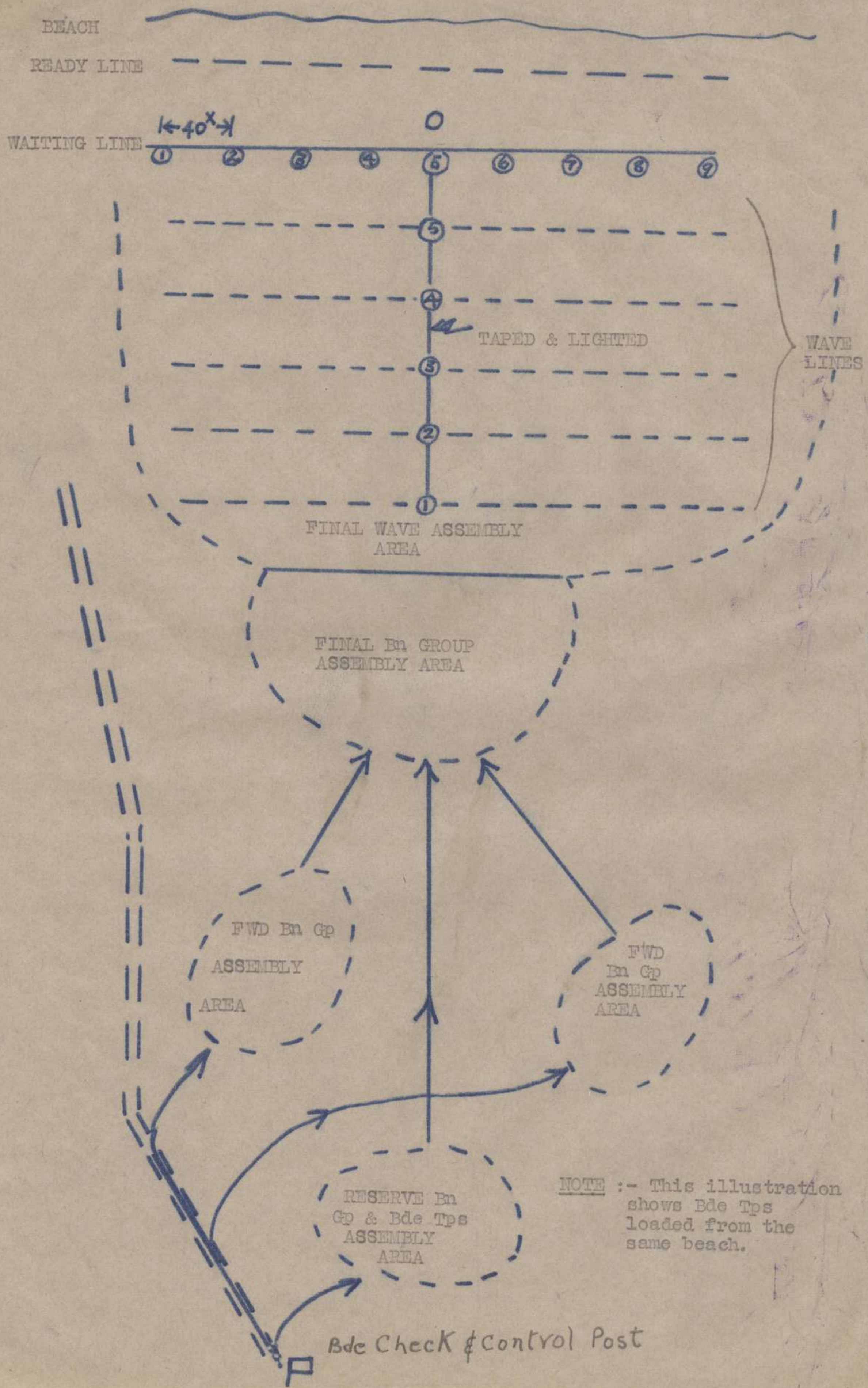
   This is made up as follows :-

   (a) Man 170 lbs

   (b) All eqpt of section a s shown below approx 60 lbs.

