

PRESIDENT'S UPDATE

Since the last edition of Harim Tok Tok I have been indisposed with a leg injury caused by attempting to do something I should not have tried- my leg is still giving me grief but is much improved. Unfortunately and sadly, this setback meant I was unable to attend John Holland's funeral service nor our Brisbane Anzac Day events. Thanks to editor Bob Collins, these functions are covered on pages 13 and 15 of this edition.

There are a number of events scheduled in the coming months , the most important being:

NGVR/PNGVR Ex members Association – Sunday 1 July 2018, 76th anniversary Montevideo Maru Commemorative service – 9.45am for 10am, Ann St entrance of the Brisbane Cenotaph. This year the keynote speaker will be our Patron, Major-General John Pearn AO RFD (Rtd). Complimentary morning tea will follow at nearby Adina Hotel. Dress is Anzac Day wear. This is a public function so please mention this ceremony to your friends and invite them, all are welcome. Private wreaths also welcomed. To assist catering please RSVP by 20 June to Colin Gould, MBE Mob: 0424 562 030 Email: pngvr@optusnet.com.au

76th anniversary of the Montevideo Maru tragedy – Last Post Ceremony, Australian War Memorial, Canberra – Saturday 30 June 2018 at 4.50pm. All our members and friends are invited to attend. This year the Vice Chief of Defence Force, Vice Admiral Ray Griggs will be reading the story at the Last Post Ceremony on 30 June in remembrance of the 76th anniversary of the sinking of the Montevideo Maru. The story to be told that evening is that of Chief Yeoman of Signals Stephen Lamont, who was one of the victims on board the MS Montevideo Maru. Vice Admiral Ray Griggs was recently involved with the identification of AE1 in the waters off East New Britain. The AWM will be commemorating this significant anniversary at the Last Post Ceremony on an annual basis. If you would like to attend and/or lay a wreath please contact Andrea Williams at admin@memorial.org.au or M: 0409 031 889.

The Last Post Ceremony is broadcast live

daily on the Australian War Memorial's dedicated Last Post Ceremony YouTube Channel and Facebook, from approximately 4.55 pm AEST. It is also supported by the RSL and Service Clubs Association.



NGVR/PNGVR Assn with Bob Collins leading, Anzac Day 2018 , photo Ng family.

Thursday 02 August 2018 – Last Post Ceremony, Australian War Memorial, Canberra at 4.50 pm

On 2 August Sergeant Gullidge, Band Master of 2/2 Battalion and Lark Force is being commemorated in conjunction with the 50th anniversary of the Australian Army Band Corp. Arthur Gullidge is considered one of the best Australian composers of brass music, particularly marching music. He was a casualty of the Montevideo Maru sinking. Please contact admin@memorial.org.au for further information.

The full schedule of events for the period mid- May to late August are:

- **Saturday, 19 May at 10am** – Billie Sing Memorial Service at Lutwyche Cemetery, Brisbane; Anzac Day Dress.
- **Saturday ,26 May at 10am** – NGVR & PNGVR Association Committee meeting, all welcome; BYO lunch afterwards; casual dress.
- **Monday 28 May at 10am** – US Memorial Day at Brisbane Cenotaph: Anzac Day Dress.
- **Saturday 30 June at 4.50pm** –76th Anniversary of Montevideo Maru tragedy at Last Post, AWM.
- **Sunday 1 July at 10am** – 76th Anniversary of Montevideo Maru commemorative service at Brisbane Cenotaph, Ann Street.
- **Saturday 28 July at 10am** – NGVR & PNGVR Association Committee meeting, all welcome; BYO luncheon afterwards; casual dress.

- **Sunday 29 July at 10am** – Annual Light Horse shoot at Fassifern Rifle Club, Boonah, Qld; for further information contact Ian Thompson at ianoil@hotmail.com. Ian is also proposing a practice shoot at Belmont Rifle Range Brisbane prior. All welcome including women - a great day in the country just over one hour drive south of Brisbane.
- **Wednesday 8 August at 10am** – Kokoda Day at Cascade Gardens, Gold Coast; Anzac Day Dress.
- **Sunday 12 August at 10am** – Kokoda Memorial Service at Sherwood RSL, Corinda Brisbane; Anzac Day Dress.
- **Wednesday 15 August** – VP Day; details to follow when available.
- **Saturday 25 August** – Milne Bay Day; details to follow when available.

Phil Ainsworth, May 2018

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EARLY DAYS FLYING IN NEW GUINEA**Flt Lt WILLIAM JOHN ROBINS (John)****04662 (Continued)****Leave and Marriage**

In August 1939 I came down on leave and was married. My wife was Flora Mitchell and her father was a well known solicitor in Sydney, with one of the biggest conveyancing practices in Sydney.

We went to New Zealand on our honeymoon, and were half way across the Tasman in one of the larger passenger ships on its way to Los Angeles when Captain Davies announced that we had been pulled up by a small sloop and told that Australia was at war with Germany. I distinctly recall everyone looking at each other in amazement. Immediately crew came around the ship and closed all the shutters on the portholes for blackout purposes. Then the sloop escorted us into Auckland.

Even though the War had only been on for 3 days when we arrived in Auckland there were tables out in the middle of the streets with men queued up to join the Forces.

We return to New Guinea

I went straight back to Lae but had to wait a while to obtain married accommodation and then Flora came up. I only had to wait for a few weeks and a house came available at



Unloading a beast from a Junkers at Wau

Salamaua so I took it. Flora made some lovely friends in New Guinea and really enjoyed it.

My job was then flying Junkers from Salamaua to Wau on a daily basis – up to six trips a day, and on one occasion, 7 trips. That day I flew more cargo in the big Junkers than the opposition flew in New Guinea with all their aircraft put together.

Life continued as usual flying out of Salamaua until late 1941 when the Administration decided to evacuate the women and children from New Guinea.

My first evacuation flight to Port Moresby was on 21st Dec, 1941, in VH-UOV one of the Bulolo machines and I could not get across the ranges into Port Moresby.

I landed in Kokoda with 51 passengers, all women and children. I then rang Port Moresby for Tommy O'Dea to come across to Kokoda and bring fuel with him, as, with the west-erlies that were blowing at the time I would not have made it to Port Moresby with the fuel I had left. This was the first time that a Junkers had landed at Kokoda. From then on it was:-

22/12/41 Port Moresby – Bulolo – Port Moresby – Wau – Bulolo.

23/12/41 Bulolo – Port Moresby – Bulolo – Wau – Port Moresby

24/12/41 Port Moresby – Bulolo – Port Moresby – Wau

25/12/41 Wau – Port Moresby – Wau

26/12/41 Wau – Lae – Port Moresby – Bulolo.

Flora had left New Guinea earlier than this. She came down on a Carpenter's plane

The Japanese Air Attacks on Rabaul, Lae and Salamaua

On 3rd Jan, 1942, I had been asked to take a Ford across to Rabaul – a Government Charter. Unfortunately nobody had notified Rabaul we were coming in and the anti-aircraft guns at Rabaul opened fire – we were lucky not to get shot down by our own soldiers.

The following day I flew back to Lae and that day went to Rabaul again twice, these trips without incident. I stayed in Rabaul that night and came back with a load of mail on the 5th January. I had been advised to get out of Rabaul as the Japanese were bombing it at that stage and the aircraft was a sitting target on



The airstrip at Bena Bena in 1944

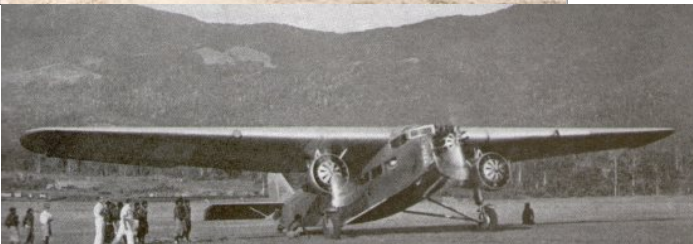
the airstrip. The Japanese were using a 'daisy-cutter' bomb which sprayed a lot of shrapnel and 20 people were killed in the attacks on the 4th January. I dug out a couple of pieces of shrapnel from

the angle iron on the corrugated sheds where natives had been accommodated and you could see pieces of copper and soft metal in the steel so that when the bomb exploded it would break up into small pieces.

Later in January it was known that the Japanese Navy was approaching New Guinea so I went to Madang and flew personnel, records and stores into Mt Hagen, Chimbu and Bena Bena. Much of the stores consisted of rice, bully beef etc which soldiers and Patrol Officers could be capable of living on. On these runs I would drop off at Mt Hagen first so the plane would be a bit lighter to get into Chimbu without falling over the edge.



L. A Ford tri-motor at Kainantu in 1944 Below. Ford tri-motor



After a few days I was asked to go to Port Moresby and from there I did a few trips to Kokoda where there was a big experimental farm.

When I came back from Kokoda one morning I noticed a few Lae chaps on the strip and asked what they were doing there. One of



Junkers
31's on
Wau
airstrip
1937

them said "Haven't you heard? The Japs have bombed Lae and Salamaua".

Guinea Airways had the biggest aircraft workshops in the Southern Hemisphere at Lae and it was destroyed completely in the air attacks. The Japanese concentrated on the hangars and workshops and left the airstrip relatively undamaged so they could use it themselves later on.

One of our pilots, Ray Parer, was killed while attempting to get his plane off the ground during the attack on Salamaua.

I Leave Port Moresby for Australia

I was then tasked to fly out of Port Moresby with a doctor, 6 nurses from Wau and 2 hospital patients for Australia.

Our mechanic in Port Moresby at the time was ??? McDonald and I told him to put a few small drums of fuel up front and a semi rotary pump above my head in the cockpit so I could pump fuel during the flight.

Bertie Heath, our Senior Pilot, was coming with me so we set off for Australia with no radio aids or any navigation equipment. I knew Daru, on the Fly River in the Papuan Gulf so we headed that way first, flying low because it was so stormy. If you flew high you would be lost straight away. From Daru we could see coconut palms on the islands south so we flew towards Horn Island. I circled Horn Island a couple of times but could not see a suitable airstrip, however the people on the ground were pointing across at another island, so we flew there. Sure enough there was an airstrip but it was covered with barbed wire, drums and all sorts of obstacles, so we had to fly around until the airstrip had been cleared before we could land.

I flew the following day to Cairns.

I had been flying for about a month now with a temperature above 100 degrees, but had not been able to take it easy because of the necessity for my flights. In Cairns a couple of the nurses told me I had to go to hospital but they would stay with me. After about 4/5 days I felt a bit better but my weight was below 9 stone by now.

I then flew to Townsville where Wing Commander Bill Garing at Garbutt airbase came out and did a few circuits and bumps in the Ford and then I left for Adelaide.

I had account books and logbooks for Guinea Airways as I had been away from any of the main offices during the last month or so, so I had to get them to Adelaide where Guinea Airways was headquartered. When I handed in the information to Guinea Airways I was told that the Airforce wanted me back in New Guinea but Guinea Airways wanted me to fly the Adelaide – Darwin run.

Darwin was being built up at that time as a precaution against a Japanese landing and there was a lot of flying of personnel between the two places. I stayed in Adelaide on that run for most of the War.

Flora came across from Sydney and we eventually purchased a house at St. Georges.

I did a few trips from Adelaide, Melbourne, Sydney, Brisbane, Townsville, but most of my flying was in Lockheed Loadstars be-

tween Adelaide and Darwin. These were aircraft issued to Guinea Airways by the U.S. Airforce who wanted experienced pilots flying them while carrying personnel.

I was inducted into the Airforce Active Reserve and was issued with Airforce uniform. I had Airforce crews of navigators, radio operators etc. but the pilots were Airforce Active Reserve. The aircraft I flew still had U.S. markings on them.

