

DUCKS

Yank's Sgt. Dick Hanely took these shots of the duck men in New Guinea as they plied their trade route ferrying supplies from ships to shore and on to inland dumps.

A duck ties up to the side of a freighter and takes on a load of small-arms ammunition to be hauled to a safe, inland dump.



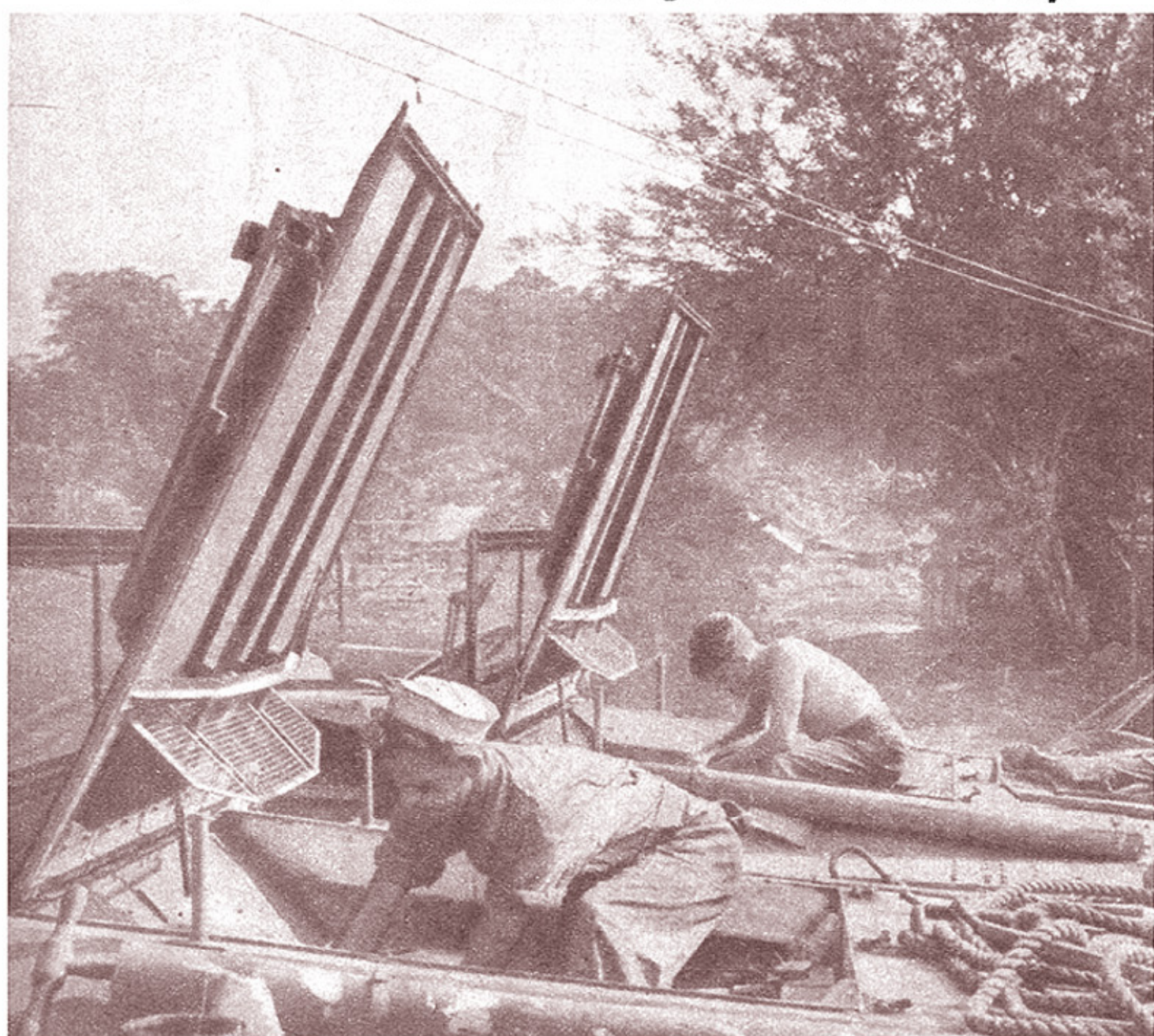
NEW GUINEA—The guys who drive the 2½-ton amphibious trucks known as ducks don't consider themselves as more than about 10 percent different from GIs who drive the garden variety of Army vehicle.

"We're an amphibious truck outfit," any of them will explain to you, "but we're only 10 percent amphibious and 90 percent truck."

