



# Harim Tok Tok

PAPUA NEW GUINEA VOLUNTEER RIFLES EX-MEMBERS ASSOCIATION Inc.

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## PRESIDENT'S UPDATE

Welcome to the first 2023 issue of Harim Tok Tok. 2023 is the 50<sup>th</sup> Anniversary year since PNGVR was disbanded. PNGVR was formed in 1951 and disbanded December 1973 prior to Independence. It is intended to hold a 50<sup>th</sup> Anniversary luncheon to recognise the disbandment of PNGVR after our Association's AGM on Saturday 21<sup>st</sup> October 2023. Please diary in this date and plan your attendance.

The main activities of the Association in 2023 include 6 committee meetings to which all members are invited with the first at 10am Saturday 11<sup>th</sup> February; monthly openings of the Museum on the first Saturday of every month, commencing 4<sup>th</sup> February; Anzac Day March and Reunion; the annual Montevideo Maru Memorial Service at Brisbane Cenotaph 10am Saturday 1<sup>st</sup> July; the Battle for Australia Day at Chermside in September and our AGM 10am Saturday 21<sup>st</sup> October at our Museum followed by the 50<sup>th</sup> Anniversary luncheon in recognition of the disbandment of PNGVR in Everyman's Hut, Wacol. There will also be various memorial services and functions held by kindred organisations Australia-wide to which we ask our members who live closest to attend and provide reports for the Harim Tok Tok, Facebook and websites. Members will be advised as information comes to hand.

The Association has leased its Museum Building from the NSAAQ on suitable terms commencing last December. The lease is an essential element in our urgent seeking an arrangement with an appropriate organisation to maintain the Museum to ensure its continuity. The lease imposes



Stanhope's Mural

higher costs to the Association. As our main fund raiser, Bunning's Sausage Sizzles, has been curtailed, other avenues for funds need sourcing.

Two activities have already occurred this year: attendance and laying of a wreath by Phil Ainsworth at the annual 2/22 Battalion / Lark Force Association memorial service at the Shrine of Remembrance, Melbourne on Sunday 22<sup>nd</sup> January and the unveiling of the Montevideo Maru Memorial Chair and Story-board at Mornington Peninsula, Victoria on Monday 23<sup>rd</sup> January. Prior to these services the silo military art in northern Victoria, Stanhope's Montevideo Maru Mural and Ballarat's National Memorial for Australian POWs were visited. These events have been recorded on Facebook, our Association's and PNGAA's. A photo of the Shrine Service is on page 19 of this issue.



Mornington Peninsula  
Mayor Cr Steve Holland & Phil Ainsworth

contact details are on the rear page of this issue.

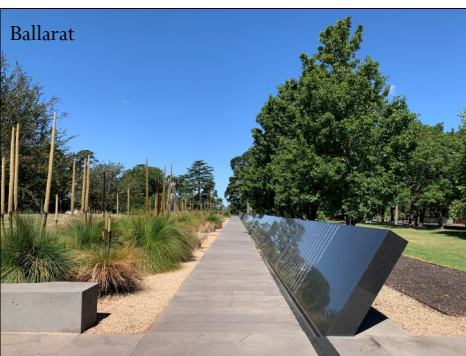
## Phil Ainsworth, February 2022

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Sadly member and good friend Don Hook died early December 2022 in Mansfield, Victoria. His memorial service was held in Canberra on 22<sup>nd</sup> December. I attended and spoke briefly at his post-service reception. Don's vale may be read on page 19 of this issue.

Your long serving management team need help from our members and friends to arrange and manage the Museum and activities. If you are able to help or know a friend, not necessarily a member, who may be interested, please speak to me or one of the committee members, our



Ballarat



## 22 SQN Escape and Evasion

Pal Mal Mal Plantation lies on the shores of Jaquinet Bay in southern New Britain and was the target for RAAF operations on 3 November 1943. The prime objective was to destroy a bridge and the task was assigned to the Bostons. No 30 SQN Beaufighters went along to suppress the AA fire by strafing the gun positions and No 77 SQN Kittyhawks provided top cover and strafed the plantation house.

To confuse the enemy as to what was his real target, Townsend headed straight towards the plantation house. Flying about 100' above the trees at 260mph he waited until the last moment before turning towards the bridge and dropping his four bombs. As he did so a stream of 25mm AA fire entered the open bomb bay of the Boston. The hydraulic, electrical and radio systems were damaged, and the bomb bay fuel tank set on fire. In the rear compartment McClymont was firing at the house and watching the Beaufighters strafing alongside.



WWII 22SQN Boston bomber being prepped for a bombing mission.

As the Boston bore in with what he considered to be a disconcerting lack of evasive action he heard a heavy thump behind him. At the same time, he felt a sharp pain in his left elbow. The pain was of no apparent consequence, as it is not mentioned again in his E &

E report. He turned and saw a raging fire in the radio equipment but was unable to unclip the fire extinguisher to deal with it. He clipped on his parachute pack to his chest but then realised that they were too low for him to have any chance of surviving a jump. As they were still going down, he braced himself for the inevitable impact.

Up front Townsend found that, though all the fuel cocks and some control levers had disappeared, he still had basic flight controls. The high speed of the attack allowed the blazing Boston to travel five miles before succumbing to gravity and settling on to the water. Without hydraulic power to close them, the bomb bay doors gaped open, inviting a rush of water to tear the aircraft apart. Aware of this possibility Townsend held the nose as high as he could, and the Boston aquaplaned on the tail section before coming to a relatively gentle halt as it snagged on a reef. The bottom hatch was also open, and the incoming rush of water dislodged ammunition bins from their stowage. One was hurled into McClymont's face. The Boston came to a halt about one hundred and thirty metres from the shore opposite the village of Malakua. It had come to rest on a reef which lay about two metres under the surface. Townsend, having jettisoned the cockpit hatch as the aircraft hit the water, quickly undid his seat belts and stood up. He turned around and heaved the Type 'K' Dinghy out on to the wing where McClymont already stood, removing his parachute harness.

McClymont was dismayed to see that the dinghy, which had inflated immediately, was in danger of being torn on the jagged metal of the damaged wing. Townsend joined him on the wing and together they carefully launched the dinghy and climbed aboard. Being in full view of the plantation house made the fifteen minutes it took for them to paddle to the shore seem like an eternity. In their haste they managed to lose one of the glove-type paddles and this extended the time for the journey. On the other hand, they were fortunately able to retrieve McClymont's pith helmet and binoculars,

the latter kept afloat by their case. Townsend observed that they were lucky that the Boston had hit the reef where it did, as a couple of metres further out the water was quite deep. The Boston would have gone under immediately, making their egress far more difficult. As it was, the Boston was still visible on the reef well into the 1970s.

They came ashore on a low bank about a metre high and hidden under overhanging trees. From the dinghy they took two and a half kilos of survival rations, seven tins of drinking water, a ground sheet, a rubber basket, fishing lines and some cord. After slashing the dinghy open, they rolled it up and hid it under overhanging rocks. It was never found by the Japanese, but only because shortly after the airmen had left the scene, a friendly native re-hid it before the Japanese arrived. Townsend and McClymont plunged into the bush, heading directly away from the coast. They were unaware that not too far behind them the native was carefully obliterating their tracks. After about a hundred metres they came to a road, darted to the other side and set off through the jungle in a north westerly direction.

Japanese troops had arrived in the area where the airmen came ashore within a few minutes of their entering the bush and could be heard shouting as they searched. Finding no trace of anyone having come ashore, they suggested to the natives that the (estimated) four airmen from the crashed aircraft had probably been taken by sharks. The villagers had not actually seen the airmen and were puzzled as to how they could have disappeared so quickly. The fellow who had covered their tracks made a desperate but unsuccessful attempt to catch up with them. However, he lost them when they moved over an area covered by a thick bed of leaves on which they left no tracks. Meanwhile the Luluai (village headman, pronounced: loo-loo eye) was questioned by the Japanese troops, but could truthfully say that he had seen no one.

Townsend and McClymont pushed on up the side of the mountain ridge and despite heavy rain, they had reached a height of about 350 metres before stopping for the night. They ate a little of the emergency rations and huddled together, wet and cold, under the ground sheet. The next day they continued towards the northwest until about three o'clock in the afternoon when it began to rain. They stopped and made a shelter but could not start a fire because the rain soaked everything about them. The building of a shelter about this time each day became routine for some time.

By the third day, they were well up into the mountains and found it difficult to walk on the mossy ground. They found the going a lot easier along the ridges than it was in the gullies. They were often in clouds and could not see for any distance. As they travelled, they found most of the creeks and streams dry except for the odd rock pool in a creek. They drank from these and hollow bamboo pieces that had collected water. Despite having a booklet entitled "Friendly Fruits and Vegetables", they could find nothing to eat in the jungle. The emergency pack provided a daily dose of quinine and the iodine and dressings used to prevent small cuts and blisters developing into greater problems. Being well above the "mosquito line" they were not unduly bothered by insects.

On the sixth day, after scrambling a very steep mountain they found a wide, rocky creek which they followed downstream for the next two and a half days. When they came to a junction, they turned westward and continued for another two kilometres. Camp was set up for the night near a 120m high waterfall. Some wild taro was found and added to the dwindling ration supply. That night the taro was boiled up but turned out to be "totally inedible." Small fish in the stream were too elusive to help the ration situation. At least the stream afforded them the opportunity to wash their clothes and have their first bath since landing. Having seen some native tracks further back along the creek they thought they might find the same in that area. However, none were to be seen so they decided to leave the creek bed. It took all afternoon to climb out on to the adjacent ridge. Once there they found native tracks going in every direction except to the

west where they wanted to go.

The night was spent camped in an old native lean-to and the next day they set out along a path to the south. Later in the day, having decided that they were getting too close to the coast, they backtracked almost to the previous night's campsite. On the twelfth or thirteenth, while moving to the north west, they found an abandoned native garden where they gathered three paw paws and 108 small bananas, all green. They left a razor blade, stuck in the trunk of the paw-paw tree as payment for the fruit.

*(Razor blades were much prized by the natives and used as an important trade currency by the allied soldiers in the New Guinea, New Britain and Solomon Island areas. A strict code was adhered to. Woe betide any white man foolish enough to try and foist off a used blade as payment for a service for which a new blade had been promised. Once razor blades had been promised it was seldom satisfactory to offer any other form of payment.)*

Laden with their bounty Townsend and McClymont pressed on through a cold, very wet and miserable day. About 1400 hrs they came to a native village and made a cautious approach. This proved unnecessary, as they were too far inland to encounter Japanese. They were well received by the villagers who derived much mirth from the visitor's efforts to communicate by reading phrases from their aircrew book of Pidgin. The natives cooked some bananas and taro for them and provided drinking water. They also agreed to take the airmen to a friendly chief who had been a plantation boss boy. The headman from the village was a "missionary boy" and the only one really able to make himself understood by the airmen.

The next day, Sunday 14th, he led them back past the waterfall and along the stream that they had followed during the sixth to ninth day of their journey. They left the creek bed at a point where they had previously failed to find an exit and climbed the ridge before setting out to the north west. Their guide said he was taking them to a "*Kaptan bilong Englis*."

The group stayed the night in a village where they were fed taro, sugar cane and custard apples. The Tul Tul of this village told them that a local chief who was "*Numba wan bilong Australia*" had issued instructions that any airmen who were found were to be brought to him. The two airmen were passed from village to village where they were fed and provided with guides and forward scouts to prevent an accidental encounter with the Japanese. On the afternoon of 15 November, they heard rifle fire and began to suspect that the natives might be leading them into a trap. The guide was able to allay their fears and led them to a coastal village where they enjoyed a meal of fish, taro and coconut milk paid for with razor blades.

That night the natives held a general meeting to decide on the best way to move their guests to the next destination. For a while, the scary prospect of marching along the Japanese road in the moonlight was considered. A scouting party was sent out to see if the way was clear, however they soon encountered a Japanese patrol and the idea was abandoned in favour of an inland route. the following day. They tracked inland to another village where they stayed for the next day and a half.

