



Harim Tok Tok

PAPUA NEW GUINEA VOLUNTEER RIFLES EX-MEMBERS ASSOCIATION Inc.

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PRESIDENT'S UPDATE

Our successful Brisbane Anzac Day March enjoyed a delightful sunny autumn day, 25 members and friends marched and over 40 attended the reunion afterwards. Pages 14 to 16 of this issue cover the Anzac Day activities in Brisbane and other centres where our members were involved.



Doug Ng, Glen O'Brien, Ian Thompson and Phil Ainsworth at 2021 reunion.

Before the Brisbane March, I attended the short annual ceremony, arranged by the PIB-NGIB- HQ- PIR Association, honouring PNG and Australian soldiers who died in PNG during WW2. It was held at the "Fuzzy-wuzzy Angels" stature in Anzac Square with about a dozen in attendance.



Attendees at PIR Anzac Service, Brisbane: 2021

Prior to Anzac Day I visited Clive Troy at the Beecroft Care Centre in Sydney. Clive is well and he gave his best wishes to all for a successful Anzac Day, an event he would like



Clive & Harriet Troy with Phil Ainsworth, Sydney, 21 April 2021

to be able to attend.

On Friday 23rd April and on behalf of the Association, I attended the annual University of Queensland Medical School Tribute Service to those graduates and students who have lost their lives in the service of Australia. The service was held in front of the Mayne Medical College, Herston, Brisbane.

Our Museum is being well maintained and managed by Curators Paul Brown and Colin Gould assisted by Kieran Nelson, Tony Boulter, Jessica Harrington and Sylvia, thank you for your time and persistence. Although visitor attendance was severely hampered by Covid, the number of visitors, particularly groups are increasing with several people coming in each of the monthly open days, for instance about 20 from the Beaudesert Branch of the NSSAQ visited the Museum on Wednesday 5th May. I have been told by the local Councillor's office there has been no progress made on obtaining tenure for the Museum, the re-zoning issue is still with the Court.

The official journal of the Defence Force Welfare Association, "Camaraderie, Volume 52, Number 1", contains an article titled "Keepers of the Gate, NGVR 1940-42" authored by Alistair Pope and Phil Ainsworth. The Journal was published earlier this year. The Association's website is www.dfw.org.au.

The PNGAA has recently published a 100 page coloured booklet titled "Land of the Unexpected", a contemporary compilation which may be used for reference or coffee table purposes. There is a three page section about the influence of the Military and Police during the period from 1940 to 1975, my rewrite of as article about NGVR, PIB, NGIBs, PNGVR, PIR and Royal Papua New Guinea Constabulary (RPNGC). The booklet is available to purchase from PNGAA.

Our next major event is our annual Montevideo Maru Memorial Service which is to be held at 10am, Thursday 1st July 2021, Cenotaph, Anzac Square, Brisbane. It will be the 79th Anniversary of the loss of 1054 Australian POW's and civilian

internees when the Japanese prison ship was sunk by US Submarine Sturgeon off the west coast of the northern most point of Luzon Island, The Philippines. Officially NGVR lost 36 men on the Montevideo Maru. Many members of NGVR, who were not called up for full time service, also perished on the ship. This is a public Memorial Service so please invite your family and friends to attend with you.

PNGVR was formed 70 years ago and the Association is arranging a celebratory event to be held in the Wacol Museum Precinct at 10am, Saturday 23rd October, 2021.

The event will start with the Association's AGM and be followed by a mixed luncheon in Everyman's Hut. Easy parking onsite is available. There will be plenty of time to chat with your mates and still be home before dark. Put this one in your diary now!

On behalf of all our members and friends, located close or distant, I thank your committee members for making our Association what it is, thank you.

Phil Ainsworth, May 2021

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ESCAPE FROM SHANGRI-LA

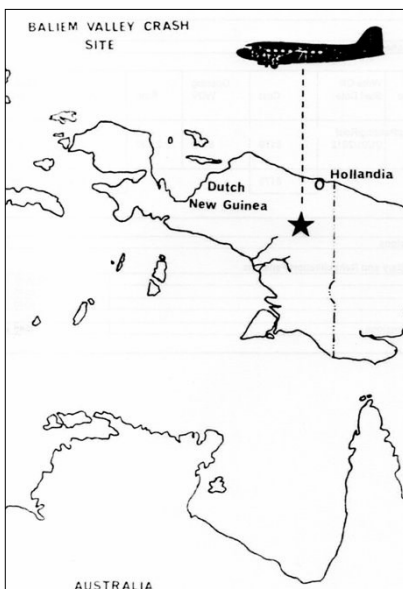
by Robert Kendall Piper

Concealed within the towering mountains of Dutch New Guinea (now West Irian) lies a rich and pleasant valley, whose official name is Baliem, and through which meanders a large river of the same name. A place of mystery and legend among airmen, cooled by altitude and protected by 13,000' peaks on all sides, which permits narrow access by the 9,500' Pas (Pass) Valley on its northern edge. In mid 1945 this area was to create world headlines with the unique rescue of two men and a woman, the sole survivors of an aircraft crash, by a glider and tug plane. The news media of the time were quick to dub this place "Shangri-La", after the mythical hidden valley of Tibet in James Hilton's famous novel "*Lost Horizon*". Later, Hollywood was to produce movies on both the novel and the New Guinea rescue story.

By May of 1945 the war against Japan had reached her very doorstep and Hollandia (now Djayapura) was a large sleepy base in the backwaters of New Guinea. On Sunday, the thirteenth of that month, a joyflight and navigation exercise was organised by Colonel Peter J. Prossen, of the Far East Air Service Command (FEASC) who was to accompany eight service women and fifteen men (including crew) on planned overfly of "Hidden Valley". . . The hot tropical coastline and Sentani strips were soon left behind as C47 transport No. 925 droned steadily upwards to cooler temperatures. All aboard were extremely excited; rumours had always been rife about the Hidden Valley amongst personnel at Hollandia. They ranged from stories of tall light-skinned people to complex irrigation systems that could only provide one answer — a lost civilisation! After an hour of steady flight the approaching high ground rose rapidly to meet them. Thatched villages and hillside gardens could be viewed a mere 300 below. Nosing carefully over what was believed to be the final ridge of the Pas Valley, the lumbering Dakota, whilst at some 9,500ft (2,900m), was suddenly clutched downwards by a massive wind shear (downdraught). Now immersed in low cloud, tall tree tops were quickly clipped, the plane began to lose way and then began bouncing high foliage, finally cutting a swathe through the thick mountain vegetation, before coming to rest at 7,200ft (2,200m) with its tail section broken off. Flames quickly spread through the crumpled fuselage. Although dazed, three survivors managed to crawl and stagger clear. Corporal Margaret J. Hastings, 1st Lieutenant John S. McCollom and T/Sgt. Kenneth Decker owed their lives to the fact that they had been seated in the rear of the aircraft. On hearing a girl's cry from the wreckage, John McCollom immediately re-entered and pulled clear PFC Eleanor Hanna, who appeared in a bad way and already near death. Return-

ing a second time he rescued S/Sgt. Laura Besley, who was in shock and hysterical but otherwise apparently uninjured. Both these girls had also been in the rear of the transport.

As the intensity of the fire increased (it was to continue spasmodically until the afternoon of the following day) the party retreated to a ledge some 25 yards away with McCollom carrying PFC Hanna. The regular afternoon rain then began falling, adding to their misery.



John now began repeated trips back to the crash site, recovering tins of water, hard sweets, yellow tarpaulins and a signal kit from emergency liferafts. Not once did he make mention that his twin brother, also on the flight, was somewhere back inside the smouldering fuselage; or that his chest, which had a cracked rib, was causing intense pain. As night approached the four swathed themselves and Eleanor Hanna in tarpaulins to endure the uncomfortable, long, cold night. With the dawn it was found that Eleanor had died and she was carefully wrapped in one of the canvas squares and laid beside a nearby tree. That morning the first search plane flew over (there were 24 in all sent out) and although the group signalled with a mirror they were not seen. Ken Decker was to comment that the previous day had been his 36th birthday and he wasn't the least bit impressed with what he had received! All felt greatly relieved, though, that they were missed and a search had begun.

That afternoon Laura Besley died and was placed with Eleanor Hanna. At daylight on Tuesday fifteenth the remaining three began a slow trek down the mountain, hoping to find more open ground. Following swift mountain streams, traversing waterfalls and wading in icy cold water, they reached a clearing on an embankment at midday on the Wednesday. During the descent Margaret's long hair repeatedly became entangled in bushes until at last, in desperation, she asked John to cut it short with his penknife. Ken, who back in Hollandia had been refused a date by Margaret, never lost an opportunity to remind her in the days that followed.

