

Australia's War in the Pacific 1943



17 May - Sea

- In late October 1942 USS Hornet was sunk and USS Enterprise was badly damaged at the Battle of the Santa Cruz Islands, leaving the United States Navy with only one fleet carrier, USS Saratoga, operational in the Pacific.
- In late December 1942, HMS Victorious was loaned to the US Navy after an American plea for carrier reinforcement.
- When HMS Victorious pulled into the Scottish port of Greenock after being withdrawn from operation Torch on November 23, 1942, she was hastily resupplied under a heavy veil of secrecy.
- Some 40 Martlet fighters and extensive stocks of spare parts were loaded aboard before departure.
- Victorious' active air group at this time consisted of:
 - 882 Squadron (12 Martlets)
 - 896 Squadron (12 Martlets)
 - 832 Squadron (18 Albacores).
- Martlet was the RN name for the Grumman F4F-4 Wildcat.



A Fairey Albacore Mk I of 820 Squadron FAA during the Torch landings, November 1942. Victorious' Albacores flew off the carrier on January 1, 1943, and landed at NAS Norfolk. Here the biplanes became the object of much derision even though the FAA aircrew's practice of strapping bicycles to the wing struts as personal shore transport had been skipped for this occasion.

17 May - Sea

- Victorious arrived in the US on December 31, 1942 and was dry-docked at Norfolk Navy Yard, Virginia, to have an extension of the Round Down and the addition of nineteen extra Oerlikon Guns, eight of them on a platform on stern below the round down
- US-standard TBS (Talk Between Ships) radios, the YB aircraft homing system, American coding machines and new radar equipment (including a new vertical plot table) were also fitted.
- Also embarked was a USN liaison team of signals officers and code specialists.
- After the refit at the Norfolk Navy Yard in January 1943 and the addition of Avenger aircraft, Victorious passed through the Panama Canal on 14 February to operate with United States forces in the Pacific.



HMS VICTORIOUS' fighter direction room in 1942.

17 May - Sea

- Victorious arrived at Pearl Harbor in March 1943 and was fitted with heavier arrester wires as RN wires had proved too light for the Avenger. Additional AA guns were also fitted.
- She sailed for the south-west Pacific, arriving at Nouméa, New Caledonia, on 17 May to form Carrier Division 1 with USS Saratoga.
- She sortied immediately for a week with Task Force 14, including Saratoga and three battleships, sweeping against reported Japanese fleet activity, but without contact. Six aircraft were lost to accidents.
- Rear Admiral Ramsey, commanding the division, carried out evaluation exercises and determined that Victorious had superior fighter control but handled Avenger aircraft poorly because of their weight so he transferred 832 Squadron FAA to the Saratoga and VF3 USN to the Victorious.
- Thereafter, Victorious's primary role was fighter cover and Saratoga mainly handled strikes.



HMS Victorious and USS Saratoga at Nouméa, 1943

31 May - Sea

- In May H.M.A. destroyers Warramunga and Arunta joined Task Force 74.
- Throughout the first half of 1943 the Task Force maintained a striking force available at short notice in the north-eastern area, with the balance either at Brisbane or undergoing overhaul at Sydney, or escorting.
- Task Force 74 began with three cruisers— Australia, Hobart, Phoenix, and seven destroyers— Mugford, Patterson, Henley, Helm, Bagley, Ralph Talbot, and Selfridge .



HMAS Arunta, tribal class destroyer. Builder Cockatoo Docks and Engineering Company. Laid down 15 November 1939, Launched 30 November 1940, Commissioned 30 March 1942. 2,000 tons, 36 Knots, 6 4.7 inch guns. Warramunga was a sister ship by the same builder on a similar time frame.

31 May - Wau

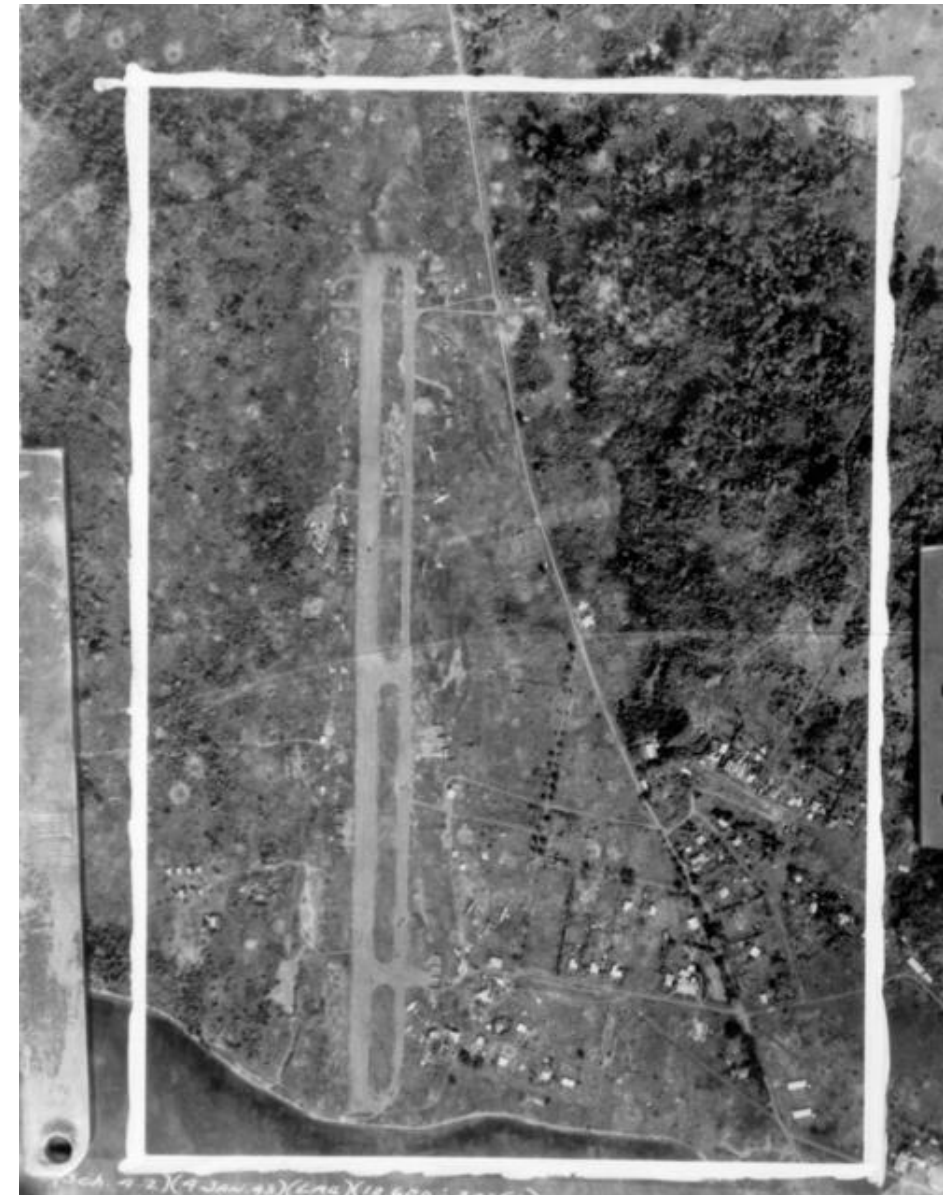
- General Herring's concern was now to tie up the operations of the 3rd Australian and 41st American Divisions for the landing at Nassau Bay. He summoned the two generals—Savage and Fuller—to a conference at Port Moresby on 31st May.
- Savage and Fuller rapidly reached agreement on the main points.
- Most discussion centred on the size of the Australian force to cover the landing at Nassau Bay. Savage was startled to find that Fuller had been pressing Herring to have a battalion on the beach.
- This was obviously impossible, for not only did Savage not have a battalion available for such a task, but, even if he had, he could not move it or supply it across the terrible country which he called the "Unspeakables".
- Savage believed that a platoon was adequate for the job but he did not say so. When Fuller persisted in his request for a battalion, Savage countered by saying that he would not be able to scrape together a full battalion, but that he would guarantee an "adequate force".



GENERAL DOUGLAS MACARTHUR, PHOTOGRAPHED BESIDE HIS PLANE IN NEW GUINEA. WITH HIM IS LIEUT. GENERAL HERRING. 7 July 1943.

31 May - Air

- The Beaufighters carried out a number of missions against the Langgur airfield in the Kai Islands during May.
- On the 17th they destroyed three enemy fighters on the ground.
- When 5 Beaufighters attacked this same target again on 31st May the enemy was ready for them and six Zekes attacked, causing some damage to the Beaufighters but all returned safely to Darwin after destroying two enemy aircraft.
- The Beauforts were ordered out against Gasmata again on 31st May but only one Beaufort, piloted by Flight Sergeant Green, found Gasmata through the heavy cloud. Green attacked but could not see the result of his efforts.
- Lae - The runway and terrace area were attacked by 9 Liberators in two waves 0830-0840/31, Several buildings were demolished. Photos revealed no serviceable aircraft on the strip.
- Bougainville Island - 3 Liberators attacked Tinputz and Numa Nuna areas night 31/5 starting large fires. Two small coasters were attacked off Tinputz, and one was set on fire and was subsequently beached.
- Photo. LAE, NEW GUINEA. 1943-01-04. AIRFIELD FROM 12,600 FEET. AIRCRAFT IDENTIFIED INCLUDE JAPANESE BETTY HEAVY BOMBERS, VALS (ATTACK BOMBERS) AND ZERO FIGHTERS. SHATTERED WRECKS OF AIRCRAFT CAN BE SEEN IN THE RIGHT CENTRE AND FOREGROUND.



AUSTRALIAN WAR MEMORIAL

128153

1 June - Government

- In the course of a broadcast from a commercial radio station on 1st June, Ward had said:
- "I do not withdraw one word of what I have said about the Brisbane Line", and "I lay two charges against the Menzies and Fadden Governments—first, I charge them with creating a position in this country which necessitated the contemplation of such a defeatist plan, and secondly, I charge them with becoming so panic stricken as the threat of invasion increased, that they turned to a treacherous plan under which large portions of Australia were to be given away to the enemy."



Eddie Ward Minister for Labour and National Service 1941 - 1943. Pre war Ward was a long time opponent of any form of defence spending

1 June

- Between 30 April and 22 June, USS Trigger patrolled which returned her to Japanese waters.
- Directed by an Ultra from Pearl Harbor, Trigger lay athwart the projected track of Admiral Koga's task force returning from Truk.
- Koga's force came in sight the morning of 22 May, but zigged away, out of range, "a bitter disappointment".
- On 28 May, Trigger contacted two freighters off Iro Saki and fired three torpedoes at the larger. One hit aft. When last seen, the ship was down by the stern.
- The next day, the submarine fired a spread of three torpedoes at a small cargo ship. Two missed and the third exploded prematurely. She then fired a fourth torpedo, which apparently hit but failed to explode.
- On 1 June, the submarine was searching for Japanese shipping off Sagami Nada when she sighted two columns of smoke. She closed the range toward a firing position, made out two cargo ships, and fired a spread of three torpedoes at each target.
- Hit in her stern, the lead ship, Noborikawa Maru, sank immediately. The second ship saw the torpedo wakes, turned and passed between them. Trigger then fired a torpedo at the oncoming ship; if the torpedo reached the target, it failed to explode.



1 June - Air

- By 1st June the headquarters of No. 380 Bombardment Group was established at Fenton, and on that date also Nos. 528 and 531 Liberator Squadrons were ready for action and were to be followed within a few days by Nos. 529 and 530 Squadrons.
- Bogadjim (14 miles S. by W. of Madang) - The area was strafed by 7 Beaufighters 0807-0815/1.
- Finschhafen - A Fortress on reconnaissance was intercepted by 16 Zeros two miles S.E. of Finschhafen between 1410-1445/1. Five Zeros were destroyed and one Zero probably destroyed. Three members of the Fortress crew were wounded and the aircraft seriously damaged, but it returned to base.
- Lae - The aerodrome was attacked by 9 Liberators in two waves 0920-0932/1.
- Kendari - One Liberator attacked Kendari 0905/1. The weather was bad, and the results of bombing were not observed.
- Ambon - Laha aerodrome was attacked by 2 B25s 2140-2223/1. Results not observed.

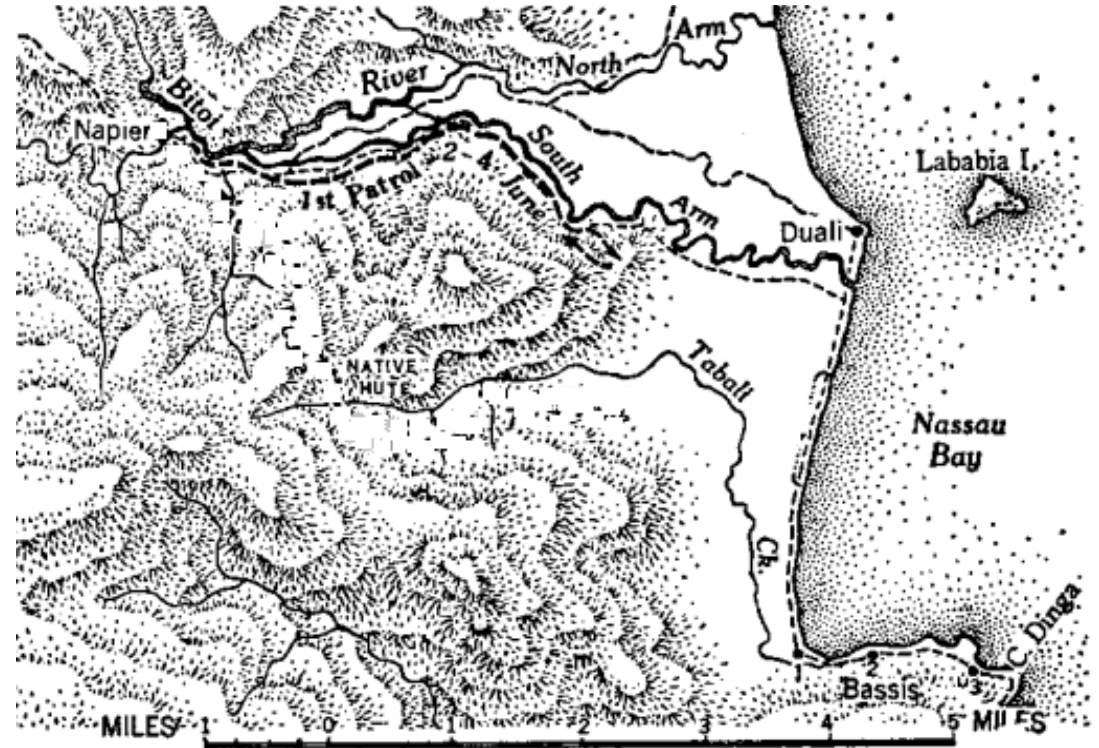
2 June - Sea

- The cargo ship, Eika Maru 2,000 tons, was torpedoed and sunk off Macau by USS Tambor



2 June - Wau

- The plans of force, division, brigade and battalion hinged on information as yet unknown.
- Lieutenant Burke was chosen for the task of reconnoitring the beach at Nassau Bay and a track through the area of swamp and foothills along the lower reaches of the Bitoi.
- Burke set out with Sergeant Ellen and three others from Napier on 2nd June with instructions to return to Napier and submit a report by 5th June.



2 June - Air

- Wewak and Boram aerodromes were attacked by 4 B24s and 2 B.17s at 0255-0330/2 and But and Dagua by 5 B17s at 0343-0425/2, Several fires were started. One searchlight was extinguished at Boram.
- Lautem - Two Liberators attacking at 0635/2 photographed shipping at Lautem revealing one sub chaser and 3 freighter transports of 4000, 3500 and 2500 tons, and 3 barges. One near miss was scored on the largest merchant vessel, 5 fighters intercepted and one was probably destroyed. 3 B25s attacked 1415-1422/2 without success. One other B25 is missing.
- Bougainville Island - Two Liberators attacked Numa Numa and Tinputz 1800-1900/2, One small vessel off Tinputz was thoroughly strafed.