Having left a note with the coastal village Luluai, Townsend, then received word that "*Numba Wan*" knew where they were and would rendezvous with them at the mouth of a stream on the coast. On the way to the meeting place, they spotted a canoe approaching and hid in the undergrowth. As the canoe was paddled into the river mouth the airmen were surprised to see "*Numba Wan*" sitting up in the bow proudly wearing an Australian

army cap and pullover. Across his lap was a Winchester .44 cal rifle of the type often seen in western movies. He introduced himself as "*Fren bilong Australia tru. Nam bilong mipela 'Golpak'*." ie, *I am a true friend of Australia and my name is Golpak*.

Golpak took the airmen to his village of "Sali" arriving there on the evening of the 18th. About a mile from the village, he had a house built for his two esteemed guests. They were given cooking and eating utensils as well as a hurricane lamp. They were also given blankets and pillows that had been taken from a plantation house when the occupants evacuated it. Townsend

and McClymont ate well, being supplied with a variety of fruits and vegetables as well as pork and poultry. Golpak took great delight in bringing them fish that the villagers had caught using dynamite that had been supplied by the Japanese.

The Japanese also unwittingly supplied the airmen with quinine when their own supply ran out. Golpak sent one of the village children to the Japanese garrison to say that he himself was ill. the messenger returned with 30 quinine tablets and some aspirin. While settling into the house, the airmen were told by Golpak of Australian soldiers operating in the area. On 20

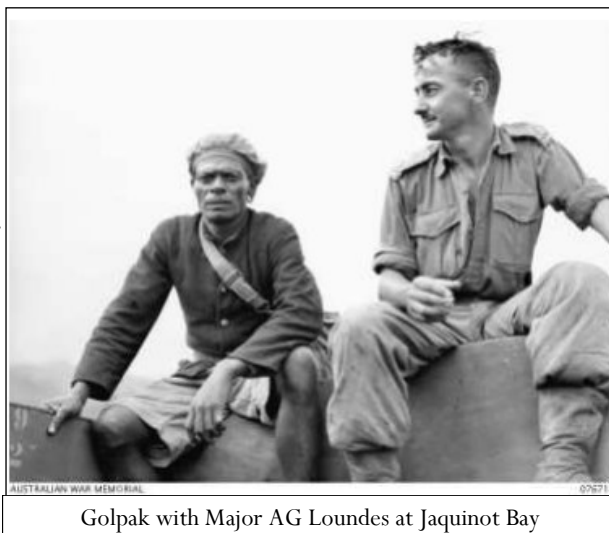
November Townsend sent a note to this party, advising them of their whereabouts but recommending that no attempt should be made to join the Army party lest it give away their position.

The presence of the two airmen was an exciting event for the local villagers and, after living in the house for nearly two weeks, the inevitable loose talk led to suspicion on the part of the Japanese. They began to question the natives as to the whereabouts of the two white men, even quoting their surnames.

On the 3 December, Townsend sent a second note to the Army party to warn them of the trouble that was brewing around Golpak's village. This was partly motivated by his concern that they had not answered the first note. A party of twelve "*Police Boys*" (native constabulary - under the control of, if not necessarily loyal to the Japanese) were sent to arrest Golpak and the natives from the village. As they rounded up the latter, some of the piccaninies (children) escaped and ran to warn Golpak. Golpak's answer to the searching police was to move out onto a peninsular rather than going further into the bush. He then reversed the position the next day while the beach area was being searched. To disguise their tracks, Golpak insisted that the airmen walk barefooted. The coral on the peninsular caused bad cuts on their feet.

Golpak, accompanied by his ten-year-old daughter, then led the airmen about two miles back into the bush where they stayed for three nights. On the fourth morning (8 December), they were preparing to head even further into the bush when they heard shooting. The Japanese or the Police Boys had found McClymont's flying suit and the water tins that had been left in the house. The house itself had only been found after the Police Boys beat some of the natives until they revealed its location and that of the airmen.

As the shooting approached their position, the evaders made good their escape by running down the mountain towards the sea. In the rush McClymont became separated



Golpak with Major AG Loundes at Jaquinot Bay

from the others. However, planning for just such a contingency allowed him to re-join the party at a pre-arranged spot at the bottom of the hill. Golpak then led the once again barefoot duo back into the hills to a small cave where they stayed for eight days. Here their diet was restricted to taro and coconuts stolen from the gardens and cooked only at night over a very low fire by Golpak's daughter. The gardens were also a source of some tobacco, which they dried and smoked. The festering coral cuts on their feet were lanced using razor blades sterilised in the fire. They were then treated with sulfanilimide and iodine from the first aid kit.

By 17 December, the Luluai Golpak was considered to be a fugitive from the Japanese. There was no indication that they were going to leave the village or release the natives that they had arrested. Golpak decided to move to another village farther into the bush. This village had been built by those members of Golpak's village who had managed to avoid arrest by the Japanese, or in some cases escaped from them after arrest.

On arrival the airmen were told of a mission boy who was waiting for them with food and a reply from the Australian Army party. The reply indicated that it would be better for the two airmen and Golpak to join the Australian party. They decided to rest and take advantage of the good food, which was available before going on.

On the second night in the new village guards reported torches approaching along the coast road and the whole village was evacuated. Despite the fact that it turned out to be a false alarm they settled for the night about a mile (1.6km) into the bush.

On 19 December, the Luluai and his two charges set out to the northwest over a large mountain. The following day they arrived at the campsite of a "Coast-watcher" group commanded by Major Ian Skinner.

For the next six weeks Townsend and McClymont operated as "Aircraft Plotters" for the coast-watchers. The Japanese were anxious to catch the group and it was necessary to shift camp quite often. Supplies were dropped from American B-24s and included a camera for a downed American airman who was also with the party.

Late in January word came through that the airmen could be evacuated by submarine. This would entail a forced march to reach the rendezvous at Open Bay on the north coast to the east of Ubili. They left the coast-watchers on 1 February and trekked for three days and three nights.

On the fourth day they were concealed in the bottom of native canoes to make a dangerous crossing of Wide Bay. They then carried on in darkness to the rendezvous point. As they arrived at the rendezvous point, the Captain of the USS "Gato" was about to complete his stated mission by taking on board an Australian coast-watcher, Major A.W. Roberts of the Australian New Guinea Administrative Unit (ANGAU) and four American airmen. On board the submarine the ratings manning the .50 cal and .30 cal machine guns were nervously traversing the shoreline while they watched the slow progress of the two rubber dinghies that were bringing their passengers aboard.

The dinghies had covered about 200m of the 3 km journey back to the submarine when they heard a commotion on the beach and saw what they later described as "crude blinker signalling". From the submarine the signal read as "sixty seven" more aviators to be picked up.

The Captain ordered that the submarine's collapsible wooden boat be broken out in order to be used as a ferry. The cook was told to prepare a meal for eighty guests. Meanwhile the dinghies returned to the beach and found only three additional aviators; Townsend, McClymont and their American companion. They were embarked on the rubber

boats and rowed to the submarine. Once all were on board, the "Gato" headed west towards Vitiaz Strait on four engines.

The seven aviators and one coastwatcher were given the "SIX\_B" treatment; ie. Bath, Bandage, Bread, Butter, Bouillon and Bed. At 0626 hrs on 7 February the submarine picked up an escort of two PT Boats and the three put into Dreger Harbour at 1330 that afternoon.

Gopak returned to the bush and continued to be a thorn in the side of the Japanese until the end of the war. Later, having become quite famous he also became a successful businessman and was awarded the MBE. When he died in 1959, the local people with assistance from the Royal Air Forces Escaping Society, erected a memorial in his honour. Funds were also raised in Australia to build a school for his village. In 1964 Air Commodore Bill Townsend attended the opening of the school. He renewed acquaintances with one of the small children involved in his earlier adventures in that area; this was Koulia, the son of Golpak, who was to be the teacher at the new school.

*Australian War Memorial Publication "RAAF SAGA."*



1961 unveiling the memorial to Paramount Chief Golpak

### British Army Customs

In The Household Cavalry the Corporal of Horse is a Warrant Officer and Corporals are Lance Serjeants (spelled with a "J").

The Coldstream guards don't stand and toast the Queen in the Mess because they were raised by Cromwell during the civil war!

I once asked a wise man "Excuse me Sir! In which field could I make a great career?"  
He said with a smile "Be a good humans being. There is a lot of opportunity in this field and very little competition."



Pangoa Airstrip PNG. Near Lake Murray, Western District.

### Arthur Roden CUTLER VC AK KCMG KCVO CBE

Roden Cutler, Victoria Cross recipient, diplomat and later Governor of New South Wales, was born at Manly on 24 May 1916.

Growing up he was a keen sportsman who enjoyed swimming, sailing, cycling and cricket. Cutler began his education at the Manly public school and gained admission to Sydney Boys High School at the age of 15.

His heroism was demonstrated early in life when as an 18 year old lifesaver, Sir Roden swam to the aid of a surfer who was being circled by a large shark. The shark brushed him twice as he helped the surfer to the beach. He studied economics at Sydney University at night and later joined the public service. In March 1936 he joined the Sydney University Regiment. On 10 November 1939, he was commissioned as a lieutenant in the militia.

Roden Cutler joined the AIF on 1 May 1940 and was posted to the 2/5th Field Regiment of the 7th Divisional Artillery. His unit left Australia on 20 October 1940 for the Middle East. Cutler's first experience of combat came against the Vichy French in Syria in June 1941. At Merdjayoun, Cutler proved himself to be an outstanding leader and a highly courageous soldier and for his actions over 18 days of fighting, that culminated in his wounding and the subsequent amputation of his leg.



At Merdjayoun on June 19 1941, Australia's infantry attack was checked with enemy machine gun fire sweeping the ground. Lieutenant Roden Cutler and a small party pushed ahead of the infantry and established an outpost in a house. The enemy then attacked this outpost with infantry and tanks, killing the Bren gunner and mortally wounding other officers. Lieutenant Cutler and another manned the anti-tank rifle and Bren gun and fought back, driving

the enemy infantry away.

Lieutenant Cutler then personally supervised the evacuation of the wounded members of his party. With a small party of volunteers he then pressed on until he succeeded in establishing an outpost right in the town. His work in registering the only road by which enemy transport could enter the town was of vital importance and a big factor in the enemy's subsequent retreat. On the night of June 23/24 he was in charge of a 25-pounder sent forward into our forward defended localities to silence an enemy anti-tank gun and post, which had held up our attack. This he did and next morning the capture of Merdjayoun was completed.

Later at Damour on July 6, when our forward infantry was pinned to the ground by heavy hostile machine gun fire Lieutenant Cutler, regardless of all danger, went to bring a line to his outpost when he was seriously wounded. Twenty six hours elapsed before it was possible to rescue this officer, whose wounds by this time had become septic necessitating the amputation of his leg.

Throughout the Campaign this officer's courage was unparalleled and his work was a big factor in the recapture of Merdjayoun, in the true Anzac Tradition.

A summarised version of his VC citation reads thus:

"For conspicuous and sustained gallantry and for outstanding bravery during the bitter fighting at Merdjayoun supporting the infantry attack. He established his OP ahead of the infantry and in the fighting that followed his Bren gunner was killed and Cutler and another man manned the Bren gun and an anti-tank rifle and fought back, driving the enemy infantry away. He had been ordered to establish his OP to register the only road by which enemy transport could enter the town. An enemy attack was imminent and he was in danger of being cut off. Nevertheless, he registered his battery on the road and enemy posts. He was forced to go to ground but at night made his way back through enemy lines. On 23 June he was in charge of a 25 pounder sent forward to silence an anti-tank gun and post. This he did and next morning Merdjayoun was captured. Later at Damour on 6 July when our infantry was pinned down by heavy fire, Lieutenant Cutler regardless of all danger went to bring a telephone line to his OP when he was seriously wounded. 26 hours elapsed before rescue necessitating amputation of his leg. Throughout the campaign this officer's courage was unparalleled and his work was a big factor in the capture of Merdjayoun".