Lying in a sunlit grass patch to warm up, the group soon heard the engines of a large plane in the distance. Yellow tarpaulins were hurriedly laid out and they were quickly spotted, the pilot overhead cutting his engines momentarily and rocking the plane's wings as a signal. That afternoon a large group of timid natives visited the small grassy knoll, talked in their own language to the white strangers and smoked mountain tobacco. Their obvious friendliness and humour was a welcome relief to the previous days of ordeal.

Thursday the seventeenth, a radio was dropped by parachute that morning. It was quickly set up by the men and contact clearly established with the circling aircraft overhead. Survivors' names were relayed and brief details of the tragedy stated. Food, jungle kits, medicine, bandages and jungle knives were located with other chutes nearby. The three found that now only small portions of food could be consumed at one time. (Their stomachs had shrunk considerably over the previous days; unnoticed by them until then.) The following day the army plane once again returned and this time dropped two medical paratroopers further down the valley, in more hospitable country. One, Corporal Rammy Ramirez, injured his ankle but despite this both he and S/Sgt. Ben Bulatao (both Filipinos) soon arrived at the camp and set to work. Some of the survivors' wounds were now turning septic and required modern medicines as soon as possible. Ken Decker's right elbow was found to be broken and his back burnt; in addition to his deeply gashed scalp. Margaret's right foot was badly cut, legs were burnt and left side of her face blistered. All had suffered stoically. Fires were now lit by the medics, hot food and drinks soon performing wonders for morale.

On Sunday, May 20, a transport aircraft dropped Captain David Walters and ten paratroopers in the main Baliem Valley, some 45 miles to the south. Two of these men remained behind to set up camp and build a glider strip, while the rest set out to reach the survivors, arriving five days later on the afternoon of Friday, May 25. Captain Walters and a burial party then proceeded further up the mountain to the crash site with 20 crosses and a Star of David. After these were erected and the identifying tags draped on each, for the seven girls and fourteen men, an aircraft circled overhead with moving funeral services being read over its radio by a Catholic, Protestant and Jewish representative. The survivors below at the grass knoll listened in with heads bowed. By June 15 the three were pronounced fit enough to accompany the army party to the main valley and glider strip. A long, slow



A Waco CG4A (13 man) glider in New Guinea.
The 3 survivors of 'Shangri-La'.

and painful journey. They arrived to be greeted by surprisingly comfortable accommodation consisting of large partitioned tents and even a makeshift bath!

Assorted shells, especially flown in, were used to barter with the local natives and to purchase pigs for food. Their return to civilisation occurred on

Thursday, June 28, and was heralded by a C46 Curtiss Commando releasing a Waco CG4A glider overhead, piloted by Lieutenant Henry E. Paver. Within a short time it had silently swooped down to a perfect landing on the 300ft strip. Meanwhile a Douglas C47 affectionately named "Leaking Louise", having followed the C46 in, droned in slow circles overhead. Patiently she awaited her turn to snatch up the towline immediately preparations below were completed. The first load consisted of Lt. Paver the pilot, the three survivors and two Filipino paratroopers. Preparations were speedily completed and on a radio signal the lightly laden transport, with Major Samuels at the controls, swept down low in a shallow dive. On his first attempt he caught the snatch line between the two posts and roared down the valley. Tragedy nearly overtook the party again. As the glider slithered down the strip it snagged an old supply parachute on its skid, which luckily didn't reopen, but created some drag as it trailed behind. The C47 clawed for altitude in the thin atmosphere, speed dropped to 105 m.p.h., and some trees were skimmed, before it finally climbed clear. Continuing to circle for some time, sufficient height was eventually gained and the glider swung north, obediently following the mothership home.

The return trip was not without its problems as the dragging chute continually slapped the thin wooden floor of the glider. A two foot wide hole was torn in the ply which then permitted the wary passengers an uninterrupted view of the jungle passing below. After a 1 1/2 hour flight the glider was released over the coast and settled gently down for a welcome landing at Hollandia. As the waiting media snapped photos and bombarded Margaret, John and Ken with questions, the three remained understandably quiet. Although a tremendous relief to finally be back after 47 days, their thoughts continually flashed back to their 21 friends left on the mountain, now marked by the 20 white crosses and a Star of David.

In late October, 1958, Dutch officials, exploring in the area of the Pas Valley for the wreckage of a Short Sea Land Missionary plane that crashed in 1954, re-discovered the wreckage of the United States C47. An American Search and Recovery team from Hawaii made necessary arrangements and arrived in Hollandia on 18 November, 1958. A week later at the Netherlands Government Station in the Baliem Valley Dutch officers briefed the team on the terrain and climatic conditions. Especially noteworthy was the temperature variations which dropped from 80° F. during the day to 45° as night approached. High winds and heavy rains usually accompanied this sudden change in temperature. Meanwhile members of a Dutch patrol returning from Pas Valley reported being attacked by previously friendly natives. Despite this a party of 31 men, armed for protection against attack, departed for the crash site on December 4. The team successfully accomplished their mission and the remains of those left behind 13 years earlier were recovered and returned to the United States.

Robert Kendall Piper was a qualified civil pilot and ex-PNG resident who specialised, as a hobby, in writing about aviation and jungle survival. While in PNG he spent much of his time exploring and examining WW2 relics. Robert was employed in the Histori-

cal Studies Section (Air Force), Defence. The artwork for this story was prepared by Peter Connor, Directorate of Air Force Safety. Source: Defence Force Journal No.29, July/August 1981. Editor's note: Robert Piper died 19 February 2019.



Airstrip Beneria Station, Hela Province, PNG. Now closed and replaced by Komo Airfield, the longest airstrip in PNG at 3.2km long, to enable delivery of heavyweight, outsize and delicate equipment for construction of pipelines, a gas conditioning plant wellpads and other LNG facilities. The new airstrip (below) has been closed on several occasions due to local inhabitant activities and earthquakes.



For the Fallen

In most ceremonies of remembrance there is a reading of an appropriate poem designed to help the listener understand the experiences of service people and their relatives in wartime.

*With proud thanksgiving, a mother for her children
England mourns for her dead across the sea,
Flesh of her flesh they were, spirit of her spirit,
Fallen in the cause of the free.*

*Solemn the drums thrill: Death august and royal
Sings sorrow up into immortal spheres,
There is music in the midst of desolation
And glory that shines upon our tears.*

*They went with songs to the battle, they were young,
Straight of limb, true of eyes, steady and aglow,
They were staunch to the end against odds uncounted,
They fell with their faces to the foe.*

*They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn
At the going down of the sun and in the morning
We will remember them.*

*They mingle not with their laughing comrades again,
They sit no more at familiar tables of home,
They have no lot in our labour of the daytime,
They sleep beyond England's foam.*

*But where our desires and hopes profound,
Felt as a well-spring that is hidden from sight,
To the innermost heart of their own land they are known
As the stars are known to the night.*

*As the stars shall be bright when we are dust,
Moving in marches upon the heavenly plain,
As the stars that are starry in the time of our darkness,
To the end, to the end, they remain.*

- Written by Robert Laurence Binyon (1869-1943)

Insight into Tulait-Tulait Convoy travelling along the Highlands Highway.

Those who have travelled the Highlands Highway between Lae, Madang and Mount Hagen would have realized that there are more Public Motor Vehicle (PMV) buses, both big and small on the road going both directions than any other types of cars and trucks. Probably after three cars and trucks on the road travelling either way, you would see a bus travelling either way so we should say for every three cars and trucks on the highway travelling either way, there is one bus travelling either way.

While trucks are responsible for moving non-human cargoes between the coastal port towns of Lae and Madang and the highlands towns, PMV buses have been the main form of transportation for passengers traveling between these same destinations for many years. Commuting between these coastal and highlands locations on the road by buses have been the most cheapest and convenient form of transportation for the public than on air transportation a long time.

Until recently, travelling by PMV buses on the highlands highway has changed significantly. In the past, the PMVs travelled only during the day and not in the night. They used to travel individually and at any time of the day convenient but enough to get them to their final destination before dusk. However as situation changed with the deterioration of the Highlands Highway and the escalation of lawlessness along the highway and rise in lone PMVs becoming victims of regular rascallary, most PMVs buses have resolved to travel in convey in the night's only. However, a very few still travel during the day alone or in a group of two or three.

Tulait-Tulait is a term used nowadays up in the northern part of New Guinea to describe buses travelling at night until morning of the next day in convoys ferrying passengers from Lae and Madang up to the highlands towns, especially to Mt Hagen as a transit point for onward travel to the other upper highlands towns and within WHP.

The Tulait-Tulait commuting is done at night so that conveying buses arrive in Mount Hagen around 6am in the morning giving passenger's the whole day to on-journey to their respective provinces, towns and villages.

Like a herd of wild panting buffalo traversing to the next water hole in the desert of Africa at dark to avoid the risk of getting attacked by other predators during day light, the Tulait-Tulait buses travel at night in great convoy only for convenience, trying to avoid the heavy traffic during the day and to travel quicker to their destination without much hurdles and in safety.

