


SRH-312

U. S. NAVAL HFDF STATION

EXMOUTH GULF, AUSTRALIA

MAY 1943 - NOVEMBER 1944

CERTIFIED TO BE UNCLASSIFIED  
by Director, NSA/Chief, CSS

 Date: 23 August 1984

REVIEWER'S NOTE:

This document was prepared as UNCLASSIFIED by Naval personnel who had access to classified records. The first review to verify the fact that the report does not contain sensitive information was conducted by personnel of the Naval Security Group Command. The original of this document was retained by them and has been placed in the NSG Repository, Crane, Indiana. A final review to insure releasability was conducted by personnel of the National Security Agency.

U.S. NAVAL HFDF STATION

EXMOUTH GULF, AUSTRALIA

(May '43-Nov '44)

NOTE: The attached document was prepared by Naval personnel with access to various historical records with the objective of bringing diverse records into a usable narrative history of a Naval activity. The document does not constitute an official Navy history and no claims are made regarding its completeness and accuracy. Prepared by NAVSECGRUDET, Crane Indiana  
19 May 1980

U. S. Naval HFDF Station

Exmouth Gulf, Australia

In a 14 April 1943 memorandum originated by RE A. Novak, USN, at the Naval W/T Station, Moorabbin, and sent to LCDR Lietwiler, it was reported that four men and the equipment for Exmouth Bay were ready for transfer at any time.

On 20 April, LCDR R. J. Fabian, USN, assigned to the Fleet Radio Unit, Melbourne, forwarded a memorandum to the Commander, SEVENTH Fleet stating that the Australian Navy had an HFDF station at Freemantle and that the establishment of a direction finder at Exmouth Gulf would provide additional coverage of the Indian Ocean-China Sea area as well as serve to furnish fixes with bearings from Darwin and/or Freemantle. The direction finder equipment planned for Exmouth Gulf was a portable HFDF unit which was being used for training purposes at Moorabbin. Bearings from the station could be forwarded from Exmouth Gulf to Freemantle via an existing landline and then by teletypewriter to Melbourne. On 24 April, COMSEVENTHFLT responded by requesting more information regarding the proposed station, since apparently COMSEVENTHFLT had little information other than the request for the transfer of the four men.

On 27 April, the Officer in Charge, Fleet Radio Unit, SEVENTH Fleet, forwarded a letter to the Commander, Task Force SEVENTY-ONE regarding the Exmouth Gulf station. In accordance with COMSEVENTHFLT's 220527Z APR 43, orders had been requested for the transfer of four men from FRU7THFLT to Exmouth Gulf for temporary duty. Equipment for the station would be shipped from Melbourne. Accommodations and personnel support would be provided by CTF 71 while operations would be controlled by FRU7THFLT. In another 27 April letter, FRU7THFLT stated that the temporary address for the Exmouth Gulf station would be:

Communications Officer  
Staff, Commander Task Force SEVENTY-ONE  
Perth, Western Australia  
(For Chief Radioman C. F. Jarrett)

0002

in COMSEVENTHFLT's letter of 24 April. The total strength of the Exmouth Gulf station would be four enlisted personnel. Messing and berthing facilities were available at Exmouth Gulf; therefore no construction would be required to establish the station with the possible exception of having to pour four concrete "deadmen" to anchor the direction finder tower. Personnel and equipment assigned to Exmouth Gulf could be ready to move to another location within approximately four days if required. Personnel assigned to the station would be under the administrative and disciplinary control of CTF 71 but under the operational control of FRU7THFLT. Bearings from the station would be forwarded to Melbourne for plotting and forwarding to other stations and commands, as required.

Notes dated 5 May from FRU7THFLT to RMC Jarrett instructed him to report to CTF 71 and FRU7THFLT upon his arrival in Perth. When the station was operational, DFC-15 and SC-1 were to be used for general communications containing classified information and CSP-942B for transmitting bearings. Authorization was requested on 7 May for the station to use CTF 71's callsign. On 17 May, the CTF 71 Force Communication Officer forwarded a memorandum to the Communication Officer, Submarine Squadron SIX, outlining the communications procedures which had been approved by CTF 71 for the Exmouth Gulf station. Perhaps SUBRON SIX was to be the entry and delivery point for the Exmouth Gulf station's communications.

The first indication that personnel for the Exmouth Gulf station had arrived on site is contained in a 24 May letter from RMC C. F. Jarrett to LCDR Lietwiler. RMC Jarrett requested copies of Japanese operating signals, radio calls, and frequency designators, as well as a clock, a portable frequency meter, and a radio receiver for search. It was reported there were no facilities for equipment repair since there was no radio station at their location. Proper storage and destruction facilities were available for classified material. A demolition charge had been planted under the Model DT direction finder for emergency destruction in the event of an invasion attempt. Since their arrival, two separate flights of Japanese aircraft had flown

over the base. The first was on 21 May at 2300 local during which no bombs were dropped; apparently a reconnaissance flight. However, on 22 May about about 2300 local, a small force of enemy aircraft dropped nine bombs from high altitude; all landing in the sea about 600 years north of the base with no damage. The return address listed on the letter was Mobile Advance Base, U. S. Navy #81, FPO San Francisco.

On 25 May, RMC Jarrett forwarded a more comprehensive report. The personnel had arrived at the Mobile Advance Base, Navy #81, on 16 May and spent three days conducting field tests to identify the best possible site for the direction finder. Construction of the direction finder site was begun on 19 May and was completed on 21 May. Calibration of the direction finder was begun on 24 May. Receiving conditions were reported as excellent with the station able to intercept communications from areas which were unheard at Moorabbin and Adelaide River. It was expected that the station would be in commission by mid-June.

On 25 May, OP-20GX forwarded a memorandum to OP-20GF giving the coordinates for the U. S. Navy D/F Station, Exmouth Gulf, as  $22^{\circ} 11' 41''$  South  $114^{\circ} 04' 04''$  East (see Appendix A). The station was using a Model DT HFDF unit and had been established to improve coverage of the Netherlands East Indies area. On 28 May, the Vice Chief of Naval Operations (OP-20G) informed the British Admiralty of the establishment and coordinates of the Exmouth Gulf station and that the station designator "X" had been assigned. This is the only time the designator "X" was associated with the station.

On 10 June, RMC Jarrett reported that a limited calibration of the Model DT HFDF unit had been completed on 1 June and the first bearings from the unit were forwarded the same day. The station had been given a 40-foot Quonset hut for use a living quarters, office, and DF control room. A telephone line connected the control room with the Model DT HFDF site. It was suggested that the ideal watch posture for the station was two men; one on the Model DT HFDF unit and the second searching. To implement this watch posture would require five additional personnel to provide 18

hours or more of coverage per day. As it was, all hands were working every day, standing direction finder watches, and searching as possible during off-duty time. The station was informed on 1 July that it was to continue coverage of the Netherlands East Indies area. There would be no increase in personnel. Therefore, it would be necessary to arrange the watch schedule to cover the most active periods and schedule rest and recreation during the least active periods. It was also stated that the station was intended solely as a direction finder station; not as an intercept or search station.