The guy behind the wheel and levers of a duck is no former yachtsman or speedboat racer. Most duck drivers formerly drove trucks, or big tractor-trailer jobs on inter-state commercial trucking lines.

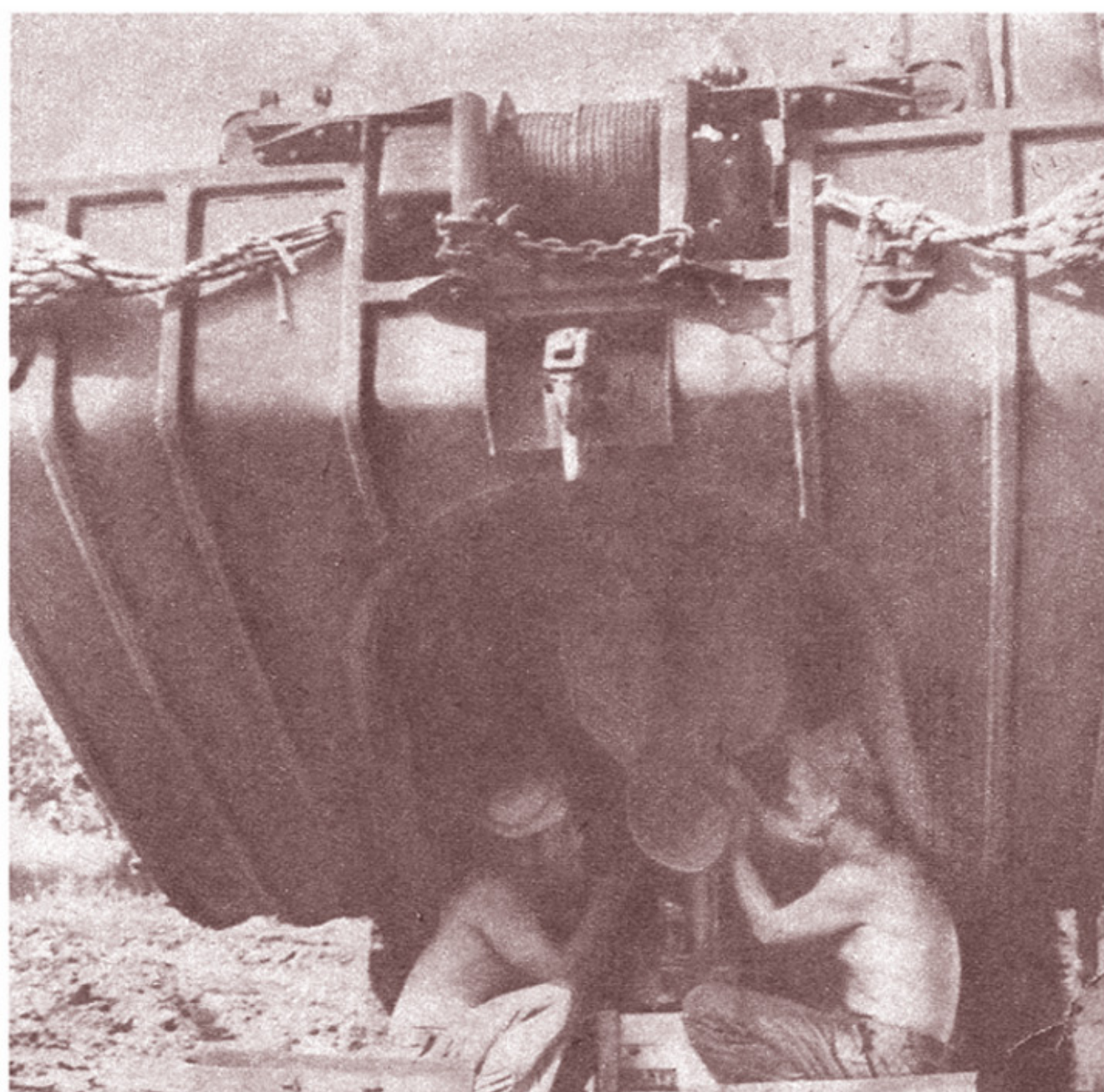
Your duck driver knows that his work is important, but he thinks any kind of truck driving is important. For professional truck drivers are a clanny bunch of rugged individuals who disagree with each other about everything except that your honest-to-God truck driver is the salt of the earth.

T-5 Robert Pubentz of Joliet, Ill., (left) and Pvt. Pat Shady of Renovo, Pa., check duck motors that go almost 24 hours a day.