Guinea Airways After WW11

When WW11 finished Guinea Airways were not granted a licence to fly again in New Guinea as it was claimed that they had flown out of the country and left people stranded there. This does not sit well with me after all the evacuation of women and children I did and those who were left in New Guinea when the Japanese landed had plenty of warning and plenty of time to have left before then.

Civilian Life After the War

When the War had finished Flora said to me "You have been flying non stop, without much leave for 10 years now, and during that time I have had to raise the children. It's time!" My reply was that the only other thing I knew was farming so we purchased a property of about 200 acres at Penwortham in South Australia which had been owned by one of the early settlers in South Australia and had a lovely two-storied home on it. Much of the land was still in timber and a beekeeper friend asked me if he could put 100 swarms of bees out near the stringy-bark trees.

We had three children by then with a fourth born later.

Tony born 4/8/1940 at Salamaua

Timothy born 5/9/44 in Adelaide

Jonathan born 14/7/46 in Adelaide

Penny born 24/1/51 in Adelaide

I Get Called up for the Active Reserve Again

In 1950 when the Korean War was on I was called up for the Airforce Reserve again. I went to East Sale for a refresher course, not knowing what I would be doing. I had been asked to bring in my log books which I did and, after a few weeks was told "You have a family and are a bit older than most of the chaps here. It's a bit risky in Korea so we are posting you to Woomera".

Five Construction Squadron had just returned from Cocos Island in the Indian Ocean where they had build an emergency airstrip for Qantas flights between Australia and Colombo. On their return to Australia they had been tasked to build an airstrip at Woomera so I then flew Bristol Freighters and Dakotas between Adelaide and Woomera. At the time we were stationed at Malalar and had to fly down to Parafield, which was then the main Adelaide airport, and then on to Woomera. We flew freight and passengers.

Any callup into the Active Reserve is a two year callup so I was out again in 1952.

I Return to Civilian Life for the Second Time

I became a bit of a jack of all trades after getting out of the Air Force Reserve.

One particular job I had was being an Inspector of orchards for the Department of Agriculture. Fruit fly was pretty bad at the time and I had to supervise a gang who went around the orchards carrying out inspections.

I also went back flying for Guinea Airways as a First Officer

for some years. We only flew in South Australia and had Convair 440, a nice aircraft which carried 50 passengers. The only times we flew outside South Australia was to Proserpine in Queensland where we would take charters of people who wanted to go to the Whitsunday Reefs. We would go there every two weeks or so. We also used to fly to Alice Springs when the Todd River was in flood to transfer people from Alice Springs to Oodnadatta and would make two or three trips a night. On a moonlight night it was a great sight to see so much water over the countryside.

When Guinea Airways were taken over by Ansett it looked as though a number of pilots would be retrenched so I went up to the Manger, who I had known for years, and told him that, rather than have one of the young pilots retrenched, I would retire. It was a pleasure to go to a Guinea Airways reunion some years later and see this young chap who had been kept on then a Captain of an Ansett jet.

In 1973 I had a major lung operation.

In 1974 my daughter Penny was married in Johannesburg in South Africa so Flora and I flew over there with Qantas. We had a lovely time and went from Johannesburg to Durban and Cape Town and generally had a great trip around the country.

We lived in North Adelaide for some 20 years.

Unfortunately Flora passed away on 6th July, 1986, after having had Alzheimer's for a few years.

**John died in Adelaide on 8th Nov 2013. aged 99 years.
This is John's story as told to Bob Collins.
He certainly had an interesting life.**

GORGET PATCHES

The gorget was originally a piece of armour worn around the neck. When the wearing of armour fell into disuse, the gorget continued to be worn as a badge of rank by officers when on duty. By the time of its abolition in the 1830s, it had become merely a small, decorative half-moon-shaped plate, which was suspended from the collar by cords or ribbons attached to two buttons. In the course of time, the patch of cloth, button and small cord that had supported the gorget became in themselves a distinction, to be worn on the collar in a variety of colours to indicate the wearer's position on the staff and were commonly called 'staff tabs'. Today, they are still worn, in scarlet by full colonels and brigadiers, (with a central line of silk gimp, in the same colour as the patch) and by generals (with a central line of gold oakleaf embroidery). Senior officers in the medical corps wear a 'dull cherry' patch, chaplains department wear purple and dental corps have 'burnt orange'.

WOI C.J. Jobson, RSM Ceremonial and Protocol

War experts discover secret jungle road on the Kokoda Track in Papua New Guinea

War experts have made a stunning discovery along the Kokoda Track - a secret jungle road built by the Japanese. Australian archaeologists found "Jap Road", as the locals call it, while unearthing the mysteries of the "lost battlefield" of Etoa. It is invisible from the air due to the impenetrable tree canopy, as is another pathway dubbed the "Jap Track". The battleground, where up to 70 undiscovered bodies still lie, is a treasure trove for officials investigating the Kokoda Campaign, which began 75 years ago this weekend and was part of Australia's first genuine fight for survival - the brutal World War Two conflict in Papua New Guinea.



A Japanese pack horse saddle, with a local villager, found at Alola near the "Jap Road".

Archaeologists Matthew Kelly and John Sterenberg with relics from the "lost battlefield" of Etoa.

And it links to a larger effort to map key sites along the famous trail before they are lost to erosion, jungle creep and damage from clumsy trekkers.

"We went along it (the Jap Road) with a GPS and were able to map part of it," says Matthew Kelly, senior archaeologist with Extent Heritage, whose team undertook the study for the PNG government.

The muddy, narrow mountainous Kokoda Track, fought over in horrible conditions between July and November 1942, was passable only to men on foot - and at times even then with great difficulty.

Kelly does not believe the road would have ultimately changed the outcome of the campaign, once the Japanese were forced to retreat; but had it been further developed it would have enabled the enemy to put up an even more vigorous defence which would have cost hundreds of Australian casualties.

The next step is to establish how far north and south the road extends. So far Kelly's team have mapped just 4km in the vicinity of the lost battlefield. "The proof of the pudding will be in further surveying," says Sydney-based Kelly. "If they didn't build a track all the way from Kokoda all way through to PM it looks as though they were looking at the possibility of doing so and that they may have been able to build part of it before they were forced to retreat."

Etoa is near Eora Creek, one of the most significant battles along the track, where the retreating Japanese seemed set to hold the advancing Australians - until the Aussies broke through with well-recorded feats of courage.

Kelly believes there are many more stories waiting to be unearthed along Kokoda - from fallen soldiers' remains to crashed planes, and even the remains of a massive defensive wall built

A Mafia Godfather finds out that his bookkeeper of 20 years, Guido, has cheated him out of \$10,000,000.00. Guido is deaf which is why he got the job in the first place. The Godfather assumed that since Guido could not hear anything, he could never testify in court.

When the Godfather goes to confront Guido about his missing \$10 million, he takes along his personal lawyer because he knows sign language. The Godfather tells the lawyer, "Ask him where the money is!" The lawyer, using sign language, asks Guido, "Where's the money?" Guido signs back, "I don't know what you are talking about." The lawyer tells the Godfather, "He says he doesn't know what you are talking about."

The Godfather pulls out a pistol, puts it to Guido's head and says, "Ask him again or I'll kill him!"

The lawyer signs to Guido, "He'll kill you if you don't tell him." Guido trembles and signs back, "OK! You win! The money is in a brown briefcase, buried behind the shed at my cousin Bruno's house."

*The Godfather asks the lawyer, "What did he say?" The lawyer replies, "He says you don't have the guts to pull the trigger".
You gotta love lawyers*

by the Japanese and mentioned by diggers but never located.

Meanwhile PNG's National Museum has appointed Australian historian Dr Andy Connelly as its new military heritage adviser as it seeks to discover and tell those stories.

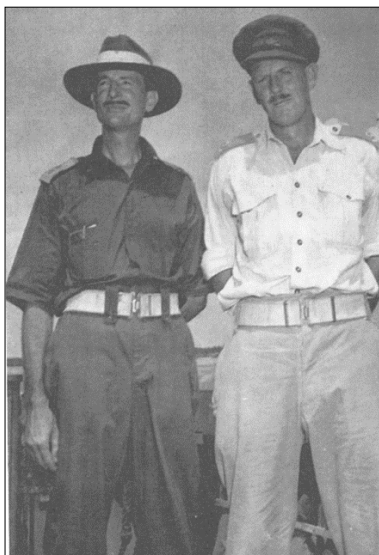
Connelly was part of an expedition last year to locate and map more than 200 previously unrecorded sites of interest along the track, ranging from emplacements and ambush sites to weapons pits, where hoards of armaments can still be found.

Justin Lees, News Corp Australia Network

July 21, 2017

McCarthy, John Keith (1905–1976)

John Keith McCarthy (1905–1976), government officer, soldier and writer, was born on 20 January 1905 at St Kilda, Melbourne, son of Thomas McCarthy, a warehouseman from Galway, Ireland, and his Victorian-born wife Mary Genevieve, née Gibbs. After completing his Leaving certificate at Christian Brothers' College, St Kilda, Keith went jackerooing in New South Wales, worked at Mark Foy's Ltd in Melbourne, and cut cane in North Queensland.



R. Major Keith McCarthy and Lt A.L. Robinson at Manus Island, 1944.

In 1927 McCarthy sailed for the Mandated Territory of New Guinea. Strongly built, 5 ft 11 ins (180 cm) tall, with wavy fair-to-reddish hair, he had found a government position that matched his natural curiosity, energy and humanity. He was introduced to the work of the Department of Native Affairs at Kokopo, near Rabaul, then travelled alone to a new station at Malutu among the Nakanai of central New Britain. In 1929 he was one of five who completed a short course at the University of Sydney in subjects thought relevant to native affairs.

Posted in 1930 to the Sepik district, McCarthy served at Ambunti and Marienberg. While extending control both north and south of the river, he had his first experience of police under his command shooting and killing a villager. When he was transferred to Kavieng on New Ireland, he antagonized the planters by encouraging villagers to make their own copra, and he was shifted again. Briefly at Salamaua, McCarthy went to Kainantu in 1932 for an encounter with eastern highlanders and was then asked to lead a major patrol through the Kukukuku territory west of the Bulolo goldfields. By Anzac Day 1933 McCarthy's men had walked 240 miles (386 km) in two and a half months, and had almost reached Otibanda when they were ambushed: seven Kukukukus were killed, a number of New Guinean police were wounded (one mortally), and McCarthy was struck by arrows in the thigh and stomach. He subsequently developed a station at Menyamya, but the government closed it to reduce expenditure, and the value of much tough pioneer patrolling was lost.

McCarthy spent his leave working his way to and from South Africa in a cargo ship. Back in the Territory, he held a short posting on the Madang coast and returned in 1935 to the Se-

pik as assistant district officer at Aitape. He accompanied the administrator (Sir) Walter McNicoll up the Sepik beyond the Dutch border, patrolled across the Torricelli Mountains, and led the government's response when an earthquake killed more than one hundred people and destroyed gardens and houses. On leave in Victoria, McCarthy married with Anglican rites Jean Letitia Beilby on 30 April 1937 at All Saints Church, East St Kilda. They arrived in Rabaul a week before the volcanic eruptions of 29 and 30 May in which nearly 450 people died.

Taking a series of postings on Bougainville and New Britain, McCarthy was at Talasea when the Japanese invaded Rabaul in January 1942. Jean had been evacuated with other White women and children, and Keith made a dangerous journey into the Japanese-influenced area to radio the first report of the fate of Rabaul. Assisted by a few planters, missionaries and other government officers, he directed some two hundred survivors south and west by foot, canoe and small boat; they boarded the Lakatoi, which arrived at Cairns, Queensland, on 28 March. For his 'bravery and enterprise' he was to be appointed M.B.E. (1943).