On 19 July, a conference was held to discuss the exchange of technical intercept information between the U. S. Navy and the Central Bureau (Australia). One decision was that HFDF bearings from the Exmouth Gulf station would be made available to the RAAF locally for forwarding to the 51st Australian W/T Section which would, in turn, forward them to the U. S. Naval Supplementary Radio Station, Adelaide River, which would, in turn, forward them to the Fleet Radio Unit, Melbourne. In addition, the U. S. Naval HFDF Station, Exmouth Gulf, would be available to take bearings as directed by the 51st W/T Section through the RAAF at Onslow when not committed to other duties by the U. S. Navy.

On 23 July, RMC Jarrett forwarded another informal letter regarding the station. Coverage of the NEI area was being continued but activity in the area appeared to have declined since a 1 July callsign change. A telephone connection had been established with the Australian Army Signal Corps eliminating the need to hand-carry messages to their office. Bearing reports were now telephoned directly to Yannery, a relay station 55 miles southeast, eliminating one relay and over an hour in transmission time. Work was underway to expand the original HFDF site clearing from 150 feet to 600 feet. Life at the station was considered rather confined and routine. Recreation consisted of movies, kangaroo hunting, fishing, and one bottle of beer per day. Laundry facilities were non-existent so clothing was washed in buckets. Showers were located in the open. The uniform of the day, at the time, was dungaree shorts, shoes,

and sun helmet during the day and as much clothing as possible at night since it got rather cold. Personnel assigned to the base itself were mostly composed of men sent there for rehabilitation purposes. The normal tour of duty for base personnel was four to six months with one ten-day leave period in Perth. The watch schedule for the station was two six-hour watches and one four-hour midwatch between 1400 and 0800 the following morning. The base was nicknamed "POTSHOT".

On 4 August, another conference was held between U. S. Navy, Australian Army, RAN and RAAF officials to arrange for the transmission of certain radio intercept information received in the Exmouth Gulf area and required by the Eastern Fleet and the 51st Australian Special Wireless Section. It was agreed that the U. S. Navy would provide the HFDF facilities and arrange for the coding of the information and that RAAF communications facilities would be used to transmit the information to Darwin and Perth.

Also on 4 August, RMC Jarrett reported that it had been necessary to establish sentries in the vicinity of the direction finder due to unidentified lights having been observed on several occasions in the area. A machine gun had also been issued to the station for use by the direction finder operator on duty.

On 20 August, FRU7THFLT forwarded a memorandum to the Exmouth Gulf station on the subject of a revised plan of operations to implement the decisions made at the 4 August conference.

) The station would also carry out directives received from the 51st W/T Section on a not-to-interfere basis with the primary mission. On 1 September, RMC Jarrett reported that the station was ready to implement the new procedures as soon as the cryptographic



system was received.

On 24 September, a FRUMEL letter to the Exmouth Gulf station reported that it was considered that the number of bearings being reported by the station was not nearly what had been expected of a station located in the area. It was particularly noted that both the Model DT HFDF receiver and an HRO receiver were available for search. To preclude any question of the station's purpose and coverage, the station was ordered to search all frequency bands and make reports on all bearings taken on enemy transmissions, regardless of the sector of the bearing. On 3 October, RMC Jarrett responded that an attempt would be made to increase the number of bearings reported by the station. The watch schedule had been revised to provide 16 hours of coverage from 1600-0800 as soon as the station returned to full strength. A man would work four hours on the Model DT HFDF unit to be followed by another four hours on the HRO search receiver. Encoding and decoding would be handled by one of the men who was not on watch which would mean each man working 12-16 hours per day, each day. Reception of stations in the NEI, China and the Empire areas was generally good but stations in the Solomons and Mandates areas were normally weak. Reception of small radio stations, such as lookouts, in the NEI area was not as had been expected; perhaps due to low power operation or utilization of lower frequencies. The station intercepted transmissions in the 3-18 mHz range with the bulk being in the 4-5 mHz range. The shift to RAAF communications had taken place on 1 October and had been somewhat snarled due to the RAAF at Darwin not following procedures. Steps had been taken to clear things up. RMC Jarrett also informed FRUMEL that a Navy communication unit had been established at the base which maintained constant communications with Darwin, Perth, and Belconnen. These facilities were available to the HFDF station at all times.

On 9 October, the Exmouth Gulf station was informed that CSP 942 was to be augmented by CSP 943 (A) through (L) which would replace the numeral table on a 15-day changing basis. The date of implementation was yet to be published.

In a note extracted from a 15 September FRUMEL Newsletter, it was stated that the British Admiralty was shipping a Model DT HFDF unit for installation at Exmouth Gulf which would be under the direction control of the Commander in Chief, Eastern Fleet. Since bearings from this unit would also be available to FRUMEL, it was suggested that it might then be possible to disestablish the U. S. Navy direction finder station and use the equipment in New Guinea.

On or about 20 October, RMC Jarrett was relieved as Radioman in Charge by RMC C. H. Jackson, Jr. In his first report, RMC Jackson reported he had arrived on station on 16 October and had spent at least the next two days touring the base and meeting with LT Quesada, Commanding Officer, Mobile Advance Base, Navy #81; WO Johnson, RAAF, who was assigned to the local RAAF Signals Unit; and personnel of the local Australian Army Signals Unit. Reliefs for RM2 G. I. Bower and RM2 C. A. Ross were urgently requested. RMC Jackson reported that recreation facilities were limited to hunting, fishing, swimming and baseball. Movies were shown two or three nights a week but the station's night watches made it often advisable not to attend them as sleep was difficult to get. The Advance Base had the policy of permitting a short leave period in Perth every three or four months; apparently the station personnel were not getting leave. It was reported that duty at the Advance Base was something of a punishment tour since all of the "foul-ups" from SUBRON SIX and Freemantle were assigned there. This being the case, it appeared that the HFDF personnel were getting some rugged duty. The base doctor had apparently been thinking for some time of requesting RMC Jarrett's relief due to overwork. Station personnel were forced to stand their watches during the evening and night-time hours, when it was cool, and were putting in ten to twelve hours a day, everyday. Most sleep had to be obtained during the day when it was hot and which was the time that most recreational activities

in five to catch up on sleep as well as personal activities such as laundry. It was hoped that the station could maintain an average of 30 to 40 bearings per day if everyone could stay off the sick list.

On 29 October, RMC Jackson reported that

However, the arrival of specific instructions had cleared up the difficulties. It was stated that personnel assigned to the station were being selected from volunteers. It was also reported that the food situation had improved slightly with the arrival of fresh stores but that the local galley was indifferent as to how the food was cooked, boiled, stewed, or just thrown at the individual.

On 5 November, RMC Jackson mentioned that the Model DT HFDF unit was powered by batteries which had to be moved back and forth between the HFDF site and the living quarters where the battery charger was located. This often resulted in damage to batteries already believed damaged in rough shipment to the site. The food situation was still a "sore spot" to the men assigned to Exmouth Gulf. The food was considered good until the galley personnel got hold of it after which it was "...hardly recognizable as food". As a result, the daily bottle of beer was even more important. Bearings acquired were held until there were enough to make up a message of about 130 groups; therefore, one message was generally filed about 1600Z and two about 2330Z.

