AWM78

Reports of Proceedings, HMA Ships and Establishments

AWM78 Class 415 - RAN Administrative Authority - Naval Officer in Charge - North Eastern Area, New Guinea. [HMAS TARANGAU]

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RCDIG1073958

[415/3]

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
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AUSTRALIAN WAR MEMORIAL
RCDIG1073958

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NEA 125-1-11

Office of the
Naval Officer in Charge,
North Eastern Area,
R.A.N. Post Office No.3,
C/- G.P.O.

27 MAY 1955

The Secretary,
Department of the Navy,
Navy Office,
St.Kilda Road,
MELBOURNE.

PERIODICAL REPORT - NORTH EASTERN AREA. QUARTER ENDED 31ST. MARCH, 1955.

ORGANISATION OF THE NORTH EASTERN AREA.

On 23rd March, 1955, Acting Captain J.A. Walsh, O.B.E., R.A.N., relinquished his Command as Naval Officer in Charge, North Eastern Australian Area, being relieved by Acting Captain M.J. Clark, D.S.C., R.A.N., who assumed these duties on 24th March, 1955. On passage to New Guinea per S.S.'BULOLO', Captain Clark called on the Administrator and Assistant Administrator of the Territory, and was again most fortunate in being able to meet most of the District Commissioners at a party held in Port Moresby on the occasion of the Annual District Commissioners Conference.

H.M.A.SHIPS IN THE AREA AND ON PASSAGE (NEW GUINEA WATERS ONLY).

H.M.A.S. 'WAGGA' arrived Buin on 6th January, and departed on 7th January for Kieta arriving the same day. On 10th January, 'WAGGA' arrived Rabaul from Kieta and sailed on 11th January for Manus arriving on 12th January. On 17th January 'WAGGA' was despatched to Talasea to deliver Coastwatching equipment returning via Unea Island on 21st January. With Staff Officer (Coastwatching) Australian Station embarked, 'WAGGA' sailed on 27th January visiting Umboi Island 28th January, Losuia 29th January, Kitava 30th January, Laulau Island 31st January, Samarai 1st February, Port Moresby 3rd - 6th February, Yule Island 6th February, Port Moresby 7th February. 'WAGGA's return to Port Moresby was necessitated by two cases of appendicitis onboard, (1 acute, 1 sub acute), the intended visit to Daru being cancelled. On 8th February 'WAGGA' again sailed from Port Moresby arriving at Thursday Island via Darnley Island on 10th February. At 0800 on 12th February 'WAGGA' departed Thursday Island for Cairns, arriving Cairns on 16th February via Bird Island, Portland Roads and Berwick Island.

H.M.A.S. 'KANGAROO' sailed from Lombrum on 18th January for Port Moresby arriving on 23rd January and thence to Sydney.

Local Craft were employed as follows :-

M.R.L. 251.	Routine vegetable runs to Madang in January and February.
M.S.L. 706.	In February despatched to Rabaul to pick up Canteen Stores and furniture for Naval Officer in Charge's

(over)

AUSTRALIAN WAR MEMORIAL RCDIG1073958

Residence. Vessel sailed from Lombrum on 28th February returning on 6th March. Routine vegetable runs to Madang on 21st March returning on 27th March.

S.D.B. 1324. This vessel was employed during January on Patrol work investigating Japanese sightings in the Western Islands. For the remainder of the period under report recruiting cruises to local Islands to obtain recruits for P.N.G., were carried out.

JAPANESE FISHING ACTIVITIES.

Considerable activity has been experienced during the period whereas it was expected to decline during the North Western Season.

The Coastwatcher on Anir Island caused considerable discussion when he apprehended a fishing craft and escorted it to Rabaul for Official action.

Concern is still felt amongst local populace about the way in which the poachers leave the reefs. They strip every type of shell and it takes the beds many years to recover.

CONSTRUCTION.

Personnel.

The lack of tradesmen makes progress on all jobs slow. Of a complement of 109 Works Unit allowed, a total of 63 are at present borne. Of these, 38 personnel are engaged on actual new works construction, the remainder being employed on non productive maintenance and transport duties. Again, of the 38 abovementioned only 21 are tradesmen employed on 5 different projects. The productive effort is thus not very large.

D.A.M.

