

AWM52

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

1/5/20 DIVISIONS

9 Australian Division General
Staff Branch (9 Aust Div GS
Branch)

June 1945, Attack order no.
606-45, part 1



1/5/20-0779

M118

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**COMMANDER TASK GROUP
78.1**

OBOE - SIX

**COMMANDER AMPHIBIOUS GROUP SIX
ATTACK ORDER NO. A 606-45**

CAUTION

Every precaution must be taken to prevent
this plan from falling into enemy hands.
If capture or loss of ship is imminent this
plan will be destroyed in its entirety.

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COMMANDER AMPHIBIOUS GROUP SIX ATTACK ORDER NO. A 606-45

ANNEXES:

- A. CONCEPT OF OPERATION
- B. NAVAL GUNFIRE SUPPORT PLAN
- C. MINESWEEPING AND HYDROGRAPHIC PLAN
- D. AIR PLAN
- E. COMMUNICATION PLAN (ISSUED SEPARATELY)
- F. LOGISTICS PLAN
- G. MEDICAL PLAN
- H. INTELLIGENCE ANNEX
- I. SCREENING PLAN
- J. NAVIGATIONAL ANNEX (ISSUED AS ANNEXES
"F" AND "G" TO A 605-45)
- K. MTB SUPPORT OPERATIONS
- L. SOPA INSTRUCTIONS (CONFIDENTIAL)

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Attack Order
ComPhibGrpSIX No. A606-45

TASK ORGANIZATION

SEVENTH Fleet
SEVENTH Amphibious Force
(Task Force 78)
Amphibious Group SIX
(Task Group 78.1)

U.S.S. ROCKY MOUNT, Flagship

21 May 1945

- (a) 78.1 BRUNEI Attack Group, Rear Admiral ROYAL
ROCKY MOUNT (Flagship), Captain HARDESTY 1 AGC
- (b) 74.3 Cruiser Covering Group, Rear Admiral BERKEY
- 74.3.1 Fire Support Unit ONE
- BOISE, HOBART, PHOENIX (BROWN Beach) 3 CL
KILLEN, A. W. GRANT 2 DD
- 74.3.2 Fire Support Unit TWO
- NASHVILLE (GREEN Beach) 1 CL
ARUNTA, CONNER 2 DD
- 74.3.3 Fire Support Unit THREE
- CHARRETTE, BELL, BURNS (WHITE Beach) 3 DD
- (c) 70.1 Motor Torpedo Boat Group, Captain BOWLING
- Forces Assigned
- 70.1.7 Motor Torpedo Boat Unit
- WILLOUGHBY 1 ACP
MTB Ron 13 12 MTB
- (d) 78.1.1 Transport and Landing Craft Unit, Captain HUDSON
- 78.1.11 Transport Unit, Captain COUSIN
- MANOORA (F), WESTRALIA, KANIMBLA 3 LSI
TITANIA 1 AKA
CARTER HALL 1 LSD
- Transport Division 103, Commander PARSONS
- LLOYD, KEPHART, DIACHENKO, NEWMAN, LIDDLE 5 APD

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78.1.12 LST Unit, Captain HUDSON

LST Flotilla 24, Captain HUDSON
LST 640 (FF); 560, 591, 595, 619 (H); 638, 696, 806, 912 (H), 936, 937, 941, 942 13 LST

LST Flotilla 15, Captain MANEES
LST 574 (FF); 573, 709, 751, 922, 626, 1025 (H), 1027 8 LST

From LST Flotilla 22
LST 584, 585, 590, 637, 1035 5 LST

LST Flotilla 8, Captain WATTS
LST 614 (FF), 562, 742, 667 (H), 697, 613 (H), 743, 993 8 LST

78.1.13 LCI Unit, Captain MARTIN

LCI 546 (FF) 1 LCI

LCI 744 (GF); 745; 746; 749, 544; 577, 661, 662, 753; 955; 958; 960 (GF); 1019, 1060, 636 (GF), 701, 702, 703, 713, 1074, 1075 21 LCI

78.1.14 LSM Unit, Commander VERGE

LSM Flotilla 7, Commander VERGE
LSM 54 (FF); 50, 51, 52, 53, 63; 64, 65, 67, 68, 128, 131, 133, 138, 139, 168 (GF), 203, 219, 225, 237 20 LSM

78.1.15 LCT Unit, Lieutenant DeMOSS

LCT 1310, 1312, 1314, 1317 (GF), 1319, 1331 6 LCT

78.1.16 BROWN Assault Unit, Captain HUDSON

LST 640 (FF)(P), 560 (P), 591 (P), 595 (P), 619 (H)(P), 696 (#)(P), 709 (#)(P), 638 (B), 941 (B), 806, 912 (H), 936, 937, 585, 942, 637, 1025 (H) 17 LST

(B)-Pontoon Barges (#)-6 Davit
(P)-Pontoon Causeways (H)-Hospital Ship

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78.1.16 (continued)

MANOORA, WESTRALIA	2 LSI
CARTER HALL	1 LSD
TITANIA	1 AKA
LSM 128, 50, 51, 52, 53, 63, 64, 65	8 LSM
LCI 744 (GF), 745, 746, 749, 955	5 LCI

78.1.17 GREEN Assault Unit, Captain MANEES

SPENCER (F)	1 CGC
KANIMBLA	1 LSI
% LST 574 (FF)(#)	1 LST
* LSM 237	1 LSM

(*)-LSM 237 lands at GREEN or RED Beach as directed by CTU 78.1.17

78.1.18 WHITE Assault Unit, Captain MANEES

SPENCER (F)	1 CGC
% LST 574 (#)	1 LST
LST 751 (GF), 667 (#)(H), 584, 922 (B)	4 LST
LLOYD (F), NEWMAN, LIDDLE, KEPHART, DIACHENKO	5 APD
LCI 636 (GF), 701, 702, 703	4 LCI
LSM 168 (GF), 203, 219, 225, 138, 67, 68	7 LSM

78.1.19 Reinforcement Unit, Captain WATTS

LST 626, 613, 697 (#), 742, 743, 993, 590, 1027, 1035, 614 (FF)	10 LST
LCI 960 (GF), 1019, 1060, 753, 544, 577, 661, 662	8 LCI

(B)-Pontoon Barges
(H)-Hospital Ship

(#)-6 Davit
(%) -Takes station as directed by CTU 78.1.17.

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78.1.20 Reserve Unit, Commander VERGE

LST 573 (#), 562 (#)	2 LST
LSM 131, 133, 139, 54 (FF)	4 LSM
LCI 713, 958, 1074, 1075	4 LCI

(e) 78.1.2 Screen, Captain SMITH

WALLER (FD), SAUFLEY, PHILIP (FD), ROBINSON (SF), BANCROFT (DF)(FD), BAILEY (DF)(FD), EDWARDS, CALDWELL, FRAZIER (SF), McCALLA	10 DD
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DOUGLAS A. MUNRO (DF), CHARLES E. BRANNON, ALBERT T. HARRIS, DUFILHO, JOBB, DAY	6 DE
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HEAS HAWKESBURY, HEAS BARCOO	2 PF
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78.1.21 Destroyer Unit, Captain SMITH

WALLER (FD), SAUFLEY, PHILIP (FD), ROBINSON (SF), BANCROFT (DF)(FD), EDWARDS, McCALLA, CALDWELL, BAILEY (DF)(FD), FRAZIER (SF)	10 DD
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78.1.22 Destroyer Escort Unit,

DOUGLAS A. MUNRO (DF), CHARLES E. BRANNON, ALBERT T. HARRIS, DUFILHO, JOBB, DAY	6 DE
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78.1.23 Frigate Unit, Lt. Comdr. WESTON, RANR

HEAS HAWKESBURY, HEAS BARCOO	2 PF
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(f) 78.1.3 Support Unit, Captain ARISON

LCI(L) 778 (F)	1 LCI(L)
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78.1.31 LCS Unit, Captain ARISON

LCS(L), 42, 45, 46, 47, 58, 59, 60	7 LCS(L)
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(#)-6 Davit

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78.1.32 LCI(G) Unit, Lt. Comdr. HOLMES
LCI(G) 69 (GF), 23, 64, 65, 68, 70 6 LCI(G)

78.1.33 LCI(R) Unit, Lt. Comdr. SARGENT
LCI(R) 71 (GF), 31, 34, 72, 74, 338 6 LCI(R)

78.1.34 LCI(M) Unit, Lieut.(jg) PETERSON
LCI(M) 359, 362 (F), 431 3 LCI(M)

78.1.35 Demolition Unit, Lieutenant BURNS
KLINE (APD 120) - UDT#11 1 APD
LCI(D) 29 (F), 228 2 LCI(D)
NCDU 20, NCDU 2 (F), NCDU 24, NCDU 3 (Lt. KATNE) 4 NCDU

78.1.36 BROWN Support Unit, Lt. Comdr. HOLMES
LCS(L) 58, 59, 60 3 LCS(L)
LCI(S) 1000, 1071 2 LCI(S)
LCI(R) 31, 34 2 LCI(R)
LCI(G) 69 (F), 70 2 LCI(G)
LCI(M) 359, 362 2 LCI(M)
LCI(D) 29 1 LCI(D)
NCDU 20, NCDU 24 2 NCDU

78.1.37 GREEN Support Unit, Captain ARISON
LCI(L) 778 (F) 1 LCI(L)
LCS(L) 42, 47 2 LCS(L)
LCI(G) 65, 68 2 LCI(G)
LCI(R) 74, 338 2 LCI(R)
LCI(S) 961 1 LCI(S)

78.1.38 WHITE Support Unit, Lt. Comdr. SARGENT
LCS(L) 45, 46 2 LCS(L)
LCI(S) 985 1 LCI(S)
LCI(G) 23, 64 2 LCI(G)
LCI(R) 71 (GF), 72 2 LCI(R)
LCI(M) 431 1 LCI(M)
LCI(D) 228 1 LCI(D)
NCDU 2, NCDU 3 2 NCDU

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(g) 78.1.4 Landing Craft Control Unit, Lieutenant GOODRICH

PC 1120, 1122
SC 698, 732, 741, 750

2 PC
4 SC

78.1.41 Control Unit BROWN, Lieutenant DEVANEY

PC 1120
SC 698, 732

1 PC
2 SC

78.1.42 Control Unit GREEN* Captain ARISON

SC 750, 741

2 SC

78.1.43 Control Unit WHITE* Captain MARTIN

PC 1122
* LCI(L) 546

1 PC
1 LCI(L)

{*}-For assault only.

(h) 78.1.5 Minesweeping Unit, Lt. Comdr. FONICK

MinDiv 34
SENTRY (F), SALUTE, SCOUT, SCRIMPAGE, SCUFFLE

5 AMS

YMS Unit
COFER (F)
LSM 1 (tender)
YMS 4, 6, 39, 51, 68, 73, 313, 314, 259, 340,
363, 365
4 LCVPs
2 MLs

1 APD
1 LSM
12 YMS
4 LCVP
2 ML

78.1.50 YMS Unit

1 APD
12 YMSs
4 LCVPs
2 MLs

1 APD
12 YMS
4 LCVP
2 ML

78.1.51 Sweep Unit ONE, Lt. Comdr. FONICK

5 AMSs

5 AMS

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78.1.52 Sweep Unit TWO

4 YMSs as assigned 4 YMS

78.1.53 Sweep Unit THREE

4 YMSs as assigned 4 YMS

78.1.54 Sweep Unit FOUR

4 YMSs as assigned 4 YMS

78.1.55 Sweep Unit FIVE

1 APD 1 APD
4 LCVPs 4 LCVP
2 MLs 2 ML

(i) 78.1.6 Hydrographic Survey Unit, Lt. Comdr. TANCRED, RAN

HMAS LACHLAN 1 AGS
SATTINLEAF 1 AN
YMS 160 1 YMS

(j) 78.1.7 Salvage and Service Unit

78.1.71 Salvage Unit

PINTO (F) 1 ATF
ATR 61 1 ATR

78.1.72 Fire Fighting Unit

LCI(S) 961, 985, 1000, 1071 4 LCI(S)

78.1.73 Service Unit

WINOOSKI 1 AO
ACHILLES 1 ARL
LST 473 1 LST

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78.1.74 Fress Unit

PCE(R) 849
LCI(L) 635
FF 47

1 PCE(R)
1 LCI(L)
1 FF

(k) 78.1.8 Beachmaster Unit, Lt. Comdr. McKAUGE, RANVR

78.1.81 BROWN Beach Party, Lt. Comdr. McKAUGE, RANVR

Beach Party 4, NBC "B", RAN

78.1.82 GREEN Beach Party, Sub. Lieut. ATCHISON, RANVR

Beach Party 5, NBC "B", RAN

78.1.83 WHITE Beach Party, Sub. Lieut. WILLSALLIN, RANVR

Beach Party 6, NBC "B", RAN

78.1.84 YELLOW Beach Party, Lieutenant RICHARDS, RANVR

Beach Party 7, NBC "B", RAN

78.1.85 Beach Party No. 10, Lieutenant MEYERS

(1) 78.1.91
to Resupply and Returning Convoys
78.1.99

1. (a) This Order is derived from CANF SWTA Operation Plan No. 10-45, General Headquarters, Southwest Pacific Area, Operations Instructions No. 102 (OI-102), and Commander SEVENTH Amphibious Force Operations Plan No. 11-45.
- (b) (1) Information of enemy forces is contained in Commander SEVENTH Fleet daily dispatch intelligence summaries and in the Intelligence Annexes to this Order and the above operation plans.
- (2) BRUNEL BAY, being fringed with river mouths and deltas, provides suitable concealment for small submarines and suicide boats. However, distances from concealment to transport and anchorage areas make attack by the latter less easy than at other recent operations. The depth of water throughout the Bay is suitable for operation of small submarines and concealment in rivers emptying into the Bay is practicable.

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1. (b) (3) Known Allied and enemy minefields are so located as to close all approaches to BRUNEI BAY. American mines which are self-sterilizing are now sterile. Extensive minesweeping will be required in order to make the entrances and the Bay properly safe for shipping.
 - (4) There are no known enemy coast defense guns or land torpedo launchers, but they may exist. Gun batteries probably are limited to a maximum size of 3".
 - (5) Enemy air strength in the BORNEO-CELEBES Area has been drastically reduced. However, the enemy appears determined to maintain serviceable those airfields in NETHERLANDS EAST INDIES as far to the eastward as HALMAHERA and, therefore, probably has some well-concealed and well-camouflaged aircraft which can be brought into service to attempt to disrupt this operation. Suicide attacks by single planes or by small groups of planes are a distinct possibility.
 - (c) Allied Naval and military forces are engaged in completing operations in the PHILIPPINES for the purpose of destroying all enemy garrisons therein, and in minesweeping in support of these operations. The Cruiser Covering Force will support the BRUNEI Operation. Motor torpedo boat operations will be initiated the evening of ZEBRA minus ONE Day. Allied air forces will support this operation by conducting preliminary air strikes on the objective area and on airfields from which the enemy might operate and by direct support of the landings and subsequent operations in the BRUNEI Area.
 - (d) The 9th Australian Division (less the 26th Australian Brigade) of the 1st Australian Corps will make simultaneous assault landings at BRUNEI BLUFF, MUARA ISLAND and at VICTORIA Town, and seize and secure BRUNEI Town and the LABUAN airdrome. The 9th Australian Division is commanded by Major General WOOTTEN; the 1st Australian Corps by Lieutenant General MORSHEAD.
2. This Attack Group will transport, protect, land, firmly establish on shore in BRUNEI BAY Area and support the 9th Australian Division in subsequent operations for the securing of BRUNEI BAY for use as an advanced fleet base and to protect resources in the area.
 3. (a) Attack Group Flagship operate as directed by the Attack Group Commander.

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3. (b) Cruiser Covering Group support minesweeping and hydrographic operations commencing ZEBRA minus THREE Day. Commander Cruiser Covering Group is SOPA until arrival of Commander BRUNEL Attack Group. Engage and destroy targets of opportunity and designated pre-ZEBRA Day targets. Support the landings of the assault troops by naval gunfire in accordance with the Naval Gunfire Support Plan, Annex "B". With cruisers and destroyers be prepared to intercept and destroy any hostile surface forces attempting to interfere with the operation or which approach close enough to the objective area to constitute a threat or to warrant exposure of the Attack Group while proceeding against them. The Advanced Commander Support Air will be embarked in NASHVILLE to control support air missions prior to ZEBRA Day. This same Support Air Commander will control support air missions in the GREEN-WHITE Beach Area on ZEBRA Day, and until relieved by the Support Air Controller ashore in that area. NASHVILLE will also control supporting naval gunfire in the GREEN-WHITE Beach Area until relieved at the direction of Commander BRUNEL Attack Group. Commander Cruiser Covering Group make daily dispatch reports to Commander BRUNEL Attack Group prior to ZEBRA Day covering each day's operations. These reports shall include Areas swept and results of minesweeping, and progress made by Hydrographic Unit.
- (c) Motor Torpedo Boat Unit move to the objective in accordance with MTB Support Operations, Annex "K" and ComPhibGrpSIX Movement and Approach Order No. A605-45. On arrival, conduct operations in support of the landings in accordance with Annex "K" and subsequent orders of Commander BRUNEL Attack Group. After completion of the assault phase, and when directed by Commander BRUNEL Attack Group, operate as directed by Commander Motor Torpedo Boat Squadrons, SEVENTH Fleet.
- (d) Transport and Landing Craft Unit, embark at MOROTAI, troops, equipment and supplies of the 9th Australian Division (less 26th Brigade) and other special units designated to participate in the OBOE-SIX Operation, transport them to the objective in accordance with ComPhib GrpSIX Movement and Approach Order No. A605-45, and, commencing at the designated landing hours on ZEBRA Day, land troops, equipment and supplies on BROWN, GREEN and WHITE Beaches.
- (1) BROWN Assault Unit land 24th Brigade and attached units on BROWN Beach. The hour of landing, DOG Hour, is the time of landing of the first assault wave. As directed by Commander BROWN Assault Unit, LSTs 1025, 637, 640, and 585 launch LVTs and with them form the first four assault waves on BROWN Beach. CARTER HALL immediately on arrival in LST Area FIVE, launch sixteen LCMs for the

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3. (d) (1) (Continued)

fifth wave, then pump ballast and proceed to Transport Area ROGER off WHITE Beach and launch remaining two LCMs to land ON CALL on YELLOW Beach. MANOORA and WESTRALIA land assault troops and equipment on BROWN Beach immediately following CARTER HALL's LCMs. Part of the troops in MANOORA and WESTRALIA constitute the Brigade Reserve and land ON CALL by the Brigade Commander. LSMs, LCIs, and LSTs beach when directed by Commander BROWN Assault Unit. LSTs 941 and 638, carrying side-loaded pontoon barges, launch the barges when directed in LST Area FIVE and employ them as directed by Commander BROWN Assault Unit. LSTs carrying side-loaded pontoon causeways shall NOT launch causeways unless directed. Immediately after landing on BROWN Beach, Commander Beach Party No. 10 (CTU 78.1.85) shall make an off-shore inspection to determine the necessity for the use of causeways. If he finds causeways will be needed for beaching LSTs, he shall so inform Commander BROWN Assault Unit at the same time advising the number needed, and, as soon thereafter as possible, he shall advise the locations at which they should be established. Commander BROWN Assault Unit shall then direct a sufficient number of LSTs to launch causeways to provide the number required. LSTs designated for this mission should be selected with due regard for priority of beaching. DO NOT LAUNCH CAUSEWAYS UNLESS THEY ARE NEEDED. Commander BROWN Assault Unit designate an experienced LST officer of the rank of Lieutenant Commander or above as LST Beaching Officer. This Beaching Officer shall be in charge of and responsible for the proper and prompt beaching of LSTs. He shall work in close coordination with the Principal Beachmaster and Commander Beach Party No. 10 to accomplish this mission. All decisions as to the proper method of beaching LSTs and causeways shall be the responsibility of the LST Beaching Officer who will operate directly under the Commander BROWN Assault Unit. His responsibility ends when the LST is beached and ready for unloading, thereafter the LSTs are under the control of the Principal Beachmaster. When CARTER HALL returns from WHITE Beach, she is available to Commander BROWN Assault Unit for installation of propulsion units on pontoon barges. PIRTO is available to assist in handling these barges.

- (2) GREEN Assault Unit land one battalion of the 20th Brigade and attached units on GREEN Beach. The hour of landing, HOW Hour, is the time of landing of the first assault wave. KANIMBLA launch boats, embark troops and send them to the Line of Departure in accordance with the orders of Commander GREEN Assault Unit.

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3. (d) (2) (Continued)

KANIMBLA then shift anchorage to Transport Area ROGER and prepare for general unloading onto YELLOW Beach to commence with return of boats from GREEN Beach and when directed by Commander GREEN Assault Unit. LSM 237 be prepared to beach and unload on GREEN Beach if conditions permit or to move to YELLOW Beach as ordered by Commander GREEN Assault Unit. After LSM 237 is unloaded, it shall report to KANIMBLA to assist in unloading that ship. SPEN shall operate as directed by Commander GREEN Assault Unit and be prepared to land the 20th Brigade Headquarters on GREEN, RED or YELLOW Beach as desired by the Brigade Commander, using LST LCVPs.

- (3) WHITE Assault Unit land selected units of the 20th Brigade on WHITE Beach in assault, and on RED and YELLOW Beaches after they are secured. The hour of landing on WHITE Beach, JIG Hour, is the time of landing of the first wave on WHITE Beach. LSTs 584, 751 and 667 launch LVTs as directed by Commander WHITE Assault Unit and with them constitute the three assault waves on WHITE Beach. When RED Beach has been secured, LSMs 168 and 203 and LCI 701 beach ON CALL on RED Beach. Land troops embarked in AFDs on YELLOW Beach when ordered by Commander WHITE Assault Unit. CARTER HALL, on arrival in Transport Area ROGER, ballast down and launch two remaining LCIs to be landed on YELLOW Beach ON CALL. LSTs and remaining LCIs and LSMs beach on or unload over RED or YELLOW Beach as directed by Commander WHITE Assault Unit. When directed by Commander WHITE Assault Unit, LST 922 launch pontoon barges and if and when directed by Commander WHITE Assault Unit deliver them to CARTER HALL for installation of propulsion units. ATR 61 is available to assist in handling these barges, and for such other assignments as Commander WHITE Assault Unit may direct.

- (4) Reinforcement Unit unload on beaches designated by Commander BRUNEL Attack Group.

- (5) Reserve Unit move to the objective with BROWN Assault Unit. On arrival in Transport Area SUGAR be prepared to land on any designated beach, either in assault over a beach not previously landed on or over any of the organized beaches in the area. After GREEN Beach landing has been completed, GREEN Control Unit will report to Commander Reserve Unit and be available to him for control of his landing if the Reserve is to be landed in assault on a new beach.

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3. (d) (6) Miscellaneous ships accompanying the assault echelon, and not covered in the above subparagraphs of paragraph 3 (d), anchor in berths assigned in Movement and Approach Order No. A605-45 and operate thereafter as directed by Commander BRUNEI Attack Group.
- (e) Screen protect Attack Group en route to and at the objective. Escort units as directed in Movement and Approach Order No. A605-45. Relieve fire support ships on fire support missions as directed by Commander BRUNEI Attack Group.
- (f) Support Unit support minesweeping and hydrographic operations on ZEBRA minus THREE, TWO, and ONE Days by cooperating to sink swept mines and by protecting minesweepers and hydrographic ships from attack by enemy craft and shore batteries. On ZEBRA Day Support Units report to the Assault Unit Commanders at 0700 ITM at their respective colored beaches and take stations and operate in support of the main landings as prescribed in Naval Gunfire Support Plan, Annex "B". Take night patrol stations in accordance with Screening Plan, Annex "I", when ordered. Be prepared to make smoke on order in accordance with Annex "I", for the protection of the ships in the Transport Areas. UDT and NCDUs be prepared to clear obstacles and obstructions in the vicinity of the landing beaches.
- (g) Landing Craft Control Unit establish and control Lines of Departure at respective colored beaches as prescribed by respective Assault Unit Commanders. Assemble assault waves and dispatch them from the Lines of Departure and control the movement of landing craft carrying Brigade and Division Reserves. Control landing craft used in unloading during the unloading phase. Cooperate with Commander Beach Party No. 10 and with LST Beaching Officer in beaching LSTs and pontoon causeways. When Lines of Departure are dissolved on orders of Commanders of respective Assault Units, anti-submarine ships of the Control Units report to Commander Screen for duty in the screen. After the GREEN Beach landing has been completed, and when directed by Commander GREEN Assault Unit, GREEN Control Unit report to Commander Reserve Unit and be available to him for control of his landing if the Reserve is to be landed in assault on a new beach.
- (h) Minesweeping Unit conduct minesweeping operations in accordance with Annex "C". Be prepared to extend sweeping operations into new areas after all presently planned sweeping is completed. When not engaged in minesweeping, be prepared to be assigned to duties in the anti-submarine screen.

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3. (i) Hydrographic Unit move to objective with Minesweeping Unit and, commencing on ZEBRA minus THREE Day or as soon thereafter as practicable, conduct hydrographic survey of BRUNET BAY, verify locations of existing navigational aids and of navigational hazards and plant buoys in selected positions in accordance with Annex "C". Utilize SEVENTH Amphibious Force Amphibious Scout Team to assist in beach surveys, particularly at WHITE Beach. Make full report of results of each day's activities to Commander Cruiser Covering Group (CTG 74.3) who is SOFA prior to ZEBRA Day.
- (j) Salvage and Service Unit move to the objective in accordance with Movement and Approach Order No. A605-45.
- (1) Salvage Unit, on arrival in objective area, on ZEBRA Day, report as follows: PINTO to Commander BROWN Assault Unit and ATR 61 to Commander WHITE Assault Unit. Both tugs be prepared to conduct salvage operations and assist in beaching and retracting landing ships as directed by the respective Assault Unit Commanders.
- (2) Fire Fighting Unit, on arrival in objective area, on ZEBRA minus THREE Day perform firefighting and salvage missions as required. At 0700 ITEM on ZEBRA Day report as follows: LCI(S)s 961 and 985 to Commander WHITE Assault Unit, and LCI(S)s 1000 and 1071 to Commander BROWN Assault Unit. Be prepared to fight fire and to assist in salvage operations, including beaching and retracting landing ships. Be prepared to take night patrol stations and to make smoke if ordered in accordance with Screening Plan, Annex "I".
- (3) Service Unit anchor in assigned berths and be prepared to service units of the Attack Group at the objective.
- (4) Press Unit operate as directed by Commander BRUNET Attack Group.
- (k) Beachmaster Unit land with assault waves on respective colored beaches, establish and mark beach limits, supervise beaching and retracting of landing craft except as modified herein for LSTs. Under the direction of the Beach Group Commander, supervise unloading of cargo and the rapid removal of stores from the beach. Assist the LST Beaching Officer in beaching LSTs and causeways. Commander Beach Party No. 10, immediately after landing on BROWN Beach, inspect BROWN Beach and determine whether the use of pontoon causeways is required. If so, have the causeway beaching positions marked and advise Commander BROWN Assault Unit the number of causeways required and the locations at which they should be beached. Assist the LST Beaching Officer in

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3. (k) (Continued)

beaching and establishing the desired number of causeways at the desired locations, and in subsequent LST beachings. Commander BROWN Assault Unit designate an experienced LST officer of the rank of Lieutenant Commander or above as LST Beaching Officer. This LST Beaching Officer shall be in charge of and responsible for the proper and prompt beaching of LSTs, until recalled by Commander BROWN Assault Unit. Beach Party No. 10 shall operate under the LST Beaching Officer for beaching LSTs and causeways, and thereafter under the Principal Beachmaster. LST beaching aids shall be established by Beach Party No. 10.

- (x) (1) All units move from their respective staging points to the objective in accordance with ComPhibGrpSIX Movement and Approach Order No. A605-45. Task Units should arrive in respective LST and Transport Areas at 0700 ITEM ZEBRA Day.
- (2) This plan is effective for planning on receipt, and will be placed in effect for operation by dispatch.
- (3) The target date for ZEBRA Day, the day of the initial assault, is 10 June 1945. The time of DOG, HOW, and JIG Hours, is 0915 ITEM.
- (4) In the event of damage to a ship of a convoy, survivors will be recovered by ship or ships to be designated at the time. One ship of the screen will be designated to stand by the stricken ship, and, if the situation warrants, a tug will be directed to take the stricken ship in tow.
- (5) During the PHILIPPINE Campaign enemy suicide boats and midget submarines have made successful attacks on our ships. In some cases the success of these attacks was attributed to a careless watch being kept by the ship attacked. Such craft must not be permitted to reach a critical position unobserved if their attack is to be frustrated. Commanding Officers must insure a continuous alert watch is kept to detect the approach of such craft in sufficient time to successfully repel them.
- (6) All units of BRUNEI Attack Group be prepared to continue operations to extend Allied control to include the BORNEO coast as far south as MIRI by securing the SERIA-MIRI-LUTUNG Areas.

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4. (a) Logistic support of all types available at LEYTE. Fuel, provisions, water, ammunition and repair facilities for amphibious craft are available at MOROTAI. Representative of Commander Service Force CTG 72.2) will coordinate logistic support in MOROTAI Area.
- (b) WINOOSKI (AO 38) will arrive TAWITAWI ZEBRA minus NINE Day to fuel LCMs and LCTs proceeding from TARAkan, and will then proceed to ZAMBOANGA to join ZEBRA Day convoy at about 0200 ITEM ZEBRA minus THREE Day. WINOOSKI will be available for black oil, Diesel and lubricating oils and greases at objective commencing ZEBRA Day.
- (c) LST 473 loaded with replacement ammunition and dry provisions will be available for issue commencing ZEBRA Day. LST 473 will also be available for limited issue of fresh water, Diesel and lubricating oils.
- (d) Surgically equipped LSTs 613, 619, 667, 912 and 1025 will arrive at the objective ZEBRA Day and will be available, as soon as unloaded, for casualty evacuation in accordance with the Medical Plan, Annex "G". LST 667 and LST 912 will remain at the objective for casualty evacuation after departure of assault shipping.
5. (a) Communications will be in accordance with Commander Allied Naval Forces, Southwest Pacific Area Communication Plan No. 5-44 as modified by Annex "C" of his Operation Plan No. 10-45.
- (b) Use Zone ITEM (minus 9) for local time in the MOROTAI-PHILIPPINES-BORNEO Area. Use Zone ZEBRA time in the date-time group of all dispatches and indicate Zone description for all times given in the body of the dispatches.
- (c) The Commander BRUNEI Attack Group is in command of the amphibious operation and this command continues until the Landing Force is established ashore. The transfer of command will be accomplished as follows:
- (1) At each beach when the Landing Force has been established ashore, the local Landing Force Commander will assume command, informing the local Attack Unit Commander and reporting to the BRUNEI Attack Group Commander for duty.

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5. (c) (Continued)

- (2) When all Landing Forces have been established ashore and the General Officer Commanding, 9th Australian Division advises the Commander BRUNEI Attack Group that he is ready to assume command, the command of the forces ashore is transferred to the General Officer Commanding, 9th Australian Division. The exact time of transfer of command will be announced by radio to the Commander in Chief, Southwest Pacific Area, Commander Allied Naval Forces, Commanding General, 1st Australian Corps, Commander OBOE-SIX Attack Force and other commanders concerned.
- (d) Prior to the hour at which the command of the forces ashore is passed to the Landing Force Commander, Commander BRUNEI Attack Group will keep the following officers informed of all matters affecting the progress of the assault landing operations:
- Commander in Chief, Southwest Pacific Area
Commander Allied Naval Forces
General Officer Commanding, FIRST Australian Corps
Commander Allied Air Forces
Air Officer Commanding, Royal Australian Air Force,
TARAKAN and MOROTAI
Commanding General, THIRTEENTH Air Force
Commanding General, EIGHTH U.S. Army
Commander Attack Force (CTF 78)
- (e) Commander BRUNEI Attack Group is in ROCKY MOUNT.

(

FORREST B. ROYAL,
Rear Admiral, U. S. Navy,
Commander BRUNEI Attack Group.

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Attack Order
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ANNEXES

- A. CONCEPT OF OPERATION.
- B. NAVAL GUNFIRE SUPPORT PLAN.
 - Appendix 1. Pre-ZEBRA Day Bombardment Directive.
 - Appendix 2. ZEBRA Day Bombardment Plan.
 - Appendix 3. Fire Support Sector Diagram.
 - Appendix 4. Target Overlays.
 - Appendix 5. Support Craft Movement Diagrams.
 - Appendix 6. Naval Gunfire Communication Plan.
- C. MINESWEEPING AND HYDROGRAPHIC PLAN.
 - Appendix 1. Minesweeping Plan.
 - Appendix 2. Hydrographic Survey Plan.
- D. AIR PLAN.
 - Appendix 1. Direct Air Support.
 - Appendix 2. Air Communications Plan.
 - Appendix 3. Fighter Direction.
 - Appendix 4. Air Operations Chart.
- E. COMMUNICATION PLAN. (Issued separately).
- F. LOGISTICS PLAN.
- G. MEDICAL PLAN.
- H. INTELLIGENCE ANNEX.
 - Appendix 1. Air Distances, Glossary and Conversion Tables.
 - Appendix 2. Airfields, Enemy Air Facilities and Radar Stations.- BORNEO Area.
 - Appendix 3. Tide Curves - VICTORIA HARBOR, LABUAN ISLAND.
 - Appendix 4. Uncontrolled Mosaic - BROOKETON, BRUNEI BAY, NORTH BORNEO.
 - Appendix 5. Uncontrolled Mosaic - MUARA ISLAND, BRUNEI BAY, NORTH BORNEO.
 - Appendix 6. Uncontrolled Mosaic - VICTORIA Area, LABUAN ISLAND, BRUNEI BAY, NORTH BORNEO.
 - Appendix 7. Panoramas - BROWN, WHITE and GREEN Beaches.
- I. SCREENING PLAN.
 - Appendix 1. Screening Stations.
 - Appendix 2. Radar Picket Stations.
 - Appendix 3. Smoke Plan.

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ANNEXES (Continued)

- J. NAVIGATIONAL ANNEX (Issued as Annexes "F" and "G" to A605-45).
- K. MTB SUPPORT OPERATIONS.
Appendix 1. MTB Operating Area Chart.
- L. SOPA INSTRUCTIONS.
Appendix 1. Anchorage Areas.