On 12 February 1942 McCarthy enlisted in the Militia; in July he was appointed captain (temporary major 1943), Australian Imperial Force. He returned to the Territory in September, served with the Australian New Guinea Administrative Unit, and fought behind enemy lines with the Allied Intelligence Bureau's 'M' and 'Z' Special Units. Commanding an A.N.G.A.U. and native police detachment, he landed on Los Negros and Manus islands with a squadron of the 5th United States Cavalry Regiment in February 1944 and was included in the award of a Presidential Unit Citation for the action. In 1946 he was seconded to the British Borneo Civil Affairs Unit as lieutenant colonel and was military resident commissioner in Sarawak before transferring to the Reserve of Officers on 11 December.

As district officer at Madang from 1947, McCarthy oversaw war-damage reconstruction and attempted to redirect cult movements. Two years later he was appointed to the new rank of district commissioner, at Rabaul. In 1955 he went to Port Moresby as executive-officer in the Department of the Administrator and in 1960 became director of Native Affairs (District Administration from 1964). A member (from 1951) of the Legislative Council, he entered the first elected House of Assembly in 1964 as one of the most experienced official members and served as deputy-speaker until 1968. He had represented Papua and New Guinea on delegations to other countries and acted (1957) as administrator of Nauru. His memoir, *Patrol into Yesterday*, was published in Melbourne in 1963. He was appointed C.B.E. in 1965.

Following his retirement from the administration in 1967, McCarthy unsuccessfully contested the seat of Port Moresby in the 1968 elections. Three years later he and Jean left Papua New Guinea for Mount Eliza, Victoria. Survived by his wife, he died on 29 October 1976 at Frankston and was cremated with Catholic rites. A memorial to 'Makarti' stands at Rabaul, a tribute from those he saved in 1942.

Volatile, but always generous and witty, McCarthy was one of the most forward-looking and perceptive of Australian officials. His own cartooning and painting made him an appreciative collector of Melanesian art, and his capacity for story-telling translated into an engaging prose. He was one of the few officials who made the difficult transition from the adventure of exploratory patrols, to departmental head, to the willing devolution of power.

This is the third article of persons who played a substantial part in the development of Papua and New Guinea over the years. The article is by H.H. Neeson and is published in the Australian Dictionary of Biography.

Did You Know?

From 1941 to 1945, a total of 17,955,000 Americans were medically examined for induction into the armed forces. Some 6,420,000 (35.8 percent) were rejected as unfit because of some physical disability. Altogether, 16,112,566 Americans served their country in World War II.

A total of 38.8 percent (6,332,000) were volunteers. In all, 405,399 American service men and women gave up their lives in a war that cost the US \$288 Billion Dollars.

The most decorated unit in U.S. military history is the 442nd Regimental Combat Team, whose motto was "Go for Broke." It consisted of Japanese-American volunteers.

Together they won 4,667 major medals, awards, and citations, including 560 Silver Stars 4,000 Bronze Stars, 52 Distinguished Service Crosses, and one Medal of Honor, plus 54 other decorations. It also held the distinction of never having one single case of desertion during the entire war.

From "The Sea & Land", the Royal Marines Assn of Qld Journal.

Housework was a woman's job, but one evening, Jenny arrived home from work to find the children bathed, one load of laundry in the washer and another in the dryer. Dinner was on the stove, and the table set. She was astonished! It turns out that Ralph had read an article that said, 'Wives who work full-time and had to do their own housework were too tired to have sex'.

The night went very well. The next day, she told her office friends all about it. 'We had a great dinner. Ralph even cleaned up the kitchen. He helped the kids do their homework, folded all the laundry and put it away. I really enjoyed the evening.'

'But what about afterward?' asked her friends.

'Oh, that ..., Ralph was too tired..'

Best Shot by a .45 Calibre Pistol?

Owen John Baggett (August 29, 1920 – July 27, 2006) was a second lieutenant in the United States 7th Bomb Group based at Pandaveswar, in India, during the Second World War.

Baggett was born in Graham, Texas in 1920. He graduated from Hardin-Simmons University in 1941, where he was the band's drum major. He initially went to work on Wall Street after graduation.

Baggett enlisted in the Army Air Corps (which was renamed the Army Air Forces in February 1942) and graduated from pilot training on July 26, 1942, at the New Columbus Army Flying School.

On March 31, 1943, when they were stationed in British India, Baggett's squadron was ordered to destroy a bridge at Pyinmana, Burma. But before reaching their target, the B-24 bombers were intercepted by Japanese fighter planes. Baggett's plane was badly hit, and the crew were ordered to bail out. The Japanese pilots then attacked U.S. airmen as they parachuted to earth. Two of Baggett's crew members were killed, and Baggett, though wounded, played dead, hoping the Japanese would ignore him.



One Zero approaching within several feet of Baggett, then nose-up and in an almost-stall, the pilot opened his canopy. Baggett shot at the pilot with his .45 calibre pistol. The plane stalled and plunged to the earth, with Baggett becoming legendary as **the only person to down**

A Japanese airplane with a M1911 pistol.

He survived and was captured by the Japanese. He would remain a prisoner for the rest of the war. Baggett and 37 other POWs were liberated at the war's end by eight OSS agents who parachuted into Singapore.

Baggett retired from the Air Force as a colonel and later worked as a defense contractor manager for Litton.

Source Wikipedia

Unit Lands a new Role

Soldiers of 2RAR have taken the final step on their journey to becoming a specialist amphibious infantry battalion. The battalion, which transferred from its long relationship with 3 Bde to come under command of HQ 1 Div in October, held a parade in Townsville on November 23 to formally mark the transition. Reviewing officer, Comd Forcomd Maj-Gen Gus McLachlan, praised the battalion's achievements throughout its history and, more recently, in developing the amphibious expertise needed to harness the potential of the Canberra-class landing helicopter dock ships.



The principal guest of the parade, Comd 1 Div Maj-Gen Paul McLachlan, said with 2RAR established as a dedicated pre-landing force, the transfer was a milestone in the development of the Australian Amphibious Force. "Your achievements have been exceptional and I thank 3 Bde and Forcomd for handing over the battalion in good order," he said.

The transition means all specialised amphibious capability is now aligned under 1 Div HQ/ DJFHQ. CO 2RAR Lt-Col Doug Pashley said the unit, which

took about five years to develop its amphibious capability, might have changed its role, but not its identity. "2RAR has a rich history of service and sacrifice, and we know we are the stewards of that tradition. We carry it daily in the way we approach the culture of the unit," he said. As a pre-landing force, 2RAR will be the eyes and ears for a commander of an amphibious mission. Lt-Col Pashley said amphibious operations were inherently joint in nature, which is why working under a joint headquarters was the best approach to command, control and function.

Army News

Reservists marine ready and shipshape

About 170 reservists with 5 Bde embarked on HMAS Canberra on November 26 to support the ship's certification work-ups and conduct training for nine days in a maritime environment. The embarkation was a first for members of 2 Div and an extra incentive for the reservists from NSW and the ACT to take time off from their employment or studies at short notice.

The time on board the warship was also an opportunity to complete their training objectives and update their qualifications. Training on board the amphibious assault ship included Army first aid, unarmed combat and low-risk search as well as a series of briefs on rules of engagement and working with

civilian agencies. Weapons training included the Enhanced F88 Steyr, while on the maritime side, safety at sea and ship routines were the major lessons learnt.

With the Army Reserve's role and structure reformation under Plan Beersheba the reserves' role will deliver specified capability and support and sustain ADF preparedness and operations. Gnr Toby Spring, of 2/17RNSWR, is a barista and studying biomedical science. He joined the reserves straight from high school as he was unsure of his career direction and chased adventure as a mortarman. Gnr Spring said it was exciting to be a part of 5 Bde's first maritime training experience on Canberra. "The ship is enormous, but the most interesting area is the amphibious section where the landing craft enter and leave the ship," he said. "I've taken a lot away from this training such as qualifying on the EF88 and it will be good to finish this year's service with a bang."

Pte Carrina Bissett, of 1/19RNSWR, just completed her degree in criminal justice with the plan to join the NSW Police Force. She joined the reserves to challenge herself and qualified as an infantry soldier one year ago. Pte Bissett said a highlight of training on Canberra was working with soldiers of other corps. "It was exciting working alongside the Navy and learning about their daily routine and the sailors' roles on board," she said. "The food was also outstanding, but the sleeping quarters were a bit tight."

Pte Malcolm Kazal, of 2/17RNSWR, joined the reserves as a rifleman 18 months ago. He is studying economics and his uncle who was a military policeman persuaded him to join the reserves. Pte Kazal said he found the challenge of the Army appealing. "The study timetable conflicts with my training, but the university was flexible and gave me time for reserve commitments," he said. "I couldn't turn down the chance to train on board Canberra – it's not every day we can take part in such a large training activity as a brigade. "Working with the Navy in



Pte M Kazal 2/17 RNSWR, Pte N Turrise 8CSSB, Gnr T. Spring 2/17 RNSWR, and Pte C. Bissett 1/19RNSWR prepare for their training on 'Canberra'.

the maritime space was a unique and an eye-opening experience and seeing the sailors' day-to-day life helped me learn the similarities and differences between Army and Navy."

8CSSB, took her son to an ADF information day five years ago he didn't enlist. But she did. In her civilian job she is a teacher at a girls' high school. Pte Turrise said joining the reserves gave her amazing opportunities to meet different people in situations she would not usually be in. "At my school the girls are interested in what women do in Defence, so the CO and RSM paid a visit on Anzac Day," she said. "It's been great to be a part of a different organisation, and although it is male-orientated, Defence is doing an excellent job in increasing diversity while looking at retention. "It was great to meet soldiers from other corps during the integrated training on Canberra because even though we are with the same brigade, we don't always get to see what each other does. "We will be able to build on those links during future activities."

Army News



Kwakwa airstrip PNG just after it was newly constructed. The official notification showed it as being 530metres in length. The first aircraft in to inspect it, a Porter, reported that it was nowhere near that length. It turned out to be a typo - the correct length was 350metres - a significant difference!

Photo Mal Lloyd from Papua New Guinea Balus website.

Older guys have different priorities...

A 71 year old man is having a drink in a Brisbane bar. Suddenly a gorgeous girl enters and sits down a few seats away. The girl is so attractive that he just can't take his eyes off her.

After a short while the girl notices him staring, and approaches him.

Before the man has time to apologize, the girl looks him deep in the eyes and says to him in a sultry tone: "I'll do anything you'd like. Anything you can imagine in your wildest dreams, it doesn't matter how extreme or unusual it is, I'm game. I want \$100, and there's another condition".

Completely stunned by the sudden turn of events, the man asks her what her condition is.

"You have to tell me what you want me to do in just three words."

The man takes a moment to consider the offer from the beautiful woman.

He then whips out his wallet and puts 10 \$10 bills in her outstretched hand. He then looks her square in the eyes, and says slowly and clearly:

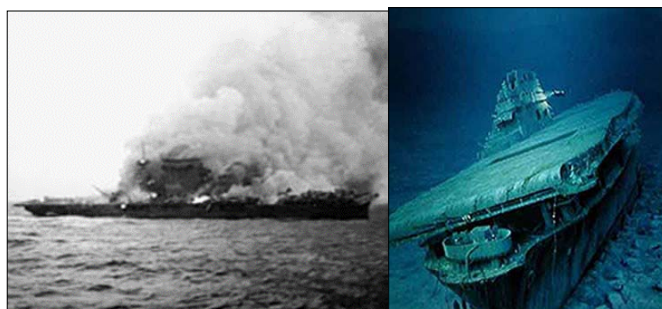
"Paint my house."

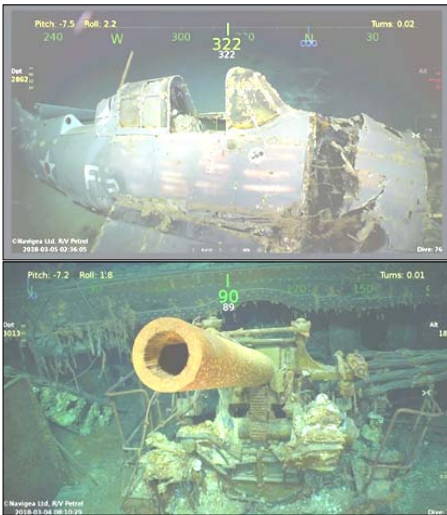
USS Lexington: aircraft carrier scuttled in 1942 is finally found

Wreckage from the USS Lexington, an aircraft carrier that sank during the second world war, has been found in the Coral Sea by a search team led by the Microsoft co-founder Paul Allen.