POWER HOUSE.

All major internal plumbing work is completed and the base foundation blocks poured for the two machines to be transferred from the old powerhouse.

D.N.W.

The material for the floating blocks is now delaying the erection; the first machine, the Belliss and Morcom, should be in operation two months after arrival of the base steelwork.

POWER RETICULATION.

Re-coppering of the low voltage reticulation system is 95% completed and progress is being made in rewireing sub-standard services.

D.R.W.

Service entry cable will be adopted as standard when the porcelain Clamp Blocks are received.

Work is progressing on preparation for the changeover of the reticulation to 11K.V. and, after receipt of the 11K.V. Lightning Arrestors it is expected that the change over will take place in August.

(over)

AUSTRALIAN WAR MEMORIAL RCDIG1073958

HOSPITAL.

Work has temporarily finished on this building, and with the exception of the operating section, the building has been handed over by the Works Unit and is in use. The Terrazo tiling for the theatre floors is expected in 6 weeks when work will resume to complete the project.

WATER POINT AND RISING MAIN.

New suction lines have been installed and the new electric pump is in operation on the old rising main. Installation work has started on the standby diesel pump, and material is being carted for the bedding of the new rising main.

TRANSMITTING STATION.

The building and aerial masts have been completed and eight transmitters have been fitted and are operating satisfactorily.

The remaining three transmitters will be transferred when the new Central Receiving Station is put into operation.

CENTRAL RECEIVING STATION.

The new building is 95% completed and the underground power cable has been connected back into the supply system.

The 20 pair Keying Cable run to the Transmitting Station (two miles) is being progressed and should be completed by July.

The special junction boxes for this cable have not yet been received.

D.N.W. ||

The fitting of the underground coaxial aerial feeders is being progressed and will be completed concurrently with the aerial system.

The masts are being wired ready for the aircraft warning lights when they are received.

The aerial and keying line change has not yet been received, but is expected in May.

NEW SHIP'S COMPANY QUARTERS.

All underground plumbing work has been completed and the foundations poured for the ablution block. The outfall sewer line, 500 feet in length is 80% complete.

Foundation excavation and site preparation is continuing for the first 72 man sleeping block and wall erection is about to commence using our recently arrived Bishop Formwork.

MAINTENANCE.

Maintenance is still a major problem and action against dry rot and white ants is continuous. Plumbing will require much attention in the near future as corrosion takes its toll on the older piping (some of which was erected by Japanese War Criminals). Due to lack of

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(over)

AUSTRALIAN WAR MEMORIAL RCDIG1073958

suitable paint, maintenance painting is almost at a standstill. If demands submitted are not reduced it may be possible to overtake the back lag in 12 months. Faulty work by Department of Works and Housing is becoming apparent and placing an extra burden on the maintenance staff which, although nearly up to authorised strength, is not sufficient to cope with work in hand.

MALARIA.

There have been 3 cases of Malaria during the period under report.

SPORTS.

Inter Departmental Sports competitions have continued during the period but heavy rains in March have limited activities to a degree. These competitions arouse much interest and are keenly fought.

HEALTH AND MORALE.

The health and morale of the Ship's Company remains high. There has been remarkably few defaulters considering the size of the Ship's Company, and the conditions inherent on service in such a remote area.

The standard of film entertainment has been noticeably lower over the past three months and it is recommended that an endeavour be made to improve the quality of films supplied to 'TARANGAU', even if this means an increase in cost.

MAILS.

Mails have been satisfactory. During the New South Wales floods, irregularities were experienced but this was only to be expected.

VISITORS.

Mr. Don Barrett, M.L.C., was a guest of the Naval Officer in Charge during the early period of March.

On 5th and 6th March, Japanese Training Ship, 'TAISEI-MARU' arrived Hyenehafen, Captain K. Shiina in Command, bringing following Japanese War Dead Repatriation Mission -

personnel :- YOSHIOKI OKAZAKI, Member of the Japanese War Dead Repatriation Mission.

TSUTOMU FUKUSHIMA, Mmeber of the Japanese War Dead Repatriation Mission.

GIZYURO SHIRAI, Chief of the Japanese War Dead Repatriation Mission.

RAINFALL.

Details of monthly rainfall were as follows :-

(over)

January	770 points
February	1454 "
March	1260 "
Total	3484 "

ARMY.