ITEM	MAN LOADS SECTION OF 1 NCO & 7 PTES							
	1	2	3	4	5	6	7	8
	lbs	lbs	lbs	lbs	lbs	lbs	lbs	lbs
Webbing	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
SMG	10	10	-	-	-	-	-	-
Rifle	-	-	-	9	9	9	9	9
Bayonet	-	-	-	1.75	1.75	1.75	1.75	1.75
LMG	-	-	26	-	-	-	-	-
Amn SMG 200 rds	10	10	-	-	-	-	-	-
Rifle 50 rds	-	-	-	3.5	3.5	3.5	3.5	3.5
LMG 364 rds	-	-	8.25 (3Mags)	5.5 (2Mags)	5.5 (2Mags)	5.5 (2Mags)	5.5 (2Mags)	5.5 (2Mags)
.55 Rifle 30rds	-	-	- (1 Band 10 rds)	2.2	2.7 (1Mag)	-	2.7 (1Mag)	2.2 (1Band 10 rds)
Grenades 2 each	4	4	4	4	4	4	4	4
Helmet Steel	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Mess Gear	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Personal gear	2	2	2	2	2	2	2	2
Ground Sheet	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Mosquito Tent	2	2	2	2	2	2	2	2
Water Bottle Full	4	4	4	4	4	4	4	4
Rations 1 Day F.O.	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25
" 1 Day Emerg	.75	.75	.75	.75	.75	.75	.75	.75
Pick Head	-	4.5	-	-	-	-	-	-
Helve	-	-	-	2.5	-	-	-	-
Shovels G.S.	3	-	-	-	-	3	-	-
Spare Barrel	-	-	-	-	-	-	-	6
	52	53.5	63.25	53.45	51.45	51.75	51.45	56.95

Appx B



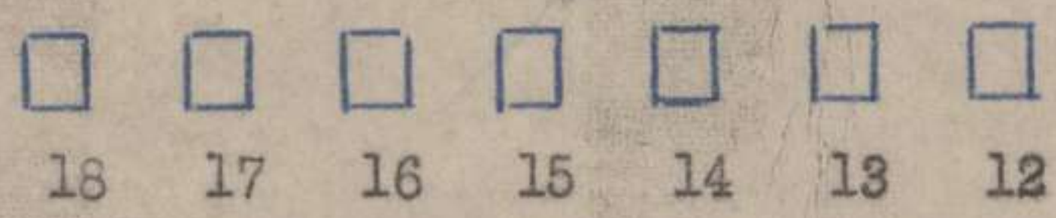
NOTE :- This illustration shows Bde Tps loaded from the same beach.

Appx "C"

Diagramatic layout of Bn Landing Gp

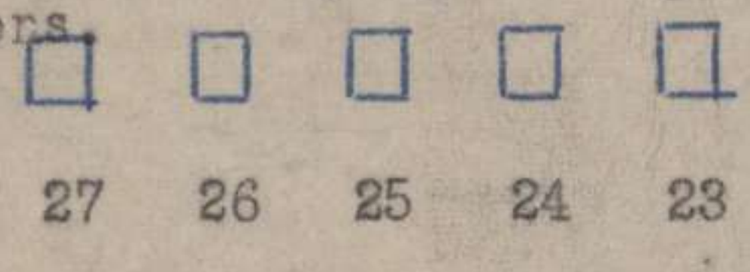
Wave 1
H hour

Seven craft carrying two assaulting Coys.



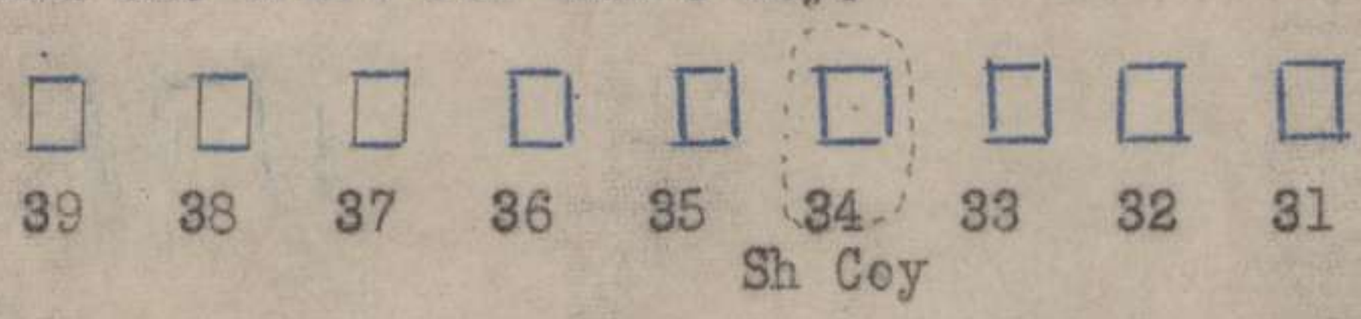
Wave 2
H x 3

Five craft carrying one mopping up Coy and some Bn hy weapons.