3 June - Government

- In response to a request made by Fadden in a letter of 28th May, and by Spender, a former Minister for the Army, at a meeting of the Council on 13th May the Prime Minister on 3rd June produced War Cabinet and Advisory War Council records, relating to the Brisbane Line controversy to a meeting of the Advisory War Council.
- In the course of the meeting, Curtin said that the only plan relating to the Brisbane Line of which he had knowledge was that submitted by the CinC Home Forces, General Mackay, in February 1942; that Ward had no access to the relevant documents; and there had been no leakage of information from Ministers on the War Cabinet and the Advisory War Council.
- Non-Government members stated that the documents disproved Ward's allegations by showing that the plan which had been attributed by Ward to the Menzies and Fadden Governments was made in February 1942, four months after Curtin took office. The Prime Minister should make it clear that no such plan had existed during the term of office of the Menzies and Fadden Governments.
- Non-Government members complained that they could not refute Ward's allegations without revealing information of value to the enemy.



Percy Spender, Minister for the Army 27 Oct 1940 – 7 Oct 1941. Subsequently Minister for External Affairs, Ambassador to the USA and President of the International Court of Justice.

3 June - Sea

- The American cargo ship, Montanan, was torpedoed by a Japanese submarine 150 nautical miles (280 km) South of Masirah Island, Oman in the Arabian Sea ($17^{\circ}54'N$ $58^{\circ}09'E$). The torpedo struck on the starboard side of the No. 2 hold, igniting the bunker fuel tanks and sending flames up the foremast. Just seven minutes later the ship sank bow first.
- Six crew members and two Armed Guard members died. One lifeboat was rescued by an Arab dhow, the others sailed to Masirah Island.
- Montanan was owned by the American-Hawaiian Steamship Company. The company's previous ship of that name was torpedoed and sunk by U-90 500 nmi west of Le Verdon-sur-Mer, France on 15th August 1918.



3 June - Government

- Industrial stopages in the coal mines in NSW remained an ongoing and intractable problem.
- The most serious problem concerning the Government was coal production; the Government fully appreciated the very unhappy past of the industry and the psychology which developed with the industry, but in the face of national disaster there could not be any justification for stoppages when the miners realised there were only three weeks' supplies on hand.
- During May the Full Cabinet considered again the whole question of industrial unrest and decided that any person in a protected undertaking, which meant in effect an industry regarded as essential for the war effort, should be compelled to carry on his duties, either as employer or employee, under threat that if he did not he would lose the protection of a reserved occupation and be drafted forthwith into military service or other work.
- This was brought into effect by amendment to the National Security (Supplementary) Regulations on 27th May and 1st June, and on 3rd June the term "protected undertaking" was specifically stated to cover the coal mines.

Industrial Stoppages

		Number of Disputes		Working Days Lost	
		Australia	N.S.W.	Australia	N.S.W.
1942					
March quarter .	.	123	114	55,394	51,019
June quarter .	.	181	168	137,763	113,928
September quarter .	.	129	119	85,731	78,556
December quarter .	.	169	151	99,307	77,632
1943					
March quarter .	.	218	192	275,593	237,762
June quarter .	.	212	192	285,645	226,367
Totals .		<u>1,032</u>	<u>936</u>	<u>939,433</u>	<u>785,264</u>

3 June - Air

- Aroe Islands - 4 to 6 floatplanes engaged 3 Liberators over Taberfane midday 3/6. One floatplane was destroyed and another damaged.
- Lautem – 2 Liberators attacked the convoy off Lautem 0600/3. Results were not observed. 3 or 4 Zeros intercepted and one was destroyed.
- Bougainville Island - Two Liberators attacked two coasters in Tinputz Harbour 1715/3. One was destroyed by two 500 pound bomb hits, and the other was strafed and set on fire, and the crew were seen to abandon ship.
- Babo - The aerodrome and Installations were attacked by three Liberators at 1030/3 and by 4 Catalinas 2125-2245/3. One large and several small fires were started.

4 June - Sea

- In the forenoon of 4th June the American *Edward Chambers* (4,113 tons) and a surfaced submarine exchanged gunfire—fruitless on both sides—in a position 30 miles south-east of Cape Moreton.



4 June - Air

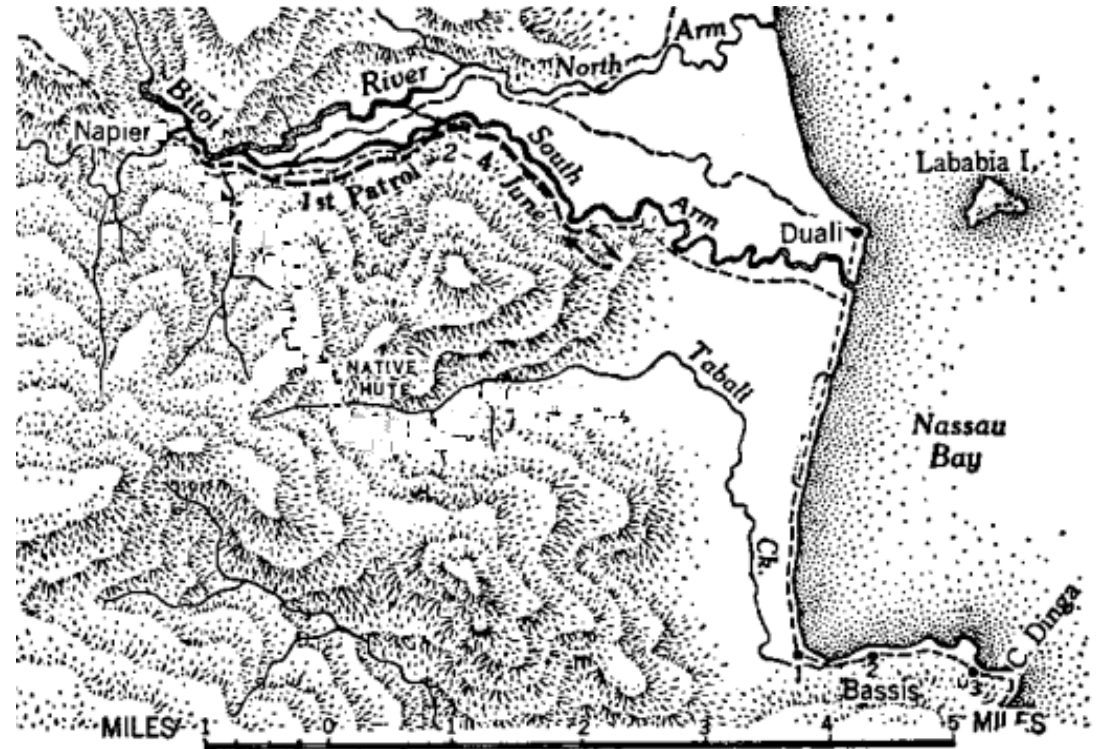
- Four Beaufighters of No. 31 Squadron on a mission to raid Taberfane on 4th June in an attempt to destroy enemy float-planes were intercepted at 1405/4 by 8 or 9 floatplanes of which one was probably destroyed and two damaged.
- Wewak - But, Wewak, Boram and Dagua aerodromes were attacked by 3 Liberators, 3 Fortresses, one Fortress and 3 Liberators while Wewak town area was attacked by one Fortress, all before dawn 4/6, Fires and explosions were started at the aerodromes.

5 June - Air

- Shortlands - Kahili aerodrome was attacked 0225-0325/5 by 4 Fortresses.
- Shortlands - Shipping was attacked 1135/5 by 30 torpedo and dive bombers escorted by 26 Warhawks, 21 Corsairs and 6 Lightnings. A destroyer was hit by several 500 lb, bombs and believed sunk. In addition, a corvette and a medium sized cargo vessel were left burning.
- Approximately 16 Zeros plus an unknown number of reconnaissance and Zero floatplanes, attempted interception. 8 Zeros and 7 floatplanes were shot down, and 3 more Zeros damaged. 3 of our bombers and 1 fighter are missing.
- The cargo vessel, an IJA transport ship, Shintoku Maru, sank later in the day.

5 June - Wau

- Sometimes moving along the track running along the south arm of the Bitoi and sometimes breaking bush over and round the foothills and spurs, Burke's patrol finally came to the last of the spurs running in a north-easterly direction down to the Bitoi about two miles from the coast. From the spur the men could see Nassau Bay, although the shape of the spur prevented them from seeing Duali and Lababia Island.
- As it was then 2.30 p.m. on 4th June the patrol returned to Napier, where Burke reported that it was doubtful whether a proposed signal fire on Lababia Ridge could be seen from the beach.



6 June - Sea

- The sailing vessel, Nagashiga No. 2, was sunk in the Pacific Ocean off the Aleutian Islands, Alaska by USS S-30.
- The cargo ship, Shinei Maru, was torpedoed and sunk in the Basalin Strait by USS Tautog. The submarine fired a spread of three torpedoes at a cargo ship off the entrance to Basalin Strait. The first torpedo scored a hit 20 seconds after being fired and a yellowish-green flash went up amidships of Shinei Maru as she went down.



6 June - Air

- On 6th June 16 dive bombers and 4 fighters bombed and strafed Wau airfield and inflicted some casualties and damage.
- New Georgia - At 1050/6, A.A. positions at Munda were attacked by 21 light bombers covered by 32 fighters.
- Koepang - The town and barracks near the aerodrome were Successfully raided 1100/6 by 3 and 1 Liberators respectively. 6 to 8 Zeros attacked the Liberators after the bombing run and 3 were shot down.



U.S. Army Air Forces Consolidated B-24D Liberators of the 93rd Bomb Group flying in formation, circa in 1943.

7 June

- Curtin meets General MacArthur for discussions on Allied strategy in the South-west Pacific zone.
- After the meeting states that while Japan was no longer able to invade Australia, the nation was 'not yet immune from marauding raids which may cause much damage and loss.'



JCPML. Records of the Curtin Family. War leadership, 8 June 1943. JCPML00376/73

7 June - Government

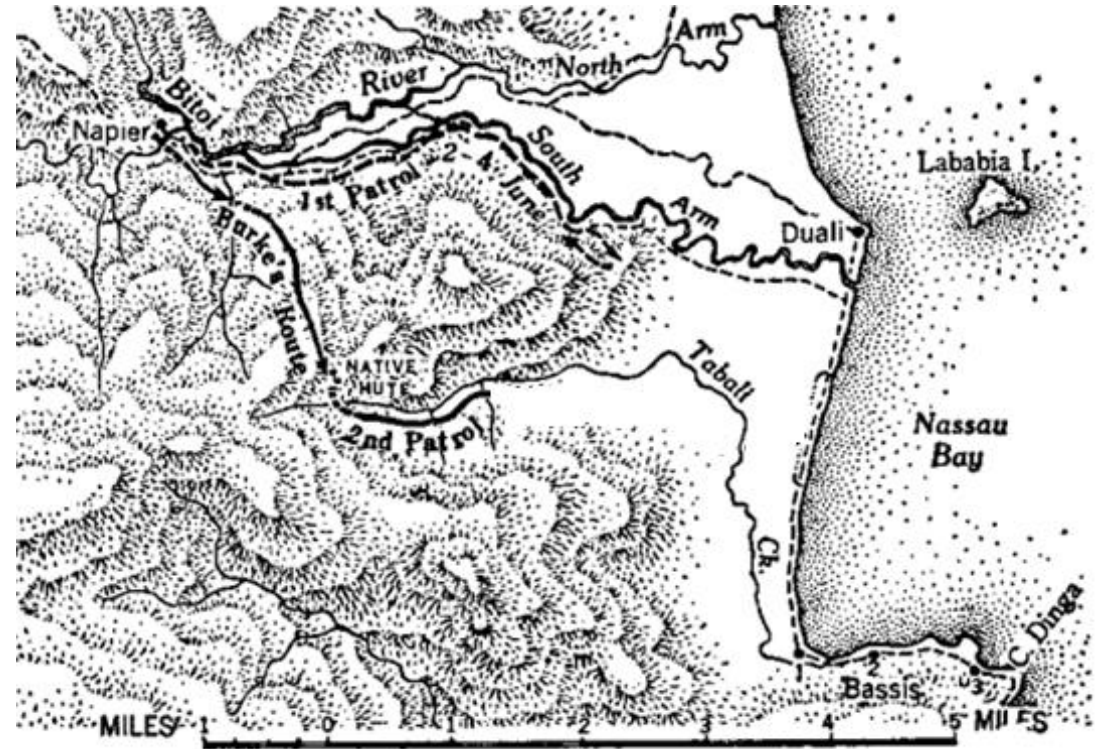
- By April 1943 butter production was falling sharply because of loss of labour and consequent reduction of herds.
- The United Kingdom now asked for 70,000 tons of butter for the coming season with any quantity of cheese available.
- Production was now expected to be 145,000 to 160,000 tons and Service demand 15,000 tons during the 1942-43 season. As a result supplies to the United Kingdom would fall short by 23,000 tons, and for 1943-44, without rationing, a shortfall on exports of up to 35,000 tons was forecast .
- Major reliance for averting this was placed on plans for higher local prices and preferential supply of machinery and fertilisers.
- It was also decided that rationing must be introduced so that the forecast export deficiency would be reduced to 10,000 tons and the decision became effective on 7th June 1943.
- The basic ration was eight ounces per head per week (regardless of age) with restricted allowances to caterers and cuts in the supply of cheese and condensed milk to the Australian market.