Sir Roden Cutler was regarded with great affection by Australians and in 2000 he was honoured as one of three Australian living Victoria Cross recipients to be commemorated on a stamp and coin issue. He died in February 2002.

His motto on his coat of arms was 'Undique Servire' which translates as 'Service in All Places' and indeed he is remembered not only for his great bravery but his outstanding service and compassion to the community. The Sir Roden & Lady Cutler Foundation is proud to continue his legacy.

*Gareth MacKay OAM, Australian Military History.*

**Roden Cutler was the only Australian artilleryman to be awarded the VC in WW11**



Editor greeting Sir Roden Cutler VC., Governor of NSW, On his arrival at Singleton Camp, 1975. Sir Roden was Honorary Colonel of the Royal New South Wales Regiment and 3 Battalions of the Regiment were in the Singleton training area carrying out a defence based exercise in a relatively hilly area. I had been delegated to escort him around the training area and he insisted on walking the ground even though he had a prosthetic leg. As a precaution two burly soldiers and myself always walked on the down side of him on the slopes.

**Kathleen Isabel (Kay) Parker (1906–1979)**  
by Jan Bassett

Kathleen Isabel Alice (Kay) Parker (1906-1979), army nurse, was born on 23 November 1906 at Bathurst, New South Wales, fourth of eight children of Australian-born parents Osborne Holmes Parker, police constable, and his wife Evelyn Athalia, née Booth. Educated at various public schools, Kay (as

she was known) gained her general nursing certificate at the War Memorial Hospital, Waverley, Sydney, and her midwifery certificate at the Royal Hospital for Women, Paddington. She worked as a sister at Burnley Private Hospital, and as a senior sister (later matron) at Yass District Hospital. Liberal in outlook, with an 'enormous capacity for fun', she enjoyed company and social occasions.

On 7 January 1941 Parker was appointed to the Australian Army Nursing Service, Australian Imperial Force. Promoted temporary sister, she sailed to Rabaul in April in charge of five staff nurses: Marjory Jean ('Andy') Anderson, Eileen Callaghan, Mavis Cullen, Daisy ('Tootie') Keast and Lorna Whyte. Although the male staff did not welcome them at first, they joined the military hospital which had been established by a detachment of medical officers and orderlies from the 2nd/10th Field Ambulance. Following Japanese air-raids, the hospital was evacuated to nearby Kokopo on 22 January 1942. Next morning a powerful enemy force overwhelmed the small Australian garrison. The hospital's two medical officers reputedly said, 'Every man for himself. You can look after the patients. We're not staying'.

Parker, her nurses, and a number of other women were captured and interned for the remainder of the war. In July 1942 they were transferred to Japan where they were held at Yokohama until 1944 and then at Totsuka. Conditions for the nineteen members of the group deteriorated markedly. Garments and bedding were so inadequate that the army nurses slept in pairs for warmth. The women's tasks included shovelling snow, barefoot, from paths on which Japanese walked 'in their fur-lined boots'. Hunger forced them to cook and eat glue provided for making envelopes. Their medical treatment was negligible.

The nurses suffered from a range of illnesses, including malaria. While at Yokohama, Parker was taken to hospital with severe abdominal pains. On seeing the unhygienic conditions, she refused an operation, preferring the possibility of dying in her own quarters. Gradually, she recovered. When Eileen Callaghan contracted tuberculosis, 'Kay took complete responsibility of caring for her, and as much as possible kept her isolated and did everything for her'. Parker's behaviour in this case typified her conduct throughout the war. Her stature and her composure commanded respect, both from captors and colleagues. She was 5 ft 10 ins (178 cm) tall, with blue eyes, dark hair, and a handsome face that reflected her strong character. The women's survival owed much to her leadership.

With her fellow internees, Parker was recovered from the Japanese on 31 August 1945. She had been given the rank of lieutenant and temporary captain, A.A.N.S., on 23 March 1943. Her A.I.F. appointment terminated in Sydney on 1 April 1946; on the following day she was placed on the Reserve of Officers as an honorary captain. For their service at Rabaul and as prisoners of war in Japan, Parker and Anderson were appointed



POW army nurses welcomed home from Japan, 1945. Kay Parker is first from left. AWM.

associates of the Royal Red Cross (1948). Parker succeeded (1947) Hilda Mary Hanton as matron of the Memorial Hospital, North Adelaide. The 'staff respected both Hilda Mary & Kay as matrons. Hilda Mary they revered from a distance. Kay, they loved'.

In 1949 Parker resigned from the hospital. On

5 March that year at the chapel of the War Memorial Hospital, Waverley, she married with Methodist forms Charles Stanley Sly, a 50-year-old widower and a newsagent. In the early 1950s they moved to Sydney where Stan worked as a driving instructor. She did some voluntary hospital work and cared for her sister Ella who suffered from arthritis. Kay and Stan retired to the Gosford area in the 1970s. Survived by her husband, she died on 16 June 1979 at Wyoming Hospital and was cremated. She had no children.

*This article was published in the Australian Dictionary of Biography, Volume 15, 2000*



#### 50th Anniversary of National Service ending

Today we recognise more than 280,000 Australians who were called up to serve their country in National Service schemes between 1951 and 1972.

On 5 Dec Minister for Veterans' Affairs Matt Keogh said the men who served as 'Nashos' should be proud of their service.

"Today marks the 50th anniversary of the Whitlam Labor Government's end to the last National Service scheme in Australia," Minister Keogh said.

"The Nashos were an integral part of Australia's defence forces in the 1950s, 60s and 70s serving in Australia, Borneo, Malaysia, Papua New Guinea and Vietnam.

"The first National Service scheme, from 1951-59 saw men from across the country called up for training in the Royal Australian Navy, the Australian Army and the Royal Australian Air Force.

"More than 220,000 served during this period, putting their careers and lives on hold to serve their country.

"The second National Service scheme took place from 1965-1972 and, for some, included service in the Vietnam War. "During this period, 63,000 20-year-olds were selected for service in the Army through a birthday ballot.

"More than 15,300 National Servicemen served in the Vietnam War and some 200 lost their lives.

"At least 100 National Servicemen also served overseas in Borneo, with two men losing their lives while on deployment.

"No matter the nature of their service, today we honour all national servicemen and thank them for what they have done for our nation.

"We thank all Nashos and their families for putting their lives on hold during their years of compulsory service. "We know this service was difficult, as was your return to civilian life.

"The Australian Government thanks you."

Mr Keogh said he hoped all Nashos knew that if they were injured during their service, even if they were never deployed, they are eligible to claim through DVA and all are entitled to a White Card for mental-health support.

Contact. Focus on ADF People. 5

**Major Warren Frederick Martin Clemens CBE, AM, MC.**  
(17 April 1915 – 31 May 2009)

In 1938, Clemens joined the Colonial Service and was sent out to the British Solomon Islands Protectorate (BSIP). He served for three years as a cadet in Malaita, and became a District Officer in 1941. With the coming of the Pacific War, he volunteered for military service in the British Solomon Islands Protectorate Defence Force and was commissioned a captain. After a short leave in Australia in late 1941, Martin Clemens returned to the Solomons on a ship sent to evacuate European and Chinese residents from Guadalcanal.

### Second World War

While responsible for nearly fifteen thousand citizens and various other people on Guadalcanal, District Officer Clemens additionally served as a coastwatcher. The Japanese planned to cut off the United States' communications with New Zealand and Australia by building an airstrip on Guadalcanal. When they began landing infantry, support troops and engineers to begin the airstrip, Clemens reported such to the Allies by radio.

Meanwhile, the managers of the coconut plantations had fled Guadalcanal in panic, abandoning the native workers from neighboring islands, who were left to be repatriated by Clemens. He then established his radio station and coastwatching activities. Though he was a commissioned officer, Clemens received no support from the military and had no uniform. After the Japanese occupied the island of Tulagi in early May, they initiated searches for Clemens, and the other Guadalcanal coastwatchers Donald S. Macfarlan, Kenneth D. Hay, Hugh A. Mackenzie, Leif Schroeder, and F. Ashton Rhoades.

In June, the Japanese started constructing an airfield on Guadalcanal, further isolating Clemens and forcing him to conduct his activities from enclaves in the mountains. Clemens, on his jungle-shielded mountain, played a dangerous game of hide and seek with the Japanese. He and his tiny coastwatcher contingent were running low on everything they needed: food, supplies, and most critically, radio batteries. Barefoot, Clemens shared the privations of his coastwatchers. His shoes had disintegrated.

Guadalcanal became the site of the first major land offensive against the Japanese in the South Pacific. Upon the American invasion of Guadalcanal, Clemens and his scouts were ordered to join the Marines at Lunga on 13 August. Cooperation between Clemens and the U.S. Marines made him a key operative on the island. Major General Alexander Vandegrift gave Clemens "complete charge of all matters of native administration and of intelligence outside the perimeter". Clemens and his scouts provided the U.S. Marines much assistance with continuous raids on Japanese supplies and radio reports of the enemy's position.

### Post-war

His war service earned him the Military Cross (MC) on 15 December 1942, and in 1944 the U.S. Legion of Merit. The First Marine Division also awarded him the commemorative Faciat Georgius medal, which he helped design.

Following the war, Clemens served in Palestine in 1946–1947 and Cyprus in 1948–1949, returning to Cyprus in 1951–1957 as District Commissioner, and was Defence Secretary during 1959–1960. Offered a further colonial position variously reported as having been in Burma or Sarawak, he instead moved to Australia, which was home to his wife Anne. This later colonial career led to his appointment as Officer of the Order of the British Empire (OBE) in the 1956 Queen's Birthday Honours, and promotion to Commander in that order (CBE) in the 1960 New Year Honours.

### Personal life

Martin Clemens married Anne Turnbull in 1948. They had four children. Clemens became an Australian citizen in 1961 and

was involved in numerous public service and charity efforts. According to the official Australian Government online database of honours, he was appointed Member of the Order of Australia (AM) in 1993, but obituaries report this honour as the Medal of the Order of Australia (OAM).

*Wikipedia*



**Pittwater's Anti-submarine boom net.**

War arrived in Australia in August 1940 when a significant tonnage of east-coast shipping was sunk, including the steam trawler *'Millimumul'* which hit a mine laid by the German Auxiliary Cruiser *'Pinguin'* 53 kilometres east of Broken Bay. Prior to this in the 1930s, Lion Island had been declared a bombing range.

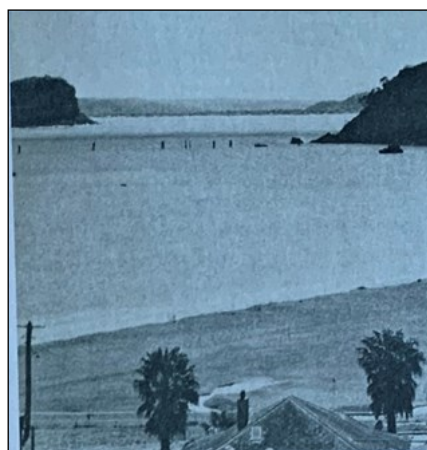
On 7 December 1941 war was declared on Japan and the threat of war in Australia increased enormously, even locally.

As a result, it was decided to build an anti-submarine boom net across the entrance to Pittwater, from Barrenjoey Headland to a point just north of Resolute Beach.

It was in service by March 1942, around the same time the torpedo testing station at Taylor's Point was operational. Besides protecting this station it also guarded against access by Japanese vessels, including submarines, and easy overland access to Sydney.

The 1.3km cable was fixed to an eyebolt on a large rock near Resolute Beach after being encased within a large, cast concrete plinth 1.5 metres long. The plinth had two large half-round 'beds' cast to carry two large bearers to support a jetty which provided access for the soldiers to enjoy some R&R across the water at Palm Beach via ferry. The bearers were also fixed to a large rock down at water level.