An inspection of the Pacific Islands Regiment was carried out by A/Captain J.A. Walsh, O.B.E., R.A.N., on 13th March, 1955, which was followed by a buffet luncheon provided by P.I.R. for R.A.N. Officers and their wives.

SHIPPING.

The following Ships called at Lombrum during the quarter :-

ARRIVED	DEPARTED	SHIP	REMARKS
7th January	9th January	M.V.'TARRA'	Army Supply Ship - stores for P.I.R.
9th January	10th January	M.V.'MALEKULA'	204 tons, 1 truck.
12th January	15th January	M.V. 'VIRIA'	Drummed petrol for R.A.A.F.
15th January	16th January	S.S.'MANGOLA'	376 tons.
16th January	18th January	M.V.'TARRA'	Stores for P.I.R.
31st January	1st February	M.V.'BULOLO'	260 tons unloaded.
4th February	7th February	M.V.'TARRA'	Stores for P.I.R.
22nd February	22nd February	M.V.'CITOS'	202 tons cement.
13th March	14th March	M.V.'MALEKULA'	278 tons genreal 150 tons bulk distillate.
23rd March	24th March	M.V.'BULOLO'	180 tons stores.

DOCKINGS.

NAVY.

SHIP	DATE DOCKED	DATE UNDOCKED
M.S.L. 706.	13. 1.55	27. 1. 55
S.D.B. 1327.	27. 1.55	28. 1. 55
S.D.B. 1327.	21. 2.55	4. 3. 55
S.D.B. 1324.	14. 3.55	29. 3. 55
M.W.L. 255.	30. 3.55	6. 4. 55

ADMINISTRATION.

VESSEL.	DATE DOCKED.	DATE UNDOCKED.
Pontoon cargo lighter	4. 1.55.	7. 1.55.

(Over)

AUSTRALIAN WAR MEMORIAL RCDIG1073958

VESSEL.	DATE DOCKED.	DATE UNDOCKED.
HABOB	7. 2.55.	10. 2.55.

PRIVATE CRAFT.

VESSEL.	DATE DOCKED.	DATE UNDOCKED.
MELISSA (Edgell and Whiteley.)	28. 1.55.	1. 2.55.
AIRCO (Airco Traders Rabaul.)	1. 2.55.	7. 2.55.
PAT (Father Pat.)	7. 2.55.	10. 2.55.
WAIMANA (Catholic Missions Kokopo.)	10. 2.55.	17. 2.55.
HOLLEYDENE (Teetoh Wing Hay.)	17. 2.55.	21. 2.55.
LOS NEGROS.	4. 3.55.	11. 3.55.

A/CAPTAIN, R.A.N.
NAVAL OFFICER-IN-CHARGE,
NORTH EASTERN AREA.

AUSTRALIAN WAR MEMORIAL RCDIG1073958

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NFA125-1-12

Office of the
Naval Officer in Charge,
North Eastern Area,
R.A.N. Post Office No.3,
C/- G.P.O.

17 AUG 1955

The Acting Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

PERIODICAL REPORT - NORTH EASTERN AREA - QUARTER ENDED 30TH JUNE, 1955.

ORGANISATION OF THE NORTH EASTERN AREA.

There were no changes in the Organisation of the North Eastern Area during the period under report.

H.M.A. SHIPS IN THE AREA AND ON PASSAGE (NEW GUINEA WATERS ONLY).

H.M.A.S. SPRIGHTLY arrived Lombrum on 26th June, 1955, to tow Floating Dock A.D.301 to Brisbane for refit, and for the remainder of the period under report remained alongside undergoing electrical repairs.

En passage to Manus, H.M.A.S. SPRIGHTLY had experienced a serious flashover on the commutator of Starboard main driving Generator. An investigation was made and it was found that the mica insulation between segments had been destroyed to a depth of a quarter of an inch. The task of effecting repairs locally was taken in hand and is progressing.

LOCAL CRAFT.

M.R.L.251, M.S.L.706 and M.W.L.255 were employed on routine runs to Madang for potatoes and vegetables as well as local commitments connected with Harbour Installations and Boom Defence. Coastwatching Cruises were carried out by M.W.L.255 with Staff Officer (Coastwatching) Australia Station embarked in command during April, May and June. Reports covering these cruises giving details etc. of places visited have been forwarded under separate correspondence.