On 15 November, FRU7THFLT informed the Exmouth Gulf station that the station's present method of handling radio traffic through the RAAF would continue as long as the RAAF handled the communications satisfactorily. The station was also informed that it would have to make the decision whether a bearing was "hot" and warranted immediate transmission or whether to hold it until a longer message could be put together as was normal procedure.

On 5 November, RMC Jackson forwarded a poem to which FRU7THFLT responded on 22

0009

On 28 November, RMC Jackson forwarded another letter reporting another cracked battery case had been found and temporary repairs were made with sealing wax. It was now decided that the cracks were the result of extreme heat during daylight hours and not due to rough handling as previously believed. The batteries were now being removed from the direction finder when it was secured at the end of a watch. Since it was impossible to recharge the batteries only at night when it was cool, daytime charging was done at as low a rate as possible but still cell temperatures of 130° were not uncommon. It was also recommended that if the Model DT HFDF unit was ever moved from Exmouth Gulf, it should be completely overhauled before being reinstalled since the dust situation at the station made it impossible to keep anything clean for more than a few minutes. Food was still poor but the galley had put out a good Thanksgiving Day meal for which all at the station gave thanks. Construction of the RAN direction finder station, mentioned earlier, was progressing rapidly.

In a memorandum for the record dated 6 December 1943, it was reported that the RAAF had decided the bearings provided by the Exmouth Gulf station were of little value to them and they would like to terminate the RAAF communications circuit from Exmouth Gulf to Perth but would continue the circuit from Exmouth Gulf to Darwin. Since there were existing U. S. Navy communications between Exmouth Gulf and Perth, this would create no difficulties. However, on 7 December, FRU7THFLT was informed that the RAAF's Western Command had changed their minds about Exmouth Gulf bearings and would continue handling them.

On 22 December, RMC Jackson reported that reception conditions had deteriorated somewhat with the increasing heat of summer; particularly reception of signals below 4 MHz. Living conditions had improved greatly with the arrival of a new cook from Fremantle. Hopes were high for an enjoyable Christmas dinner including "... according to the latest scuttlebutt, that rare commodity known as Ice Cream." Although their White Christmas would have traces of red dust, it was considered that they were on the upgrade as far as living "out back" went. Construction on the RAN direction

finder site was at a standstill due to the lack of 2500 feet of power cable. As a result, the RAN personnel were giving a hand with the station which resulted in the USN personnel having the luxury of one day on, one day off for a watch schedule. It was decided that there really was a Santa Claus. A highlight for the period was that the personnel at the station had an opportunity to speak with General George Marshall when he stopped at the base overnight on his way through Australia back to the United States.

On 24 January, the station reported that sleep during the day was almost impossible due to the heat since room temperatures of  $110^{\circ}$  during the day were not unusual. The entire station had gone to a siesta period from lunch (1200) until quarters at 1530. The RAN personnel had placed their direction finder in operation using a temporary arrangement of BX armored cable, rubber-covered twin conductor wire, and doubled field telephone wire in place of the missing power cable. The unit was only being used for calibration and to check known fixed stations. Bearings were not being reported.

In a report dated 15 February, RMC Jackson reported that the RAN had since placed their direction finder equipment in full operation and were forwarding bearings on anything and everything heard.

In a 17 February 1944 memorandum from OP-20GF to the Hydrographer requesting charts, charts were requested for a station named Onslow at coordinates  $22^{\circ} 11' 41''$  South  $114^{\circ} 04' 04''$  East. These were the same coordinates as the Exmouth Gulf station and may either have represented another name for the Exmouth Gulf station or the name of the RAN station which had been constructed there. However, the town of Onslow was located some miles up the coast.

In his report of 15 March, RMC Jackson reported he was being relieved as RMIC that day by RMC A. R. Irving. However, he expected to possibly be around for a few days since getting transportation out of Exmouth Gulf was apparently not easy. The base had been hit with a storm of 50 knot winds and heavy rains on 11 and 12 March

boats were driven aground, the HFDF station suffered no damage although the personnel did have to walk through deep mud for several days. It was also reported that the base had been under a "yellow" alert for about a week but there was no sign of a "red" alert (general quarters). Several squadrons of bombers and fighters had arrived and the base had issued rifles, ammunition and canteens as long as the supply held out. RMC Jackson reported that this brought back memories of Corregidor to himself and RMC Irving. At least he felt that they would not have to send the Bataan message, "Dear Mr. Roosevelt, please send us another P-40, our's is full of holes", since the airfield had several. Little credence was also being given to reports published in Perth newspapers under "latest rumors" of Darwin, Broome, Onslow, Exmouth Gulf, and Geraldton having been flattened by enemy bombers. However, all hands would remember the advice given out during the May 1943 enemy attacks to not forget to duck in the event of enemy attacks.

On 1 April, RMC Irving submitted his first report since assuming the duties as RMIC. He noted that RMC Jackson had greeted him with considerable pleasure and, after having spent a month at the station, he understood why.

On 25 April, RMC Irving reported having been informed by the Commanding Officer, Mobile Advance Base, Navy #81, that the base was going to be dismantled beginning sometime in May. It was not known how complete the dismantling would be but it was the Commanding Officer's opinion that 10-15 men would remain. The Commanding Officer was planning a trip to Perth to obtain more detailed information. As of 16 May, no further information had been received by RMC Irving and, in fact, the number of personnel assigned to the Mobile Advance Base had increased over the previous two weeks. Morale had been affected slightly by a base directive published on 10 May that there would be no more out-going personal mail for an indefinite period.

As of 1 June, there was still no further information about the dismantling of the Advance Base and mail service had returned to normal. An extra operator was on watch between 1400 and 1900Z in an effort to improve results. On 31 May, the base

had gone on a "red" alert for about one hour but no enemy aircraft were heard or sighted.

In his 15 June report, RMC Irving reported that the station had been visited by CDR Holtwick who wanted to obtain on-the-spot information regarding the conditions at the station and if replacements, probably of either men or material, were needed. In his 18 August report, RMC Irving reported that the additional operator on watch between 1400 and 1900Z had been discontinued since the results obtained were not worth the effort.

On 4 September, FRU7THFLT submitted a request to CTF 71 that when the crew at the Exmouth Gulf station was relieved, they be returned to FRU7THFLT for duty. Also on 4 September, RMC Irving reported that the station had been visited by CDR Newman, RAN, who had stopped at Exmouth Gulf to visit the RAN HFDF station. RMC Irving also reported that the station had attempted to operate during the daytime hours following a Japanese callsign change but, due to the poor reception capabilities of the equipment, signals after 0100Z were too poor to obtain bearings. The station was having a communications problem because the current edition of CSP 942 had not been received. In the interim, they were using the RAN copy which meant that the operator had to walk about a mile to the RAN site in order to encode his reports.

On 6 September, FRU7THFLT issued temporary duty orders to a new crew for the Exmouth Gulf station. They arrived at the station on 12 September and RMC Irving was relieved as RMIC by RMC M. H. Smith, USN; on 15 September. Due to their orders being delayed, the relieved crew did not depart Exmouth Gulf until 28 September.