7 June - Government

- Other products already subject to rationing were:
 - Clothing, introduced 15 June 1942 – 112 coupons per year
 - Man's suit – 38 coupons
 - Man's Raincoat, Overcoat – 40 coupons
 - Shirt without collar – 12 coupons
 - Shoes – 12 coupons
 - Tea introduced on 6 July 1942 and increased in October to 2 ounces a week
 - Sugar introduced in August 1942 - 1 pound per week
- The results of prosecutions for breaches of rationing regulations in the year ending June 1943 were:
 - Persons imprisoned – 36
 - Persons fined – 92
 - Total fines imposed - £1,243

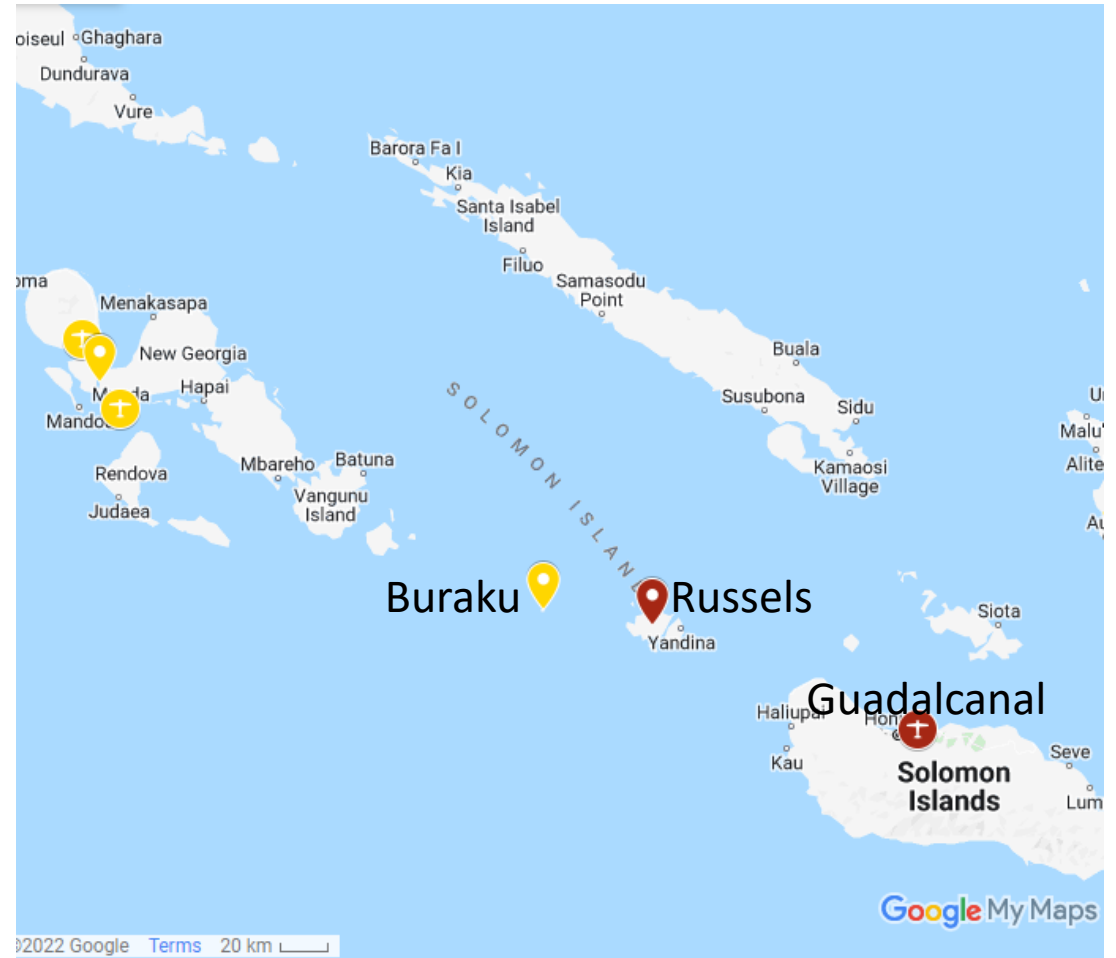
7 June - Wau

- Moten ordered Burke to carry out his original task after a day's rest and to return to Napier by 13th June. Burke, accompanied this time only by Ellen, set out again from Napier at 8 a.m. on 7th June.
- The two men followed a route blazed by Ellen and his two companions in April. After travelling along the dry creek bed for an hour Burke and Ellen set off southward following a native pad up a re-entrant and into the range of hills to the south of the Bitoi. Continuing in a southeasterly direction, they crossed a mountain range at a saddle about 2,500 feet high, and five hours after leaving the Bitoi reached Tabali Creek where they camped on the night of 7th-8th June.



7 June - Air

- On the 7th June forty to fifty Japanese fighters were intercepted between Buraku and the Russells. Some of them carried light bombs.
- One hundred and four Allied fighters were scrambled, forty-four being deployed over the Russells and the remainder over American shipping off Guadalcanal.
- The resulting engagement was fought in very bad weather and continued from 11.00 to 12.30.



7 June - Air

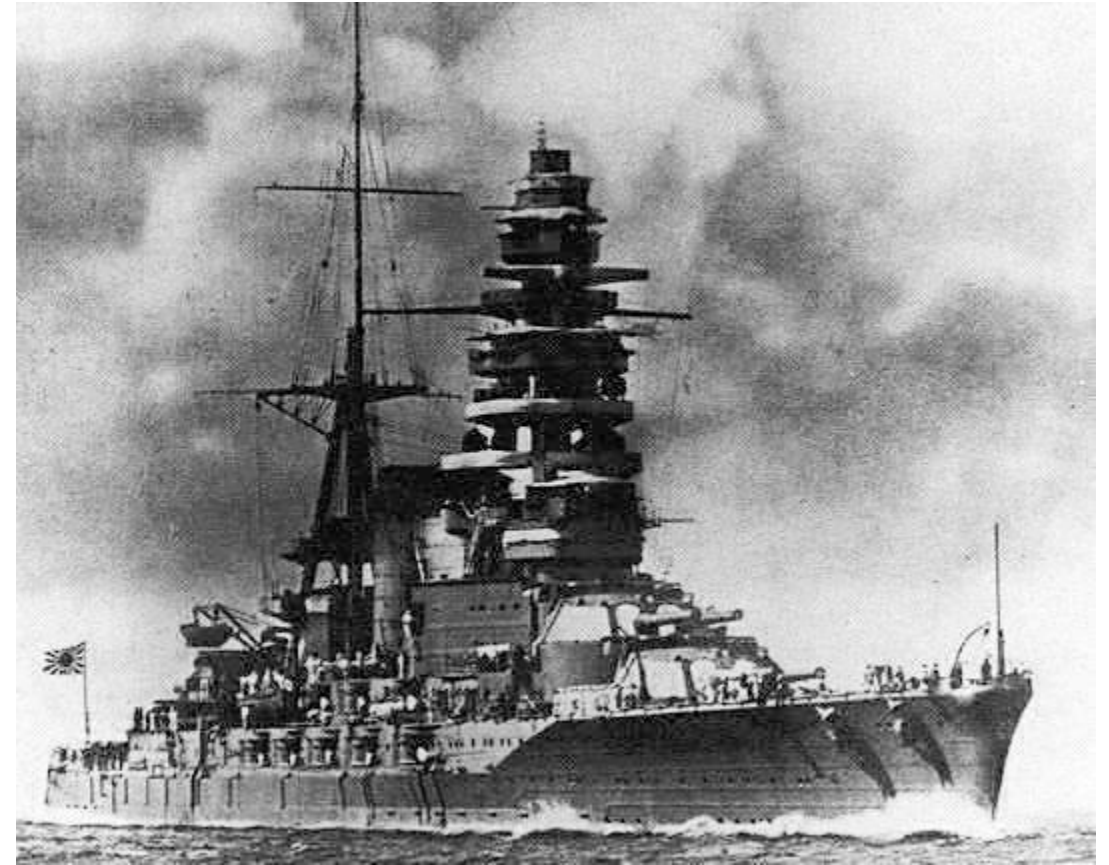
- Twelve P40s of No. 15 NZ Squadron took part. FO Owen reported:
- “... I saw two Zeros on Davis's tail—the first one firing all guns, with the second Zero above and slightly in the rear, not firing, but protecting the first Zero.
- I made a left hand turn and fired a long, full deflection burst into the leading Zero. As I turned into the attack I saw another Zero about a thousand feet below me and flying level—I did not pay attention to this plane as I did not think it possible for it to join the fight, but as I was firing at the Zero on Davis's tail I noticed tracer coming up past the fuselage, and my plane was hit. I looked down and saw this lower Zero firing at a distance of only 60 to 75 yards away.
- I stopped firing when my machine was hit and smoke started to pour in to my cockpit—I broke away from the engagement and headed towards the Russells. The motor was knocking badly—oil and engine temperature gauges were off the clock.
- I prepared to bail out, but as I stood up and prepared to open the canopy the smoke died down, and as I was at 15,000 feet I decided to attempt a crash landing at the Russells. On reaching them my engine stopped and I could not land on the main field as other aircraft were landing. So I landed on the other uncompleted strip which was not long enough, and my aircraft flipped on its nose in the soft mud at the end of the strip.”

7 June - Air

- Only one bomb fell on the islands and that did no damage.
- Allied fighters claimed twenty-three enemy planes, while American anti-aircraft fire on the Russells accounted for another one. Seven Allied fighters were lost and two crashed in the bad weather but 5 pilots were recovered.
- 15 Squadron claimed four enemy aircraft. They suffered no losses, but four were damaged and two of them had to make crash-landings on the Russell airstrip.
- Mubo - Green Hill was attacked 1000-1035/7 by 6 Bostons.

8 June- Sea

- The cargo ship, Kahoku Maru, was torpedoed and sunk in the Pacific Ocean west of Babelthuap, Caroline Islands by USS Finback.
- The Nagato-class battleship, Mutsu, was sunk at anchor near Hashirajima by an internal explosion. 1,121 men were killed. The IJN investigation into the cause of her loss concluded that it was the work of a disgruntled crew member.



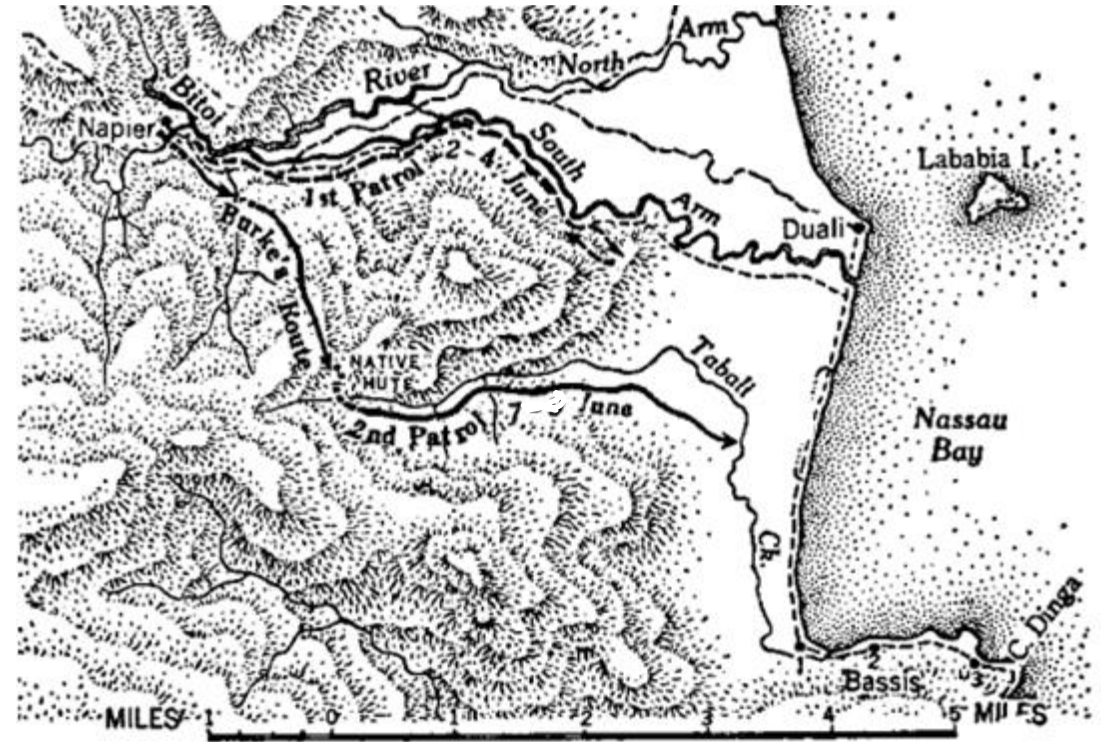
Mutsu at sea after her 1934-36 modernisation

8 June - Government

- A report to the War Cabinet on reciprocal Lend-Lease administration to 30th April 1943, submitted to the War Cabinet on 8 June, placed the position squarely before the Government:
- It is clear that supply and service to the United States Forces will fully tax Australian capacity. Reciprocal Lend-Lease assistance can be expected to increase in direct ratio to the numbers of United States troops who are in or based on Australia.
- The extent of any such increase will be determined by war operational planning but there seems to be little doubt that the number of United States troops who will be serviced from this area will increase as the war against Japan progresses. ...
- To date we have met reciprocal aid by placing an added strain on industry, and to some extent by diversion of goods from civil consumption. The manpower position, however, compels an over-all consideration of our capacity to meet further expansion.
- Broadly speaking, the position seems to be that if we are to continue and expand service and supply to an increasing American force it can only be done effectively either
 - (a) by the United States accepting responsibility for manning some of the facilities which are being created, e.g., engine repair workshops, shipbuilding and repair yards, etc., or
 - (b) by a reduction in the Australian forces and diversion of this manpower to production for the remaining Australian forces plus the United States forces.

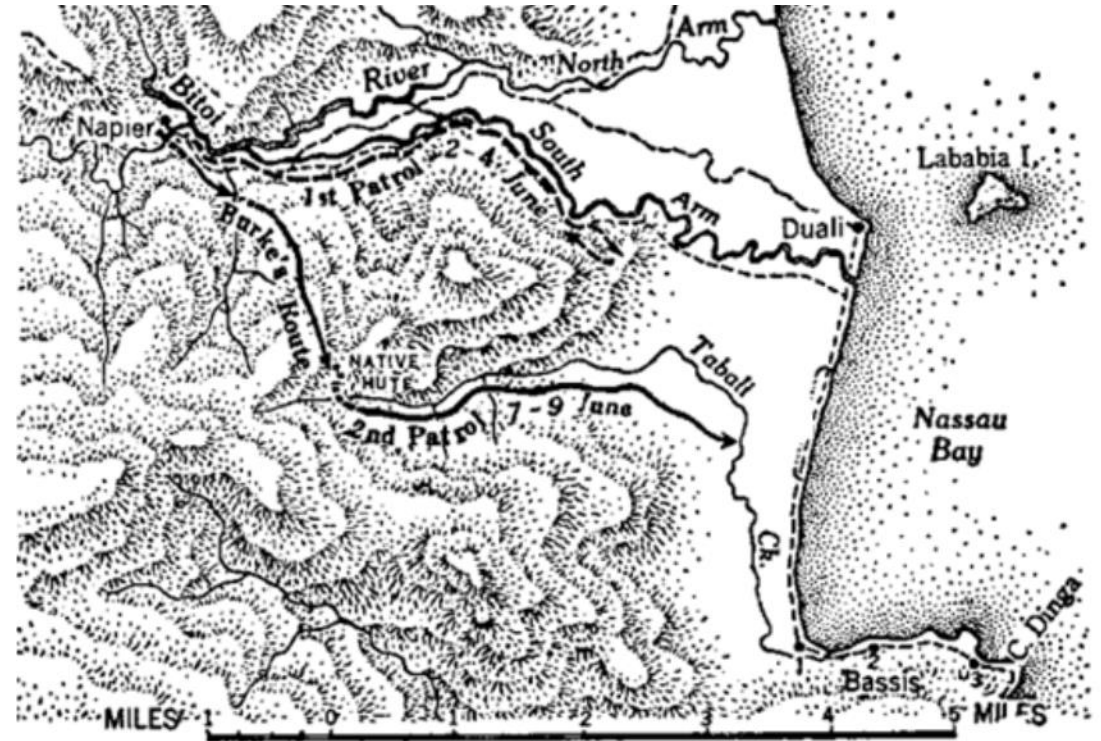
8 June - Wau

- In the morning they crossed Tabali Creek, which at this point was steep with a hard stony bed. A faint native pad which they followed on the other side disappeared after three hours in a dry creek bed which continued in an easterly direction for 300 yards until dense swamp and jungle prevented further movement except by cutting a track.
- Hacking their way east, Burke and Ellen four hours later again reached the winding Tabali where they camped for the night of 8th-9th June surrounded by swarms of mosquitoes and drenched by heavy rain.



8 June- Wau

- Moten had decided to make sure that at least one patrol would reach the Nassau Bay area.
- He had therefore sent out another two-man patrol from the 2/6th Battalion—Lieutenant Gibbons and Corporal Fisher—on the same day as Burke's second patrol.
- Leaving Napier, Gibbons and Fisher followed the track along the south arm of the Bitoi towards the coast. At 11 a.m. on 8th June, Dexter, who was then visiting the Lababia O.P., sent an ominous report to Wood of heavy mortar and machine-gun fire coming from the direction taken by Gibbons' patrol.