A.D.301 was made ready to be towed to Brisbane for refit and subsequent return to Manus. One of our two pattern VI targets was loaded into the dock and will eventually be sent to Darwin.

JAPANESE FISHING ACTIVITIES.

There has been very few reports of illegal Japanese activity in the area during the period under report. One notable incident, however, was the arrest by Administration Officials of Okinawa Seaman "Higa Yoki" at the Hermit Islands. He was charged with fishing for shell without a licence and fined £20 or two months imprisonment.

CONSTRUCTION.

= (a) Personnel.

The strength available for employment as works unit.

AUSTRALIAN WAR MEMORIAL RCDIG1073958

has been reduced temporarily to a meagre 54 by outward drafts, but with the completion of the recent plant operator training course in Townsville and the arrival of reliefs for those personnel who have already gone, the situation will improve even though the goal of a full strength Works Unit looks a far distant possibility, if ever it is achieved.

(a) Power House.

Steelwork for the floating block for the larger Mirless machine is still outstanding but it is hoped to substitute suitable material from local supplies to enable further delays in the erection to be avoided.

(c) Power Reticulation.

Work is still progressing on preparation for the changeover of the reticulation to 11 K.V. and, after receipt of the 11 K.V. Lightning Arrestors, it is anticipated that the changeover will take place in September.

(d) Hospital.

The long awaited Terrazo floor tiles for the theatre block are now on the way and work on this project will recommence shortly.

(e) Water Point and Rising Main.

The two new pumps have been installed, although final running tests and mechanical connection work have to be completed on the Diesel Standby Unit. All associated pipe work has been completed.

Work on the new Rising Main has been halted temporarily as it is suspected that the Italian 9" asbestos cement pipe supplied will prove to be unsuitable for the job. One section has been laid and several pipes have failed completely before normal working pressure has been applied. A testing programme is being undertaken now and the results will be available shortly.

(f) Central Receiving Station.

The building and associated masts have been completed and the final installation work is being handled by the Electrical Department. In this regard the 20 pair Keying Cable to the Transmitting Station is being progressed and should be completed before the end of August.

The laying of the Underground Coaxial Aerial Feeder cables has been completed and locally fabricated junction boxes have been used pending receipt of drawings and specification of the Uniradio 9 to 10 junction boxes from Garden Island.

The remaining Electrical work on the C.R.S. should be completed concurrently with the Keying Cables to the Transmitting Station and the Station should be ready for operation late in August.

(g) Transmitting Station.

The aerial masts and building have been completed and the eight transmitters fitted are operating satisfactorily.

AUSTRALIAN WAR MEMORIAL RCDIG1073958

The remaining three transmitters will be transferred to the Transmitting Station when the new C.R.S. is put into operation.

(h) New Ships Company Quarters.

The new ablution block is progressing satisfactorily and should be completed in November. The concrete walls have been completed and the roof trusses are being erected prior to commencement of internal joinery work, and outfall sewer line has been completed. The foundations have been poured for the first 72 man sleeping block, the erection of which will start shortly.

(i) Stone Quarry.

As reported previously the operation of the old R.A.A.F. Quarry has now become an R.A.N. Works Unit responsibility and already 100 yards of stone have been blasted and are ready for crushing when a reconditioned prime mover is installed.

MAINTENANCE.

(a) Harbour Installations.

Numbers 1 and 9 buoys had become extinguished on two occasions but mechanical and electrical repairs have been carried out and all buoys are now working.

The main wharf and boat jetty have been creosoted but deterioration of the boat jetty (Lik Lik Jetty) has reached dangerous proportions.

(b) Boom Defence.

Maintenance and reconditioning of Navigational aids, and preparation and replacement has progressed satisfactorily. The compressor Unit with sand blasting attachments has been used for approximately 100 hours during the period under review.

(c) Salvage - Scrap.

Although some headway has been make with the clearance of the lower area, real results will not be visible until such time as the huge pile of scrap on the "Apron" is cleared by Newman Brothers who hope to have shipping space available in August to shift the bulk of this rubbish.

(d) Buildings.