The preparation for the Tulait-Tulait journey is done during the day. The drivers, crews and the travelling public know very well, it's like second nature to them that, the travel is in the night from the central location at Young Creek, Water-rise, Markham valley, at the foot of the Kassam Pass.

From wherever and whatever time in Lae or Madang the passengers are being picked up, the buses have to make their way to Young Creek before 10pm in the night as at 10pm, the Tulait-Tulait convoy of buses leave for the highlands destinations at that central location. Those buses that

have made it to Young Creek before 10pm with their passengers wait for the others to arrive. It's just a well synchronised movement of PMVs in a surreal manner as instinctively all the buses that will travel on that night will have arrived well before 10pm at young creek with no more arrival of buses after 10pm.

The line of buses in the Tulait-Tulait convoy comprises of both big (Toyota coasters, 25 seaters) and small buses (Toyota Hiace & Nissan Urvan 15 seaters) and can number up to 30 or more in a particular convoy.



At Young Creek, the unofficial launching station, so to speak, there is a hive of activities in an enclave economy. There are stalls for food and drinks, liquor and other stuff, including a thriving illicit activities. There are rest and wash rooms where passengers, crews and drivers can relieve and freshen themselves before commencing their long and tedious journey up hill, into the hinterlands of the highlands in a journey that can take up to 8 or 9 hours. Some buses and their passengers can wait at the station for up to 10 hours while others can

just arrive in the nick of time to join the convoy.

The Tulait-Tulait convoy is normally led by one of the few best, finest and bravest drivers of the highlands highway and all the drivers, crews and regular commuters of these buses know who these top notch drivers are. The two or three other drivers that will immediately follow the convoy leader are also the best in the business and together they navigate the whole pack of buses along the meandering and sometimes treacherous highway at night.

The lead bus driver is smart and meticulous in his driving. He is able to make split-second accurate decision with no room for goof, as the convoy's journey is entirely under his command, direction and leadership. Such leadership comes with experience and a thorough knowledge of every nook and cranny of the highlands highway, the environment and communities along the stretch of the highway.

The journey in the night itself is fraught with uncertainties and risk but nevertheless, it must take place under the leadership of the lead driver. A nasty accident can occur with the slightest of a mistake made by one or two drivers in the convoy travelling at sometimes break-neck speed. A small error can derail buses travelling very fast in a line, bumper to bumper, and can cause fatal accidents through a domino or ripple effect. However, to date no accident report of fatality has come out of Tulait-Tulait bus convoys.

The Tulait-Tulait convoy of buses in the night usually depend on the lights of the lead bus. The lights of the buses after the lead bus are all put off and they only follow the navigational lights of the lead bus. The lead bus navigates the convoy only using its signals and brake lights. When the lead bus puts on the right signal light, it implies that there is a pothole or something it is trying to avoid by going right so the buses immediately following each other will also put on their right signal lights signalling the back and all in the line will go right. If the lead bus puts on the left signal and goes into its original left lane then like wise all will follow suit. When the lead buses brake lights are on, it means slowing down and if both the brake lights and left signal are on concurrently then the buses are going to stop for reasons other than trouble. But if the lead buses emergency light's or the double blinkers are put on then it's signalling a trouble situation ahead and they need to be ready for whatever actions to be taken at the packleaders cue. It's just a spectacular scene in the night travelling in a Tulait-Tulait convoy of buses seeing and

experiencing how naturally the buses rythem along to only one cue of the convoy leader.

The only break comes when one member of the convoy develops some problem, usually a puncture and needs tyre change over. The convoy will abruptly stop and the problem is quickly sorted out and the journey resumes. The convoy members help each other very well. It's like every member of the convoy knows each other, although not all the buses are from the same area, but they have one thing in common, in that, they are all members of the Tulait-Tulait team travelling constantly on the Highlands Highway together for many years.

Like the noise of a herd of a wild African buffalo stampede crushing anything along the path to the next water hole, the collective humming sound of the Tulait-Tulait convoy's engine creates mini tremors especially to the bushes near the road. The sound of the approaching convoy of buses can be heard a distance away and buzzing by. Who can dare standing in the way of a speeding convoy with rushing gushing wind created by the collective speed of the convoy. No rascal and no one is formidable and overwhelming enough than a convoy of Tulait-Tulait buses racing against time, travelling at break-neck speed.

Buses start to fall back as they approach and enter into their own safety zones or as the day break is dawning. By the time the convey reaches the final destination, Mt Hagen, the number of buses dwindle by half or less as the other half has fallen back but otherwise the same number of buses that took off together at Young Creek will all arrive in Hagen intact at the same time.

The passengers of the Tulait-Tulait buses are seated comfortably in the speeding buses. They don't have to worry about anything except the speed but soon their fear is overwhelmed by the music, singings and jokes of the fellow passengers, crews and the drivers of each of the buses they are in. The travellers security is guaranteed by the convoy itself.

The drivers are kept awake by both the crew and passengers through out the journey by the provision of stimulants. His dash board is filled from end to end with betel nut, custard, lime, cigar, boo and Coca-Cola. There are more than sufficient stimulants to keep the drivers conscious, energetic and alert to take the bus and the passengers safe to the final destination, Mount Hagen.

Tulait-Tulait convoys happen every night and every convoy has its own lead drivers. The routine is just the same for every Tulait-Tulait convoys so the experience of travelling in the night is also same. In addition, other cars and trucks for safety purposes also join the Tulait-Tulait convoy.

As Christmas and New year approaching, the tulait-tulait buses will be very busy ferrying passengers up and down the Highlands Highway next few nights taking people to their destinations in time for the celebrations.

Michael Wally Enga, 24 Dec 2019.

Last year, I replaced all the windows in my house with those expensive double pane energy efficient kind. But this week, I got a call from the contractor complaining that his work had been completed a whole year and I had yet to pay for them.

Boy, oh boy, did we go around! Just because I'm blonde doesn't mean that I am automatically stupid. So, I proceeded to tell him just what his fast talking sales guy had told me last year. He said that in one year, the windows would pay for themselves.

There was silence on the other end of the line, so I just hung up, and he hasn't called back. Guess he was embarrassed.



Before Workplace Health and Safety - Lunch atop a skyscraper in New York.

Flight Lieutenant Roberts Christian (Robert) Dunstan

Roberts Dunstan attained a degree of celebrity as a one-legged gunner who served with Bomber Command in the Second World War before going on to a political career. He was born in Bendigo, Victoria, on 5 November 1922.

Dunstan lied about his age to join the AIF when he was just 17 and was posted to the 2/8th Field Company as a reinforcement. He joined his unit in Egypt shortly before the battle for Bardia, in which he took no part. In January 1941, outside Tobruk, he was wounded in the knee by a shell splinter. At first appearing to be not especially serious, Dunstan's wound became infected and his leg was amputated.

After convalescing in Egypt, Dunstan returned to Melbourne in July 1941 and, the following February, was discharged from the AIF. Feeling frustrated at having served for such a short time, Dunstan - while studying law in Geelong - began a concerted attempt to join the RAAF as an air gunner. Exactly one year after returning to Australia he entered No. 2 Bombing and Gunnery School at Port Pirie, South Australia.

Upon completion of the course he was promoted to sergeant air gunner and embarked for overseas service for a second time. After training, Dunstan was posted to 460 Squadron. His first operation was to Dusseldorf on 11 June 1943. Dunstan's crew flew together over a five month period. He later recalled the fear and nervous tension as his tally of completed operations grew, all the while wondering whether he would survive until the requisite 30 had been completed. On one raid to Berlin he flew as rear gunner in Group Captain Hughie Edwards's Lancaster, a source of particular pride for Dunstan as Edwards was a well-known and highly respected Victoria Cross winner.

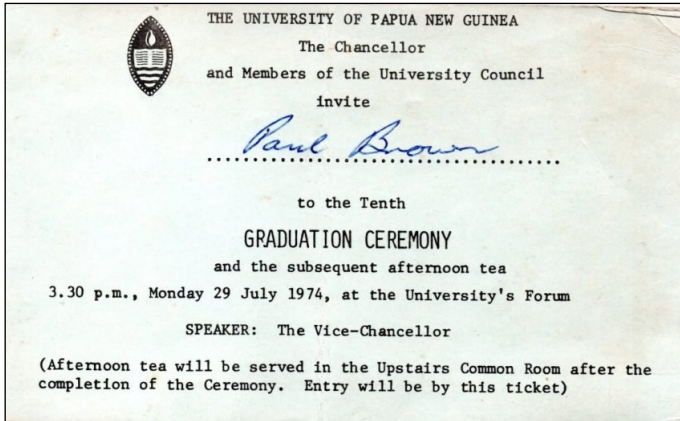


In October 1943 Dunstan was commissioned as a pilot officer with just two operations left to fly. On their penultimate operation, to Kassel, Dunstan's aircraft was hit by incendiaries from another Lancaster and then by a night fighter, but crash-landed safely back in England. His last operation, to Dusseldorf, was less fraught and took place the day before Dunstan's 21st birthday. He returned to Australia in August 1944 and received a degree of press attention as a kind of curiosity - a one-legged

air gunner who completed an operational tour and was awarded the Distinguished Service Order.