8 June - Air

- Komiatum - The area was strafed by 6 Beaufighters 1332/8.
- Babo - The aerodrome and installations were attacked by four Catalinas night 7-8/6. One great explosion was caused as the result of a direct hit on a building.
- Waingapoe - Shipping, revealed by photos to comprise one freighter of 5000 tons, two others of 3000 tons and one minelayer, was attacked at 1035/8 by 3 Liberators in Waingapoe Harbour. Two near misses were scored on the largest merchant vessel.



9 June - Sea

- The poor working and living conditions aboard the Bathurst Class Corvettes, combined with the heavy and often difficult workloads, led to mutinous acts aboard four ships during the war: Toowoomba, Lithgow, Geraldton, and Pirie. The incidents in Toowoomba, Geraldton and Lithgow were minor and resolved without disciplinary charges.
- The Pirie mutiny was far more serious: the ship's company were unable to respect their commanding officer, Lieutenant Commander Mills, who was an ineffective leader but an overly strict disciplinarian.
- This lack of respect was compounded while repairs were made to the corvette following an air attack off Oro Bay in April 1943, when the captain forced the rest of the company to live aboard, while he took residence at a hotel.
- A lack of pay, mail, and shore leave contributed to the sailors' frustration, and in response, 45 junior sailors refused to report for duties on 9 June until they could present their grievances to the commander.
- In response, he had the ship surrounded by armed guards and disabled the main gun.
- A Board of Inquiry failed to identify any ringleaders, and the problem was handed back to Pirie's commander to solve as he saw fit: fourteen men were charged with mutiny, with ten sent to prison.
- Relationships between commander and company did not improve until he was replaced at the end of 1943 for his botched handling of the event.



AUSTRALIAN WAR MEMORIAL

P01185.003

THURSDAY ISLAND, C. 1944. HMAS PIRIE (J189).

- ? Is this him



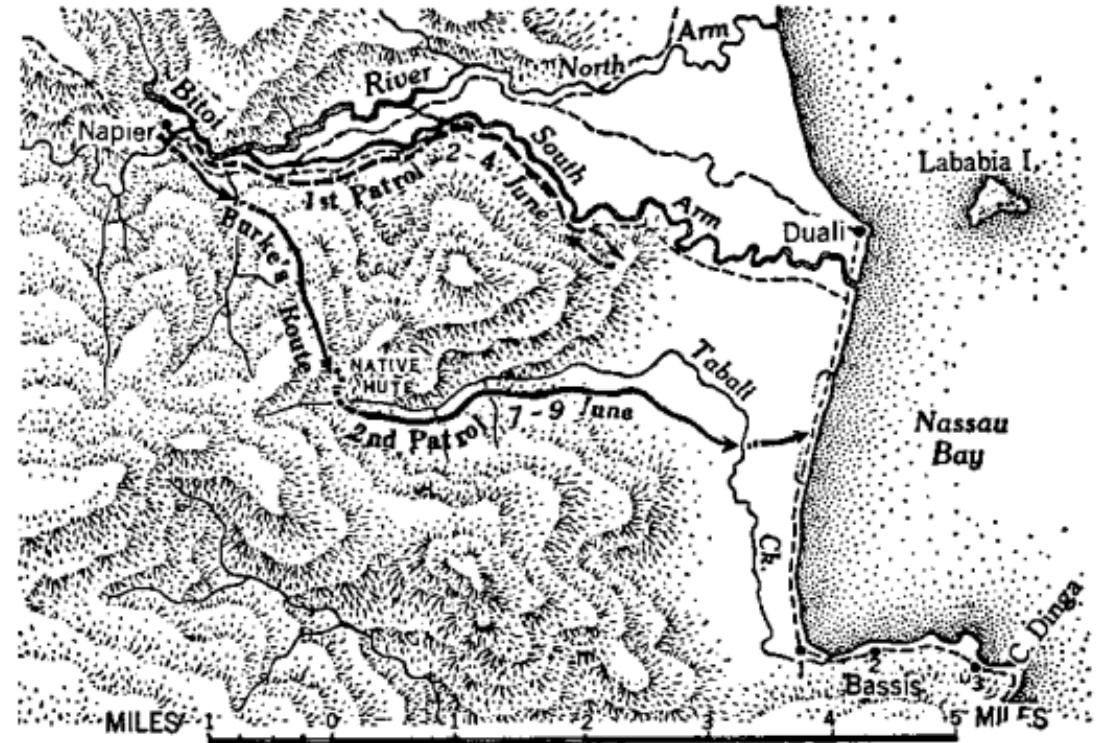
AUSTRALIAN WAR MEMORIAL

000304/03

Group portrait of Lieutenant General Sir Thomas Blamey, Lieutenant Commander C Mills and Captain Wilmot on board the troop transport Strathallan during embarkation of the Advance Party of the 6th Division AIF.

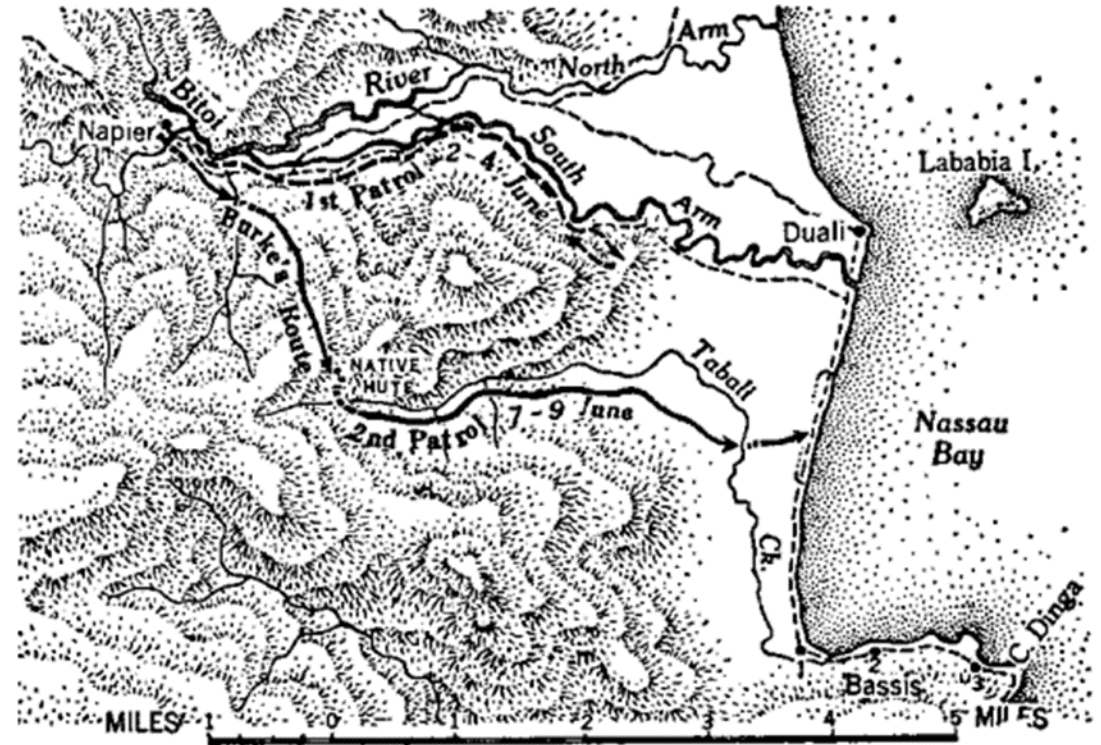
9 June - Wau

- Next morning they swam the Tabali which had flooded overnight and at this point was 40 yards wide, slow-moving, overgrown and about 10 feet deep close to the banks. After marching for an hour and a half through swamp country the two weary men reached a clearing 100 yards from the coast.
- This clearing was about 400 yards long and 100 yards wide and went right to the water's edge. There were signs of a camp near the shore and abandoned weapon-pits with the revetting timber rotting. An indistinct track wound north and south.
- They considered the flat beach an excellent one for landing flat-bottomed craft. The beach bank was about 10 yards from the water's edge and 6 feet above sea level. They estimated that there would be good cover for the landing craft provided an Australian platoon held the beach.
- They returned to Napier in nine hours arriving there at 6 p.m. on 9th June.



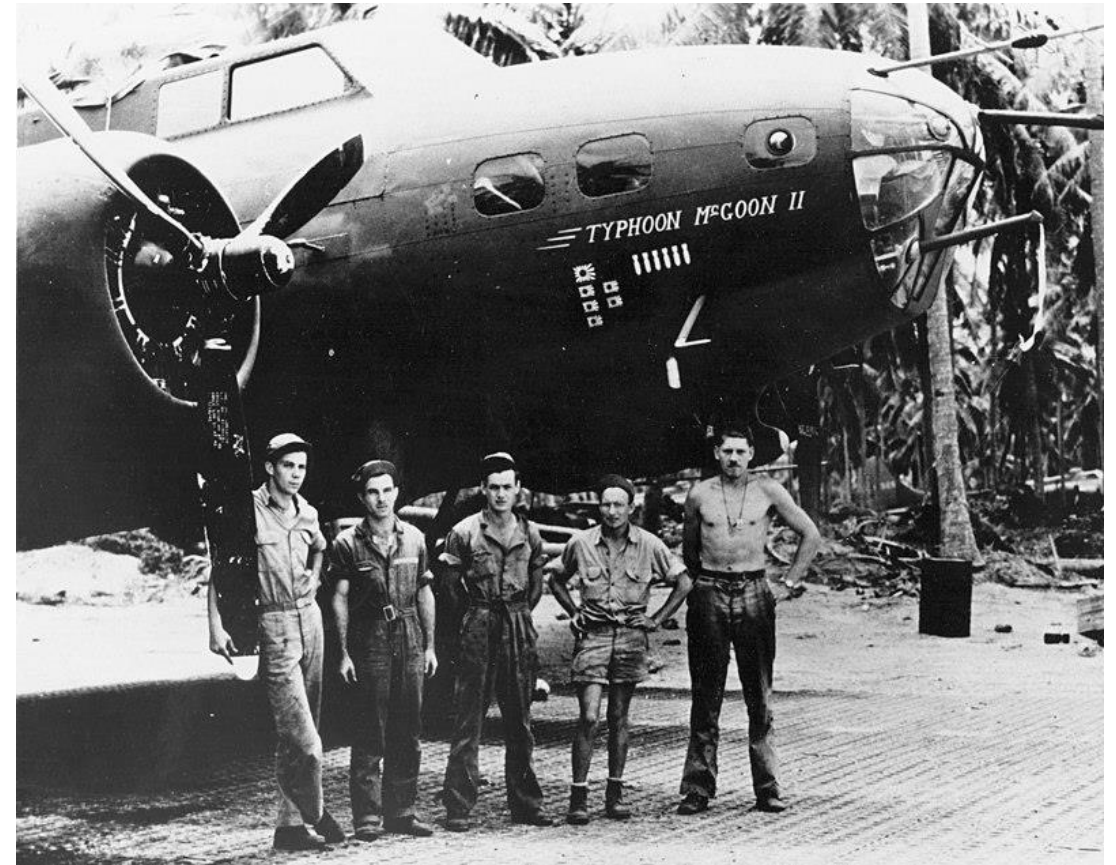
9 June - Wau

- Twenty-four hours later (9 June) Fisher wearily returned to the junction camp alone.
- After bivouacking the first night about a mile and a half from the sea, within the sound of the surf, they set off at 6.30 a.m. on 8th June along a well-defined track and followed it for 45 minutes. They then saw fresh Japanese footprints on the track for another 10 minutes. Gibbons who was five yards in front of Fisher suddenly stopped, turned round, said "Jap" and moved back towards Fisher, who saw the Japanese behind a banana tree about five yards from Gibbons. The Japanese fired and Gibbons fell.
- Fisher fired and thought that he killed the Japanese. After Gibbons had waved him back Fisher broke bush on the south side of the track about 100 yards back. He waited and saw Gibbons staggering back along the track. Gibbons then disappeared, and, as Japanese were now moving west along the track firing machine-guns and mortars indiscriminately, Fisher zigzagged back along the track for 300 yards, fell into a fresh weapon-pit, crossed to the north side of the track and reached the south arm of the Bitoi. From the firing he gathered that the Japanese were now ahead of him on the track.
- Fisher struggled back through the great loneliness of the jungle towards Napier. After being swept downstream by the Bitoi and lost in a pit-pit swamp he finally rediscovered the track and returned to Napier in a shocked condition.



9 June - Air

- Munda Area - The runway and revetment areas were attacked 1503/9 by 7 Fortresses covered by 16 fighters. Some bombs were dropped on Baeroko.



B-17E BO AAF S/N 41-9211 Typhoon McGoon II of the 11th BG / 98th BS, taken in January 1943 in New Caledonia: The antennae mounted upon the nose were used for radar tracking surface vessels.

10 June - Government

- Curtin (photo)
- Responds to statement by Mr McEwan, MP, on the Brisbane Line, indicating that a letter to Mr Fadden 'cleared up the matter.'
- Announces:
- Meeting with General MacArthur held on 7 June.
- Concession on restrictions to trotting permitting betting on races within the State, and putting the New South Wales Trotting Club on the same basis as country greyhound clubs on whose courses wagering on metropolitan horse events is conducted.
- Makes statements on:
- advice received on 'go-slow methods' and indicates action taken to prevent it.
- The maintenance of butter rationing.



10 June - Sea

- The Japanese fleet oiler, Iro, was torpedoed and sunk in the Pacific Ocean off the coast of Japan by USS Tinosa.

10 June 1943 - Sea

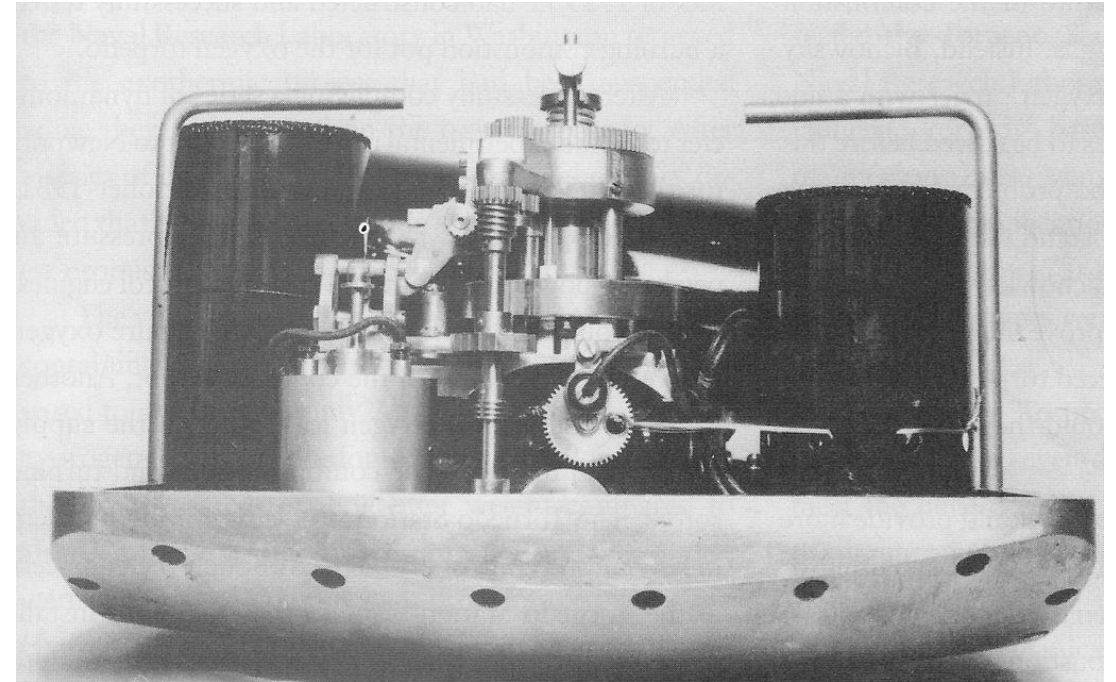
- On 10 June 1943, USS Trigger, alerted by Ultra, intercepted and fired six torpedoes from 1,200 yards at the aircraft carrier Hiyo.
- Two torpedoes missed, one exploded prematurely, one was a dud, and two hit. The carrier was damaged but made it home.
- Many submarine commanders in the first two years of the war reported explosions of the warhead with little to no damage of the enemy. The magnetic exploders were triggering prematurely, before getting close enough to the vessel to destroy it.
- Earth's magnetic field near NTS, where the trials (limited as they were) were conducted, differed from the areas where the fighting was taking place.
- BuOrd concluded the Mark 6 magnetic influence feature was less effective below 30°N latitude and did not recommend its use below 30°S latitude.
- BuOrd also concluded that the Mark 14's arming distance of 450 yards was too short; an arming distance of 700 yards would be needed for most torpedoes to stabilize their course and depth.