The wreckage was found on Sunday by the team's research vessel, the R/V Petrel, about 3,000m (two miles) below the surface and more than 500 miles (800km) off the eastern coast of Australia.

The team released pictures and video of the wreckage of the Lexington – one of the first ever US aircraft carriers – and





some of the planes that went down with it.

Remarkably preserved aircraft could be seen on the seabed bearing the five-pointed star insignia of the US Army Air Forces on their wings and fuselage.

On one aircraft an emblem of the cartoon character Felix the Cat can be seen along

with four miniature Japanese flags presumably depicting "kills".

The search team also released pictures and video of parts of the ship, including a nameplate and anti-aircraft guns covered in decades of slime.

The Lexington and another carrier, the USS Yorktown, fought against three Japanese aircraft carriers from 4 to 8 May 1942 in the Battle of the Coral Sea, the first ever between carriers.

The badly damaged Lexington, nicknamed "Lady Lex", was deliberately sunk by another US warship at the conclusion of the battle. More than 200 members of the crew died in the battle but most were rescued by other US vessels before the Lexington was scuttled.

Admiral Harry Harris, who heads up the US military's Pacific Command (Pacom) – and whose father was one of the sailors evacuated – paid tribute to the successful research effort. "As the son of a survivor of the USS Lexington, I offer my congratulations to Paul Allen and the expedition crew of Research Vessel (R/V) Petrel for locating the 'Lady Lex', sunk nearly 76 years ago at the Battle of Coral Sea. We honor the valor and sacrifice of the 'Lady Lex's' Sailors – and all those Americans who fought in World War II – by continuing to secure the freedoms they won for all of us."

The Lexington was carrying 35 aircraft when it went down. The search team said that 11 planes had been **found including** Douglas TBD-1 Devastators, Douglas SBD-3 Dauntlesses and Grumman F4F-3 Wildcats.

Search teams led by Allen have discovered the wreckage of a number of historic warships including the USS Indianapolis, a US heavy cruiser that sank in the Philippine Sea in July 1945 after being torpedoed by a Japanese submarine.

Source. The Guardian. Australian edition.

WFEL delivered first deployable military bridges to Australian Defence Force

This project milestone includes some of the first configurations of the Dry Support Bridge launching vehicle on a fully-armoured Rheinmetall MAN Military Vehicle (RMMV) 45m 10 x 10 chassis.

The Dry Support Bridges (DSBs), capable of carrying over 120 tonnes, have been delivered following extensive trials at the UK's Millbrook Proving Ground, to verify both off-road and on-road capability and in accordance with a series of demanding mandated specifications, audits and project re-



views determined by the Australian Government. Also supplied for Land 155 are WFEL's double-storey, link-reinforced Medium Girder Bridge systems (MGBs), which can span up to 49 metres and which will be supplemented by additional portable pier and span equipment, allowing bridges of up to 76 metres to be constructed.

As the bridges provide temporary infrastructure and will be used in the ADF's Combat Support and Disaster Relief operations, both DSB and MGB bridging systems are being delivered complete with walkways, to allow the separation of vehicular traffic from pedestrians. WFEL's comprehensive Integrated Logistics Support package is also being supplied, to cover through-life support for the bridges.

The adoption and acceptance of the latest variant of the DSB by Australia further helps to support WFEL's position in respect of 'Project Tyro', the assessment phase program contract that it won to look at replacing the UK's ageing BR90 systems nearing their end of service.

The DSB - which can be launched by just 8 personnel within 90 minutes, is already in use with the US, Swiss and Turkish armed forces and has been proven in the field as temporary infrastructure in Iraq and Afghanistan - fulfils the demanding requirements for the Tyro Project through a proven and validated track record, providing an off-the-shelf, low risk solution to the UK MoD's wide-gap tactical bridging requirements. The UK MoD, just like the Australian Defence Force, is already familiar with WFEL's bridging systems, having been a user of the modular Medium Girder Bridges since the 1970s.

WFEL is also currently fulfilling further DSB orders for the U.S. Army - an experienced user of the DSB since 2003 - in support of its European Deterrence Initiative. This supply of additional Dry Support Bridges will bring the U.S. Army's stockholding up to almost 120 systems.

Ian Wilson, Chief Executive of WFEL, commented, "WFEL's long-standing relationship with the Australian Defence Force began over 30 years ago, when they chose our Medium Girder Bridges. We are delighted to continue to support them today, this

It was so windy when i was walking to the gym that I got blown into the wine store.

time not only with further MGBs, but with a significant capability enhancement through the purchase of the latest mechanised DSB. The adoption of the DSB not only provides the ADF's Manoeuvre Commanders with the ability to cross significant wet or dry gaps quickly and efficiently, it allows a level of inter-operability with an ever-growing user base.



A kitchen during WW2. Each of these cookers was capable of cooking for a Company and were in use as late as the early 1980's. When the front door opened there were 7 or more

fully sealed trays, each capable of being utilised at separate times.

"This significant and growing installed base of DSB equipment, allied to our fully-operational production line, ensures that WFEL's customers have a high level of confidence not only in our products but also in our continued through-life support and spares availability." WFEL will complete final delivery of the ADF's bridges by September 2018.

Source Army Technology.com. 8 Mar. Thank you Max Hayes.

They say that sex is the best form of exercise. Now correct me if I'm wrong, but I don't think 2 minutes and 15 seconds every 6 months is going to shift this beer belly.

The Australian High Commissioner to PNG, NV Bruce Davies remarks at commemoration to mark 75th anniversary of the loss of the Montevideo Maru, Rabaul, East New Britain Province, 22 June 2017

Thank you for inviting me here this evening to address this 75th anniversary commemorative service to mark the loss of the *Montevideo Maru*.

We gather to mark one of the most infamous and profoundly sorrowful tragedies to befall Australia in wartime; and indeed Australia's largest single maritime disaster.

On this day, seventy-five years ago, a prison ship bearing over a thousand Australian prisoners of war and civilian internees departed the port behind me, bound for Japanese labour camps in occupied China.

Those aboard had been rounded up by Japanese Imperial troops following the capture of Rabaul in January 1942.

They were the ones who stayed behind – or were left behind – after the gradual evacuation over the preceding months.

Some had stayed to ensure that administration and commerce could continue and to avert panic among local workers, who would otherwise have nowhere to go.

There were also numerous Chinese settlers who had not been evacuated to Australia that remained in Rabaul as well, a reminder that we were living in very different times only a few generations ago.

The residents, like so many others throughout the Pacific and Southeast Asia, had become hostages of a brutal occupying force.

Shortly after the invasion, the Australian survivors were the target of one of the war's most barbaric acts, when soldiers of the Imperial Japanese Army brutally bayoneted or shot up to 160 Australians in what became known as the Tol Plantation Massacre.

Rabaul – known to Australians as the Pearl of the Pacific –

then quickly became a major military base and launching point for the Japanese advance further south.

Of course, the survivors of the initial attack cannot have known what awaited them as they boarded a cargo ship on 22 June 1942, but many no doubt thought – perhaps hoped – their fate could not possibly be worse than life in occupied Rabaul.

Others would have known what their captors were capable of, and feared never seeing their loved ones again.

All would have been terrified. And as we know, the worst was yet to come.

Nine days after they departed, in the early hours of 1 July, all prisoners aboard the ship lost their lives when an American submarine, on patrol in the northern Philippines, torpedoed it.

The American sailors had orders to intercept and destroy all enemy shipping they encountered.

The ship bore no markings to indicate it was transporting civilians or prisoners of war. For the Americans to ignore a marked enemy vessel would have been unthinkable.

Contemporary naval reports said the ship sank within minutes. Only twenty of the 220 crew survived. The remainder perished along with all of the prisoners below decks.

The event remained unknown to Australians until the end of the war, when after the surrender an Australian military officer went to Tokyo to investigate the fate of the Rabaul internees and discovered archival records revealing the extent of the catastrophe.

Families – some of whom are represented here today – had waited years for news on the fate of their relatives in Rabaul and were heartbroken when the totality of the loss was revealed.

The fact that the sinking remained relatively obscure in Australia for many decades afterward only compounded the sorrow for families and friends of the victims.

The sinking of the Montevideo Maru truly was one of the great tragedies of the war for Australia.

In this year of commemoration, as we mark 75 years since the New Guinea and Papuan campaigns, I also hope that we – as Australians – can cast our gaze wider than the traditional focal points of Kokoda and the Papuan battlefields to remember the trauma and sacrifice endured in other parts of this country.

It is one of my personal priorities during my time in this country to ensure that we build a more mature and sophisticated relationship with Papua New Guinea – a strengthened partnership if you like.

An important part of this has meant giving equal weight to commemorating Papua New Guinea's experience of the war.

We must never forget that despite this being Australian trust territory in 1942, it has always belonged to the people of this remarkable country.

When the Japanese army took Rabaul in 1942 with a view to advancing further south, captured New Guineans from Rabaul were conscripted as labourers, carriers and servants to power their war machine.

I pay tribute to those untold thousands whose dignity was snatched; whose lives were cut short; and whose families were denied the promise of their safe return.

I am also conscious that many people believe the historic failure by the Australian Government to commemorate adequately the fall of Rabaul – compared with the major commemorations surrounding the anniversaries of the fall of Singapore and the

attacks on Darwin – represented a betrayal of the victims' memory.

The unveiling in 2012 of a permanent memorial to the dead in Canberra was a timely and welcome recognition of a tragedy that had remained in the shadows for too long.

The loss of the Montevideo Maru and the atrocities which followed the fall of Rabaul were shocking and tragic events.

As was the loss of thousands of Papua New Guineans in a war that was not their own.

They are stories that should be told to every Australian and Papua New Guinean schoolchild.

I commend the sustained efforts of the Papua New Guinea Association of Australia over many years for your dedicated leadership.

Lest we forget.



New ballistic armour protection for Australia's Chinooks

Honeywell announced yesterday that Craig International Ballistics (CIB), a leading Australian manufacturer of combat-proven body armour systems, is using its Spectra Shield® ballistic composite material in five new sets of removable armour for the Australian Army's CH-47F Chinook helicopters.

Military helicopters need ballistic protection, but weight is key – every pound takes its toll and can affect the aircraft's ability to rescue another person, fly a longer range or manoeuvre more quickly in difficult situations.

Therefore, lightweight protection is critical.

By using Spectra Shield, CIB says it can provide armour that is 30 per cent lighter compared with armour made with other materials.

CIB has used Spectra Shield in its body armour products for more than 15 years and is now extending that use to military aircraft and vehicle armour.

These heavy-lift helicopters are designed to transport artillery, troops, ammunition, fuel and supplies within military theatres of operations.

The armour will protect Australian CH-47F Chinook helicopter crew and passengers from small-arms fire.

CEO of Craig International Ballistics James Craig said the Australian military is upgrading all of its equipment to meet the highest industry standards for performance, so CIB's goal was to create helicopter armour that met those expectations.

"Spectra Shield has already proven to be the most advanced ballistic material available for body armour applications, so it was the obvious choice for us to use as we expand our product inventory to include military aircraft and vehicle armour," Mr Craig said.

"Pound for pound, Spectra is 15 times stronger than steel, yet light enough to float.

"It has up to 60 per cent greater strength than alternate aramid fiber.

"Spectra fiber is made from ultra-high molecular-weight polyethylene using a patented gel-spinning process.

"It is used to create Spectra Shield®, an advanced ballistic-resistant composite material.