To install and secure the net, initially two 'strainer' posts were positioned at Resolute Beach and Barrenjoey Headland



1.35km apart. A wire was run from pole to pole and tensioned well above the water. From it, wire 'tails' or hangers were dropped down to support the top of the net.

A strainer took the weight of the net during construction while it was being attached to the 'dolphins' or pylons. Once fixed and the netting hung, the top

wire of the net was tensioned and fixed to the end eyebolts. The strainer wire was then removed.

The boom had a 'gate' which permitted access to appropriate vessels; it was adjacent to the 3rd 'pylon' and was probably winch-operated.

A small concrete bunker (still visible from the water) was built behind the Resolute Beach fixing site. It was just large enough for a detachment of three soldiers, some ammunition and a 3-pounder gun which could fire 47mm solid steel rounds to pierce light armour or steel hulls. Primarily this provided back-up defence of the net.

The net remains on the bottom in its original position, severed at each end and now covered with sediment.

Professional diver, Geoff Edwards, intersected it when excavating a trench for a north/south communication cable across Broken Bay.

*"The Broken Section" published by Pittwater Waterways.*



Pittwater today

### A short history of the RAN Bridging Train (1915-1917)

This is a short history of a small and relatively unknown unit of the Royal Australian Navy. The Royal Australian Naval Bridging Train was formed in late February 1915, but the idea for its existence had first been proposed in January of that year.

The Naval Board was anxious to see the officers and men of the RANR suitably used for the war effort and thus they offered the Imperial War Council a Bridging Train, complete with personnel, equipment, vehicles and horses for use in engineering operations with the Royal Naval Division then operating in Flanders.

The Naval Officer selected to command this unit was one Lieutenant (later Lieutenant Commander) Leighton Bracegirdle, who had previously served with the NSW Contingent in China during the Boxer Rebellion, and who had only recently returned from New Guinea where he had served in the AN&MEF. His Executive Officer was Lieutenant Thomas (Granny) Bond, who had also served in New Guinea and had been awarded the DSO for his bravery in capturing the German wireless station at Bitapaka in September, 1914.

Recruiting began immediately and an encampment was set up in the Domain in Melbourne. Most of the men came from the RANR throughout the States, but a number of Northern Queenslanders who were experienced horsemen, and some Sappers (such as George Parker) from an RAE Militia Unit also camped in the Domain, were also enlisted.

### Horsemanship training

Horses were procured from the Army Remount Depot at Albert Park and the men of the Bridging Train began to get accustomed to being on horseback. As one member of the Train, AB Driver Carl Schuler later stated, he had never spent more time on a horse than when he was training in Melbourne. The training was carried out in the St Kilda-

Fawkner Park area, and at the end of the day, the horses were returned to the Remount Depot.

The training in horsemanship was easier than that of bridging, as nobody really knew anything about it. Vehicles and pontoons had to be constructed (the pontoons being built at Cockatoo Dockyard in Sydney), and these were not ready for use until late May.

Despite this lack of training, the Train was embarked on the transport *Lake Macquarie* on 3rd June 1915. Dressed in Light Horse uniforms, the only distinguishing features of their Naval background was the fact that all wore Naval rank insignia, and that on their slouch hats, they wore a large stockless anchor.

With the Train went 412 horses. However, the conditions in the tropics caused a number of the horses to die from exhaustion, or over-heating. All the horses were off-loaded in Colombo, and are believed to have been turned over to the Indian Army. On 17th July the Train, minus its horses, arrived in Port Said.

### Sent to Gallipoli

Bracegirdle was immediately called to see the Admiral Commanding the Eastern Mediterranean, who told him the Bridging Train was to be diverted to Gallipoli. The Train was first sent to the island of Imbros, where they stayed from 27th July to 6th August. It was here that two changes were announced to the members of the Bridging Train. Firstly, as of 25th July, the Train was no longer under the control of the Admiralty, but had been handed over to the British Army, and attached to the 9th Army Corps, under General Stopford. A bigger surprise for the Train was that now its job was to construct pontoon piers at Suvla Bay, a task for which it had not been prepared.

On 7th August, the Train went ashore at Suvla (they rowed ashore on their pontoons), and soon had constructed a barrel pier at A Beach. On the following day, they built a landing pier in the same area. On the 9th, the Train was ordered to build a pier at Old A Beach to aid in the evacuation of wounded. This pier was constructed under heavy shell fire, but was completed in just twenty minutes and was in operation a few minutes later.

From then until the evacuation of Suvla, the Train was involved in the building and maintenance of piers and the supply of water and stores to the British troops. Often, when unloading stores, the following ditty was sung:

*Bridging Train tourists, seven bob a day  
Unloading lighters at Suvla Bay  
If they should grumble, the Jaunty\* would say  
Away to the Guard Shed and stop all their pay.*

\*Jaunty being their Sergeant Major

All this was carried out under constant enemy shell fire, and the Train suffered a number of casualties. Apart from the wounded, Chief Petty Officer Perkins was killed by a Turkish shell whilst organising the unloading of stores, and AB Charles Shanke was fatally wounded. Shanke and four other men were taking a water tank to one of the forward distribution centres. Shanke was car-



Suvla Bay, Gallipoli, where the 1st RANBT landed in August 1915.



rying a pot of paint with which to paint the tank when it was in position. On their way forward, a shell landed nearby, and Shanke was mortally wounded, his uniform being covered in blood and paint.

Apart from the risk of injury from enemy shelling, the Train suffered greatly from disease, such as jaundice, paratyphoid and blood poisoning from cuts and scratches. A number of injuries were also sustained whilst constructing piers. AB Driver Carl Schuler suffered a bad shin injury when a baulk of timber fell on him, and he had to be evacuated to Malta for treatment. Only hours before he left, he won fifteen pounds playing cards with his mates and so was slightly compensated for his injury.



1st RAN  
Bridging  
Train  
engineers  
with  
Arab  
workmen  
on the  
Suez  
Canal

amongst the Train, there were grumblings that their job could be done by civilians, such as the Egyptian Labour Corps. The Train believed they should be released for front line service.

Therefore it was decided by the War Office that the RANBT was to be disbanded. By this time, Bracegirdle had been transferred to staff duties in Melbourne and Lieutenant Hansley Read had taken over the Train for its final days.

It was decided that 84 members of the Train would be retained in a new unit (Army Troop Company Australian Engineers). A further 153 joined the RAN. Of the remainder, some joined the AIF, most going to artillery, but some also going to infantry, engineers, provost corps and one, AB Watkins, joined the AFC. With this transfer to the army, some such as AB Driver George Parker found to his dismay that being a 'six bob a day tourist' meant just that, as his pay of seven shillings a day was reduced to that of a private, which was only six shillings.

#### Return to Australia

Those who did not join the RAN or AIF returned to Australia. This amounted to just over 180 men. They left Suez in *HMAT Bulla* on 29th May 1917, and arrived in Melbourne on 10th July, from whence they were demobilised.

Thus came to an end the story of the RAN Bridging Train, a unit which was barely known about in 1917, let alone in the modern day. The Train was attached to the AIF, and Lieutenant Commander Bracegirdle later stated that 'the army never failed to render every assistance, in regard to pay, clothing, equipment, hospital treatment and other matters', yet most of the army did not even know of the existence of the Train – possibly assuming the unit was attached to the Light Horse as they wore Light Horse uniforms.

Even at Gallipoli, the soldiers at Anzac Cove had no idea that there was an Australian unit a short distance away at Suvla Bay.

AB Driver Carl Schuler stated that he and the rest of the 2nd Reinforcements for the Train were incorrectly landed at Anzac Cove and found that no-one had ever heard of their unit. They were promptly got rid of by sending them to Suvla in a pinnace.

*Greg Swinden / Naval Historical Society of Australia (Sept 2007)*

During his physical examination, a doctor asked a man about his physical activity level.

He described a typical day this way: "Well, yesterday afternoon, I took a five hour walk - about 7km - through some pretty rough terrain. I waded along the edge of a lake.

I pushed my way through brambles.

I got sand in my shoes and my eyes. I avoided standing on a snake. I climbed several rocky hills. I took a few 'leaks' behind some big trees.

The mental stress of it all left me shattered. At the end of it all I drank eight beers."

Inspired by the story, the doctor said, "You must be one hell of an outdoors man!"

No," he replied, "I'm just a terrible golfer".



A motor  
light loaded  
with troops  
leaves a pier  
built by the  
1st RANBT  
during the  
first stage of  
the  
December  
1915 evacuation.

Finally, on 18th December 1915, the train was evacuated from Suvla Bay. General Bland, the Chief Engineer of the 9th Army Corps commented that the Train had done outstanding work and could be relied upon to do any engineering task.

#### This was the last Australian Unit to be evacuated from the Gallipoli Peninsula.

On their return to Egypt, the Train was attached to the 1st ANZAC Corps and sent to the Suez canal area. Here they were engaged in bridge building and controlling the existing swing bridges, which were formed and then broken to allow ships to pass along the canal. The work was monotonous, with bridges having to be formed and broken as many as six times a day.

#### Yellow Fever Scare

In April 1916, as a result of wrangling over who should have control of the Train, they were returned to the 9th Army Corps and moved south where they controlled bridges across the canal from the Great Bitter Lake to El Shatt. Throughout this time, the Turks often bombed the Canal zone, and patrols were needed to keep Turkish forces away from the area. One such patrol, composed of personnel of the RANBT, captured a group of Turkish soldiers one night, some miles north east of the Canal. AB Driver Phillip Rutledge, who was a member of the patrol, stated that they got the biggest shock of their lives when the next morning they discovered that the Turks were suffering from yellow fever. The Australians spent an uneasy two weeks – the incubation period – waiting to see whether they had contracted the disease. Fortunately, they had not.

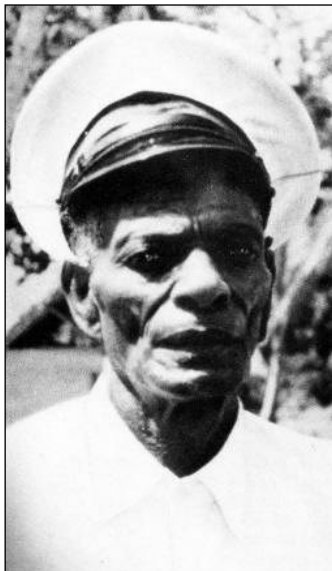
In December 1916, it was decided that the Train would take part in the landings at El Arish. They were to land with the attacking force on to a mined beach which was held by the Turks, and then construct a wharf over which troops and supplies could be landed. Luckily, the Turks had abandoned El Arish, and apart from being shelled and bombed, the wharf was constructed with little difficulty. However it was found initially to be too short and had to be extended.

With the rapid advance of the Allied forces into Palestine, the Bridging Train found it had less and less work to do, as the RAE now did most of the required engineering work. Also

## Never Forget The PNG Coast Watcher Heroes

Australians rightly are proud of the famous Coast Watchers for changing the course of the Pacific War in WW2 – but too few know that some of the bravest of that illustrious group were Papuan New Guineans.

Australians and Americans owe them a massive debt. Many owed them their lives. We all owe it to them to never forget.



Above. Golpak  
Below. Simogun



Golpak and Simogun risked their lives – and that of their families – operating behind Japanese lines, fighting the enemy and gathering critical intelligence for the Allies. Between them they'd saved Diggers escaping the Fall of Rabaul and numerous downed US and Australian airmen.

They'd been recruited by legendary coast watchers Malcolm Wright, Peter Figgis and Les Williams.

Golpak was from Sali Village in Pomio (New Britain) where there's a school named after him. In 1961 one of the pilots Golpak rescued, Wing Commander Bill Townsend, was on hand as a special memorial was unveiled in Sali. On a hilltop overlooking the sea at Pomio, stands a brass plaque with the inscription: 'An outstanding leader and a firm friend. He placed his loyalty above his own life.' The Golpak Memorial was unveiled by Group Captain Townsend who flew up from Williamtown NSW in a DC3 where he was in charge.