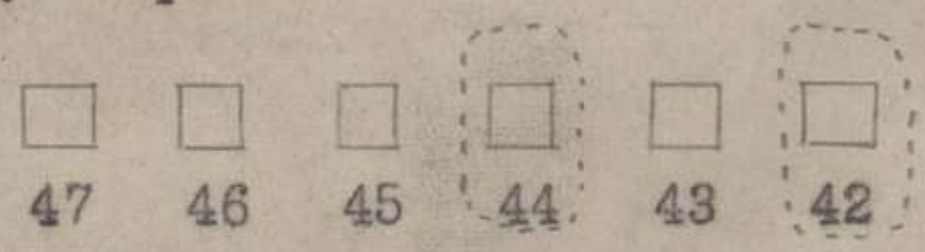
Wave 3
H x 10

Nine craft carrying res Coy. Bn HQ, hy weapons and one craft for shore Coy.



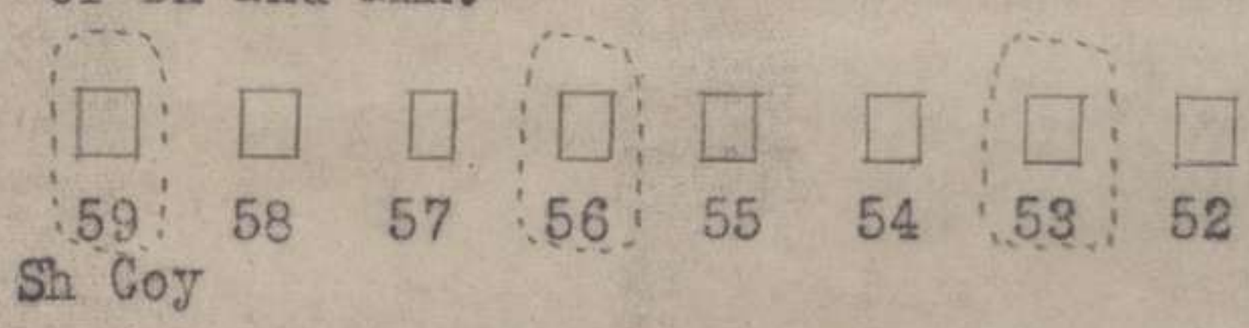
Wave 4
H x 18

Six craft, (three for Shore Coy) for remainder of Bn tps and hy weapons.



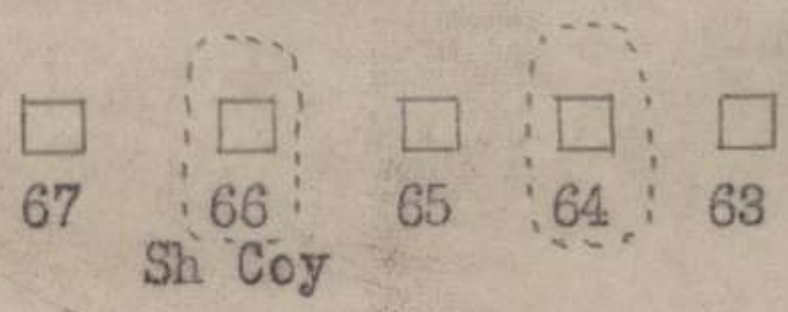
Wave 5.
H x 30

Eight craft (three for Shore Coy), carrying Q personnel of Bn and amn.



Wave 6
H x 42

Five craft (two for Shore Coy), carrying Bn and Fd Amb personnel stores and amn.



Later Note

Exercises carried out by 20 Bde indicate that waves 5 and 6 are better if adjusted to be.

Wave 5 All shore Coy boats of present waves 5 & 6 Total5craft

Wave 6. All Bn boats of present waves 5 & 6 Total 8 craft.