Japanese Carrier Hiyo

10 June 1943 - Sea

- There were two common types of premature explosions.
 1. The warhead exploded just as it armed. These were easily discerned by the submarine because the torpedo exploded before it had a chance to reach its target.
 2. The warhead exploded just before reaching the target ship but far enough away that it did no damage. The skipper, looking through the periscope, could see the torpedo run right to the ship and see the explosion. Everything would look OK except that the target would get away with little or no damage.
- Both premature explosion types could result from the magnetic influence exploder. If a torpedo was still turning to get on course or had not stabilized its depth when the warhead armed, the exploder could see a magnetic field change and detonate. As the warhead approached the target, it could sense a change due to the ship's effect on the earth's magnetic field. That's a desired effect if the torpedo is set to run under the ship, but not a desirable effect when the torpedo is set to hit the side of the ship.
- The second type of premature explosion masked contact exploder failures. Skippers firing the torpedo for a contact exploder hit on the side of the target would see an explosion and believe the contact exploder worked, but the explosions were triggered not by the contact feature, but rather by the magnetic influence feature at a distance far enough from the hull to cause little or no damage.



Mark 6 Mod 1 exploder used early in the war. Later on it was replaced with the Mark 6 Mod 5.

10 June - Wau

- Because of what he called "unavoidable inactivity" in the Missim area, General Savige on 10th June ordered Brigadier Hosking to harass the Japanese supply route between Salamaua and Mubo but not in such a way as to indicate the main objectives of the coming offensive.
- Captain Menzies of the 2/3rd Independent Company was ordered to attack between Komiatum and Mubo by raid or ambush and to make every attempt to take prisoners.
- Menzies, after concentrating his men and organising his supplies, set off from Wells O.P. with a strong raiding party. He moved south over the Pioneers Range and worked his way towards the enemy supply line over rough, disused tracks.

10 June - Air

- Malaita - Between 1100 & 1125/10, 4 enemy medium bombers were intercepted by Sopac fighters N, of Malaita heading S.E, All four were shot down.
- Vila - The revetment and bivouac area were attacked probably p,m. 10/6 by 10 Liberators covered by 15 fighters.
- Shortlands - Kahili and Ballale aerodromes were bombed each by a Liberator during the night 9-10/6.
- Shortlands - Kahili was raided 1900-1945/10 by 7 Fortresses. 8 torpedo bombers out at the same time to attack shipping located no target. One Fortress is missing.
- Rabaul - Between 0250 and 0520/10, 18 Fortresses and 3 Liberators attacked aerodromes at Rabaul. Fifteen of the Fortresses and the 3 Liberators concentrated on Lakunai aerodrome where many fires were started. At least 3 enemy fighters attacked our aircraft.
- Babo - The aerodrome and seaplane base were raided 2245-2345/10 by 4 Catalinas. One large and many small fires thought to be burning aircraft, were started.

11 June - Sea

- The Japanese Type C submarine, I-24, was depth charged, rammed and sunk in the Pacific Ocean 40 nautical miles (74 km) north-north-east of Shemya, Alaska by USS PC-487 with the loss of all 104 crew.



USS PC-487

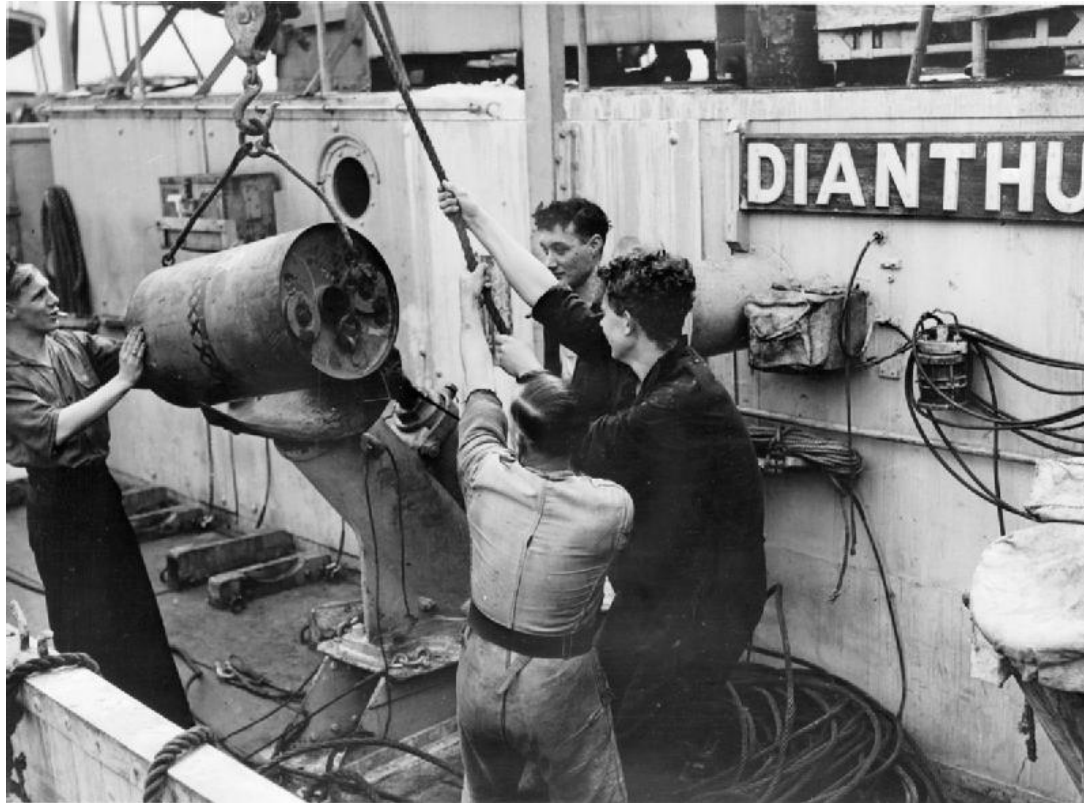
PC-461 class Patrol Craft: Displacement: 450 tons

Length: 173'8", Beam: 23', Draft: 10'10"

Speed: 21 knots, Diesel engines, 2 screws, 2,280 shaft hp

Armament: 1 3"/50, 1 40mm, 5 20mm, 2 depth charge throwers (mousetraps), 2 K-guns, 2 depth charge racks, Complement: 65

11 June - Sea



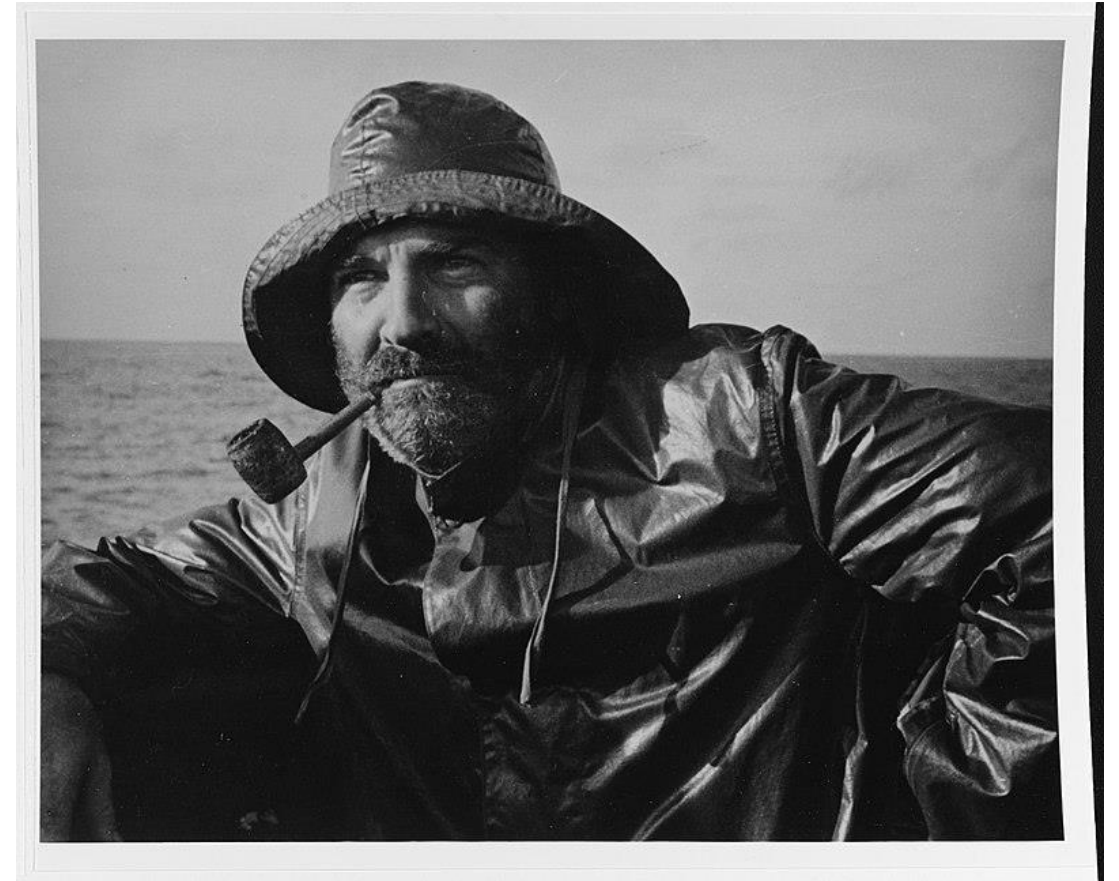
Loading a drum-type Mark VII depth charge onto a Flower-class corvette's K-gun



Firing a K Gun

11 June - Sea

- Lt Cdr Creed Burlingame's USS SILVERSIDES (SS-236), running on the surface, visually fires four torpedoes at HIDE MARU (5,182 tons) carrying empty drums, scrap iron and the ashes of 236 war dead. Burlingame claims three hits. HIDE MARU bursts into flames. The escorts open fire and shells hit near SILVERSIDES. Burlingame fires a stern torpedo at an escort that breaks off pursuit to avoid being hit while the submarine crash dives. The escorts then mount a severe, though unsuccessful, depth charge attack. At about 0540, HIDE MARU sinks at 02-45N, 152-06E with only one crewman KIA.
- The Delogo Maru-class IJA auxiliary transport, Genoa Maru, was torpedoed and sunk in the Pacific Ocean northwest of Palau (07°35'N 134°28'E) by USS Finback. One passenger was killed.
- The cargo ship, Jinbu Maru, was torpedoed and sunk in the Pacific Ocean off the Aleutian Islands, Alaska by USS S-30.
- The cargo ship, Seinan Maru, was torpedoed and sunk in the Tsugaru Strait by USS Runner.



Burlingame while on combat patrol, 1942

11 June - Sea

- The Bathurst-class corvette, HMAS Wallaroo, collided in the Pacific 62 miles W.N.W. of Fremantle with SS Henry Gilbert Costin (United States), which was under her escort.
- “WALLAROO” sank at 0700/11 while attempting to make port. Two members of her crew of were killed instantly and one is missing believed drowned. Several others were injured including the Commanding Officer.
- “HENRY GILBERT COSTIN” returned to Fremantle with damaged stem. It is estimated that repairs will take 12 days.



Starboard side view of HMAS Wallaroo. She is painted in a two-tone grey camouflage.

11 June - Wau

- Throughout Savige's area the troops were supplied by native carriers, or "cargo boys", who transported ammunition, rations and supplies from the airfields and dropping grounds to various units.
- As far as possible the natives were kept away from the area where the bullets were flying. On return journeys the natives acted as stretcher bearers for wounded and sick Australian soldiers, an arduous task which they performed with great solicitude.
- In the field the Angau (Australian New Guinea Administrative Unit) officers and N.C.O's assisted commanders in the control of native labour, advised on matters peculiar to New Guinea, and gathered information. They were responsible for the local allocation and marshalling of native carriers and organisation of carrier lines between staging points.



(Australian War Memorial)

Natives gathering supplies at the Goodview dropping ground.

11 June - Wau

- On 11th June between 7.25 and 7.40 a.m., four Beaufighters strafed Wood's headquarters on Guadagasal Ridge instead of Green Hill and the Pimple. Two natives were wounded, but the calamitous aspect of the mistake was that 300 native carriers went bush. Angau assembled them again. Without Angau it might well have proved impossible to round them up and get them back to the carrier lines.
- Insult of bad supply dropping by four Douglas aircraft was added to the injury of mistaken strafing. One transport emptied nearly all its packages in heavy timber off the clearing and another continued to throw out packages after passing the clearing.

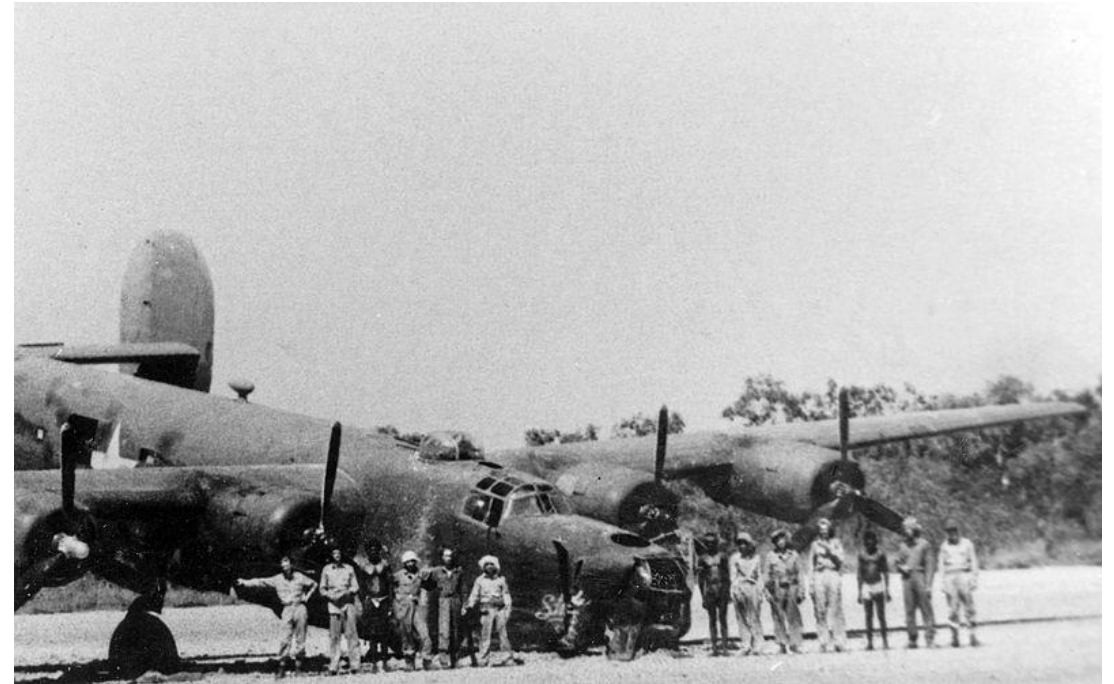


(Australian War Memorial)

A "biscuit bomber" is shown dropping supplies to the Australians at Goodview, 600 yards from the Japanese lines, on 1st August 1943 .