DISTRIBUTION

CANF	(15)	CNOB LEYTE	(1)
CominCh	(8)	ComNavBase SUBIC	(1)
CNO	(3)	ComNavSectBase MOROTAI	(1)
CinC SWPA	(6)	ComNavSectBase MINDORO	(1)
CinCPOA	(12)	ComAirSEVENTHFleet (For dis-	
CAAF	(2)	tribution)	(15)
ComGenFOA	(1)	ComPhilSeaFron	(2)
ComDesPac	(1)	ComSWPSeaFron	(2)
ComAirPac	(1)	FEAF	(1)
ComTHIRDFleet	(1)	ComGen5thAF	(2)
ComFIFTHFleet	(1)	ComGen13thAF (For distribution	
ComPhibsPac	(2)	to 13th AF Units and ComLGS	
AdComPhibsPac	(1)	ZAMBOANGA)	(15)
ComSEVENTHPhibFor	(20)	NLO 13th AF	(1)
ComTHIRDPhibFor	(2)	ComGenSIXTHArmy	(1)
ComSoPac	(1)	ComGenEIGHTHArmy	(1)
ComFwdAreaCenPac	(1)	ComGen1stAustCorps	(10)
ComMTBRonsSEVENTHFleet	(2)	ComGen9thAustDiv (For dis-	
ComFleetSurveyUnit(CTG 70.5)	(1)	tribution)	(10)
ComSubsSEVENTHFleet	(1)	ComPhibGrpEIGHT	(2)
ComSerForSEVENTHFleet	(2)	ComPhibGrpNINE	(2)
ComSeron 3	(1)	ComAdComSEVENTHPhib	(2)
ComSeron 4	(1)	Com7thPhibRep LEYTE (Spares	
ComSeron 9	(1)	for distribution)	(10)
ComLEYTE Service Unit		Com7thPhibRep MOROTAI	
(CTU 72.7.1)	(1)	(Spares for distribution)	(10)
ComSUBIC Service Unit		Com7thPhibRep ZAMBOANGA	
(CTU 72.8.1)	(1)	(Spares for distribution)	(10)
ComMOROTAI Service Unit		Com7thPhibRep MINDORO	(5)
(CTU 72.2)	(1)	ComBomb XIII	(1)
CNB MANUS	(1)	NLO ComBomb XIII	(1)

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DISTRIBUTION (Continued)

CNB MANILA	(1)	LST 638	(1)
CNB HOLLANDIA	(1)	LST 696	(1)
CNB BLAK	(1)	LST 806	(1)
AdRAAFCom MOROTAI	(5)	LST 912	(1)
ROCKY MOUNT	(2)	LST 936	(1)
ComCruDiv 15	(8)	LST 937	(1)
ComAusCruRon	(1)	LST 941	(1)
BOISE	(1)	LST 942	(1)
HOBART	(1)	LST 574	(1)
PHOENIX	(1)	LST 573	(1)
NASHVILLE	(1)	LST 709	(1)
KILLEN	(1)	LST 751	(1)
A. W. GRANT	(1)	LST 922	(1)
CONNER	(1)	LST 626	(1)
ARUNTA	(1)	LST 1025	(1)
CHARRETTE	(1)	LST 1027	(1)
BELL	(1)	LST 584	(1)
BURNS	(1)	LST 585	(1)
ComDesDiv 102	(1)	LST 590	(1)
WILLOUGHBY	(1)	LST 637	(1)
MTB Ron 13	(5)	LST 1035	(1)
M.NOORA	(1)	LST 614	(1)
WESTRALIA	(1)	LST 562	(1)
KANDHILA	(1)	LST 613	(1)
TITANIA	(1)	LST 667	(1)
CARTER HALL	(1)	LST 697	(1)
ComTransDiv 103	(1)	LST 742	(1)
LLOYD	(1)	LST 743	(1)
KEPHART	(1)	LST 993	(1)
DIACHENKO	(1)	ComLCIFlot 8 (LCI 546)	(2)
NEWMAN	(1)	ComLCIGrp 22 (LCI 744)	(1)
LIDDLE	(1)	ComLCIGrp 23 (LCI 960)	(1)
ComLSTFlot 24 (LST 640)	(2)	ComLCIGrp 72 (LCI 636)	(1)
ComLSTFlot 15 (LST 574)	(2)	LCI 546	(1)
ComLSTFlot 8 (LST 614)	(2)	LCI 744	(1)
ComLSTGrp 43 (LST 595)	(1)	LCI 745	(1)
LST 640	(1)	LCI 746	(1)
LST 560	(1)	LCI 749	(1)
LST 591	(1)	LCI 544	(1)
LST 595	(1)	LCI 577	(1)
LST 619	(1)	LCI 661	(1)

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DISTRIBUTION (Continued)

LCI 662	(1)	LCT 1317	(1)
LCI 753	(1)	LCT 1319	(1)
LCI 955	(1)	LCT 1331	(1)
LCI 958	(1)	SPENCER	(1)
LCI 960	(1)	ComDesRon 22	(2)
LCI 1019	(1)	ComDesDiv 28	(1)
LCI 1060	(1)	ComDesRon 14	(2)
LCI 636	(1)	ComCortDiv 77	(1)
LCI 701	(1)	ComCortDiv 74	(1)
LCI 702	(1)	WALLER	(1)
LCI 703	(1)	SAUFLEY	(1)
LCI 713	(1)	PHILIP	(1)
LCI 1074	(1)	ROBINSON	(1)
LCI 1075	(1)	BANCROFT	(1)
ComLSMFlot 7 (LSM 54)	(2)	BAILEY	(1)
ComLSMGrp 19 (LSM 51)	(1)	EDWARDS	(1)
ComLSMGrp 20 (LSM 168)	(1)	CALDWELL	(1)
LSM 54	(1)	FRAZIER	(1)
LSM 50	(1)	MCCALLA	(1)
LSM 51	(1)	DOUGLAS A. MUNRO	(1)
LSM 52	(1)	CHARLES E. BRANNON	(1)
LSM 53	(1)	ALBERT T. HARRIS	(1)
LSM 63	(1)	DUFFILHO	(1)
LSM 64	(1)	JOBB	(1)
LSM 65	(1)	DAY	(1)
LSM 67	(1)	HAWKESEURY	(1)
LSM 68	(1)	BARCOO	(1)
LSM 128	(1)	ComLCSFlot 1 (LCI(L) 778)	(2)
LSM 131	(1)	LCI(L) 778	(1)
LSM 133	(1)	ComLCS(L) Grp 2 (LCS(L)42)	(1)
LSM 138	(1)	LCS(L) 42	(1)
LSM 139	(1)	LCS(L) 45	(1)
LSM 168	(1)	LCS(L) 46	(1)
LSM 203	(1)	LCS(L) 47	(1)
LSM 219	(1)	LCS(L) 58	(1)
LSM 225	(1)	LCS(L) 59	(1)
LSM 237	(1)	LCS(L) 60	(1)
ComLCTGrp 74 (LCT 1317)	(1)	ComLCI(G)Grp 45 (LCI(G)69)	(1)
LCT 1310	(1)	LCI(G) 69	(1)
LCT 1312	(1)	LCI(G) 23	(1)
LCT 1314	(1)	LCI(G) 64	(1)

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DISTRIBUTION (Continued)

LCI(G) 65	(1)	LSM 1	(1)
LCI(G) 68	(1)	YMS 4	(1)
LCI(G) 70	(1)	YMS 6	(1)
ComLCI(R)Grp 20 (LCI(R) 71)	(1)	YMS 39	(1)
LCI(R) 71	(1)	YMS 51	(1)
LCI(R) 31	(1)	YMS 68	(1)
LCI(R) 34	(1)	YMS 73	(1)
LCI(R) 72	(1)	YMS 313	(1)
LCI(R) 74	(1)	YMS 314	(1)
LCI(R) 338	(1)	YMS 259	(1)
LCI(M) 359	(1)	YMS 340	(1)
LCI(M) 362	(1)	YMS 363	(1)
LCI(M) 431	(1)	YMS 365	(1)
KLINE	(1)	LACHLAN	(2)
UDT No. 11	(1)	SATINLEAF	(1)
LCI(D) 29	(1)	YMS 160	(1)
LCI(D) 228	(1)	PIHTO	(1)
NCDU 20 (LCI(D) 29)	(1)	ATR 61	(1)
NCDU 24 (LCI(D) 29)	(1)	LCI(S) 961	(1)
NCDU 2 (LCI(D) 228)	(1)	LCI(S) 985	(1)
NCDU 3 (LCI(D) 228)	(1)	LCI(S) 1000	(1)
PC 1120	(1)	LCI(S) 1071	(1)
PC 1122	(1)	WINOOSKI	(1)
SC 698	(1)	ACHILLES	(1)
SC 732	(1)	LST 473	(1)
SC 741	(1)	PCE(R) 849	(1)
SC 750	(1)	LCI(L) 635	(1)
ComMinDiv 34 (SENTRY)	(2)	FP 47	(1)
SENTRY	(1)	Beach Party 4; NEC "B", RAN	(1)
SALUTE	(1)	Beach Party 5; NEC "B", RAN	(1)
SCOUT	(1)	Beach Party 6; NEC "B", RAN	(1)
SCRIMMAGE	(1)	Beach Party 7; NEC "B", RAN	(1)
SCUFFLE	(1)	Beach Party No. 10	(1)
COFER	(1)		

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ComPhibTraPac	(2)	Army Command & General Staff	(1)
ComPhibTraLant	(2)	School	(1)
Naval War College	(1)	MarCorps	(1)
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MarCorps Schools	(1)	ComPhibGrpONE	(1)
War Diary	(4)	ComPhibGrpTWO	(1)
		ComPhibGrpTHREE	(1)
		ComPhibGrpFOUR	(1)
		ComPhibGrpFIVE	(1)
		ComPhibGrpSEVEN	(1)
		ComPhibGrpEIGHT	(1)
		ComPhibGrpTHIRTEEN	(1)

AUTHENTICATED:

J. M. HARRMAN
Flag Secretary

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ANNEX "A" TO COMPHIBGERSIX
ATTACH ORDER No. A606-45

CONCEPT OF OBOE-SIX OPERATION

1. The final phases of the PHILIPPINE campaign are now being conducted and, with the exception of the Japanese garrisons on MINDANAO and Northern LUZON, Japanese resistance has practically ceased in the PHILIPPINE ISLANDS. The extension of operations to the southwestward were begun with the seizure of TARAKAN ISLAND on the northeast coast of BORNEO. Operation OBOE-SIX further extends the BORNEO operation by attack against the BRUNEI BAY Area.
2. This operation involves an amphibious assault on BRUNEI BAY by the 9th Australian Division, 1st Australian Corps, in amphibious and other shipping of the SEVENTH Fleet operating under Commander Amphibious Group SIX. The amphibious operation is commanded by Rear Admiral ROYAL, U. S. Navy, Commander Amphibious Group SIX, under the Attack Force Commander, Vice Admiral BARREY, U. S. Navy, and the land forces are commanded by Major General WOOTTEN, General Officer Commanding 9th Australian Division, Australian Imperial Force, under the higher command of Lieutenant General MORSHEAD, Commanding 1st Australian Corps.
3. The amphibious forces are supported by the Cruiser Covering Force, SEVENTH Fleet, commanded by Rear Admiral BERKEY, U. S. Navy. This force will support the operation by naval gunfire prior to and during the landings and by attacking and destroying any hostile surface force which threatens to interfere. Aircraft of the RAAF and the U. S. 13th AAF, under the command of the RAAF Commander, Air Vice Marshal BOSTOCK, will support the operation by neutralizing enemy airfields and by attacking hostile positions in the BRUNEI BAY Area and by providing fighter cover, convoy cover, photographic and reconnaissance missions, air-sea rescue, and air courier services. Motor Torpedo Boat Squadrons, SEVENTH Fleet, commanded by Captain BOLLING, will support the operation by continuing present MTB operations in the Southern PHILIPPINE and Northeast BORNEO waters, while, at the same time, extending operations with one or more squadrons into the BRUNEI BAY Area. These operations will commence on the evening of ZEBRA minus One Day when four MTBs will arrive and cover the coastline during the night. On ZEBRA Day the remainder of the squadron and a tender will arrive and regular coastal patrol operations will commence.
4. Naval forces assigned for this operation are:
 - 1 AGC
 - 6 CL (Covering Force and Fire Support)
 - 11 DD (Covering Force and Fire Support)
 - 3 LSI
 - 1 AKA
 - 1 LSD

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ANNEX "A" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

CONCEPT OF OBOE-SIX OPERATION

4. (Continued)

5 APD
10 DD (Screen)
6 DE (Screen)
2 PF (Screen) (Australian)
35 LST
21 LCI
20 LSM
6 LCT
1 LCI(F)
8 LCS
6 LCI(G)
6 LCI(R)
3 LCI(E)
2 LCI(D)
4 NCDU
2 PC
4 SC
5 AMS
1 APD (Minesweep)
11 YMS
1 LSM (Minesweep tender)
2 HL (Minesweeper)
4 LCVP (Minesweeper)
1 AGS
1 AN
1 ATF
1 ATR
4 LCI(S&FF)
1 AO
1 ARL
1 LCI (Press)
1 PCE(R) (GHQ Communication Ship)
1 FS (Press)

5. Ground forces assigned:

<u>UNIT</u>	<u>MEN</u>	<u>VEHICLES</u>
9th Australian Division	11,880	1,489
1st Australian Corps Troops	3,903	663
RAAF Airfield Construction Units	1,200	363

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ANNEX "A" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

CONCEPT OF OBOE-SIX OPERATION

5. (Continued)

<u>UNIT</u>	<u>MEN</u>	<u>VEHICLES</u>
1st Australian Sub Base Area Units	7,770	1588
Royal Australian Air Force	5,325	680
United States Unit	1,154	159
British Civil Administration	62	12
TOTAL	31,294	4954

6. The movement to the objective will be in two convoys, the first arriving at dawn of ZEBRA Day, the second arriving on ZEBRA plus One Day. The first convoy will carry the assault troops and such supporting elements, equipment and supplies as will be needed immediately, and the second will carry the remainder of the assault echelon. This division into two convoys arriving one day apart is done in order to facilitate the loading at MOROTAI and to decrease the period during which low priority loaded shipping will be required to stand by at the objective to unload. The loading facilities at MOROTAI are limited by the small LST beaching area available and the inadequate road not in the vicinity of the loading area. A study of the objective indicates that a limited number of LSTs can be beached simultaneously for unloading in the landing areas. The second of these two convoys will consist mainly of LSTs and LCIs, all other assault shipping will be in the first or main assault convoy.
7. Loading of the assault shipping will be commenced at MOROTAI on ZEBRA minus Twenty Six Day and will be completed in time to permit rehearsal exercises on ZEBRA minus Nine and Eight Days. These will be conducted at MOROTAI.
8. A Minesweeping Unit and a Hydrographic Unit, protected by support craft and by the Covering Force will arrive in BRUNEL BAY on ZEBRA minus Three Day. The Minesweeping Unit will sweep the approach lane, entrance and Transport and Fire Support Areas during ZEBRA minus Three to ZEBRA minus One Day. The Hydrographic Unit will verify the charted soundings of the areas to be used initially, will lay buoys in selected positions and will check the locations of any navigational aids found to be still in place. They will further make a hydrographic reconnaissance of GREEN and WHITE landing beaches. These operations will all be supported and covered by the support craft and Covering Force.
9. A convoy of LCEs and LCTs will be sailed from TARIKAN on ZEBRA minus Ten Day via TAMITANI and B.L.B.C, to arrive at the objective on ZEBRA plus One

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ANNEX "A" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

CONCEPT OF OBOE-SIX OPERATION

9. (Continued)

Day. A slow tow convoy for the MTB Squadrons will be sailed from LEYTE on ZEBRA minus Five Day to arrive at the objective on ZEBRA plus Four Day. Another slow tow convoy departs MOROTAI on ZEBRA minus Seven Day and joins the LEYTE slow tow convoy at sea on ZEBRA plus One Day. The two main convoys will sail from MOROTAI on ZEBRA minus Six and Five Days to arrive ZEBRA and ZEBRA plus One Days. A MTB squadron with its tender will sail from MINDORO on ZEBRA minus Three Day for BALABAC where, on ZEBRA minus Two Day it will join and proceed with the main assault echelon. At such time on ZEBRA minus One Day as will permit their arrival prior dark on ZEBRA minus One Day, four MTBs will proceed ahead of the assault echelon and carry out patrols at the objective in accordance with Annex "K".

10. Landings at the objective will be made on several selected beaches simultaneously. These beaches are in the two general areas, LABUAN ISLAND and BRUNEI BLUFF - MUARA ISLAND. The beaches on which landings are most possible are located as follows:

BROWN	At VICTORIA Town and to eastward.
BLUE	Southwest tip of HAMILTON Point.
GREEN	Seaward side of narrow neck to northeast of BRUNEI BLUFF.
RED	MUARA ISLAND to westward from SAPO Point.
WHITE	MUARA ISLAND to northward from SAPO Point.
YELLOW	In front of BROOKETON Town in MUARA HARBOR.

LCVPs can land on BROWN, GREEN, RED, and YELLOW Beaches and LVTs can land on all the selected beaches. However, LVT landings on GREEN and RED Beaches are not desirable since high surf may be encountered on GREEN Beach, and intricate maneuvers will be required at RED Beach. The initial landings will be made simultaneously with LVTs on BROWN and WHITE Beaches and LCVPs on GREEN Beach. LCVPs will land at RED Beach after the LVT assault on WHITE Beach has been completed. All types of landing craft which are able to negotiate the narrow and shallow channel past MUARA ISLAND will be used in a non-assault landing on YELLOW Beach after consolidation of the WHITE and GREEN Beach landings. A landing on BLUE Beach is not now contemplated. If such landing is made it will take place subsequent to that on BROWN Beach in order to permit complete neutralization of HAMILTON Point by air and naval bombardment during the movement from the Line of Departure to the beach.

11. (a) The landing on GREEN Beach (20th Brigade) will be an assault only with three waves of LCVPs from HELS KANEBLA (LSI), landing at H Hour,

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ANNEX "A" TO COMPHIBCORPSIX
ATTACK ORDER No. A606-45

CONCEPT OF OBOE-SIX OPERATION

11. (a) (Continued)

- H/3(m) and H/10(m). One LSM carrying artillery and tracked vehicles will be landed on GREEN Beach. In the event that beach conditions preclude the LSM's landing on GREEN Beach, she will proceed to Landing Craft Area SIX and unload on YELLOW Beach after that area has been secured by the Landing Force from GREEN Beach. HMS KANIBLA will move to Transport Area ROGER for unloading as soon as GREEN assault is launched. KANIBLA's boats will join KANIBLA in Transport Area ROGER after landing on GREEN Beach.
- (b) The landing on WHITE Beach (20th Brigade) will be an assault only with three waves of LVTs, landing at J Hour, J/3(m) and J/6(m) from 3 LSTs. The first objective for this landing force includes RED Beach. Following the assault on WHITE Beach, 2 LSMs, 1 LCI, 3 LCMs and 3 LSTs will be on call to land on RED Beach.
- (c) The 20th Brigade Reserve, carried in five APDs, 2 LSTs, 3 LCIs and 6 LSMs, will be landed when and where required by the Brigade Commander. Presently it is expected that the Reserve will be landed on YELLOW Beach, having moved from Landing Craft Area SIX via the channel south of MUARA ISLAND and via MUARA HARBOUR to the BROCKETON area. It is contemplated that LSTs will unload by LSM, LCM and pontoon barge as the channel south of MUARA ISLAND apparently precludes the passage of LSTs.
- (d) The assault on BROWN Beach (24th Brigade) will be made with two battalions in assault landed in seven waves at D Hour, D/3(m), D/6(m), D/9(m), D/12(m), D/20(m) and D/25(m). The first four waves will be LVTs carried in four LSTs. The fifth wave will consist of sixteen LCMs carrying medium tanks from CARTER HILL (LSD 3). The sixth wave will be eighteen LCVPs from HMS MANOORA and WESTRALIA.
- (e) The 24th Brigade Reserve will be landed when and where required by the Brigade Commander in LCVPs from HMS WESTRALIA and HMS MANOORA, six LSMs and eleven LCMs from WESTRALIA, MANOORA and TITANIA.
- (f) Seven LSTs carrying pontoon causeways, two LSTs carrying pontoon barges and five LSTs loaded with Air Force Construction Wing personnel and equipment will be landed on call after the beachhead has been established and beaching slots marked.
- (g) A Division Reserve carried in two LSTs, three LSMs and four LCIs will be landed when and where required by the Division Commander. In view

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ANNEX "A" TO COMPHIBGRPSIX
ATTACK ORDER No. 1605-45

CONCEPT OF OBOE-SIX OPERATION

11. (g) (Continued)

of the uncertainty as to where this Reserve will be required, the two LSTs assigned to this unit will be organized to conduct an assault landing, using twelve LCVPs carried by the LSTs if this is required.

12. The two widely separated landing areas preclude centralized control of both during the landing. And since the landings are being made on widely separated beaches within each area it is necessary to assign three separate Attack Units, one for each of the selected landing beaches. These Attack Units bear the names of their selected beach color. The senior Attack Unit Commander in each area, that is, LABUAN ISLAND Area and BRUNEI BLUFF - MUARA ISLAND Area, will be in over-all command of his area and will coordinate the landings therein.
13. Naval gunfire and support air control will also be de-centralized. This will be accomplished by the use of the AGC at the northern landing area and a cruiser at the southern area.
14. In order to permit a change in time of landing on any one beach without necessitating a similar change on all others, separate time designations are assigned to each beach as follows:

BROWN	D Hour
BLUE	Q Hour
GREEN	H Hour
RED	T Hour
WHITE	J Hour
YELLOW	E Hour

15. The assault on each beach will be preceded by an intense air and naval gunfire bombardment as well as fire from the close support craft. Due to the range and flat terrain some difficulty may be experienced in obtaining a heavy naval gunfire concentration on WHITE Beach, therefore, reliance on air and the close support craft will be greater there than on the other beaches. In view of the dominating position of HAMILTON Point, a heavy concentration of air strikes and naval gunfire will be placed on placed on this area throughout the assault phase.
16. Seven LSTs will carry side-loaded pontoon causeways and three will carry side-loaded pontoon barges. The causeways will be launched and used at BROWN Beach only if definitely required to permit unloading LSTs. Eight barges from two LSTs will be launched at BROWN Beach and four barges

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ANNEX "A" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

CONCEPT OF OBOE-SIX OPERATION

16. (Continued)

from one LST will be launched at RED - YELLOW Beaches when directed. The barges may be used initially to provide a means for expediting the unloading of the LSI's and the AKA.

17. One resupply turn-around will be made, utilizing the LSTs and LSD assigned. They will be sailed in three convoys to KOROTAI, where, after loading, they will return to the objective in two convoys.

18. Consolidating operations involving the capture of RESTON, BEAUFORT, TUTONG, SERIA, LUTONG and MIRI will be undertaken as quickly as possible in order to secure the entire BRUNEI BAY area as outlined in the directives of higher command.

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ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

NAVAL GUNFIRE SUPPORT PLAN

Task Organization

(a) 74.3 Fire Support Group ONE, (Cruiser Covering Force)
Rear Admiral BERKEY

74.3.1 Fire Support Unit ONE (BROWN Beach)

BOISE (CL 47)	3 CL
PHOENIX (CL 46)	
HMAS HOBART	
KILLEN (DD 593)	2 DD
A. W. GRANT (DD 649)	

74.3.2 Fire Support Unit TWO (GREEN Beach)

NASHVILLE (CL 43)	1 CL
CORNER (DD 582)	2 DD
HMAS ARUNTA	

74.3.3 Fire Support Unit THREE (WHITE Beach)

CHARRETTE (DD 581)	3 DD
BELL (DD 587)	
BURNS (DD 588)	

(b) 78.1.21 Destroyer Unit (Screen) Captain SMITH

WALLER (DD 466) (Flagship)	10 DD
ROBINSON (DD 562)	
EDWARDS (DD 619)	
MC CALLA (DD 488)	
SAUFLEY (DD 465)	
BANCROFT (DD 598)	
CALDWELL (DD 605)	
PHILIP (DD 498)	
BAILEY (DD 492)	
FRAZLER (DD 607)	

(c) 78.1.3 Support Craft Unit

78.1.36 BROWN Support Unit

LCI(M) 359	LCI(R) 31	2 LCI(M)
LCI(M) 362	LCI(R) 34	3 LCS(L)
LCS(L) 58	LCI(G) 69 (F)	2 LCI(R)
LCS(L) 59	LCI(G) 70	2 LCI(G)
LCS(L) 60		

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ANNEX "B" TO COMPHIBGRPSIX
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NAVAL GUNFIRE SUPPORT PLAN

(c) 78.1.3 (Continued)

78.1.37 GREEN Support Unit

LCI(G) 65, 68	2 LCI(G)
LCI(R) 74, 338	2 LCI(R)
LCS(L) 47, 42.(F)	2 LCS(L)

78.1.38 WHITE Support Unit

LCI(G) 23	LCI(M) 431	2 LCI(G)
LCI(G) 64	LCS(L) 45	2 LCI(R)
LCI(R) 71(F)	LCS(L) 46	1 LCI(M)
LCI(R) 72		2 LCS(L)

1. Information.

(a) See Annex "H" to this order for information regarding enemy in vicinity BRUNEI BAY and enemy forces which may be operating in the BORNEO Area.

(b) See Annex "D" to this order for information concerning friendly air activity prior to ZEBRA Day.

2. Execute fire support missions commencing on ZEBRA minus THREE Day as specified herein in support of NINTH Australian Division (less 26th Brigade) in the assault on and occupation of the BRUNEI BAY Area.

3. (a) Fire Support Group ONE shall execute pre-ZEBRA Day bombardment in accordance with Appendix 1 to this Annex. On ZEBRA Day, Fire Support Unit ONE, Fire Support Unit TWO and Fire Support Unit THREE shall conduct bombardment of BROWN, GREEN, and WHITE Beaches, respectively, as scheduled in Appendix 2 to this Annex. After completion of scheduled fire on ZEBRA Day, execute close supporting and illumination fires as requested by Shore Fire Control Parties.

(b) Destroyer Unit execute screening and patrol duties assigned. When directed by CTG 78.1 furnish destroyers to relieve designated units of Fire Support Group ONE on fire support missions.

(c) Support Craft Unit execute ZEBRA Day bombardment in accordance with Appendix 2 to this Annex. These fire support missions shall be carried out as shown below.

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ANNEX "B" TO COMPHIEGRFSIX
ATTACK ORDER No. A606-45

NAVAL GUNFIRE SUPPORT PLAN

3. (c) (Continued)

(1) BROWN Support Unit.

- a. LCI(M) 359 and 362 at DOG minus 65 take station on left flank of boat lane as shown in Sheet 1 of Appendix 5 to this Annex taking care to remain clear of the oncoming boat waves. Carry out fire schedule shown in Appendix 2 to this Annex, covering target areas on POINT HAMILTON PENINSULA being particularly alert to silence enemy fire from that area.
- b. LCI(R)s 31 and 34, LCS(L)s 58, 59 and 60, and LCI(G)s 69 and 70 take stations as shown in Sheet 1 of Appendix 5 by DOG minus 90. At DOG minus 75 proceed at 3 knots toward beach along tracks shown in Appendix 5, sheet 1, and when 1100 yards from beach (about DOG minus 65) fire rocket salvo on BROWN Beach. Continue rocket fire for 2 minutes until about DOG minus 63. Start firing rocket barrage so as to cause rockets to land initially on the beach and then move inland 500 yards during firing period. Bombard beach area during run in and during retirement, using automatic weapons and 3". Upon completion of firing return to Line of Departure as shown in Sheet 1 to Appendix 5 to this Annex, reloading rocket launchers en route. At DOG minus 30 minutes, when first LVT wave has closed to 100 yards astern, precede first LVT wave at 4 knots SOA to within 300 yards of beach, firing second salvo over a period of three minutes, commencing at initial range of 1100 yards (about H-9). When the first LVT wave is 500 yards from the beach, LCI(G) 69 fire two Ship's Emergency Identification Signals, Mark 3 red smoke, as a signal for naval gunfire to shift inland from the beach area. At this time each of the other support craft will fire a similar signal. When 300 yards offshore stop and lie to as LVTs pass through line of Support Craft. After LVT waves are clear withdraw as indicated in Sheet 1 of Appendix 5 and stand by for call fire missions.
- c. Support craft fire automatic weapons and 3"/50 guns during approach until first LVT wave passes through line of Support Craft.
- d. CTU 78.1.36 in LCI(G) 69 will control and direct movements of TU 78.1.36.

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ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

NAVAL GUNFIRE SUPPORT PLAN

3. (c) (2) GREEN Support Unit

- a. LCI(R)s 74 and 338, LCS(L)s 42 and 47, and LCI(G)s 65 and 68 take station 100 yards inshore of Line of Departure at HOW minus 20 minutes as shown on Sheet 3 of Appendix 5 to this Annex. At about HOW minus 9 when first LCVP wave has closed to 10 yards astern, proceed at 8 knots speed of advance to within 500 yards of beach firing rocket salvo at initial range of 1100 yards (about HOW minus 4). Continue rocket fire for two minutes (until HOW minus 2). MPI of initial rocket barrage salvos shall start at beach line and move inland 550 yards during firing period. When the first LCVP wave is 500 yards from the beach, LCS(L) 42 fire two Ship's Emergency Identification Signals, Mark 3 red smoke, as a signal for naval gunfire to shift inland from the beach. At this time each of the other support craft fire a similar signal. Stop and lie to allowing assault waves to pass through Line of Support Craft. After assault waves clear, withdraw as indicated on Sheet 3 of Appendix 5 and stand by for call fire missions.
- b. Support craft fire automatic weapons and 3"/50 guns during approach until LCVP wave passes through.
- c. CTU 78.1.37 shall control and direct movements of TU 78.1.37. Fire support missions after HOW Hour will be specified by CTG 74.3.

(3) WHITE Support Unit

- a. LCI(M) 431 take station at JIG minus 60 as indicated on Sheet 2, Appendix 5 to this Annex and commence scheduled fire. At JIG minus 30 take station 100 yards inshore of Line of Departure as shown in Sheet 2, Appendix 5. At JIG minus 18 when first LVT wave is abreast, proceed toward beach at exact speed of advance of 4 knots on course 250° T. Guide first LVT wave to within 800 yards of SAPO POINT Light (about J-6) at which time fire two Ship's Emergency Identification Signals, Mark 3 red smoke as a signal for naval gunfire to lift inland from beach area. When first wave has landed withdraw to area shown in Sheet 2 of Appendix 5 and stand by for call fire missions.
- b. LCI(R)s 71 and 72, LCI(G)s 23 and 64, LCS(L)s 45 and 46 take station as indicated in Sheet 2 of Appendix 5 to this Annex.

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ANNEX "B" TO COMPHIEGRPSIX
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NAVAL GUNFIRE SUPPORT PLAN

3. (c) (3) b. (Continued)

At JIG minus 72 proceed at 7 knots speed of advance along track shown in Appendix 5 and when 1100 yards from the beach (about J-62) fire rocket salvo enfilading WHITE Beach. Continue rocket fire for three minutes until about JIG minus 59. Rocket barrage shall start at beach and move inland 700 yards during firing period. Upon completion of firing withdraw as shown in Sheet 2 of Appendix 5. At JIG minus 19 proceed at 7 knots along track shown. Commence firing rockets at initial range of 1100 yards (about JIG minus 9) and continue firing for three minutes (JIG minus 6) at which time the first LVT wave should be 800 yards offshore. Close coordination is necessary in order that last rockets will be fired before the LVT waves are closer than 800 yards.

- c. Support craft fire automatic weapons and 3"/50 guns on beach area during approach until pyrotechnic signal, described in subparagraph "a" above, is made.
- d. Be prepared to support the movement of landing craft through the channel south of MUARA ISLAND to MUARA HARBOR by preceding them.
- e. CTU 78.1.38 in LCI(R) 71 shall control and direct movements of TU 78.1.38. Fire support missions after JIG Hour will be specified by CTG 74.3.

(x) (1) On ZEBRA Day, the naval gunfire support will be directed by two separate naval gunfire control parties. Fire Support Unit ONE will operate in the BROWN Beach area and will be controlled by CTG 78.1 in the ROCKY MOUNT. Fire Support Unit TWO and Fire Support Unit THREE will operate in the GREEN - WHITE Beach area and be controlled by CTG 74.3 in the NASHVILLE until relieved by CTG 78.1.

(2) Shore Fire Control Parties (SFCP), consisting of one Australian Army officer and seven enlisted men, are attached to each of five infantry battalions and the two Brigade Headquarters. Bombardment Liaison Officer Teams (BLO), consisting of one officer and four enlisted men, will be stationed aboard ships of Fire Support Units ONE, TWO and THREE. BLO teams shall be transferred between fire support ships when ordered by gunfire controller. Prior to a ship's leaving the target area permanently, the BLO team shall be transferred to another ship specified by CTG 73.1.

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ANNEX "B" TO COMPHIBGRPSIX
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NAVAL GUNFIRE SUPPORT PLAN

3. (x) (3) Ammunition Allowances:

Type Ship	Ammunition	Loading	PRE-ZEBRA	ZEBRA	Call	Reserve
Cruisers	6"/47 HC	2250	360	1080	360	450
	5"/25 AAC	2240	291	873	291	785
HOBART	6"	1600	240	525	515	320
	4"	1200	0	800	0	400
Destroyers	AAC	1400	182	546	182	490
	ILL	100	0	0	50	50
	WP	50	0	0	50	0
LCS(L)	3"/50 AAC	200				
	4.5 BR HE	360				
LCI(R)	4.5 BR HE	1200				
	4.5 BR FS	50				
LCI(M)	4.2 HE	1200				
	4.2 WP	50				
LCI(G)	3"/50 AA	125				
	3"/50 HC	150				

This schedule is to be used as a guide only. Prior to ZEBRA Day, CTG 74.3 may vary expenditures as necessary.

- a. Destroyers shall not expend AAC ammunition on shore targets in excess of 65% of their loading. The remaining 35% of their loading shall be retained on board for possible air action.
- b. 40 mm and 20 mm ammunition may be expended at discretion of individual commanding officer, retaining 35% for possible air action.

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ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

NAVAL GUNFIRE SUPPORT PLAN

3. (x) (4) Ammunition Instructions.

- a. 6" AP and 5" Common have not been scheduled for bombardment. They may be used at the discretion of commanding officers if the nature of the target warrants their use.
- b. Air bursts shall not be used when firing over friendly ships, boats, or personnel. Use Mark 29 point detonating fuses or steel nose plugs. If necessary to use Mark 18 fuses, they should be set at 45 seconds fuse setting. There have been several instances of premature bursts when fuses have been set on "safe" and therefore, it is believed it is better practice to set fuses at extreme range. Additional instructions relative to fusing of projectiles may be issued by Commander Fire Support Group ONE.

(5) Reports.

- a. Ammunition reports shall be made to the net control on the Gunfire Common Circuits by those ships manning that circuit. These reports are to be made at the following times:
 - aa. Each night, prior to retirement, or if retirement is not ordered, after 2000.
 - bb. When relieved from fire support duties.
 - cc. When expenditures of any item are such that the amount on hand is below 40%.
 - dd. After ZEBRA plus THREE Day only when called for.
- b. Commanders BROWN Support Unit, GREEN Support Unit, and WHITE Support Unit make reports for each of their craft.
- c. Ammunition reports will be made as follows: "DUMBARTON" shall be the code word for "ammunition". Only the amount on hand shall be reported, and this shall be sent as a percentage of the figure shown in the "Loading" column shown above, or as a percentage of normal allowance for types of ammunition not listed. The word "percent" shall not be used over the air, and percentages shall not be shackled. Thus, an ammunition report might be: "DUMBARTON X ABLE 45 BAKER 92 EASY 40". The meaning of this transmission is: "Report of Ammunition on hand follows: 6"/47 AP - 45%, 6"/47 HC - 92%, AAC - 40%." A list of categories of ammunition follows:

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ANNEX "B" TO COMPHIEGRPSIX
ATTACK ORDER No. A606-45

NAVAL GUNFIRE SUPPORT PLAN

3. (x) (5) c. (Continued)

Cruisers and Destroyers
report as appropriate

ABLE 6" AF
BAKER 6" HC
CHARLIE 5" COM
DOG 4.7" HE
EASY AAC
FOX ILL
GEORGE WP

Cruiser and Destroyers
report only when ordered

HOW Mk 32 fused Proj.
ITEM 40mm
JIG 20mm
KING Torpedoes
LOVE Depth Charges

Commanders BROWN Support Unit, WHITE Support Unit, and
GREEN Support Unit report for each craft in their res-
pective units.

EASY - AA and HC
FOX - ILL (Report only when requested)
MIKE - 4.2" Mortar HE
GEORGE - 4.2" Mortar WP
NAN - 4.5" Rocket HE
OBOE - 4.5" Rocket FS
PETER - Fog Oil (report only when requested)
ITEM - 40mm
JIG - 20mm

d. Reports of targets destroyed shall be made as occurring. Reports of targets engaged shall be made as convenient, but not to delay opening fire.

- (6) Counterbattery fire shall take precedence over all scheduled fire. In case of a delay in the landing, the unexecuted portion of the Schedule of Fires shall be repeated with reduced ammunition.
- (7) Fire Support Sectors are shown in Appendix 3 to Annex "B". Assignment of firing ships to fire support sectors for scheduled fire on ZEBRA Day only is shown in Appendix 2 to this Annex. Assignments are to be used as a guide only and commanding officers will take station so as to provide the most favorable line of fire to the target, having due regard for navigational hazards and other ships.

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ANNEX "B" TO COMPHIBGRFSIX
ATTACK ORDER No. A606-45

NAVAL GUNFIRE SUPPORT PLAN

3. (x) (8) The overlays which shall be used for target purposes are attached as Appendix 4 to this Annex.
- (9) The following gunfire restriction plans may be ordered placed in effect during air bombardment.
- Plan VICTOR - No naval gunfire with a maximum ordinate of over 1000 feet.
- Plan NEGAT - No naval gunfire into or over an area within 2500 yards of a specified point.
- (10) Ships of the screen, when assuming fire support duties, shall first come up on the Naval Gunfire Control circuit and receive any orders from the Naval Gunfire Controller and then shift to assigned frequency. Before relieving, ship shall obtain information as to the location of the front lines and a brief description of the tactical situation ashore from ship being relieved.
- (11) When the first assault waves near their respective beaches, the support craft will fire a Ship's Emergency Identification Signal Mark 3 red smoke and the air observer at each beach will drop a white flare. At these signals, shift all naval gunfire from the landing beach areas.
4. Logistics. LST 473 is the ammunition supply ship and will be available in the area on ZEBRA Day. CTG 78.1 will control re-arming of the fire support ships.
5. (a) Communications and initial assignment of firing ships are shown in Appendix 6.
- (b) Use Zone minus NINE (ITEM) Time.
- (c) Commander BRUNEL Attack Group in U.S.S. ROCKY MOUNT.

APPENDICES:

1. Pre-ZEBRA Day Bombardment Directive.
Enclosure (A) - Description and Priority of Targets.
2. ZEBRA Day Bombardment Plan.
Enclosure (A) - Schedule of Fires - BROWN.
Enclosure (B) - Schedule of Fires - GREEN.
Enclosure (C) - Schedule of Fires - WHITE.
3. Fire Support Sector Diagram.
4. Target Overlays.
5. Support Craft Movement Diagrams.
6. Naval Gunfire Communication Plan.

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APPENDIX 1 TO ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

PRE-ZEBRA DAY BOMBARDMENT DIRECTIVE

From: Commander Task Group 78.1.
To: Commander Task Force 74.

1. Using forces assigned conduct a bombardment of targets in the BRUNEI Bay Area on ZEBRA minus THREE, ZEBRA minus TWO and ZEBRA minus ONE Days.

2. A list of known targets is attached to this directive. Targets of opportunity shall be engaged as observed.

3. The shore bombardment will be governed by the progress of the minesweeping. Ammunition allowances are as shown in paragraph 3(x)(3) of basic order.

4. Naval gunfire shall cease during low level air attacks by friendly forces.

FORREST B. ROYAL

Enclosure:
(A) Description of Targets.

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ENCLOSURE (A) TO
APPENDIX 1 TO ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A 606-45

DESCRIPTION AND PRIORITY OF TARGETS

1. Following is a list of known and suspected targets. These are to be engaged prior to ZEBRA Day as the progress of the minesweeping permits. Targets of opportunity shall be engaged as they are discovered. In addition to these targets, it is desired that on ZEBRA minus ONE Day, the three landing beaches be taken under fire. If the position of the minesweeping craft at BROWN Beach prohibits firing on the beach area, it is desired that the high ground south of the airstrip on LABUAN ISLAND be taken under fire instead.

<u>Target Number</u>	<u>Description</u>
1	Light AA position. One occupied pit.
2	Possible pillbox or CD gun.
6	2 medium AA pits (unoccupied) and probable CD gun.
9	4 medium AA pits (2 occupied).
16	3 light AA pits.
33	3 medium AA pits (1 occupied); 2 light AA pits unoccupied.
40	1 medium AA pit.
41	1 medium AA pit occupied.
58	2 light AA pits occupied.
60	2 light AA pits occupied.
80	Possible defense position.
81	Area target contains old civil hospital (NOT to be engaged).
101	Possible defense position.
102	Possible defense position.
106	Possible defense position; seaward end BERAHAS Rd.
202	Pillbox, bunker, probable MG, 3 light AA pits occupied.
203	Probable pillbox, bunkers, 2 light AA pits occupied.
214	Possible MG.
215	2 CD guns, 2 searchlights occupied, bunkers, possible pillbox and possible electric generator.
219	1 CD gun, 2 possible MGs, bunkers.
225	Bunker defense position.