Maintenance of buildings as they become older is more than a major problem and the war against white ants and dry rot is continuous. In this regard the shortage of paint, which reached a critical stage during the period, helped very little to improve matters - this has been fully investigated and is being dealt with on other papers.

With regard to the treatment of timber used in constructional work by soaking it in a wood preserving liquid known as Pentachorphenol, it was found that this process discouraged white ants from devouring the timber but the only method of destroying the ants known in the past was to manually destroy the tunnels made by the ants and of course the ants. It has since been learned from the Army authorities at Nutt Point (Pacific Islands Regiment) that a more positive and efficient method of destruction is to break the tunnel made by the ants for a space of approximately one inch and insert arsenic in the lower part of the tunnel. The ants rebuild from the point of fracture, eat the arsenic and die. The dead are in turn eaten by others

AUSTRALIAN WAR MEMORIAL RCDIG1073958

and so this goes on until the nest is destroyed. By using this method it is hoped to turn the tide of battle in our favour and carry the conflict into the camp of the "enemy", who in the past have had more than their share of honours.

MALARIA.

There have been 4 cases of Malaria during the period 1st April to the 30th June, 1955.

SPORTS.

(a) Sports Field.

Situated in a low lying area, with no means of proper drainage, the "Sports Field" has in the past become a quagmire during the rainy season and for days at a time is unsuitable for play. In May of this year, at the conclusion of the football season the field was top dressed by volunteers in the dog watches and silent hours. It is hoped to cut some form of trenches before the start of the next field season to endeavour to drain away water which comes down from the nearby hills. All field games are played on the "oval" (Australian Rules, Soccer, Hockey, Baseball, Soft Ball) and in view of the keen interest taken by H.M.A.S. TARANGAU personnel in all sports, added to the fact that very few other amenities are available, it is regrettable that better facilities have not been provided in the past.

(b) Tennis Courts.

Two tennis courts have been in use for some time. One, floodlit, is in good conditionwhilst the second, although suitable for play, requires repairs to the surface. It is hoped to restore two other disused courts within the Depot.

(i) Adjacent to Petrol Store - this has been cleared but requires surface repairs and the provision of fencing and floodlights.

(ii) Near sports field - needs clearing, re surfacing and fencing.

The popularity of this sport fully warrants the four, if not more courts.

RAINFALL AND CLIMATOLOGY.

The South East Season was late in establishing itself but the day to day pattern conforms to those of previous years with the exception of rainfall.

Rainfall for the period 1st April to 30th June, 1955, was 2290 points whereas in previous years over the same period it was as follows:-

1954 - 3340 points.
1953 - 3747 " "
1952 - 3775 " "

The effect of this drop in rainfall on the water supply can not, however, be gauged successfully as the rainfall recorded in the Depot bears little relation to the fall over the catchment area even though these areas are not far distant from each other.

AUSTRALIAN WAR MEMORIAL RCDIG1073958

HEALTH AND MORALE.

An epedemic of Poliomyelitis amongst the local natives and the successful precautions taken to prevent spread of infection amongst Europeans was the only highlight during the period under review.

A small step has been taken to provide a hygenically correct sewerage system in the residential area.

The morale of the Ship's Company remains very high and the refit of M.V. DAROA being undertaken by ratings in non working hours in a private capacity, for which they receive substantial renumeration, has done much to maintain the high standard of morale obtaining.

MAILS.

The receipt of mails has been continuously very good and no delays have been experienced.

VISITORS.

During the period under report, notable visitors to the Area were:-

10th May - 12th May. Chief of Air Staff, Air Marshall Sir John McCaully, K.B.E. R.A.A.F. Air Officer Commanding North Eastern Area, Air Commodore P.G. Heffernan,O.B.E. A.F.C., R.A.A.F.

12th May - 14th May. Bishop of New Guinea, Phillip Strong, M.A., D.D.

The mid year ball was held on 24th June, and the attendance was the greatest ever - all R.A.A.F. and P.I.R. Officers and wives and 17 Lorengau residents being present.

SHIPPING.

During the quarter approximately 20,000 tons of gross shipping entered Seadler Harbour and berthed at the main wharf. Following are particulars of cargo landed.