"Honeywell's Shield technology is a patented Honeywell process designed to optimize the ballistic performance characteristics of Spectra, as well as aramid fiber in Gold Shield® materials."

Global vehicle segment manager for Honeywell Packaging and Composites Roy Ash said Spectra Shield continued to be the material of choice for innovative companies developing the world's most advanced armour systems.

"As global militaries set new, higher armour standards, Honeywell is helping to meet those standards by developing and supplying next-generation best-in-class armour technology around the world," Mr Ash said.

"We look forward to partnering with companies like CIB to create products that help protect the brave men and women serving worldwide.

"Spectra Shield and Gold Shield products have been widely adopted and proven for the most advanced armour applications globally, from bullet-resistant vests, breast plates and helmets to combat vehicles and military aircraft – all of which require lightweight solutions and superior performance.

"Honeywell maintains an active Spectra fiber and ballistic materials research program focused on continuous improvement and development of high-performance materials."

Contact Newsletter 62.

GUERRILLA WARFARE

From as early as I can remember I had a passion for things military. I had my eighth birthday the day the atom bomb destroyed Hiroshima, so I remember lots of things that captured the imagination of little boys in those now far-off days. I recall, for instance, watching Bren Gun Carriers thrashing about in the sand dunes opposite our house on the outskirts of Melbourne, and Lockheed 'Lightnings' climbing vertically into clear, blue skies above our suburb from where my father rode a push-bike each morning to Laverton RAAF base.

The stories he brought back from 'the Islands' enthralled me and further sparked my imagination. The day I turned sixteen my father, who was captain of our local rifle club, swore me in as a member in accordance with the Defence Act 1903. The month I turned eighteen, and obtained a driver's licence, I enlisted in the 38th Inf. Bn. (CMF). I had to drive some 25 miles to attend parades in Kyneton, Victoria every Tuesday night.



3/92677 Recruit Rick Giddings, 38 Inf Bn, Northern Victoria Regt., Dec 1955, Aged 18

But my military service was of short duration. After being accepted as a Cadet Patrol Officer for PNG I took my discharge in January 1956. I arrived on Bougainville Island in April of the same year to undergo my cadetship.

It was there I learnt how to conduct warfare in the jungle; not from Australian ex-soldiers but from Bougainvilleans, some of whom served in the police force and others who were recruited as guerrilla fighters to assist the Coast Watchers and Australian Intelligence Bureau (AIB) operatives in particular. What they told me made good sense. They had fought the Japanese with both courage and skill but, above all, they were survivalists. They operated best as guerrilla fighters. One veteran told me how they would tell their European officers to wait back while they dealt with the Japanese. "We didn't want a white man clambering around in his heavy boots drawing attention to us," he said.

Another told how they would count the number of shots fired by the enemy soldier they were targeting. Once they had counted his fifth shot, and reckoned the magazine of his Arisaka rifle was empty, they would break cover to take aim at him. Another told me, frankly, that if one of their group was shot word would be shouted out whereupon his companions would disengage and take-off into the jungle. They had no stomach for set, pitched battles to be fought no matter what the cost. 'Tactical withdrawal' is the military term used for 'doing a bolt'!

Major Don Barrett had been brought out of retirement to serve with the PIR after some disciplinary problems had effected the PIR during 1957. He was on a recruitment mission to Buin at the time. It was the first time he had been in South Bougainville since the end of the War during which he had served with the PIB. He told how he was once asked by an AIF officer, 'how fast are your Papuans running.' 'No faster than the AIF', Barrett replied. The implication being that if the Papuans were running away from battle to save themselves the Australians were doing something very similar when they made their 'tactical withdrawals'! Not surprising really, as the war was fast drawing to a close and they wanted to survive it!

It was with this grounding in how guerrilla warfare is fought, together with experience I later gained during Police actions against warring tribesmen in the Highlands, that I enlisted in the PNGVR in Goroka at the end of 1965. I set out once more to be trained as an infantryman; as a 'foot slogger'. My lessons largely came from Infantry Training, Volume 4, (The Platoon) a blue covered 'pham'. I was taught the tactics to be employed for taking and holding ground, certainly not for fading into the jungle when things got tough and the first casualty was suffered!

Although I enjoyed the learning I have to admit that minor infantry tactics at platoon and company level never attracted me as much as those employed in guerrilla warfare – of hit and run – at which Papua New Guineans had proved themselves so adept.

I used to think – I had romantic notions, perhaps – that if war ever came to PNG I would look to conduct special operations of a guerrilla nature, staying as far back as was necessary to ensure that my clambering, crashing boots would not compromise the safety of my Papua New Guinean comrades!

Thank you Rick Giddings.

Long Taim Bipo

In Wewak 1954 - 1956 there were no European type shops, only trade stores. Most things except food were bought from the USA using the Montgomery Ward mail order catalogue, including shoes. There were sizing charts in the catalogue.

We would buy American Dollar bank notes from the Catholic Mission and put them in an envelope with the Monty Ward order form and send it ordinary mail. It worked well. About 6 - 8 weeks later we had it. We got our food by mail order from Queensland Pastoral Supplies in Brisbane by boat. The *Malaita* did a 6 - 8 week turn around. If anybody ran out of something, say powdered milk, they would borrow from a friend and back it when the ship came in. Vegies came from Goroka on a Monday on the MAL courier. A beer carton full of vegies would arrive with our name on it. Cost 10 shillings including airfreight. We got a bill about every two to three months.

Bob Blakely



Museum Update

As you would all know, owing to John Holland's illness the task of Museum Curators has been undertaken by Colin Gould and Paul Brown.

Towards the end of 2017 there was an attempted break-in to the building resulting in the implementation of further security measures which necessitated alterations to existing displays. The window above the air conditioner has now been boarded over, the doors into the museum have had steel gates installed and external cameras have been fitted to all sides of the building. All windows on the veranda side have had partitions fitted on the inside to block anyone from looking in at the displays.

This caused a general redesign of the displays.

A working bee was held in January and this was covered in HTT Vol 109. When the container was tidied up a full trailer load of rubbish was taken away.

During the container clean out, two interesting items were found:-

- a) A receipt from the Australian War Memorial for our Queens and Regimental Flags together with a letter from WO1 Darcy Tillbrook, last RSM PNGVR. Both items are now on display.
- b) Photos and drawings donated by Maxwell Hayes. The two photos show the graves and coffins of the five men killed in Australia's first ever engagement of WW1 at Bitia Paka. The other is a sketch by Max from the map on page 60 of "Australians at Rabaul" in the official history of WW1. These items are now beside the Bitia Paka display.

Colin and Paul go to the museum most Wednesdays to carry out small maintenance as needed, such as repainting the

ramp and re-arranging displays.

Unfortunately the museum air-conditioner spat the dummy during the hot weather. Both compressors had seized with repairs costing some \$4,500.

There has been a constant stream of visitors this year to the museum so please come along and bring your friends to YOUR museum. It is open now on the first Saturday of the month from 10am to 1pm. Other visits can be arranged by contacting Colin or Paul. Contact details on page 16.

The Museum Twins.



Boxer (L) and ASLAV

Boxer wins LAND 400

Following a rigorous testing process, Rheinmetall's Boxer CRV was assessed as the most capable vehicle for the Australian Army.

The vehicle will enhance the safety, security and protection of our troops, and will replace the ageing Australian Light Armoured Vehicle (ASLAV).

Boxer CRV will be the combat reconnaissance vehicles for the Army, used by soldiers to locate threats and communicate relevant information and, if necessary, engage in combat.

Boxer's will be equipped with high levels of protection, fire-power and mobility. They will be used for operations, varying from peacekeeping to close combat.

They will eventually equip units at Puckapunyal, Bandiana, Adelaide, Townsville and Enoggera.

More than 210 vehicles will be built for the Australian Army at a project cost in the region of \$5billion.

The first vehicles are scheduled to be available for training in 2020,

The Boxer will be manufactured in south-east Queensland and use inputs from more than 24 Australian manufacturers in their construction.

7RAR gets new trucks

7RAR has received its first deliveries of the new medium and heavy trucks purchased under the Land 121 vehicle project.

These vehicles will replace the Unimog and Mack trucks that have served the Army faithfully for the past 30 years.

The battalion's Facebook page says "These vehicles represent the very latest in cutting-edge technology and will greatly enhance the battalion's ability to support combat troops".

Approximately 2700 trucks, 3800 modules and 1700 trailers were ordered by the ADF from Rheinmetall MAN Military Vehicles Australia and Haulmark Trailers Australia under Project



LAND 121 Phase 3B.

The project cost is in the region of \$3.4billion.

The new truck fleet has been rolling out across the ADF over the past two years.

Approximately 40 per cent of the trucks will be supplied with enhanced ballistic and blast protection for deployed soldiers.

Some trucks will also have an integrated load - handling system that enables the operator to remain protected inside the cabin while loading and unloading cargo.

All of the trucks will be fitted for (but not necessarily fitted with) the ADF's Battle Management System as well as a suite of military radios.

Above 2 articles -Contact Newsletter 63.



The photo shows just how close the Japanese came as they reached the Coffee plantation at the bottom of the Wau airstrip

Anniversary "Battle for Wau"

28 January 1943, 75 years ago, marked the critical day of the Battle for Wau when a weakened company of Australian infantrymen and commandos under Captain Bill Sherlock held off two Japanese battalions on the outskirts of Wau, enabling reinforcements to be flown in. At one stage Japanese troops reached the bottom of the airfield. Chapter 10 of "Hell's Battlefield" by Philip Bradley tells the story of this inspiring battle.

In January 1943, the 17th Brigade began to arrive at Wau by air to reinforce Kanga Force and to ensure the security of the Buolo Valley as a base for future operations. At the same time, as a result of their defeat along the Kokoda Trail, the Japanese commenced operations to prevent this. Japanese movement towards Wau was first detected on 21 January and several companies of the 2/6th Bn were deployed east of the town to block their approach.

The first contact with the attacking force occurred on 28 Janu-

ary but, despite reinforcement, the Australians were not strong enough to impede the Japanese. That night the Japanese moved within 3 km of Wau, then defended by little more than two companies from the 2/5th Battalion. Over the next two days reinforcements, consisting of the rest of the 2/5th Bn and all of the 2/7th Bn, were flown into Wau airfield. With the airfield under fire, the troops went straight into action upon leaving their planes.

The main Japanese attack fell upon Wau before dawn on 30 January. Dogged resistance by the Australians robbed the Japanese of their momentum and the 2/7th launched a counter-attack late in the afternoon. This attack effectively marked the turning point of the battle for Wau. In ensuing days, as reinforcements continued to fly in, the Australian forces began a series of attacks to edge forward of their defensive positions at Wau. By 6 February the Japanese were retreating towards Mubo. Follow-up operations commenced immediately, but Mubo would not be back in Australian hands until July.

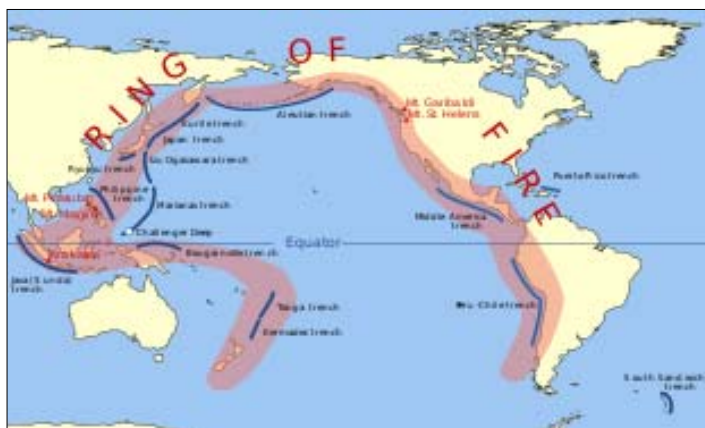
Source AWM Website—Defence of Wau.