In 1946 Dunstan published a short book about his wartime experiences, "The Sand and the Sky". After the war he worked as a journalist and then film critic for the Melbourne Herald. In 1953 he travelled to Italy to meet the artilleryman whom he believed had fired the shell that wounded him at Tobruk, and four years later sponsored the man's son as a migrant to Australia. In 1956 Dunstan was elected to the Victorian Parliament as the Liberal member for Mornington. He went on to serve as a cabinet secretary, Minister of Water Supply and, later, Minister of Public Works. He died on 11 October 1989.

AWM Website



One of our Museum Curator Paul Brown's PNG mementos

A new recruit was on sentry duty at the main gate. His orders were clear...no car was to enter unless it had a special sticker on the windscreen. A big Army car came up with a General seated in the back.
 The sentry said 'Halt! Who goes there?' The chauffer, a corporal, says...'General Smith.'
 'I'm sorry', says the sentry, 'I can't let you through. You have to have the special sticker on the windscreen.'
 The General says...'Drive on.'
 The sentry says...'Hold it! You really cannot come through. I have orders to shoot if anyone tries to drive in without a sticker.' The General repeated...'I'm telling you son, drive on.'
 The sentry walked up to the rear window and said...'Sir, I'm new at this; who do I shoot, you or the driver?'

Royal Military College Duntroon

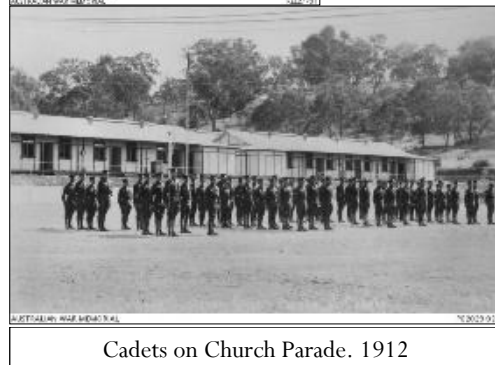
Establishment of Duntroon

At the time the Royal Military College, Duntroon, was established Canberra was very much a rural community with a scattered population of just 1,700. The College also started small: the first intake was 42 cadets, with about 40 academic and support staff. Today the College employs over 200 staff and operates five cadet companies of about 100 cadets each.

The federal government preferred the College to be established within the site for the nation's capital. Accordingly the College's inaugural commandant, Brigadier General William Throsby Bridges, recommended the former sheep station because it was "outside the reach of the growth of the city" and cadets would be spared the temptations that a city would bring.

Duntroon had been owned by the Campbell family since 1825 and was named after the family's ancestral home in Argyllshire, Scotland. Initially the government rented part of the site for two years before purchasing the entire property in July 1912.

William Throsby Bridges, the son of a naval officer, was born in Scotland in 1861. Educated in London and at the Royal Military College, Canada, he arrived in Sydney in 1879 where he gained a commission in the New South Wales permanent artill-



Cadets on Church Parade. 1912

ery. During the Boer War, he was seconded to the British army and took part in the relief of Kimberley and the battles at Paardeberg and Driefontein. He became the Australian representative on the Imperial General Staff in London in 1909, but the next year was recommended by Lord Kitchener to found the Royal Military College, Duntroon.

The full dress uniform worn by the first cadets at the Royal Military College, Duntroon, consisted of this style of tunic with khaki trousers and a khaki helmet.

In 1911 the Royal Military College – Duntroon - was opened in Canberra as an officer training school for the Australian Army. The first intake of cadets comprised of 32 Australians and 10 New Zealanders. Cadets were to undertake a four-year officer's training course, with half military and half academic subjects.

With the outbreak of war in August 1914, the first intake was rushed through for overseas

service. Most of the subsequent three intakes also served with either the Australian Imperial Force (AIF) or the New Zealand Army during the First World War. These graduates were among the best

and brightest Australasia had to offer. Many went on to distinguished military careers spanning several decades, others fell in their first battles of Gallipoli and the Western Front.

AWM Website

Apaches for Army

AI 1-64 E Apache Guardians are to replace the Tiger as Army's armed reconnaissance helicopter from 2025, following an announcement by Defence Minister Linda Reynolds on 15 Jan.

Senator Reynolds said Army will acquire up to 29 of the Boeing aircraft to replace the existing 22 Tigers.

"The Apache Guardian is the most lethal, survivable and lowest-risk option, meeting all of Defence's capability, through-life support, security, and certification requirements," she said.

Apaches were chosen over other helicopters after meeting the criteria of being a mature, off-the-shelf system, according to Senator Reynolds.

"By pursuing a proven and low-risk system in the Apache,

Defence will avoid the ongoing cost and schedule risk typically associated with developmental platforms," she said.

With improved sensors, survivability, communications suites



and attack capabilities. Senator Reynolds said Apache would strengthen reconnaissance to better shape strategic environments and deter actions against the national interest.

The Apache is planned to enter service with 1 Avn Regt from the mid-2020s, with the Tiger helicopters to be operated and supported until their planned withdrawal in 2028.

Until that time, Army will continue to rely on the support provided by the dedicated teams within Army, CASG and Airbus Australia Pacific to ensure safe and effective Tiger operations.

Army Newspaper 1481

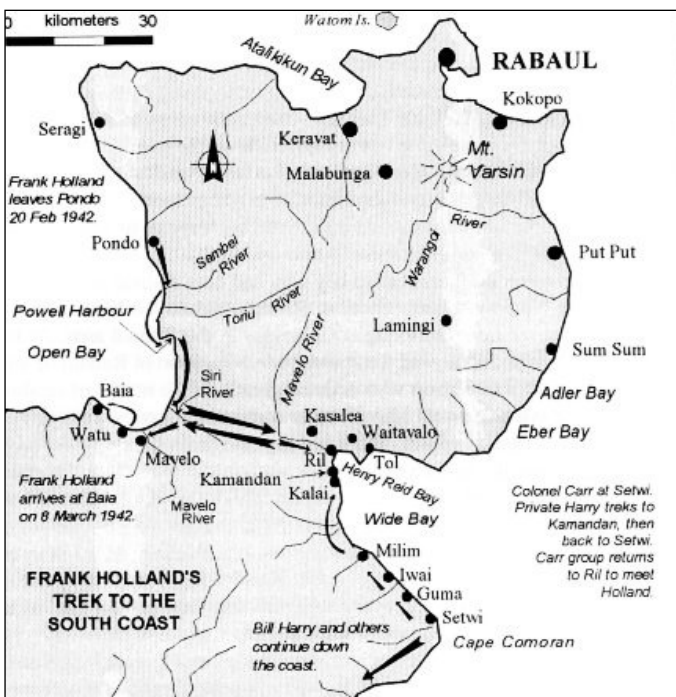
If a man says he will fix it—he will.
There is no need to remind him every six months.

Frank Holland MBE Bridge

In February 2021 a letter was received by your Association from Brisbane City Council confirming that the bridge over Bullcock Head Creek on Boundary Road, Richlands near our Association Museum will be formally named the “Frank Holland MBE Bridge”.

The process by the Association commenced some years ago when the Wacol Military precinct was being developed and the Association put in its submission for the bridge, which was only then being built, to be so named.

Frank Holland MBE was our original Museum Curator, John Holland’s father. After the collapse of Rabaul in January 1942 when the Japanese landed and people both Military and Civilian were streaming down the north and south coast of New Britain, Frank Holland, then a timber getter, and an expert



Frank’s journey across New Britain and back.

bushman, from Pondo Plantation on the north coast of New Britain was asked by Assistant District Officer, J.K. (Keith) McCarthy, to cross New Britain and bring as many men as possible back to the north coast with him. For this dangerous mission he was given 6 police bois as escort.

During the crossing to the south coast the party was attacked by the dangerous Mokokkol natives, but succeeded in bringing back with them 21 men who would otherwise almost certainly have perished, had they stayed on the south side. The group left the Witu Islands on the “Lakato” and arrived safely in Cairns.

For this Frank was awarded the MBE.

He then joined the Army and, as a member of Z Special Force carried out missions behind enemy lines on both Timor and Borneo. He left Timor in a US Submarine with the Japanese forces close behind as he embarked.

After the War Frank returned to New Guinea and when PNGVR was formed, joined in Rabaul. When the US Presidential Citation was presented to PNGVR in Rabaul (as both NGVR and ANGAU had been disbanded by then) it was Frank who accepted the Citation from Col. Rufus S Ramay, US Military Attaché in Australia in 1952.