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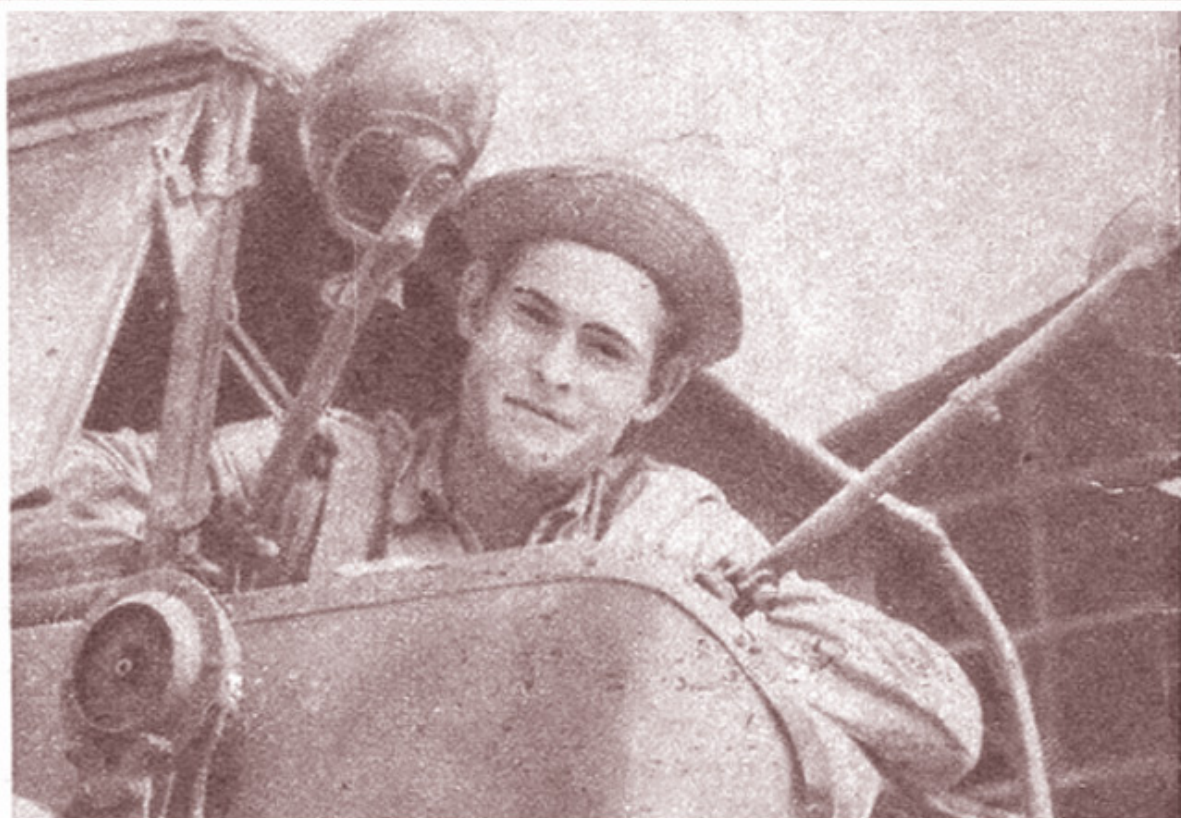
Cpl. Charles E. Thompson of Bay City, Mich., (left) and Cpl. Charles E. Hall of Fort Wayne, Ind., repair a damaged propeller.



Patsy, the outfit's mascot, got her name from the initials P.A.T. (Provisional Amphibious Truck). She perches like a radiator cap.



A full load of Aussie infantry goes from shore to ship in a small New Guinea harbor.



T-4 D. T. Palmer of Megargel, Tex., drives the duck shown above.

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ALTHOUGH the load of a duck is supposed to be only 2½ tons, it actually hauls much more—in a pinch, more than twice as much.

Ducks carry anything that trucks will carry—food, gasoline, cement, bombs, men. They carry the goods from ships direct to dumps far beyond bomb-vulnerable beaches.

Ducks can be used completely to unload ships in ports where there are no docking facilities. Or, at a dock, ducks can help take ship's cargo from the sea side, aiding usual dockside methods.

Japs realize the value of the ducks. They once issued a communique saying their bombers sank "one 5,000-ton ship and one amphibious truck."

—Pvt. JOHN McLEOD
YANK Staff Correspondent.



A former Jap hangar is used as a ration dump.

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By the men . . . for the
men in the service