

SECRET

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**APPRECIATION
Of
SITUATION
(Anti Invasion Plan, Banks Peninsula)**

**By
Brig. SD Mason
Commander 3 Infantry Brigade**

July 1942

SECRET

(COPY)

A.C. 1/1/1

S E C R E T

AREA 10

OPERATION INSTRUCTION No. 6.

Ref Map: BANKS PENINSULA

Copy No 5

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DEFENCE OF BANKS PENINSULA
OPERATIONAL TASK 8 IMR SQN.

1. CONCENTRATION AREAS:

2 Tps HILLTOP
1 Tp LITTLE RIVER
1 Tp MOTUKARARA

2. OPERATIONAL TASKS

- (1) Defence of SUMMIT Rd with particular reference to HILTOP
- (ii) Mobile res to give support to HG Tps at GEBBIES PASS and/or NUTTS FARM and STONY POINT.
- (iii) The operation Task of the sqn will depend on the direction Of the enemy attack.
- (iv) Should 5 Div tps move into area 8 IMR will provide left Flank protection GEBBIES PASS / head of PRICES VALLEY.
- (v) Defensive posns will be constructed covering HILLTOP.

3. ACK.

Sgt D. E. WANKLYN Lt-Col
N.Z.T.S.
Area Comd.

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8 Independent Mounted Rifles 1942



S E C R E T

Copy No.

APPRECIATION OF SITUATION.

BRIGADIER S.D. MASON, COMMANDING 3 INF BDE

REF MAP: BANKS PENINSULA

1" - 1 mile

1. OBJECT:

To meet and destroy hostile landings on BANKS PENINSULA

FACTORS

2. RELATIVE STRENGTH

(a) ENEMY.

Assumed he will use not less than a Bde Task Force as set out in intelligence summaries with AFVs and air support from one aircraft carrier with relative Naval support. It is appreciated that object of the landing would be (a) To seize Akaroa Harbour as a base for operations elsewhere (b) To seize high ground vicinity MT EVANS from which to dominate the SUMNER Fortress Area and the LYTTTELTON HARBOUR with a view to operations against these points from beach north of NEW BRIGHTON.

(b) OWN TROOPS :

Small forces of Home Guard and 1 Sqn Ind Mtd Rifles are the only troops in the Area and are disposed as marked on the map herewith. The Home Guard Units are small in number and NOT particularly well armed. The Ind NE Sqn also is not up to establishment and I understand are not full time troops but are called by Troops for one week training in each month. Both Units have the advantage of being country bred personnel and of having an intimate knowledge of the area.

It cannot be expected that Home Guard could do other than give warning and create some delay on a landing force by making road blocks etc. The Ind MR could make some delay and cause the enemy to deploy by seizing ground vital to defence and vital for this Bde as positions from which to counter attack.

The 6" guns at WAINUI command the AKAROA Harbour entrance and are effective weapons but from the dispositions handed me by Area 10 Comd it would appear that the only protective troops with the guns is 1 sec of Home Guard.

Deduction arrived at from this clause is that any help would have to be given very speedily.

3. GROUND :

The Area consists of a main high ridge jutting out into the sea from GEBBIES PASS. The ridge forks around the AKAROA Harbour. The height is from 2000 to 3000 ft and from it steep subsidiary spurs run down into the sea on all sides. The whole Area is approx 24 miles long by 15 miles wide. The 3 highest ground is on the North side between PORT LEVY and the HEAD of the Bay. This high ground dominates the HARBOUR OF LYTTTELTON and the SUMNER FORTRESS Area. There are many inlets around the whole of the coast most being sheltered and with sandy beaches.

On the South East corner lies the Harbour of Akaroa. The harbour is land locked, deep water capable of taking big ships.

The entrance is about one mile wide and the deep water extends up the harbour for 6 or 7 miles and is from 1 to 2 miles wide. There are no wharf facilities except for small jetty.

The harbour is dominated by the main ridge previously referred to, the summit being about 3 miles from the Waters edge all the way round. Except by way of formed roads the whole area may be considered tank proof.

The deduction is that possession of the high ground commands AKAROA AND LYTTTELTON Harbours.