From Bill Bickerton

Father Ray Quirk was an Army Chaplain with the Pacific Island Regiment and the Papua New Guinea Volunteer Rifles. Fr Ray was a very funny man and here is a story from 1967 that I will remember until the end of my days. I was a young lieutenant with the Papua New Guinea volunteer rifles and we were doing an exercise in the mountains behind Lae. Every morning a helicopter came in to our headquarters area with resupply and on this particular day the boss asked me to take the helicopter back to Igam Barracks to pick up some equipment for him.

When I was ready to return father Ray came up to me and asked if he could get a ride back on the helicopter. I said yes if it was ok with the helicopter pilot. So he arrived complete with a backpack and about 6 water bottles over his shoulder.

When we got back to the headquarters area in the bush he asked if he could go out and talk to the soldiers in their foxholes . The boss said yes so off he went and started handing out chewing gum and sweets and then he got to 1 European Soldier and said would you like a drink from my water bottle son. The young fella said yes and father Ray handed over a water bottle and the young fella took a swig, spluttered and said " My God it's wine" at which Father Ray knelt down and said " My goodness another miracle!!!"



Ring of Fire

The *Ring of Fire* is a major area in the basin of the Pacific Ocean where a large number of earthquakes and volcanic eruptions occur. In a 40,000 km (25,000 mi) horseshoe shape, it is associated with a nearly continuous series of oceanic trenches, volcanic arcs, and volcanic belts and plate move-

ments. It has 452 volcanoes (more than 75% of the world's active and dormant volcanoes). The Ring of Fire is sometimes called the circum-Pacific belt.

About 90% of the world's earthquakes and 81% of the world's largest earthquakes occur along the Ring of Fire. The next most seismically active region (5–6% of earthquakes and 17% of the world's largest earthquakes) is the Alpine belt, which extends from Java to the northern Atlantic Ocean via the Himalayas and southern Europe.

All but three of the world's 25 largest volcanic eruptions of the last 11,700 years occurred at volcanoes in the Ring of Fire.

The Ring of Fire is a direct result of plate tectonics: the movement and collisions of lithospheric plates. The eastern section of the ring is the result of the Nazca Plate and the Cocos Plate being subducted beneath the westward-moving South American Plate. The Cocos Plate is being subducted beneath the Caribbean Plate, in Central America. A portion of the Pacific Plate and the small Juan de Fuca Plate are being subducted beneath the North American Plate. Along the northern portion, the northwestward-moving Pacific plate is being subducted beneath the Aleutian Islands arc. Farther west, the Pacific plate is being subducted along the Kamchatka Peninsula arcs on south past Japan. The southern portion is more complex, with a number of smaller tectonic plates in collision with the Pacific plate from the Mariana Islands, the Philippines, Bougainville, Tonga, and New Zealand; this portion excludes Australia, since it lies in the center of its tectonic plate. Indonesia lies between the Ring of Fire along the northeastern islands adjacent to and including New Guinea and the Alpine belt along the south and west from Sumatra, Java, Bali, Flores, and Timor.

The famous and very active San Andreas Fault zone of California is a transform fault which offsets a portion of the East Pacific Rise under southwestern United States and Mexico. The motion of the fault generates numerous small earthquakes, at multiple times a day, most of which are too small to be felt. The active Queen Charlotte Fault on the west coast of the Haida Gwaii, British Columbia, has generated three large earthquakes during the 20th century: a magnitude 7 event in 1929; a magnitude 8.1 in 1949 (Canada's largest recorded earthquake); and a magnitude 7.4 in 1970.

Source Wikipedia

Most of Papua New Guinea lies within the *Ring of Fire*, accounting for the volcano eruptions around Rabaul and the Coastal area near the Sepik, as well as the earthquakes which have recently shattered the Southern Highlands and Kimbe areas.

Anzac Day Brisbane

A fine warm day saw 28 members march with 8 family members in the group and 6 members in Jeeps. Unfortunately President Phil Ainsworth was unable to lead the march due of leg injuries so Vice President Bob Collins led.



We were graced with the presence of The Rev John Mudge who lives on Qld's Atherton Tableland, Jess Hansford and wife Kay from Kempsey, NSW, Mal and Marie Zimmermann from



Above Trevor Connell and son, Jonathan, Aust Army Band, Brisbane.

L Above and L. Forming up for the march. Paul

Brown wore Juniper Greens which really makes our contingent stand out.

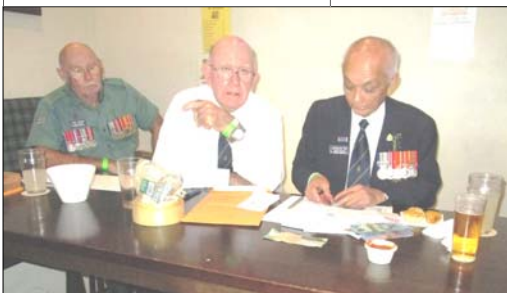


Above Rev John Mudge
Below. Paul Brown, Mike Griffin and Douglas Ng hard at work.

near Tenterfield, NSW and Trevor Connell, Association Webmaster, and Chris Lowrey who served with Peacekeepers on Bougainville, from Canberra, as well as those from the Sunshine and Gold Coasts.

Unfortunately we were preceded by a Scottish Pipe Band and their slower beat made it difficult to keep in step but Mal Zimmermann's loud callin-

gof the step assisted. I am sure at



Below Trevor Connell and Chris Lowrey.



Rudy Buckley



times we looked like the French Foreign Legion with its slow marching pace.

A huge crowd of about 75 assembled at the Stock Exchange Hotel after the service at the Shrine and a most enjoyable time was held. The usual toasts were proposed by those who had travelled furthest to be with us.

A big thank you to Colin Gould, Paul Brown, Douglas Ng, Mike Griffin and Peter Rogers (the younger) for their organisation, bringing in and taking home banners, flags and books etc. and manning of the door at the Hotel. It is extremely difficult to gain access to Central Brisbane on Anzac Day morning but Paul managed, driving very carefully as many Police eyes were fixed on the car. A huge amount of work goes into the organization of the reception and Colin does this every year—well done.



Air Portable Ferry Bridge (APFB)

The Air Portable Ferry Bridge (APFB) went into production in 2004 to meet requirements from the British Army for a new bridging system that could be used by light forces in roles which increasingly demand mobility and flexibility. A modular system that can be transported rapidly and easily by land, sea and air, the APFB can be built by troops or trained civilians in military or civil emergency applications. (Cont. Page 16)

Vale: John HOLLAND

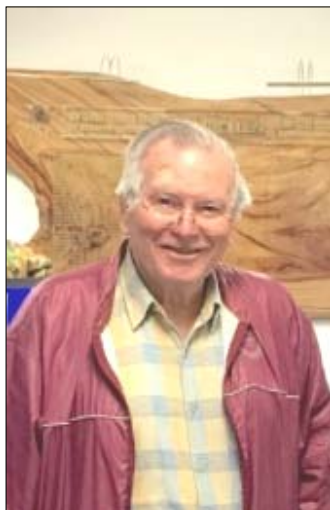
Cpl. 859739. 8.3.1939—10.4.2018

Although born in Atherton, Qld, John's parents were living in New Guinea at the time and he went there shortly after his birth.

He was evacuated from New Guinea in December, 1941, with his mother and younger sister, Ann who had been born in Rabaul that year, first by coastal vessel from 'Pondo' Plantation to Rabaul, then by DC3 via Port Moresby to Cairns. The family stayed at Mount Garnett, on the Atherton Tablelands, during the war, while John's father Frank, assisted in the evacuation of Australian soldiers and civilians from New Britain after the debacle of the Japanese invasion of Rabaul, then joined Z Special Force and served in Timor and Borneo.

After the war they moved back to New Guinea and John and Ann went to school in Australia, only coming home during the long school holiday.





On leaving school John became a plant operator and, on many occasions, unearthed unexploded bombs around the Gazelle Peninsula. He joined PNGVR in 1959 in Rabaul.

When he moved to Australia he first of all purchased an orchard at Howard, Qld., where he met and married his wife, Avril, in 1965 before moving to Brisbane and working as a Plant Operator again. John then became a sales representative with Sear and Gunn where he worked for 38 years before retirement.

John was an early member of our Association and, when we were offered the building at Wacol that eventually became our Museum, he became heavily involved.

After a lot of work the Museum opened on 12 Feb 2006 by Bruce Bilson, Minister for Veterans Affairs, and Paul Nehru, PNG Consul General for Qld.

Since then John worked tirelessly at the Museum and it is through his hard work, together with the assistance of Jessica Harrington and other Association Members, that the Museum is the great success that it is today.

A number of special events have been held at the Museum and John worked tirelessly to make these successful. One in particular was 'Bita Paka Day' to commemorate the landing of Australians on New Britain in 1914 to capture the German Radio Station and another was 'Rabaul Day' which was attended by scores of ex Rabaul and PNG residents. John also commenced the Bunnings BBQs at Oxley which now is a vital part of Museum fundraising.

The museum has been such a success that it was extended in 2016 to allow for the number of exhibits.

Our thoughts are with Jessica Harrington, John's daughters Amanda and Jody and his grandchildren.

John's full story will be told in the next two "Harim Tok Toks"

LEST WE FORGET.



Cpl Bill Honisett (centre) with Col Eldridge, CO PNGVR, in the Madang depot 1961.



7 Pl C Coy PNGVR Madang 1961.

Cpl Brian Andrew, Cpl Bill Smith.

Row. Pte Eugene Leuwen, ?, Pte Jack Hobbins, ?, ?. Front

Row. Pte Bob Collins, Pte Mick Brown, 2Lt Ron Stand, Cpl Percy Neville, ?, Pte Evan Wham.

Depot Boi in front.

Vale: William Charles HONISETT 860064

Bill died peacefully at Yarra Junction, Victoria aged 90 on 24.3.2018. He was born in Narrogin W.A. Aged 18, he joined the Royal Australian Air Force (s/n 89577) on 3.8.1945 in the closing months of WW2 and trained as an air gunner by which time, the war being over, he was discharged on 28.5.1946. On 19.5.1950, he joined the Western Australia Police (s/n 2410) and served until 28.2.1957.

A few weeks later he was sworn into the Royal Papua & New Guinea Constabulary (s/n p157) at rank of Sub Inspector on 9.3.1957. He served in Bougainville, Kainantu, Kavieng, Lae, Madang, Moresby and Rabaul and was re-trenched on 4.7.1974 at the rank of Superintendent from Royal Papua New Guinea Constabulary under the provisions of the Permanent Officers Employment Security Scheme as Papua New Guinea moved to Independence. He was awarded the Police Long Service and Good Conduct Medal in September 1973 and was subsequently awarded the RPNGC 1988 Centenary Medal.

Contemporaneously with RP&NGC he served with Papua New Guinea Volunteer Rifles when at Madang in "C" Coy (s/n 860064) from 1959 and was discharged at Lae in 1962 at the rank of Sgt. While at Lae he co-founded the Lae Game Fishing Club. He was also a keen photographer.

After PNG he returned with his family to W.A. where he owned child care centres, moved into manufacturing (during which time he invented a type of lawn sprinkler) followed by owning several taxi cabs. With his health failing he moved a couple of years ago to stay with his daughter Christina in North East Victoria. His wife, Christina and his son William predeceased him. He is survived by daughter Christina, and her family.

LEST WE FORGET.

**DON'T LIE,
DON'T STEAL,
DON'T CHEAT,
DON'T SELL DRUGS...**

**THE GOVERNMENT
HATES COMPETITION**



Air Portable Ferry Bridge (APFB) (Cont from P14)

Despite its light weight and portability, the APFB has a military load classification of MLC 35. It can be used to bridge both wet and dry gaps, employed as an over-bridge and incorporates a ferry system.



Versatility is enhanced even further by the facility to configure transportation using its own trailers, pallets or ISO containers — making it ideal for disaster relief operations as well as fly forward forces.

