

GO/AM/9.

TOP SECRET

26 AUG 11F BDE

NOTES ON CONFERENCE HELD AT 1430 hrs 31 MAR 45

<u>Present</u>	Bde Comd	Maj VARRICHIONE	} 727 Amph Trac Bn
	BM	Lt GARFINKLE	
	SC	MLO	
	G 1	Capt PEARCE	31 Div
	G 111 (I)	Offrs of E.S.B.	
	CO 2 Aust Beach Gp		
	DAGMG 2 Aust Beach Gp		
	Capt DUGAN	} USN	
	Comd LAMMAN		
	CRE 9 Aust Div		

Object To discuss the condition of the beach at LINGKAS unloading problems, and the crossing of the beach with LVT.

Pts Discussed

1. Lt Van LINGEN'S REPORTS

- (a) G111 (I) and Bde IO interrogated Lt Van LINGEN, who had spent three months on TARAKAN and assisted in the preparation of the defs incl the beach obstacles.
- (b) An Int Report on the interrogation is submitted separately.
- (c) CRE considered the estimate of distances NOT reliable, also his statement as to the depth of sinking into the mud might be much less than 14".
- (d) Substantially the report proves that the mud is soft.
- (e) If the mud is as bad as stated it will not be possible to lay a mat.

2. Lt Col Shaffer ESB experiences with mud conditions -

- (a) A tractor will go where an Alligator cannot.
- (b) If LST cannot get in close enough causeways are essential.
- (c) Advisable to take causeways - perhaps only way of getting vehs ashore.

3. Only unloading possible will be by beaching of LST equipped with causeways.

4. However other LSTs should be beached close to causeway so that they can be unloaded -

- (i) At HW by shifting causeway from one to the other.
- (ii) At LW vehs may be able to cross the mud gap.

5. LCM(6) carrying tractors should be beached early in the hope of getting one or two ashore to assist in hauling other vehs in.

6. Most essential vehs and eqpt could be carried in 7 LSTs equipped with causeways.

7. Thus another three causeways should be requested.

8. LCM(6) can be unloaded on to causeway

- (a) By running LCM(6) alongside causeway.
- (b) A crane could be used to lift from LCM on to vehs backed out along causeway.

cont/



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9. LSH can be unloaded on to causeway.
10. Beach in the vicinity of the Oil pier appears to be the firmest.
11. D8 tractors may go through under own power, if not they could be winched ashore.
12. At the worst if P day is 1 May it may be possible to unload 4 LSTs only each HW thus taking 6 HTs or until P plus 3.
13. If P day 29 Apr only 2 causeways could be established thus doubling the time of unloading taking until P plus 6 to unload all LSTs and LSMs.
However it might be possible to establish 4 causeways by the second HT thus taking 7 HTs to complete.
14. If P day 1 May using 7 causeways unloading of all LSTs and LSMs could be completed in 3 tides and if P day 29 Apr would take 4 tides.
15. The mud beach at MONOTAI had more sand than that at TARAKAN - by walking on it a person would sink to 6" or 8" instead of 12" or 14".
16. Capt Pearce from 31 Div stated that LVT got across a beach consisting of a mixture of coral sand and mud.
17. However on patrols LVT stuck on a beach consisting of mud only - no traction.
18. If any traction is given by sand then LVT could get through.
19. If LVT has flotation it will move but once it touches down at 4' - 4'6" it will bog in mud only.

H J KATEKAR
(H J KATEKAR) Maj
BN 26 Aust Inf Bde

Distribution:

9 Aust Div(3)
26 Aust Inf Bde (2) ✓