ROADS and TRACKS

There are only two roads leading into the Area. The MAIN one being CHCH - Motukarara (D in Sketch) - LITTLE RIVER (G in sketch) - HILLTOP (A In Sketch) - BARRYS BAY - AKAROA. At HILLTOP road forks NORTH and runs right around the summit. Various roads leading off to the bays, on North and East coast and also roads lead down to main CHCH - AKAROA at various places as shown on map. The route from CHCH is via DYERS PASS - TEDDINGTON (E in sketch) - PORT LEVY - PIGEON BAY and this joins the summit road mentioned above just above DUVAUCHELLES BAY.

This road is not good being very tortuous, steep, and narrow between PORT LEVY AND PIGEON BAY. Except for the main road the roads are NOT suitable for Fd Arty.

All roads would test MT discipline severely. For any traffic from Bays East of PIGEON BAY and AKAROA itself the only exits are the two roads mentioned except a very steep track which leads up from the WAINUI to the PERAKI SADDLE (B in sketch). Any traffic south Bays would of necessity have to use the PERAKI SADDLE, and come down in to the LITTLE RIVER, or down the MT BOSSU RD to the outlet of LAKE FORSYTH.

This road is usable but there is about 200 yds of soft shingle across the exit to be negotiated.

Possession of PERAKI SADDLE - HILLTOP - JUNC PIGEON BAY - SUMMIT rds (C in sketch) commands exits from the country east of a line from BIRDLINGS FLAT (F in sketch) - PIGEON BAY.

Deduction. The points mentioned above must be held.

Once LITTLE RIVER and TEDDINGTON are left behind turn arounds for MT are very difficult to find and even these available will require very strict traffic control and in two cases will require attention to formation and metalling before they can be used.

No. 1. LITTLE RIVER - TEOKA - MT BOSSU - GAP - REYNOLDS VALLEY rds

GAP rd requires work. I understand CRE has inspected.

No. 2. LITTLE RIVER - HILLTOP - HARMANS TRACK.

Engineers report herewith for work required.

No. 3. PIGEON BAY - SUMMIT - PIGEON BAY.

As mentioned these will present difficult handling for MT and only No 2 is usable for Fd Arty. As speed in seizing the high ground is important however risks should be taken in getting troops up to these positions, for from the valley in each case marching troops would take 3 to 4 hrs to gain the summit, and even would be very tired from the stiff climb.

In the AKAROA area there are no suitable Arty positions except at HILLTOP from where 1 Bty might get into position to support the left flank.

It is not until the line MOTUKARARA - GEBBIES PASS - TEDDINGTON is reached that the country opens up at all and given room for manoeuvre (*sic*) of Arty.

My deduction from this para are:-

(a) That roads commanded will prevent enemy moving towards CHCH with other than foot troops.
(b) That any Force sent into area must move in with a minimum of MT and only light MT should be used.

(c) That very little Artillery can be sent forward in the early stages.

5. WATER, PETROL, AMMUNITION AND SUPPLIES:

These present no problem. Water is Plentiful in the area and the other items can be fed forward in the normal way.

6. COURSES OPEN:

ENEMY:

(a) Dive bomb and knock out the 6" guns protecting AKAROA Harbour entrance send his fleet up th Harbour and disembark in sheltered waters and make move in force to sieze (*sic*) Summit Road.

This will be a daylight move.

(b) Make night landings at PIGEON BAY - LITTLE RIVER - OKAINS BAY - LEBONS BAY with a view to blocking the road from TEDDINGTON through to PIGEON BAY seizing the SUMMIT ROAD and pushing forward to HILLTOP thus blocking the MAIN ROAD. With this area in his hands the attacking of 6" guns from the rear would not be difficult and the way cleared for fleet to enter AKAROA Harbour and disembark his main force without molestation.

(c) Combination of both.

Deduced that (b) is most likely as our air support should be strong enough to deal with Dive bombers sea borne and so make (a) or (c) hazardous.

OWN FORCES:

- (a) Take up line MOTUKARARA - TEDDINGTON - and await enemys advance.
 (b) Move mobile Forces quickly to higher ground around AKAROIA with supporting troops to immediately counter attack.

Course (b) is the one that must be attempted as it gives the best chance of a successful action for the protection of LYTTELTON Hbr.

Home Guard units will have to be prepared to carry out task as at present laid down i.e. delay for at least two hours.