11 June - Air

- Rabaul - Vunakanau and Rapopo aerodromes were raided 0300-0445/11 by 12 Liberators. Fires were started. Two or three night fighters were encountered. One Liberator is missing.
- Salamaua - Kela Point and Nuk-Nuk shore and bridge (over Francisco River) were attacked 0928-0940/11 by 7 and 6 B.25s respectively.
- Komiatum was attacked 0731-0749/11 by 4 Beaufighters.
- On 11th June fifteen Liberators of No. 528 American Squadron, newly arrived in the area, went during daylight to bomb Koepang and their attack left a large area of the town in flames. Some 15 Zekes intercepted and dropped phosphorus bombs in mid-air, 3 were shot down and another probably. One Liberator landed on the water and blew up, killing the crew.



528 Squadron B-24 'Shady Lady' after crash landing in Northern Australia after a raid on Balikpapan 14 August 1943.

12th June - Government

- During the better part of two months Evatt continued with great pertinacity, in spite of all the disappointments and through a period of some acute personal anxiety due to the illness of his wife, to work in numerous quarters and by all available means to obtain the aircraft.
- On 12th June, almost on the eve of Evatt's departure for Britain to continue his supply mission, Roosevelt approved an allocation of approximately 475 aircraft, in addition to previous commitments, for the purpose of expanding the R.A.A.F. during 1943 and 1944.
- Curtin besides expressing appreciation to Roosevelt and Churchill for the decision, sent to Evatt "warmest congratulations on your fine achievement" and said that "the successful accomplishment of this task, in the face of considerable difficulty, is a great service to Australia".
- The aircraft to be made available from American production in 1943 as a result of Dr Evatt's visit were:

• Vengeance	34
• Kittyhawk	60
• Catalina	12
• Shrike	150
• Mariner	12
• Norseman	14
• Total	282

12th June - Government



Wirraway

Max speed 220 mph, service ceiling
23,000 ft.



Vultee Vengeance

Max speed 275 mph, service ceiling
22,500 ft

12th June - Government



A69-4, the only Curtiss Shrike to enter RAAF service.
It is an army version of the navy's SB2C Helldiver.



Restored USAAF Noorduynd UC-64 Norseman at the
USAF Museum in Dayton OH.

12 June - Air

- The Japanese made a second fighter sweep on 12 June which was intercepted by ninety Allied fighters to the north-west and east of the Russells.
- Twenty-five Japanese were claimed shot down for the loss of five American fighters and one RNZAF but four of the pilots were recovered.
- During the morning flights of Japanese bombers were seen south-west of Bougainville and north-east of Vella Lavella heading towards Guadalcanal, but after the failure of the fighter sweep they kept well away from Allied positions.
- Twelve aircraft of No. 15 Squadron RNZAF were scrambled but did not make contact with the enemy.

12 June - Air

- Eight aircraft of No. 14 Squadron RNZAF, which was in the process of relieving No. 15 and had arrived the previous day, also took part in the action and claimed six Japanese shot down.
- Two of these were claimed by Flying Officer Geoffrey Fiskin to add to his seven kills over Singapore in the early months of the war.
- The New Zealand casualty was Flying Officer Morpeth of No. 14 Squadron, who was shot down in flames.



RNZAF Flying Officer Geoffrey Fiskin DFC of No 14 Fighter Squadron and his P-40M Kittyhawk "Wairarapa Wildcat". Possibly taken at Kukum Field, Guadalcanal, 1943. Fiskin was the British Commonwealth's leading air ace in the Pacific theatre. He is credited with shooting down 11 Japanese aircraft.

12 June - Air

- Operating through Millingimbi on 12th June the Beaufighters went again to Taberfane.
- To guard against interception, three of the Beaufighters remained at 4,000 feet over the target while four more attacked the float-planes.
- The pilots were also ordered not to stay too long in the area dog-fighting with enemy float-planes.
- The raid was a great success. The attacking Beaufighters approached the float-planes at tree-top height and caught the enemy by surprise destroying seven aircraft and damaging two.
- They went on to machine-gun Taberfane village.



13 June - Sea

- The Japanese Type A1 submarine, I-9, was shelled, depth charged, and sunk in the Pacific Ocean off Kiska, Alaska (58°08'N 177°38'E) by USS Frazier. Lost with all 101 hands.
- The coaster, Suzuya Maru, was torpedoed and sunk in the Bismarck Sea by USS Guardfish.



USS Frazier (DD-607), a Benson-class destroyer, 1,620 tons, 37.5 knots, 4 * 5 inch guns. Commissioned 30 July 1942.

13 June - Air

- Rabaul - Vunakanau aerodrome was raided 0223-0428/13 by four Liberators and 9 Fortresses. Runway, dispersal areas and targets generally were well covered with bombs which included 32 x 1000-lb aerial-burst bombs.
- Shortlands - 7 Liberators, 3 Fortresses attacked Kahili night 12-13/6 with unobserved results.
- Komiatum - The track was bombed and strafed 0700-0730/13 by 5 Bostons.
- Timor - Dilli and Loepang were each bombed by 2 B25s night 13/6. Fires were started at Koepang.
- Port Moresby - 4 enemy medium bombers made runs in two flights over Port Moresby at 2029/13, 2051/13 and 2111/13. Some bombs and incendiaries were dropped but no damage or casualties were reported.

13 June - Air

- The enemy had begun to build an airfield on Selaru Island, the most southerly of the Tanimbar group and only 300 miles from Darwin.
- A Lightning piloted by **Flight Lieutenant Sinnott** of No. 1 Photographic Reconnaissance Unit, R.A.A.F., took photographs of the island on 13th June and they showed that a clearing 5,500 feet long was being made on flat dry grass country in the centre of the island.



AUSTRALIAN WAR MEMORIAL

NWA0566

Coomalie Creek, NT. 1943. A group of pilots of No. 1 Photographic Reconnaissance Unit (PRU) Squadron RAAF stand in front of a Lockheed Lightning aircraft.

14 June - Sea

- The IJA auxiliary troop transport, Konan Maru, was torpedoed and sunk in the Pacific Ocean (06°05'N 122°23'E) 430 nautical miles (800 km) south east of Palau by USS Sargo. Four crewmen were killed.



KONAN MARU, a 5,177-ton passenger-cargo ship.

14 June - Wau

- On 14 June Wood informed Moten that reports from patrols and listening posts led him to believe that the Japanese were in the area previously occupied by Tatterson's company.
- Between 7th and 11th June they were more active than usual and were sending out small reconnaissance patrols towards the Australian position on Lababia Ridge and the Lababia O.P.
- Moten was also anxious about persistent reports from Wells O.P. of Japanese moving south along the Komiatum Track.



AUSTRALIAN WAR MEMORIAL

094862

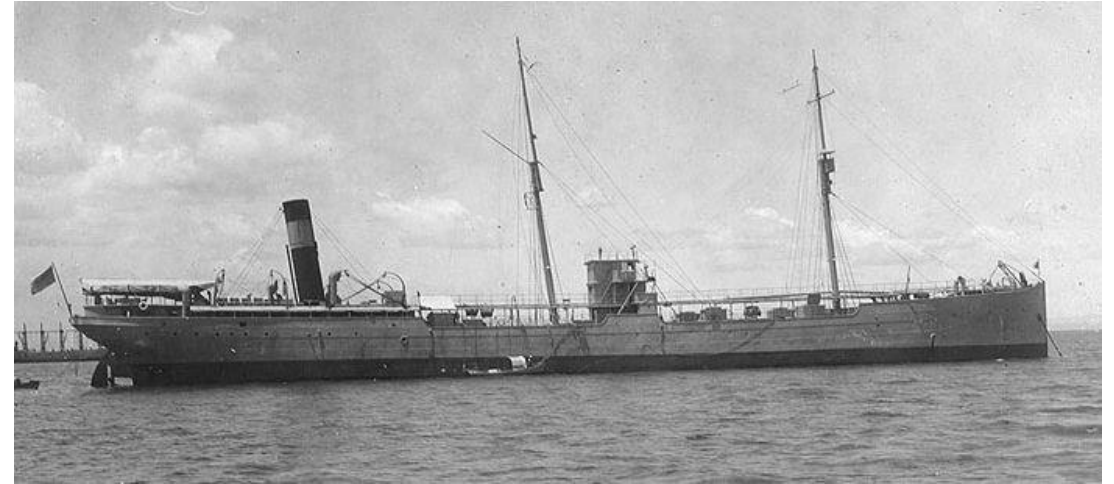
LT-COL F.G. WOOD, COMMANDING
OFFICER, 2/6 INFANTRY BATTALION.

14 June - Air

- Vila - 18 B25s escorted by 13 Corsairs attacked Vila morning 14/6.

15 June - Sea

- The cargo ship, Koyo Maru, was torpedoed and sunk in the East China Sea off Kyushu by USS Gunnel.
- The Japanese Navy fleet oiler, Sanraku Maru, was torpedoed and sunk in the Celebes Sea (04°58'N 119°37'E) near Cape Lovieanne, Borneo by USS Trout.



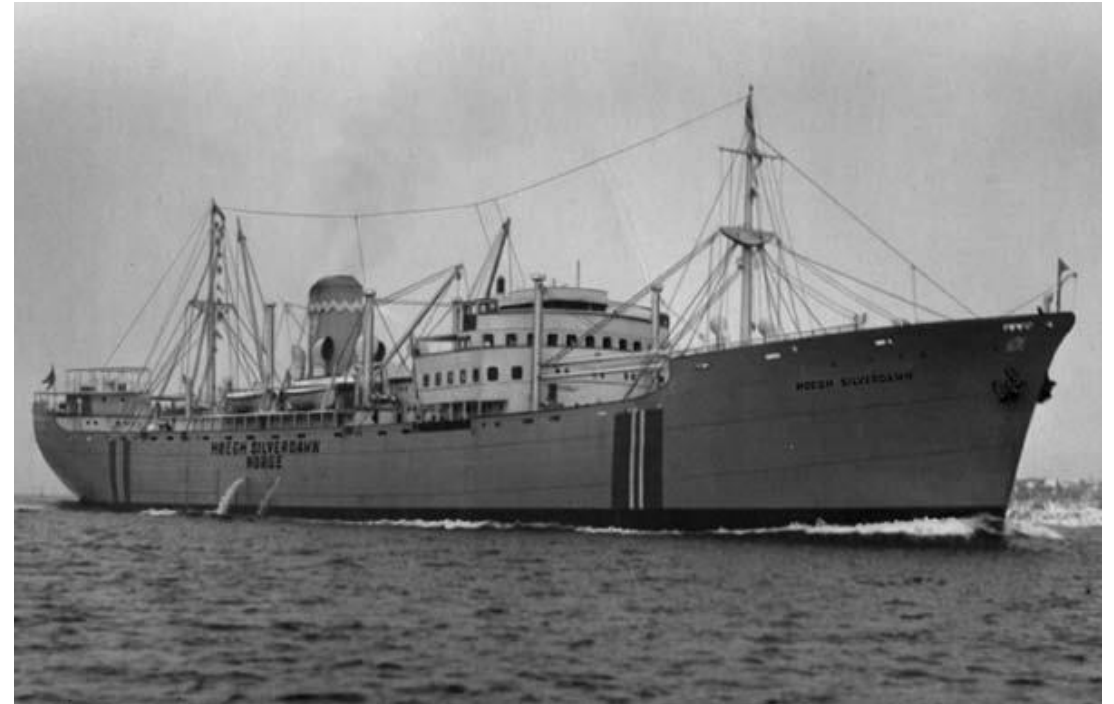
IJN SANRAKU MARU, 2,691 tons. Launched 1888 at Newcastle for a German owner.
1914 Sank in the Mississippi river after a collision.
1917 Sold, raised and refurbished.
1918 Purchased by USN and commissioned as USS Sara Thompson.
1933 Decommissioned at Manila
1934 Sold for scrap
1942 Scuttled to avoid capture
1942 Raised and commissioned in IJN.

15 June - Sea

- USS Sailfish had departed Hawaii on 17 May for her eighth patrol, she stopped off to fuel at Midway Island and proceeded to her station off the east coast of Honshū.
- Several contacts were made but, because of bad weather, were not attacked.
- On 15 June, she encountered two freighters off Todo Saki, escorted by three subchasers. Firing a spread of three stern torpedoes, she observed one hit which stopped the maru dead in the water.
- Sailfish was driven down by the escort, but listened on her sound gear as Shinju Maru broke up and sank.

15 June - Sea

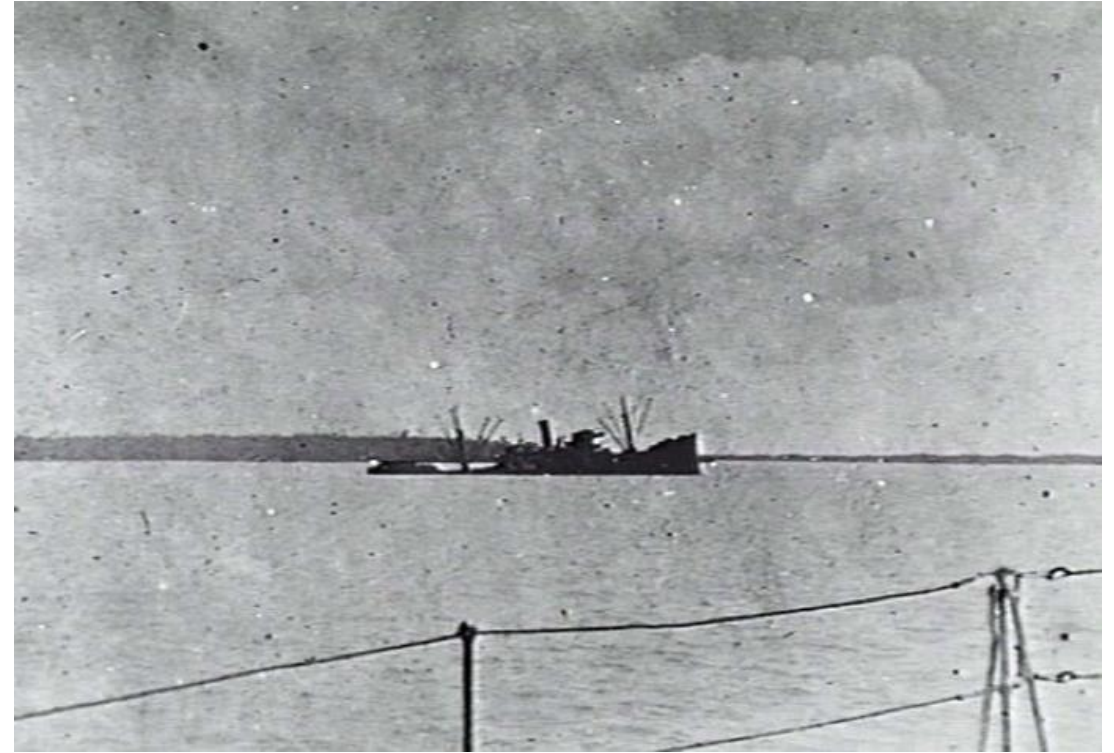
- The Norwegian cargo ship, Hoegh Silverdawn (10,550 tdwt, 1940) en route Fremantle, Australia, to Abadan, Iran, with ammunition and general cargo, was shelled and sunk in the Indian Ocean south east of the Coco Islands (25°40'S 92°00'E) by the German raider Michel with the loss of 36 of the 58 people aboard.
- Three survivors were saved after 11 days on a raft. Another 14 survivors arrived in India after 32 days and 3,100 nm in a damaged lifeboat.