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APPENDIX 2 TO ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

ZEBRA DAY BOMBARDMENT PLAN

1. This Appendix consists of the following enclosures:

Enclosure (A) - Schedule of Fires - BROWN
Enclosure (B) - Schedule of Fires - GREEN
Enclosure (C) - Schedule of Fires - WHITE

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ENCLOSURE (A) TO APPENDIX 2 TO ANNEX "B" TO COMPHIBGRPSIX

ATTACK ORDER No. A606-45

SCHEDULE OF FIRES - BROWN

SHIP	AMMUNITION	FSS*		-70	-65	-63	-30	-9	-6	D	/10	/22	/60
HOBART	6"	L	Tgt No			12-17		39,40,43,44,48			26-28,31-34		
			Rds Fired	<		75	*	200		*	250		
	4"		Tgt No					67,69,71,73,75,77,79,80					
			Rds Fired	<				800					
BOISE (CL 47)	6"/47	N	Tgt No			1-11		1-11		12-23			
			Rds Fired	<		300	*	500	*	275			
	5"/25		Tgt No			12,18,24,30,81,82		12,18,24,30,81,82		24,25,30,81,82			
			Rds Fired	<		150	*	300	*	350			
A W GRANT (DD 649)	5"/38	M	Tgt No			3,4,5,9,10,11		3,4,5,9,10,11		15,16,17			
			Rds Fired	<		100	*	200	*	100			
(DD 593)			Tgt No			1,2,6,7,8		1,2,6,7,8		12-14			
KILLEN	5"/38	M	Rds Fired	<		150	*	300	*	100			
LCI(M)s			Tgt No					67,69,71,73,75,77,79,80					
359,362	4.2 H.E.		Rds Fired					1000					
LCI(R)s			Tgt No			1-5				1-5			
31 & 34	4.5 BR HE		Rds Fired			400				400			
LCS(L)s			Tgt No			1-5				1-5			
58,59,60	4.5 BR HE		Rds Fired			120				120			
LCI(G)s			Tgt No					1-5					
69 & 70			Rds Fired					Commanding Officer's discretion					

(*)-Fire Support Sector

ENCLOSURE (A) TO
APPENDIX 2 TO ANNEX "B" TO COMPHIBGRPSIX
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ENCLOSURE (B) TO
APPENDIX 2 TO ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

SCHEDULE OF FIRES - GREEN

SHIP	AMMUNITION AVAILABLE	FIRE SUPPORT SECTOR		-60	-30	-9	-7	-4	-2	H	#4	#6	#7	#10
NASH- VILLE (CL 43)	6"/47 HC	B	Tgt No.	121,127,129-134	121,127,129-134				144,152-156					
			Rds Fired	250	500				300					
	5"/25 AAG		Tgt No.	121,127-130	121,127-130				121,127-128,144,151			121,127,129		
			Rds Fired	125	400				125			50	25	
ARUNTA	4.7 AAC	C	Tgt No.	131-134	131-134				155,143-150			154-157		
			Rds Fired	150	250				100			100		
LCI(R) 74 & 338	4.5 BR HE		Tgt No.						Beach Area					
			Rds Fired						400					
LCS(L) 47 & 42	4.5 BR HE		Tgt No.						130,133					
			Rds Fired						120					
LCI(G) 65 & 68	20mm 40mm		Tgt No.						Beach Area and immediate Flanks					
			Rds Fired						Commanding Officers' Discretion					

ENCLOSURE (B) TO
APPENDIX 2 TO ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

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ENCLOSURE (C) TO APPENDIX 2 TO ANNEX "B" TO COMPHIBGRPSIX

ATTACK ORDER No. A606-45

SCHEDULE OF FIRES - WHITE

SHIP	AMMUNITION	Fire Sup Sector		-62	-59	-30	-9	-6 -4 -2	J /5
(DD 581) CHARRETTE*	5/38	D	Tgt No. Rds Fired	203, 215 200		203, 215 350			
(DD 587) BELL	5/38	D	Tgt No. Rds Fired	202, 214, 219 200		202, 214, 219 350			
(DD 588) BURNS	5/38	D	Tgt No. Rds Fired	199-201, 213 50		222, 225 150		199-201, 213 250	199, 200 100
ICI(M) 431	4.2 H.E.		Tgt No. Rds Fired	202, 203, 215 - Flanks and Inland as assault waves near beach					
ICI(R)s 71 & 72	4.5 BR HE		Tgt No. Rds Fired	203, 215 400		203, 215 400			
ICS(L)s 45 & 46	4.5 BR HE		Tgt No. Rds Fired	203, 215 120		203, 215 120			
ICI(G)s 23 & 64	40 MM		Tgt No. Rds Fired	Beach Area Commanding Officer's discretion					

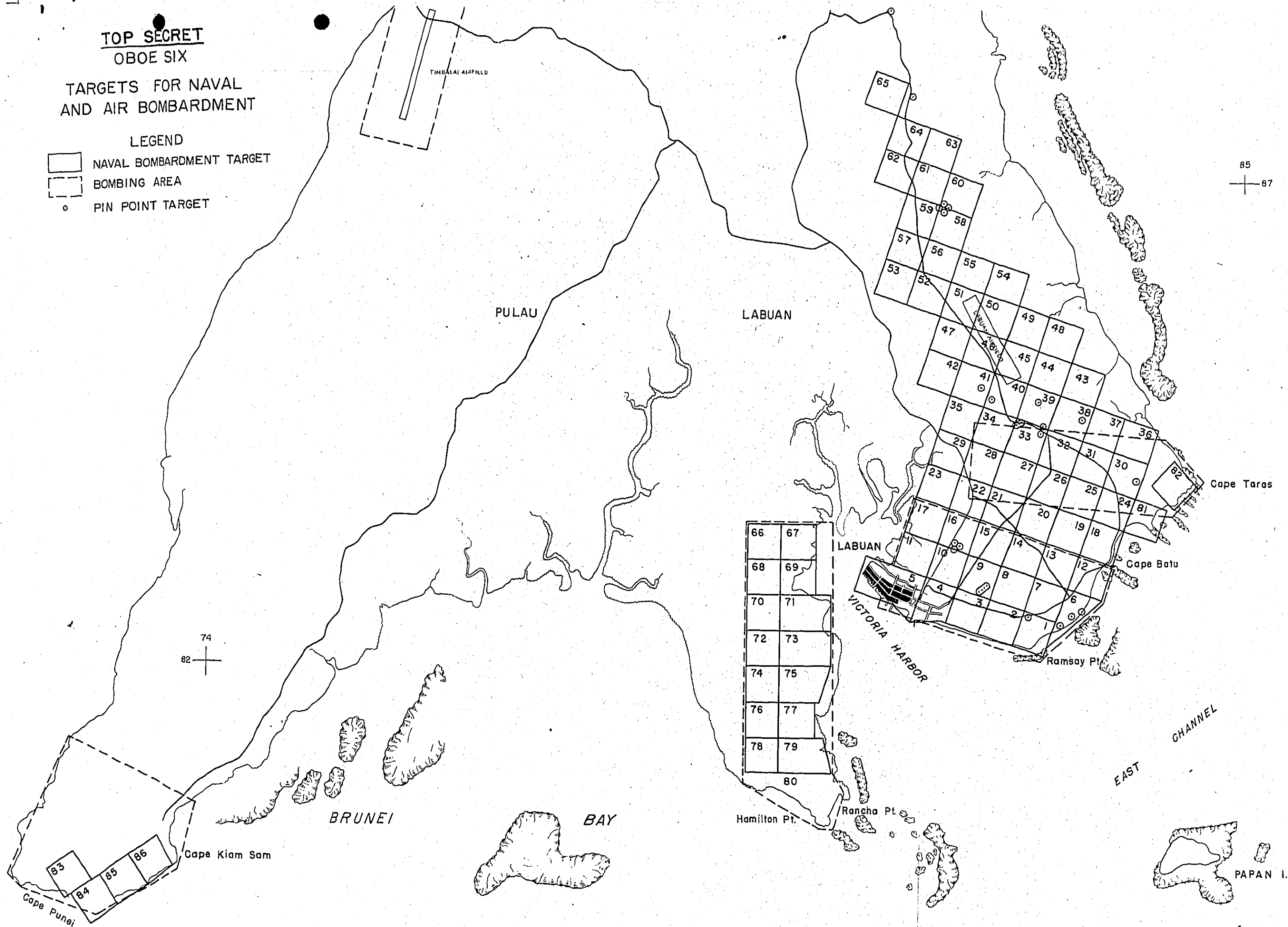
(*)-The CHARRETTE must exercise great care during the first run of the small craft to insure that there are no overs which would endanger them.

ENCLOSURE (C) TO
APPENDIX 2 TO ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

TOP SECRET
OBOE SIX

TARGETS FOR NAVAL
AND AIR BOMBARDMENT

- LEGEND
- NAVAL BOMBARDMENT TARGET
 - BOMBING AREA
 - PIN POINT TARGET



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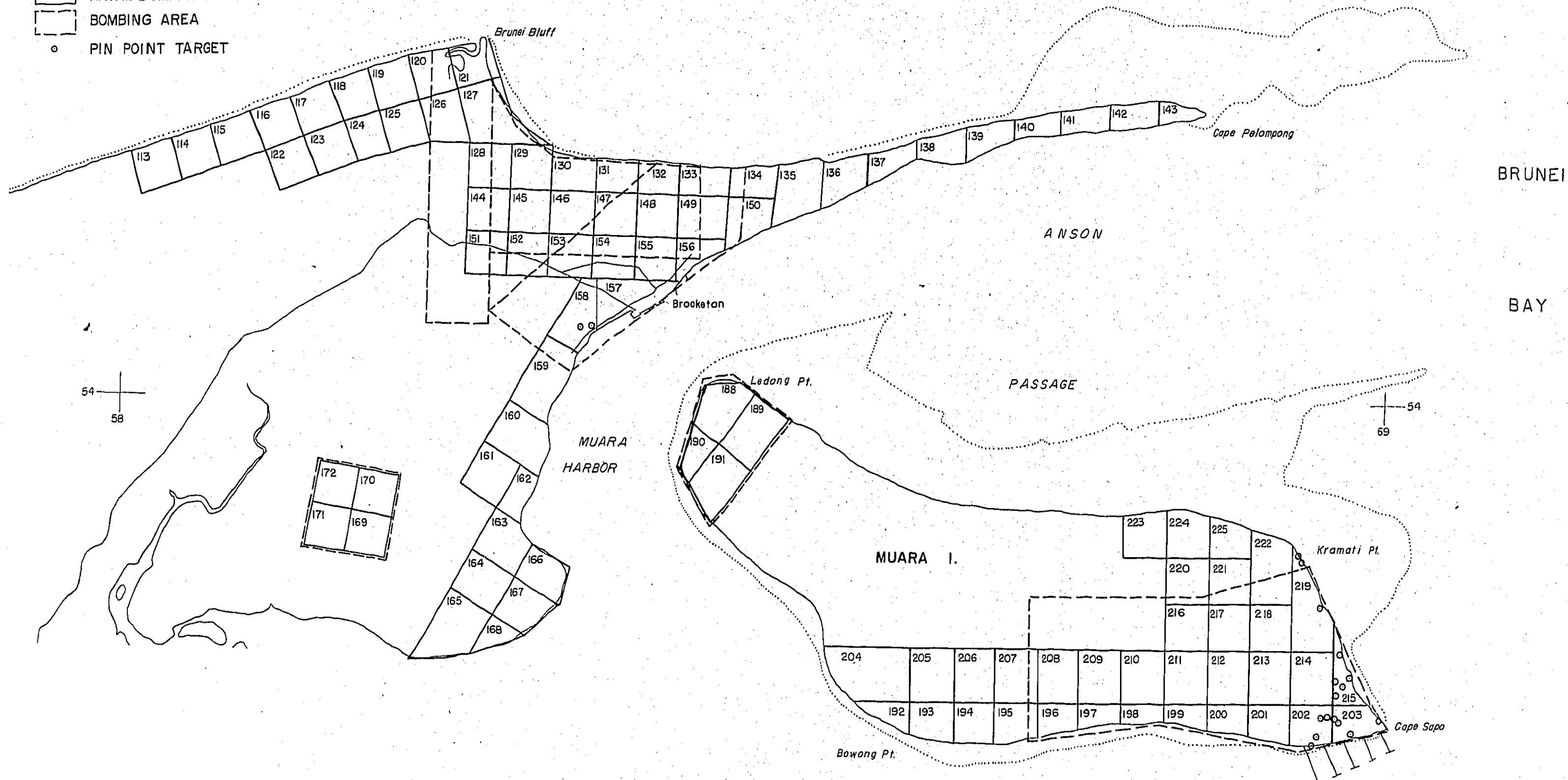
TOP SECRET

OBOE SIX

TARGETS FOR NAVAL
AND AIR BOMBARDMENT

LEGEND

- NAVAL BOMBARDMENT TARGET
BOMBING AREA
PIN POINT TARGET



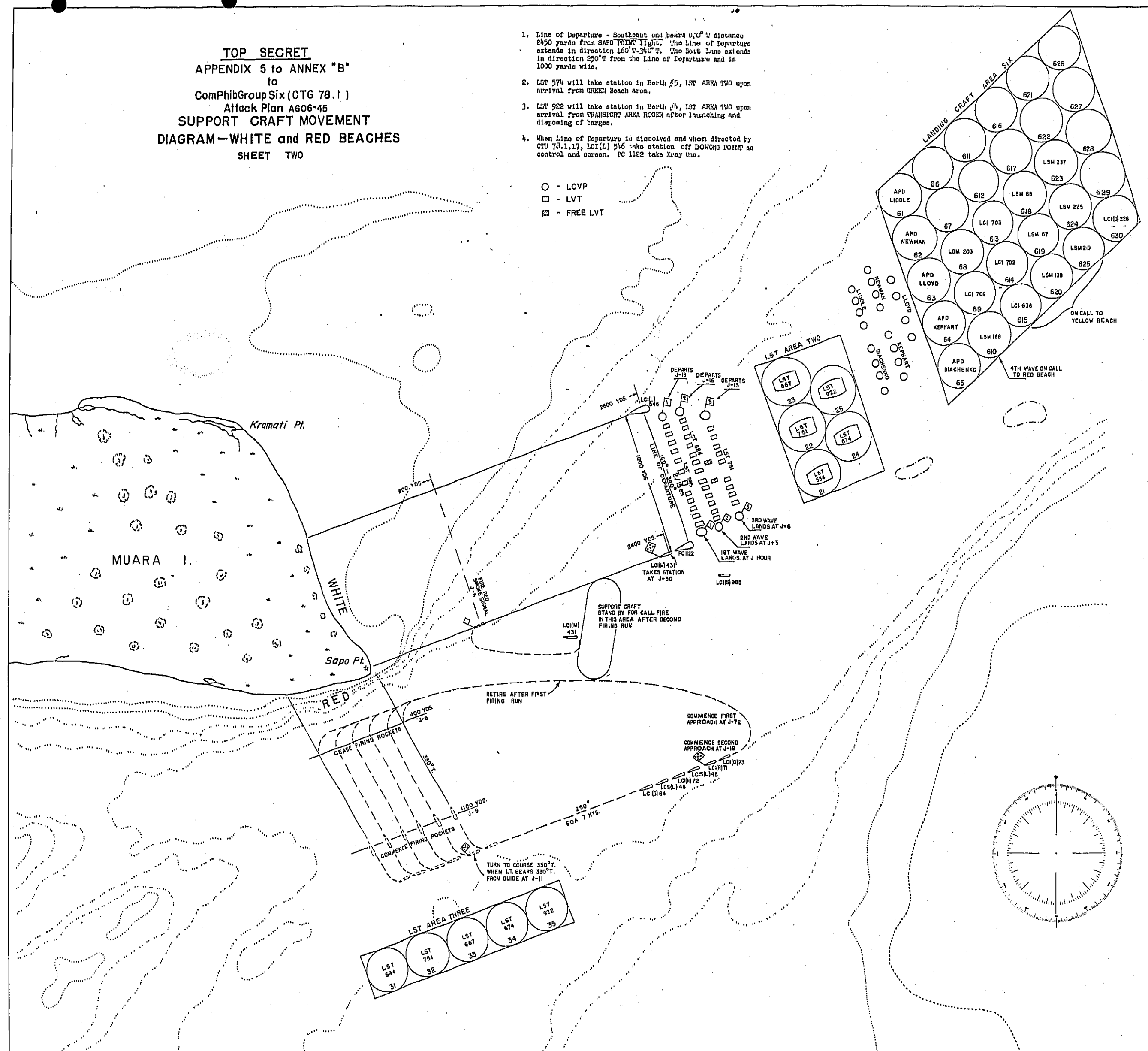
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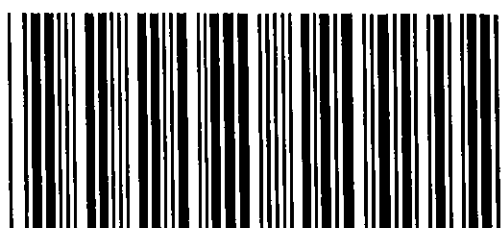
TOP SECRET
APPENDIX 5 to ANNEX "B"
 to
ComPhibGroup Six (CTG 78.1)
Attack Plan A606-45
SUPPORT CRAFT MOVEMENT
DIAGRAM—WHITE and RED BEACHES
SHEET TWO

1. Line of Departure - Southeast and bears 070° T distance 2450 yards from Sapo Point Light. The Line of Departure extends in direction 160° T-340° T. The Boat Lane extends in direction 050° T from the Line of Departure and is 1000 yards wide.
2. LST 574 will take station in Berth #5, LST AREA TWO upon arrival from GREEN Beach Area.
3. LST 922 will take station in Berth #4, LST AREA TWO upon arrival from TRANSPORT AREA ROUGH after launching and disposing of barges.
4. When Line of Departure is dissolved and when directed by CTU 78.1.17, LCI(1) 516 take station off DOWNING POINT as control and screen. PC 1122 take X-ray line.

○ - LCVP
 □ - LVT
 ▣ - FREE LVT



002342B



TOP SECRET
APPENDIX 5 to ANNEX "B"
 to
ComPhibGroup Six (CTG 78.1)
Attack Plan A606-45
SUPPORT CRAFT MOVEMENT
DIAGRAM — GREEN BEACH

SHEET THREE

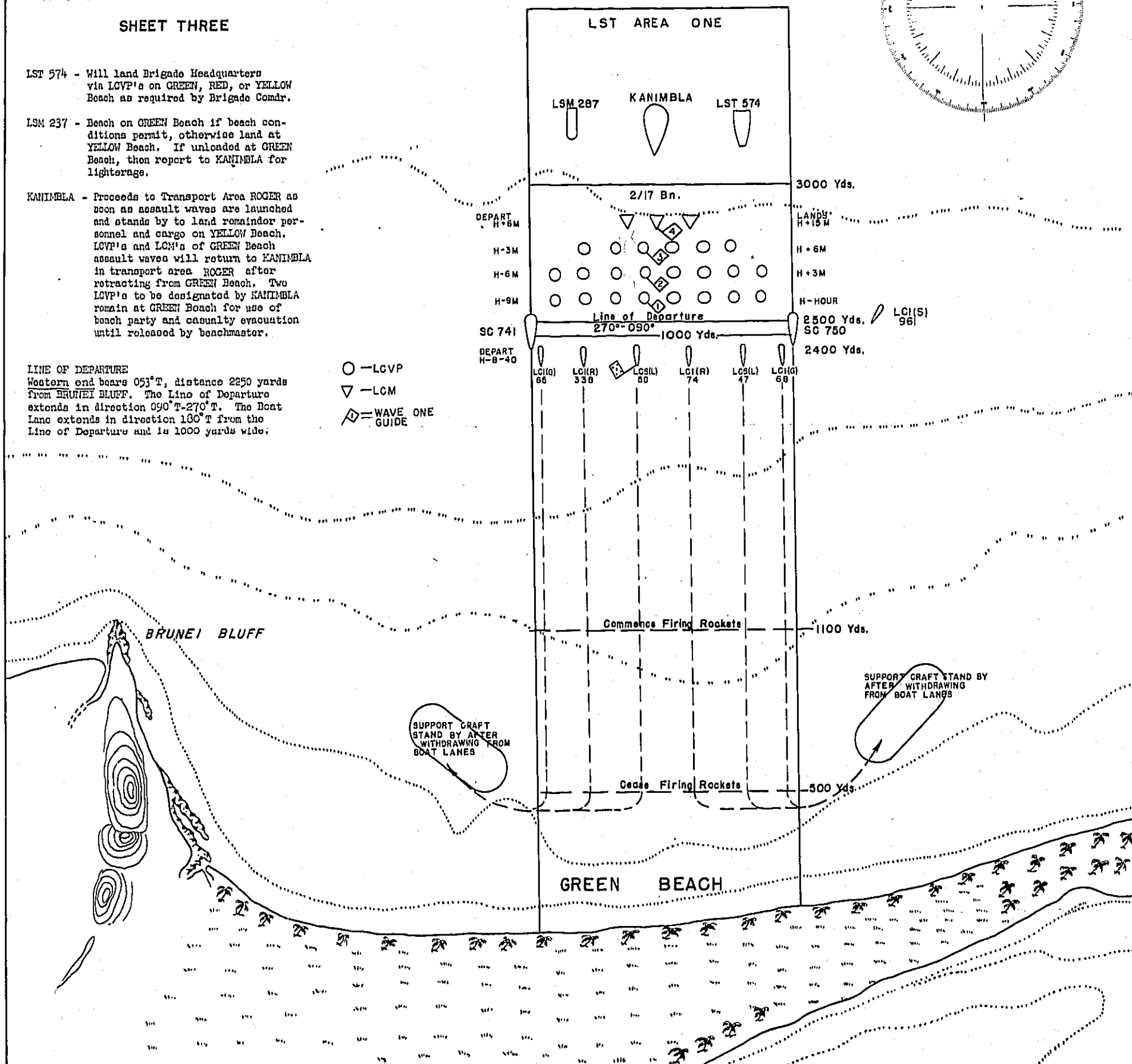
LST 574 - Will land Brigade Headquarters via LCVP's on GREEN, RED, or YELLOW Beach as required by Brigade Comdr.

LSM 237 - Beach on GREEN Beach if beach conditions permit, otherwise land at YELLOW Beach. If unloaded at GREEN Beach, then report to KANIMBLA for lighterage.

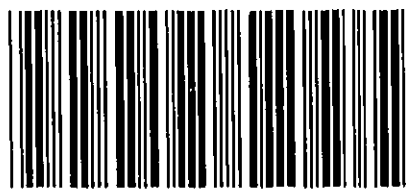
KANIMBLA - Proceeds to Transport Area ROGER as soon as assault waves are launched and stands by to land remainder personnel and cargo on YELLOW Beach. LCVP's and LCM's of GREEN Beach assault waves will return to KANIMBLA in transport area ROGER after retracting from GREEN Beach. Two LCVP's to be designated by KANIMBLA remain at GREEN Beach for use of beach party and casualty evacuation until released by beachmaster.

LINE OF DEPARTURE
 Western end bears 053°T, distance 2250 yards from BRUNEL BLUFF. The Line of Departure extends in direction 090°T-270°T. The Boat Lane extends in direction 180°T from the Line of Departure and is 1000 yards wide.

○ - LCVP
 ▽ - LCM
 ◇ - WAVE ONE GUIDE



002343C



TOP SECRET

APPENDIX 6 TO ANNEX "B" TO COMFIEGRPSIX
ATTACK ORDER No. A606-45

NAVAL GUNFIRE COMMUNICATIONS PLAN

1. Listed below are the call signs of Shore Fire Control Parties, the infantry battalion to which assigned, the frequency assigned, and an initial assignment of fire support ships:

<u>Infantry Unit</u>	<u>SFCP Call Voice</u>	<u>CW</u>	<u>Assigned Frequency</u>	<u>Ships Initially Assigned</u>
2nd 17th Bn	GEORGE-8	G - 8	3312 (Net-1)	(As assigned
2nd 15th Bn	GEORGE-6	G - 6	3480 (Net-2)	(by
2nd 28th Bn	GEORGE-10	G - 10	3564 (Net-3)	(CTG 74.3
2nd 32nd Bn	GEORGE-7	G - 7	3796 (Net-4)	HOBART
2nd 43rd Bn	GEORGE-9	G - 9	3808 (Net-5)	A.W.GRANT (DD 649)
24th Brigade	GEORGE-11	G - 11	3775 (Net K-3)	
20th Brigade	GEORGE-12	G - 12	4320 (Net K-4)	

2. Control and Spare Frequencies are listed below:

- (a) Northern Naval Gunfire Control 3775 (Net K-3)
- (b) Southern Naval Gunfire Control 4320 (Net K-4)
- (c) Northern Sector, Spare No. 1 3864 (Net-6)
- (d) Northern Sector, Spare No. 2 3980 (Net-7)
- (e) Southern Sector, Spare No. 1 2996 (Net-9)
- (f) Division Naval Gunfire Control 4215 (Net-8)

3. The following shall guard Northern Naval Gunfire Control:

- (a) CTG 78.1 - NET CONTROL.
- (b) Commander Fire Support Unit ONE (CTU 74.3.1)
- (c) Commander BROWN Support Unit (CTU 78.1.36)

TOP SECRET

APPENDIX 6 TO ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

NAVAL GUNFIRE COMMUNICATIONS PLAN

3. (Continued)

- (d) CLs and DDs of Fire Support Unit ONE (CTU 74.3.1)
- (e) Ships of the screen - ONLY when assigned fire support duty.
- (f) Naval Bombardment Liaison Officer with 24th Infantry Brigade (who maintains liaison with the 9th Australian Division).

4. The following shall guard Southern Naval Gunfire Control Net:

- (a) CTG 74.3 - NET CONTROL.
- (b) CTG 78.1 (listening watch only).
- (c) Commander GREEN-WHITE Assault Unit (CTU 78.1.17)
- (d) Commander Fire Support Unit TWO (CTU 74.3.2)
- (e) Commander WHITE Support Unit (CTU 78.1.38)
- (f) Commander Fire Support Unit THREE (CTU 74.3.3)
- (g) Commander GREEN Support Unit (CTU 78.1.37)
- (h) CLs and DDs of Fire Support Unit TWO and Fire Support Unit THREE.
- (i) Ships of the screen - ONLY when assigned fire support duty.
- (j) Naval Bombardment Liaison Officer attached to 20th Infantry Brigade.

5. There will be a Division Naval Gunfire net ashore, connecting the NELO with 24th Brigade with the NELO with 20th Brigade.

6. CTG 78.1 may take control of Southern Naval Gunfire Control Net at any time.

7. Battalion shore fire control parties may shift their radios from their spotting frequency to the NELO lateral or to the Naval Gunfire Control Net. Their transmissions on the latter net, however, will be limited to emergency use only, and will be primarily for the purpose of requesting the assignment of a firing ship.

TOP SECRET

APPENDIX 6 TO ANNEX "B" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

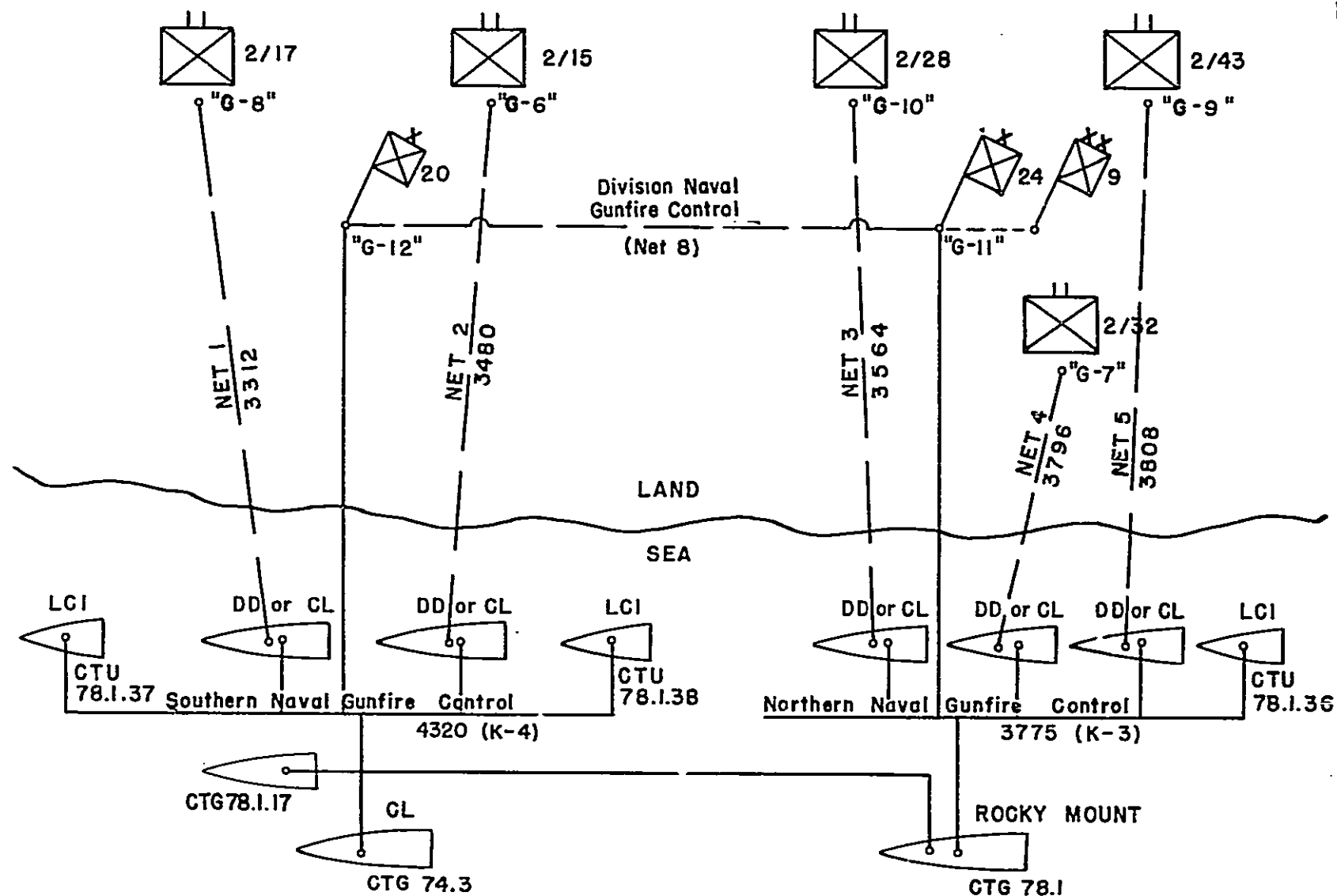
NAVAL GUNFIRE COMMUNICATIONS PLAN

8. For ship's call signs, pyrotechnic signals, etc. see Communication Annex this order.
9. Air spot may be requested by the SFCP, through the ship presently assigned, to the naval gunfire controller (net control). When furnished it will be on the frequency assigned the SFCP. During the initial stages of the operation, Commander Fire Support Unit ONE will make one spotting plane continuously available during daylight hours. This plane will report in to CTG 78.1 on the Northern Naval Gunfire Control Net.
10. Communication diagram is attached hereto.

GREEN

WHITE

BROWN



NAVAL GUNFIRE COMMUNICATIONS DIAGRAM
Appendix 6 to Annex "B" to A606-45

TOP SECRET

ANNEX "C" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

MINESWEEPING AND HYDROGRAPHIC PLAN

1. The Minesweeping Unit, CTU 78.1.5, and the Hydrographic Survey Unit, CTU 78.1.6, will operate at the objective area in accordance with Appendices 1 and 2 and enclosures thereto.

APPENDICES

1. Minesweeping Plan
2. Hydrographic Survey Plan

TOP SECRET

APPENDIX 1 TO ANNEX "C" TO COMPHIEGRPSIX
ATTACK ORDER NO. A606-45

MINESWEEPING PLAN

78.1.5 MINESWEEPING UNIT

Lt. Comdr. FONICK

MinDiv 34
SENIOR (F)
SALUTE
SCOUT
SCREPAGE
SCUFFLE

5 AMS

YMS UNIT

COFER (APD 62) (F)

1 APD

LSM 1 (tender)

1 LSM

YMSs 4, 6, 39, 51, 68, 73, 259, 313, 314,
340, 363, 365.

12 YMS

4 LCVPs

4 LCVP

2 HL

2 HL

78.1.50 YMS Unit

1 APD

1 APD

11 YMS

11 YMS

4 LCVP

4 LCVP

2 HL

2 HL

78.1.51 Sweep Unit ONE

Lt. Comdr. FONICK

MinDiv 34
SENIOR (F)
SALUTE
SCOUT
SCREPAGE
SCUFFLE

5 AMS

78.1.52 Sweep Unit TWO

4 YMS *

78.1.53 Sweep Unit THREE

4 YMS *

78.1.54 Sweep Unit FOUR

4 YMS *

TOP SECRET

APPENDIX 1 TO ANNEX "C" TO COMFHLBGRFSIX
ATTACK ORDER NO. A606-45

MINESWEEPING PLAN

78.1.55 Sweep Unit FIVE

1 APD
4 LCVP
2 ML

1 AFD
4 LCVP
2 ML

* As assigned by Task Unit Commander.

78.1.31 #Close Support Unit

LCI(L) 778 (FF)
LCS(L) 42, 45, 46, 47, 58, 59, 60
LCI(G) 23, 64, 69(F), 65, 68 70
LCI(S) 961, 985, 1000, 1071
LCI(R) 71, 31, 34, 72, 74, 338
LCI(L) 359, 362, 431

1 LCI(L)
7 LCS(L)
6 LCI(G)
4 LCI(S)
6 LCI(R)
3 LCI(L)

Revert to own organization under TU 78.1.3 on ZEBRA Day.

78.1.35 Demolition Unit (Less LCI(D)s 29, 228)

KLINE AFD 120
UDT 11

1 AFD
1 UDT

1. (a) Intelligence information is contained in Commander SEVENTH Fleet Operation Plan 10-45, Commander SEVENTH Amphibious Force Operation Plan 11-45, Commander SEVENTH Fleet despatch intelligence summaries, CNO sweeping instructions and ANNEX "H" of this Attack Order. Both enemy and Allied mines are reported to be present in the operating areas of this operation. The latest information on minesweeping methods provided by CNO will be furnished to minesweepers only. FTP 204A provides standard instructions and procedure for sweeping operations.

(b) During the period ZEBRA minus THREE to ZEBRA minus ONE Day inclusive, the Cruiser Covering Force will support the Minesweeping Unit and carry out bombardment missions. Air strike missions by both heavy, medium and fighter bombers will be conducted in the objective area by RAAF command and 13th AAF. Fighter cover will be furnished by RAAF. The hydrographic unit will, during the pre-ZEBRA Day preparation phase, mark navigational channels and dangers and conduct check surveys of the waters at the objective. An Amphibious Scout Unit will survey certain designated beaches.
2. Minesweeping Unit proceed to the objective in accordance with Movement and Approach Order A605-45 to arrive at Route Point KAREN at 0400 ITEM on ZEBRA minus THREE Day. Subject to modification to this order which the tactical situation may require the SOF to make, minesweeping unit sweep designated areas in the BRUNEI BAY area in support of the OBOE-SIX Operation on ZEBRA minus THREE through ZEBRA plus ONE Days and thereafter as directed by CTG 78.1

TOP SECRET

APPENDIX 1 TO ANNEX "C" TO COMFHTIEGRPSIX
ATTACK ORDER NO. A606-45

MINESWEEPING PLAN

3. (a) Minesweeping Unit sweep areas as indicated in Appendix 1 in accordance with the following schedule.

Type Sweeper	Area	Type Sweep	Mine Types Expected	Depth of Sweep	Day
AMS	CORNET	"0" Exploratory	Moored	60	ZEBRA minus THREE
YMS	PICCOLO	"0" Clearance	Moored	60	ZEBRA minus THREE
AMS	TRUMPET	"0" Exploratory	Moored	60	ZEBRA minus THREE
LCVP	PICCOLO	5 "0" Exploratory	Moored	20	ZEBRA minus THREE
LCVP	SAXOPHONE	5 "0" Exploratory	Moored	20	ZEBRA minus THREE
YMS	SAXOPHONE	"0" Clearance	Moored	60	ZEBRA minus TWO
YMS	TRIANGLE	"0" Clearance	Moored	30	ZEBRA minus TWO
YMS	RASSOON	"0" Clearance	Moored	60	ZEBRA minus TWO
YMS	CLARINET	"0" Clearance	Moored	40	ZEBRA minus TWO
LCVP	HARP	5 "0" Clearance	Moored	20	ZEBRA minus TWO
AMS	FLUTE	"0" Exploratory	Moored	60	ZEBRA minus TWO
YMS	TROMBONE	"0" Clearance	Moored	20	ZEBRA minus ONE
YMS	BATON	"0" Clearance	Moored	60	ZEBRA minus ONE
AMS	KYLOPHONE	"0" Exploratory	Moored	40	ZEBRA minus ONE
LCVP	HORN	5 "0" Clearance	Moored	20	ZEBRA minus ONE
LCVP	DRUM	5 "0" Clearance	Moored	20	ZEBRA minus ONE
ML	TUBA(S)	MkV(b) Clearance	Mk 13-5 Mk 26-1	30	ZEBRA
LCVP	TUBA(S)	5 "0" Clearance	Moored	20	ZEBRA
LCVP	ALTO	5 "0" Clearance	Moored and Mk 13-5	20	ZEBRA
YMS	ALTO	"0" Clearance	Moored	30	ZEBRA
YMS	VIOLA	"0" Clearance	Moored	30	ZEBRA
AMS	PIANO	"0" Clearance	Moored	60	ZEBRA
YMS	SOPRANO	"0" Clearance	Moored	60	ZEBRA
YMS	GUITAR	"0" Clearance	Moored	60	ZEBRA
YMS	ORGAN	"0" Clearance	Moored	60	ZEBRA
YMS	TUBA(F)	MkV(B) Clearance	AMkV	60	ZEBRA plus ONE
YMS	TUBA(H)	"0" Clearance	Moored	60	ZEBRA plus ONE
YMS	VIOLIN	"0" Clearance	Moored	60	ZEBRA plus ONE
LCVP	CELLO	5 "0" Exploratory	Moored	20	ZEBRA plus ONE
ML	CELLO	MkV(B) Clearance	(Mk 13-5 (Mk 26-1/AMkV	30	ZEBRA plus ONE
YMS	CHIMES	"0" Clearance	Moored	60	ZEBRA plus ONE
YMS	CELLO	"0" Clearance	Moored	30	ZEBRA plus ONE
AMS	CASTANET	"0" Exploratory	Moored	20	ZEBRA plus ONE

Sweeping missions are listed above in order of priority. In the event that the schedule set up cannot be maintained the areas shall be swept in the order indicated.