WEIGHT LBS

Craft No.	Personnel	Guns	Amn	Vehs	Stores	Total	
12	7750	23	124			7874	
13	7500	125	205		28	7850	
14	7750	23	107		25	7905	
15	7500	46	389			7935	
16	7750	23	107		25	7905	
17	7500	125	205		28	7858	
18	7750	23	107			7880	
23	7500	40	200		175	7915	
24	7500	23	381			7904	
25	7500	125	188		28	7841	
26	7500	23	320			7843	
27	7750	63	245		25	8083	
31	7500	23	90			7613	
32	3000	1848	756	2400		8004	
33	7500	165	194		100	7959	
34	Shore personnel & Stores						
35	7000	290	476		100	7866	
36	7500	165	194			7859	
37	7250	148	349		125	7872	
38	3000	1848	756	2400		8004	
39	7500	23	90			7613	
MLB	1500				37	1537	Mission Leaders Boat
42	Shore Coy						
43	7500		210		200	7910	
44	Shore Coy						
45	7500				386	7886	
46	7500		210		200	7910	
47	Shore Coy						
52	900		7068		250	8218	
53	Shore Coy						
54	900		7092		250	8242	
55	1125		7229			7835	
56	Shore Coy Personnel and Equipment						
57	900		7092		250	8242	
58	900		7068		250	8218	
59	Shore Coy Personnel & Equipment						
63	4050		846	2400	500	7796	
64	Shore Coy						
65	5625		2256		250	8131	
66	Shore Coy						
67	450		7614			8064	

APPX "D"

COMMUNICATIONS

The following suggestions are recommended to ensure good comns both at sea and after landing.

(a) Within Bns at sea.

(i) Improved pack sets (capable of RT & Key) working between Bn Comd - Battle 2i/c and Coy Comds - 6 sets.

(ii) This set up duplicated and sealed for operation after landing ir case of damage by sea water and in addition 4 similar sealed sets as spares and for RT comn with mortars or isolated dets - 10.

(iii) If Arty F.O.O is moving with Bn he requires a sealed pack set for use on land.

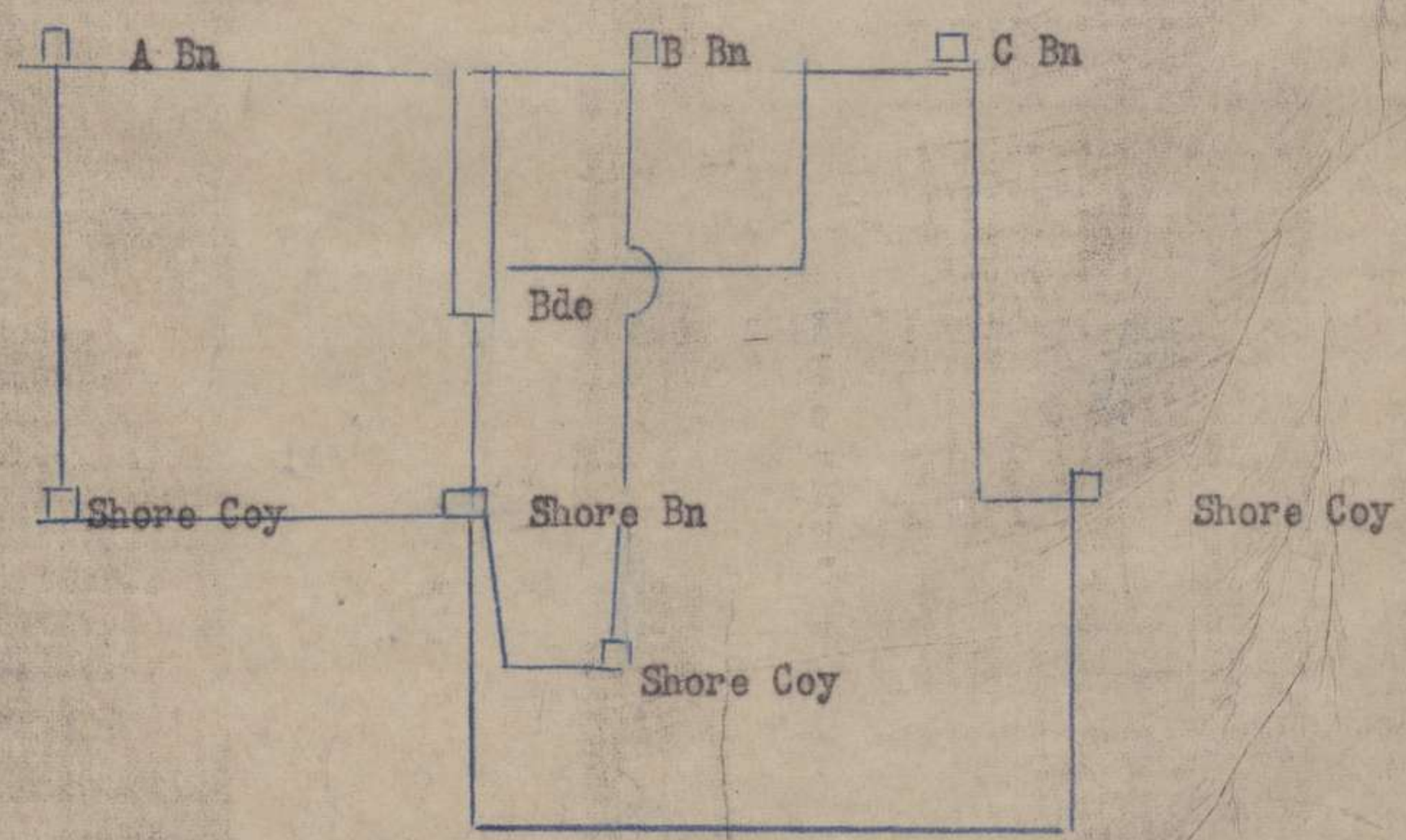
(iv) If Naval F.O.O. is moving with Bn he requires one operating and one sealed pack set.