Høegh Silverdawn

15 June - Sea

- Convoy "GP55" , Sydney to Brisbane, of 10 merchant ships and three American Landing Ships (Tank)—L.S.T's—left Sydney at 8.45 a.m. on 15th June.
- The convoy was in five columns abreast, with two ships in each of the two wing columns and three each in the other three.
- Second ship in the fourth column from port was the American Portmar (5643 tons, 1919), a survivor of the first Darwin air raid of 19th February 1942, which, damaged and beached there, was subsequently towed to Sydney and repaired.
- Next astern of her was LST469.
- Escorts were the five corvettes Warrnambool (S.O.E.), Deloraine, Kalgoorlie, Cootamundra and Bundaberg.



Portmar beached after the attack on Darwin.

15 June - Wau

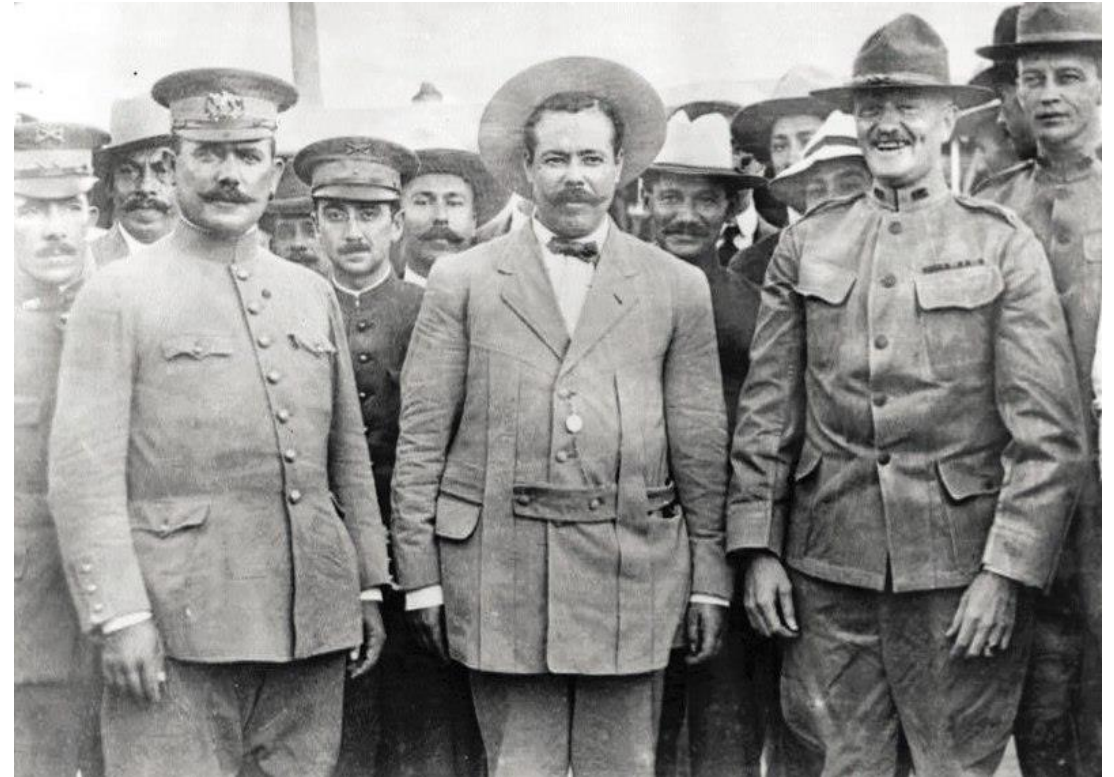
- General Herring decided to see something of the forward area and to hold a final coordinating conference there. On 13th June he flew to Bulolo accompanied by the Deputy Chief of the General Staff, Major-General Berryman and signalled Brigadier Moten to be at Summit at midday on 15th June.
- Herring, Savage and Berryman, accompanied by Colonels Wilton, Griffin, Sweany and MacKechnie (the commander of the landing force), jeeped to Summit on the 15th.
- After assembling in a large tent specially erected for the conference Savage called on Moten, who would actually control the ground operations, to explain his plan for covering the landing at Nassau Bay and the capture of Mubo.
- When Moten had finished Herring said: "That seems all right, Moten."
- Four days previously D-day had been advanced to 30th June.



(Australian War Memorial)
Major-General F. H. Berryman, Deputy Chief of the General Staff (left), with Brigadier M. J. Moten, commander of the 17th Brigade.

The Jeep

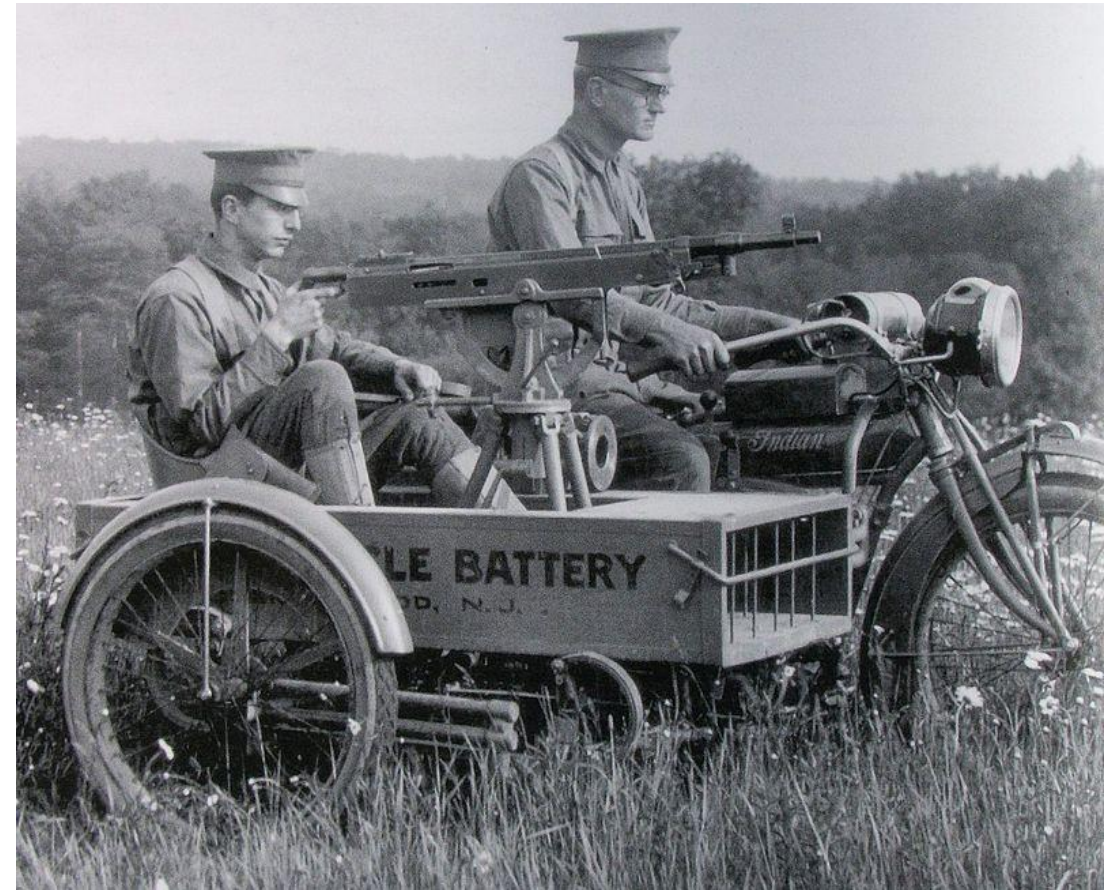
- General John Pershing viewed horses and mules as acceptable for the previous three U.S. wars, but in the new century, his cavalry forces had to move quicker, with more range and more personnel.
- He was the first to deploy motorcycles, in the Mexican Border War (1916), predominantly a cavalry campaign over wide regions of the Southwest, where Harley-Davidson motorcycles provided to the Army gave the U.S. the advantage over the horse-mounted Mexicans.



Generals Obregon, Villa and Pershing meet in El Paso, Texas 26 August 1914. Immediately behind Pershing on his left is his aide Lt. George S. Patton. Eighteen months later, Pershing chased Villa in Mexico.

The Jeep

- The U.S. Army was so pleased with further innovations, like a sidecar as platform to mount machine-guns, that the U.S. procured many more motorcycles than 4WD trucks for World War I.
- "Entire infantry units were mobilized on motorcycles, and they also provided an ideal way to rapidly deploy machine gun crews into position.
- Medical units used them to evacuate wounded on stretcher-equipped sidecars, and to return medical supplies and ammunition"
- "By the end of the war, the whole world saw the horse as hopelessly outclassed."
- Nevertheless – crucially – four-wheel drive still remained available only on heavier trucks, of 1 1/2-ton to 5-tons.



1917 Indian U.S. motorcycle and sidecar, with M1914 Colt Machine Gun.

The Jeep

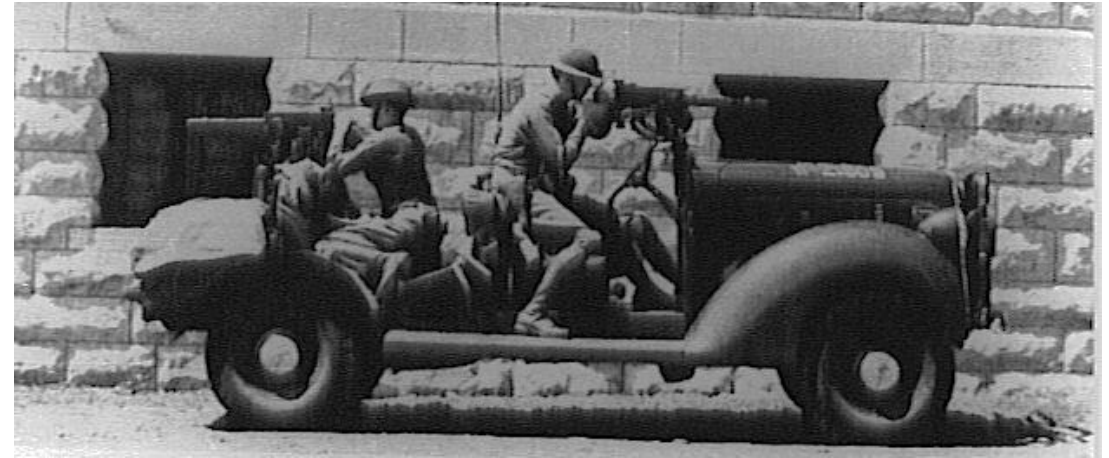
- In 1919, the U.S. Army Quartermaster Corps recommended the acquisition of a new kind of military vehicle, "... of light weight and compact size, with a low silhouette and high ground clearance, and possess the ability to carry weapons and men over all sorts of rough terrain."
- At the same time, there was a drive for standardization.
- However, after World War I, U.S. military budgets were drastically cut, and so any development of new vehicles was curtailed.
- Japan had invaded Manchuria in 1931, and was at war with China from 1937. Its Imperial Army used a small, three-man crew, four-wheel drive car for reconnaissance and troop movements, the Kurogane Type 95, produced in limited numbers from 1936.



Japanese Kurogane Type 95 4x4 scout car. This example was captured by the Red Army at the 1939 Battle of Khalkhin Gol.

The Jeep

- In 1935 the U.S. Congress declared World War I vehicles obsolete and procurement for "remotorization of the Army" gained more traction.
- But the U.S. Comptroller General imposed open bidding on every additional / incremental procurement.
- Each time, the Army was forced to award the contract to the lowest bid that met the specifications often different makers.
- Resulting in diversity of the fleet complicating training, maintenance and war logistics.
- And the Army could still only get multi-axle drive on trucks, "requiring the greatest battlefield mobility".
- Experiments with small machine gun carriers continued. In 1937 Marmon-Herrington presented five 4x4 Fords, and American Bantam (previously American Austin) delivered three Austin derived roadsters in 1938.
- The U.S. Army had also built an experimental light, low-profile scout and gun mover, the Howie-Wiley Machine Gun Carrier, ordered by General Walter Short, then Assistant Commander of the Army's Infantry School.



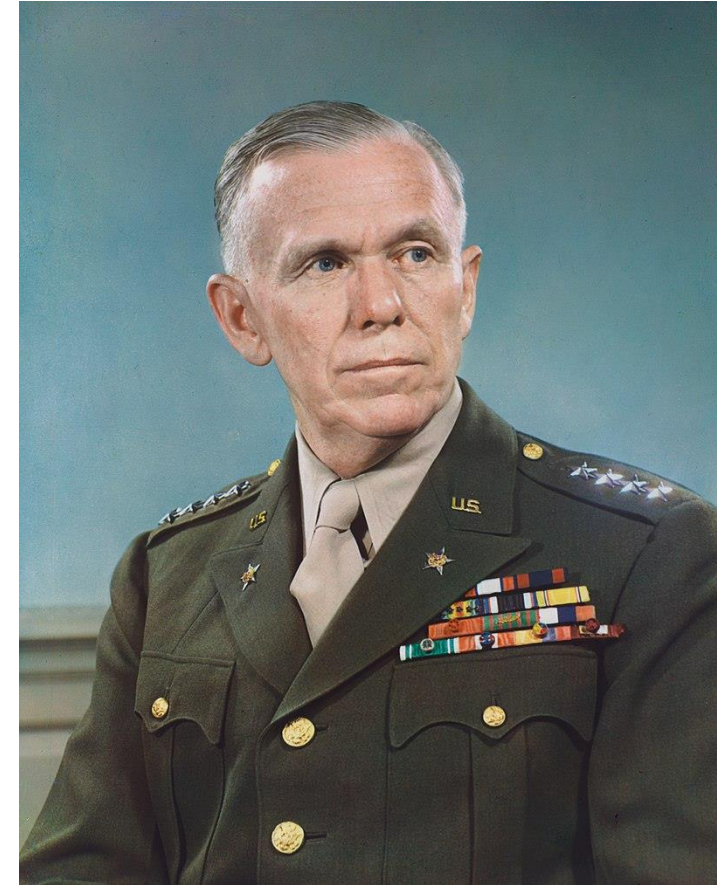
1938 Marmon-Herrington 4x4 Ford Reconnaissance Car with two .30-caliber machine guns



Howie-Wiley Machine Gun Carrier, 1937, Fort Benning Infantry School

The Jeep

- In June 1939 the Quartermaster Corps requested the Chief of Staff's approval, to start standardizing truck chassis and bodies procured for the Army into five payload classes: 1/2-ton, 1 1/2-ton, 2 1/2-ton, 4-ton, and 7 1/2-ton and all tactical trucks had to have (part-time) all-wheel drive capability.
- Furthermore, to achieve the needed level of standardization, the Quartermaster General urged trucks should be bought en masse from there on.
- Acting Chief of Staff, George C. Marshall, approved the procurement policy in the summer of 1939.
- In 1940 the categories were revised. For the first time, a quarter-ton truck chassis class was introduced, at the bottom of the range, and the 1/2-ton category was supplanted by a 3/4-ton chassis.



Marshall as Army Chief of Staff, 1940. In 1919, he had been an aide-de-camp to General Pershing. Between 1920 and 24, he had worked on a number of projects focused on modern, mechanized warfare.