MANUS WAR HERO

Matpi, DCM, a member of the Papuan Infantry Battalion. Awarded the Distinguished Conduct Medal. Credited with having killed 116 Japanese soldiers, Finschhafen, New Guinea.

His official citation reads:

"On 16th February at Ruange Pte Matpi in company with another native killed thirty (30) Japs in a running fight to Ruance. This deed was witnessed by NGX146 Lieut R.I. MacIlwain. On 18th February at Tapen, Pte Mapti, and the other native soldier told their OC, Captain E.P Hitchcock that a large number of enemy were escaping at the far end of Tapen Village. On receiving permission to pursue the enemy, they did so, knowing that this act would be of great personal risk to themselves. Pte Matpi and the other native then pursued the enemy killing forty-four (44) Japs including two (2) Officers. The



two officers put up a stubborn fight to protect their men. This deed was most outstanding. After running out of ammunition, these two boys killed the remaining six (6) Japs with the butts of their rifles. At Kwembung on 20th February, Pte Matpi again with the same boy raided the village and accounted for another six (6). At Wandabo on 22nd February, Pte Matpi with the same boy raided Wandabo and killed eleven (11) Japs. After this action, during which , the other boy was wounded, Pte Matpi carried on with his section, and accounted for another nineteen (19) Japs in the gardens of area Wandabo and

Kwembung. since then , Pte Matpi has increased his total of enemy killed by him, to one hundred and ten (110)."

Australian War Memorial

Actual site Japanese Surrender, Wewak, NG

The surrender of Lt Gen Adachi to Maj Gen Robertson on

Wewak airstrip at Cape Wom has received wide circulation. However the site of the actual Japanese surrender by Adachi is not well known.



This memorial is at Yangoru Station East Sepik, the site of the actual Japanese Surrender Hill at Yangoru station. Lt. General Adachi had his bunker at Monbuk village, the Japanese soldiers were captured and forced to surrender on this spot, then brought over the Alexander MOUNTAINS to officially surrender by handing over his sword to Major General Robertson of the Allied Forces at Cape Wom surrender park in Wewak.

Mateos Aloj.

I ate 4 cans of alphabet soup and just had probably the biggest vowel movement ever.

RAN Hydrographic Surveying in Papua New Guinea

The RAN Hydrographic Service charting activities goes back many decades in Papua and New Guinea and post-independence.

During World War 2 accurate charts were quickly found to be vital to Military Operations and the Allies Operation Cartwheel. *HMAS Paluma* and *Laurabada* were used to chart Milne Bay to allow troops and necessary equipment's to be landed. Later they and other impressed vessels, *HMAS Shepparton*



HMAS Paluma

and *Benalla* (specially converted Corvettes), *Moresby* and *Polaris* and *Stella* charted a route to the south of the Japanese beach holdings in the Buna Gona area. This involved sand cays and reefs marked

with beacons and lights and personal ashore with radio's gathering tidal information. The workload was heavy with inadequate charts eg false reefs and shoals and little actual depths marked. Merchant Ships Officers from Burns Phillip and such companies were vital as they had vital local knowledge of the areas due to their large operations.

Landing surveys were carried out and in between charting was carried out to improve the charts. The Ships were regularly well ahead of the front lines and regularly had contact with Japanese who fired at the vessels and boats regularly but no injuries have been recorded. On one occasion a party landed at night, climbed a hill and put up a 30 foot mast with a 16 by 10 foot survey flag then walked out – only to find the next day that they had walked through Japanese camps.

During this time it seemed that both Allied and Japanese aircraft found them good targets hence more armaments were added and the ships changed from Navy Grey to dark green to better allow them to hide in rivers, creeks and close to shore anchorages and mangrove branches also were utilized. The Green colour scheme was generally accepted as "officially sanctioned" by saying that the vessels were part of a special unit with an official like designation. Later it apparently become the "status quo" to "acquire" a Japanese mountain gun and attach it to the stern for shore bombardments – *Shepparton's* was sent to the town of that name and it resides in the museum.

The Command realised how vital the Survey Ships were to successful operations consequentially they continued operations on through New Guinea, NEI, Borneo and Philippines but little is recorded of them.

Post war the RAN Hydrographic Branch used WW2 vessels such as *HMAS Diamantina*, *Warrego* and some smaller vessels. In 1959 a Motor Stores Lighter was converted to *HMAS Paluma* and a larger ship was built at Newcastle and *HMAS Moresby* was commissioned in 1964. In 1973 *Paluma* paid off and *HMAS Flinders* was commissioned – a quantum improvement in all aspects.

In 1976 I was on *HMAS Flinders*, CO LCDR J Compton, when we were tasked to survey Dampier Strait, between Umboi Island and West New Britain. We had two radio navigation stations, Decca Hi Fix, situated on the small islands south of Umboi and an island to the north. We also had a manned tide camp near Lab Lab on Umboi. We had to negotiate the removal of a betel nut tree and I remember it cost just over a 1000 kina!! The Natives were very curious about what we were doing and our PNG Hydrographer Mr Chukami, a Manus Man, gave a lengthy talk to the locals where we had manned camps and there were no issues. We visited Port Moresby for initial entry and meetings with politicians, media etc. The Ella Beach RSL was visited and it was interesting looking out at the Reefs and the wrecked WW2 Ship *MV Machdui*. Every 19 days we visited ports to refuel, stores and R&R. We made stops at Lae, Rabaul and Kavieng. We also met up with a unit from the Australian Army Survey Corp AASC who were carrying out topographical mapping using satellite position fixing equipment. We attempted climbing a steep mountain on Sakar Island with several AASC members but the kunai grass and no tracks made going too slow so they called the op off. During the survey a large volcano erupted on West New Britain and we went in to offer assistance but the locals had it well in hand. We got sulphur concentrated air through the ships air-conditioning which was memorable!! Surveying at night we could see lava flowing from a couple of volcanos to the north and east of us. Whilst on our return to Cairns one of the party who was ashore at Lab Lab come down with malaria – with no medic carried it was a case of the CPO Coxn making a diagnosis using the Ships Medical Guide – and some interesting possibilities were identified!!

In 1986 *HMAS Flinders*, CO LCDR R Willis, was tasked to find a passage through Star Reefs to the north of Goodenough Island to allow coastal shipping to go direct to Rabaul etc. We set up Radio Navigation Camps at Tufi and on Goodenough and an automatic tide gauge on a small sand cay near Star Reefs. We made stops at Port Moresby, Lae, Rabaul and Madang and whilst in Rabaul visited a lot of the World War 1 sites at the War Cemetery, numerous Japanese tunnels, AA Gun positions, airstrips with many wrecked Japanese aircraft still in situ, the submarine base below cliffs and the admiral's bunker. It was obvious that the Japanese had heavily fortified the area during WW2 – expecting an Allied invasion. It was interesting seeing Queen Emma's house remains and the old remains of the German Colony. We also went ashore at Cape Killerton and saw the terrain in which the battles took place after the Japanese had been forced back over the Kokoda Trail. The swampy country is quite extensive and it makes one appreciate those who fought there. We also were given a Chinook helicopter ride over some of the Kokoda Trail and it made one wonder how those Diggers man-

aged the numerous battles along its length.

Whilst we were surveying, the Petty Officer Power Electrician was accidentally crushed by a heavy watertight automatic door between the engines and generator compartment. He was in severe pain and we were unable to get him to a hospital at Rabaul for over a day. This later involved an investigation as to the reasons for the delay in getting him to a hospital.

In 1988 *HMAS Flinders* CO LCDR G Geraghty, carried out charting between Madang and Wewak. We had 2 Landing Craft Heavy LCH also surveying with us – one progressed a fair distance up the Sepik River and the crew commented on the increasing size of the insects and numerous mosquito's as the voyage progressed!! The LCH was only stopped by a rocky bar. We also visited Kar Kar and Manum Islands - it was interesting seeing the traditional way of life on Manum. On the Islands off Wewak we had a bar- b -cue and some locals joined us - an older native had the scar's where he had



HMAS Flinders

been shot by the Japanese. He had laid low until dark and got a canoe and paddled to the mainland and went inland until the war ended. During the course of the survey operations between Madang and Kar Kar Island, we lost a sailor overboard for some hours. We put out a call on VHF channel

16 marine calling and distress frequency and the signal went over PNG and was received at Thursday Island Radio Station OTC where it was telephoned to Port Moresby thence to Madang where extra shipping was immediately organised and an aircraft was organised to also assist. Fortunately we recovered the sailor in reasonable health but said he was concerned about being possibly eaten by crocodiles or sharks!!