In his 1 October report, RMC Smith reported that the Model DT HFDF unit had been found to be very unstable, physically, and seemed in danger of blowing off of the platform. Several screws holding the bedplate on the wood shaft were found to be either torn out or broken off but repairs were made. It was also mentioned that the windy season was approaching and new guy ropes were being installed. It was stated that the wind often blew signals away. By this it was meant that the wind would make

so much noise that the signals could not be heard over the loudspeaker. When ear-phones were tried, the wind whistled under the phones even louder. On 15 October, it was reported that as the days increased, the time during which bearings could be obtained reduced. Watches were being stood from 1630 to 0800 (presumably local time). It was also reported that the station had received the Mid-Pacific Strategic Direction Finder Net Frequency Designator List (encode and decode) and new Tracking Instructions. Other documents had been received previously.

On 18 October, CDR E. S. L. Goodwin at FRU7THFLT forwarded a memorandum to LCOL A. W. Sandford, Assistant Director, Central Bureau, GHQ, SWPA, stating that in view of the closure of the FRU7THFLT Exmouth Gulf direction finder station, the communications services of the RAAF W/T Unit Nr 2, Adelaide River, would no longer be required. Also on 18 October, CDR Goodwin forwarded a memorandum to CTF 71 that the Exmouth Gulf station was being closed. The RMIC had been given orders to cease operations and pack all equipment for shipment to FRU7THFLT. According to an undated memorandum on the station, the U. S. Navy HFDF Station Exmouth Gulf, ceased operations on 2 November 1944.

Appendix C contains what is believed to be a complete list of the personnel assigned to the Exmouth Gulf station during its existence.

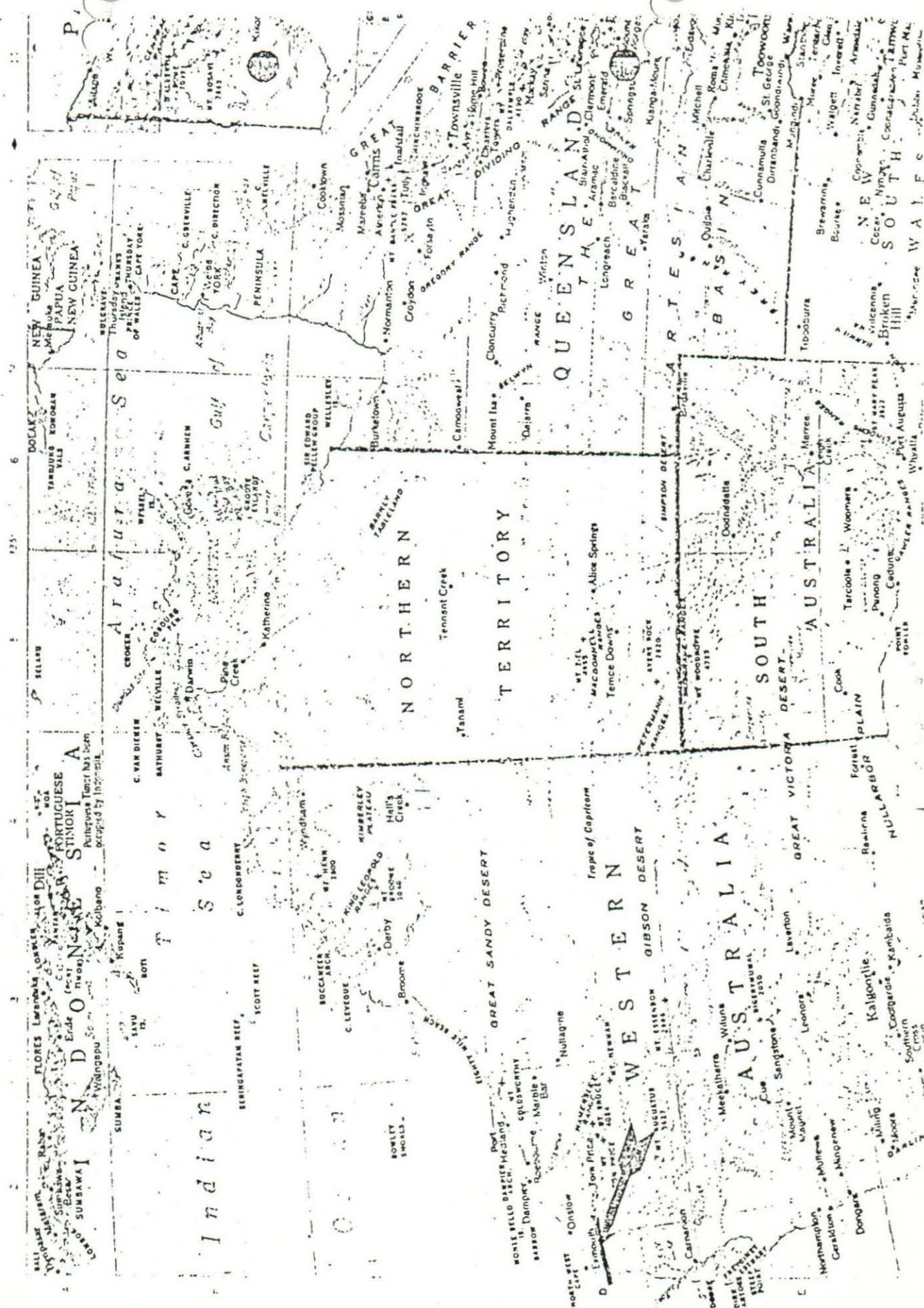
Based on a 14 April 1943 equipment listing for the Exmouth Gulf station, the equipment for the Model DT HFDF unit consisted of the following:

- a. One HRO receiver and vibra-pack power pack contained in an aluminium housing and canvas cover with an improvised wood-canvas hood.
- b. One set of dipoles and supporting arms.
- c. One rotating wood shaft with receiver plate, bearing and azimuth dial.
- d. One 12-foot collapsible wood supporting tower with eight-foot ladder.
- e. Four 6-volt storage batteries.
- f. One 230-volt battery charger with hydrometer.

Based on the above listing of components and references noted in reports and



memoranda, it would appear that the Model DT HFDF unit was very similar in appearance to the Model DY HFDF unit. Appendix D is a series of photographs taken of a Model DY HFDF unit as it was being assembled for a site survey taken at Point Arguello, California, in 1940. Based on a 9 January 1944 report from the Exmouth Gulf station regarding an accident which an RAN operator had while operating the equipment, it appears that the operator stood on a catwalk constructed about the tower and physically rotated the equipment in order to get the bearing which he read off the bearing and azimuth dial mounted on the top of the tower. In the description of the accident, the operator lost his footing on the catwalk while swinging the equipment to obtain a bearing. As he fell, he grabbed a writing ledge fastened to the front of the Model DT. The unit became over-balanced due to his weight and fell to the ground breaking and twisting the lower half of the unit's dipoles as well as putting some dents into the main aluminium cabinet and smashing one storage battery. Fortunately the operator fell inside the tower while the equipment fell outside but even then the operator was knocked unconscious for about five minutes. The accident went unnoticed until the operator regained consciousness and called for help. FRU7THFLT's comments on the accident were that FRU7THFLT personnel were experimenting with various safety net and life-line combinations in an effort to solve the personal risk problem of operating the equipment. It was requested that the RAN rating be informed of FRU7THFLT's regret that the equipment threw him and requested that the next time he wear a parachute and ease the equipment down with him. FRU7THFLT also mentioned that RAAF personnel referred to the Model DT HFDF unit as the "Whirl of Death".