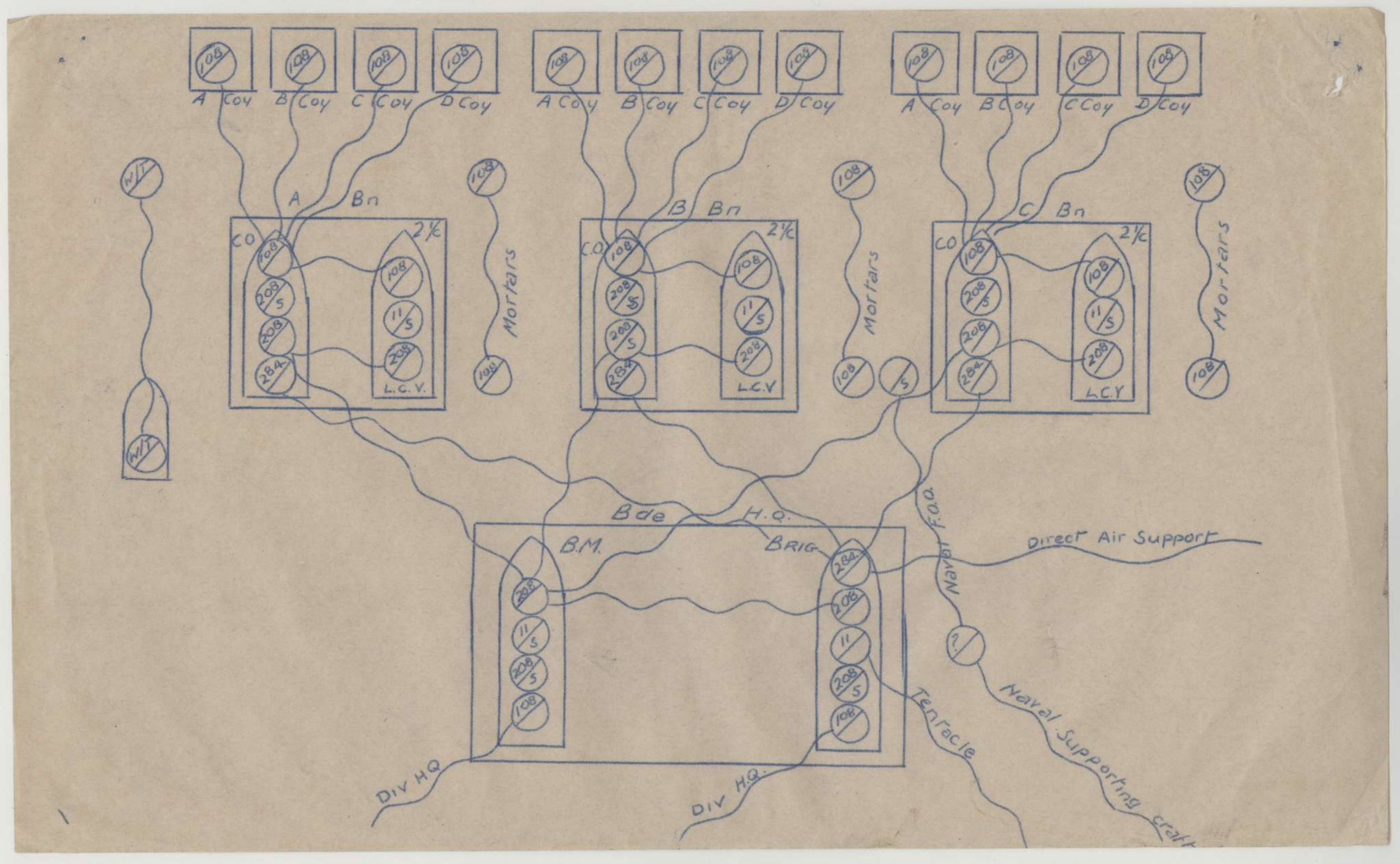
(v) If air tentacle is allotted to Bn this should also be duplicated in case of damage by water. In recent exercise an American 284 set was used with great success for direct ground to air speech and appeared to have approx 15 mile efficient radius of action.