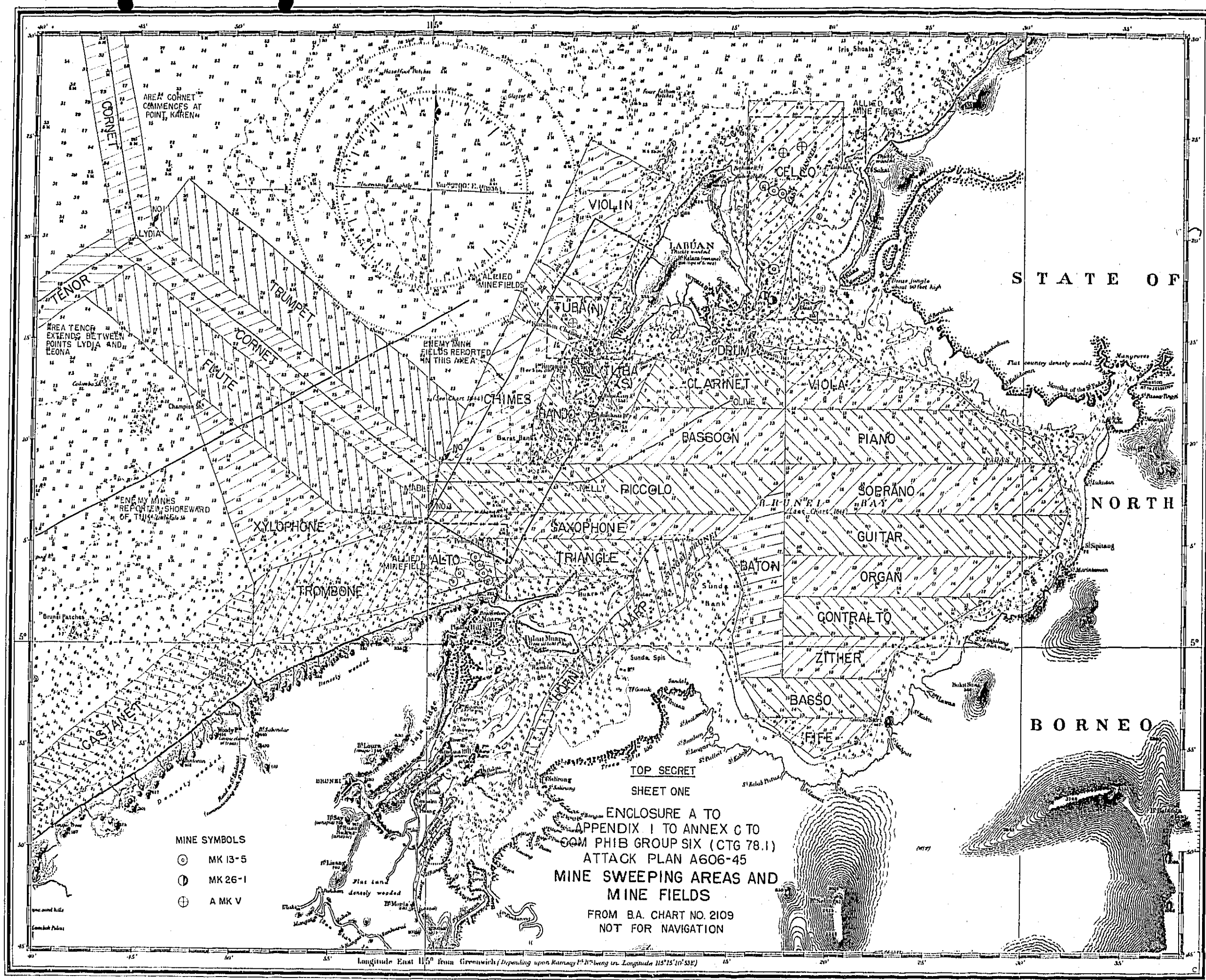
TOP SECRET

APPENDIX 1 to ANNEX "C" TO COMPHIBGRPSIX
ATTACK ORDER NO. A606-45

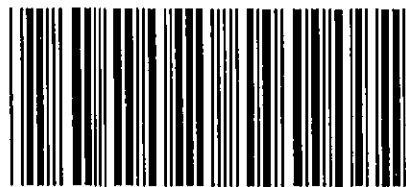
MINESWEEPING PLAN

-
3. (b) Close Support Unit provide close fire support cover for minesweeping group. Provide mine destruction units as directed by CTU 78.1.5 as necessary to ensure destruction of all moored type mines swept. Provide smoke screen cover to sweeping units if tactical situation indicates the desirability of such cover. Destroy small boats encountered and attack targets of opportunity while carrying out other tasks. Protect own forces in area against small boat attack. Provide pre-assault demolition of obstacles or obstructions as directed by the SOP. Provide close fire support and cover for Hydrographic Unit in support of its Pre-ZEBRA Day tasks as required. Report to assigned Attack Unit Commanders in accordance with Commander Amphibious Group SIX Attack Order A606-45 at 0700 ITEM on ZEBRA Day.
- (c) Demolition Unit provide demolition and beach reconnaissance as required by SOP. Conduct beach reconnaissance of BROWN BEACH on ZEBRA minus ONE Day.
- (x) (1) CTU 78.1.5 is O.T.C. for this operation.
- (2) CTU 78.1.5 prepare detailed orders and assign ships to sub-units prior departure from the staging area. Submit this order to CTG 78.1 for approval before issuing.
- (3) Destroyers shall not be assigned to mine destruction missions unless specifically directed by the SOP.
- (4) Night retirement prior to ZEBRA Day will be conducted in accordance with the directives of and at the discretion of the SOP.
- (5) The SOP shall coordinate the minesweeping, hydrographic and bombardment missions. Prior to ZEBRA Day the SOP is CTF 74. Subsequent to ZEBRA Day the SOP is CTG 78.1
4. Logistics in accordance with ANNEX "F" to Commander Amphibious Group SIX Attack Order A606-45. LSH 1 moves to the objective with the minesweeping unit and carries spare sweeping gear and repair facilities for sweeping gear.
5. Communications in accordance with ANNEX "E" to Commander Amphibious Group SIX Attack Order No. A606-45.

Enclosure (A) - Minesweeping Area and Minefield Locations.



002344D



TOP SECRET

APPENDIX 2 TO ANNEX "C" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

HYDROGRAPHIC SURVEY PLAN

Task Organization

78.1.6 Hydrographic Unit

Lieut. Comdr. TANCRED, RAN

HMAS LACHLAN
SATIRLEAF
YMS 160

1 AGS
1 AN
1 YMS

Amphibious Scout Team

Lieutenant CHAPIN.

1. (a) Available hydrographic intelligence is contained in Annex "H". Navigational charts BA 1844, BA 2108, BA 2109, BA 2134, HO 2394, BA 947, and BA 2660B provide latest available hydrographic information. Confirmation of this information or of any changes therein is required by the Attack Group prior to ZEBRA Day. Additional navigational aids beyond those shown on charts are required to mark navigational hazards and to facilitate piloting by ships at the objective.
- (b) The Cruiser Covering Group will provide fire support cover for the Hydrographic Survey Unit operations while carrying out bombardment missions. Units of Support Unit, TU 78.1.3, will provide close fire support for survey operations conducted within range of enemy positions. Fighter cover and air bombardment missions at the objective will be provided by the RAAF Command and 13th AAF.
2. Hydrographic Unit will lay navigational buoys, check hydrographic conditions and conduct hydrographic reconnaissance of designated beaches in the BRUNEI BAY Area to facilitate the amphibious attack by the BRUNEI Attack Group.
3. (a) Plant navigational buoys in following locations:

No. 1 *	5° 20' 36" N	114° 45' 30" E
No. 2	5° 09' 00" N	115° 00' 48" E
No. 3	5° 06' 36" N	115° 00' 15" E
No. 4 **	5° 09' 00" N	115° 05' 30" E
No. 5 **	5° 06' 30" N	115° 04' 12" E
No. 6	5° 03' 30" N	115° 10' 30" E
No. 7	5° 02' 48" N	115° 11' 42" E
No. 8	5° 14' 00" N	115° 14' 00" E
No. 9 **	5° 15' 12" N	115° 15' 18" E
No. 10	5° 14' 42" N	115° 18' 00" E
No. 11 *	5° 09' 00" N	115° 16' 00" E
No. 12 *	5° 09' 00" N	115° 20' 00" E

TOP SECRET

APPENDIX 2 TO ANNEX "C" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

HYDROGRAPHIC SURVEY PLAN

3. (a) (Continued)

No. 13 *	5° 05' 00" N	115° 16' 00" E
No. 14 *	5° 05' 00" N	115° 20' 00" E
No. 15	5° 04' 48" N	115° 14' 30" E
No. 16 (flag only)	5° 02' 18" N	115° 10' 18" E
No. 17 (flag only)	5° 01' 00" N	115° 09' 12" E
No. 18 (flag only)	4° 59' 36" N	115° 09' 24" E
No. 19 (flag only)	4° 59' 00" N	115° 07' 12" E
No. 20	5° 02' 30" N	115° 16' 00" E

* - Additional flag marker buoys to be planted with navigational buoys so indicated.

** - Buoys so indicated will be laid only in the event that navigational buoys or beacons are missing from these locations.

In planting buoys have due regard for tidal range, ebb current and bottom conditions. If buoys are not laid in positions shown above report the bearing and distance from this position of the actual buoy locations. Enclosure (A) to Appendix 3 indicates the location of buoys graphically.

- (b) Conduct a check survey of depths within the areas enclosed by dashed lines on Enclosure (A) to Appendix 3. For purposes of comparison and reporting use the depths shown on British Admiralty Chart 1844.
- (c) Keep the SOP advised of the survey and buoy planting for inclusion in his daily despatch summary. Include in the report any navigational aids found to exist in BRUNEI BAY including those indicated on navigational charts.
- (d) When not otherwise occupied in accordance with this plan, HMAS LACHLAN and HMS 160 are available to the SOP and Screen Commander for screening assignments.
- (e) Night retirement will be as directed and at the discretion of the SOP.
- (f) Upon return to the objective area on ZEBRA Day from night retirement, if carried out, Hydrographic Unit report to CTG 78.1 for further task assignments.
- (g) Utilizing the Amphibious Scout Team conduct a survey and buoy a channel for landing craft through the channel south of MUARA ISLAND.

TOP SECRET

APPENDIX 2 TO ANNEX "C" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

HYDROGRAPHIC SURVEY PLAN

3. (g) (Continued).

This survey will be made after the assault on WHITE Beach and the consolidation of our forces on MUARA ISLAND permits this survey to be made.

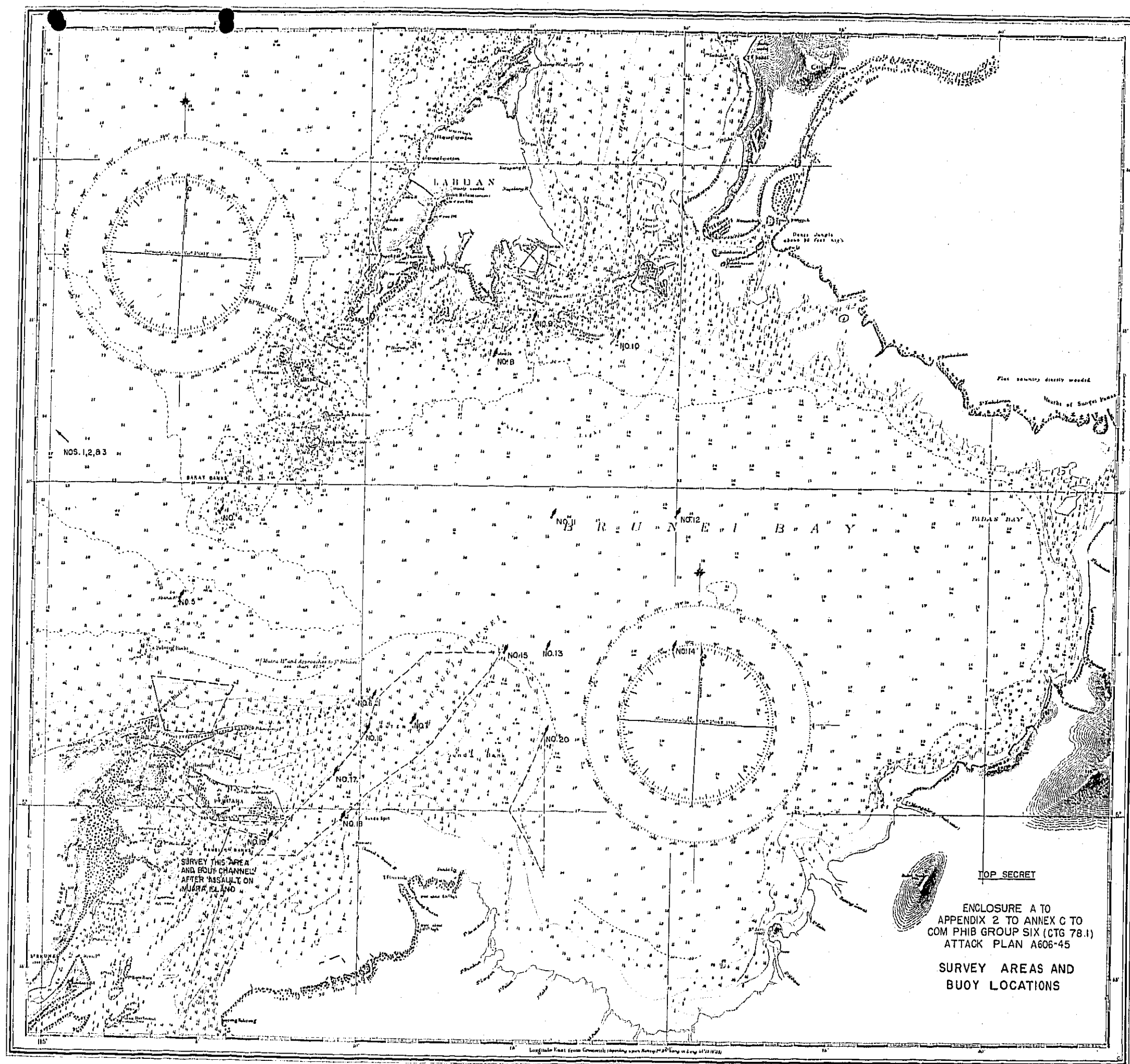
- (h) As soon as the tactical situation and the availability of personnel and equipment permits survey and buoy a channel in ANSON PASS.

4. -----

5. Communications in accordance with Annex "E". The SOP in the objective area from ZEBRA minus THREE to ZEBRA Day is CTG 74.3 in PHOENIX and thereafter CTG 78.1 in ROCKY MOUNT.

ENCLOSURE

- (A) Survey Areas and Buoy Locations.



002346F



TOP SECRET

ANNEX "D" TO COMPHIBGRFSIX
ATTACK ORDER No. A606-45

AIR PLAN

1. The Royal Australian Air Force Command, supported by units of the Thirteenth Air Force, USAAF, and the First Tactical Air Force, RAAF, with bases at PALAWAN, ZAMBOANGA, TAWITAWI, MOROTAI, TARAKAN, and LEYTE; will provide air support for the OBOE-SIX Operation as follows:

NOTE: All times used are ITEM.

(a) Fighter Protection for Convoys.

Protection for convoys enroute to and from the objective will be provided as follows:

- (1) For convoys proceeding between MOROTAI and BRUNEI BAY via TAWI TAWI, and between TARAKAN and BRUNEI BAY, the following areas of responsibility exist:
 - a. The First Tactical Air Force, RAAF:
 - (aa) MOROTAI and 125° East.
 - (bb) 123° East to 117° - 30' East.
 - b. The Thirteenth Air Force, USAAF:
 - (aa) 123° East to 125° East.
 - (bb) West of 117° - 30' East.
- (2) For convoys proceeding between MOROTAI and BRUNEI BAY via ZAMBOANGA, the following areas of responsibility exist:
 - (a) East of 125° East, convoys will be covered by the First Tactical Air Force, RAAF, operating from MOROTAI.
 - (b) West of 125° East, convoys will be covered by the Thirteenth Air Force, USAAF, operating from ZAMBOANGA and TAWITAWI.
- (3) The Thirteenth Air Force continues to cover all other convoys, not covered in the above categories, within its overall area of responsibility within the SWPA.
- (4) Air cover over each convoy will consist of four (4) fighters on station from 0730 to 1800 daily. Two (2) night fighters will be on station from 0600 to 0730 and from 1800 to 2000 daily.
- (5) Flanes will report to Fighter Director ships, if present, on 142.02 mcs, primary, 142.74 mcs, secondary.
- (6) Composition of convoys, routes, speeds of advance, dawn and dusk positions, and voice calls of Fighter Director ships and OTC are tabulated in Annex "A", Appendices 1 and 2, ComPhib-GrpSIX Movement and Approach Order A605-45.

(b) Anti-Submarine Patrols.

Aircraft of the SEVENTH Fleet will provide anti-submarine coverage for convoys and also at the objective area as follows:

- (1) Sector 60; Cover west coast of BORNEO from 7° North to 3° North commencing ZEBRA minus THREE Day.

TOP SECRET

ANNEX "D" TO COMPHIBGRISIX
ATTACK ORDER No. A606-45

AIR PLAN

1. (b) (Continued)

- (2) Sector 61; Cover convoy route LINCOLN from Point FLORA to objective area, commencing ZEBRA minus FOUR Day.
- (3) Sector 62; Cover for individual convoys on routes JEWETT and LINCOLN between Point OXYDOL and objective area.
- (4) Sector 63; Cover for individual convoys between Point OXYDOL or ALICE and objective area travelling routes JEWETT or LINCOLN as the case may be.
- (5) The Thirteenth Air Force will provide anti-submarine cover along the convoy route between MOROTAI and TAMI TAMI for the Assault convoy, if so routed, and between MOROTAI and ZAMBOANGA for all other convoys.
- (6) The patrols by SEVENTH Fleet aircraft will be flown in FBM (Mariner) airplanes temporarily based at TAMI TAMI.
- (7) These patrols will commence about 4 June 1945 and continue until further orders. Patrols will be flown daily, weather permitting, between sunrise and sunset.
- (8) Communications with anti-submarine patrol planes will be on 142.74 mcs, primary, 4475 kcs or 3115 kcs, secondaries. (Calls as listed in Appendix 2 this Annex).

(c) Air Cover at Objective.

The Thirteenth Air Force to provide:

- (1) A minimum of four (4) fighters as Combat Air Patrol over the objective area, commencing ZEBRA minus THREE Day, and each day thereafter, from 0730 to 1730 until relieved by the First Tactical Air Force, RAAF.
- (2) A two (2) plane dawn and dusk patrol of night fighters over the objective from 0600 to 0730 and 1730 to 2000 commencing ZEBRA minus THREE Day, and each day thereafter until relieved by the First Tactical Air Force, RAAF.

(d) Air Cover for Motor Torpedo Boat Operations.

The Thirteenth Air Force to provide:

- (1) Two (2) fighters as cover for the movement of four (4) MTB's (voice call YODEL LEADER) from 0600 on ZEBRA minus ONE Day, when they will be detached from the Assault Convoy in position 7° - 25 N. and 116° - 10 E. approximately 200 miles north of the objective area, until their arrival at the objective area prior to 1800. Communications on 142.74 mcs, primary; 3115 kcs, secondary.

TOP SECRET

ANNEX "D" TO COMFIEGRFSIX
ATTACK ORDER No. A606-45

AIR PLAN

1. (d) (Continued)

- (2) One (1) B-25 for cooperation with two (2) MTBs (voice call YODEL TWO) on ZEBRA plus ONE between 0800 and 0900. Plane and MTBs will rendezvous at 0800 two (2) miles west of the entrance to PADAS BAY, in BRUNEI BAY, for an air-sea strike along the shoreline from PADAS BAY to MANGALONG RIVER. Communications on 142.74 mcs, primary; 3115 kcs, secondary.
- (3) Two (2) B-25s for cooperation with two (2) MTBs (voice call YODEL SEVEN) on ZEBRA plus TWO Day between 0800 and 1000. Planes and MTBs will rendezvous at 0800 two (2) miles west of GAYA ISLAND for an air-sea strike on GAYA BAY and PORT JESSELTON. Communications on 142.74 mcs, primary; 3115 kcs, secondary.
- (4) Subsequent cover for MTB operations will be as requested by CTG 78.1.

NOTE: Details concerning MTB operations are as described in ANNEX "K" of this ATTACK ORDER.

(e) Pre-PETER Day Strikes.

The Thirteenth Air Force and the First Tactical Air Force to provide:

- (1) Commencing ZEBRA minus TEN Day and continuing through ZEBRA minus FOUR Day, a series of strikes against northwestern and southern BORNEO, plus selected targets at OBOE-SIX, for the purpose of neutralizing enemy airfields, destroying planes, plane staging facilities, shipping, installations, and denying movement of the enemy attempting to reinforce or withdraw from the objective area.
- (2) From ZEBRA minus THREE Day to ZEBRA minus ONE Day inclusive, destruction of all targets in the OBOE-SIX area as previously designated by the Commanding General, Ninth Australian Division and Commander OBOE-SIX Attack Group.
- (3) From ZEBRA minus FIVE Day to ZEBRA minus ONE Day inclusive, neutralization of airdromes in BORNEO and the CELEBES.

(f) Air Observer.

- (1) Commencing at 0730 on ZEBRA minus THREE Day and continuing until ZEBRA Day, an Air Observer, from the Ninth Australian Division, will be airborne over the objective area from 0730 to 1600 daily.

TOP SECRET

ANNEX "D" TO COMHIBGRFSIX
ATTACK ORDER No. A606-45

AIR PLAN

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1. (f) (2) Commencing on ZEBRA Day and continuing thereafter, as long as direct air support is required, Air Observers from the Ninth Australian Division will be provided as follows:
- a. An Air Observer, Airborne over the Northern Sector, from 0730 to 1630 daily.
 - b. An Air Observer, Airborne over the Southern Sector, from 0800 to 1630 daily.
- (g) Air-Sea Rescue.
- (1) The First Tactical Air Force will have present in the objective area a suitable plane for air-sea rescue operations during the time strikes or supporting missions are in progress.
 - (2) CTG 74.3 will also provide one (1) VO-VCS aircraft in a readiness status for air-sea rescue operations.
 - (3) From ZEBRA minus THREE to ZEBRA minus ONE inclusive, air-sea rescue planes will report to Advance Commander Support Aircraft, voice call "FIEDREN", when on station. From ZEBRA Day and thereafter, until control is assumed ashore, all air-sea rescue planes will report in to CSA North, voice call "RUSTBUCKET".
 - (4) All air-sea rescue airplanes and boats, CSA and Fighter Control Center guard 4475 kcs., and 140.58 mcs., continuously.
- (h) Courier Planes.
- (1) Commencing on ZEBRA Day there will be two (2) courier planes arriving and departing from the objective area daily. These planes will normally depart for their respective bases at MOROTAI and MANILA in the early afternoon.
 - (2) Courier planes (voice call FOSTAL) report to "RUSTBUCKET" on 6720 kcs., or 140.58 mcs. for approach and landing instructions.
- (i) Photographic Services.
- (1) Delivery of pre-ZEBRA Day photographs.
 - a. Photographs of the landing beaches and adjacent areas, in addition to strike photos, are to be taken by the Thirteenth Air Force on ZEBRA minus THREE; ZEBRA minus TWO; and ZEBRA minus ONE Day. The negatives are to be enclosed in a suitable, buoyant, waterproof container and equipped with a parachute and dye marker for dropping close aboard a designated destroyer or other escort of the Assault convoy for further delivery to the Flagship, prior to the planes' return to base. (The designated ship is normally the screening vessel located directly astern of the center of the formation).

TOP SECRET

ANNEX "D" TO COMTHIBGRTSLX
ATTACK ORDER No. A606-45

AIR PLAN

1. (i) (Continued)

- b. The photographic plane (voice call. GRU HIC) will contact "DRUGGIST BASE" on 142.74 mcs. prior to entering area of convoy to receive instructions relative to the ship designated as retrieving ship, and also as to when ship is ready to receive the drop.
- c. The ship designated as retrieving ship will identify itself to the plane by flashing the numeral FIVE on its searchlight.
- d. Planes will report when they have definitely identified retrieving ship.
- e. Planes will not make drop until ordered to do so by "DRUGGIST BASE".
- f. Planes will make drop slightly ahead of the designated retrieving ship.

(2) Further photographic service will be requested as the necessity arises.

2. Air Searches.

- (a) Routine daily searches are made by Fleet Air Wing aircraft from their bases in MINDORO, ILLIGAN and MOROTAI, covering the sea areas adjacent to Northwestern, Northern and Eastern BORNEO, as well as the SULU ARCHIPELAGO.
- (b) Likewise, armed reconnaissance strikes by the Thirteenth Air Force and RAAF cover the HOLLANDIA, CELEBES, and NETHERLANDS EAST INDIES area.
- (c) Results of the above searches and strikes appear in the daily dispatches on the normal communication circuits.

3. Restrictions for Aircraft.

- (a) Upon completion of bombing strikes on ZEBU minus FOUR Day, aircraft will not attack surface craft of any type without securing permission from the Commander Support Aircraft or unless coordinated with NTB operations during scheduled patrols. (See Annex "K").
- (b) VO-VCS planes (KINGFISHER) will be in the area spotting naval gunfire.

TOP SECRET

ANNEX "D" TO COMFIEGFSIX
ATTACK ORDER No. A606-45

AIR PLAN

3. (Continued)

- (c) Planes shall not destroy docks, piers, jetties, bridges, waterworks, lighthouses, or other navigational aids unless the tactical situation necessitates, and their destruction is ordered by GOC 9th Div. 1st Aust. Corp., CTG 74.3 or CTG 78.1.
- (d) No direct air support strikes will be executed without authority from either the Commander Support Aircraft North or the Commander Support Aircraft South.
- (e) Commencing prior to sunset on ZEBRA minus ONE Day, PT Boats will be operating both day and night in and around the objective area.

4. General.

(a) Commander Support Aircraft (CSA).

- (1) The Advance Commander Support Aircraft, (ZEBRA minus THREE to ZEBRA minus ONE inclusive) with the voice call "FIVE DREAM", will be embarked in the U.S.S. NASHVILLE.
- (2) Commencing ZEBRA Day, the Commander Support Aircraft North, voice call "RUSTBUCKET", will be in the U.S.S. ROCKY MOUNT. When control is passed ashore, the voice call for CSA becomes "GODDESS".
- (3) Commencing ZEBRA Day, the Commander Support Aircraft South, voice call "FIVE DREAM", will be in the U.S.S. NASHVILLE. When control is passed ashore, the voice call for CSA becomes "GODDESS".

(b) Parachute Flare drops will be made as follows:

- (1) For the landing on BROWN BEACH (LIBURN ISLAND), six or more white parachute flares will be dropped in salvo, by one plane, 1000 yards east of RUSSELL POINT. Flares to be dropped when the First Assault Wave of boats is 500 yards from the beach.
- (2) For the landing on WHITE BEACH (MUARA ISLAND), six or more white parachute flares will be dropped in train, along an east-west line, so that the center of the string is approximately over the North-East tip of MUARA ISLAND. The flares to be dropped when the First Assault Wave is 800 yards from the beach.

TOP SECRET

ANNEX "D" TO COMFIBGRI SIX
ATTACK ORDER No. A606-45

AIR PLAN

4. (b) (Continued)

(3) For the landing on GREEN BEACH (BRUNEI BLUFF), six or more white parachute flares will be dropped in salvo, by one plane, over BRUNEI BLUFF. The flares to be dropped when the first Assault Wave of boats is 500 yards from the beach.

(4) All flares will be dropped so as to ignite at an altitude of 1200-1500 feet or above the level of smoke and dust.

(c) All aircraft operating at the objective shall carry the following maps and charts.

- | | | | |
|---|----------|-------------|----------|
| (1) Air Operations Chart (Appendix 4, this Annex). | | | |
| (2) LABUAN ISLAND (Special) | 1/25,000 | - Sheet No. | 3146-I |
| (3) PELONG ROCK S. E. | " | " " | 3146-III |
| (4) PELONG ROCK S. W. | " | " " | 3146-III |
| (5) MANGSALUT S. E. | " | " " | 3046-II |
| (6) BRUNEI N. E. | " | " " | 3045-I |
| (7) BRUNEI S. E. | " | " " | 3045-I |
| (8) TG. LAUT N. W. | " | " " | 3145-IV |
| (9) LABUAN North | 1/50,000 | " " | 3147-II |
| (10) TG. DAKUT | " | " " | 3247-III |
| (11) LABUAN South | " | " " | 3146-I |
| (12) TG. KLIAS | " | " " | 3246-IV |
| (13) PELONG ROCK | " | " " | 3146-III |
| (14) TG. LAUT | " | " " | 3145-IV |
| (15) S. MANGSALUT | " | " " | 3046-II |
| (16) BRUNEI | " | " " | 3045-I |
| (17) Australian Aeronautical Maps, Sheets M.A. 3 and N.B. 4 | | | |

(d) All aircraft, except Combat Air Patrol, entering the area within fifty (50) miles of the objective will report as follows:

- (1) From ZEBRA minus THREE Day to ZEBRA minus ONE Day inclusive, to the Advance CSA, voice call "THEDREW", on 142.74 mcs., 4475 kcs., or 4915 kcs.
- (2) From ZEBRA Day and thereafter, until Support Air Control passes ashore, direct support groups will report in to the CSA in their assigned sectors as described in paragraph (a) above.
- (3) From ZEBRA Day and thereafter, until control is passed ashore, all other aircraft such as Couriers, Air-sea Rescue, Photographic, and Anti-Submarine Patrol, will report in to CSA North, voice call "RUSTBUCKET", on 140.58 mcs., 4475 kcs., or 6720 kcs., as further specified in Appendix 2 to this Annex.

TOP SECRET

ANNEX "D" TO COMTHIBGREFSIX
ATTACK ORDER No. A606-45

AIR PLAN

4. (Continued)

- (e) From ZEBRA minus THREE to ZEBRA minus ONE Day inclusive, the First Tactical Air Force, RAAF, will have four (4) Beaufighters on call at TIRAKUM, for targets of opportunity as developed by the Support Air Observer and Advanced Commander Support Aircraft.
- (f) Commencing on ZEBRA Day, the following Direct Support Aircraft will be on station:
- (1) Over the Northern Sector, the First Tactical Air Force, RAAF, will provide six (6) Beaufighters from 0730 to 1630.
 - (2) Over the Southern Sector, the Thirteenth Air Force will provide six (6) B-25 (Mitchells) from 0800 to 1600.
 - (3) After ZEBRA Day the number of aircraft in the Direct Support Groups may be reduced or ordered to remain at their base on call, depending upon the existing situation.
- (g) Point "SARAH" is the reference point for all radar contacts in the OBOE-SIX Area. This point is described as the lighthouse on KURILIAN ISLAND at Latitude 05°-13' North and Longitude 115°-08' East. Point "SARAH" may also be used as air-sea rescue reference point for rescue operations in the vicinity of the objective area.
- (h) The following types of friendly aircraft are operating in the PHILIPPINE and Southwest Pacific area and may be encountered on route to and at the objective area:

ARMY

F-24 (Liberator)
B-25 (Mitchell)
A-20 (Havoc)
F-38 (Lightning)
F-40 (Warhawk)
F-47 (Thunderbolt)
F-51 (Mustang)
F-61 (Black Widow)
C-46 (Sky Trooper)
C-47 (Sky Train)
FBY (Catalina-ASR
& Courier)
L5 (Artillery Spot-Cub)
B-29 (Super-Fortress)

NAVY AND MARINE

FAU (Corsair)
SBD (Dauntless)
OS2U (Kingfisher)
SOC
FBY (Catalina-Blackcat)
FBM (Mariner)
FV (Ventura)
FB4Y (Liberator)
FB4Y2 (Privateer)
FBJ (B-25 Mitchell)

AUSTRALIAN

Warhawk
Spitfire
Beaufighter
Mosquito
Catalina
Auster (Liaison)
Walrus

APPENDICES

1. Direct Air Support.
2. Air Communications Plan.
3. Fighter Direction.
4. Air Operations Chart.

TOP SECRET

APPENDIX 1 TO ANNEX "D" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

DIRECT AIR SUPPORT

1. The control of pre-landing and direct support strike groups for the OBOE VI Operation on Zebra Day and thereafter, until control is shifted ashore, shall be divided between CSA North in the USS ROCKY MOUNT voice call RUSTBUCKET and CSA South in the USS NASHVILLE voice call PIPEDREAM.
2. Direct support strike groups for CSA North shall consist of six Beaufighters armed for strafing and low level bombing attack as directed by CSA North. Direct support strike groups for CSA South shall consist of six B-25's armed for strafing and low level bombing attacks as directed by CSA South.
3. The air coordinator will be the flight leader of each strike group and will use the voice call as assigned in the communication appendix of this annex.
4. The air coordinator for CSA North will check in upon arrival at point BAKER (see air operations chart, appendix 4 to Annex D) giving the number of planes in his flight, altitude, bomb loading and time available to remain on station. If no immediate mission is available he will be directed to orbit at a designated reference point until a mission is requested by an air support party ashore, at which time the CSA will give him his instructions. If no direct support missions are requested during the period the group is on station, the CSA may assign them to carry out a strike on secondary targets well clear of friendly troops. All direct support requests will be cleared through the designated representative of the Brigade Commander, afloat or ashore as directed, before any close support mission is performed by CSA. The Air Coordinator for CSA South will check in at point EASY providing same information as above and subject to the same restrictions as above.
5. Front line positions will be marked by fluorescent panels, and colored smoke grenades may also be used if available. The target to be attacked may be designated by the firing of white smoke shells. In the event smoke shells are used to mark targets it will be the responsibility of CSA to give the plane an "on the way" and "splash" to preclude any possibility of enemy counter fire confusing the target. This will be done in the following manner; if the fire is to be provided by mortar the air support party will be able to get the timing direct from the Battalion Commander, if the fire is to be provided by artillery the party will have to resort to land wire or direct radio communication with the battery to obtain proper timing.
6. To facilitate the safe conducting of air strikes in direct support of the troops the support air party may be ordered to come up on the SAD (Support Air Direction) frequency and establish communications with the strike leader and CSA. When satisfactory communications are established, the strike leader may be asked to make a dummy run to insure that all instructions are understood before making a live run.

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APPENDIX 1 TO ANNEX "D" TO COMPHIBGRFSIX
ATTACK ORDER No. A606-45

DIRECT AIR SUPPORT

7. The CSA will be responsible for the coordinating of artillery and Naval gunfire to insure the safety of the strike group.
8. Strike groups for either CSA may be directed to the other CSA, if necessary, because of heavy opposition or lack of targets in one area. This will be accomplished by the use of the Inter-Commander Support Aircraft radio net (ICSA). Permission must be obtained from the Brigade Commander concerned before diverting any aircraft.

TOP SECRET

APPENDIX 2 TO ANNEX "D" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

AIR COMMUNICATIONS PLAN

1. Communications will be in accordance with CANF SWPA Communications Plan No. 5-44 and Pac 71, except as modified by Annex "E" hereto (Communications Plan).
2. The following frequencies will be used for Air-Ground Communications:

Support Air Direction (North)	(SAD-N)	140.58 mcs.
Support Air Direction, Secondary (North)	(SAD-E-N)	4920 kcs.
Support Air Observation (North)	(SAO-N)	4615 kcs.
Support Air Request (North)	(SAR-N)	5640 kcs.
Support Air Request, Secondary (North)	(SAR-E-N)	5065 kcs.
Support Air Direction (South)	(SAD-S)	142.74 mcs.
Support Air Direction, Secondary (South)	(SAD-E-S)	6720 kcs.
Support Air Observation (South)	(SAO-S)	5335 kcs.
Support Air Request (South)	(SAR-S)	4760 kcs.
Support Air Request, Secondary (South)	(SAR-E-S)	4650 kcs.
Inter Commander Support Aircraft	(ICSA)	2020 kcs.
Local Air Warning	(LAW)	3115 kcs.
General Warning	(GWN)	3000 kcs.
Hunter-Killer (and Secondary GWN & LAW)	(H/K)	3355 kcs.
Air Sea Rescue (P)	(ASR)	4475 kcs.
Air Sea Rescue (S)	(ASR-E)	140.58 mcs.
Fighter Director (P)	(FD)	142.02 mcs.
Fighter Director (S)	(FD-E)	142.74 mcs.
Inter Fighter Director (Primary at objective) (IFD)		2530 kcs.
Inter Fighter Director (Secondary at objective and Primary en route)	(IFD-E)	142.56 mcs.

3. The following special voice calls will be used during the operation:

CTG 78.1	PORTHOLE
CTG 74.3	HIGHPOINT
Advance CSA (in USS NASHVILLE)	PIPEDREAM
CSA (north) (in USS ROCKY MOUNT)	RUSTBUCKET
CSA (south) (in USS NASHVILLE)	PIPEDREAM
CSA ashore (RAAF Air Support Section)	GODDESS
RAAF Air Support Party No. 1	WHOLEHEART
RAAF Air Support Party No. 2	CULAT
RAAF Air Liaison Party No. 1	TINSHORT
RAAF Air Liaison Party No. 2	RESWING
RAAF Air Liaison Party No. 3	BIFBLAT
RAAF Air Liaison Party No. 4	RAWEGG
Air Coordinator (North)	CAIRO
Air Coordinator (South)	FAGAN

TOP SECRET

APPENDIX 2 TO ANNEX "D" TO COMPHIBGRFSIX
ATTACK ORDER No. A606-45

AIR COMMUNICATION PLAN

3. (Continued)

Air Observer (North)
Air Observer (South)
Photographic Plane
Smoke Plane
DDT Plane
Air-Sea Rescue Plane
Courier Plane (Brunei to Morotai)
Courier Plane (Brunei to Manila)
PBM Operations Sector 60
 Sector 61
 Sector 62
 Sector 63

ComAir7thFlt (CTF 73, in USS CURRITUCK)
CTG 73.2 (in USS POCOMOKE)
13th Air Force (Leyte)
13th FltCom (Palawan)
13th BomCom (Morotai)
ComMarAirGroup (Zamboanga)
Airfield Control Tower at:
ZAMBOANGA
TARAKAN
BRUNEI (Labuan)

MIDGET
GLIDER
GRAPHIC
SLOKY
FLITGUN
PLAYMATE
POSTAL 1
POSTAL 2
HOMEWARD 60
HOMEWARD 61
HOMEWARD 62
HOMEWARD 63
FIREFLY
PETSHP
TAILOR
BARBELL
WAIKUS
PAYDIRT

LETTUCE
SIFTER
MATWELL

Fighter Director Calls

USS ROCKY MOUNT
USS BAILEY
USS BANCROFT
USS ROBINSON
USS PHILIP
USS MONTPELIER
USS BOISE
USS NASHVILLE
USS BURNS
All Fighter Director ships this Operation
All Ships Present
Fighter Control Centers at:
MOROTAI
ZAMBOANGA
PALAWAN
MALABANG
MANILA

DRUGGIST BASE
BRAINSTORM BASE
CIRCUS BASE
SAUCY BASE
PARTNER BASE
RENEGADE BASE
JEFFREY BASE
OREGON BASE
CHALLENGER BASE
TAKMAN
ACADEMY

FRECINCT
MASTIFF
MAILMAN
PEACOCK
BIVOUAC

TOP SECRET

APPENDIX 2 TO ANNEX "D" TO COMFIEGRPSIX
ATTACK ORDER No. A606-45

AIR COMMUNICATION PLAN

3. (Continued)

LINGAYEN
LEYTE
MINDORO
TARAKAN (RAAF MFCU 114)
BRUNEI (RAAF MFCU 111)

ASHLUN ✓
AUSTERE
AUGUST
BOYHOOD
TERMITE

4. All leaders of flights of aircraft or aircraft operating singly, when reporting to convoy while enroute, will report as follows:
- (a) Anti-Submarine, photographic and itinerant aircraft in the area of a convoy will report to the primary fighter director ship of that convoy on 142.74 mcs.
 - (b) Fighter aircraft, in such case, will report to the primary fighter director ship on 142.02 mcs.
5. All leaders of flights of aircraft or aircraft operating singly when reporting into the objective area, will report as follows:
- (a) While control is afloat in advance CSA:
 - (1) Fighter aircraft will report to advance fighter director in USS BURNS (CHALLENGER BASE) on 142.02 mcs.
 - (2) All other aircraft will report to advance CSA (FIFEDREAM) on 142.74 mcs.
 - (b) While control is afloat after arrival of assault convoy:
 - (1) Fighter aircraft acting as combat air patrol will report to primary fighter director ship; USS ROCKY MOUNT (DRUGGIST BASE) on 142.02 mcs. primary and 142.74 mcs. secondary.
 - (2) Direct Support Aircraft will report as directed prior to departure from base to CSA North (RUSTBUCKET) on 140.58 mcs. primary or 4920 kcs. secondary, or to CSA South (FIFEDREAM) on 142.74 mcs. primary or 6720 kcs. secondary.
 - (3) Courier, DDT, Photographic and Itinerant aircraft will report to CSA North (RUSTBUCKET) on 4920 kcs. primary or 140.58 mcs. secondary.