The Jeep

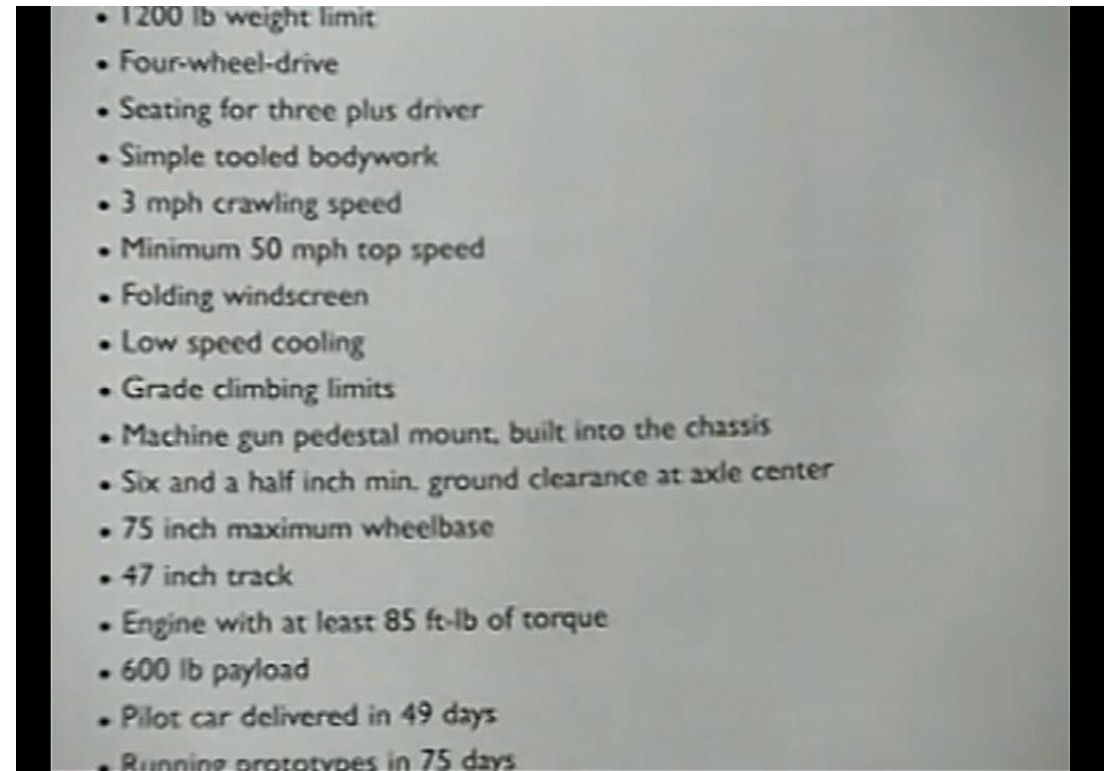
- In 1933 the Infantry Board at Fort Benning obtained an Austin 7 base reconnaissance car from the American Austin company which built them under license.
- American Austin went bankrupt and reorganized as American Bantam.
- In 1938, they loaned three much improved cars to the Pennsylvania National Guard for trials, which were assessed as reliable, economical and practical.
- A subcommittee of army officers and civilian engineers was tasked to determine exact specifications for the proposed vehicles, including major Robert Howie.
- One of their first actions was to visit the Bantam factory, to evaluate their compact cars and production facilities.
- Howie stayed several days, and by the end of June 1940, with Bantam's consultation, the initial specifications were drawn up.
- They specified a part-time 4-wheel drive vehicle, with a 2-speed transference, three bucket-seats, and a folding windshield, of just 1,200 lb.



1939 American Bantam

The Jeep

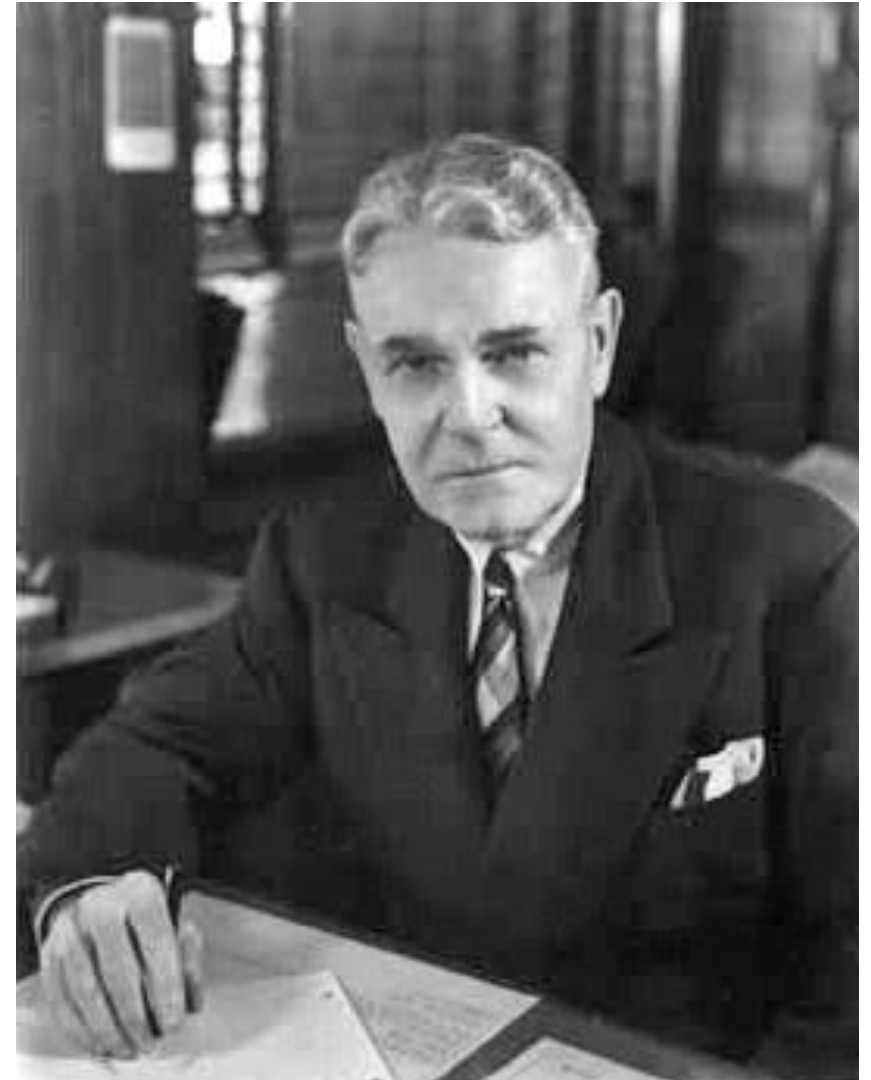
- The United States Department of War had determined it needed a 1/4-ton, cross-country reconnaissance vehicle.
- Although 1/2-ton four-by-fours had outperformed 1+1/2-ton 4x4 trucks during testing in 1938, the half-ton 4x4 trucks – both from Marmon-Herrington Ford, and the 1940 Dodge VC series – still proved too large and heavy, and insufficiently agile off-road.
- Anxious to have a quarter-ton truck in time for America's entry into World War II, the U.S. Army solicited proposals from domestic automobile manufacturers.
- Recognizing the need to create standard specifications, the Army formalized its requirements on 11 July 1940, and submitted them to 135 U.S. automotive manufacturers.
- The recent Blitzkrieg in France made the Army's need urgent and demanding.
- Bids were to be received by 22 July, a span of just eleven days.
- Manufacturers were given 49 days to submit their first prototype and 75 days for completion of 70 test vehicles.



Initial 1/4-ton truck specifications (Ordnance Technical Committee; 1940).

The Jeep

- Initially, only American Bantam and Willys-Overland entered the competition.
- Ford joined later.
- Bantam's chief engineer, Harold Crist, previously with Duesenberg and Stutz, drafted freelance Detroit designer Karl Probst (photo) to collaborate. Probst turned down Bantam initially, but agreed to work without pay after an Army request and began work on 17 July 1940.
- Probst laid out full design drawings for the Bantam prototype, known as the Bantam Reconnaissance Car, or BRC, in just two days, and worked up a cost estimate the next day.
- The design used commercial off-the-shelf components as much as possible.
- Bantam's bid was submitted, complete with blueprints, on 22 July.



The Jeep

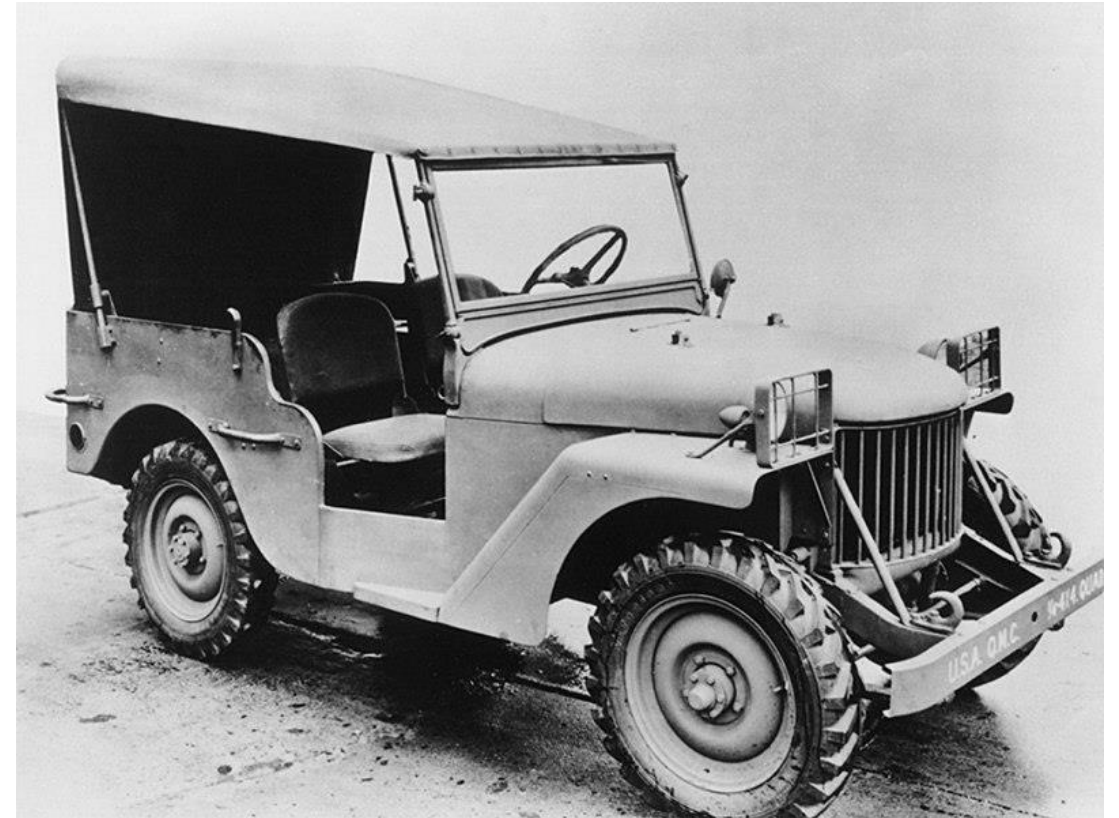
- Although Willys was the low bidder, Willys was penalized for requesting more time, and Bantam received the contract, as the only company committing to deliver a pilot model in 49 days and production examples in 75.
- The hand-built prototype was then completed in Butler, Pennsylvania, and driven to the Army vehicle test center at Camp Holabird, Maryland.
- It was delivered on 23 September 1940.
- The vehicle met all the Army's criteria except engine torque.



Bantam's first Reconnaissance Car (BRC) prototype – "Old Number One".

The Jeep

- As Bantam did not have the production capacity or financial resources to deliver on the scale needed by the War Department, the other two bidders, Ford and Willys, were encouraged to complete their own pilot models for testing.
- Ford and Willys technical representatives were invited and given ample opportunity to observe the Bantam BRC and study its performance during testing and the War Department forwarded the Bantam blueprints to them, claiming the government owned all designs contained in the proposals submitted to it in the bidding contest.
- By November 1940, Ford and Willys each submitted prototypes to compete with the Bantam in the trials.
- The pilot models, the Willys "Quad" and the Ford "Pygmy", were similar to the Bantam, and were joined in testing by the Bantam now updated into a Mark II called the "BRC 60".



Willys "Quad" pilot car initially copied Bantam's rounded grille and hood.

The Jeep

- By then the U.S. armed forces were in such haste, and allies Britain were urging to acquire these new "Blitz-Buggies", that all three cars were declared acceptable and orders for 1,500 units per company were given for field testing and export.
- It was now acknowledged the original weight limit (which even Bantam could not meet) was unrealistic, and it was raised to 2,160 lb.
- The BRC 40 was the lightest and most nimble of the three pre-standardized models, and the Army lauded its good suspension, brakes, and high fuel economy. However, as the company could not meet the Army's demand for 75 vehicles a day, production contracts were also awarded to Willys and Ford.
- After reducing the Quad's weight by 240 lb, through many painstaking detail changes, Willys renamed their vehicle "MA", for "Military" model "A".
- Ford's pre-production model went into production as the "GP", with "G" indicating a "Government" contract, and "P" chosen by Ford to designate a car with a wheelbase of 80 in (203 cm).



Ford's first test model, the "Pygmy"

The Jeep

- Eventually, virtually all of the Bantam- and Willys-built jeeps were provided to Britain and USSR, as well as most of the Ford GPs, leaving under 1,000 GPs for the home troops.



King George VI of the United Kingdom inspects a Bantam BRC 40 with airborne unit in May, 1942. A Vickers machine gun has been fitted to the bonnet.

The Jeep

- On 22 January 1941, the Quartermaster Corps Technical Committee had advised standardization of the jeeps across all manufacturers.
- By July 1941, the War Department desired to standardize and decided to select a single manufacturer to supply them with the next order for 16,000 vehicles.
- Willys won the contract mostly due to its much more powerful 60 hp engine (the L124 "Go Devil"), which soldiers raved about, and its lower cost and silhouette.
- The design features in the Bantam and Ford entries which represented an improvement over Willys's design were incorporated into the Willys, moving it from an "MA" designation to "MB". Most obvious is the front design from the Ford GP, with a wide, flat hood, and the headlights moved inward from the fenders to under the hood, protected by a single wide, straight front grille and brushguard.



Willys MA jeep at the Desert Training Center, Indio, California, June 1942

The Jeep

- Early October 1941, it became clear that Willys-Overland could not keep up with procurement needs, and Ford received government contracts to build 30,000 jeeps as well, according to Willys' blueprints, drawings, specifications, and patents, including the more powerful Willys engine.
- When Ford offered to increase the displacement and power of the tractor engine in their GP model, the government declined and insisted on Ford duplicating jeeps identical to the Willys, both for the much stronger engine, and for complete commonality / interchangeability of the components.
- Willys received no license fees, and Ford complied. The Ford was designated "GPW", with the "W" indicating the "Willys" licensed design and engine.
- Ford retooled at a cost of \$4 million to build Willys engines, and produced the first GPW by 2 January 1942.
- Just days before, in late December 1941, the Quartermaster Corps had ordered another 63,146 GPW.



Three pedals and three sticks – for shifting gears, engaging front- / four-wheel drive, and high or low gearing

The Jeep

- The QC expressly demanded Ford to decentralize their jeeps manufacturing to facilitate the Army's logistics, shipping from all three coasts.
- Ford assembled jeeps in their Dearborn, Louisville, Chester, Dallas, and Richmond (California) plants.
- During World War II, Willys produced 363,000 Jeeps and Ford some 280,000. Some 50,000 were exported to the USSR under the Lend-Lease program.
- Bantam stopped further jeep production and made two-wheel jeep trailers. This was sufficient to keep the firm going. It was taken over in 1956.



A covered Willys MB/Ford GPW at the Wings over Wine Country 2007 air show at the Charles M. Schulz - Sonoma County Airport, California.

The Jeep



Ambulance jeeps often had racks for two litter patients front and back.



Preparing for the July 1943 Sicily campaign: a jeep is loaded onto an American Waco CG-4A glider plane.

- Thanks for your attention.