At Wewak we had a sports day and bar-b-cue with the PNGDF Company who patrols the Border with Indonesia – they were very fit and regularly live off the land. They also mentioned about the large amount of WW2 Japanese army remains in the jungle of the back country as parties of them attempted to move to Hollandia on reduced or no rations. Whilst in Lae we were taken on a PNGDF C47 to Finschhafen – which was a major allied base in WW2 It was where NGVR and Coastwatchers had gathered together the small ship convoy that managed to extract many AIF who were at NW New Britain after Rabaul had fallen and was organised by J K MacCarthy, Administrator at Talasea, and "Blue" Harris, Patrol Officer Lae, and consisted of mission and private vessels and *MV Lakatoi*. Lieut I Champion similarly used the *Laurabada* to rescue 153 from Palmalmal plantation on southern New Britain.

It was interesting to visit so many places and remote villages in PNG and get to learn something of their lifestyle and village etiquette. I found the knowledge useful as I was posted to Vanuatu Defence Co Operation Programme in 1989 – 1990 as Hydrographic Advisor to the Land Survey Department. We had a 50 foot sailing Ketch and carried out many surveys in remote areas and I enjoyed working with the Vanuatu Surveyors and Marine Crew as they were a great bunch and I got a good education in bush living and navigating around reefs using old charts – occasionally at night!! A similar RAN CPOSR was based in the Solomons.

Mike "Banjo" Patterson ex CPOSR 1970 to 1991



Mike in 1974 at the mouth of Escape River, NW Cape York, where for 3 months he was running a Radio Position/Tide Station.

Kokoda is struggling to survive and under threat, warns veteran

Kokoda is struggling to survive and under threat, warns veteran.

The coronavirus, a hydroelectric dam, a \$4.7 billion mining deposit and more than a decade of diplomatic stumbles have combined to threaten the long-term future of the Kokoda Track, as Chinese state-linked companies ramp up their investment in the region.

Charlie Lynn, a Vietnam veteran who helped establish the Kokoda Track Authority and former MP, said urgent intervention was needed as villagers who rely on tourism along the track risk becoming destitute and a key deterrent to mining in the region is wiped out by a \$263 million Chinese-built dam.

Tourism has plummeted more than 90 per cent in Papua New Guinea during the coronavirus pandemic, prompting the Papua New Guinea Tourism Promotion Authority to warn the industry is in crisis. The Kokoda Track is PNG's largest tourism drawcard, attracting up to 5000 Australians per year. The 12-day trek covers the hostile jungles north of Port Moresby, where more than 600 Australians and 2000 Japanese soldiers were killed in Australia's most significant World War II victory.

Prime Minister Scott Morrison met with PNG Prime Minister James Marape on August 5 and said Australia would work with PNG to encourage tourism development.

"We recognise that the tourism and hospitality industry plays a significant role in directly improving the livelihood of local societies whilst maintaining sustainable development and growth of our economies," he said.

The Australian government spent \$607 million on aid and development projects in PNG last financial year.

But a campaign to secure UNESCO World Heritage status for the track has floundered while the Authority which maintains the track struggles to survive.

"No part of the site is yet clearly recognisable as being of high potential for world heritage nomination," a 2015 review of PNG's sites by the former global advisor to UNESCO Peter Hitchcock found.

Mr Hitchcock said the relatively poor documentation of natural history on the site had left it exposed, nine years after it was included by the PNG government on its World Heritage tentative list. A successful listing would ban mining in the area.

A spokeswoman for the Department of Foreign Affairs said PNG had sovereign responsibility for Kokoda and Australia's support had been delivered at its request through close consultation with the Kokoda Track Authority.

"To help PNG manage the impact of COVID-19 in PNG, Australia has reshaped its support along the Kokoda Track to help

local communities manage the loss of income from the cessation of trekking, and improve health outcomes," she said.

The Howard government lobbied PNG in 2006 to stop a mine with \$4.7 billion worth of gold and copper deposits being established near the village of Naoro, halfway down the 12-day trek. A joint understanding signed in 2008 said the Australian Government would work with PNG on the preservation of a key river water catchment in the area. The catchment would provide power and water supply for Port Moresby following concerns the Kodu mine would pollute the capital's water.

China's \$260 million Edevu Hydro project, which will supply power and water to Port Moresby from the separate Brown River is set to open this year.

"While Australia is running workshops and conferences, the Chinese went and built a dam," Mr Lynn said.

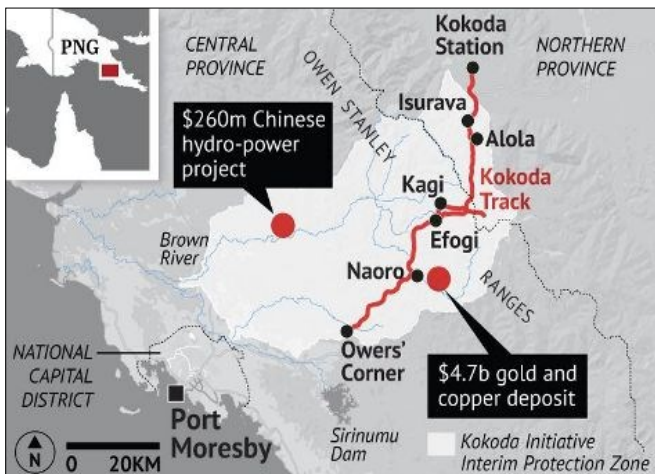
"In 2006 China wasn't a player and now they are. They have a big chequebook. They got PNG to vote with them at the United Nations and there is nothing to stop them getting PNG to reopen that mine."

The country, which was an Australian territory until 1975, is the only one of Australia's close trading partners to have supported China's crackdown in Hong Kong at the United Nations in July.

Mr Lynn, who runs the Adventure Kokoda trekking program, said the Kokoda Authority had not produced minutes of meetings or an annual report for 12 years and was now effectively abandoned, after not receiving financial support from the national or local PNG governments. The Authority was contacted for comment. The former NSW Liberal MP and parliamentary secretary for veteran affairs also said the authority had rental arrears of \$30,000 and staff were not being paid.

"In PNG this means their children don't get to eat," he said. "If we cannot manage something as iconic as the Kokoda Track in a way that provides sustainable economic opportunities for the landowner communities who live along it, we have little hope of combating the influence of China in other areas in PNG."

There are at least three state-linked Chinese mining projects underway in PNG with the China Metallurgical Group Corporation, China ENN Energy Holdings and the Guangdong Guangsheng Asset Management Company. The projects, across gold, LNG and copper are worth at least \$9 billion.



The Australian reported this month that Ramu Nickel, which is owned by China Metallurgical had started an apparent COVID-19 vaccination trial for its PNG employees, as China accelerates its coronavirus diplomacy in the region.

Ian Kemish, Australia's former high commissioner to PNG, said last week that PNG's temptation to engage with China was growing as an election neared and the economy was hit by the economic effects of the coronavirus.

"Incumbent governments need resources and financial resources to win an election. With nothing happening in the economy, the temptation has got to be there, for some politicians at least, to reach for China," he said.

Jeff Wall, a former advisor to PNG prime minister Sir Rabbie Namaliu, urged Australia to play "a significant role in any debt financing and structural adjustment program for PNG" as it considers selling more state assets to finance its debt.

"The path towards any asset sales won't be straightforward, but it might be inevitable despite limited political and community support," he said in an opinion piece published by the Australian Strategic Policy Institute.

Eryk Bagshaw The Age 21 Aug 2020.

Managing my weight around Covid-19 time just required a little planning. For example I took the batteries out of the scales.

Henri Hermene Tovell— the French orphan

Timothy 'Tim' William Tovell (1878 – August 1966) was an Australian airman in World War I who, with the help of his brother Edward 'Ed' Tovell, smuggled a young French orphan out of France and to Australia.

Tovell was born in England and was apprenticed to a builder in 1898. He then became a cabinet maker and did much work for the London gentry. He was married in 1911 to Gertrude, and they then emigrated to Australia to help him recover from a 'bad chest'. The couple moved to Jandowae near Dalby in Queensland. In 1916 both Tim and his brother Ed enlisted in the Australian Flying Corps. They were posted to Belgium, and after the war to Bickendorf, Germany as part of the occupying force.

On Christmas Day 1918, a small orphan came begging for food from the Australians at Bickendorf. The orphan, whose name was probably Honore Hermene (later known as Henri Hermene and other variations), took a liking to Tim, and Tim took a liking to Henri. The orphan knew neither his age nor where he came from, other than his father was killed in the first week of the war and his mother shortly after when the Germans shelled his house, leading to the death of his mother and sister. The boy was rescued by an officer of the British artillery who looked after Henri until the officer too was killed, and Henri wounded.



Henri until the officer too was killed, and Henri wounded.

Henri was treated in a military hospital and eventually discharged where he found his way back to the front lines and again attached himself to a British unit. This unit eventually ended up at Bickendorf, and Henri met the Tovell brothers. The Australian doctor who saw Henri estimated his age at nine. The Australian squadron adopted Henri as their 'mascot', and fed and clothed him. He was given a uniform and made an acting corporal. He was known by the airmen as "Little Digger".