TOP SECRET

APPENDIX 2 TO ANNEX "D" TO COMPHIEGRFSIX
ATTACK ORDER No. A606-45

AIR COMMUNICATION PLAN

5. (Continued)

(c) When control is assumed ashore:

- (1) Fighter aircraft acting as combat air patrol will report to RAAF MFCU 111 (TERMITE) on 142.02 mcs.
 - (2) All other aircraft will report first to CSA ashore, RAAF Air Support Section, (GODDESS) on 142.74 mcs. or 4920 kcs. or 6720 kcs.
6. Emergency air cover while en route to the objective area will be requested by the Naval Task Group Commander over either the Seventh Fleet Task Force Commanders Circuit (4135, 8270 or 12405 kcs.) or the RAAF Landbased Air Support (Oboe)-net (3760 or 7130 kcs.). These circuits use encoded CW transmissions, not plain language voice. When RAAF is operating ashore, they will guard the Naval Task Force Commanders circuit.
 7. Communications between aircraft and PT boats will be carried on using 142.74 mcs. or 3115 kcs., as and when necessary, and as further provided in the Motor Torpedo Boat Annex hereto (Annex "K").
 8. CSA is prepared to use CSF 1270, Combined Field Code (CCBF 0129), Combined Assault Code (CCBF 0130) and the effective Shackle Code. A limited use of these codes and ciphers will be considered proper, but to expedite transmission of information, plain language is preferable.
 9. Pyrotechnics and panel code shall be in accordance with paragraph 3420 of Annex "E".
 10. Reports of water landings of aircraft shall be made to Advance CSA prior to Z-Day and to CSA North on and after Z-Day on any frequency, and Air-Sea Rescue aircraft or surface vessel assigned shall be directed to the area on 4475 kcs. and 140.58 mcs, in accordance with standard procedure. Position of downed pilots shall be given in bearing and distance from Point SARAH, as specified in this Annex (Appendix 4), if in the vicinity of the Objective Area, but otherwise in the Army False Grid.

Z-AS PRACTICAL

APPENDIX 2 TO AREA "D"

TOP SECRET

APPENDIX 3 TO ANNEX "D" TO COMPHIBGRPSIX
ATTACK ORDER NO. A606-45.

FIGHTER DIRECTION

1. Fighter Direction Control.

- (a) Commander Support Aircraft, as the direct representative of the OTC, shall be responsible for air defense and have control of Fighter Direction and the Combat Air Patrol during the approach and at the objective area until air defense responsibility is transferred to the RAAF Mobile Fighter Control Unit ashore. He shall initiate all requests to Shore Bases for CAP and for additional fighters in an emergency.
- (b) Fighter Direction duties in the advanced bombardment group will be assumed by the Fighter Director in the U.S.S. BURNS; DD-588, voice call "CHALLENGER BASE". The U.S.S. NASHVILLE, CL-43, voice call "OREGON BASE" will act as secondary. The group Fighter Director in U.S.S. ROCKY MOUNT, voice call "DRUGGIST BASE" will relieve U.S.S. BURNS upon arrival in objective area.
- (c) Fighter Direction for the Distant Covering Group will be in the U.S.S. MONTPELIER, CL-57, voice call "RENEGADE BASE". The U.S.S. DENVER, CL-58, voice call "CARIBOU BASE" will act as secondary.

2. General Information.

- (a) The Fighter Director attached to the Staff of Commander Support Aircraft based aboard ROCKY MOUNT, voice call "DRUGGIST BASE" will assume the responsibilities of the Group Fighter Director for OBOE-SIX operation. Fighter Direction Teams aboard the U.S.S. BAILEY, DD-492, voice call "BRAINSTORM BASE", U.S.S. BANCROFT, DD-598, voice call "CIRCUS BASE", U.S.S. PHILIP, DD-498, voice call "PARTNER BASE", and the U.S.S. WALLER, DD-466, voice call "BARITONE BASE", will be standby Fighter Direction Ships.
- (b) Special Fighter Direction Teams under control of Group Fighter Director, placed aboard Fighter Direction destroyers, should not be used by these ships to stand any watch other than Fighter Direction. These Fighter Direction Teams, as directed, will assume tactical control of CAP for the defense of a particular area designated.
- (c) Point "SARAH" has been designated as the reference point of all radar contact reports in the area. Point "SARAH" is the lighthouse on KURAMAN Island, Lat. 05° 13' N., Long. 115° 08' E. Reports shall be made by true bearing and range in nautical miles from this point. Orbit and patrol points as listed in the Air Operations Chart. (Appendix 4 to Annex "D").

3. Combat Air Patrol.

- (a) When reporting on station to the Group Fighter Director, the Flight Leader will give his voice call, number and type of planes in flight, position and altitude, and time available on station.

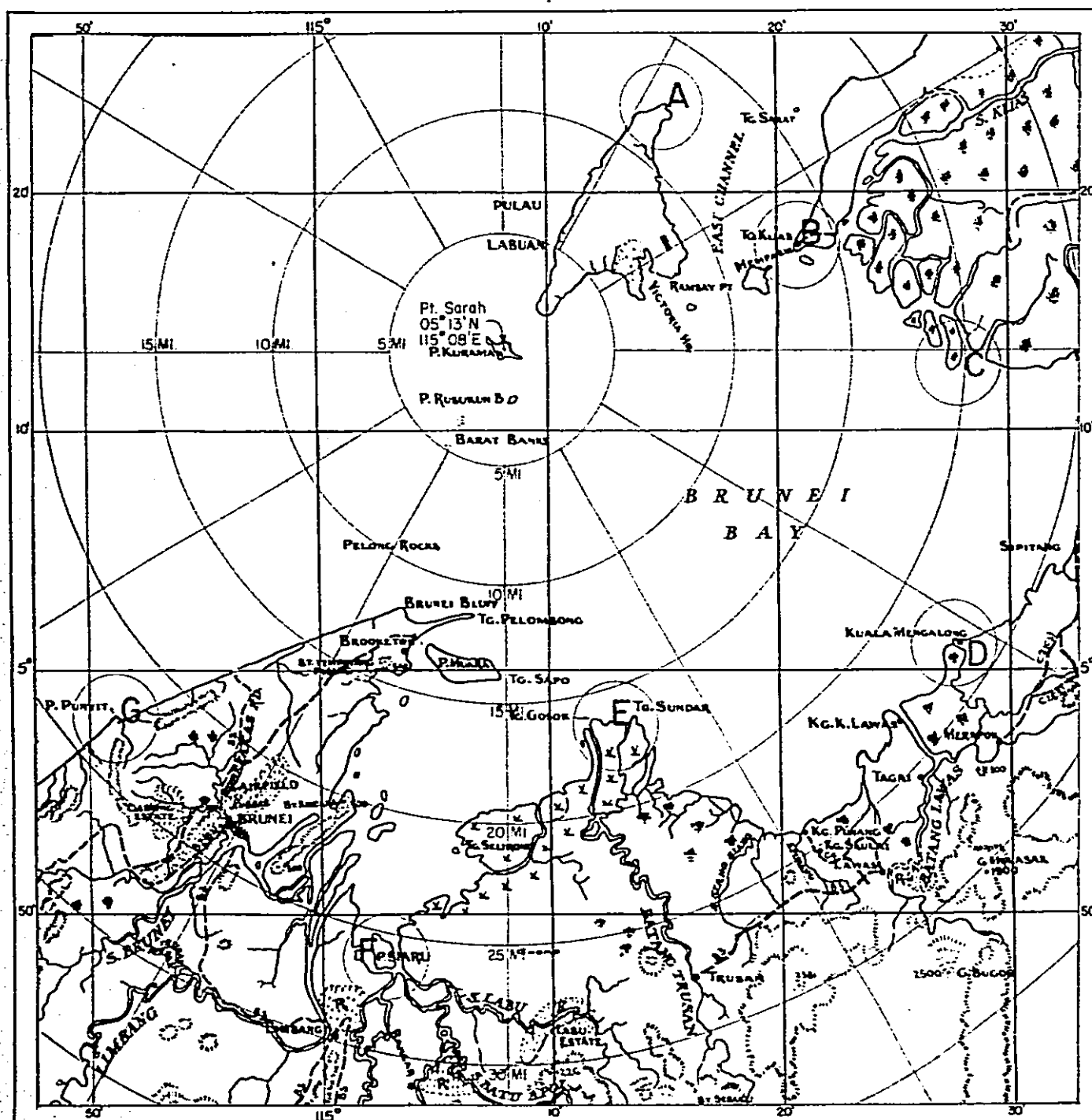
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APPENDIX 3 TO ANNEX "D" TO COMPHIEGRPSIX
ATTACK ORDER NO. A606-45.

FIGHTER DIRECTION

3. (b) Planes of the CAP will be used on direct air support missions during the latter part of their period on station, or when relieved, if missions are immediately available.

(Restricted in Combat area)



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ANNEX "F" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

LOGISTICS PLAN

1. Logistics at Staging Areas.

- (a) Logistic support of all kinds is available at LEYTE, MANUS, and HOLLANDIA. Although facilities at MOROTAI are limited, it is expected that ships assigned to OBOE SIX will be enabled to make emergency repairs, and to top off with provisions, fuel, water and ammunition.
- (b) Service Force SEVENTH Fleet Representative at MOROTAI (CTG 72.2) supervises and coordinates all services for forces afloat. His headquarters at present are ashore in the Administration Building at NSB, MOROTAI, near the Navy Dock. Unit Commanders send supply officers to him with consolidated requisitions for ships of their units as soon as possible after anchoring. Officers of the Service Unit will coordinate all issues.
- (c) The following sources of supply will be present at MOROTAI.

(1) GSK, Ship's Store, Clothing and Small Stores, Provisions.

BLOUNT (AK 163) - Fleet Issue.
GOLD STAR (AG 12) - Fleet Issue. (ETA 17 May).
MIZAR (AF 12) - Fleet Issue.

(2) Issues Ashore.

Scheduled through Lieutenant W. H. SEALE, NSB Supply Officer, Unit issues are made for fresh and dry provisions on the basis of 50, 100, 200, and 300 men. A ship may draw any or all of the items of the unit issue nearest its complement. Beer and cigarettes are available. Other items of Ship's Store stock, as well as clothing, small stores, and GSK are available on "as requisitioned" basis.

(3) Ammunition.

A balanced cargo of ammunition and some smoke munitions are carried on the S.S. DAVID J. BREWER. Lieutenant W. A. JOHNSON, USNR, is Ammunition Officer.

(4) Diesel Spares.

YF 619 (Requisitions must be cleared through Commander PRICE, Service Force Maintenance Officer on board CULEBRA ISLAND, ARG 7).

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ATTACK ORDER No. A606-45

LOGISTICS PLAN

1. (c) (Continued)

(5) Repairs.

Tender assignments will be made and dry dockings scheduled by CTG 72.2, Maintenance Officer in CULEBRA ISLAND, Berth F-1. Ships deliver work requests to assigned tender promptly on anchoring.

CULEBRA ISLAND (ARG 7).
ACHILLES (ARL 4) (Berth F-4).
CREON (ARL 11).
ARD 20 (Berth F-2).
400 ton pontoon Dock #53.
E10 #14 - Small boat repairs ashore, near Administration Building (50' and 36' landing craft).

(6) Fuel and Water.

Apply to Port Director near Administration Building for scheduling.

BANSHEE (IX 178) and TRINITY (AO 13) have black oil.
MINK (IX 123) has diesel oil.

Both tankers carry various symbols of lube oil which should be drawn when alongside. NSB Supply Department has a limited assortment of lube oils in its fuel dump. Water is available at the Navy Dock and at Army Dock No. 2. Flow is estimated at only 240,000 gallons per day.

(7) General.

- a. If ships are unable to comply with the hours which are assigned them for drawing fuel, supplies, ammunition, and especially water, they should immediately notify the activity concerned and arrange for rescheduling.
- b. Ships' officers are invited to confer at anytime on their Logistics problems with the officers of the MOROTAI Service Unit or with Amphibious Group SIX Staff Logistics Officer in ROCKY MOUNT (AGC 3).

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ANNEX "F" TO COMPHIBGRPSIX
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LOGISTICS PLAN

2. Logistics at the Objective.

- (a) LST 473 is designated as logistics LST for OBOE SIX, and will carry diesel oil, fresh water, limited dry provisions, and a balanced load of ammunition, 6 inch and smaller. Requests for the services of this ship will be cleared through Staff Logistics Officer, ROCKY MOUNT.
- (b) All LSTs and larger ships will be prepared to issue water and fuel to smaller craft if requested. Since there will be no water at the objective, all ships equipped must distil as much as possible and conserve their supply.
- (c) The Landing Force may require limited water issues from forces afloat. All LSTs will be prepared to make such issues when directed. LCIs may be required to act as water barges in order to supply this service, in which case they will be resupplied with water from LSTs or transport typos.
- (d) WINOOSKI (AO 38) will be present at TAWITAWI until about ZEBRA minus SIX Day, when she will proceed to ZAMBOANGA and join the assault convoy on ZEBRA minus THREE Day. She will supply black oil and diesel for immediate support of the operation. Emergency issues of black oil may be made from ROCKY MOUNT (AGC 3) and TITANIA (AKA 13).
- (e) ACHILLES (ARL 4) will be present to effect emergency repairs. She will sail from MOROTAI with the assault convoy.
- (f) All requests for fuel, repairs, and availability for repairs shall be cleared through Staff Logistics Officer, ROCKY MOUNT.

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ANNEX "G" TO COMFIBGRPSIX
ATTACK ORDER No. A606-45

MEDICAL PLAN

1. GENERAL INFORMATION

- (a) This Annex is based on Commander SEVENTH Amphibious Force Operation Plan No. 11-45 and Annex "B" to Commander Allied Naval Forces, Southwest Pacific Area Operation Plan No. 10-45.
 - (b) An extra copy of this Annex is being provided to each Commanding Officer for immediate re-issue to the Medical Officer of his command.
 - (c) The operation involves the transportation, protection and landing in BRUNEI BAY Area, NORTH BORNEO, of the 9th Australian Infantry Division, Reinforced (less 26th Brigade).
 - (d) The day of amphibious assault is designated as ZEBRA Day, and is set for 10 June 1945. The landing hour will be the same on all beaches but will bear different designating letters in order to permit change in one without affecting all.
 - (e) Three initial assault landings are planned:
 - (1) On BROWN Beach at DOG Hour, located on the southeast coast of LABUAN ISLAND in the vicinity of VICTORIA HARBOR,
 - (2) On GREEN Beach at HOW Hour on the mainland in the vicinity of CAPE FOLOMPONG and BITANG; and
 - (3) On WHITE Beach at JIG Hour on MUARA ISLAND.
- The landings will be made simultaneously on BROWN, GREEN and WHITE Beaches and the hour of landings will be 0915 (I).
- (f) The medical facilities which will accompany the Landing Forces are as follows:
 - (1) Early in the assault phase the Beach Group Medical Sections will land and set up their first-aid and casualty evacuation stations. This Group corresponds with the Medical Section of a U. S. Naval Beach Party.
 - (2) As soon as the tactical situation permits, the Landing Force will set up three "Field Ambulances", each having facilities for the care of 100 casualties. There are 7 Medical Officers, 200 enlisted men with 8 jeep ambulances in each of these units.

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ANNEX "G" TO COMPHIBGRFSIX
ATTACK ORDER No. A606-45

MEDICAL PLAN

1. (f) (Continued)

- (3) The next medical installation which will be set up is the Casualty Clearing Station (C.C.S.). This unit corresponds with a 250 bed Field Hospital in equipment, personnel and mission.
- (4) After the completion of the assault phase, a Station Hospital of 600 beds will be installed. It is estimated that the capacity of this hospital can be readily doubled.
- (g) The area to be occupied abounds in all types of tropical diseases, but the ones of military importance are, in the order of listing, malaria, dague fever, bacillary dysentery, amebic dysentery, Bilharzia and scrub typhus. All personnel of the Landing Forces have received protective immunization and are under rigid atabrine discipline. All injured Australian personnel receive when practicable in addition to their regular daily tablet of atabrine, a dose of 3 tablets, 0.3 gms.
- (h) Local drinking water is considered unsafe for consumption, laundry, dishwashing and bathing. All fresh water will be super-chlorinated. Native foods, unless tree-grown and carefully prepared, shall not be eaten.

2. MEDICAL SUPPLIES

- (a) Medical Officers and Pharmacist's Mates on independent duty are responsible for the maintenance of adequate medical supplies. It is the responsibility of the Commanding Officers of ships to ascertain the readiness of the medical department to perform its mission, and to report all short-comings in organization or supplies to this command. If no report is received by this command within two days following the delivery of this Annex, it will be assumed that: "The Medical Department is in all respects ready".
- (b) A list of available medical supplies may be obtained from the Group Medical Officer in ROCKY MOUNT, where emergency issues will also be made. In addition, the GOLD STAR at MOROTAI, will issue medical supplies on NRS Form 4. Unsterile 4"x4" gauze pads, may be exchanged for bundles of 12 sterile gauze pads, in quantities not exceeding 12 dozen packages. Sterile towels and sheets are also available. This service is limited to ships which have no autoclave.

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ANNEX "G" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

MEDICAL PLAN

2. (Continued)

- (c) Surgical dressings and operating room supplies requiring autoclave sterilization may be brought to the Medical Department of the ROCKY MOUNT by 0900 on Mondays, Wednesdays or Fridays. The sterilized packages will be ready for return by 1700 on the same day.
- (d) Surgically equipped LSTs shall have:
 - (1) 36 units of citrated whole blood, group "O". (Provided by this Command.)
 - (2) Not less than 60 Army cots set up on tank deck for the reception and care of casualties (after unloading).
 - (3) Not less than 50 litter units (litter, blanket and battle dressing) for exchange with the Expeditionary Forces.
 - (4) They shall be ready to exchange Thomas and Jones splints, and as far as possible, patients pajamas.
- (e) LSTs shall have:
 - (1) Twelve units of citrated whole blood, group "O".
 - (2) Not less than 60 bunks available for casualties.
 - (3) Not less than 20 litter units (litter, blanket and battle dressing) ready for exchange with the Expeditionary Forces.
- (f) ALNAV 159-43 authorizes the following procedure for issues to wounded and survivors, of clothing and other health articles. Commanding Officers have authority to make these issues within the capacities of their ships and at their discretion in accordance with this procedure. Issues on U. S. ships will be made of C&SS, Ship's Store supplies and general stores to Medical Officer for care of wounded as per Art. 3038, Manual of the Medical Department, U. S. Navy. The following items, or such of them as may be necessary for health and comfort of casualties and survivors will be issued to them upon authority of the Commanding Officer:

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ANNEX "G" TO COMPHIBGRPSIX
ATTACK ORDER No. 1606-45

MEDICAL PLAN

2. (1) (Continued)

Underclothes	2 suits
Dungarees	2 suits
Shoes	1 pair
Blanket	1 blanket
Toilet Articles	as necessary

Issues to Army personnel will be covered by invoice to the Property Accounting Officer, Bureau of Supplies and Accounts. Issues to others will be covered by S&A Form 71, and charged to Navy Emergency Fund, Symbol 1750300. Issues of clothing and Ship's Store supplies for the health and comfort of interned persons will be made as necessary and will be invoiced as above, making reference to J1Nav 159-43.

(g) Ships of destroyer types and larger shall provide laundry service to Hospital LSIs on request. Arrangements for this service shall be made through the Group Surgeon.

3. MEDICAL PLAN

(a) This plan is based upon the medical facilities available on board:

- (1) MANOORA, WESTRALIA and KANIMBLA, the three LSIs carrying troops.
- (2) LSIs 613, 619, 667, 912 and 1025, all surgically equipped.
- (3) All assault ships which have Medical Officers embarked.
- (4) ROCKY MOUNT.
- (5) One Geneva-protected hospital ship, probably HMAS WANGANELLA.

The following table shows the approximate bed capacity and medical personnel embarked:

SHIP	No. Med. Off. Aboard	SPECIALTIES	No. of HC Personnel	Available Beds	Ambulatory Patients
ROCKY MOUNT	3	Eye & Chest Surg.	16	25	0
MANOORA	3	General Surgeon	12	60	60
WESTRALIA	3	General Surgeon	12	60	60
KANIMBLA	2	General Surgeon	8	20	50
CARTER HALL	1	-	8	6	30
TITANIA	1	-	8	6	30

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ANNEX "G" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

MEDICAL PLAN

3. (a) (Continued)

SHIP	No. Med. Off. Aboard	SPECIALTIES	No. of HC Personnel	Available Beds	Ambulatory Patients
LST 742	1	-	3	15	35
LST 993	1		3	15	35
LST 912	3	General Surgeon	12	75	50
LST 1025	3	G. U. Surgeon	12	75	50
LST 1027	0		3	-	-
LST 640	0		3	-	-
LST 1035	0		3	-	-
LST 560	0		3	-	-
LST 591	0		3	-	-
LST 595	0		3	-	-
LST 619	3	General Surgeon	12	75	50
LST 636	0		3	-	-
LST 562	1		3	15	35
LST 936	0		3	-	-
LST 584	1		3	15	35
LST 806	0		3	-	-
LST 585	0		3	-	-
LST 696	1		3	15	35
LST 590	0		3	-	-
LST 941	0		3	-	-
LST 613	2	General Surgeon	8	75	50
LST 942	0		3	-	-
LST 626	1		3	15	35
LST 574	1		3	15	35
LST 637	0		3	-	-
LST 573	1		3	15	35
LST 937			3		
LST 667	3	General Surgeon	12	75	50
LST 697	1		3	15	35
LST 743	0		3	-	-
LST 709	0		3	-	-
LST 751	1		3	15	35
LST 922	1		3	15	35
LST 924	1		3	15	35
LST 473	1		3	15	35

(b) The employment of the facilities shown in the above table is influenced by three factors:

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ATTACK ORDER No. A606-45

MEDICAL PLAN

3. (b) (Continued)

- (1) Assault shipping unloaded the first day will be sailed to MOROTAI on ZEBRA night. It is anticipated that the LSIs and some of the LSTs, but not the surgically equipped ones, will be included in out-going convoy.
- (2) The landing beaches are so widely separated from each other that separate casualty handling facilities must be provided for each.
- (3) It is anticipated that all assault shipping suitable for casualty care and transportation will be sailed from the target area on ZEBRA, ZEBRA plus One, ZEBRA plus Two and ZEBRA plus Three nights.
- (4) Over-water evacuation of casualties and floating medical facilities in the post-assault phase (after ZEBRA plus Three Day) will be available as follows:
 - a. On surgically equipped LSTs 667 and 912 which will be retained in the target area.
 - b. Geneva-protected hospital ship will be requested to be sailed to the objective, if found necessary.
- (c) Evacuation of casualties in the assault phase shall be made to the following ships:

MAMBO

 - (1) BROWN Beach - ~~MAMBO~~ and WESTRALIA.
 - (2) WHITE Beach - KANIBLA and surgically equipped LST 667.
 - (3) GREEN Beach - KANIBLA and surgically equipped LST 667. Commander GREEN Assault Unit provide 2 ICVFs for evacuation from the Beach to the ship.
- (d) It is anticipated that the above ships will carry assault troops or high priority cargo and will be ready to receive casualties as soon as evacuation can be started. Ambulatory patients and casualties requiring no surgery shall be sent, when practicable, to other assault ships with Medical Officers embarked. This will relieve congestion on the primary casualty handling ships and permit early definitive surgical care for all casualties.

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MEDICAL PLAN

3. (Continued)

- (c) It is anticipated that LSTs 619 and 625, both surgically equipped, will be empty and ready to receive all casualties on ZEBRA plus One Day. Overflow of ambulatory patients or litter cases may be further distributed, if necessary, in accordance with table contained in paragraph 3 (a). LSTs 667 and 912 will be retained at the target area after other assault shipping has been sailed, and will be available for over-water evacuation of casualties. Cases requiring specialist's care shall be sent to the "Specialist Ships" directly, if practicable.
- (f) Patients in shock shall be adequately treated on the beach before evacuating to ships. There shall be no night evacuation except to beached LSTs.
- (g) All assault ships, when ready to receive casualties shall fly the Medical Guard Flag. When casualties aboard reach the number, which in the opinion of the Medical Officer, can adequately be treated, "NEGAT MIKE" shall be flown.
- (h) Evacuation on ZEBRA plus Four and subsequent days shall alternate between the two surgically equipped LSTs.

4. MEDICAL REPORTS

- (a) (1) Accurate, concise entry shall be made on casualty tags of Australian personnel. No other clinical reports are required.
- (2) Twenty-four hours prior to arrival at port of evacuation, a report of expected time of arrival and number of litter, ambulatory and mental patients aboard the ship, shall be dispatched to the Naval Base Commander, who in turn will arrange for assignment and transportation of patients. American and Allied casualties shall be separately reported.
- (3) Deaths of Australian personnel on U. S. ships shall be reported on Navy Form "N" in the same manner as American deaths. Copies shall be sent to the Commander, 9th Australian Infantry Division at the target area and to the Commander, 9th Australian Division, Rear Echelon if death occurs after leaving the area.
- (4) Casualties and deaths occurring to other Allied personnel shall be handled in a similar manner.

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ATTACK ORDER No. A606-45

MEDICAL PLAN

4. (Continued)

- (b) Make medical reports on American personnel in accordance with Medical Memorandum No. 3 (Revised), dated 14 April 1945, Amphibious Group SIX, a copy of which is furnished separately to each ship and craft concerned.

5. CASUALTIES OTHER THAN LANDING FORCE

- (a) No civilian casualties shall be evacuated to ships.
- (b) Wounded prisoners-of-war shall be retained in Army care.

6. CARE OF THE DEAD

- (a) If death occurs en route, the body shall be buried at sea, after proper preparation and weighting with not less than 100 pounds.
- (b) If death occurs on the beach or at anchorage at the objective, the body shall be properly identified, prepared for burial, and transferred to the Commander Australian Beach Group, Australian Army, on the beach.

7. SOPA REGULATIONS

- (a) SOPA Medical Regulations are included in Annex "I" to this Attack Order.

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ANNEX "H" TO COMPHIBGRPSIX

ATTACK ORDER No. A606-45

INTELLIGENCE ANNEX

1. MILITARY IMPORTANCE.

The NW coast of BORNEO has been of great value to the Japanese from both an economic and strategic standpoint. Extensive oil and rubber resources in nearby areas have been exploited. BRUNEI BAY was developed into an advanced naval base, and the important port of VICTORIA, on LABUAN ISLAND, has also been utilized. Though Allied air activity and the reduction of the Japanese Fleet has caused the enemy to abandon BRUNEI as a naval base, it is now being used as a staging base for smaller vessels. There are 3 airfields in the area: one 3 miles NE of BRUNEI, and two on LABUAN ISLAND, one of which is under construction. Seven other fields, MIRI, JESSELTON, RANAU, KUDAT, BINTULU, SANDAKAN, and KENINGAU are within a radius of 160 miles.

2. BRUNEI BAY AREA.

(a) Location

BRUNEI BAY is located on the coast of NW BORNEO (5-00 N, 115-20 E). The boundary between BRITISH NORTH BORNEO and SARAWAK bisects the eastern shore of the bay.

(b) Physiography

The terrain is mostly flat. The coastal plain varies in width from a few hundred yards north of TUTONG to 25 miles in width in the KLIAS PENINSULA, north of BRUNEI BAY. There are isolated hills on the plain, none of which exceed 600 to 700 feet in height. The plain is backed by ridges rising in places to over 2,000 feet and extending back into the mountain range 50 to 100 miles inland. There are extensive swamps along the northern and southern shores of BRUNEI BAY. The interior of the KLIAS PENINSULA is flat, and consists of sago swamps and swamp forests in which are many small villages.

(c) Coastline

(1) TUTONG to BRUNEI BAY (35 miles)

- (a) The shore in this area is reported to be mostly free of reefs, but sandbanks extend offshore for the entire sector. Low hills occur on the coastal plain, and cliffs are found at the end of the KELAKAS ROAD (3 miles north of TUTONG), CAPE PUNYET, and BRUNEI BLUFF. The area for 8 miles inland is fairly thickly populated, and under cultivation or second growth.

AREA REF. MAP
BRUNEI BAY
TUTONG—PAPAR

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INTELLIGENCE ANNEX

- (b) A spit extends east of BRUNEI BLUFF for about 3 miles, terminating in CAPE PELOMPONG. A sandbank drying at LW runs out over a mile ENE from CAPE PELOMPONG, and another a similar distance from the middle of MUARA ISLAND. There are tide rips off CAPE PELOMPONG. The north and south shores of the spit are sandy; the shore near BROOKETON is sandy mud.
- (c) GREEN Beach Area. There is a good sandy beach along the seaward side of the BRUNEI BLUFF-CAPE PELOMPONG spit. The western extremity of the beach is about 1500 yards SSE of BRUNEI BLUFF, and extends 1000 yards to the SE. The beach is of low gradient; the 3-fathom line lies approximately 1800 yards offshore. There is probably considerable surf in the SW monsoon season (Apr. to Oct.). The exits from the beach are greatly restricted, but photographs show a small road west of the beach connecting to the main BRUNEI-BROOKETON road.

(2) BRUNEI BAY

- (a) The bay is square-shaped. The seaward half of the SW side has shallow spits projecting 5 to 8 miles, enclosing the channels to BRUNEI and LIMBANG RIVERS. Sand and mud banks, usually drying at low tide, are found along most of the shore. PADAS BAY, the NE part of BRUNEI BAY, has drying sand and mud banks extending 3 miles from shore. There are no reefs. Most of the coast is flat, low-lying, and muddy. The rivers are bordered by mangrove and nipa, but there are stretches of light forest and coconut trees.

(b) Landing Beaches

(1) SIPITANG Beach Area (SE coast)

The beach is about 4 miles long and extends on the eastern side of the bay from 1 mile south to 3 miles north of SIPITANG. The beach is believed to be sand with some silt. It is fronted by a drying mudbank extending out for a distance of approximately 325 yards from the south end of the beach, widening to 550 yards in the center, and to at least 900 yards at the northern end. Behind the beach is flat land, partly swampy except for a ridge of hills 200 to 400 feet high and 2 to 5 miles south of SIPITANG. Much of the beach is bordered by mangrove and nipa but there are stretches of light forest and coconut palms around a few native huts.

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INTELLIGENCE ANNEX

(2) MELPAKUL Beach Area (N coast)

- (a) Between CAPE KLIAS and MELPAKUL is a beach 1300 yards long and 40-80 feet wide, sheltered, and with deep water offshore.
- (b) The approaches to the beach are from the east over shallow banks into the deep channel opposite the beach. The channel is 500 yards wide, giving way in the south to the shallow mudbanks on which BALANGKASSAN ISLAND stands.
- (c) The gradient is fairly steep. The KLIAS RIVER channel runs close inshore opposite this beach and it is thought that the beach falls away sharply into deep water.
- (d) The beach is of hard white sand and possibly some silt.
- (e) A tidal swamp occurs behind the right 350 yards of the beach. On the center of the beach a flat grassy belt extends to the Government Station 100 yards inland. On the left timber extends down to the beach. A track probably suitable for jeep runs from the Government Station down to the small jetty.

(c) MUARA ISLAND

- (1) MUARA ISLAND is a low-lying flat island approximately 4 miles long and 1½ miles wide, located off CAPE PELOMPONG in BRUNEI BAY. It is entirely flat, and though sandy, water lodges in small pools throughout the island suggesting swampy ground.
- (2) The western half is almost free of vegetation, being limited to grass and low bushes, while the eastern half is generally covered with timber and dense scrub. A grass-covered flat lines the shore at the east end of the island, and on the extreme SE tip of CAPE SAPO are the wharf installations recently constructed by the Japanese.
- (3) Offshore Conditions
 - (a) In general, the island is entirely fringed by sandbanks and no reef is visible on photographs.

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INTELLIGENCE ANNEX

- (b) North and East coasts - Shallow water extends beyond wide sandbanks along the north coast and most of the east coast.
- (c) South coast - Along the south coast a deep channel swings in close to the eastern end, giving deep water close inshore. Piers have been constructed to give deep berthing to large ships at this point. West of this wharf area for $1\frac{1}{2}$ miles deep water runs close inshore to a sandbank 100 yards wide, probably exposed at L.W. The eastern 2 miles is fringed by a sandbank 150 yards wide, with shallow water offshore at the eastern end of the section, and a deep channel swinging fairly close inshore on the extreme west end of the coast.
- (d) West coast - There is no sandbank visible on photographs, and a fairly deep channel runs close inshore. (The Admiralty Chart shows a bank 50 yards wide). 500 yards offshore the depth is 23 feet.

(4) Beaches

- (a) At low tide the sandbanks are probably exposed for varying widths up to 1600 yards, thus forming flat sandy beaches. At high tide there are narrow beaches along sections of the north coast, entire east coast, and eastern end of the south coast, in all totalling approximately 4 miles. These all appear of gradual gradient and would probably be firm sand.

(b) WHITE Beach Area (E coast)

A beach extends along the east coast for a total distance of about 1500 yards, the southern 1000 yards of which is designated as WHITE Beach. Sandbanks, probably in part exposed at low tide, line the east coast. These sandbanks are 1300 yards wide for the northern 800 yards, and 90 yards wide for the southern 300 yards. The central 400 yards appears free of exposed sandbanks, a depth of 3 feet being reported 900 yards offshore.

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INTELLIGENCE ANNEX

(c) RED Beach Area (S coast)

The extreme eastern 1000 yards of the south coast comprises the wharf area with piers extending out into deep water. West of this wharf area for 1000 yards there extends a flat beach with sandbanks 100 yards wide probably exposed at low tide. Beyond this the bottom falls away to a depth of 12 feet 500 yards offshore, and 30 feet 950 yards offshore.

(3) CAPE KLIAS to CAPE NOSONG (25 miles)

A narrow (10 to 30 foot wide) beach strewn with boulders runs along the coast. Reefs, rocks, and shoals front the whole section.

(d) Ports and Anchorages

(1) BRUNEI BAY

(a) Anchorage

The bay is approximately square, the NW (seaward side) being protected by LABUAN and associated islands. The seaward half of the SW side has shallow spits projecting 5 to 8 miles, enclosing the channels to BRUNEI and LIMBANG. Along the remainder of this side, from the mouth of the AWAT AWAT, ships can approach to within $1\frac{1}{2}$ miles of the shore. Along the SE side ships can approach within $\frac{3}{4}$ of a mile of the shore except off the mouth of LAWAS RIVER where an offing of 2 miles is required, and farther north off SIPITANG RIVER where they can approach within $\frac{1}{2}$ mile. Along the NE side ships can approach to 2 miles from the shore or $3\frac{1}{2}$ miles off the mouth of the KLIAS RIVER. For some distance from the coast dead trees and logs are sometimes met with and, after heavy rains in the interior, miniature islands of trees or nipa palm and earth float out to sea. There are tide rips off CAPE PELOMPONG. The remainder of the bay has depths of 10 to 20 fathoms over an area approximately 16 by 14 miles. The bottom is mostly mud.

(b) Access

The main entrance is from the west, passing south of LABUAN with minimum depth of 24 fathoms. Subsidiary channels from

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the same direction between the islands, rocks, and banks, divide the waters between LABUAN and BRUNEI ELUFF and have shallower and narrower channels. The other important entrance is from the north, passing to the east of LABUAN, with a minimum depth of 5 fathoms.

(c) Shelter

The bay is subject to sudden squalls and short steep seas which, though uncomfortable for small craft, are not likely to worry shipping. Otherwise, shelter is almost as complete as could be expected in a bay of this size.

(d) Tides and Currents

Tides are mixed but mainly diurnal, with a spring range of about 7 feet, and a neap range of about 3 feet. Currents are weak.

(2) BRUNEI Town

(a) General

BRUNEI is a natural river anchorage, about 7 miles from the sea. It is the Capitol of the State of BRUNEI, and a trading center. Vessels up to 12-foot draft and 200 feet long can reach the town. There is a minimum of 7 feet of water on the bar, but an awkward turn through a 40-foot gap in an ancient submerged stone barrier NE of CHURAIN ISLAND limits the length of vessel that can enter. Launches can also reach BRUNEI town by tidal channels from the LIMBANG RIVER.

(b) Wharves and Jetties

There are two wharves, the Customs Wharf and the Island Trading Company Wharf. The former is of reinforced concrete, 200 feet long and 31 feet wide; the latter of wood, 27½ feet long and 15½ feet wide. Nearby are three timber jetties.

(3) LIMBANG

This is a natural river anchorage, and a minor administrative and trading center, 8 miles up the LIMBANG RIVER. There is a bar with an awkward turn at the river mouth. The longest ship using the port was about 150 feet, with 6-foot draft, though ships up to 10-foot draft can reach the port.

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(4) BROOKETON (MUARA HARBOR)

BROOKETON is located on the mainland opposite MUARA ISLAND. Before the war there was one lightly-built wooden jetty. However, the Japs have constructed at least 2 additional jetties and stores and barracks. Ships of 16-foot draft used to go alongside, but there was a silting up at the end of the jetty. Immediately prior to 1942 only boats up to 8-foot draft had gone alongside. At LW ships drawing more than 8 feet will have difficulty in crossing the sandbanks north and south of MUARA ISLAND which obstruct the entrances to the port area. Depths in the harbor range from 3 to 7 fathoms over mud.

(5) MUARA ISLAND

There is a reported anchorage in 50 feet of water in the channel 700 yards south of CAPE SAPO. At the extreme SE tip of the island (CAPE SAPO), the Japanese have constructed a series of wharves and supporting installations, probably as a naval base. There are 5 T-shaped piers near this point, one of which was still under construction at last report. Each pier is reported to have about 600 feet of berthing space in approximately 30 feet of water. All are constructed of wood. In addition, there is a small jetty 80 yards from CAPE SAPO, probably used for small craft.

(6) WESTON

The wharf at WESTON can take 25-ton vessels of 6-foot draft at HW.

(7) VICTORIA HARBOR

See LABUAN ISLAND summary.

(e) Transportation

(1) Roads

(a) BRUNEI - TUTONG Road is about 30 miles long. It is said to be a good road; 12½ miles are surfaced (gravel and asphalt), and the remainder is of good natural surface.

(b) BERAKAS Road runs north from BRUNEI to the coast between CAPE PUNYET and CAPE PELOMPONG, a distance of 9 miles. Small portions of it are reinforced with 6-inch block metal.

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- (c) BROOKETON (MURARA) Road is surfaced and 8 to 10 feet wide. It was started before the war and completed recently by the Japanese.
- (d) BRUNEI - LIMBANG Road is clay-surfaced and 14 miles long.
- (e) Roads of graded earth occur between LAWAS and TRUSAN, LAWAS and PUNANG, and MERAPOK, MESAPOL and KALAMAN, on the south and east shores of BRUNEI BAY. Other short roads occur on the KLIAS PENINSULA.

(2) Railways

The only railway in the area is a line running NE from WESTON through BEAUFORT to JESSELTON, a total distance of 77 miles. It is a meter gauge railway. In pre-war days there were a total of 9 locomotives, 34 coaches, and 147 vans (freight cars).

(3) Rivers

- (a) BRUNEI RIVER is about 1,000 yards wide and 2 to 5 fathoms deep at the mouth. About 4 miles inland the river is about 700 yards wide and about 6 fathoms deep, narrowing to 200 yards about 2 miles above BRUNEI town. Vessels up to 12-foot draft and 200-foot length can reach BRUNEI town but could only pass over the bar at HW as at LW there is a minimum depth of 7 feet. Launches can proceed along the tidal creek SE of BRUNEI town to the LIMBANG RIVER. At HW boats could pass through TRUSAN PANDAN, about 7 miles SW of BRUNEI, into the LIMBANG RIVER.
- (b) LIMBANG RIVER. There is a depth of 6 feet of LW over the bar which is 2 miles east of the mouth of the river. The width of the mouth is about 600 yards with depths of 2 to 3 fathoms. Vessels of 8-foot draft used to go up the river as far as LIMBANG.
- (c) The PANDARUAN, TEMBURONG, LABU TRUSAN, LAWAS, KLIAS, and PARPAH RIVERS are also navigable for vessels of small draft.

(f) Communications

Owing to difficulties and expense of cutting and maintaining clearing for telephone and telegraph lines, radio provided the main communication. There was a telephone exchange at BRUNEI, with a line to TUTONG and neighboring estates and Government offices and quarters.