The incredible bravery of men like Golpak and Simogun is highlighted in various other books including Patrick Lindsay's excellent *"The Coast Watchers"*, Malcolm Wright's *"If I die"*.

Forged under fire, the bond between the Papua New Guineans and Australians was unshakeable and the latter group ensured the courage and service of their brothers-in-arms was not forgotten higher up in the army and establishment. Both men were honoured as Members of the British Empire.

Simogun was born at Bargedem in East Sepik and had connections to Salamaua. He'd joined the mandated Territory of New Guinea police force and was a sergeant at Nakania in New Britain at the outbreak of the war.

In December 1942 in Australia Simogun joined a coast watching patrol destined for West New Britain and led by the naval officer Malcolm Wright. After preparations near Brisbane, on 30 April 1943 the patrol was landed from the submarine USS Greenling at Baien village, near Cape Orford. An observation post was established, from which Japanese aircraft and shipping movements were reported. In October 1943 the party crossed the rugged interior of New Britain to Nakanai, where they operated as a guerrilla force. Simogun led local men in attacks on Japanese troops. About 260

were killed for the loss of only two men. The party was withdrawn in April 1944. Simogun is credited with having maintained the morale of the group under often very difficult circumstances. Warned that the operation would be dangerous, he had replied: 'If I die, I die. I have a son to carry my name'. He was awarded the BEM for his war service. Later he entered politics.

Simogun was the only Papua New Guinean to serve on all four Legislative Councils, from 1951 to 1963. Elected to the first House of Assembly (1964-68) for the Wewak-Aitape electorate, he was an active and influential member and under-secretary for police. Dame Rachel Cleland observed that he was a natural orator, whom no one could equal in style.

Appointed MBE in 1971, Simogun was knighted, recommended by the government of Papua New Guinea in 1985. He had married three women: Wurmagen from Alamasek village, Wiagua (Maria) from Boiken, and Barai (Bertha) from Kubren village at Dagua. Wurmagen had two children, Wiagua one, and Barai eight. Sir Pita Simogun returned to Urip in the 1980s and died on 11 April 1987 at Wewak. He was buried with full military honours at Moem Barracks army cemetery.

*Eric Johns*

A doctor in Dublin wanted to get off work for a day. So he approached his assistant "Murphy, I am going fishing tomorrow and don't want to close the clinic. I want you to take care of the clinic and take care of all my patients".

"Yes, sir!" answers Murphy.

The doctor goes fishing and returns the following day and asks: "So, Murphy, how was your day?"

Murphy told him that he took care of three patients. "The first one had a headache so he did, so I gave him Paracetamol."

"Bravo Murphy lad, and the second one?" asks the doctor.

"The second one had indigestion and I gave him Gaviscon, says Murphy.

"Bravo, bravo! You're good at this and what about the third one?" asks the doctor.

"Sir, I was sitting here and suddenly the door flies open and a young gorgeous woman bursts in, so she does. Like a bolt outta the blue, she tears off her clothes, taking off everything including her bra and her knickers and lies down on the table, and shouts: 'HELP ME for the love of St Patrick! For five years I have not seen a man!'

"Tunderin' lard, Murphy, what did you do?" asks the doctor. "I put drops in her eyes. And sent her to Spec Savers."

### WWII anti-tank gun sells for \$45,000

An anti-tank gun built by General Motors' Australian subsidiary Holden in 1942 has reportedly sold for \$45,000. The 'two pounder' - which is one of 892 examples manufactured at a facility in Woodville, South Australia during World War 11 - was secured at auction by the Trafalgar Holden Museum in South Gippsland for future public display.

Measuring 3.5 metres from nose to tail and designed to fire 40mm shells, this specific weapon was used by Australian forces throughout Europe and in the Pacific Islands. Other examples of the same design made their way to the Middle East, Malaya, and New Guinea during the six-year international conflict.

Following years of storage in Victoria, the weapon (stamped with the registration number CA/5321) was recently listed for auction alongside a collection of unused tools, ammunition, tethers, and original documentation. "This item is significant because it gives the Australian public an insight into Holden's contribution towards the war effort," A spokesperson for the museum which bought the gun told Drive. "It will be repainted and displayed as part of the Holden War effort display of WW1 and WW11."

Holden manufactured a wide range of military equipment and weapons under contract during WW11, including field guns, aircraft, vehicle bodies, and marine engines. However, it was not the only car maker to have developed and built weaponry during

the conflict. Volkswagen, Mitsubishi, Mercedes-Benz, Opel, Chevrolet, BMW, Dodge, Ford, Renault, and Chrysler (among others) were responsible for a wide range of military vehicles, munitions, boats, planes, and armour in their respective countries of origin. The modern Jeep is also derived from the war, with the original design filed by the American Bantam Car Company to fulfil a government contract put to tender.

*TPI Holden.*



It would be wonderful if we could put ourselves in the dryer for ten minutes, then come out wrinkle-free...and three sizes smaller.

### WW2 raid a precursor to special ops model

**The successful raid on Salamaua proved the worth of independent companies to the top brass.**

The Salamaua raid by the Australian Army Kanga Force's 2/5th Independent Company and the New Guinea Volunteer Rifles (NGVR), was **the first offensive action on land against the Japanese invasion of New Guinea.**

The raid resulted in the capture of sensitive Japanese information, and forced Japan's military to consume resources.

It also vindicated the independent company model, a precursor to our special operations units of today, and proved the scouting worth of the NGVR.

The Japanese captured New Guinea's capital, Rabaul, on January 23, 1942, which allowed Japanese amphibious landings on New Guinea's mainland to occupy Lae and Salamaua on March 8.

Japan's control of these areas was seen by it as a prerequisite for the taking of Port Moresby. Lae became a major Japanese airbase, while the occupation of Salamaua helped secure Lae.

Kanga Force formed on April 23, 1942, to command the Australian forces allocated to the Wau-Salamaua area. The force initially comprised the 2/5th Independent Company, an NGVR company, and a mortar detachment from the 2/1st Independent Company. The force was tasked to patrol the Wau area and, when possible, to harass the enemy at Salamaua and Lae.

The NGVR was a part-time Australian-administered militia infantry battalion, formed in 1939 by European expatriates living in New Guinea. It became a full-time battalion from early 1942. Their collective local experience endowed them with the ability to scout.

Three Australian independent companies, based on the British commando model, had formed in Australia by October 1941. The arrival of the war in the Pacific saw five more companies created, the 2/5th forming in March 1942. The independent companies were designed to be compact, resourceful, deceptive, and hard-hitting.

From the start, some questioned their ability to be effective in battle.

In part, the Battle of the Coral Sea (May 4-8, 1942) forced a

Japanese amphibious invasion convoy bound for Port Moresby to return to Rabaul. Had that force landed at Port Moresby it is arguable that through overwhelming force they would have taken it. The 2/5th Independent Company had been deployed to Port Moresby in anticipation of these landings.

Once the immediate threat to Port Moresby was temporarily removed, the 2/5th Independent Company flew to the Wau-Salamaua area on May 23 to link up with the NGVR and begin their detailed planning for the raid on Salamaua.

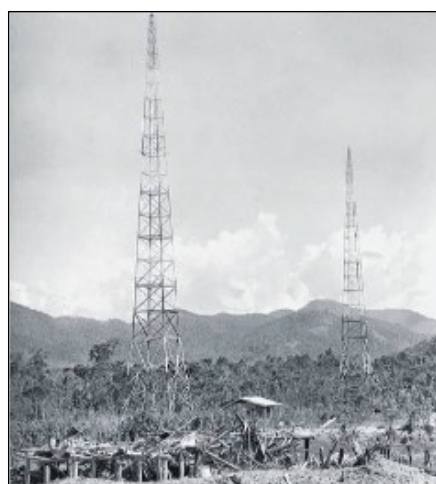
The company's airlift was only the second complete Australian Army unit to go to New Guinea, and only the second airborne troops in the history of Australia to fly to their battle stations.

With the advantage of surprise and the NGVR's knowledge of the terrain, simultaneous night attacks were launched on seven Salamaua area targets by seven parties, each with an NGVR scout. Major objectives included the demolition of key infrastructure sites with "sticky bombs", and the creation of as much chaos as possible using grenades, small arms, and mortar fire.

The successful raid resulted in the destruction of airfield infrastructure, the radio station, supply dumps, buildings, a bridge and three vehicles.

Among the confused Japanese forces, an estimated 57 to 113 were killed, while just three Australians were wounded, none seriously.

A significant outcome of the raid was the seizure of classified Japanese documents that included marked maps, orders and code signs. Some maps revealed details of Japanese bases



The Japanese Wireless Station at Salamaua.

in the south-west Pacific, and details of north-eastern Australia.

Ultimately, the success of the harassing raid forced the Japanese to commit additional resources to Lae and Salamaua just when their maximum operational effort was required elsewhere for example in Papua and Guadalcanal.

The textbook raid was a part of what later became known as the Defence of Wau. Until the raid, there was a consensus

among Australian military commanders that the concept of independent companies was flawed. To the contrary, the havoc created by the raid and the intelligence collected validated the independent company construct, and confirmed the value of NGVR scouts.

It also created a valuable confidence in the Australian command in New Guinea, which put it in good stead for the long fight there yet to come.

The 2/5th Independent Company's resounding success in the raid proved that small, potent forces that planned in detail could have an impact at the strategic level.

*-Australian Army History Unit, Army Newspaper 1515.*

*Ed. What is not mentioned in this article is that one of the 7 attacking parties was led by and consisted mainly of PNGVR personnel. Lt Colman O'Loughlen, NGVR, was leader of this party. NGVR were not only Scouts for the operation—they were members of the parties.*

### Taking on the mozzies

**Eighty one years after the Battle of Milne Bay, the Australian Army History Unit reflects on that campaign's other success.**

**The Allied defeat of Japanese military forces in Papua's Milne Bay is renowned as the first defeat of Japanese land forces in WW2.** But there was another significant victory: the re-advancement of the Australian Army's knowledge in the prevention and treatment of malaria during operations following loss of insight gained from previous wars.

While a significant victory, the Australian Army battled operational difficulties in preserving the forces from the effects of malaria, in addition to the battle casualties, in Milne Bay. About 6000 patients were hospitalised with the disease from July to December 1942. The epidemic was one of the worst suffered by the Army, drawing acute attention to Australia's broader battle against malaria in the war in the south-west Pacific.

Although other diseases, such as dengue fever and dysentery, affected troops in Milne Bay, the mosquito borne malaria was predominant. Drawing from Australian medical experts' knowledge of malaria in previous wars, they ensured the military planners of Milne Bay understood and accounted for the threat.

Regardless of this preparation, Australian troops began arriving in the Bay in June 1942 mostly inadequately prepared for malaria as a result of the urgent deployment of troops, supply constraints and a degree of planning inattention.



The first soldiers to arrive had few tents, no mosquito nets, no effective mosquito repellent and wore rolled-up shirtsleeves and shorts that left them exposed to mosquitos. Their only practice was

to begin taking quinine tablets, the then antimalarial drug, within a week of arriving. Rumours that quinine caused impotence were not helpful.

The effects of malaria on operations were being re-learned by 1943 due to the Milne Bay epidemic and epidemics along the north Papuan coast, at Gona, Buna and Sanananda, at the end of 1942 and early in 1943. A personal brief in December 1942 by a senior Army malariologist, Ted Ford, to the Commander-in-chief of the Australian Military Forces, Gen Thomas Blamey, is said to have noted that "unless you give the highest priority to the AAMC's [Australian Army Medical Corps] campaign against malaria, very soon there will be no army left for you to command".

Blamey subsequently directed the creation of the Land Headquarters Medical Research Unit (LHQMRU) at Cairns in June 1943. Led by Neil Fairley, the unit's early research demonstrated that a daily dose of atabrin (also known as atabrine, mepacrine or quinacrine) would suppress malaria.