(vi) If it is desired that the landing is supported by LCS or similar craft then additional comns should be provided to move with fwd and/or exploiting tps and direct the fire from the Sp craft

(b) Diagramatic layout of comns within Bde Gp at sea see attached.

(c) Comns within Bde Gp after landing are by normal links both wireless and line. The line circuit between Bde and Bns is duplicated in each case using Shore Bn comns.





WAR D

LCI ~~II~~ 2

Coy	Pers	Hold No 1	2	3	4	O.C. Ship	Loading Offr
D Coy							
4 Offr 1130Rs	117		30	60	27	Maj K.F.MOLLARD	Lieut H.D.STEWART
x Mor Pl	10		10				
x Pnrs	8		8				
xU/C D Coy							
Lieut Stewart & Batman	2	2	2				
Dup Bn HQ Part I							
OC HQ Coy & Batman	2	2	2				
Int Sec(Incl I.O.)	2	2	2				
Clerk	1	1	1				
R.P.	2	2	2				
Sigs	6	6	6				
Pnrs	X5 4	54	4				
HQ Coy HQ							
CSM &Orderly	2	2	2				
QM Gp	7	7	7				
Pay & Postal Sgt	2	2	2				
	~~165~~ 166	~~28~~ 29	50	60	27		

135
27
162
2
164

LCI ~~10~~ 3

Coy	Pers	Hold No 1	2	3	4	O.C. Ship	Loading Offr
A Coy							
4 Offrs 104 ORs	108		21	60	27	Capt J.E.WALKER	Lieut P.MEERS
Lieut Meers & Batman	2		2				
x MMG Pl	~~13~~ 15		13				
x Mor Pl	6		6				
x U/C A Coy							
Dup Bn HQ Part II							
S.B. Nyg Sgt	1		1				
Int Sec	5		5				
R.P.	2		2				
Sigs	4		4				
394 Pl Comds & Batmen	4		4				
Pl Sgt & Orderly	2		2				
No 2 Pl Pnrs	5		5				
HQ Coy HQ personnel	6		6				
QM Gp	9		9				
	~~165~~ 167		~~36~~ 38	42	60	27	

LCI ~~15~~ 7

Coy	Pers	Hold No 1	2	3	4	O.C. Ship	Loading Offr
B Coy							
4 Offrs 115 ORs	119		32	60	27	Capt DAVIDSON	Lieut GREEN
x MMG Pl	13		13				
x Mor Pl	6		6				
x U/C B Coy							
Bn HQ							
Part II.							
RMO &Orderlies	4	4					
S.B.	2	2					
Pnr Offr & 5	6	6					
MMG Comd & Batman	2	2					
Sigs	4	4					
Sgts 2 Orderlies of 3 & 4 Pls	4	4					
QM Gp (incl QM)	9	9					
	169	31	51	60	27		

LCI ~~14~~ 5

Coy	Pers	Hold No 1	2	3	4	O.C. Ship	Loading Offr
C Coy							
4 Offrs 112 ORs	116		29	60	27	Capt DAVIES	Lieut THOMPSON
x Mor Pl	14		14				
x Pnrs	8		8				
U/C C Coy							
HQ Coy HQ pers	3		3				
Bn HQ							
Part I							
C.O.							
Adjt							
2 Batmen	4	4					
Int Sec (incl Sgt)	4	4					
Sigs (incl Offr)	6	6					
RSM & Batman	2	2					
LMG No	1	1					
R.P.	3	3					
Clerks	2	2					
Pnrs	4	4					
Lieut THOMPSON & Batman	2	2					
	169	28	54	60	27		