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LABUAN ISLAND, LIMBANG, and LAWAS also had telephone exchanges. LABUAN ISLAND was a cable station with connections to and from North BORNEO, SINGAPORE, and HONGKONG. Wireless stations were located at BRUNEI, LIMBANG, LAWAS, and VICTORIA (LABUAN ISLAND).

(g) Resources

Construction materials (stone, sand, and timber) are available. There was a large sawmill at LAWAS and a small one at LIMBANG. Large supplies of fresh water are available from streams but must be treated before using for drinking. Agriculture products raised in the area included coconuts, fruits, rice, sago, tapioca, and various vegetables. Buffalo and cattle furnished meat. Fish was plentiful. There were at least 35,000 acres of rubber. No oil is produced in the area, the nearest oil field being MIRI-SERIA. Soft coal was produced prior to 1932 at BROCKETON.

(h) Inhabitants

- (1) According to an unofficial census taken in 1939, the population of BRUNEI State was estimated at 37,868. Natives formed the largest part (Dyaks and Malays) with some Chinese, Javanese, and about 100 Europeans. In 1944 the Japanese imported 2,000 laborers from JAVA to assist in airfield and construction work at MUARA and LABUAN ISLANDS. The town of BRUNEI had a population in 1931 of 12,000 (European 10-20, Asiatic 2,000, native 10,000). LIMBANG had a population of 1800, TRUSAN 680, and LAWAS 1400.
- (2) The natives are proud and independent, but generally peaceable. Mohammedanism is the official religion but it is only common with the coastal natives, those tribes in the interior practicing Paganism. The language variation is great, as each tribe may speak a different dialect. About 5% of the coastal people have a speaking knowledge of English, but it is unknown in the interior. Malay is generally understood by the various tribes, though few can read or write the language.

3. LABUAN ISLAND.

(a) Location and Size

LABUAN ISLAND is located on the NW side of BRUNEI BAY, about 5 miles west of CAPE KILLAS, the nearest point on the mainland. The island is nearly triangular in shape with its apex to the north. It is approximately 10 miles from north to south, and 6 miles wide near the base.

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(b) Physiography

The island is generally hilly and forested in the west with a maximum elevation of 336 feet near the north apex. The eastern part is relatively flat, varying from 30 to 100 feet above sea level, and is mostly under cultivation or covered with scrub. The southern portions are all low-lying and contain swampy areas with some mangrove.

(c) Coastline

- (1) With the exception of a reef-free beach on the north shore of VICTORIA HARBOR, the entire coast is reef-bound, varying in width from 100 yards to 2 miles.
- (2) On the east coast the shore is fringed by wide sandy beaches and shoals with reef on the outer edge. The 6-foot line varies from 400 to 500 yards to about a mile offshore. There are cliffs from 20 to 30 feet high along the shoreline in the southern part.
- (3) The west coast has narrower beaches fringed by reef up to 1,000 yards wide. Fairly steep hills rise from a narrow coastal plain. The 6-foot line varies from 300 to 1,000 yards offshore.
- (4) The south coast is generally low and swampy, and fringed with a reef up to 2 miles wide.

(d) BROWN Beach Area (N shore of VICTORIA HARBOR)

- (1) The only reef-free beach on the whole island is that located on the north shore of VICTORIA HARBOR. The beach is of firm sandy mud, and totals 1500 yards in length; about 1200 yards has been designated as BROWN Beach.
- (2) Sandbanks extend offshore for a distance of 170 yards in the center, decreasing to 60 yards at either end. Water appears shallow over the sandbanks, but the gradient steepens rapidly at the edge of the banks. For 450 yards on the west end and 300 yards on the east end some coral outcrops are visible through the sand, but the central 750 yards appear to be clear. Obstructions in the form of jetties and piers occur at the western end.
- (3) The 30-foot line at LW is from 700 to 1,000 feet offshore. The most steep-to gradient is at RAMSAY POINT.

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- (4) There is very little surf; there is little information on currents, but they are probably slight.
- (5) The beach is reported to be about 20 yards wide at LW and about 10 yards wide at HW. The shoreline is sandy. The country behind the beach is generally flat for $3/4$ to 1 mile inland, then rises to undulating low hills covered with coconut and rubber plantations. Immediately behind the beach is open land formerly used as a race course, with a few trees nearshore. Less than 100 yards in from the beach and parallel to it is a coastal road, and $1/4$ mile inland, another road, also approximately parallel.

(e) VICTORIA HARBOR

(1) General

The port of LABUAN is known as VICTORIA HARBOR and is located at the SE corner of the island. The harbor itself is about 2,000 by 1,500 yards with depths of from 4 to 7 fathoms over a bottom of sandy mud.

(2) Shelter

The island itself gives shelter from all the worst weather, and the harbor is only open to the SE, from where strong winds are exceptional.

(3) Access

There is a channel from the north, down the east side of the island, with a minimum depth of $5\frac{1}{2}$ fathoms at LW, called EAST CHANNEL. Another wide channel from the west runs south of the BARAT BANKS with a minimum depth approaching the harbor of 10 fathoms. There are other narrow channels which require care in navigation.

(4) Tides and Currents

Spring range in the harbor is about 6 feet, and neap range about 3 feet (see Tide Tables). The maximum current is 2 knots, on the ebb.

(5) Wharves and Piers

- (a) West Coaling Pier - a timber wharf 210 feet long with 11 to 14 feet of water alongside.

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- (b) Harrison & Grossfields Wharf - a wharf of 230 feet long and 25 feet wide with 24 feet of water alongside at LW. The head of the wharf is connected to the shore by 2 piers, each about 100 feet long and 50 feet wide.
- (c) SE Coaling Pier - a wharf about 170 feet long with 18 feet of water alongside.
- (d) Government Jetty - a jetty 160 feet long and 18 feet wide. In addition there are numerous small quays and jetties available for small craft.

(f) Transportation

There are 20 miles of surfaced roads and 21 miles of earth roads on the island. There are no railways.

(g) Communications

There was a telephone exchange on LABUAN ISLAND. There was also a cable station with connections to and from NORTH BORNEO, SINGAPORE, and HONGKONG. The cable landing was at RAMSAY POINT. A radio station was located in VICTORIA town.

(h) Population

The population of LABUAN ISLAND in 1938 was 8,567.

4. CLIMATE.

(a) General

There are two seasons: the NE monsoon season from October to March, and the SW monsoon season from April to October. The latter season has less rainfall, with occasional droughts lasting up to 3 weeks, and generally clear skies. During this period, however, severe thunderstorms and showers occur.

(b) Rainfall

The average annual rainfall of BRUNEI is 132 inches, 11 inches of which occurs in June. Rain may fall at any hour of the day, but there is a slight tendency for an afternoon maximum when the wind is blowing offshore.

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(c) Cloud Cover

Cloudiness averages about 65% during June. On 10 days per month the sky will be overcast. There is an average of only two clear days per month.

(d) Fogs

Visibility is generally good during the dry season except during precipitation. There are no fogs, but low-lying mists will often interfere with early morning flying from airfields at the lower levels and inland. The mist is generally clear by 0900 at the latest, and more usually by 0800.

(e) Temperatures (BRUNEI)

Temperatures are fairly even throughout the year. They average 87° F during the day and 77° F at night.

(f) Relative Humidity

Relative humidity is high and varies from about 78% to 90%.

(g) Winds

Prevailing winds are generally from the SE and SW during the period of the SW monsoon. Near the coast, the land and sea breezes (westerly during the day and southeasterly at night) are usually too marked to permit the prevailing wind of the monsoon to be detected. In the SW monsoon sudden brief squalls often occur with strong gusty winds up to 30 knots from any point of the compass.

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5. TIDE PREDICTIONS.

VICTORIA HARBOUR, LAEUAN ISLAND

1 June to 5 July 1945

-9 ITEM Time Zone

Date	High AM		High PM		Low AM		Low PM	
	Time	Feet	Time	Feet	Time	Feet	Time	Feet
1 June 1945	.....	...	1359	7.9	.....	...	2319	2.2
2	.....	...	1453	7.8	.....	...	.....	...
3	.....	...	1553	7.5	0013	2.2	.....	...
4	.....	...	1705	7.1	0103	2.4	.....	...
5	.....	...	1827	6.7	0141	2.7	.....	...
6	0912	6.1	1955	6.3	0217	3.0	1425	4.1
7	0917	6.6	2130	5.9	0238	3.3	1557	3.5
8	0940	7.1	2302	5.6	0257	3.7	1707	2.9
9	1010	7.6	.....	...	0307	3.9	1803	2.4
10	1040	8.1	.....	...	.....	...	1859	2.1
11	1122	8.4	.....	...	.....	...	1952	1.9
12	1201	8.5	.....	...	.....	...	2044	1.9
13	1245	8.4	.....	...	.....	...	2136	1.9
14	.....	...	1329	8.2	.....	...	2228	2.1
15	.....	...	1409	7.9	.....	...	2319	2.4
16	.....	...	1456	7.5	.....	...	.....	...
17	.....	...	1543	7.1	0005	2.6	.....	...
18	.....	...	1635	6.7	0043	2.9	.....	...
19	0920	6.0	1750	6.2	0113	3.2	1308	4.6
20	0850	6.3	1922	5.8	0130	3.5	1518	4.4
21	0856	6.6	2059	5.6	0142	3.8	1622	3.8
22	0908	6.9	2245	5.4	0148	3.9	1708	3.4
23	0933	7.3	.....	...	0145	4.0	1747	3.1
24	1000	7.6	.....	...	.....	...	1826	2.8
25	1035	7.9	.....	...	.....	...	1905	2.5
26	1110	8.1	.....	...	.....	...	1946	2.3
27	1149	8.3	.....	...	.....	...	2031	2.2
28	.....	...	1230	8.4	.....	...	2117	2.1
29	.....	...	1313	8.4	.....	...	2203	2.2
30	.....	...	1359	8.2	.....	...	2250	2.4
1 July 1945	.....	...	1449	7.9	.....	...	2330	2.6
2	.....	...	1543	7.4	.....	...	.....	...
3	.....	...	1648	6.9	0006	2.9	.....	...
4	0738	6.3	1812	6.2	0035	3.3	1304	4.3
5	0756	6.8	1957	5.7	0054	3.6	1504	3.8

Heights are reckoned from the datum of soundings on charts of the locality which is mean lower low water.

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6. DAYLIGHT AND DARK TABLES

VICTORIA HARBOR, LABUAN ISLAND

1 June to 5 July 1945

-9 ITEM Time Zone

<u>Day</u>	<u>Morn. Twil't</u>	<u>Sunrise</u>	<u>Sunset</u>	<u>Eve. Twil't</u>	<u>Dark</u>	<u>Per. Hr. Min.</u>	<u>Moon rise</u>	<u>Moon set</u>	<u>Moon Phase</u>
<u>June</u>									
1	0549	0704	1928	2043	9	6	....	1122	
2	0549	0704	1928	2043	9	6	0005	1216	
3	0549	0704	1928	2043	9	6	0057	1310	Last Quarter
4	0549	0704	1928	2043	9	6	0146	1403	
5	0549	0704	1928	2044	9	5	0235	1456	
6	0549	0704	1929	2044	9	5	0323	1548	
7	0549	0704	1929	2045	9	4	0413	1644	
8	0549	0704	1929	2045	9	4	0504	1741	
9	0549	0704	1929	2045	9	4	0559	1840	
10	0549	0705	1930	2046	9	3	0656	1940	New Moon
11	0549	0705	1930	2046	9	3	0754	2040	
12	0549	0705	1930	2046	9	3	0856	2139	
13	0549	0705	1931	2046	9	3	0950	2234	
14	0549	0705	1931	2046	9	3	1045	2325	
15	0549	0707	1930	2046	9	3	1137	....	
16	0549	0707	1930	2046	9	3	1224	0012	
17	0549	0707	1930	2047	9	3	1309	0055	First Quarter
18	0550	0706	1930	2047	9	3	1352	0136	
19	0550	0706	1931	2048	9	2	1434	0215	
20	0550	0707	1931	2048	9	2	1517	0254	
21	0550	0707	1931	2048	9	2	1601	0333	
22	0551	0707	1931	2048	9	3	1647	0415	
23	0551	0707	1932	2048	9	3	1737	0459	
24	0551	0707	1932	2048	9	3	1827	0545	
25	0552	0708	1932	2049	9	3	1920	0635	Full Moon
26	0552	0708	1932	2049	9	3	2015	0728	
27	0552	0708	1932	2049	9	3	2110	0822	
28	0553	0708	1933	2050	9	3	2203	0917	
29	0553	0708	1933	2050	9	3	2255	1012	
30	0553	0709	1933	2050	9	3	2344	1107	
<u>July</u>									
1	0553	0709	1933	2050	9	3	....	1200	
2	0554	0709	1934	2050	9	4	0032	1252	
3	0554	0709	1934	2050	9	4	0120	1344	
4	0554	0709	1934	2050	9	4	0209	1437	
5	0554	0709	1934	2050	9	4	0257	1531	

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7. DEFENSES AND SUMMARY OF THE ENEMY SITUATION.

(a) General Situation

The minor Japanese naval forces remaining in the NETHERLANDS EAST INDIES Area are not considered a serious threat to Allied operations. Allied Air Forces can exercise control of the air in the Southwest Pacific Area to the limit of their range from established bases. There are indications that the Japanese contemplate a major realignment of their NEI forces. Withdrawal of substantial combat strength from the Southeast NEI Area to SUMATRA and SOUTHEAST ASIA has already begun.

(b) Naval

- (1) Standard size submarines still exist as a serious threat against Allied sea lines of communication. Midget submarines are possible, though none has been reported along the NW BORNEO coast.
- (2) Motor torpedo boats and small assault craft may be expected to be encountered in the objective area. Suicide boats have been reasonably successful at night in the PHILIPPINES and the RYUKYUS against Allied forces which have not been actively alert to them. The use of this type of boat in the NEI can be expected. The presence of barges and small craft fitted to carry torpedoes has been reported in the NEI.
- (3) By the end of May 1945 the enemy is believed capable of organizing a task force composed of two heavy cruisers and five destroyers to counter any advance into the eastern NETHERLANDS EAST INDIES. There is a probability that one additional heavy cruiser will be operational by the target date to augment the above force. If used offensively it is believed that this force would seek to effect surprise by launching a swift attack under cover of darkness or low visibility, followed by a speedy withdrawal. It is also possible that this force may attempt a rapid withdrawal toward the EMPIRE during our operation.

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(c) Air

- (1) Estimated enemy air strength in BORNEO and nearby areas as of 4 May 1945: (From Headquarters, FEAF)

	<u>Fighters</u>	<u>Bombers</u>	<u>Other</u>	<u>Total</u>
BORNEO	4	2	11	17
PHILIPPINES	4	2	4	10
JAVA - E. NEI	11	24	30	65
MALAYA - SUMATRA	145	21	24	190
FRENCH INDO-CHINA	55	18	25	98
Totals	219	67	94	380

A comparison with higher estimates of a month earlier indicates that the enemy is withdrawing his air strength from the south for the defense of the EMPIRE and adjacent areas.

- (2) It is believed that enemy air opposition to our operations in the BRUNEI BAY Area will be negligible. However, dawn and dusk raids on our shipping by small numbers of suicide aircraft and harassing night raids on our shore positions are possible.
- (3) There are 3 enemy airfields within the BRUNEI Area:

(a) BRUNEI Airfield

Located 3 miles NE of BRUNEI town. One strip, NE-SW, 3600 x 200 feet, of recent construction. Hard standing capacity: 25 bombers and 25 fighters. No operational aircraft or AA defenses have been noted.

(b) LABUAN Airfield (LABUAN ISLAND)

Located north of VICTORIA town. One strip, NNE-SSW, 4900 x 850 feet, coral surface. 12 bomber revetments. Hard standing capacity: 200 fighters and 200 bombers. Operational. Defended by several light and possibly medium AA near south end of strip.

(c) TIMBALI Airfield (LABUAN ISLAND)

Located near LAYANGAN BAY. Single strip, 2520 x 120 feet. Unsurfaced for 1200 feet which is coral. The airfield was first sighted on 3 January 1945. It is probably that construction was commenced but not completed once BRUNEI BAY lost its value as a base for the Japanese Fleet.

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- (4) Other enemy airfields within 160-mile radius of BRUNEI are as follows:

JESSELTON	05-56 N, 116-03 E
SANDAKAN	05-50 N, 118-08 E
MIRI	04-28 N, 114-07 E
KUDAT	06-58 N, 116-49 E
RANAU	05-40 N, 116-20 E
BINTULU	03-11 N, 113-02 E
KENINGAU	30 miles west of BRUNEI

(d) Land

Overall ground strength in the BRUNEI BAY - LABUAN area is currently estimated at 2,000 to 2,500 troops, principally Base and Service troops and possibly a small Naval Ground Unit. Approximately 1,000 of these troops are reported to be on LABUAN ISLAND. Overland troop movements from the east coast of BORNEO to the NW coast have been reported. Reinforcements could be sent to the BRUNEI Area from JESSELTON and MIRI, but difficulties in transportation make this unlikely. Total enemy strength in BORNEO is estimated at 32,000.

- (e) Defense Installations (Summarized from various photographic interpretation reports. It is to be noted that many of these installations are classified as "possible" and have not been definitely identified. The more doubtful installations do not appear on the annotated mosaics appended to this Annex.)

(1) LABUAN ISLAND

A possible coast defense gun position is located about 700 yards NE of RAMSAY POINT. A possible total of 3 medium AA and 13 light AA have been reported on the island; several unoccupied positions have also been located. Two possible pillboxes are located near RAMSAY POINT. Trenches occur on HAMILTON POINT at the SW entrance to VICTORIA HARBOR, and about a mile SW of BATU MANIKAN in the northern part of the island. Numerous rifle pits or foxholes have been observed near the LABUAN airstrip and around the barracks area near RAMSAY POINT. There is a possible ammunition dump at the NW end of the LABUAN airstrip and a possible underground dump 1 mile north of the airstrip. A radio station exists opposite the hospital near CAPE TARAS (COLLIER HEAD) and a possible OP or radio station has been reported on a hill about one mile south of the northern tip of the island. Two RDF stations have been reported: one about 850 yards NE of RAMSAY POINT, and another about 2400 yards north of the LABUAN airstrip.

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(2) MUARA ISLAND

Three possible coast defense gun positions have been reported on the east coast. At least 5 light and possibly medium AA positions have been identified in the CAPE SAPO and adjacent pier area. Three probable pillboxes and 2 probable MG positions have been reported on the east coast, and one pillbox between Nos. 3 and 4 piers. Numerous foxholes and a small trench system have been identified near the pier area. At least 20 bunkered constructions in addition to numerous buildings occur in the CAPE SAPO and pier areas and along the east coast.

(3) BROOKETON

19 possible pillboxes have been reported in the BROOKETON area, two of which are located near the western end of GREEN Beach. Two possible AA positions, slit trenches, and a few foxholes have also been identified in the BROOKETON area. 36 barracks and stores buildings and some bunkered constructions are located here.

(4) BRUNEI

No definite defenses have been reported at BRUNEI.

(5) There is no report of field artillery units.

(f) Radio and Radar Stations

(1) Pre-war radio stations were located at BRUNEI, LIMBANG, LAWAS, and VICTORIA (LABUAN ISLAND). On LABUAN ISLAND a radio station is reported opposite the hospital near CAPE TARAS, and a possible radio station or OP on a hill about 1 mile south of the north tip of the island. At a point on the coast approximately 8 miles NE of CAPE FUNYET there is probably a coast watching or radio station. This installation comprises 6 buildings located on a cliff up to 100 feet high. A neglected road connects it with BRUNEI Airfield.

(2) A radar is believed to be operating in the BRUNEI BAY Area. Precise location of the equipment is not known.

(g) Minefields

Both Allied and Enemy minefields occur in the BRUNEI area. These are described in Appendix III to Annex "B", CANF, SWPA, OpPlan No. 10-45.

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ANNEX "H" TO COMPHIBGRPSIX

ATTACK ORDER No. A606-45

INTELLIGENCE ANNEX

8. PRISONERS, OTHER PERSONNEL RECOVERED, CAPTURED DOCUMENTS AND MATERIAL.

Prisoners of War, other personnel recovered from the enemy, captured documents and material shall be handled in accordance with the provisions of:

- (a) Commander Allied Naval Forces, Southwest Pacific Area, Confidential Letter serial 02129 of 26 October 1943.
- (b) Commander Allied Naval Forces, Southwest Pacific Area, letter 11-44 of 31 January 1944.
- (c) Commander Allied Naval Forces, Southwest Pacific Area, letter 51-44 of 20 November 1944.

9. CLASSIFICATION.

Wide distribution of this Annex and its Appendices can be made to Army and Navy personnel on departing the staging area where the classification of this Annex and its Appendices will be reduced to RESTRICTED. Every precaution must be taken to prevent this Annex from falling into enemy hands.

APPENDIX

- 1. Air Distances, Glossary, and Conversion Tables (2 sheets).
- 2. Minefields, Enemy Air Facilities, and Radar Stations - BORNEO Area.
- 3. Tide Curves - VICTORIA HARBOR, LABUAN ISLAND (3 sheets).
- 4. Uncontrolled Mosaic - BROOKETON, BRUNEI BAY, NORTH BORNEO.
- 5. Uncontrolled Mosaic - MUARA ISLAND, BRUNEI BAY, NORTH BORNEO.
- 6. Uncontrolled Mosaic - VICTORIA Area, LABUAN ISLAND, BRUNEI BAY, NORTH BORNEO.
- 7. Panoramas - BROWN, WHITE, and GREEN Beaches.

TOP SECRET

APPENDIX 1 TO ANNEX "H" TO COMPHIBGRFSIX

ATTACK ORDER No. A606-45

AIR DISTANCES, GLOSSARY & CONVERSION TABLES

AIR DISTANCES FROM BRUNEI TO:

BALIKPAPAN	389	Air Miles
BANDJERMASIN.	498	" "
BATAVIA	825	" "
CAMRANH BAY	547	" "
JOLO ISLAND	366	" "
KUCHING	345	" "
KUDAT	153	" "
MIRI	60	" "
MOROTAI	872	" "
PUERTO PRINCESA	368	" "
SAIGON	613	" "
SANDAKAN	195	" "
SANGA SANGA	287	" "
SINGAPORE	700	" "
SOURABAYA	743	" "
TARAKAN	184	" "
ZAMBOANGA	438	" "

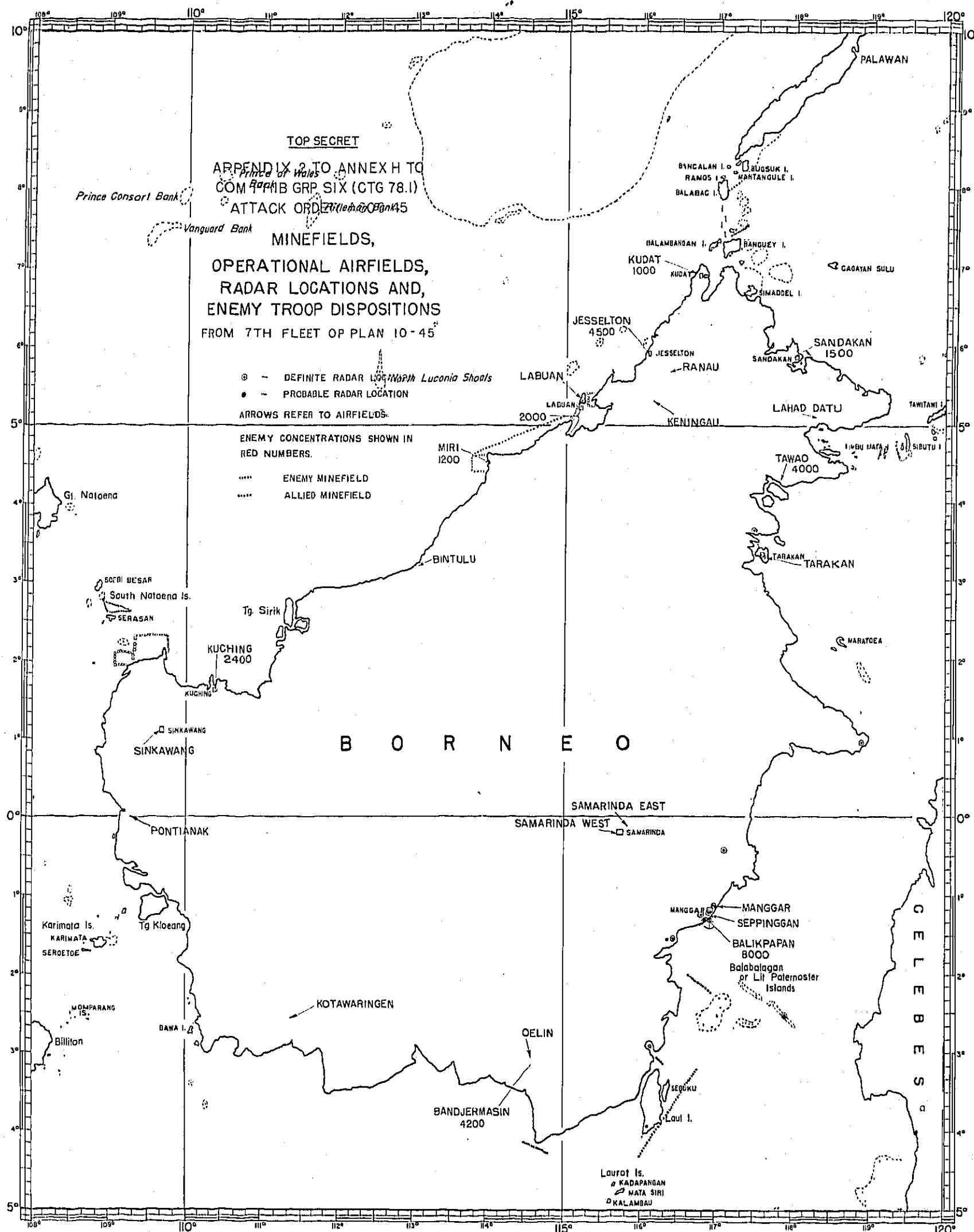
GLOSSARY

<u>Dutch or Native</u>	<u>Abbreviation</u>	<u>English</u>
BATANG	Btg	Main river
BOORTERREIN	-	Oil drilling field
BUKIT	Bt	Hill
GUNONG	G	Mountain
KAMPONG	Kg	Village
KUALA	K (Kla)	River mouth
LOAGAN	Lg	Abandoned river bed
PULAU	P (Po)	Island
SUNGAI (SUNGEI)	S (Si)	River
TANJONG	Tg	Cape, Point

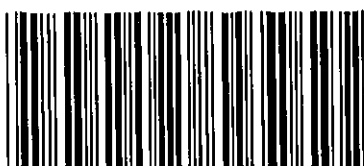
Expressions in parenthesis are as used on charts.

CONVERSION TABLES

Feet FEET TO METRES										
	0	1	2	3	4	5	6	7	8	9
0	0.00	0.30	0.61	0.91	1.22	1.52	1.83	2.13	2.44	2.74
10	3.05	3.35	3.66	3.96	4.27	4.57	4.88	5.18	5.49	5.79
20	6.10	6.40	6.71	7.01	7.32	7.62	7.92	8.23	8.53	8.84
30	9.14	9.45	9.75	10.06	10.36	10.67	10.97	11.28	11.58	11.89
40	12.19	12.50	12.80	13.11	13.41	13.72	14.02	14.33	14.63	14.93
50	15.24	15.54	15.85	16.15	16.46	16.76	17.07	17.37	17.68	17.98
60	18.29	18.59	18.90	19.20	19.51	19.81	20.12	20.42	20.73	21.03
70	21.34	21.64	21.95	22.25	22.55	22.86	23.16	23.47	23.77	24.08
80	24.38	24.69	24.99	25.30	25.60	25.91	26.21	26.52	26.82	27.13
90	27.43	27.74	28.04	28.35	28.65	28.96	29.26	29.57	29.87	30.17
Metres METRES TO FEET										
	0	1	2	3	4	5	6	7	8	9
0	0.00	3.28	6.56	9.84	13.12	16.40	19.68	22.97	26.25	29.53
10	32.81	65.62	98.43	131.24	164.05	196.86	229.67	262.48	295.29	328.10
20	65.62	131.24	196.86	262.48	328.10	393.72	459.34	524.96	590.58	656.20
30	98.43	196.86	295.29	393.72	492.15	590.58	689.01	787.44	885.87	984.30
40	131.24	262.48	393.72	492.15	590.58	689.01	787.44	885.87	984.30	1082.73
50	164.05	328.10	492.15	590.58	689.01	787.44	885.87	984.30	1082.73	1181.16
60	196.86	393.72	590.58	689.01	787.44	885.87	984.30	1082.73	1181.16	1279.59
70	229.67	459.34	689.01	787.44	885.87	984.30	1082.73	1181.16	1279.59	1378.02
80	262.48	524.96	787.44	885.87	984.30	1082.73	1181.16	1279.59	1378.02	1476.45
90	295.29	590.58	885.87	984.30	1082.73	1181.16	1279.59	1378.02	1476.45	1574.88
Fathoms FATHOMS TO METRES										
	0	1	2	3	4	5	6	7	8	9
0	0.00	1.83	3.66	5.49	7.32	9.14	10.97	12.80	14.63	16.46
10	18.29	20.12	21.95	23.77	25.60	27.43	29.26	31.09	32.92	34.75
20	36.58	38.40	40.23	42.06	43.89	45.72	47.55	49.38	51.21	53.03
30	54.86	56.69	58.52	60.35	62.18	64.01	65.84	67.67	69.50	71.32
40	73.15	74.98	76.81	78.64	80.47	82.30	84.12	85.95	87.78	89.61
50	91.44	93.27	95.10	96.93	98.75	100.58	102.41	104.24	106.07	107.90
60	109.73	111.56	113.39	115.22	117.04	118.87	120.70	122.53	124.36	126.19
70	128.02	129.85	131.67	133.50	135.33	137.16	138.99	140.82	142.65	144.48
80	146.30	148.13	149.96	151.79	153.62	155.45	157.28	159.11	160.94	162.77
90	164.59	166.42	168.25	170.08	171.91	173.74	175.56	177.39	179.22	181.05
Metres METRES TO FATHOMS										
	0	1	2	3	4	5	6	7	8	9
0	0.00	0.55	1.09	1.64	2.19	2.73	3.28	3.83	4.37	4.92
10	5.47	6.01	6.56	7.11	7.66	8.20	8.75	9.30	9.84	10.39
20	10.94	11.98	12.03	12.58	13.12	13.67	14.22	14.76	15.31	15.86
30	16.40	16.95	17.50	18.04	18.59	19.14	19.68	20.23	20.78	21.33
40	21.87	22.42	22.97	23.51	24.06	24.61	25.15	25.70	26.25	26.79
50	27.34	27.89	28.43	28.98	29.53	30.07	30.62	31.17	31.71	32.26
60	32.81	33.36	33.90	34.45	35.00	35.54	36.09	36.64	37.18	37.73
70	38.28	38.82	39.37	39.92	40.46	41.01	41.56	42.10	42.65	43.20
80	43.75	44.29	44.84	45.38	45.93	46.48	47.02	47.57	48.12	48.67
90	49.21	49.76	50.31	50.85	51.40	51.95	52.49	53.04	53.59	54.13
Kilometres KILOMETRES TO STATUTE MILES (1 Km = 0.621371 Miles)										
	0	1	2	3	4	5	6	7	8	9
0	0.00	0.62	1.24	1.86	2.49	3.11	3.73	4.35	4.97	5.59
10	6.21	6.84	7.46	8.08	8.70	9.32	9.94	10.56	11.18	11.81
20	12.43	13.05	13.67	14.29	14.91	15.53	16.16	16.78	17.40	18.02
30	18.64	19.26	19.88	20.51	21.13	21.75	22.37	22.99	23.61	24.23
40	24.86	25.48	26.10	26.72	27.34	27.96	28.58	29.21	29.83	30.45
50	31.07	31.69	32.31	32.93	33.55	34.18	34.80	35.42	36.04	36.66
60	37.28	37.90	38.53	39.15	39.77	40.39	41.01	41.63	42.25	42.88
70	43.50	44.12	44.74	45.36	45.98	46.60	47.22	47.85	48.47	49.09
80	49.71	50.33	50.95	51.57	52.20	52.82	53.44	54.06	54.68	55.30
90	55.92	56.55	57.17	57.79	58.41	59.03	59.65	60.27	60.90	61.52
Miles STATUTE MILES TO KILOMETRES (1 Mi = 1.609344 Km)										
	0	1	2	3	4	5	6	7	8	9
0	0.00	1.61	3.22	4.83	6.44	8.05	9.66	11.27	12.87	14.48
10	16.09	17.70	19.31	20.92	22.53	24.14	25.75	27.36	28.97	30.58
20	32.19	33.80	35.41	37.01	38.62	40.23	41.84	43.45	45.06	46.67
30	48.28	49.89	51.50	53.11	54.72	56.33	57.94	59.55	61.15	62.76
40	64.37	65.98	67.59	69.20	70.81	72.42	74.03	75.64	77.25	78.86
50	80.47	82.08	83.69	85.30	86.90	88.51	90.12	91.73	93.34	94.95
60	96.56	98.17	99.78	101.39	103.00	104.61	106.22	107.83	109.44	111.05
70	112.65	114.26	115.87	117.48	119.09	120.70	122.31	123.92	125.53	127.14
80	128.75	130.36	131.97	133.58	135.18	136.79	138.40	140.01	141.62	143.23
90	144.84	146.45	148.06	149.67	151.28	152.89	154.50	156.11	157.72	159.33



002347G

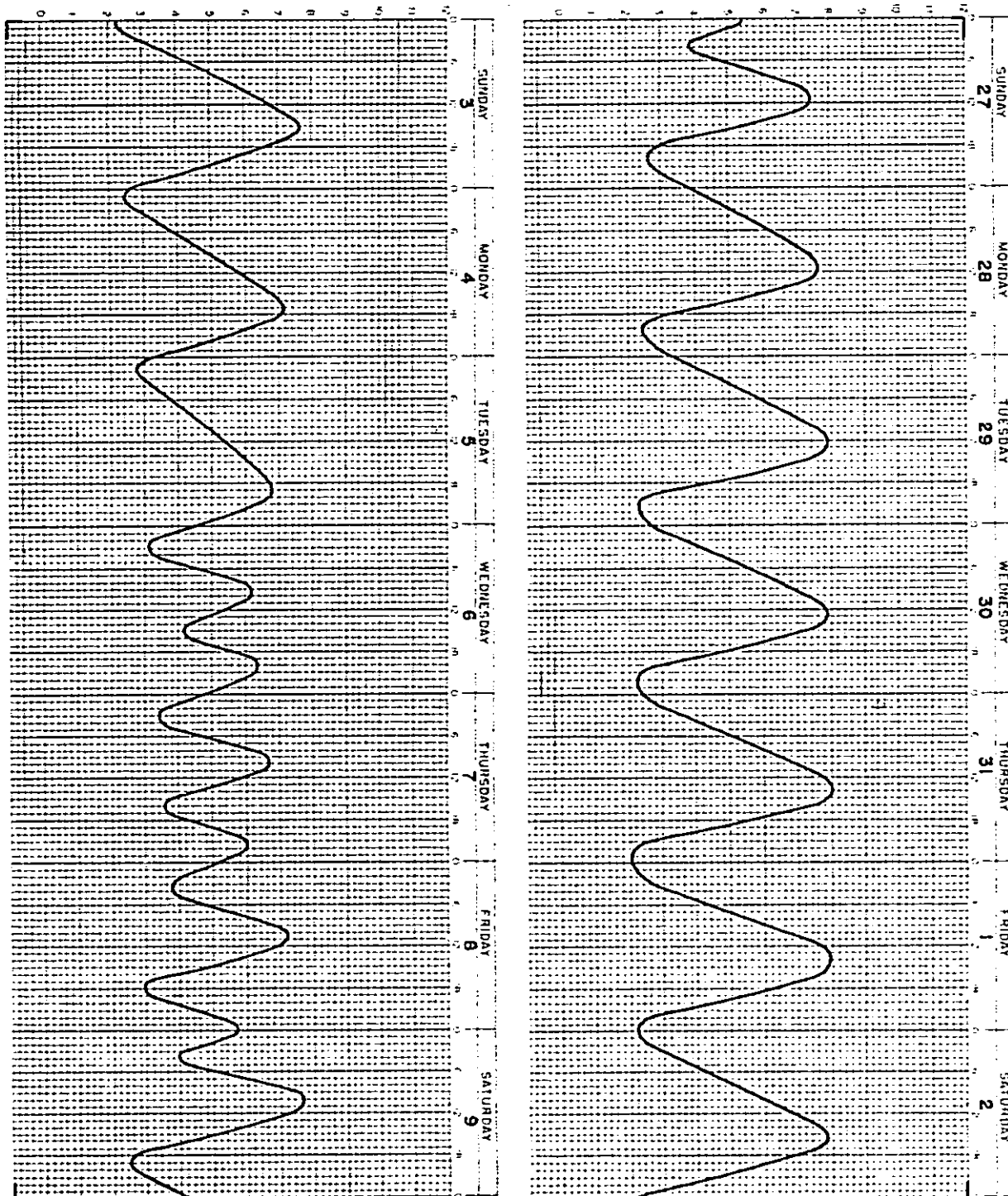


RESTRICTED
TIDE CURVE

VICTORIA HARBOR, LABUAN ISLAND
May 27, 1945 to June 9, 1945

Time Zone:
Item (-9)