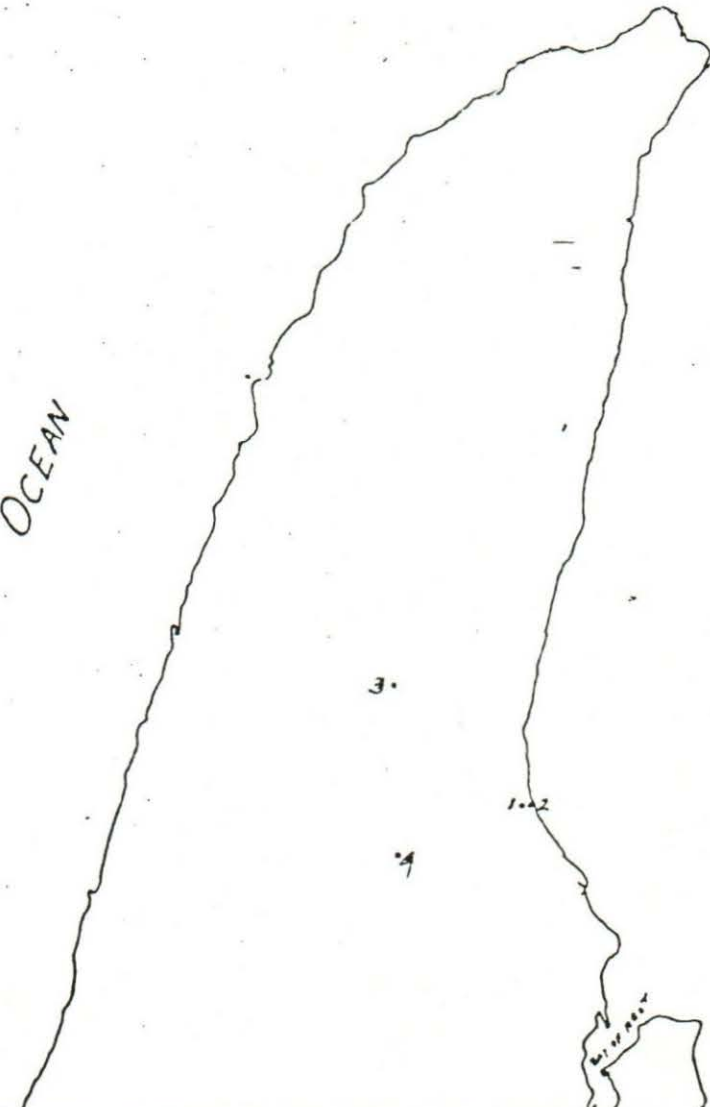


*DIAGRAM*  
*Showing*  
 GEOGRAPHICAL POSITION OF U.S.N. DIRECTION FINDER.  
 EXMOUTH PENINSULAR  
 WESTERN AUSTRALIA

*Scale 1 inch to 300 chs. - 3 1/4 miles*



INDIAN OCEAN



*INDEX.*

<i>N°</i>	<i>Name</i>	<i>Geographical Position</i>
1	DIRECTION FINDER	Lat 22° 11' 41" S. Long 114° 04' 08" E.
2	SIGNAL TOWER	Lat 22° 11' 43" S. Long 114° 04' 28" E.
3	M <sup>t</sup> KING	Lat 22° 07' 59" S. Long 113° 59' 46" E.
4	M <sup>t</sup> TREALLA	Lat 22° 13' 10" S. Long 113° 59' 49" E.

0017

FORWARDED TO OFFICER IN CHARGE BY CHIEF RADIOMAN IN CHARGE, EXMOUTH GULF.

"THE BIRTH OF POTSHOT"

The Commodore got up in the morning,  
With a satisfied look on his pan;  
For he had been dreaming of  
A living Hell for Man.

He broke out his maps of Australia,  
And worked the wole day thru,  
At last he muttered loudly,  
"I've found the spot that will do".

The he sat down and laughed till he cried  
And said thru his falling tears,  
"I know the men can stand it  
For the kangaroos have live there for years".

He called his staff together  
And to them he did tell,  
The story of his brain-storm.  
His plan of a living Hell.

He ordered the men to quarters  
And a Mobile crew he did pick.  
It didnt take him very long,  
For he does things very quick.

We're building a base he told them,  
And don't let it take you years,  
"Step forward front rank,  
You're all Volunteers".

I'm only sending the best,  
Good men - tried and true;  
But he cleaned out the brig  
And sent them along too.

He told of the opportunities,  
At the Advance Base "Potshot".  
Regular leave he promised them  
But then conveniently forgot.

Now he calls us prisoners,  
And the name fits us well,  
He knows we cannot leave here,  
For the very next stop is Hell.

Now if we should all die in "Potshot",  
I know this very well,  
Our reward would surely be Heaven  
For we've done our time in Hell.

"THE BIRTH OF POTSHOT"

The commodore got up in the morning,  
With a satisfied look on his pan;  
For he had been dreaming of  
A living Hell for Man.

He broke out his maps of Australia,  
And worked the whole day through,  
At last he muttered loudly,  
"I've found the spot that will do".

The he sat down and laughed till he cried  
And said thru his falling tears,  
"I know the men can stand it  
For the kangaroos have live there for years".

He called his staff together  
And to them he did tell,  
The story of his brain-storm.  
His plan of a living Hell.

He ordered the men to quarters  
And a Mobile crew he did pick.  
It didnt take him very long,  
For he does things very quick.

We're building a base he told them.  
And don't let it take you years.  
"Step forward front rank,  
You're all Volunteers".

I'm only sending the best,  
Good men - tried and true;  
But he cleaned out the brig  
And sent them along too.

He told of the opportunities,  
At the Advance Base "Potshot".  
Regular leave he promised them  
But then conveniently forgot.

Now he calls us prisoners,  
And the name fits us well,  
He knows we cannot leave here,  
For the very next step is Hell.

Now if we should all die in "Potshot",  
I know this very well,  
Our reward would surely be Heaven  
For we've done our time in Hell.

Anonymous.

AN ANSWER TO CRM JACKSON

If one is to believe you, CRM Jackson, some criminals are shot and those who  
are not shot

Are sent to Potshot.

Well, I can't understand your kick, because you people are giving your all  
To win this regrettable brawl,

And will get all the cheers

When the smoke clears,

But we who are fighting the war in Victoria

Are those about whom people on Armistice Day will be saying "Sic Transit Gloria..."

Yours is a life of adventure and romance,

While we are just a bunch of sissy-pants,

Hobnobbing with the elite

Of Swanston Street.

And when our grandchildren ask "What did you do to make the world safe for  
whatever it was for which you were supposed to be making it safe?"

All we will be able to do is mumble and chafe,

But you will be able to say, "I was a hotshot

At Potshot!"