Although new in concept, the APFB is based on the highly successful Medium Girder Bridge (MGB) and the two share many common parts. By incorporating relatively few new components the APFB extends the MGB system's capabilities to meet the changing needs of the military.

Source Defence Website

FUNCTION DATES

Sat 26 May Committee meeting
Sat 30 June 4:50pm Last Post, AWM will Incorporate RMVM comm.
Sun 1 July 10am R & MvM Comm Service. Brisbane Cenotaph, Ann St.
Wed 8 Aug Kokoda Day, Cascade Gardens, Gold Coast. Contact Bob Collins
Sun 12 Aug Kokoda Memorial Service Sherwood RSL.
Contact Mike Griffin on 0409 643 845

MUSEUM EVENTS

Sat 6 May Museum Open 10am—1pm
Sun 20 May Salisbury & Nasho Museum Tour & BBQ. **Assistance Required.** Contact Colin or Paul.
Sat 2 June Museum Open 10am—1pm
Sat 7 July Museum Open 10am—1pm
Sat 4 Aug Museum Open 10am—1pm

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New Guinea Volunteer Rifles and Papua New Guinea Volunteer Rifles Ex Members Association Inc,

Includes former members of the PIR, PIB and NGIB.

For correspondence contact Secretary, Colin Gould, email pngvr@optusnet.com.au, phone 0424 562 030 (The Secretary, P O Box 885, Park Ridge, Qld, 4125)

For Military Museum enquires contact Colin Gould email pngvr@optusnet.com.au, phone 0424 562 030 or

Paul Brown email paulbrown475@gmail.com. Phone 0402 644 181

(NGVR/PNGVR Military Museum, Corner Boundary Road & Fulcrum Street, Wacol, Qld, 4076)

Membership fee payments to Treasurer, Doug Ng, email douglasng@inet.net.au, phone 0413 014 422

(NGVR & PNGVR Ex-members Association : BSB: 064006 - A/C: 10001126)

Website Master: Trevor Connell email trevor.connell@internode.on.net, phone 0409 690 590

www.pngvr.weebly.com (all back copies of HTT may be obtained from our website)

Facebook Master: Kieran Nelson, email kierannelson@bigpond.com, phone 0412 236 013

<https://www.facebook.com/groups/ngvrpngvrarmyarmymuseum/>

Harim Tok Tok Editor: Bob Collins, email bob-collins@bigpond.com, phone 0413 831 397

President: Email p.ainsworth@kingco.com.au to get on members electronic distribution including Harim Tok Tok (you will receive it in colour, earlier and can adjust the print size to suit)

NGVR/PNGVR service recollections are copyright.



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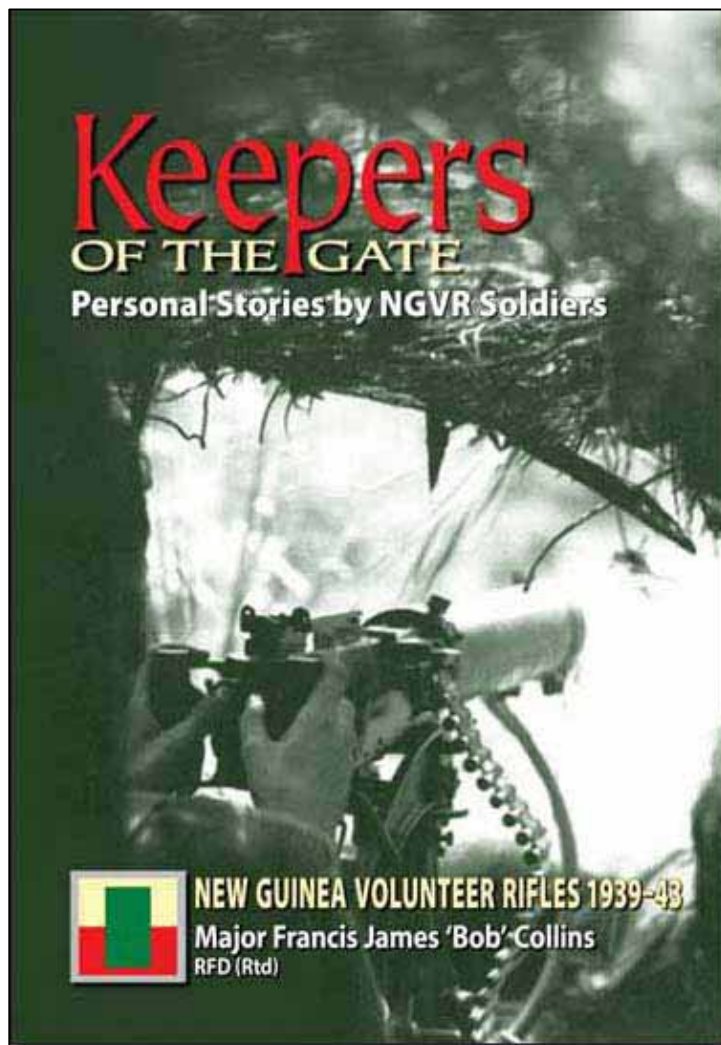
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Who were the Keepers of the Gate?

The New Guinea Volunteer Rifles (NGVR) — one of the few Allied military units engaging the Japanese in New Guinea in early 1942. With aggressive patrolling and reconnaissance the gate to the New Guinea Goldfields and central range south to Port Moresby and Australia remained closed to the enemy. Armed with WWI light infantry weapons, no air or artillery support, few rations, minimal ammunition supply, meagre medical services and limited communications, this poorly trained force was used to exhaustion and disbanded.

Many of the men never served again due to the deprivations suffered; others, after rest returned to New Guinea and served in the Australian New Guinea Administrative Unit (ANGAU) and units which needed their PNG knowledge and experience.

This is not a history of NGVR. These are the stories of thirty-seven NGVR soldiers—stories which reveal why they were in New Guinea as civilians at that fateful time, their wartime and postwar experiences and the effect on them and their families.

The stories were written as told to Bob Collins, who served in PNGVR, the postwar CMF unit in Papua New Guinea. He met many ex-NGVR men and saw many areas where NGVR operated on the frontline.

We are grateful to this small band of courageous and adventurous men, the Keepers of the Gate — our front line of the Pacific War — and these stories are a legacy these outstanding men deserve.

To: NGVR & PNGVR Ex-Members Association, PO Box 885, Park Ridge QLD 4125

**Purchase for \$40.00 per copy direct from our Military Museum in Wacol or
\$50.00 per copy including postage anywhere in Australia**

Please send me copies of **KEEPERS OF THE GATE** at the purchase price of \$50.00
(Overseas purchasers, please include sufficient postage costs)

- Enclosed please find my cheque, made payable to NGVR & PNGVR Ex-Members Association, for \$..... **OR**
- I have transferred \$..... to **NGVR & PNGVR Ex-Members Association, BSB: 064006 A/C: 10001126**

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If transferring funds electronically, please be sure to include your name with your transfer,
then either post this form or email details of your order

For more information, please contact Phillip Ainsworth p.ainsworth@kingco.com.au (email) – 0418 730 348 (mob.)

Kieran Nelson: kierannelson@bigpond.com (email) – 0412 236 013 (mob.)



QUEEN'S COLOUR

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REGIMENTAL COLOUR

PER ANGUSTA AD AUGUSTA – Through Trials to Triumph

BATTLE HONOURS Rabaul Wau South-West Pacific 1942-43



(Association) ABN: 79 434 396 499
(Military Museum) ABN: 85 845 181 461



The President Mr Phillip Ainsworth,
and members of the Executive Committee cordially invite Members & Friends
to attend the

76th Anniversary Montevideo Maru Memorial Service

Commemorating and honouring the tragic loss of 1,053 Australian military and civilian personnel who were taken prisoner during the Japanese invasion and occupation of Rabaul and surrounding areas in January 1942, and who lost their lives as prisoners of war during the sinking of the Japanese prison ship "Montevideo Maru" off the Philippines coast on 1 July 1942.

This tragedy remains the largest single loss of Australian lives at sea.

Date: Sunday 1 July 2018
Venue: Brisbane Cenotaph, Ann Street Entrance Area
Time: 9:45am for 10:00am Service (*Private wreaths welcome*)
Keynote Speaker: Major General John Pearn AO RFD (Rtd)

A complimentary morning tea will follow at 10:45am at the Adina Hotel on the corner of Edward and Ann Streets, opposite Central Station.

The new location is due to the unavailability of our usual venue because of the ongoing refurbishing of Anzac Square commencing 26th April until end of year. We need to be out of the service area by 10:45am as the Reserve Forces Day Committee's Service starts at 11:00am.

Your RSVP by 20th June will assist for catering purposes.

Colin Gould, MBE (*Secretary*) Mob: 0424 562 030 Email: pngvr@optusnet.com.au
Paul Brown (*Welfare Officer*) Mob: 0402 644 181

Email: pngvr@optusnet.com.au PO Box 885, Park Ridge QLD 4125

LEST WE FORGET

The Association

After PNG's independence in 1975, most ex-NGVR and PNGVR veterans returned to Australia. In the late 1980s the Association was formed in Brisbane. It presently has over 200 members throughout Australia and Papua New Guinea. Many live in south-east Queensland which is the centre for the Association's activities. The objectives of the Association are to:

- bring together the returned and Ex-Servicemen members of the Association as a Returned and Ex-Servicemen's Group or Organisation;
- promote and encourage, through the Association, a close relationship with the people of Papua New Guinea;
- offer scholarships, awards, annual prizes and bursaries to members of the Australian Army and the Papua New Guinea Defence Force;
- preserve the memory, records and artefacts of those who served in the Second World War theatre of Papua New Guinea and to arrange exhibitions of the same from time to time in Australia and Papua New Guinea;
- provide plaques and memorials to honour members of the New Guinea Volunteer Rifles who served and died in action or as prisoners of war; and
- affiliate with any other organisation which possesses similar aims and objectives upon such terms and conditions as may be mutually agreed upon.



Reserve Forces Day
March

Association activities

The stated objectives of the Association were influenced by its activities and functions, which include:

1. Harim Tok Tok, our 16 page newsletter, the main means of communicating with our membership, is published 6 times annually
2. Maintaining our face book page and website are important complementary means of communicating with members
3. Our outstanding Military Museum at Wacol is maintained as a community facility. It is also the Association's HQ.
4. ANZAC Day parade and reunion in Brisbane is an important get together
5. All members are welcome to attend the 6 committee meetings per annum are held in the Wacol Museum
6. Formal and informal events for members and friends are regularly arranged
7. Our AGM is held in October each year at the Wacol Museum to elect office bearers
8. Public Memorial services are held at Brisbane Cenotaph for NGVR on Anzac Day and for those lost on the Montevideo Maru on 1 July
9. Contact with members, particularly those sick and bereaved, is a vital service
10. Attendance and support at members funeral services
11. Maintain contact and support with and for kindred organisations
12. Provide annual awards of excellence to kindred military units
13. Encourage the writing and self publishing of books & documents of appropriate historical merit

Association contact details

Colin Gould—Secretary

NGVR/PNGVR Ex-members Association

PO Box 885

Park Ridge Queensland 4125

Email: pngvr@optusnet.com.au

Mobile: 0424 562 030

www.pngvr.weebly.com Updated Jan 2016

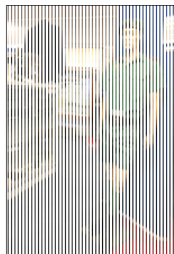
Become a friend of the Museum

The strength of any Museum is to provide and maintain interesting and relevant displays of artifacts, records and memorabilia. The Association's Museum has security vaults on its premises and maintains the necessary licenses including firearms to safe-guard its collection. The NSAAQ site is security fenced and electronically protected by on site, monitored cameras.

Acquisitioning, cataloging and establishing exhibits is continuing. Much additional work and support is required to enable the Museum to regularly open to the community. If you have an interest in assisting the Association's Museum, you are invited to become a friend of the Museum. All that is required is to contact either the Association's Secretary, or the Museum's Curator, whose details are elsewhere in this brochure.