Datum:
Mean lower
low water

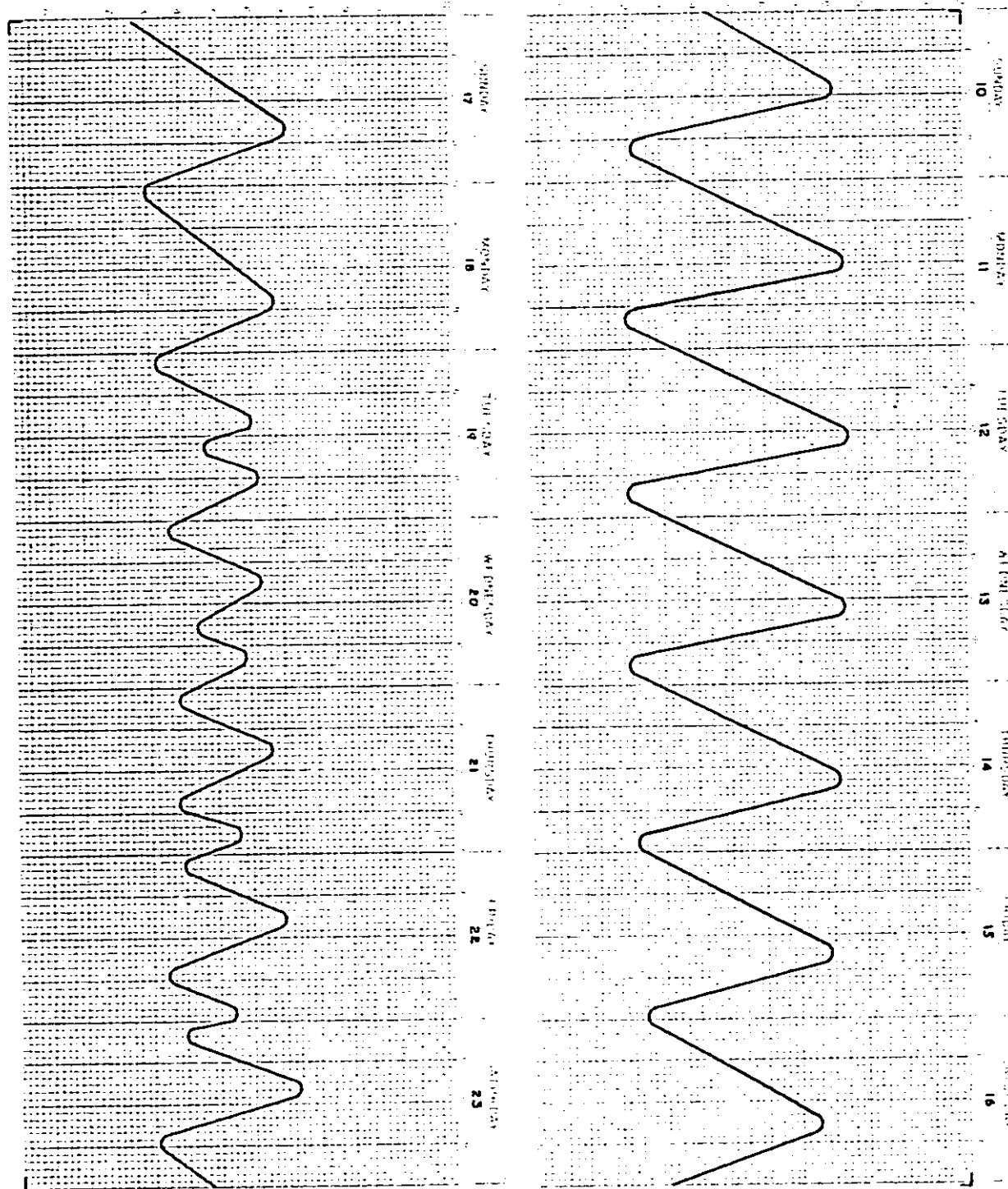


RESTRICTED
TIDE CURVE

Time Zone:
Item (-9)

VICTORIA HARBOR, LABUAN ISLAND
June 10, 1945 to June 23, 1945

Datum:
Mean lower
low water



Each horizontal division = 1 Hour
Each vertical division = 0.2 Feet

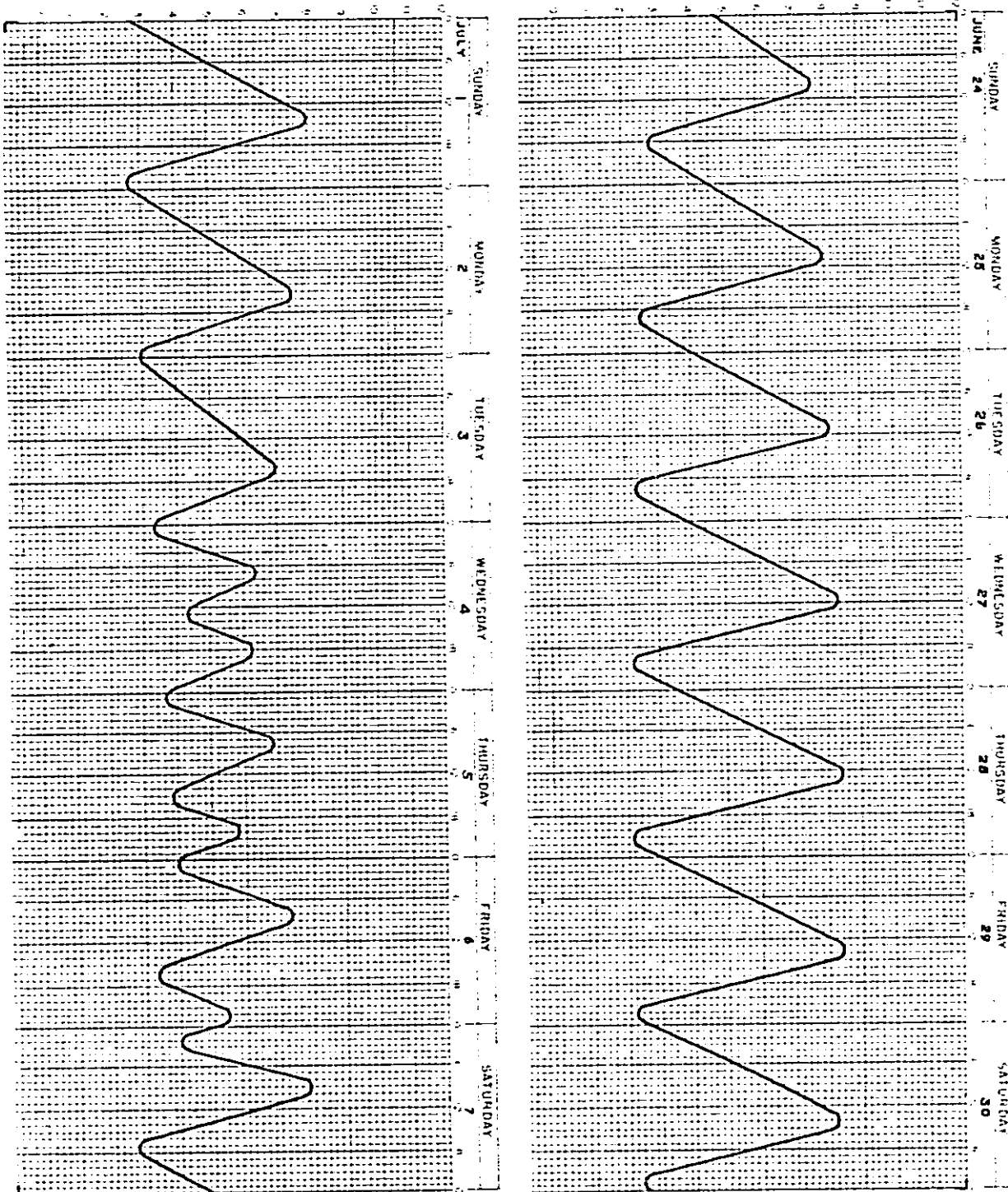
RESTRICTED

TIDE CURVE

Time Zone:
Item (-9)

VICTORIA HARBOR, LABUAN ISLAND
June 24, 1945 to July 7, 1945

Datum:
Mean lower
low water

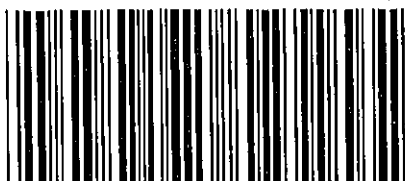


Each horizontal division = 1 Hour
Each vertical division = 0.2 Feet



APPENDIX 4 to ANNEX "H"

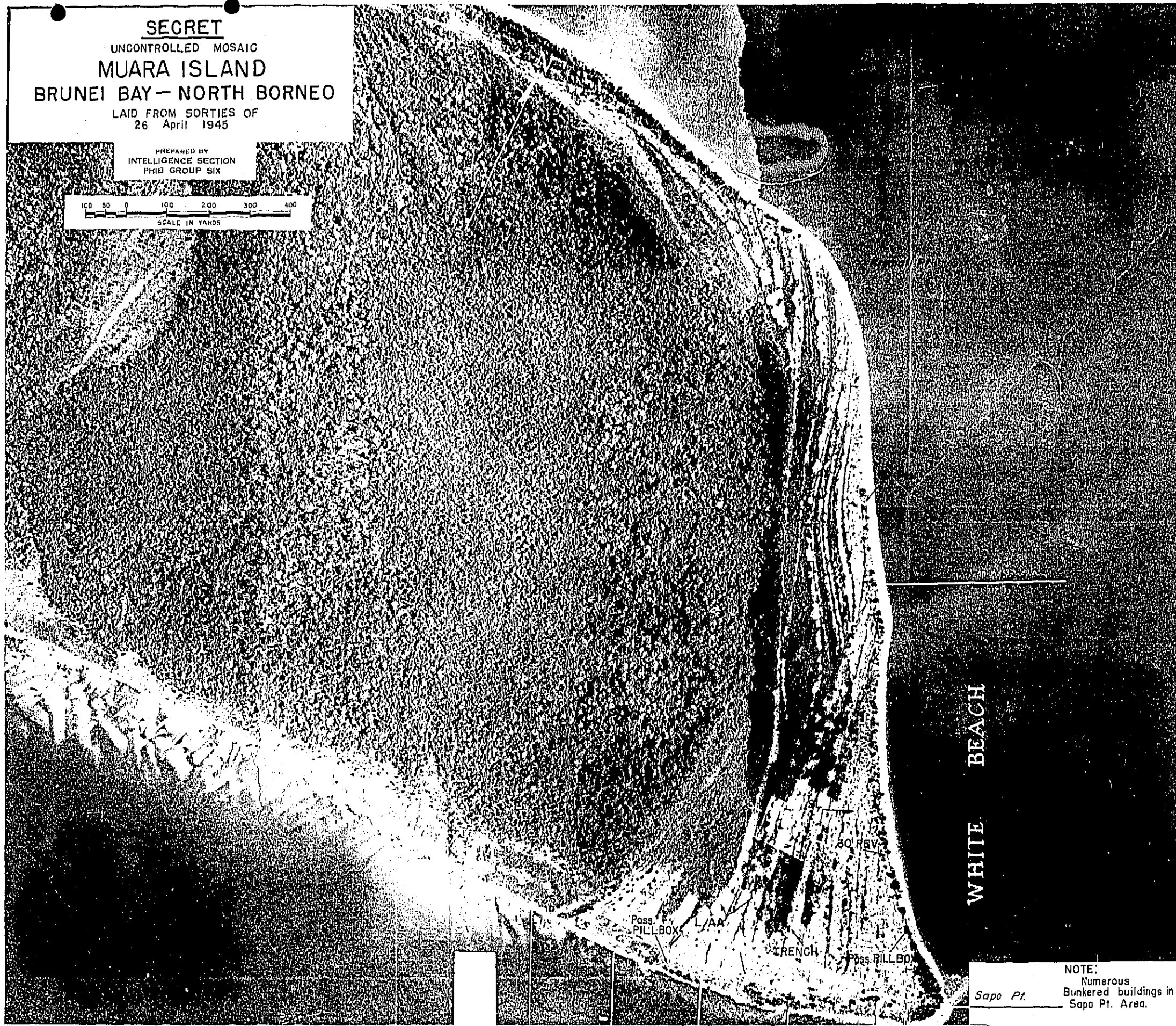
002348H



SECRET
UNCONTROLLED MOSAIC
MUARA ISLAND
BRUNEI BAY - NORTH BORNEO
LAID FROM SORTIES OF
26 April 1945

PREPARED BY
INTELLIGENCE SECTION
PHIB GROUP SIX

100 50 0 100 200 300 400
SCALE IN YARDS



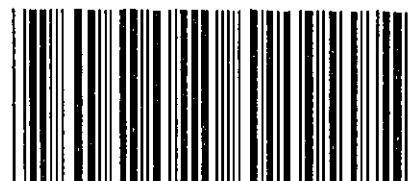
WHITE BEACH

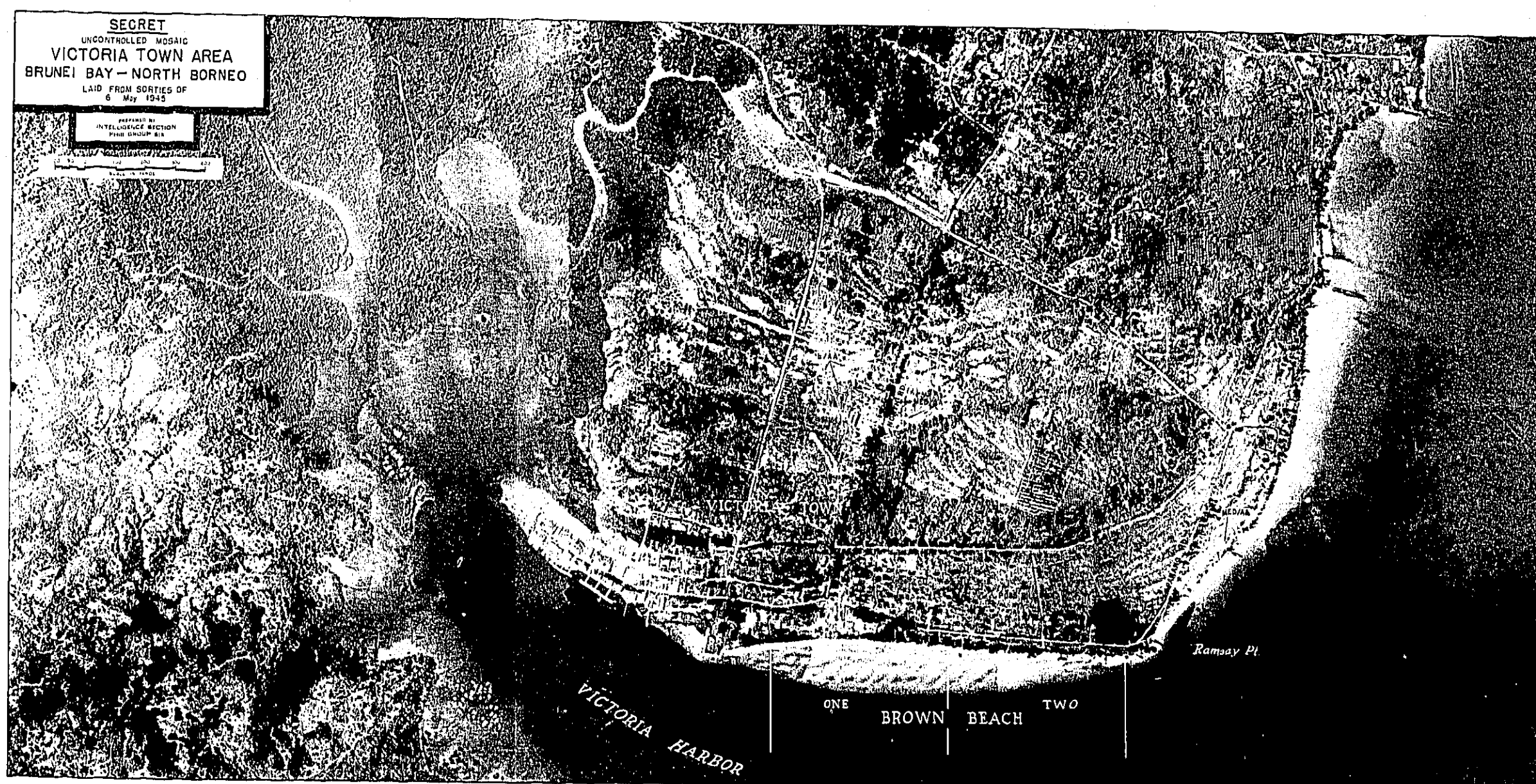
POSS. PILLBOX L/AA
TRENCH POSS. PILLBOX

NOTE:
Numerous
Bunkered buildings in
Sapo Pt. Area.

APPENDIX 5 to ANNEX "H"

002349I

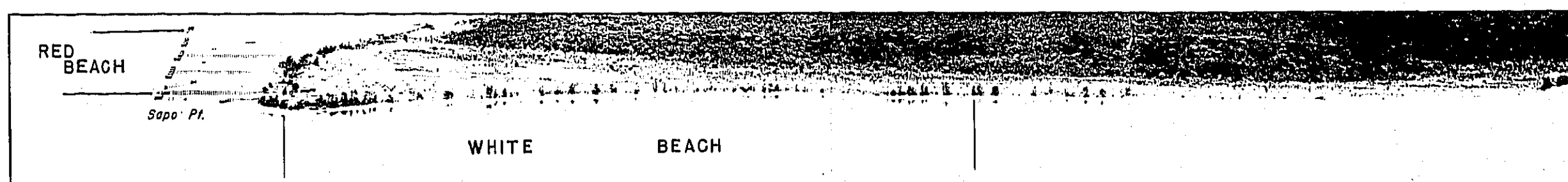
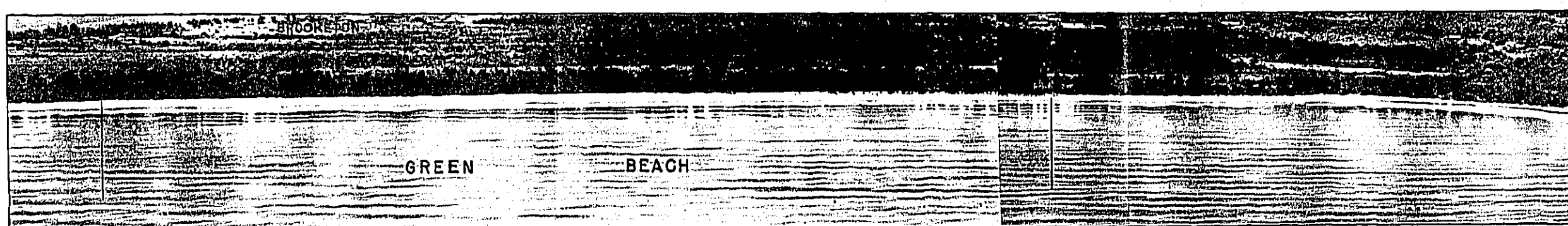




APPENDIX 6 to ANNEX "H"

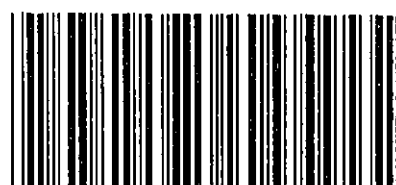
002350A





BEACH PANORAMAS
APPENDIX 7 to ANNEX "H"

002351B



TOP SECRET

ANNEX "I" TO COMPHIBGRFSIX
ATTACK ORDER No. A606-45

SCREENING PLAN

1. Ships of Task Units 78.1.2, 78.1.4 and 78.1.5 are available for A/S screen for movement echelons proceeding to and from the objective during the assault and resupply stages of OBOE-SIX Operation.
2. At the objective area the separation of the Assault Group into Assault Units for the landing on non-contiguous beaches requires that screen units be designated for each Assault Unit or A/S and AA protection.
3. Allocation of screening ships to echelons and assault units is as follows:

Echelon O-6-A BARCOO

Echelon O-6-B MinDiv 34

Echelon O-6-C WALLER, SAUFLEY

Echelon O-6-D PHILIP)
 ROBINSON) BROWN Assault Unit
 JOEB)
 DAY)

BANCROFT)
EDWARDS)
MCCALLA)
CALDWELL) GREEN and WHITE Assault Units
D. A. MUNRO)
A. E. HARRIS)

PC 1120)
SC 698) BROWN Assault Unit
SC 732)

PC 1122) WHITE Assault Unit

SC 750) GREEN Assault Unit
SC 741)

Echelon O-6-E FRAZIER
 BAILEY
 DUFILHO
 BRANNON

TOP SECRET

ANNEX "I" TO COMPHIEGRPSIX
ATTACK ORDER No. A606-45

SCREENING PLAN

3. (Continued)

Echelon O-6-F	HAWKESBURY
Echelon O-6-G	D. A. MUNRO (Joins O-6-D at ZAMBOANGA)
Echelon O-6-H	WILLOUGHBY
Echelon O-6-I	MC CALLA EDWARDS JOEB DAY
Echelon O-6-J	LLOYD NEWMAN LIDDLE KEPHART DLACHENKO
Echelon O-6-K	ALBERT T. HARRIS CHARLES E. BRANNON PC 1120
Echelon O-6-L	DUFILHO DOUGLAS A. MUNRO PC 1122
Echelon O-6-M	DUFILHO HARRIS CHARLES E. BRANNON DOUGLAS A. MUNRO PC 1120 PC 1122

Deviation from this assignment will be directed by CTG 78.1 or the Senior Officer Present in the event that the developing situation requires such changes.

TOP SECRET

ANNEX "I" TO COMPHIBGRFSIX
ATTACK ORDER No. A606-45

SCREENING PLAN

4. When the signal to "DEPLOY" is executed at Point PORK about 0450 ITEM on ZEBRA Day, Screens will proceed with their respective assault units. When the Assault Unit Commanders deploy their units for the assault, ships of TU 78.1.4 will proceed expeditiously and clear of other shipping to their respective control stations on the various Lines of Departure.
5. Screen stations for the approach disposition shall be assigned to individual ships so as to facilitate the joining up of the screen with their respective assault units upon deployment. Upon arrival of the assault units in their respective assault areas the senior Unit Commander of the Screen assigned each unit shall station screen ships to provide the maximum A/S and AA protection. Appendix 1 shows screening stations available for assignment. Screen Unit Commanders may make modification as the situation requires to cover the various assault units.
6. When BROWN Assault Unit arrives in Transport Areas, the Screen Commander for that unit shall assign one destroyer with Fighter Director to Radar Picket Station DENVER.
7. When WHITE Assault Unit arrives in Transport Area, the unit Screen Commander shall assign the two DES to screen station W-8 and W-9. When assault on GREEN Beach is completed and assault shipping from that beach has moved to Transport Area ROGER, the screen for the GREEN Assault Unit will augment the screen off WHITE Beach.
8. When released from control duties, ships of TU 78.1.4 will be directed to report to CTU 78.1.2 for screening assignments. The station to be occupied will depend on the tactical situation and CTU 78.1.2 will make assignments as required. CTU 78.1.17 has stationed PC 1122 on Screen Station XRAY-ONE to protect the flank of his Unit.
9. It is presently intended to concentrate shipping not actually unloading in Anchorage Area TARE at night. CTU 78.1.2 will be in charge of the entire screen to provide A/S, AA, Anti-boat and smoke screen protection. In the event that it is later decided to retire from the BRUNET BAY Area at night, CTG 78.1 will inform the Screen Commander of screen requirements for the retirement and for ships to remain in the Bay Area.

TOP SECRET

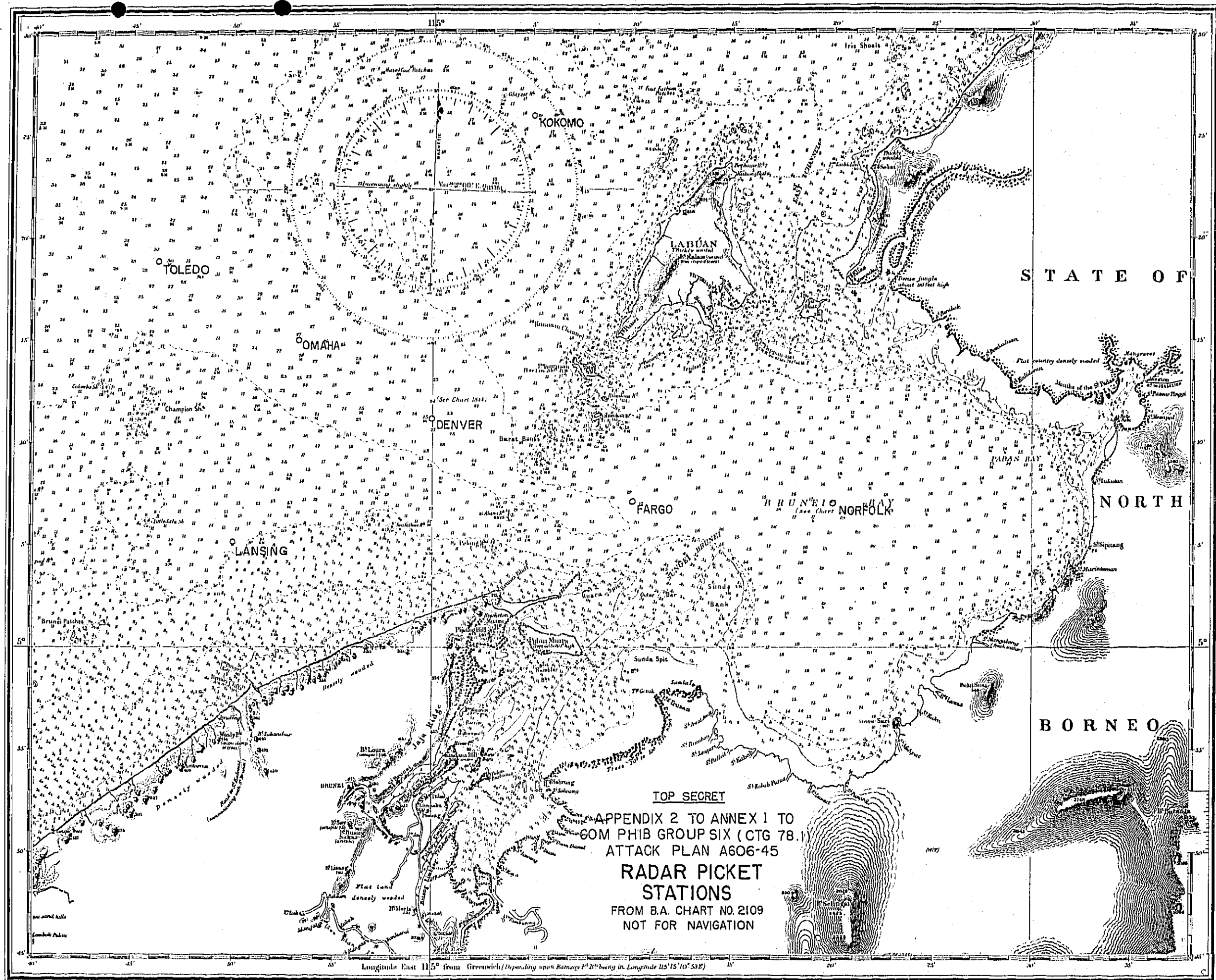
ANNEX "I" TO COMPHIEGRPSIX
ATTACK ORDER No. A606-45

SCREENING PLAN

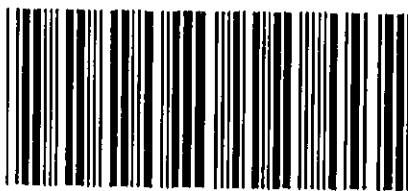
10. Destroyers of TU 78.1.2 shall be available for exchange with destroyers of TG 74.3 for fire support missions when the ammunition allowances of latter become depleted. Details for effecting this exchange are contained in Annex "B". Subsequent to the release of TG 74.3 ships of TU 78.1.2 will be assigned to fire support missions as required.
11. All ships and craft reporting to CTU 78.1.2 for assignment to the screen will check in on the Screen tactical circuits 32.4 mcs and 3115 kcs immediately.
12. Commander Task Unit 78.1.2 shall prepare and promulgate a detailed screening plan. This plan shall be presented for approval by CTG 78.1 prior to issue.
13. The recent increased use of small boats and swimmers carrying demolition charges indicates that this form of attack may well be expected during this operation. The coastal delta area in the objective area is particularly well suited for this type of attack. Therefore, all ships must insure that adequate and alert sentries, lookouts and gun crews are on watch at all times to prevent successful attacks by small craft.
14. All ships equipped with SONAR shall maintain a continuous watch on that apparatus. SONAR conditions at the objective will be mediocre at the best and intelligent and skilled use of A/S weapons will be required to circumvent attack by midget submarines in the event that they are available to the enemy. Unit and Commanding Officers of anti-submarine screens shall insure that aggressive and prolonged action be taken against enemy submarine contacts. Only the most urgent circumstances of military necessity or the destruction of the enemy warrants discontinuance of an attack or search and development of a contact once established.
15. The VICTOR Screen Stations shown in Appendix 1 are provided as anti-aircraft screen stations to be assigned when the tactical situation warrants. Numerous screening stations are indicated in Appendix 1 to provide for possible contingencies as the tactical situation progresses.
16. Radar picket stations for the BRUNEI RMY Area are indicated in Appendix 2.
17. The tactical use of smoke is provided for in Appendix 3.

Appendices

1. Screening Stations.
2. Radar Picket Stations.
3. Smoke Plan



002353D



TOP SECRET

APPENDIX 3 TO ANNEX "I" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

SMOKE PLAN

1. GENERAL

This force will be prepared to lay smoke, when directed by SOPA, in order to screen own forces from attack by enemy aircraft and gunfire during day and night when underway and in an anchorage area.

2. SMOKE AGENTS

Destroyers are equipped with FS tanks, are capable of making black stack smoke, and carry WP projectiles. AGC, AKA, LSIs, LST, LCI types, LCS(L) and LSM carry smoke pots and floats and some are equipped with Besler Smoke Generators. AGC, AKA, LSIs and LSTs carry boats equipped for making smoke.

3. UNDERWAY

- (a) Escorts to windward of the formation be prepared to lay FS and stack smoke screen to protect against enemy surface or air attacks.
- (b) All ships in the formation be prepared to make smoke to augment the smoke screen initiated by the escorts if directed.

4. AT THE OBJECTIVE

- (a) Fire Support Group be prepared to:
 - (1) Lay FS screen over a designated water area.
 - (2) Cover a designated Naval gunfire target with W.P. smoke.
 - (3) Provide stack smoke screen to cover own or other formation.
- (b) All ships be prepared to make smoke during the dusk and dawn periods and during air alerts when in an anchorage area in accordance with the following Plans, ABLE and BAKER, and so diagramed in Enclosures (A) and (B) to this Appendix, respectively.
 - (1) SMOKE PLAN ABLE
 - a. The order placing this Plan into effect will be "LAKE SMOKE, PLAN ABLE".
 - b. AGC, AKA, LSIs, LSTs, LSMs, LCIs and any other ships equipped with Besler generators shall make smoke when ordered.

TOP SECRET

APPENDIX 3 TO ANNEX "I" TO OOLPHIEGRPSIX
ATTACK ORDER No. A606-45

SMOKE PLAN

4. (b) (1) (Continued)

- c. Ships having small boats shall augment their individual protection by the use of smoke boats. These boats shall be equipped with smoke pots and floats and shall have an officer in charge of each boat. Each boat shall contain an SCR 610 calibrated on 33.2 mcs. Smoke boats shall patrol directly upwind of the parent ship, making smoke as necessary to fill in visible gaps in the screen.
- d. Destroyers, destroyer escorts and frigates in anchorage area screening stations shall be prepared to make stack or FS smoke, but shall not do so unless specifically directed by the SOFA.
- e. All LCS(L) and LCI types not actually engaged in other operations at the time the order to make smoke is given shall lay a smoke screen in accordance with the following instructions and as directed by the Commander LCI Unit and Commander Support Unit. Commander LCI Unit shall be in overall control.
 - 1. In making smoke LCS(L) and LCI smokers will take station about 500 yards to windward of the ships to be screened. Distance between smokers will depend on the number of ships employed and the length of the smoke line to be maintained. The distance between smokers should be equalized at all times.
 - 2. When the order to make smoke is given the Commander of the smoke units shall order his units to commence smoking and shall proceed with his units along a course normal to the wind in order to allow the wind to carry the smoke into the anchorage area. Speed should not be greater than eight knots. After the smoke front has been established, smokers reverse course and reinforce the smoke screen by patrolling individual sectors equal to their share of the smoke line. Commanding Officers must use initiative in making certain that a continuous smoke cover is maintained over the entire sector for which they are responsible. Smoke floats may be used to augment the above screen.
- f. When the wind is steady on-shore from seaward, vessels having no other craft between themselves and the shore shall not make smoke unless specifically ordered.

TOP SECRET

APPENDIX 3 TO ANNEX "I" TO COMPHIEGRPSIX
ATTACK ORDER No. A606-45

SMOKE PLAN

4. (b) (Continued).

(2) SMOKE PLAN BAKER.

- a. In the event that the wind is very light or calm conditions exist, the order will be given to "MAKE SMOKE, PLAN BAKER".
- b. When this order is given all vessels at anchor, and ships in screening stations will make smoke as directed in Smoke Plan ABLE. Smoke boats will circle parent ships, dropping floats and burning pots.
- c. LCS(L) and LCI type smokers shall, under the direction of their Unit Commanders, slowly circle the anchorage area in order to provide the maximum cover for ships in the area. Smoke floats may be used to augment the screen. At the discretion of the Smoke Unit Commander, and as deemed advisable under the circumstances, smoke craft may be ordered to move through the anchorage area, dropping floats and making smoke wherever gaps in the cover may exist.

5. PRESCRIBING AUTHORITY

Smoke will be made only on order from the SOPA. The order will be sent over all Naval voice circuits in plain language and will be either "MAKE SMOKE, PLAN ABLE" or "MAKE SMOKE, PLAN BAKER". The order "STOP SMOKE" will also be in plain language and will be originated only by the SOPA.

6. WEATHER INFORMATION

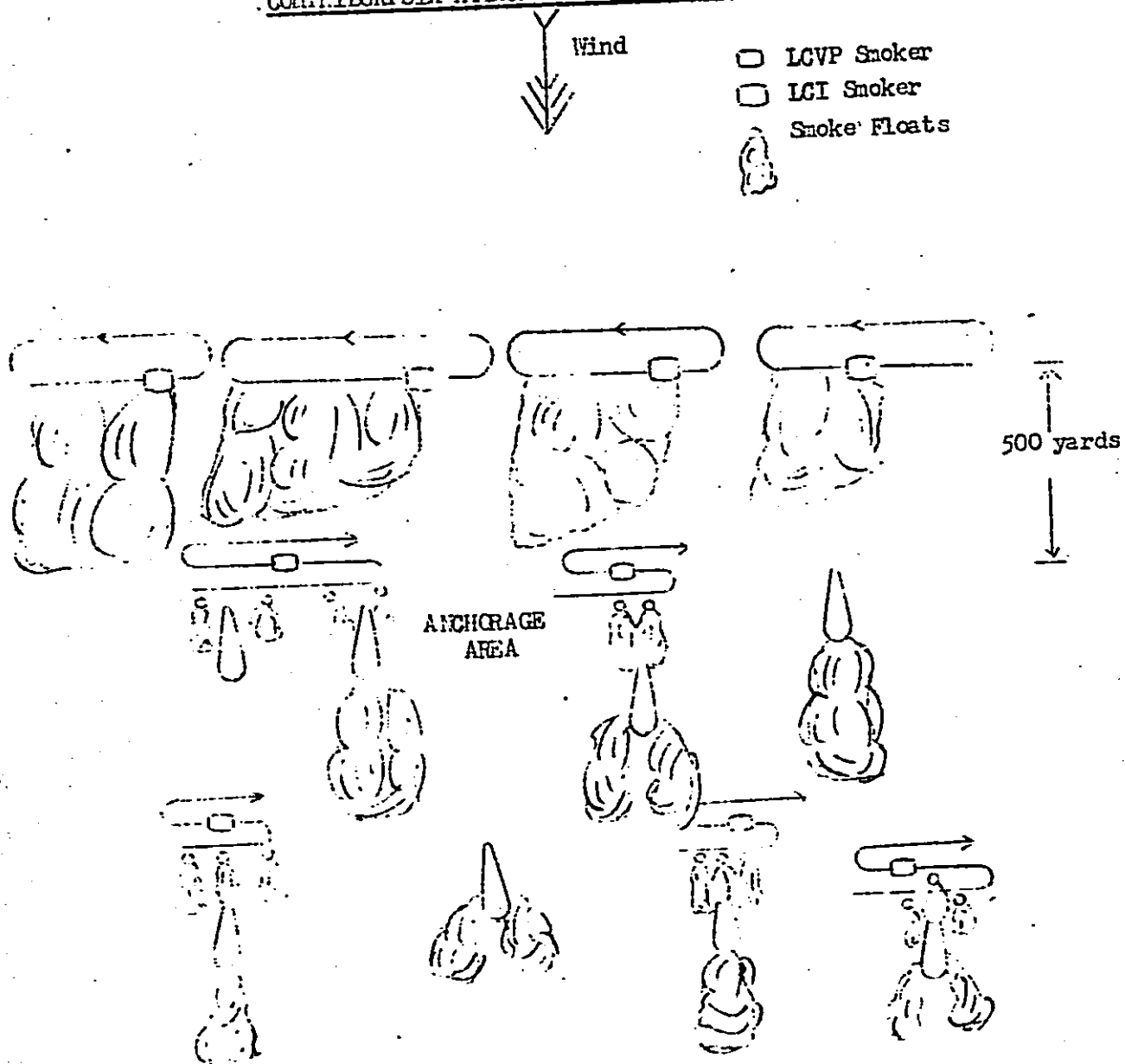
- (a) At this time of year the southwest monsoon is just taking effect. The wind at sea will normally be from the southwest, averaging six knots or less.
- (b) Near the landing beaches, however, the local sea breeze effect will be the more important factor. At night and early morning there will be a light off-shore wind. In the afternoon the inshore sea breeze becomes established, reaching a maximum about 1730 of 14 to 18 knots.
- (c) There will be occasional thunderstorms and rain squalls in the area, accompanied by winds to 20 knots for short periods of time.

ENCLOSURES

- (A) Smoke Plan ABLE.
- (B) Smoke Plan BAKER.