DATE.	SHIP.	CARGO	CONSIGNEE.
19.5.55.	Malekula	328 tons	Tarangau and others
21.5.55.	Bulolo	210 tons.	Tarangau and others
31.5.55	Busama	38060 gallons petrol.	Tarangau and R.A.A.F.
1.6.55.	Bishopdale	10852 tons Furnace Fuel oil.	Tarangau.
22.6.55.	Meklong.	5157 super feet timber.	
25.6.55.	Busama	Petrol for R.A.A.F. and embarked empty petrol drums.	

With the help of the R.A.A.F. Diamond T low loader no dificulty was experienced with heavy lifts and the co-operation received from all ships was excellent.

AUSTRALIAN WAR MEMORIAL RCDIG1073958

Disputes on the outturn of cargo from Burns Philp Line have been overcome by the provision of a ships agent by the firm to act as delivery clerk and to reconcile the manifest after the ships departure. This system is now working well.

Although not directly connected with shipping at Manus it may be worth recording here that a new slipway capable of lifting 450 tons is now in use at Madang, thus providing North Eastern New Guinea and New Britain with serviceing facilities for nearly all craft operating in the area.

ENGINE ROOM DEPARTMENT.

Due to the failure of bottom end bearings in the Starboard engine of S.P.C.1327, it was decided to replace this engine with the spare held. When checked the spare engine was found to be of the modified type and would not fit in height nor would the bed plate securing bolts match those of the unmodified engine. This spare engine can only be used in S.P.C.1324 which is fitted with two similar engines.

A second Snow Ice machine, ex jungle, has been fitted in the "Shore reefers" and has helped considerably to reduce the shortage of ice for domestic use. Sufficient parts have been salvaged for the erection of a second "Flak Ice" machine which it is hoped to install shortly.

The fuelling wharf at Sabukalio can no longer be used due to collapse of some sections and probable failure of others should an attempt be made to use the wharf. All fuelling fittings have been removed and R.F.A. Bishopdale discharged oil using buoyant hose over the stern to the shore connection. During fuelling an underground section of the pipe line failed adjacent to tank No.36. This was renewed by a new section of line.

A/CAPTAIN, R.A.N.
NAVAL OFFICER IN CHARGE
NORTH EASTERN AREA.

AUSTRALIAN WAR MEMORIAL RCDIG1073958

CONFIDENTIAL

NEA 125-1-15

Office of the
Naval Officer in charge,
North Eastern Area,
R.A.N. Post Office No. 3
C/-. G.P.O.

2 JAN 1956

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

PERIODICAL REPORT - NORTH EASTERN AREA - QUARTER ENDED 31ST. DECEMBER, 1955.

Submitted for the information of the Naval Board the following report on activities in the North Eastern Area for the quarter ending 31st. December, 1955.

2. GENERAL.

This quarter is notable in that the seasonal change to the North West Monsoon took place in late November. Although this is reputably the wet season little rain has fallen as yet and in fact, due to the poor condition of the water reticulation system, combined with this lack of rain, the level in the dam has fallen to a low level and water restrictions are gradually being imposed.

3. OPERATIONAL

(a) Coastwatching cruise by M.W.L. 255.

M.W.L. 255 with Lieutenant Commander R. McKauge, D.S.C., R.A.N.V.R. in command visited and serviced the equipment of coastwatching stations in the New Ireland New Britain area during the Month of October. During this three weeks cruise a total of 15. stations were visited in various out of the way places and it was unfortunate that the craft grounded on a reef off LOLABAU Island whilst on the last leg of the cruise. She was extricated without damage and the incident was reported in my letter N.E.A. 45/8/2 dated 25th November, 1955.

(b) H.M.A.S. Cootamundra.

Arriving at Manus on the 1st. December this vessel has already carried out one coastwatching cruise of the Western Islands and Northern New Guinea, and is due to sail for another similar but more extensive cruise in the New Ireland/ New Britain and Solomons area, early in January. She will turn soth on completion.

It is unfortunate that she has been suffering from a defective refrigeration system but temporary repairs have been effected, it is unlikely that her activities will be curtailed.

(c) Small craft.

A routine has been introduced whereby the seagoing small craft are exercised at competitive general drills and manoeuvres in company.

CONFIDENTIAL Cont'd.....