It would appear to me that on (one) Tp Ind MR at HILLTOP should be detailed to the high ground over PIDGEON BAY to ensure stopping any enemy from advancing along the SUMMIT RD long enough for my mobile Forces to get there.

7. PLAN: 1 Sqn CYC) to move via MOTUKARARA -
 1 Tp A Tk) TEDDINGTON - PIGEON BAY.
 Task to engage and hold up any advance along that road.

1 Sqn CYC) to HILLTOP - PIGEON BAY -
 S Coy - 1/Otago) SUMMIT ROAD Area.
 1 Tp A.Tk.
 TASK to secure high ground and hold road exits.

1 Tp CYC to PERAKI SADDLE
 TASK to hold high ground and secure exit.

CYC less 2 Sqns & 1 Tp in Reserve
 1 Sec 3 Fd Coy LITTLE RIVER

1 South.)
 1 Bty 3 Fd Regt) To HILLTOP. Task Counter attack along SUMMIT rd.
 1 Tp A. Tk.) And/or towards WAINUI.

1 Otago less S Coy) BIRDLINGS FLAT Area.
 1 Bty Fd Regt) TASK. To hold main road clear and deal with any attempt to 1
) and at LAKE FORSYTH
 1 Tp A Tk Bty)

1 Cant
 3 Fd Regt less 2 Btys)
 3 Fd Coy less 2 secs & Fd Park sec.) TEDDINGTON
 21 A Tk Bty less 2 Tp)

8. ADMINISTRATION.

A.P. KAITUNA Rly Station
 P.P.s MOTUKARARA rly stn and BIRDLINGS FLAT.

Medical

A.D.S. LITTLE RIVER
 M.D.S. MOTUKARARA RACECOURSE
 1 Mobile Sec with CYC Sqn
 TEDDINGTON - PIGEON BAY Area

Sup P. To be arranged.

9. INTERCOMMUNICATION.

Bde HQ - junc KAITUNA Valley - MAIN rds (H in sketch)
 SIGNALS Officer to arrange W/T and civil L/T and D/R to all units.
 Particular attention to be paid to communication with CYC Sqn on left flank.

(Signed) S.D. Mason, Brigadier
 COMDG 3 INF BDE

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ROAD RECCE

OBJECT: To provide alternative or return route for MT between LITTLE RIVER AND hilltop (HARMAN'S TRACK).

ALTERNATIVE ROUTE: An alternative route is in existence in a road that branches to the left at a point two miles from LITTLE RIVER Railway station on the main road to the HILLTOP. This Road is metalled and is capable of carrying MT for a distance of 1 1/2 miles. From this point the road becomes a track and Joins the Main LITTLE RIVER - HILLTOP road about a quarter of A mile short of HILLTOP. This stretch of track is approximately Two miles in length. Of this two mile stretch a mile and a half has been graded and formed and has a certain amount of Metalling. The remaining half mile has been formed and graded But is in extremely bad condition. The width of the track Varies from 10' 0" to 15' 0".