Anonymous

AN ANSWER TO CRM JACKSON

If one is to believe you, CRM Jacson, some criminals are shot and those who  
are not shot  
Are sent to Potshot.  
Well, I can't understand your kick, because you people are giving your all  
To win this regrettable brawl,  
And will get all the cheers  
When the smoke clears,  
But we who are fighting the war in Victoria  
Are those about whom people on Armistice Day will be saying "Sic Transit Gloria..."  
Yours is a life of adventure and romance,  
While we are just a bunch of sissy-pants,  
Hobnobbing with the elite  
Of Swanson Street.  
And when our grandchildren ask "What did you do to make the world safe for  
whatever it was for which you were supposed to be making it safe?"  
All we will be able to do is mumble and chafe,  
But you will be able to say, "I was a hotshot  
At Potshot!"

Anonymous

B-2

Appendix B

(RETYPE FOR PURPOSE OF CLARITY)

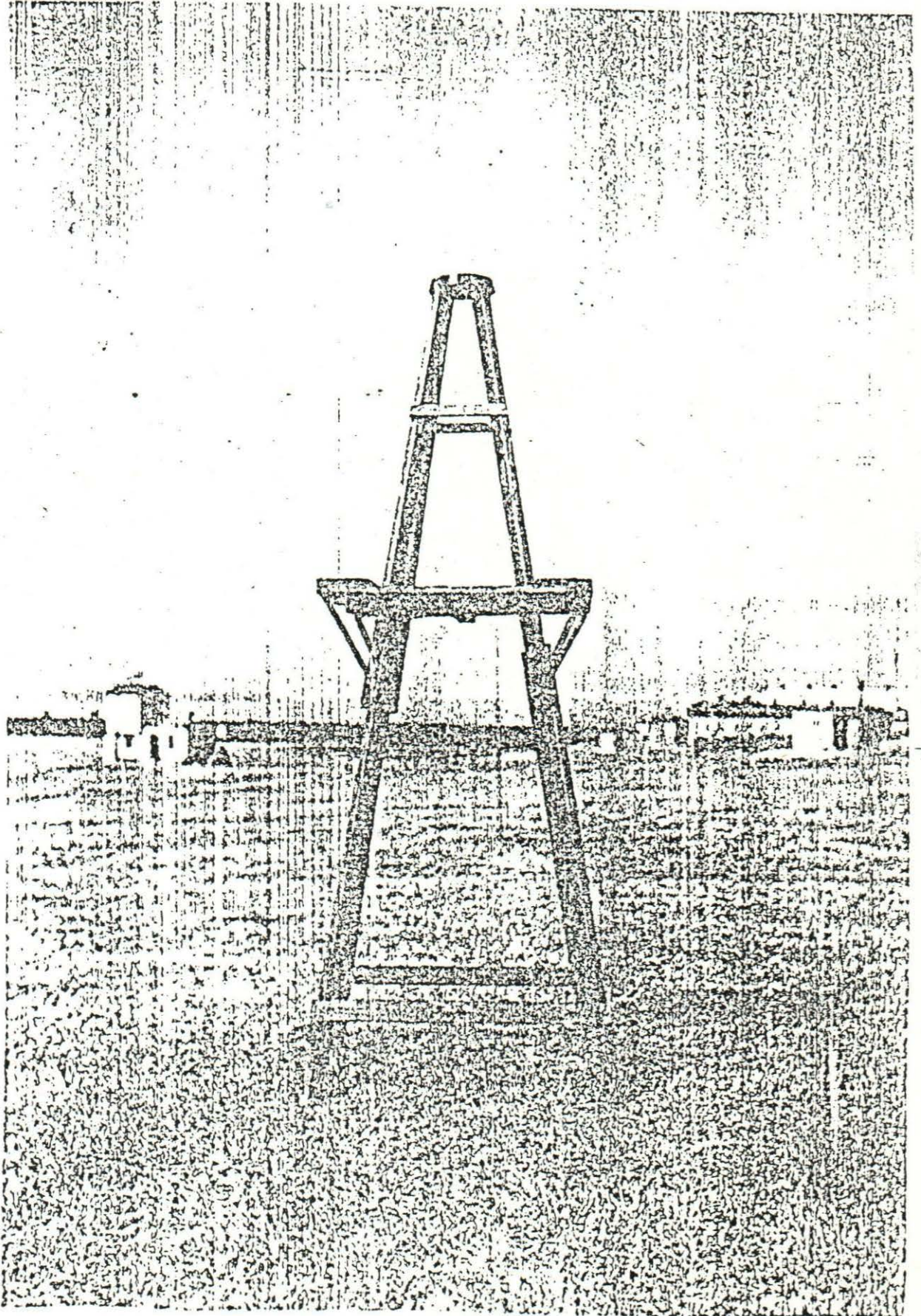
0021

PERSONNEL ROSTER

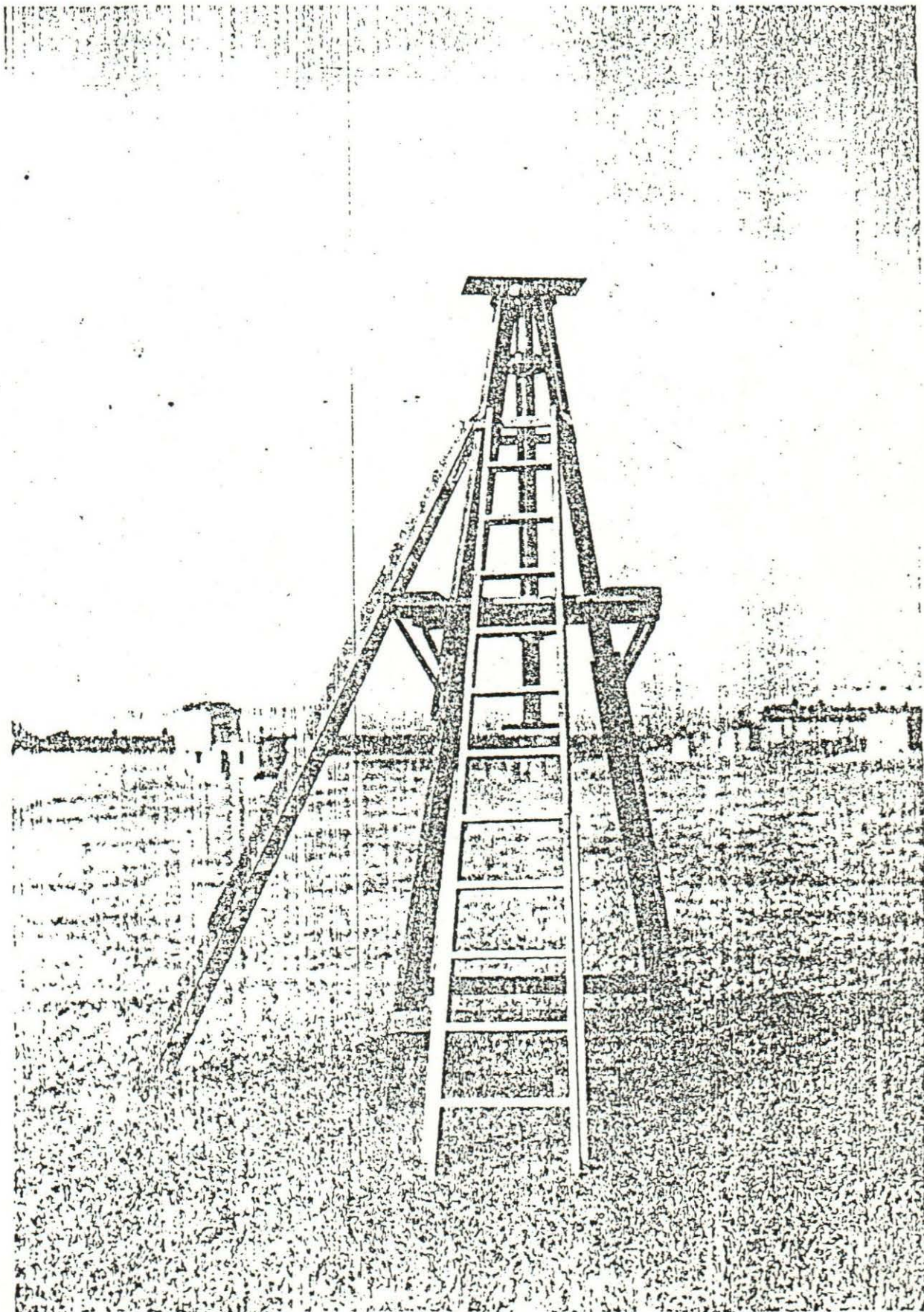
<u>NAME</u>	<u>RANK/RATE</u>	<u>DOR</u>	<u>SVC</u>	<u>SVC/FILE NR</u>	<u>REPORTED</u>	<u>TRANSFER</u>	<u>REMARKS</u>
BOWER, C. I.	RM2		USN		16 May 43	26 Nov 43	
IRVING, Arthur Richard	RMC		USNR	400-34-85	15 May 44	28 Sep 44	RMIC
JACKSON, Charles Henry, Jr.	RMC		USNR	400-32-41	16 Oct 43	15 Mar 44	RMIC
JARRETT, C. F.	RMC		USNR		16 May 43	Oct 43	RMIC
KEENE, Lloyd Donald	RM3		USNR	874-82-07	12 Sep 44	Nov 44	
LEONARD, Warren Dean	RM1		USNR	618-40-77	12 Sep 44	Nov 44	
LIENHART, Otto Louis	RM2		USNR	630-15-68		15 Mar 44	
MALLORY, G. J.	RM2				Oct 43	11 Feb 44	To Perth for hospitalization.
ROSS, Charles Allen	RM3 RM2		USNR	530-12-22	16 May 43 15 Mar 44	6 Nov 43 28 Sep 44	
RUSSELL, C. K.	RM2				11 Feb 44	28 Sep 44	
SMITH, K. W.	RM2		USNR		16 May 43		
SMITH, Martin Homer	RMC		USN	287-18-93	12 Sep 44	Nov 44	RMIC
SPECK, Robert Westly	RM2		USN	382-93-24	15 Mar 44	28 Sep 44	
WALKER, George Graham, Jr.	RM2		USNR	644-30-00		15 Mar 44	
ZSCHECK, Edwin Otto	RM2		USNR	624-77-54	12 Sep 44	Nov 44	