When AAMC personnel in the field followed this new clinical advice, dramatic falls in malarial infection among Australian troops in Papua and New Guinea followed. The unit's research and experiments were the foundation for the medical world's progress in malaria research.

The prestigious British medical journal The Lancet wrote that the unit "brought a greater advance in the knowledge of chemoprophylaxis [of malaria] than had occurred in the previous 50 years or was to occur in the subsequent 20".

Their efforts to combat malaria contributed to the defeat of Japan in Papua and New Guinea. The mortality from malaria

among Japanese troops accounted for 10 per cent of its force.

The AAMC units that served in Milne Bay were the 11th Field Ambulance, 2/5th Field Ambulance, 110th Casualty Clearing Station and the 2/1st Casualty Clearing Station. The ADF's present Malaria and Infectious Disease Institute traces its history to the LHQMRU.

*Army Newspaper 1519*

**A Senior's Version of FACEBOOK** For those of my generation who do not, and cannot, comprehend why Facebook exists: I am trying to make friends outside of Facebook while applying the same principles. Therefore, every day I walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom. I give them pictures of my family, my dog and of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day. I also listen to their conversations, give them "thumbs up" and tell them I "like" them. And it works just like Facebook. I already have 4 people following me: 2 police officers, a private investigator and a psychiatrist.

### The Laha Massacre, 3rd - 17th Feb 1942 (The massacre of 300 Australian & Dutch POW's)

As part of the military agreement made by the governments of Australia and the NEI in 1941, AIF troops were sent to help garrison the island of Ambon, which lies just south of the larger island of Ceram. Ambon was an important air and sea link between Australia, New Guinea, and the northern NEI. The airfield at Laha, and the harbours of Ambon and Binnen Bays, were considered to be of vital significance to the Allies.

Accordingly, an Australian battalion (the 2/21st), with supporting units and a detachment of Lockheed Hudson bombers from No. 13 Squadron, RAAF, was landed at Ambon in mid-December 1941. This combined unit, known as "Gull Force", reinforced the existing local garrison of 2,600 men, and was placed under the overall command of Dutch Lieutenant Colonel J.R.L. Kapitz.

Following intensive air attacks in late January 1942, the Hudsons were withdrawn, leaving the troops without support. The Japanese invasion on 29-30 January, supported by heavy air and sea bombardments, quickly overwhelmed the defenders, who surrendered on 3 February. The small force of about 300 men defending the airfield at Laha were summarily executed by their captors, and buried in mass graves.



Two graves, about five metres apart, were dug in a wooded area near the village of Tawiri adjacent to Laha airstrip on Ambon Island. The graves were circular in shape, six metres in diameter and three metres deep. Soon after 18:00hrs, a group of Australian and Dutch POW's, their arms tied securely behind them, were brought to the site. The first POW was made to kneel at the edge of the grave and the execution, by samurai beheading, was carried out by a Warrant Officer Kakutaro Sasaki. The next four be-



headings were the privilege of eager crew-members of the Japanese mine-sweeper No.9 sunk a few days previously by an enemy mine in Ambon Bay. This could only be considered as an act of reprisal for the loss of their ship. As dusk descended, and the beheadings continued, battery torches were used to light up the back of the necks of each successive victim.

The same macabre drama was being enacted at the other round grave where men of a Dutch mortar unit were being systematically decapitated. On this unforgettable evening, 55

Australian and 30 Dutch soldiers were murdered. Details of this atrocity came to light during the interrogation of civilian interpreter, Suburo Yoshizaki, who was attached to the Kure No.1 Special Navy Landing Party, at that time stationed on Ambon. A few days later, in the same wooded area, another bizarre execution ceremony took place.

Around the graves stood about 30 naval personnel who had volunteered for this grisly task, many of them carrying swords which they had borrowed. When some of the younger PoW's were dragged to the edge of the grave shouting desperately and begging for their lives, shouts of jubilation came from those marines witnessing the executions. In this mass murder, which ended at 01:30hrs the following morning, the headless bodies of 227 Allied PoW's filled the two large graves. Witness to this second massacre was Warrant Officer Keigo Kanamoto, Commanding Officer of the Kure No.1 Repair and Construction Unit. (The remains of those murdered were later disinterred and reburied in the Australian War Cemetery at Tantoei).

The fate of these men was not discovered until after the war, while the remainder of Gull Force endured a captivity so harsh that nearly 75 percent of them died before liberation.

Three commanders responsible of the executions were, Commander Kunito Hatakeyama, later sentenced to death by hanging, Lt Kenichi Nakagawa, sentenced to 20 years imprisonment and Rear Admiral Hatakeyama, who ordered the executions, died before his trial commenced.

*Source : Australian War Memorial*

A blonde female bought herself a new Mercedes. She could drive the car during the day, but at night the car wouldn't move at all. She tried driving the car at night for a week with no luck. Furious, she called the dealership, told them the problem and they sent a mechanic to the house. The mechanic gave the car a thorough inspection and could not find anything wrong. Eventually, he asked the blonde, "Are you sure you're using the right gears?"  
"Of course I am. I'm not stupid. I use "D" during the day and "N" at night!"

### Commemorating the Battle of Milne Bay

2022 marked 80 years since Australia fought in the Battle of Milne Bay, located in modern-day PNG.

The Battle of Milne Bay, fought between Allied and Japanese forces in August–September 1942, was an important victory for the Allies. **It was the first time that Japanese forces had been defeated on land, shattering the myth at the time of Japanese invincibility.**

For the Allies the bay was a defensive bastion guarding the mari-

time approaches to Port Moresby and a base from which to launch air operations in support of the American landings at Guadalcanal in the Solomons.

For the Japanese, Milne Bay represented a base from which to attack Allied shipping in the south west Pacific and to provide air support to their attack along the Kokoda Track.

Commemorating this important event, a ceremony was held in PNG. Representing the ADF, CAF AIRMSHL Robert Chipman.

During his speech, AIRMSHL Chipman said that with so much at stake, it was surprising that the opening encounter of the Battle of Milne Bay was a quiet and barely noticeable encounter.

"Just after 1am on the 26th of August, 80 years ago, a solitary Air Force crash rescue boat was standing guard at the entrance to Milne Bay," AIRMSHL Chipman said.

"Out of the darkness emerged a Japanese invasion fleet of warships, troop transports and landing craft.

"The message from the Air Force personnel on board the small craft provided the essential warning that the enemy had come and the Battle of Milne Bay was about to begin."



RAAF Kittyhawk fighter planes in dispersal bays on the main strip at Milne Bay in 1942

The AIF's Infantry Brigades defending the region stood-to as did the American engineers and air defence units. The Air Force's 75 and 76 SQNs readied their aircraft for take-off and elements from 6 and 32 SQNs prepared for maritime strike missions.

And the Air Force crash rescue boat, known simply as 08-5, remained out in the Bay.

"Over the next 13 days the AIF units fought tenaciously against relentless ground attacks by the Japanese Marines. Overhead the Air Force Kittyhawk fighters made repeated attacks against the invader's ground forces and air raids," AIRMSHL Chipman said.

Slowly, inexorably the invaders were pushed back into the sea. **It was the first land defeat of the Japanese of the war.** For some though, he noted the battle didn't end on September 6, 1942.

"In Melbourne, a fortnight after the guns had fallen silent in Milne Bay, a young Australian woman by the name of Elizabeth Donegan sat with a telegram in hand and cried tears of joy.

"John had previously reported as missing in action had been found safe and was now recovering from his wounds in hospital. What the telegram didn't say was that Elizabeth's husband had been part of the crew of the crash boat 08-5 and

one of the first Australians to come into contact with the Japanese. John was the Air Force mechanic on board when the crew located the invasion convoy and passed on the critical warning to alert the troops ashore.

"In the following days they provided intelligence on Japanese movements out in the Bay, rescued cut off soldiers and had transported supplies.

"On the night of 29 August John and his crew mates' luck ran out. While crossing the Bay they were caught in the spotlight of an enemy destroyer and came under immediate fire. With three of the crew killed and the boat destroyed, a badly wounded John was adrift for 18 hours before making landfall behind enemy lines.

"John evaded capture by the Japanese, and was hidden by local Papuans, foremost of which was the nurse Maiogaru Taulebona.

"Maiogaru risked her life to treat, care and protect Elizabeth's husband until John could be smuggled across the Bay to allied lines.

"Elizabeth and Maiogaru never met. Unknown to each other they were never-the-less linked by the Battle of Milne Bay. They will forever represent the relationship we share as friends and neighbours."

The Allies and the Japanese paid a heavy toll in the Battle of Milne Bay. Just under 1000 Papuan, Australian, American and Japanese were killed and at least another 500 were wounded over 80 years ago.

*Airforce Vol 64.*

*WGCDR Ivan Benitez Aguirre and SQNLDR Chloe Stevenson*



Two F-35A Lightning II aircraft conduct a flypast at the 80th anniversary of the Battle of Milne Bay in Alotau

**The true meaning of valour**

WO2 Kevin 'Dasher' Arthur Wheatley was killed in action on November 13, 1965, and posthumously awarded the Victoria Cross on December 15, 1966.

The London Gazette (No. 44198) records WO2 Wheatley's posting to the Australian Army Training Team Vietnam as being "distinguished by meritorious and gallant service".

It recounts his actions in an encounter with Viet Cong elements during a search-and-destroy operation in the Tra Bong valley in Quang Ngai Province on November 13, 1965.

With a fellow adviser, WO2 R. J. Swanton, hit and his part of the platoon scattering under heavy fire, WO2 Wheatley refused to abandon his dying colleague.

"He discarded his radio to enable him to half drag, half carry Warrant Officer Swanton, under heavy machine gun and automatic rifle fire, out of the open rice paddies into the comparative safety of a wooded area, some 200 metres away," the report says.

"He was assisted by a Civil Irregular Defence Group member, Pte Dinh Do, who, when the Viet Cong were only some 10 metres away, urged him to leave his dying comrade. Again, he refused, and was seen to pull the pins from two grenades and calmly awaited the Viet Cong, holding one grenade in each hand. Shortly afterwards, two grenade explosions were heard, followed by several bursts of fire.

"The two bodies were found at first light next morning after the fighting had ceased, with WO2 Wheatley lying beside WO2 Swanton. Both had died of gunshot wounds.

"WO2 Wheatley displayed magnificent courage in the face of an overwhelming Viet Cong force, which was later estimated at more than a company. He had the clear choice of abandoning a wounded comrade and saving himself by escaping through the dense timber or of staying with WO2 Swanton and thereby facing certain death.

"He deliberately chose the latter course. His acts of heroism, determination and unflinching loyalty in the face of the enemy will always stand as examples of the true meaning of valour."

*Army Newsletter 1518.*



**Rocky Creek Memorial Park**

The photo below is a renovated WW2 Igloo at Rocky Creek War Memorial Park which was a recreation building for the patients and staff of the Hospital.

It was falling into disrepair and Atherton Rotary Club took it on as a project which has seen the curved roof frame refurbished and new roofing attached plus repairs to the stage and new toilets.



It's an amazing effort.

I was part of a group of Amateur Radio Operators who operated from it during the AM and CW on Anzac Day event which sees "radio hams" from around Australia who operate old radios and old radio modes on Anzac day as a Radio salute to those who have served or are serving.

Thank you Mile Patterson.

**Sappers build ties in PNG**

The strong ties that link the armed forces of Australia, Papua New Guinea and the United Kingdom are being strengthened further during Exercise Puk Puk.

More than 100 engineers from the three forces are working together to improve existing infrastructure at the Goldie River Training Depot near Port Moresby. The joint contingent is building a classroom, inert demolition training facility, and upgrading a guard house at the depot.

Lt Desmond Reuben, of the Papua New Guinea Defence Force (PNGDF), said one of the benefits of the exercise was living and learning from their counterparts. "I have broken up my troops so they are working together in partnership," Lt Reuben said.

Australian Army Capt Lara Perkovic, from 3CER, said the construction work was taking place at two main locations at the depot. "Our main scope of work item is a classroom at Field Engineer Wing, with the second main scope of work item being a guard house refurbishment," Capt Perkovic said.