AUSTRALIAN WAR MEMORIAL RCDIG1073958

AUSTRALIAN WAR MEMORIAL RCDIG1073958

CONFIDENTIAL

Good results have been achieved and much enthusiasm has been engendered amongst the P.N.G. crew (Photographs attached).

(d) Pacific Island Regiment.patrols.

Army patrols through Manus Island are carried out regularly by the Pacific Island Regiment based at Nutt Point. Recently small groups of naval personnel have been attached to these patrols and much valuable experience has been obtained. Usually the transport to and from the patrol area is by sea and provided by small craft from TARANGAU.

Attached as Appendix 'A' is a report of one such patrol.

4. NEW WORKS.

These are proceeding slowly due to:-

(a) The under manning of the works unit, which it is realised cannot be avoided.

(b) The non delivery of essential building material.

In view of the fact that the strength of the works unit is likely to decrease in the future, this non delivery of materials results in a criminal waste of manpower and the implications are constantly being raised on other papers.

The decision to permit the construction of ten extra married quarters was greeted with great enthusiasm by those on the housing roster. With some minor assistance these are being built entirely by voluntary labour out of working hours and it was anticipated that they would be completed at the rate of one per month.

This view is treated with reserve, as, once the initial enthusiasm has worn off the rate may decrease. Another factor that had not been taken into consideration was the need to provide native boy houses to accord with local ordinance and the present plan is to construct a boy house with latrine and washing facilities, for every five new residences.

Work on sporting facilities has gone ahead when labour has permitted and the new cricket ground has been cleared and levelled. It will shortly be sown with a grass known as "Mackie's Curse" which has been recommended by the local agricultural Officer.

The second tennis court has been lit and is now in constant use at night.

5. MAINTENANCE.

The burden of maintenance in this area is as large as ever, the main problem being that of the ravages of the white ant. This pest thrives in the area and the type of construction makes the complete eradication of the pest an impossibility. A prime example of this poor construction is the wardroom, where it is impossible to climb underneath to attack the pest at its source - a continual repair problem is the result.

The maintenance of small craft has reached such a stage that it has been necessary to concentrate on those craft which are capable of being maintained at a reasonable standard.

This must reflect adversely on the remainder and this has been reported on other papers.

CONFIDENTIAL

Cont'd .....

AUSTRALIAN WAR MEMORIAL RCDIG1073958

CONFIDENTIAL

6. SPORTING ACTIVITIES.

An active programme of inter part sport has been maintained in the depot. The variety is large, the standard quite high and the proportion of the ship's company who participate is most satisfactory.

Late in November a team of boxers travelled to LAE in the M.S.L. to compete in the annual boxing championships. They acquitted themselves well, both in, and out of, the ring and an extract from the South Pacific Post is attached.

7. VISITORS.

A Board of Inquiry consisting of:-

Captain W.H. Harrington, D.S.O., R.A.N.

Commander (E) J.F. Bell, R.A.N.

Lieut. Commander (S) L.J. Caldwell, R.A.N.

The Assistant Director of Naval Works - M. F. Brown.

Naval Motor Transport Officer - Mr. Kingsell.

8. MISCELLANEOUS.

(a) M.V. DAROA.

No work has been carried out recently on this vessel while the outcome of the Board of Inquiry was awaited. It is now understood that approval has been given for work to recommence and the necessary arrangements are being put in hand.

(b) M.V. BULOLO unloading.

An item of interest, the outcome of which is not yet known, was when the master of the "Bulolo" requested whether "Tarangau" would be prepared to work cargo over the New Year weekend. On receipt of a negative answer he signalled his intention of berthing alongside at 1100 Saturday 31st. December. As it would be most awkward to have this vessel, with passengers, alongside over New Year's Eve he has been ordered to anchor in the Bay and come alongside for unloading on Monday 2nd January.

(SGD.) M.J. CLARK

A/CAPTAIN, R.A.N.
NAVAL OFFICER IN CHARGE,
NORTH EASTERN AREA.

Incl.

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073958

REPORT ON P.I.R. PATROL.

Five Naval personnel accompanied "C" Coy. of the P.I.R. on a ten day patrol to the S.W. of Manus Island.

The Patrol consisted of eight Europeans, 40 native troops, two native police, and 20 carriers, making a line of seventy.

RATIONS.