0022

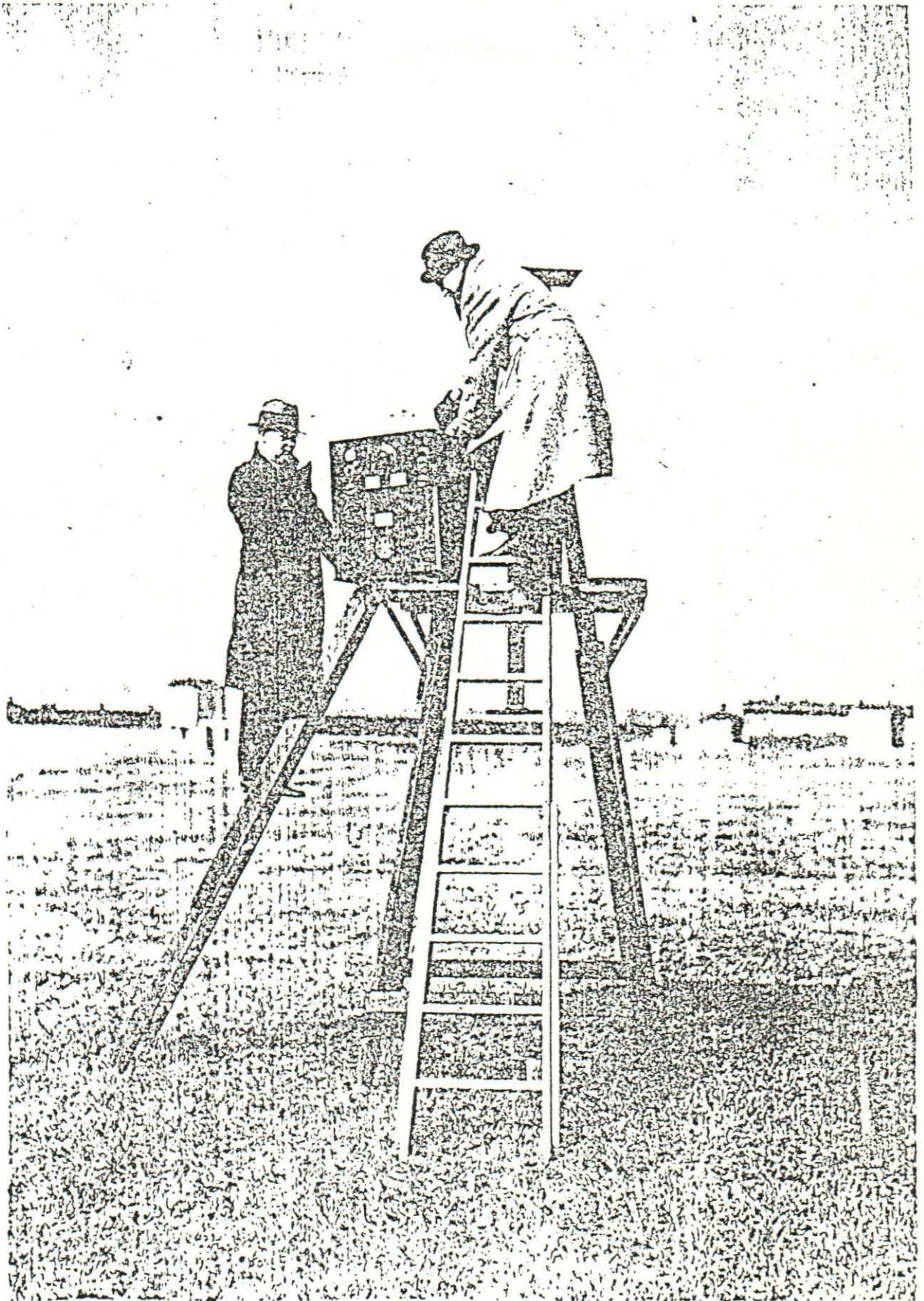




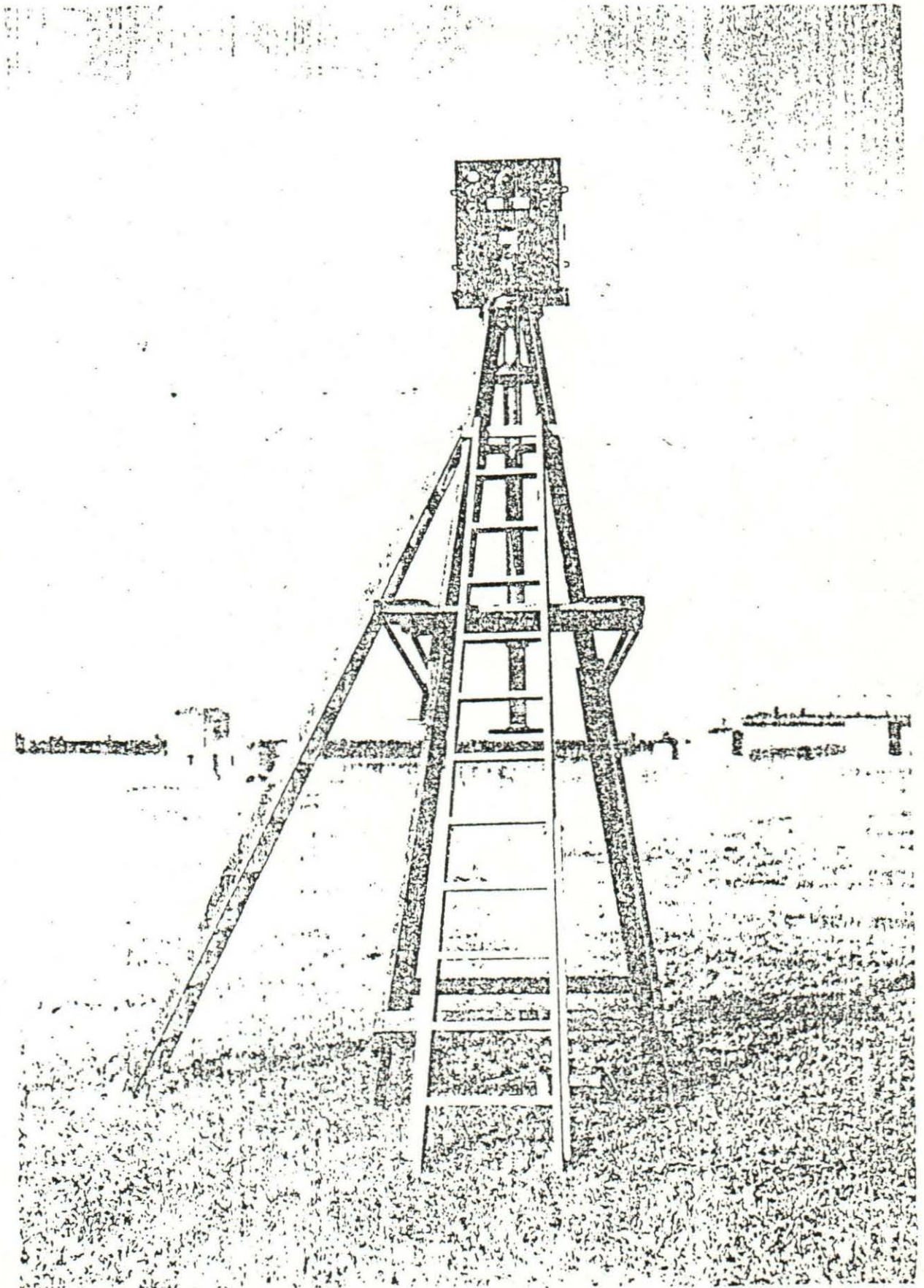