TOP SECRET

ENCLOSURE (A) TO APPENDIX 3 TO ANNEX "I" TO
COMFIBGRPSIX ATTACK ORDER No. A606-45



SMOKE PLAN AHE

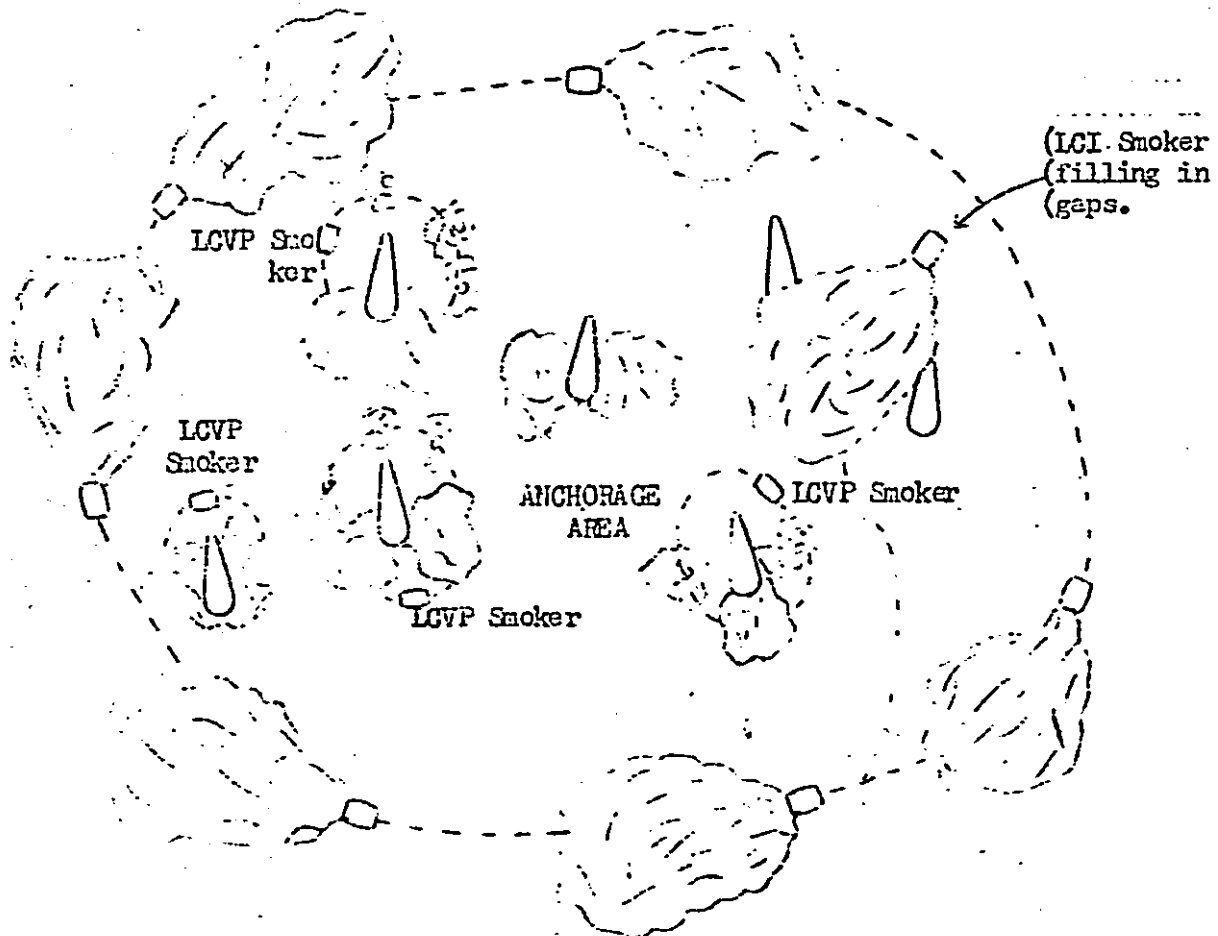
(For use when winds are five knots or greater)

Enclosure (A) to Appendix 3 To
Annex "I"

TOP SECRET

ENCLOSURE (B) TO APPENDIX 3 TO ANNEX "I" TO
COMPHIBGRPFIX ATTACK ORDER No. A606-45

-  - LCVP Smoker
-  - LCI Smoker
-  - Smoke Floats



SMOKE PLAN BAKER

(For use during calm or when winds are less than five knots)

ENCLOSURE (B) TO APPENDIX 3 TO ANNEX "I"

TOP SECRET

ANNEX "K" TO COMPHIEGRPSIX
ATTACK ORDER No. A606-45

MTB SUPPORT OPERATIONS

1. Task Unit 70.1.7 will be composed of U.S.S. WILLOUGHBY and Motor Torpedo Boat Squadrons 13 and 16 with Lieutenant Commander A. W. FARGO, Jr., Task Unit Commander. Commander Task Group 78.1 will control the operations of motor torpedo boats of Task Unit 70.1.7 in the objective area during the initial phases of the operation and until the tactical situation warrants turning over their control to CTG 70.1.
2. MTB tender, U.S.S. WILLOUGHBY (AGP 9) will depart MINDORO for PUERTO PRINCESA on ZEBRA minus FOUR Day with Motor Torpedo Boat Squadron 13 consisting of nine (9) boats, plus three (3) boats of Motor Torpedo Boat Squadron 16. This unit will depart PUERTO PRINCESA ZEBRA minus THREE Day for BALABAC and will rendezvous with O-6-D echelon of the BRUNEI Attack Group at 2000 ITEM on ZEBRA minus T.O Day, at Point GRETA.
 - (a) A drydock, gasoline barge, and engineering barge will be towed from LEYTE to objective area by tug (provided by ComSerFor7thFlt) to arrive approximately ZEBRA plus THREE Day.
 - (b) The remaining seven (7) boats of Motor Torpedo Boat Squadron 16 will remain in MANGARIN BAY, MINDORO until called forward by CTU 70.1.7.
 - (c) A small advance MTB repair base unit (component E-21 plus C-3 communications unit) will be staged to the objective area from LEYTE on an FS ship (provided by CTG 70.1) when called forward by CTU 70.1.7 to arrive on approximately ZEBRA plus TWENTY-ONE Day.
3. At 0600 ZEBRA minus ONE Day, 4 PT boats voice call YODEL LEADER will be detached from the assault convoy at Latitude 07° 20' N., Longitude 116° 08' E and will proceed with air cover to the OBOE SIX objective area to arrive not later than 1800. The air cover will be released upon arrival at OBOE SIX. One pair of these boats, voice call YODEL ONE, will patrol the northeast shore line of BRUNEI BAY from PAPPAN ISLAND to MARINTAMAN RIVER from 1800 until first light on ZEBRA Day. The second pair of boats, voice call YODEL SEVEN, will patrol the southeastern shore line of BRUNEI BAY from PELONG ROCKS to LANGALONG RIVER from 1800 until first light on ZEBRA Day. At 0600 on ZEBRA Day both patrols will rendezvous at Latitude 05° 07' N, Longitude 115° 22' E where they will remain until the assault convoy has entered BRUNEI BAY and the PT Tender has reached her assigned anchorage.
4. On the night of ZEBRA Day, six PTs operating in pairs will patrol as follows:
 - (a) Two boats, voice call YODEL TWO, will patrol eastern BRUNEI BAY, remaining east of a line between SARI HILL and the mouth of the KLIAS

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ANNEX "K" TO COMFIBGRPSIX
ATTACK ORDER No. A606-45

MTB SUPPORT OPERATIONS

4. (a) (Continued)

RIVER. At 0800 ITEM on ZEBRA plus ONE Day this patrol will rendezvous with aircraft at the mouth of PADAS BAY for an air sea strike of the area between PADAS BAY and the mouth of the MANGALONG RIVER.

(b) A second pair of boats, voice call YODEL FIVE, will operate in patrol areas 317 and 319, patrolling from LABUAN ISLAND north to GAYA HEAD.

(c) The third pair of boats, voice call MAC 4, will operate in patrol areas 316 and 317, patrolling from PUNYET ISLAND south to MIRI.

5. On the night of ZEBRA plus ONE, SIX boats will patrol as follows:

(a) One pair, voice call YODEL 8, will patrol the area described in paragraph 4 (a). However, no air sea strike will follow the night patrol.

(b) A second pair, voice call YODEL 7 will patrol areas 317 and 319 as described in paragraph 4 (b). At 0800 ITEM on ZEBRA plus TWO Day, this patrol will rendezvous with aircraft 2 miles west of GAYA ISLAND, for an air sea strike of GAYA BAY and JESSELTON.

(c) The third pair, voice call YODEL 1 patrols areas 316 and 317 as described in paragraph 4 (c).

6. Movement of PTs to and from operating areas will be governed by the following instructions:

(a) PTs shall be clear of the immediate objective and screening areas prior to sunset.

(b) PTs shall not return to the objective area from their patrol areas prior to sunrise except in emergency. If necessary to return to tender or to the objective area during darkness the SOPA will be notified. In such cases the PTs will identify themselves to friendly surface craft before approaching closer than 10,000 yards from such craft.

(c) When proceeding to and from patrol areas on scheduled missions PTs will identify themselves to all known friendly craft prior to approaching such craft.

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ANNEX "K" TO COMPHIBGRPSIX
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MTB SUPPORT OPERATIONS

6. (d) Certain definite surface patrol stations will be established and occupied by friendly surface craft commencing ZEBRA Day. Before departing for patrols, PTs shall obtain from the SOPA information as to the locations of patrol stations so occupied, the identity of the ship or ships on these stations and the times during which they will be occupied. SOPA will advise all screens of PT patrol missions and the approximate times they will pass through their screens.
7. PTs may be expected to be operating in the areas included in their operations intents during day or night, and sometimes with cooperating aircraft. Aircraft pilots should be briefed that they may expect to find PT boats in enemy waters during daylight and that craft of their approximate size must be positively identified before attacking and before assuming attack or hostile attitude.

8. JOINT MTB AIRCRAFT OPERATIONS.

Joint MTB-Aircraft operations will be conducted in the OBOE SIX area and adjacent coastal areas. In order to obviate the possibility of coordinating aircraft attacking or otherwise inflicting damage to the PTs, the following instructions shall govern joint operations of motor torpedo boats and aircraft beginning on ZEBRA Day and at any time thereafter when joint operations are arranged.

- (a) PTs and cooperating aircraft will jointly search the coastal areas. PTs will request the aircraft to search inlets, river mouths or other possible points of concealment.
- (b) Aircraft will report any sightings and accept instructions from the O.T.C. of the PTs with regard to attacking targets or covering the PTs while they carry out the attack.
- (c) Under no circumstances shall aircraft attack surface targets without first advising the cooperating PTs and securing permission to so attack.
- (d) Aircraft will be prepared to strafe or bomb shore guns which may fire on the PTs.
- (e) All existing instructions and procedures relative to identification, attack restrictions and recognition will remain in full force and effect.
- (f) Aircraft shall at all times avoid "buzzing" or flying up or down wakes of friendly surface craft.

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ANNEX "K" TO COLPHIBGRFSIX
ATTACK ORDER No. A606-45

MTB SUPPORT OPERATIONS

8. (g) Communications between boats and planes will be on VHF channel BAKER, (142.74 mcs) primary and 3115 kcs secondary.
9. Operations intents will be promulgated daily by both CTG 78.1 and CTG 70.1 indicating the OTC and area assigned each patrol for the following day. These dispatches are broadcast on MANUS FOX schedule, addressed to "ALL INTERESTED IN MTB OPERATIONS". Unit Commanders in the objective area will be advised of local PT intents by visual or radio. Unit Commanders must insure receipt of this message and re-issue as necessary pertinent paraphrased contents to ships of their command.
10. COMMUNICATIONS.

PTs and tenders in OROE SIX area will guard 3115 kcs voice and 142.74 mcs day and night. The tenders will guard the boat operating circuits 3115 kcs and 142.74 mcs and MTB base nets (3200 kcs night - 7185 kcs day) and intercept MANUS FOX. The USS CYRENE (CTG 70.1 base ship) at SAN PEDRO BAY guards the motor torpedo boat circuit, motor torpedo base net, Task Force Commanders' circuit, 142.74 mcs (VHF), harbor circuit and intercepts MANUS FOX and AOIC. Night fighters in the objective area will use VHF channel ABLE (142.02 mcs), except when communicating with MTBs, in which case Night Fighters will shift to VHF channel BAKER (142.74 mcs). In the event MTBs desire to communicate with Night Fighters, MTBs will shift to VHF channel ABLE (142.02 mcs). Voice and Cw call of PT boats and tenders are listed below:

<u>ACTIVITY</u>	<u>VOICE CALL</u>	<u>CW CALL</u>
ANY OR ALL MTBs	MOSQUITOES	
COM MTBs AT _____	DIVINE _____	3 BC
CTG 70.1	WALPUS	114A
CG 70.1	SOUSA	1M4J
PGMs (append Hull No. to Voice and Cw call)	SARDONIC	6MS
MTB RON 8	EXTRA	3JI
MTB RON 9	SENTRY	6PR
MTB RON 10	RIOT	6HP
MTB RON 11	SWAN	7DB
MTB RON 12	GRUNDY	3Y7
MTB RON 13	YODEL	8AE
MTB RON 16	MAC	4YA
MTB RON 17	FAGOT	3JV
MTB RON 18	BUTLER	2CJ
MTB RON 20	SPOOK	6XT

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ANNEX "K" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

MTB SUPPORT OPERATIONS

10. (Continued)

<u>ACTIVITY</u>	<u>VOICE CALL</u>	<u>CW CALL</u>
MTB RON 21	HERMIT	4DW
MTB RON 23	BEDROCK	1QX
MTB RON 24	TODDY	7JH
MTB RON 25	DWARF	3EI
MTB RON 27	SHAKER	6QD
MTB RON 28	MUTT	5IJ
MTB RON 33	CLOWN	2ND
MTB RON 36	CONCRETE	2PN
USS HILO (AGF 2)	GRAVY TRAIN	3XR
USS JAMESTOWN (AGF 3)	LONETREE	4HI
USS PORTUNUS (AGF 4)	BIVALVE	1TM
USS VARUNA (AGF 5)	ARENA	1IA
USS OYSTER BAY (AGF 6)	QUINTET	6CC
USS MOBJACK (AGF 7)	PORTWINE	5YO
USS WACHAPREAGUE (AGF 8)	BELGIUM	1RG
USS WILLOUGHBY (AGF 9)	BLACKDUCK	1TQ
USS ORESTES (AGF 10)	RECORDER	6EX
USS CYRENE (AGF 13)	GRUBSTAKE	3YV
USS PONTUS (AGF 20)	BASILICA	1PD
MTB BASE MOENBI	NCE3	NCE3
MTB BASE MOROTAI	NFA3	NFA3
MTB BASE 17, SAMAR	Z4F	Z4F
MTB BASE SAN PEDRO BAY	NHN3	NHN3
MTB BASE ORMOG	NHN6	NHN6
MTB BASE MINDORO	NHW3	NHW3
MTB BASE PORT SUAL	NHX3	NHX3
MTB BASE ILOILO	NHH3	NHH3
MTB BASE ZAMBOANGA	NW03	NW03

NOTE: The individual boats of each squadron are to be identified by appending a number to the squadron voice call. The Commander of each squadron shall be recognized by appending the word "LEADER" to the squadron call. EXAMPLE: If MTB RON 13 is "YODEL", the boats are "YODEL ONE", "TWO", "THREE", etc., and the Commander is "YODEL LEADER". PT boats on patrol carry only the effective aircraft code, shackles cipher, recognition signal extracts for minor war vessels, and the effective fighter grid.

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ANNEX "K" TO COMPHIBGRPSIX
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MTB SUPPORT OPERATIONS

11. RECOGNITION.

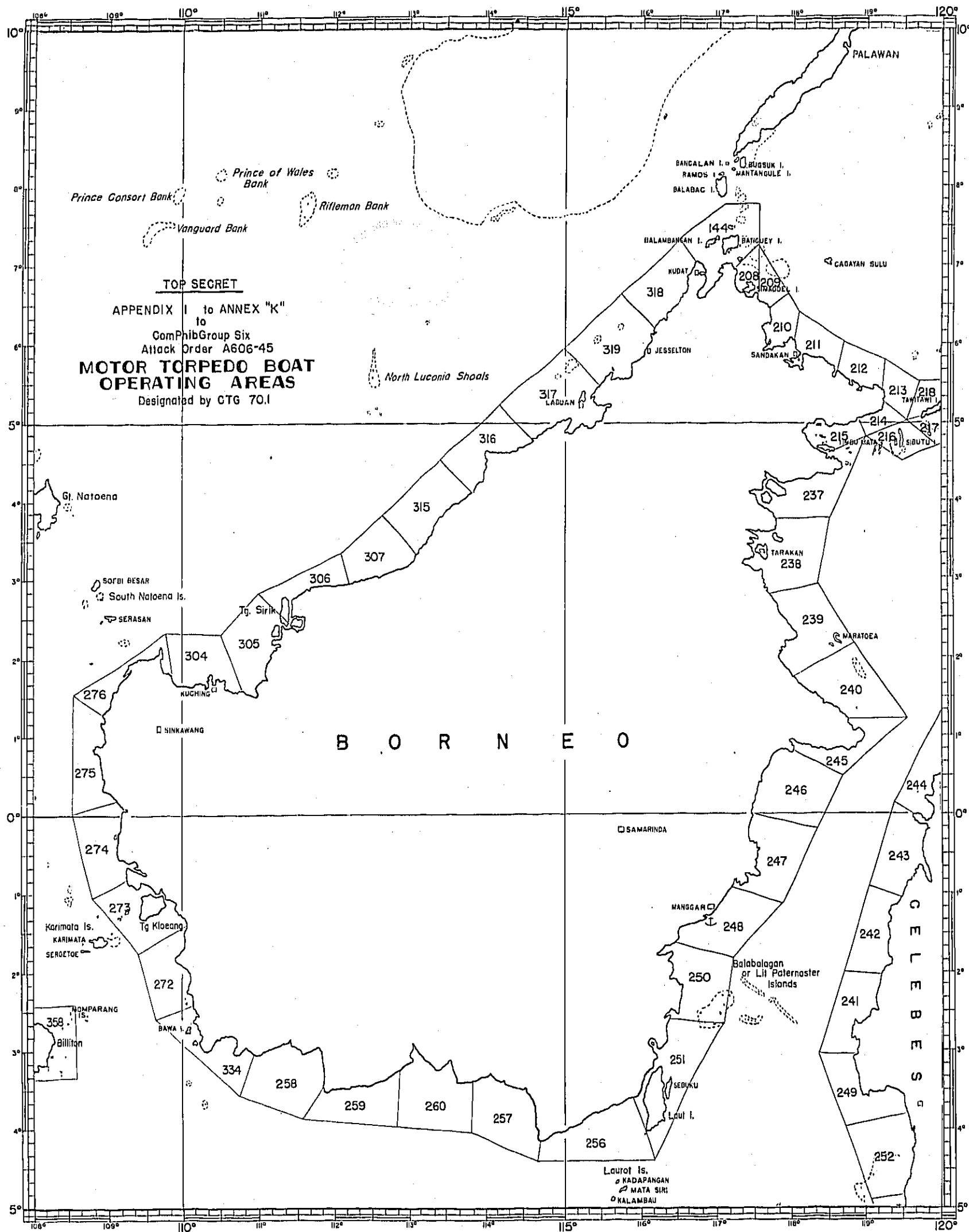
PTs can be recognized by their distinctive characteristics: radar mast with dome tops, two to four torpedoes in racks on deck, relatively wide beam and fairly blunt bow as seen from the air. PTs are dull dark green in color. A standard U. S. Aircraft star (white with blue background) is painted on the boat's topside. This, however, is difficult to see except at very close range. All PTs carry extracts from current effective recognition manuals for minor war vessels. All PTs are prepared to make current effective pyrotechnic signal as prescribed for emergency identification. PTs carry IFF transponders only. They can be identified by vessels and planes equipped with interrogators. PTs can not identify vessels or planes, however, by IFF, as they do not carry interrogator units. PT signal search lights are small and can be seen only at short distances depending on condition of sea and visibility.

12. SHIPS ENTERING PT PATROL AREAS AT NIGHT.

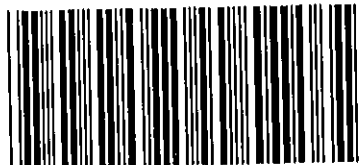
In case it is necessary for other surface craft to enter PT patrol areas at night, these craft will locate the PTs, establish communications on 3115 kcs or 142.74 mcs and insure that mutual recognition is established, if possible, before action is commenced.

APPENDIX:

1. MTB Operating Area Chart.



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ANNEX "I" TO COMPHIEGRPSIX
ATTACK ORDER No. A606-45

SOPA INSTRUCTIONS

1. PURPOSE

- (a) SOPA Instructions are issued to standardize the procedure to be followed at BRUNEI BAY, BORNEO, during and after its occupation by Allied Forces. Nothing contained in these instructions shall be interpreted as curtailing the initiative or limiting the normal authority and responsibility of any commander.

2. ANCHORAGE INSTRUCTIONS

- (a) For the assault phase, anchorages have been assigned by Commander of the Attack Group.
- (b) After the assault phase, anchorages and berth assignments will be made by the SOPA until this service is taken over by the Port Director.
- (c) Anchorage charts may be obtained from SOPA.

3. READINESS FOR SEA

(a) During the Assault Phase

- (1) In the absence of contrary instructions, ships engaged in unloading during the assault phase of the operation will be prepared to get underway immediately. When Condition RED is announced, ships shall make ready for full power as quickly as possible.

(b) After the Assault Phase

- (1) Be prepared to get underway on fifteen minutes notice. Man all guns during Flash BLUE and Flash RED, regardless of unloading status. Merchant seamen shall augment Armed Guard crews if necessary in accordance with existing instructions of the Chief of Naval Operations.

4. NIGHT LIGHTING

- (a) Ships which are not working cargo shall be darkened from sunset to sunrise. When engaged in handling cargo, lights shall be shaded so as not to show above the horizontal or to seaward. Lights in holds shall be dimmed and must not be directly visible from overhead. All lights must be turned off at air alert Conditions BLUE or RED.
- (b) Signalling by flashing light is prohibited from sunset to sunrise.

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SOPA INSTRUCTIONS

5. DEFENSE AGAINST JAPANESE SWIMMERS AND SMALL BOATS

- (a) Small, fast suicide boats containing shallow set depth charges or other effective explosives have been used by the Japanese with good effect in recent operations, and it is probable that attacks of this nature will be made against vessels of all types lying to or at anchor off the beach during time of poor visibility or night hours. Jap swimmers carrying demolition charges also have made attempts to damage shipping. In order to guard against the above types of attack all ships anchored or lying to for the night shall:
- (1) At night maintain sufficient armed sentries on deck to challenge and prevent approach of hostile boats and swimmers and to repel boarders.
 - (2) Avoid throwing overboard any floatable material such as boxes, trash or other debris which may shield Jap swimmers or be regarded as possible objects of suspicion.
- (b) In addition, all Naval ships having boats shall maintain an armed boat patrol close to parent ships from dusk to dawn. Commanding Officers must take positive action to see that the guards and patrols do not engage in indiscriminate firing. Such fire endangers our own boats, ships, and personnel. The Jap does not hesitate in making the best use of every opportunity. In order that he be given no opportunity to attack our forces in the above manner, the specified precautions must be taken.

6. ANCHORAGE AND HARBOR PATROL

- (a) Appropriate harbor and anchorage patrols consisting of types to be designated by SOPA will be established for the protection of shipping from sunset to sunrise.
- (b) Small boat traffic between ships is prohibited between sunset and sunrise except in emergency, in which case specific authority for each trip shall be obtained in advance from the SOPA. Boats making authorized trips will burn dim running lights.

7. AIR RAID PROCEDURE

- (a) The Administrative SOPA is the prescribing authority for air raid warning conditions and control of anti-aircraft fire for all ships. The following procedure will be used and will be broadcasted on Harbor Warning Circuit, 2716 kcs. voice, and Naval voice circuits,

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SOPA INSTRUCTIONS

7. (a) (continued)

broadcasting on all circuits simultaneously. Prior to the Commanding General of the ground forces assuming command ashore and the Commander Allied Air Forces assuming responsibility for air defense, the prescribing authority for air-raid warning conditions and control of anti-aircraft fire, afloat and ashore, will be the SOPA. The procedure will be the same and will be broadcast simultaneously on the above circuits. Unit commanders are responsible for relaying the information to vessels and small craft under their command which are not guarding the above circuits.

(b) Air Raid Warning Conditions

<u>Visual</u>	<u>Radio</u> <u>(Plain Language Message)</u>	<u>Meaning</u>
"ZEERA" Flag	"Flash RED"	Air attack imminent, enemy air craft in vicinity. All ships set Condition ONE.
"TWO" Pennant	"Flash BLUE"	Air attack probable. Unidentified aircraft in vicinity. All ships set Condition TWO.
"ONE" Pennant	"Flash WHITE"	All clear. Aircraft identified as friendly. (Hostile aircraft no longer in vicinity).

(c) Air Raid Alarm

Ten-second blasts, five-second intervals, for a period of two minutes on siren from base or SOPA.

(d) All Clear Signal

One long blast on siren of about one minute duration. Both signals will be repeated by Attack Force Flagships during assault phase.

(e) Control of Anti-aircraft Fire

<u>Visual</u>	<u>Radio</u> <u>(Plain Language Message)</u>	<u>Meaning</u>
GREEN Flag	"Control GREEN"	DO NOT fire on air targets EXCEPT when an identified enemy plane threatens or commits a definitely hostile act against an individual ship. Such ship may then open fire

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ANNEX "I" TO COMPHIEGRPSIX
ATTACK ORDER No. A606-45

SOPA INSTRUCTIONS

7. (c) (continued)

<u>Visual</u>	<u>Radio</u> <u>(Plain Language Message)</u>	<u>Meaning</u>
		with <u>automatic weapons</u> when enemy plane comes within range of those weapons.
YELLOW Flag	"Control YELLOW"	All guns may fire on any air target identified as enemy except as modified by subparagraphs (g), (h) and (j) below

Ships will prepare GREEN and YELLOW Flags for use for this purpose.

- (f) Visual Signals. When flag signals for air raid warning conditions and control of gunfire are flown simultaneously, the CONTROL Flag will be flown under the Condition Flag.
- (g) Opening Fire - Day. Ships fire their batteries at identified enemy aircraft when within range of the battery concerned, taking precautions to prevent firing in the direction of friendly ships and the landing beach. Commanding Officers open fire on their own responsibility as authorized in subparagraph 7 (c).
- (h) Opening Fire - Night. Screening ships fire close range automatic weapons if an enemy plane target is visible to the gunner, or, in case of 5" guns, radar controlled using flashless powder, if a good radar solution is obtained and approaching planes are within 5000 yards. Transports or cargo ships will not fire unless specifically ordered to do so by the SOPA or Commanders authorized in subparagraph 7 (a) above. The object is to make maximum use of the darkness, aided by smoke, and to avoid disclosing the location of our ships. CAUTION - Attention is directed to the great advantage of concealment by smoke or darkness and to the possibility that ships may fire into each other or shore units. If in doubt, don't shoot.
- (i) Whenever there is a change in air-raid warning conditions or the control of anti-aircraft fire, both should be given together in order to avoid confusion.
- (j) When authority to open fire has been granted, the following points will be observed:

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ANNEX "L" TO COMPHIEGRPSIX
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SOPA INSTRUCTIONS

7. (j) (1) In opening fire on attacking planes consideration must be given to the position of the planes of our fighter cover and the position of other vessels in the formation.
- (2) Primary defense of our forces will be by our own fighter planes.
- (3) Fire will not be opened with any type of weapon when the target is beyond its range.
- (4) Fire will not be opened toward other ships or beaches occupied by our troops at elevations low enough to endanger them.
- (5) Fire will not be directed toward our own protective smoke screen.
- (6) Ships will fire at definite targets only and will not fire at bursts or tracers of other vessels.
- (7) Ships concealed in smoke will not fire.
- (8) Ships will not fire close range automatic weapons at aircraft not visible to the gunner. Ships will not fire radar controlled batteries unless a well-defined solution has been obtained.

8. SEAPLANE OPERATION

- (a) Special seaplane landing areas will be established later. It is expected that courier seaplanes will operate in the objective area. The flagship of SOPA should flash numeral FIVE at the approaching courier plane and send whale boat or other small boat to deliver and receive mail, cargo, or passengers. When seaplane landing areas are established, small boats will keep clear of these areas day and night except for boats using such boat lanes as may be established. Any boats unavoidably in the area at night must be prepared to display running lights or to direct a flashing white light at approaching planes. Unauthorized boats shall remain clear of planes in the landing area.

9. LOGISTICS

- (a) When time permits, all vessels, including merchant vessels, prior to leaving for a port where water, provisions or stores may be obtained, will make available to the SOPA or Base Commander any excess beyond the quantities required to meet the needs of the voyage. The shore establishments and ships of the local defense force must be supplied to the limit of the capacity of forces afloat.

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ANNEX "L" TO COMPHIBGRPSIX
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SOPA INSTRUCTIONS

9. (b) Since their storage space for fresh and dry provisions and water is limited, small craft require constant replenishment of these items. Large naval ships must be prepared to provide logistics to small craft on short notice and as practicable, and, although it is not anticipated that the necessity will arise, merchant vessels must be prepared to supply provisions, fuel and water to small naval craft as practicable.

10. MAIL

- (a) Guard mail and officer messenger mail will be distributed initially by the Guard Mail and Officer Messenger Mail Center in ROCKY MOUNT. Ships will be notified individually of the presence of this mail.
- (b) After establishment of Fleet Post Offices in accordance with the usual procedure, guard mail and officer messenger mail will be handled there.
- (c) Until such time as a Fleet Post Office is established, SOPA will designate particular ships to receive outgoing U.S. Mail.
- (d) Naval and merchant ships will be notified by SOPA of the presence of incoming U.S. Mail. Individual requests shall not be made concerning incoming U.S. Mail.

11. TRANSPORTATION

- (a) Requests for air or surface transportation to other areas should be made to SOPA.

12. PERSONNEL ASHORE

- (a) Sightseeing is not permitted, nor is liberty allowed for either naval or civilian crews of ships in the area. Special trips ashore may be made only on authorization of SOPA, in which case the authorized officer must carry written authorization and wear sidearms.
- (b) All Naval officers or men ashore must be armed and must carry credentials authorizing their presence ashore.
- (c) No Naval personnel of beach parties, boat crews or working parties shall be allowed to stray from landing craft or beach areas to which they are assigned.
- (d) No U.S. Government material, provisions or Naval clothing shall be given or traded to local civilians.

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ANNEX "L" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

SOPA INSTRUCTIONS

13. RELATIONS WITH CIVILIANS

- (a) "Bum" boating is not permitted in this area.
- (b) Visiting of ships by civilians will not be allowed. Commanders of Naval and merchant vessels shall not permit any civilians to come on board ships except those regularly employed by the Army in unloading ships, and then only when actually working, and such civilians as may be authorized by competent authority.
- (c) Commanding Officers of Naval vessels and Masters of merchant vessels shall be held strictly accountable to the Naval and Military authorities for any violations by personnel under their command of these orders and the orders contained in paragraph 12.

14. SURVIVORS

- (a) Survivors should be sent to ships designated by SOPA for quarters, clothes and toilet articles.

15. COMMUNICATIONS

- (a) Communications for Naval vessels will be a continuation of the Communication Plan for the assault and consolidation phases. Mobile Communication Unit No. 15 (NVC) will provide communications between forces afloat and Port Director ashore as provided in the Communication Plan for this order.
- (b) Communications for Merchant vessels
 - (1) An alert twenty-four hour visual watch shall be maintained.
 - (2) Merchant ships shall copy their required BAMS schedules at all times. They shall guard 2716 kcs continuously, unless they have insufficient equipment to guard 2716 kcs and BAMS simultaneously, in which case they shall stand watch on 2716 kcs between BAMS schedules. They must report out of the net to SOPA when they secure 2716 kcs to copy BAMS and report into the net when their schedule is completed.
 - (3) Any merchant ship equipped with Navy TBS equipment shall maintain a continuous watch on that frequency. If they are equipped only with Navy TBY portable equipment they shall guard the Navy TBS channel the first ten minutes of each hour GCT. Voice

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ANNEX "L" TO COMPHIBGRPSIX
ATTACK ORDER No. A606-45

SOPA INSTRUCTIONS

15. (b) (3) (continued)

call will be "DELIRIOUS", followed by the assigned berth number, regardless of actual location. All merchant ships advise the SOPA by visual dispatch of their ability to guard this circuit.

16. SWIMMING

- (a) No swimming shall be permitted, day or night.

17. DIVINE SERVICES

- (a) Sunday schedule of divine services on Navy ships will be made available to all ships each Saturday. Chaplains are directed to send their schedules to SOPA by Friday noon for promulgation to all ships present.
- (b) Requests to send church parties shall be made to the nearest Naval ship with scheduled services. Requests for the services of a Chaplain by ships not having a Chaplain may be made to SOPA, specifying denomination.
- (c) Chaplains aboard incoming Naval ships are requested to inform SOPA of their denomination (Protestant or Catholic) as soon as practicable. All Chaplains should hold themselves in readiness to conduct services on other ships at request of SOPA when this does not conflict with previous commitments.

18. MEDICAL REGULATIONS

(a) Public Health Measures

- (1) Ships entering BRUNEI BAY Area shall report to SOPA:

- a. The presence of communicable diseases or such diseases which occurred aboard since the last port of call.
- b. The occurrence of new cases of malaria, dengue fever or scrub typhus.
- c. The presence of rodents or vermin.

- (2) Ships in this area shall enforce the following preventive measures:

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ANNEX "L" TO COMPHIBGRFSIX
ATTACK ORDER No. A606-45

SOPA INSTRUCTIONS

18. (a) (2) a. Personnel of ships anchored less than one-half mile from shore, or personnel required to spend evenings ashore, shall be given malarial suppression treatment consisting of one atabrine tablet, 0.1 gm. daily. Personnel of ships with duties ashore are warned against the ingestion or imbibing of native foods or drinks. It is also advisable to apply an insect repellent to the skin such as Navy Issue Insect Repellent (Skit) or DDT powder.
- b. No garbage or non-sinkable debris shall be thrown overboard. Cans shall be perforated on bottom before disposal. At present no garbage or litter disposal barges are available.
- c. Men on exposed decks shall wear, during impending action and air raid alerts, helmets and kapok life jackets. Men manning small boats and working over the sides of ships shall wear life preservers.
- d. Ships leaving the area shall be fumigated with Pyrethrum-Freon-Insecticide bombs or Navy Issue Insecticide spray. Ships disinsectization will be accomplished by spraying closed cargo holds, living spaces and other confined spaces with the aerosol Pyrethrum-Freon Insecticide or the Navy Issue liquid insecticide spray. The Pyrethrum-Freon-Insecticide is the more desirable as it is a more efficient insecticide, is non-inflammable and non-toxic, and requires less storage space. Instructions printed on the container will be followed in using the Pyrethrum-Freon-Insecticide. If the Navy Issue liquid insecticide is used, one gallon per 50,000 cubic feet will be required and treated spaces shall be kept closed not less than five minutes after spraying.
- e. Deck cargo, including vehicles, shall be carefully inspected for collections of water in which mosquitoes may breed and such collections shall be oiled with small amounts of kerosene or Diesel oil or disposed of by drainage; water shall be drained from life boats and replaced with fresh water every five days and a small amount of oil added; collections of water shall be drained from boat covers or other protective coverings; scuppers will be flushed; fresh water tanks (gravity tanks) to which mosquitoes may have access, shall be scoured or oiled with a small amount of kerosene (one ounce per one hundred square feet of surface).

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18. (b) Medical Facilities Available

- (1) A Medical Guard shall be established by SOPA. The guard duty shall be for a period of 24 hours and will begin at 0800. The duty will be rotated among all ships with medical officers embarked.
- (2) Ships without medical facilities of their own shall receive all available assistance from the medical guard ship.

(c) Battle Casualties

- (1) Battle casualties occurring aboard a ship shall be reported to SOPA as soon as practicable. Request for medical assistance shall be immediately complied with.

(d) Care of the Dead.

- (1) All personnel, including merchant seamen, who die in the BRUNET BAY Area shall, after proper identification, be prepared for burial. Recover floating bodies and identify as Allied or Japanese. It is directed that rolled impression of all fingers be submitted to Bureau of Medicine and Surgery on all Allied dead. If skin is too shriveled or wrinkled to make this possible, inject under the skin of the ball of the fingers small amount of water with hypodermic syringe. This will assure satisfactory print. On decomposed body, a dental record shall also be made. Ships or craft having no pharmacist mate aboard will receive assistance upon request from Administrative SOPA. Allied bodies shall be turned over to the Australian Beach Group for burial. Make contact directly with that organization. Bury Japanese bodies at sea and send papers to SOPA for intelligence examination. There shall be no deviation from this procedure in the anchorage area. In localities distant from anchorage, at the discretion of the Commanding Officer, all dead may be buried at sea.

(c) Casualty handling.

- (1) Primary treatment shall be rendered by the ship or shore establishment where the casualty occurred. The number of casualties and the type shall be reported daily before 1400 to SOPA. If assistance is required, the SOPA shall be given all available information, together with the request for assistance.

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16. (e) (2) Ships employed for the transportation of casualties are required to:

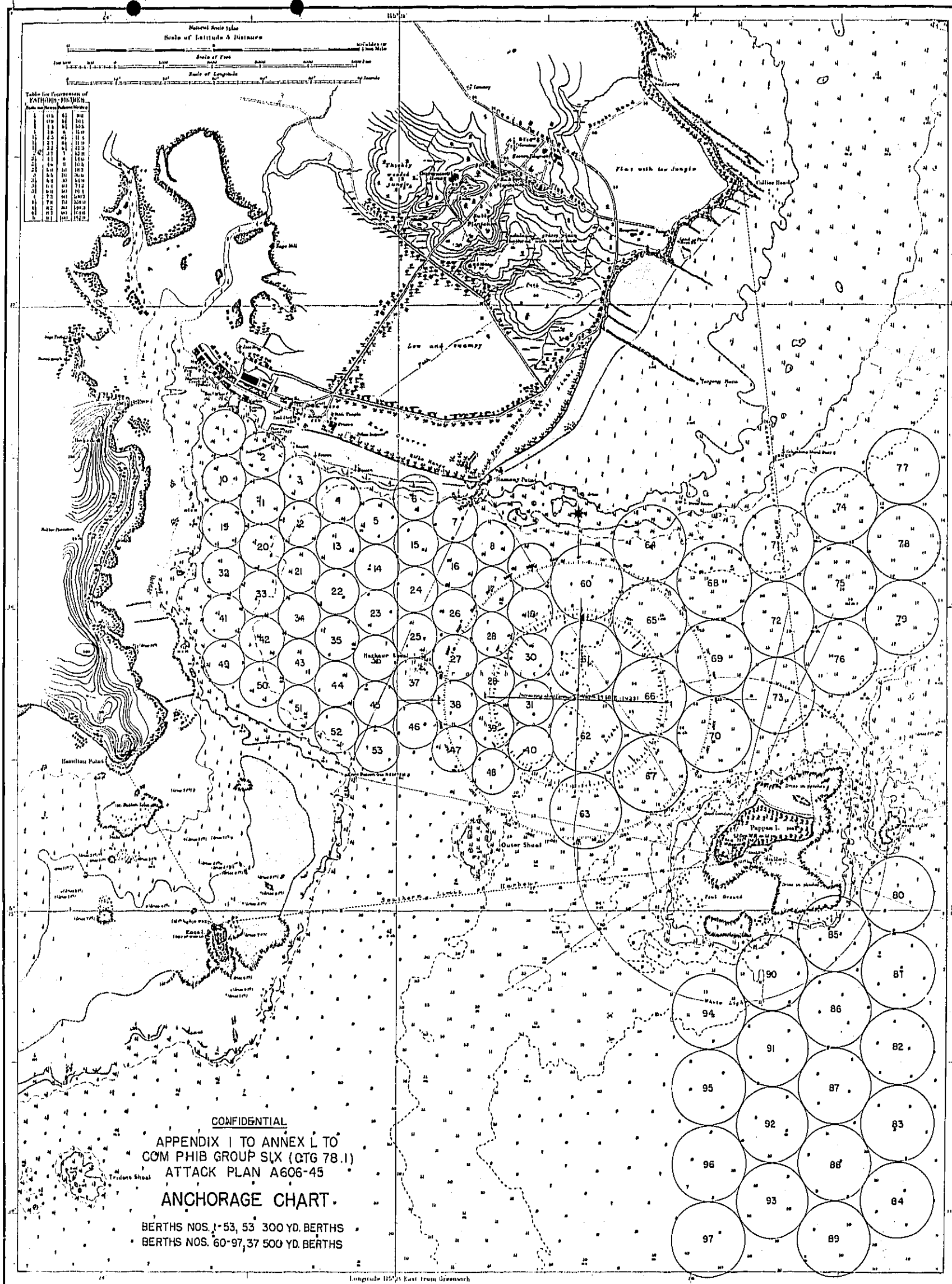
- a. Keep as accurate clinical records on each patient as practicable.
- b. Report to SOPA the number and type of casualties they have aboard the ship daily and immediately before sailing. Report immediately upon arrival SOPA port of return the number of casualties for evacuation.

(f) Reports Required of Naval Vessels

- (1) Make reports of personnel casualties in accordance with Com-PhibGrpSIX Medical Memorandum 3 (Revised) dated 14 April 1945.
- (2) A copy of the Medical Memorandum is being provided to each Commanding Officer of Naval vessels.

APPENDIX

1. Anchorage Areas



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