Lieut GARDNER

MOST SECRET

Copy No. ....
5 Sep 43

24 AUST INF BDE

CODE WORDS FOR USE OPERATION POSTERN

Ref Map : LAE Provisional Map 1 inch : 1 Mile

1. The following consolidated list of code words will be used by 24 Aust Inf Bde Gp during operations POSTERN.

(a) Code names for places allotted by 9 Aust Div and higher formations.
(b) Code names allotted by 20 Aust Inf Bde and which will be adopted by this Bde.
(c) Code words allotted by this HQ (for use only in this Bde)

2. (a)

APPARITON	-	NADZAB
BACKHANDER	-	CAPE GLOUCESTER
BELGRAVE	-	VILLAGE R 841538
~~BENDIGO~~	~~-~~	~~VILLAGE R 8046~~
BINOCULAR	-	LAE
BILLSTICKING	-	HUON PENINSULAR
~~BIRD~~	~~-~~	~~RIVER R 883423~~
BOILING POINT	-	VITIAZ STRAIT
BRIGHTON	-	VILLAGE R 839534
CENTRAL	-	NEW GUINEA Island
~~CHIVALRY~~	~~-~~	~~BUNA~~
CHRONICLE	-	OPERATION I - THE TASK OF NEW BRITIAN FORCE
CLARE	-	VILLAGE R 719585
CONVICTION	-	HUON GULF
DIMINISH	-	FINSCHAFEN
DOUBLET	-	SALAMAUA
EQUILIBRIUM	-	MADANG
EXCHEQUER	-	MARKHAM RIVER VALLEY
GAWLER	-	VILLAGE R 686439
GLENELG	-	Village R 686536
GORDONVALE	-	VILLAGE R 933401
HYDE PARK	-	SINGAUA Plantation
INGHAM	-	VILLAGE R 985407
JARGON	-	BENA BENA
KAIRI	-	VILLAGE R 953420
KEYBOARD	-	9 AUST DIV
LAZARETTO	-	GASMATA
PHOSPHORUS	-	NEW GUINEA FORCE
PIPSQUEAK	-	WEWAK
POSTERN	-	OPERATION II - THE TASK OF NEW GUINEA FORCE
RICHMOND	-	VILLAGE R 851461
ROTTEN ROW	-	TRACK R 827429 - 821474
QUORN	-	VILLAGE R 719588
~~SOUTHPORT~~	~~-~~	~~VILLAGE R 956401~~
~~WARWICK~~	~~-~~	~~VILLAGE R 934487~~
WHYALLA	-	VILLAGE R 7258
~~YARRA~~	~~-~~	~~RIVER TRIBUTARY R 791455~~

(b) (1) PLACENAMES

~~NILE~~	~~-~~	~~RIVER BULU~~
~~SUEZ~~	~~-~~	~~CREEK R 952396~~
~~OSWO~~	~~-~~	~~RIVER DUSO~~
~~MERRY~~	~~-~~	~~VILLAGE DUSO~~
~~WEST~~	~~-~~	~~VILLAGE R 969429~~
~~WIDOW~~	~~-~~	~~ALUKI~~
~~HEVE~~	~~-~~	~~APO~~
~~DEN~~	~~-~~	~~MUSO R 938464~~

~~AVON~~	~~-~~	~~CREEK R 866890~~
~~TWEED~~	~~-~~	~~RIVER BULEM~~
~~HUNTER~~	~~-~~	~~RIVER BUNGA~~

(11) Miscellaneous

? DRESS	-	PLANTATION
LIZARD	-	TRACK
ONE APPLE	-	100 yds
TWO APPLES	-	200 yds

(c)	~~BOXING~~	~~-~~	~~TRACK JUNC R 326456~~
	~~CHRISTMAS~~	~~-~~	~~VILLAGE R 794454~~
	~~SWAN~~	~~-~~	~~RIVER BUREP~~
	TORRENS	-	RIVER BUSU
	EASTER	-	TRACK. JUNC. 877427.