Model DY



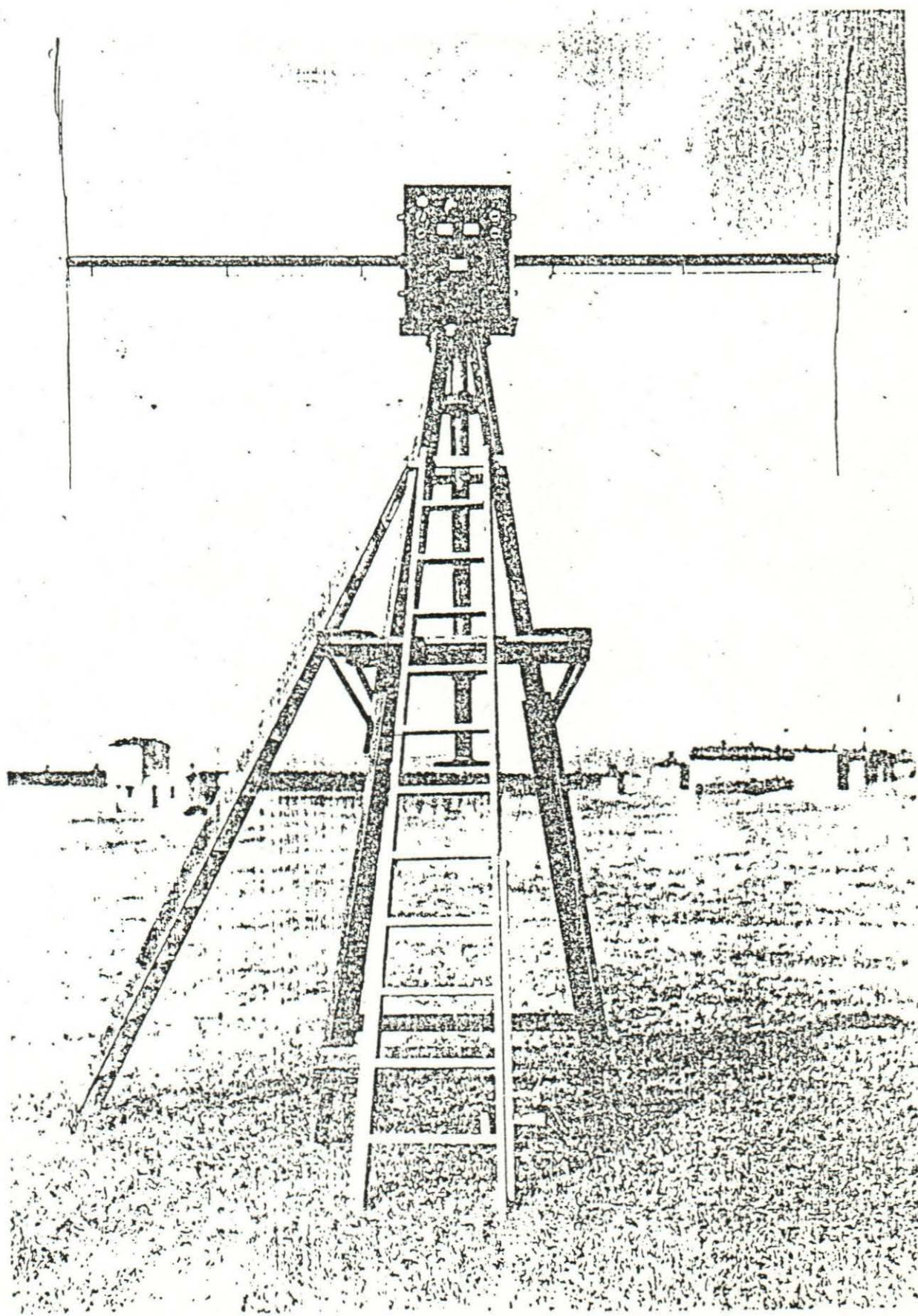
Model DY



Model DY



Model DY



Model DY