The object of the patrol was the testing of new rations, upon which the European members existed for the entire trip. These rations consisted of ten 24 hour packs. Five days ration was carried by each European, the other five days being carried by native carriers. These were collected by the Europeans on the sixth day. The ration pack was not supplemented in any way from other sources. These packs were very suitable for jungle conditions. They had plenty of variety and the sugar content was sufficient. Only under the more extreme conditions of marching was it found necessary to tkae the salt tablets which were supplied.

Under trial conditions it was necessary for the Europeans to carry equipment of average weight 40 lbs. Very often the period of walking for 50 minutes and resting for 10 minutes could not be carried out, owing to ground formation and water situation. On one occassion a forced march was made to Kali to Kebula, because local information was incorrect and there was no water on route.

DEPARTURE.

The patrol was carried out between 25th October and 4th November, 1955, commencing from the village of Sori. The routes out and back to Sori were made by Naval craft.

RECONNAISSANCE.

It was necessary to recco all main tracks which were shown on existing maps. In actual fact these tracks were inaccurate and in some cases did not exist. The information regarding tracks and actual inland topography was learned, and such information was handed on to the Administrative Authorities.

There are few inland villages over this area. Old villages have moved to the coastal regions and to small islands off the mainland. There are plenty of small streams in some sections, which would give ample water supply to any new villages, and enough land to provide adequate farming facilities. Such sections could be opened up again and natives encouraged to return inland.

CANOES.

Some streams were covered by canoe travel. This was an unsatisfactory way to travel as the streams were to narrow in parts, and canoes were often jammed against the banks. Great inconvenience and loss of time resulted. Many of the canoes were only able to carry two men, which again meant some delay, as in some cases canoes were not plentiful.

On various occassions camp was made in a native village. The Europeans staying in the House Kiup. The villagers were very friendly and the children greatly interested in our activities. Though the water supply in these villages seemed adequate, the streams in the jungle were more preferable for drinking water. At the Island Nihon individual familes carried drinking water from the mainland by canoe, which they obtained from natural springs.

CEREMONY.

The Flag was shown in all villages visited by the main patrol and the Retreat ceremony carried out. This is a very impressive ceremony and its simplicity appealed to all villagers who took an unusual interest on each occasion of its happening.

Cont'd.....

AUSTRALIAN WAR MEMORIAL RCDIG1073958

PATROL TECHNIQUE.

Patrol technique was carried out during the trip. This was something of great interest and value for the Naval participants. The company travelled in three sections, with headquarters leading. The company commander led the patrol guided by the TUL-TUL from the island Nihon and an old knowledgeable native from Sori.
Often tracks had to be cut through areas of bracken and bamboo, which slowed down the progress.
Camp would be set up in a clockwise formation. Section 1 occupying the area from 12 to 4, Section 2 from 4 to 8, Section 3 from 8 to 12 with headquarters in the centre, this spot usually being marked by a particularly high tree.
Tracks would be cleared from headquarters to the circumference between sections and guide ropes, made of vines would act as barriers. The stream would be dammed for drinking water, galley water, European washing, Native washing in that order from the source of supply.
The whole camp would be set up within twenty minutes, and was an excellent example of resourcefulness and bush craft.
On completion of the camp site, the native troops would seek to supplement their ration of rice and meat, by trapping fish, pigeon, and parrots. Though there were signs of wild pig, they had no success in shooting these, however they managed to catch Karpul. (Native Possum).
Wild life is not excessive on Manus, though an expedition such as this is able to supplement native ration. A shot gun is a necessity.

TASK COMPLETED.
The patrol was successfully carried out.
European and Native troops conducted themselves very well.
The physical exertion ably tested the efficiency of the ration pack, in supplying the necessary calories.
The Naval personnel gained valuable experience in co-operating with army servicemen, under army conditions.
They gained knowledge of map reading, jungle warfare and patrol technique.
They realised the importance of visual observation, of seeking native co-operation, and of utilising existing materials and supplies where the normal is not obtainable.

NAVAL COMPLEMENT.

Chaplain, The Rev. W. Long
Chief Electrician T. Newton
Petty Officer(N.A.) J. Ferguson
Petty Officer (P.T.I.) W. Murphy
Steward R. Garrick

H.M.A.S. Tarangau.

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