"This exercise is a great opportunity for us to develop our people-to-people relationships with the PNGDF and British Army. "The PNGDF have been amazing, especially those at Goldie River Training Depot, the Koiari community, members from Directorate of Engineers, and the engineer battalion themselves."

Lt Hannah Garside, from the UK 26 Engineer Regt, was eager for Ex Puk Puk to begin after many weeks of preparation.

"I think everyone is excited to be here and practise their trade because, being from a UK armoured unit, we don't get to practise our construction

trade as much as we'd like," Lt Garside said. "We hope to demonstrate our support for the ADF and PNGDF, and to also build relationships that support our contribution to Puk Puk for future years."

The Towns-



PNG Constabulary late 1940—early 1950's. Two of the officers were members of the PNGVR. Peter Harbeck 2nd R. back row and Jim Dutton 3rd L middle row.

ville-based 3 Bde has strong ties to the PNGDF, which are regularly reinforced through the training, capability, and people-to-people engagements as part of Australia's Defence Cooperation Program.

Capt Perkovic is familiar with some members of the PNG workforce. "I have been really fortunate to go through training with a lot of PNGDF members

and I have met a lot of them here as well that I consider wantoks," she said.

One of those sappers is Lt Reuben, who completed both the PNGDF and ADF Engineer Regimental Officers Basic Course (ROBC).

"I have worked with the ADF before, including during Exercise Puk Puk in 2017," Lt Reuben said. "We worked together and did the ROBC together. The ROBC was a great opportunity for me."

Exercise Puk Puk has been an enduring commitment to PNG since the early 2000's.

Army Newspaper 1521.



The above, believed to be a Japanese Type 98, 20mm AA gun was dug out of a landfill on the foreshores at Wewak in Sept 2022.



Engineers from the Australian Army, British Army and PNGDF work together at a construction site during Exercise Puk Puk at Goldie River Training Depot

**MY BUCKET LIST**

1. BUY BUCKET.
2. BUY WINE.
3. FILL BUCKET WITH WINE.
4. DRINK BUCKET.

The doctor asked me to spend at least one hour per day on the treadmill.



**Navy divers blow UXO in Darwin harbour**

A small team of Royal Australian Navy divers have rendered safe a popular commercial and recreational waterway in Darwin Harbour.

The team of five deployed from Sydney to Darwin on September 22, following the discovery of suspected unexploded ordnance (UXO) by commercial divers near the Ship Lift development site in the East Arm precinct, Darwin Harbour.

Executive Officer Clearance Dive Team One, Lieutenant Matthew Smith, said the successful outcome was due to good coordination across stakeholders.

“We were given GPS coordinates from divers who found the UXO and provided a safe exclusion zone in which to operate by the Darwin water police,” Lieutenant Smith said.

“From there we were able to relocate the UXO and carry out what we call a high order detonation. This involves laying plastic explosive on top of the item before a remotely controlled detonation.

“After the controlled detonation, one of our clearance divers conducted an assessment of the site where the explosion occurred to confirm that the UXO had been disposed of successfully and no longer proved to be a hazard to the area and the public.”

Despite corrosion and marine growth, the item was identified as a potential dummy bomb historically used by aircraft in target practice.

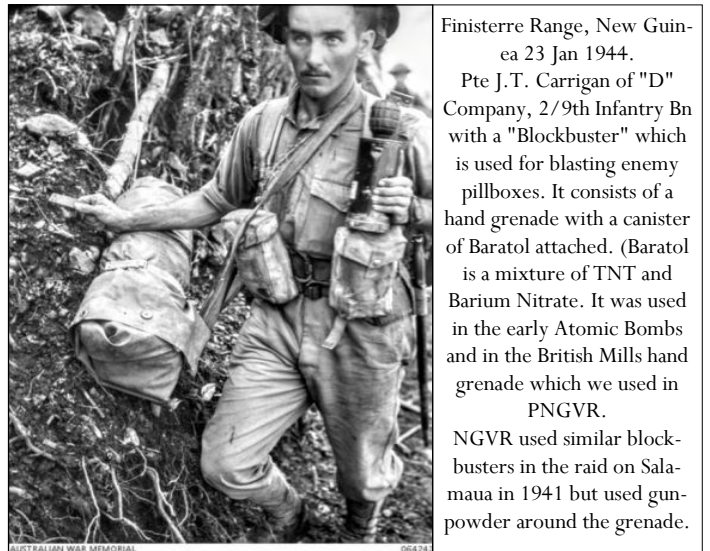
With significant tidal streams and low visibility, the two-day search was not without its challenges.

“At its best, visibility was no more than about half a metre,” Lieutenant Smith said. “But despite the challenge it’s been a great opportunity to apply our skills in a real world scenario. It’s also very satisfying to be able to hand the area back to authorities, and the general public, in a safe manner.”

The UXO was found near the development site of an open access multi-user ship lift facility and associated marine industry infrastructure (the SLAMI).

On completion, the facility will be capable of servicing large vessels from industries including coastal shipping, offshore petroleum, fishing, pearling and Australian Border Force and Defence.

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Finisterre Range, New Guinea 23 Jan 1944.

Pte J.T. Carrigan of "D" Company, 2/9th Infantry Bn with a "Blockbuster" which is used for blasting enemy pillboxes. It consists of a hand grenade with a canister of Baratol attached. (Baratol is a mixture of TNT and Barium Nitrate. It was used in the early Atomic Bombs and in the British Mills hand grenade which we used in PNGVR.

NGVR used similar blockbusters in the raid on Salamaua in 1941 but used gunpowder around the grenade.

**50 years since Australia proclaimed end to Vietnam War**

11 Jan 2023 marks 50 years since the 1973 proclamation of the end of Australian involvement in the Vietnam War.

Minister for Veterans' Affairs Matt Keogh said 11 January also marked the beginning of the official Vietnam 50 commemorations for 2023.

“More than 60,000 Australians served in Vietnam, more than 3,000 were wounded and 523 lost their lives in the longest conflict Australia was involved in during the 20th Century,” Minister Keogh said.

“This was a war that was at times contentious at home, and for some veterans their service not recognised as it should have been.

“In December we marked the 50th anniversary of the Whitlam Labor Government’s end to the last National Service scheme in Australia and the anniversary of the withdrawal of the Australian Army Training Team in Vietnam.

“The Australian government is honouring those who served, and throughout this commemorative year, will specifically recognise and honour the service and sacrifice of Vietnam veterans and their families,” Minister Keogh said.

DVA will recognise this significant anniversary through a broad awareness campaign throughout 2023 including a documentary series to be screened on the ABC, and providing historical and educational resources to schools, ex-service organisations and community groups.

This will culminate in a national commemorative service on Vietnam Veterans' Day, 18 August 2023, in Canberra, recognising the service of all Australians who served in the Vietnam War and honouring the sacrifices that they and their families made.

Find more information about acknowledging the 50th anniversary of the end of Australia’s involvement in the Vietnam War, on the DVA website.





We live in a time when intelligent people are being silenced so that stupid people won't be offended.



### Museum Visit

On Sunday 30 Oct Paul Brown and Colin Gould welcomed 20+ Australian Members of the Queensland American Car Club to our Museum.

The day was perfect and the "Yank" Cars - big and small - were a sight to see, all neatly lined up along the side fence.

The guests enjoyed a long tour through our museum with additional donations above the \$5 entrance fee placed in our museum donation box.

Following the extensive museum tour, the club members had their BYO picnic lunch on the grass, in the shade, outside the Chapel. No one seemed to want to leave, such was the enjoyment of the guests.

The following email was received from their organiser—  
*"Once again I need to thank you both for your devoted time on Sunday. The response from members was very positive.*

*I picked up a copy of Harim Tok Tok again full of great details which verified other details I was aware of.*

*I am one who will certainly promote your Association."*

The vehicles they brought with them were:-

88 Chevy Impala	72 Chevrolet Corvette
78 Pontiac Trans Am	64 Ford Fairlane
66 Ford Mustang	53 F100
65 Mustang	82 ZMR (kit car)
67 Belvedere GTX	62 Dodge Pheonix



### Black Hawk flies without pilots

Sitting on the runway in Fort Campbell, Kentucky, one of Sikorsky's pilots in an S-70 Black Hawk helicopter flips the optionally piloted cockpit switch from two to zero, exits the aircraft and walks across the runway.

Moments later, the Model A Black Hawk, identifiable by DARPA's logo and tail number N60-OPV, completes a pre-flight check list, starts its engines, spins up its rotors and takes off with no crew onboard.

All of this happens fully autonomously.

On a clear and cold morning, the autonomous Black Hawk, equipped with ALIAS (Aircrew Labor In-Cockpit Automation System) begins executing a 30-minute mission.

To demonstrate its ability to adapt to a variety of mission environments, the uninhabited Black Hawk navigates at typical speed and altitude through a simulated cityscape, avoiding imagined buildings while route re-planning in real time.

All the while, on-board sensor simulation provides real-time obstacle data.

The Black Hawk helicopter then autonomously executes a series of pedal turns, maneuvers and straightaways before completing a perfect landing.

Once it shuts itself down, the two pilots approach and re-enter the aircraft.

The OPV (optionally piloted vehicle) switch is reversed from zero to two, and the pilots taxi back down the runway.

This historic Black Hawk flight marks the first time that a UH-60 has flown autonomously and builds on recent demonstrations at the US Army's Project Convergence 2021.

It illustrates how ALIAS-enabled aircraft can help soldiers successfully execute complex missions with selectable levels of autonomy – and with increased safety and reliability.

Benjamin Williamson, lead test pilot for the Fort Campbell event, said, "This capability will allow pilots to confidently switch back and forth between autonomy and piloted modes at any point of their mission with the literal flip of a switch".

"This will support autonomous flight during a wide range of missions such as flight in degraded visual environments and confined areas," Mr Williamson said.

"Most critically, ALIAS will be capable of automatically detecting and preventing dangerous situations that lead to accidents, thereby saving lives."

Igor Cherepinsky, Director of Sikorsky Innovations at Lockheed Martin said, "ALIAS represents a leap ahead in autonomy for a range of systems".

"We began with the core architecture and software of Sikorsky's MATRIX™ Technology to design extensible and flexible systems for ALIAS that have now flown on nine different military and commercial aircraft," Mr Cherepinsky said.

"We are confident that this next generation of enhanced flight controls will create new approaches for the battlefield of the future and enable reliable commercial scenarios such as urban air mobility".

Jay Macklin, a retired US Army Black Hawk pilot who now leads business development for Sikorsky's Army, Future Vertical Lift, and Innovations programs said, "This transformational technology equips crews to excel in difficult situations – or avoid them altogether".

"Sikorsky's advancements in flight automation and autonomy



will be game-changers for Army aviators and ground commanders, particularly as the Army looks to modernise its enduring helicopter fleet with Future Vertical Lift," he said.

"This transformational technology will provide commanders and aircrews with a strategic advantage in countering complex new threat environments."

ALIAS technology and autonomy enable greater mission flexibility, increase safety and allow end users to reimagine how they can use air vehicles on current and future battlefields.

The technology is not limited to Black Hawk and is currently being incorporated into commercial and military fixed-wing aircraft.

ALIAS will continue to advance optionally piloted technology with two additional aircraft demonstrations in the coming months.

Stuart Young, DARPA's ALIAS Program Manager, said, "The potential for ALIAS to transform warfare is unlimited, whether we are talking about unmanned or manned platforms".

"By reducing workload, increasing safety or enabling new missions, these demonstrations show what ALIAS has to offer for transition to our services," Doctor Young said.

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### **Clarence Norman Daly AN&MEF AIF**

#### **Finally admitted to Roll of Honour Data Base**

by Michael White, Association Member, Canberra.