In 1919, Tim Tovell discovered that his own son, Timmy, had died from influenza in Australia, and he decided to 'adopt' Henri and take him back to Dalby.

Tim, with the assistance of his brother, smuggled Henri out of France to England (in an oat sack) and then from England to Australia. The smuggling required considerable foresight and help from both Australian officers and men. To land Henri in Australia required permits, and Queensland premier Tom Ryan, who was travelling back to Australia on the same troop ship, heard about the effort that the airmen and Tovell brothers had gone to get him on board the ship, and arranged landing papers for Henri. The Australian press got hold of the story of the French orphan boy, and on landing Henri was mobbed by well-wishers and the curious. One woman offered Tim

Tovell £1,500 to let her look after Henri, as she had lost her son in the war. The Tovell brothers declined the offer, and took Henri to Dalby, where he went to school.

Henri attempted to become an Australian citizen, but the French Embassy would not support him doing so until he was 21, and as he could not prove his age, he had great difficulty in enlisting in the Australian Air Force as he had wished. In 1928, Henri was killed in a motorcycle accident in Melbourne.

After Henri

After being demobbed (discharged from the military) in 1919, Tim became a builder and lived in Brisbane until his death in 1966 at the age of eighty-eight. He was survived by his three children – Nancy, Edith and Edward – as well as his wife Gertrude (who died at age 94).

Wikipedia



Australia's first VC winner

It is now 120 years since a brave doctor became the first Australian to be awarded a VC.

In late July 1900, then Lt Neville Howse, a doctor from Orange who was part of the NSW Army Medical Corps and serving with British Imperial forces near Vreedefort in South Africa, was tending the wounded in a kraal to which his mounted convoy had been forced after being ambushed by Dutch forces.

On seeing a young trumpeter fall from his horse, writhing in agony after he was shot in the stomach, Lt Howse mounted a horse and set out to rescue the man. Accounts vary but all note Lt Howse's horse was shot dead.

On reaching his casualty, the doctor calmly dressed the wounds, hoisted the man onto his shoulder and carried him back behind the lines in a series of short spurts "through bullets flying as thick as hail in a summer thunderstorm".

Lt Howse operated on the young soldier in the kraal, saving his and many other lives. **For this, he was awarded Australia's**



Then Col Neville Howse in Gallipoli, where he played a key role in the Battle of Lone Pine.

first Victoria Cross.

This action was not out of character for Lt Howse, who was mentioned in despatches for actions at Doornkop in May. He tended the wounded in adverse circumstances, improvising as conditions allowed, even letting himself be taken prisoner by the Boer forces rather than abandoning his post.

Evacuated to England in 1901, he returned to the South African front in 1902 to command the Commonwealth Army Medical Corps' Bearer Company.

After the war, he returned to his medical practice in Orange and became mayor.

When war was declared in 1914, he immediately enlisted at the age of 50 and was sent with the Australian Naval Military Expeditionary Force to take control of German New Guinea.

He transferred to the Australian Imperial Force (AIF) as a colonel, sailing with the AIF's convoy to Gallipoli. Actions coordinating the evacuation of wounded on the first day earned him a Companion of the Order of the Bath. He was wounded tending others at Lone Pine and again mentioned in despatches in November, before evacuating with the Anzac forces to Egypt in 1916.

Horrified by the British approach to dealing with casualties, he spent months restructuring and improving the Australian Army Medical Corps as the first Surgeon-General before it was moved to the Western Front, and served through the rest of the conflict and the postwar repatriation of troops.

By then a Major-General, he went on to a career in politics, serving as the minister for portfolios including Defence, Health and Home and Territories, and earning more awards.

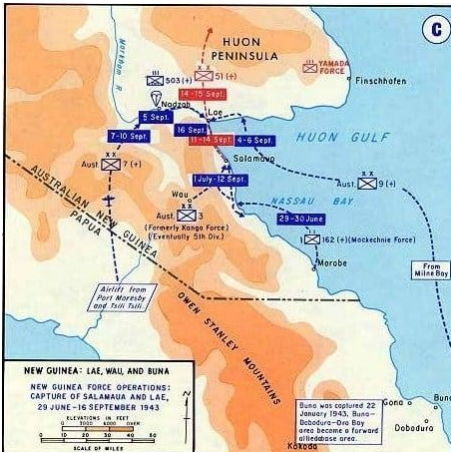
Maj-Gen Sir Neville Howse died in London in 1930 and remains **the only Australian medical officer to be awarded a VC.**

Army News Edition 1471

The Bloody and Furious battle of Salamaua and Lae

Operation Postern - The Markham and Ramu Valley's/Huon Peninsula/Huon Gulf Campaigns from 4 September 1943 to 24 April 1944 saw American and Australian forces in heavy fighting. Australians of the 6th, 7th and 9th Divisions were involved in clearing the Japanese from the Huon Gulf and the Huon Peninsula, the Markham and Ramu valleys and ended with the fall of the major Japanese base at Madang, to the north-west of the Huon Peninsula. It was carried out as part of Operation Cartwheel. The overall plan was to isolate the powerful Japanese base at Rabaul.

The first step towards the conquest of Salamaua was carried out as part of Operation I. On the night of 29-30 June 1943, 1,400 troops from the US 32nd Division landed at Nassau Bay, south of Salamaua. The next move came from Wau. The Australian 6th Division, 17th Brigade consisting of 3 infantry Battalions 2/5th, 2/6th, and 2/7th (2/8th was still in Greece and Crete), crossed the mountains and captured the village of Mubo on 17 July. From Mubo the Australians captured Mount



Tambu and began to close the net around Salamaua. The Japanese decided that Salamaua was lost, and evacuated the town

The battle of Salamaua (30 June-11 September 1943)

In May 1942, 'Kanga Force', which included the NGVR and the 2/5th Independent Company which was airlifted into Wau operated as a

guerrilla force against the Japanese in the Markham Valley. On 29 June 1942, Kanga force raided Salamaua inflicting heavy casualties and capturing the first Japanese equipment and documents taken by the Australian Army.

On 31 August 1942, a strong Japanese group arrived at Mubo but with the Japanese on the offensive along the Kokoda Trail and at Milne Bay reinforcements were not available for Kanga Force until October, when the 17th Brigade and three Independent Companies 2/5rd, 2/6th and 2/7th arrived. General Savige was instructed to turn the area into an active operational zone for mobile defence.

It was estimated that there were 5,500 Japanese around Lae and Salamaua. The focus of the operations towards Salamaua was to draw the Japanese away from Lae. Salamaua was not to be assaulted until after the Lae operation.

Until the Lae offensive commenced, the Japanese were to be led to believe that Salamaua was the main objective.

On 19 and 20 June 1943, the 2/6th, were holding a wide area towards Nassau Bay, they came under heavy fire as the Japanese realised an attack was imminent. On the morning of the 20th Japanese planes made more than 80 bombing sorties against the Australian positions. The Japanese infantry made attack after attack throughout the day and night, but the 2/6th held and dispersed the Japanese force. Heavy engagements continued until the 23rd when (RAAF) Beaufighters strafed Japanese forces causing them to retreat.



Cpl Leslie 'Bull' Allen, a stretcher-bearer from the 2/5th Battalion, bringing back the last of at least 12 wounded Americans he rescued that day. He had been awarded the Military Medal for similar bravery at the battle of Wau six months earlier, was awarded the American Silver Star for his work on this occasion, but no Australian award was made.

On 6th of July 1943, the 2/5th Battalion were engaged in very heavy fighting with the Japanese around Mount Tambu. They impressively captured its northern knoll, throughout the night the Japanese counter attacked again and again supported by mountain guns and heavy mortars. The Japanese force almost surrounded the Australian positions, but fierce fighting by the Australians saw wholesale slaughter of the Japanese forces, and they were forced to accept defeat and withdraw.

An allied base was then established at Nassau Bay to support the ongoing offensive. By 23 May 2 US field artillery battalions, 2 Australian field batteries, the 1st

Australian Mountain Battery, the 2/6th Australian Survey Battery, and four anti-aircraft batteries were in place at Nassau.

The 29th Australian Brigade, the 42nd, were moved forward into the Nassau Bay area and they marched north into a position between the Americans on the right and the Australian 17th Brigade,

On August 14th the Australian 2/7th Battalion attacked up a cliff face that was so steep the troops were forced to crawl on all fours, by that evening that had captured the cliff top called 'North Coconuts'.



Salamaua after the battle

From January to the 26th of August after months of very heavy fighting through the jungle-clad tangle of mountains from Wau towards Salamaua. The Aussies and the Yanks took Sala-

maua.