REQUIREMENTS: Reconditioning of approximately two miles of track as Follows:-

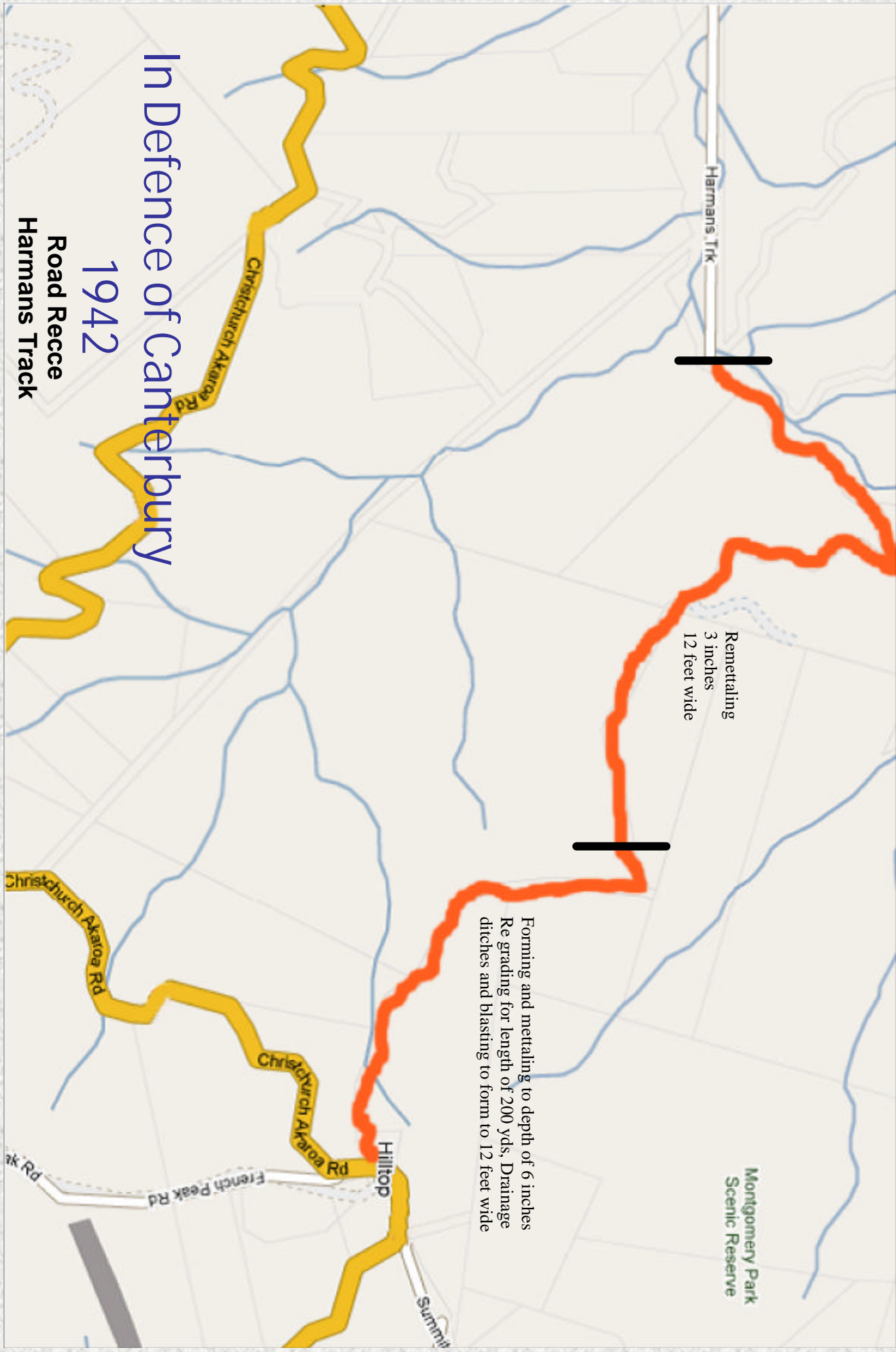
1. Remetalling approximately a mile and a half at the lower end Of the track. Suggest 3 inches of metalling is sufficient Over a width of 12 feet.
2. Reconditioning and remetalling the top half mile of the track, Necessitating the following work.
 - (a) Forming and metalling to a depth of six inches over Full length.
 - (b) Regrading for a length of 200 yds, and constructing Drainage ditches.
 - (c) Widening by blasting rock for a length of approx 50 yds To maintain minimum width of 12 feet.
 - (d) Regrading and reforming two bad bends.

Note: Shingle does NOT appear to be available in the near Vicinity but metalling could be obtained from Hillside rock. A power line for crusher is available on the track half a mile Below the LITTLE RIVER - HILLTOP Road.

CONCLUSION: Alternative route as existing could be utilized in dry weather For descending MT but would be extremely dangerous. Ascending MT would experience difficulty even in dry weather. By Reconditioning the two miles of track as shown in above Requirements the route would be available for ascending or descending MT in any weather, although it is recommended that MT use this route for descent only.

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In Defence of Canterbury

1942

Road Recce
Harmans Track

Remetaling
3 inches
12 feet wide

Forming and metaling to depth of 6 inches
Re grading for length of 200 yds. Drainage
ditches and blasting to form to 12 feet wide

Montgomery Park
Scenic Reserve

Harmans Trk

Christchurch Akaroa Rd

Hilltop

Christchurch Akaroa Rd

French Peak Rd

Summit

Christchurch Akaroa Rd

French Peak Rd