Clarence Norman Daly enlisted as a private in the Army Medical Corps, Australian Naval & Military Expeditionary Force (AN&MEF) on 12th August 1914, regimental number 17. The AMC recruits were given regimental numbers from 1 to 36. They were recruited separately from the infantry and, as such, the numbers were not unique, with soldiers in the infantry also having the same regimental numbers – all a bit confusing.

On enlistment he stated that he was born in Sydney, was 20 years old, a grocer and single. He gave his mother, Mrs Kezia Fischer at Fisher St, Lower Randwick as his next of kin. His father, Robert had died when Clarence was quite young, and his mother had remarried Jasper Fisher in 1907.

It is assumed he worked in the hospital whilst in Rabaul and left there on 5th Feb 1915 aboard the *Navua*, landing in Sydney on 13th Feb. Upon arrival back in Sydney, Clarence and the rest of the Force were given a pound and asked to return in a week to be paid out and discharged. When they returned the papers were still not ready and they were again paid a pound and sent away to come back in a fortnight. They again returned on 4th March 1915 and were paid out and discharged from the AN&MEF. In the meantime, many had signed up to join the AIF.

On 21st April 1915 he joined the No.3 General Hospital, regimental number 4367. He departed Sydney on 15th May 1915 aboard the *Mooltan* and landed on Gallipoli on 5th August. On 3rd September he was evacuated to Mudros and then to Malta aboard the Hospital Ship *Soudan* and admitted to St David's Hospital with Enteric Fever (Typhoid). In Jan he returned to Alexandria aboard the Hospital Ship *Esquibo* and then returned to Australia ex Suez aboard the *Kanowna*, departing on 28th Jan 1916, arriving in Melbourne on 10th March. He was discharged from the AIF in Sydney as medically unfit (paratyphoid) on 16th July 1916.

Clarence died at the No4 AGM Hospital, Randwick, now the Prince of Wales Hospital, on 23rd Feb 1917. He is not mentioned on the Honour Roll at the Australian War Memorial.

In 2020 I contacted the War Memorial pointing out that Clar-

ence had died of a condition associated with his war service, he was on a war service pension at the time of his death and that his mother had received the Memorial Scroll and Plaque awarded to all the next of kin of soldiers recognised as dying as a result of their service in the war. The Australian War Memorial have now advised that the AWM Council, at its November 2022 meeting, approved the addition of Clarence for the Roll of Honour Data Base and he will be included on the Supplementary Panel at the AWM when next it is cast.

Whilst the bureaucratic wheels might move slowly, they had produced a very pleasing result.

*Thank you Michael for your efforts.*

*Michael also has a website [www.anmef.com.au](http://www.anmef.com.au) on which many individual's histories are told.*

I trained my dog to fetch beer.  
It may not sound too impressive but he gets them from the neighbour's fridge.

### **Exercise "Steele Tuff" 2022**

Exercise "Steele Tuff" has been altered to fit in with the training requirements of 9RQR and the Reserve training needs today.

Covid affected 9 RQR as it affected just about everything else. The Battalion is now down to three companies, A Coy at Caboolture, B Coy at Enoggera, and D Company at Yandina/Gympie. All are understrength, one with only 50 Reserve members. Hopefully Support Coy will be raised in 2023.

The competition was one day only held on the Saturday 29th October and was intense. For movement between the stands troops were transported by APC (M113) from 6RAR. Testing consisted of :-

- Fieldcraft and AFV identification,
- AFA (Combat First Aid) including extraction of casualties by stretcher and APC.
- Urban Clearance
- Combat drills and exercises
- Obstacle Course
- Live firing on a range and sneaker courses.

The winning Section was from B Coy at Enoggera and the presentation of medallions was made at a 'fight night' evening at Enoggera on Sat evening 26 Nov.

The night was one with a difference for the Association attendees, Phil Ainsworth, Peter Rogers DFC, and Bob Collins. There were 17 fighters, 3 overall winners, but unfortunately one injury, who was required to spend some time at home but has since resumed regular duties.

Unfortunately no photos have yet been received so hopefully some will appear in next HTT.

### **Ian Thompson Fassifern Light Horse Shoot, Boonah**

Email from Ian

Represented the NGVR PNGVR Association at the annual Light Horse Trophy .303 shoot at Boonah Shooting Complex today (22 Jan). Sadly, no support on the ground, but lots of encouraging words.

Also sadly, the Light Horse brought along 2 new hot shots, and I was only able to get 3rd place. Shot 145/200 in the iron sights competition, which should have been enough. Came second last year with 128/200. These guys are the real deal. A new standard has been set.

*Thanks Ian for your efforts. Hopefully some Association support next year and a better result.*



President Phil Ainsworth laying a wreath at the Lark Force service on 22 Jan at the Shrine of Remembrance, Melbourne.

**VALE: Bernice (Berry) Cosgrove**  
17.3.1937– 24.10.2022

Berry was born in Sydney and in 1958 graduated as a Nurse. She immediately left for Canada by ship and stopped in Lae where she met Hank and after only 2 weeks accepted his proposal. They were married for over 60 years and had two children, Beverly and Stuart. She ran a thriving sewing business from home, making anything from wedding dresses to cutting holes in parachutes.



In 1971 the family left New Guinea for Brisbane where Berry resumed her nursing career, retiring in her 70's, and was always highly involved with community groups. She survived heart surgeries, a brain tumour, kidney failure, breast cancer and scleroderma. Yet, she was no match for the encephalitis that eventually claimed her life.

Hank and Berry were strong supporters of our Association attending many of our social functions and arranging funding for the improvement to the facilities at Jimboomba for the bush dinners.

**R.I.P. Berry**

**VALE: Cpl Donald (Don) James HOOK**

267750 16.7.1935—9.12.2022

Don's mother died when he was 2 and he was raised by his Grandparents.

In 1951 Don started his journalist career with the The Cairns Post. Don did his National Service training in 1954 at RAAF Fairburn, Canberra.

He married Jane Bowhill after they met on board the ship on which both were returning to Australia

He joined the CMF in 1961 serving with the Byron Scottish Regiment in Northern NSW. At the time he was working with the Lismore Times.

In 1962 when he was posted to the ABC News Service in Port Moresby, he transferred to D Company, PNGVR in Port Moresby. Although Don was posted to the PNGVR, he was the PR officer for the PNGDF HQ. In this role, he accompanied at least one border patrol with the Pacific Islands Regiment (PIR) during the confrontation period with Indonesia.



Don, in slouch hat, and Sgt Neil (Bluey) Webster and Sgt Jim McKinley with the PNGVR Mortar Platoon at Mt Ambra in 1965.

He remained with PNGVR until he was appointed the ABC's South East Asia correspondent in 1967. For the next 13 years he was a foreign correspondent based in Singapore, Delhi and Port Moresby.

In 1980, Don, aged 45, joined the Department of Foreign Affairs and Trade (DFAT) and served postings in Singapore and Bangkok and later as its liaison officer for the South Pacific.

Don's 2002 article, titled "A war correspondent in Indo-China" wrote of the time when he covered the February 1968 Tet offensive in Vietnam, is well worth the read. His article is on the Commonwealth Department of Veterans' Affairs Anzac Portal educational website at <https://anzacportal.dva.gov.au/stories/australians-wartime/war-correspondent-indo-china>

Don retired to Canberra. His retirement was interrupted with consultancies as media adviser and venue media manager at the 2000 Sydney, 2004 Athens and 2008 Beijing Olympic Games, 2006 Melbourne Commonwealth Games and Asian Games and the 2003 Rugby World Cup.

Together with Andrea Williams and Phil Ainsworth, he was the main liaison there with the AWM leading up to the 70th anniversary dedication of the Rabaul and Montevideo Maru Memorial.

His interest in the Montevideo Maru Group was because his father Wally Hook was a corporal in the ill-fated 2/1st Independent Company based in Kavieng, New Ireland at the start of the Pacific War. Fortunately, Wally, then aged 40 years was in Rabaul for medical treatment at the time of the Japanese invasion in January 1942. Wally and another commando, Mick Morrell, then aged 21 years, escaped and walked for weeks along the south coast of New Britain before being rescued and taken to Port Moresby on the *MV Laurabada*, arriving there in April 1942. Most of the 2/1st Independent Company men, about 180, were captured and lost on the Japanese unmarked prison-ship *Montevideo Maru* when it was sunk by friendly fire on 1st July 1942 off Luzon Island, Philippines enroute to Hainan Island, China. Unfortunately, on New Year's Eve 1945 in Sydney, still in the Army, Wally Hook died after being injured in a vehicle accident.

When Phil Ainsworth became Chair of the reorganized Rabaul and Montevideo Maru Society, Andrea Williams Secretary and Don Hook Public Officer and Canberra representative for the Society a two year time table was set to raise \$500,000 for the design, installation and dedication of the Rabaul and Montevideo Maru national Memorial at the Australian War Memorial (AWM), Canberra. This was achieved and the memorial was dedicated by Governor General Quentin Bryce on 1st July 2012, the 70th Anniversary of the



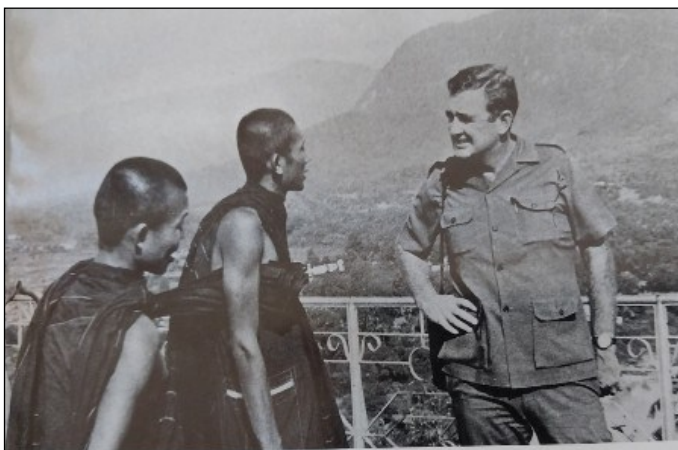
sinking of the *Montevideo Maru* and loss of 1053 Australian Military personnel and Civilian internees.

He organized several events following the annual services in Canberra between 2010 and 2012, and secured speakers and MCs from top levels of government and journalism. Don knew people everywhere! He had an incredibly broad background and knowledge. Always happy, he was a wonderful storyteller of true life events.

He had been living near his son and daughter in Victoria for the last couple of years.

He is survived by his children Catherine, James and David and grandchildren Megan, Anna, Phoebe and Jonathan.

**LEST WE FORGET**



Don interviewing Buddhist monks in Laos

**Saturday 21 October, 2023.**

**Lunch to mark the 50th Anniversary of the disbandment of the Papua New Guinea Rifles (PNGVR)**

PNGVR was formed 1n 1951 and during it's time in PNG had depots at Port Moresby, Rabaul, Lae, Goroka, Madang, Wewak, Mt Hagen, Banz, Kainantu, Samarai and Wau.

It was disbanded on 31 Dec 1973, prior to Independence.

To mark the 50th anniversary of its disbandment, a mixed lunch at the Everymans Hut in the Museum precinct will be held on Saturday 21 October, 2023, following the Association's Annual General Meeting.

This is an important milestone so commence now making arrangements to come along, attend the AGM and the lunch and catch up with comrades from years past.

Timings will be announced in future Harim Tok Toks and distribution of pamphlets etc.

**The Association would like to thank KING & Co Property Consultants for its continuing support, including the printing of this edition, together with the past 79 issues of Harim Tok Tok. Its contribution is much appreciated.**



**REPLICA MEDALS OR MOUNTING OF MEDALS**

A reliable source for medal work is National Medals, [natmedals@bigpond.com](mailto:natmedals@bigpond.com), Ph 07 3871 0600 Ask for Greg Faux, mobile 0419 196 172. Located at 13/200 Moggill Road, Taringa, Brisbane, 4066

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

**Includes former members of the PIR, PIB and NGIB.**

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[www.pngvr.weebly.com](http://www.pngvr.weebly.com) (all back copies of HTT may be obtained from our website)

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

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