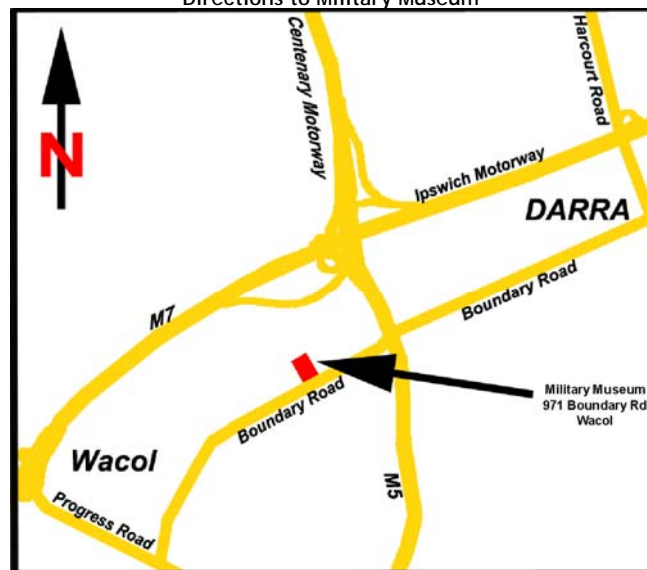


Curator John Holland in the
new extension



Military Displays

Directions to Military Museum



Opening times

Monday to Friday — by appointment & 10am to 2pm first Saturday — Monthly
Weekends — Association meetings and NSAAQ function days — see contacts

This brochure is sponsored by King & Co Property Consultants, specialists in industrial leasing, sales and property management.

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The work of the Museum compliments the objectives of the Association

New Guinea Volunteer Rifles & Papua New Guinea Volunteer Rifles Ex-members Association Inc



Military MUSEUM

Contact:

Colin Gould on 0424 562 030

Email: pngvr@optusnet.com.au

Paul Brown on 0402 644 181

Email: paulbrown475@gmail.com

971 Boundary Road
(Fulcrum & Boundary)
Wacol, Qld 4076

www.pngvr.weebly.com

History of the Museum

The Museum was established in 2005 in leased premises within the Wacol Military Heritage Precinct, Brisbane. Since then the Association has refurbished the original WW2 building, inside and out, added air-conditioning, a pedestrian safety ramp and more recently a substantial extension. During this period military displays and presentations about NGVR's wartime activities and other Australian Military campaigns in the PNG Archipelago have been installed and maintained, as well as a wide and large collection of military memorabilia and PNG artefacts have been acquired and exhibited.

The purpose of the Museum is to provide a lasting tribute to NGVR and a memorial to the men who were lost in the Pacific War. Importantly the Museum is to provide a growing community facility for the benefit of future generations. The Museum is promoted widely and many community adult and children groups regularly visit. It is due to the dedication of only a few Association members that this outstanding military and PNG exposition is available to the community.

The cost in maintaining the Museum has and continues to increase, particularly in equipment repair and replacement, security, insurance, water and electricity. An entry fee of \$5 per person is charged towards the recovery of these essential costs.



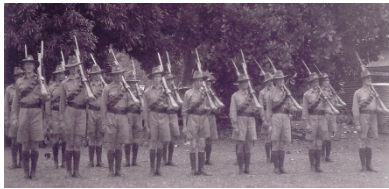
You are invited to donate or loan appropriate items to the Museum, with the knowledge they will be properly and securely looked after. Also please do not forget to make a bequest to the NGVR/PNGVR Museum in your will.

New Guinea Volunteer Rifles (NGVR)

NGVR had the distinction of being the only Australian army militia unit raised, mobilised, fought and disbanded overseas in the Mandated Territory of New Guinea between 1939 and 1943. On 4th September 1939, Australian Army Headquarters ordered the raising of NGVR. A cosmopolitan group of men from Europe, the British Isles, New Zealand, Australia and Asia, whose homes and livelihoods were in New Guinea, hastened to join.

The initial strength of the battalion was limited to 20 officers and 400 other ranks, but this was increased in June 1940 to 23 officers and 482 other ranks. The enthusiasm in the early days stemmed mainly from returned soldiers of the 1914-18 War, but by mid-1941 the unit had lost many of its younger members having joined the AIF and other services. While the remoteness of many areas was a disadvantage, a growing realisation of the danger of war in the Pacific led to a revival of interest late 1941.

The headquarters of the NGVR was originally at Rabaul and sub-units were located at Wau, Salamaua, Lae and Madang. Fit men between the ages of 18 and 50 were accepted. Enlistment was for a two-year period and there was no pay except for an allowance of 1 pound per year. The uniform consisted of khaki shirts and trousers, made from material sent from Australia. The Army supplied felt hats, bandoliers, leather belts, boots and puttees. Brass NGVR shoulder badges were worn. Arms consisted of rifles and some Vickers and Lewis machine guns.



NGVR on parade, Rabaul 1940

In August 1941, after the arrival of 'Lark Force' in Rabaul, NGVR, under the command of Major WM Edwards, moved its headquarters to Bulolo on the mainland. After Japan attacked, the Battalion was placed on full-time duty and mobilized on the 21 January, 1942.

When the Japanese invaded Rabaul in the early hours of the 23 January, NGVR was under the command of the CO of 2/22nd Battalion. NGVR was positioned on the northern flank of the Lark Forces defence line around the harbour and manned medium machine guns and mortars. NGVR fought until resistance was of no avail, either sharing the fate of other prisoners-of-war or withdrawing south across New Britain to the Open Bay and Wide Bay areas for eventual evacuation south.

Thirty-six NGVR personnel of the 1,053 Australian POWs and civilians from Rabaul died when the Japanese naval prison ship Montevideo Maru was sunk in the South China Sea on 1 July by an American submarine; the worst single Australian marine tragedy. Together, with about 150 other Australian soldiers, a number of NGVR soldiers were massacred at Toll Plantation on Wide Bay by the Japanese.

On the mainland, NGVR formed independent detachments at Wau, Salamaua, Bulolo and Lae. On 21 January, when 60 Japanese aircraft struck simultaneously at Lae, Salamaua and Bulolo, the second-in-command of NGVR, Major EW Jenyns, went to the Administrator in Lae, who then declared a state of emergency and handed over to Jenyns.

Assuming a Japanese landing at Lae was imminent and with NGVR on full time duty, all civilians departed on 24 January. This left six RAAF signallers and six NGVR soldiers in Lae. Meanwhile, other NGVR groups defended strategic points in the area, with their headquarters at Mubo. NGVR was at about company strength in the Lae area by this time.

When the Japanese invaded Lae on 8 March 1942, NGVR moved westward towards Nadzab. After the Japanese landed at Salamaua on the same day,

NGVR withdrew across the Francisco River and destroyed the bridge. Positioning a section at the River, the others moved south to Mubo. Although the Japanese appeared to be in no hurry to move inland, a party of 60 went to Komiatum, half way to Mubo, on 18 March and destroyed the NGVR stores dump.

While the Japanese kept to the Lae town area, NGVR faced new problems. As the only administrative representative of law and order, it assumed responsibility for several thousand indentured labourers recruited from many outlying districts, but now without support and unable to return to their homes. The NGVR established depots and fed them, and they became the first of the army of carriers and labourers who proved so vital in their support to the Allies during the fighting that followed.

Colonel Edwards sent six NGVR soldiers to find out what the Japanese were doing in Salamaua. The Japanese knew they were there but failed to find them. As the local people were in trouble with the Japanese for assisting the Australians, NGVR withdrew to avoid further trouble for them. Similar NGVR posts were established along the Markham Valley and Heath's Plantation closer to Lae to watch the Japanese. NGVR filled a large gap to late May 1942 by keeping in touch with and containing the enemy.

The 2/5th Independent Company AIF, with supporting attachments, flew into Wau from Port Moresby on 23 May to reinforce NGVR. These units formed Kanga Force, whose role was to start a limited offensive to harass and destroy enemy personnel and equipment in the area. The OC Kanga Force considered there were 2,000 Japanese in Lae and 250 in Salamaua. Kanga Force had 700 men, of whom only 450 were fit for operations - a small number to meet the many possible Japanese threats. To forestall these, the OC ordered raids on Salamaua and Heath's Plantation west of Lae. The Salamaua raid was planned quickly as a result of previous scouting work. Early in the morning of 29 June,



NGVR with captured flag, Wau 1942

Although NGVR remained in good spirits, the deprivations of continuous operations in hostile terrain without adequate supply and medication took their toll, with many falling sick with fever and other tropical diseases. The number of fit men steadily dwindled. As food was not getting through, the soldiers became increasingly dependent on the local food supply. Japanese air raids, their intimidation tactics over the local people, and the sheer physical difficulty of getting rations forward to feed carriers had a cumulative effect and threatened to stop Kanga Force activity.

Later, when the focus shifted to the Milne Bay and Kokoda Track battles, NGVR continued to man its posts overlooking the Japanese. 1942 was NGVR's year. By early 1943 too few were left to be effective. Because of their knowledge of the country and its problems, most of the remaining NGVR soldiers were attached to the Australian New Guinea Administrative Unit (ANGAU), and NGVR lost its identity.

The NGVR soldiers came from many walks of life. While some were too old to join the AIF, medically unfit or employed in restricted occupations, they fought well. They also initiated the organising Papua New Guinean labour which was to become a vital contributory feature to the success of the Allied campaign in the New Guinea archipelago.

Excerpted from Coady's article in the "Australian Territories Magazine", published 1995-96.

Papua New Guinea Volunteer Rifles (PNGVR)

Although the formation of the unit was mooted earlier, PNGVR was not activated until 17 March 1951, when the first recruits were enlisted. These were mostly Australians, who had served in WW2.

The role of PNGVR was to maintain sub-units capable of providing information and advice on topography, native customs and personalities; guides and interpreters and assistance in the organisation and training of indigenous and irregular forces, if required.

The first CO was Lt. Col. E. F. Maddern and by the end of 1951 there were detachments at Port Moresby, Lae and Rabaul. The Honorary Colonel of the Regiment then was the Administrator, Col. J. K. Murray. Eventually other detachments were raised in Wau, Samarai, Madang, Wewak, Goroka, Mt Hagen, Banz, Kainantu and Kavieng. A platoon was raised in April 1970 at the University of Papua New Guinea.

By January 1963, PNGVR was a 550 strong all Australian force mainly of European background. It was not until 1964 that PNGVR became a multi-racial unit with the enlistment of Papua New Guineans and others. When PNGVR was disbanded on 1 December 1973, 80% of its members were Papua New Guineans.

As part of the training program, a two week annual camp was held, initially at Goldie River, then after integration in 1964, at Mt Ambra near Mt Hagen, and in later years near Lae. In 1962, PNGVR was presented with NGVR's WW2 battle honours, Rabaul, Wau and South West Pacific. On 17 May 1969, the Administrator D O Hay presented the Queen's and Regimental Colours to PNGVR at Igam Barracks, Lae. Sec. Lt. Pascal Idok of the UPNG platoon became the first Papua New Guinean to be commissioned in PNGVR in July 1971.

PNGVR's last annual camp was held in August 1973 at Finschhafen when 350 soldiers from Port Moresby, Lae, Rabaul, Goroka, Banz, Mt Hagen, Madang and Wewak attended. On 1 December 1973, PNGVR was disbanded. Its colours were laid up at the Australian War Memorial on Anzac Day, 1974.



Regimental Colour



Queen's Colour

PNGVR was an Australian CMF unit always commanded by a regular army officer. There were 12 commanding officers from 1950 to 1973. PNGVR and NGVR were the only Australian volunteer army reserve units which were formed, served and disbanded overseas. They were at all times in the Australian Army Order of Battle, that is, they were front line units and were on continuous overseas service.