The Australian 6th Div, 2/5th and 2/6th and 2/7th were involved in major battles of Wau, Mubo, Mount Tambu, Komiatum Ridge and Lababia Ridge.

A mateship developed between the Aussies and the Yanks during those horrendous months in the jungles of New Guinea that still exists today.

After the capture of Salamaua the allied armies divided in two, and carried out separate thrusts, both aimed at the major Japanese base at Madang. There were two possible routes to Madang - around the coast of the Huon Peninsula or up the Markham Valley and down the Ramu Valley. The Allies decided to take both routes. The 7th Australian Division went west, and was soon heavily engaged in the Finisterre Range. Whilst the 6th and 9th Division fought their way along the Huon Peninsula/Huon Gulf.

The battle of Lae (4-16 September 1943)

The capture of Lae, the centre of the Japanese defensive line in New Guinea, was the allied target after the defeat of the Japanese in Papua. The attack on Lae involved a two pronged assault—the 7th Division would land at Nadzab to Lae's north and the 9th Division would undertake an amphibious landing to Lae's east.

On 4 September troops from the Australian 9th Division landed on the coast east of Lae. Wooten's men, coming from the east, had to fight their way across a series of rivers, which were running very high after heavy rainfall. They ran into Japanese resistance on



Ammunition dump at Lae

6 September at the Bunga River, about half way to Lae.

On 8 September the Australians advancing from the east reached the fast flowing Busu River, which was defended by the Japanese. A first attack early on 9 September was repulsed, but a second attack managed to

establish a beachhead. The next three days were spent ferrying the 24th Brigade across the river, while at the same time a bridge was moved upstream to allow the 26th to cross. The two brigades were both across the Busu by the morning on 15 September.

The 25th Brigade had left Nadzab on 10 September. By 14 September they had reached Heath's Plantation close to Lae, where they were replaced by the 33rd Battalion. On 15 September after heavy fighting the Japanese were forced out of Edward's Plantation, and on the morning of 16 September the 7th Division's, 25th Brigade entered Lae. The troops advancing from the east weren't far behind, and the 9th Division's, 24th Brigade arrived later on the same day.

By then the Japanese had decided that the Lae/ Salamaua area could no longer be defended, and wanted to save the men for more important battles further north. Around 9,000 Japanese troops began the march north, and 8,400 eventually reached the north coast of the Huon Peninsula.

Laurence Tilley

Australian Military History.

A man goes on holidays and asks his brother to watch his cat. He calls home and asks how things are and his brother tells him the cat is dead.

"You know I loved that cat. You should have broken it to me gently."

"Like how?"

"First you might tell me the cat is on the roof and you can't get her down. The next time I call you might say you got her down but she is at the vet with injuries. By the third phone call, I'm a bit more prepared and you can tell me she passed on."

"You're right. I should have done that."

"That's okay. By the way, how is Mum?"

"She's on the roof and we can't get her down."

My years with the Papua New Guinea Volunteer Rifles (PNGVR) 860284 William L Bickerton

In 1963 the Department of Defence caught up with me and reminded me that I still had service to do as part of my National Service. The only available military reserve force was the Papua New Guinea Volunteer Rifles (PNGVR), a militia unit that had been formed during the war. The original New Guinea Volunteer Rifles (NGVR) was made up entirely of civilian volunteers who lived and worked in the islands and recognised the approaching danger of being invaded by the Japanese. They were a varied bunch of plantation owners, missionaries, government employees and many gold miners from the Wau valley gold mines. The Australian Army appointed a regular Army senior officer to command the unit. A few Germans were amongst their ranks, some of whom I knew and supported in later years in my capacity as Welfare Officer in the ex members association. They had been given an ultimatum to join the NGVR or be deported or sent to prison. I was with PNGVR for 10 years and went on through the ranks and was appointed the Queens Commission in 1966. That was an amazing experience and I loved every minute of it, although I must say that Sylvia was not too thrilled and that was one activity that she did not support me in very much.



Bill and his late wife Sylvia.

Initially the unit was made up entirely of expats, many from other countries including Australians, Europeans, Kiwis, Brits, Scots, Chinese, Germans and many more. It was a very unique regiment, one that was formed offshore, never paraded in Australia, was always on full battle alert even as a reserve unit, carried the battle honours of the major conflicts

fought in the islands and had been awarded the US Presidential Citation for support to American troops in the battle of Los Negros in the Admiralties. In about 1964 the unit was integrated and lots of local men joined our ranks. This was a marvellous opportunity for many of them to show their natural skills in living and operating in the jungles of PNG. They were excellent soldiers and some of them went on to become senior commissioned officers in the Pacific Islands Regiments as professional soldiers. Many close friends were made amongst the local men and many of them have since been recognised and awarded the appropriate medals and awards. It has been an amazing privilege to serve as a commissioned officer in PNGVR for several years and of course we were bitterly disappointed when the Regiment was disbanded at the time of Independence. The Colours are laid up in the War Memorial in Canberra. I will never forget the ceremonial parade at Igam Barracks in 1967 when the Regiment received our Queens and Regimental colours and the many battle honours of the NGVR. One very unique feature of the Regimental colours was the inclusion of the brilliant red wreath of jungle orchids (Fleur de Lis) instead of the standard wattle bloom of all Australian regiments.

My military and civilian medals and awards include the following:

- Papua New Guinea Independence Medal
- Papua New Guinea 10 & 25 years of Independence Medals
- Papua New Guinea Defence Force Medal
- PNG Defence Force 50th Anniversary medal
- Australian National Service Medal
- The Australian Service Medal (Papua New Guinea clasp)
- The Reserve Forces Medal
- The Defence medal
- The National Medal
- The Humanitarian Overseas Service Medal (East Timor clasp)
- Citizen of the Year Award 2001 (Gold Coast)

These medals are to be kept by my youngest daughter Gail after my death.

Initially I was attached to D Company in Port Moresby then when Support Company was commenced and equipped I was appointed as Assault Pioneer Platoon Sergeant and then Platoon Commander when my commission came through. This was a great chance for me to put into practice my technical and leadership skills. We carried out several aid projects in the villages of Papua including road and bridge construction, provision of potable water and removal of wartime explosives. My training for this job included being a qualified demolitions instructor and user. I did the course at Holdsworthy Army School of Engineering in NSW and I took 3 of my indigenous soldiers and 2 expats down to do a separate basic Assault Pioneer course at the same time.

On one occasion we were tasked to repair a suspension bridge that had been damaged by high flood waters and the deadman anchors on one bank had been torn out. At that time the unit was equipped with ex wartime 6 wheel drive GM trucks with a large winch fitted on the front. A good friend and work associate Sergeant Terry Farmer was the transport officer and we arranged for him to bring one of the monsters down the river bank onto the river flat and help us winch up the bridge support ropes. Terry took up the slack on the winch and then decided to reverse the truck a few feet rather than take up any more on the winch. The truck wheels started spinning and boxes of 36M Mills Hand grenades were being torn out of the ground. My troops took off in all directions although there was little danger as the grenades had not been primed – however the boys did not see the funny side of things. The local villagers told us later that that area had been a huge Australian ordnance dump during the war. This sort of thing happened many times and we were forever destroying UXB materiel.

On another occasion we were tasked to build a seawall to prevent high tide flooding of Kido village in the Papuan Gulf. We were supported by the Water Transport Unit who provid-

ed a large beach landing barge and crew for the week that the job took. We loaded a lot of equipment at the main Water Transport Unit base in Moresby including tonnes of cement, aggregate, hand tools, re bar, concrete mixers, wheelbarrows, food, water, tents and all that we needed to support 30 men for a few days. Captain Douglas Hunter was our support Officer and he very ably looked after setting up a kitchen, dining area and accommodation. The local villagers were also very keen to help out and in the evening there would be large platters of crayfish, king prawns, mudcrabs, fish, fruit and coconuts and every now and again a bottle of rum would appear!!! This would be followed by dancing on the beach with all sorts of instruments to make music – tin cans, homemade guitars, lizard skin drums, whistles and bamboo flutes. I had to be FATHER and keep an eye on the blokes as some of them were obviously very attracted to the young and very beautiful native girls and I certainly did not want to have to deal with an issue with the village men.

Thanks Bill.

A Recollection from Michael White

This morning I heard of the death of Andrew Peacock. He was appointed Minister for the Army in 1969 and early the next year he and his wife, Susan, did a tour of the PNG army establishments in Port Moresby and Wewak. They travelled to Wewak on the RAAF Convair to visit 2PIR and then back to Port Moresby for a Formal Dining in at 1PIR. With them was my father, Bruce White, who was Permanent Head (Secretary), Department of Army.



On their way from Wewak to POM, they detoured to Rabaul where a lunch was arranged at the house of Harry Green who was Hon. Col. PNGVR. Harry West, who was DC at the time met them at the airport, where I also was awaiting. When Andrew greeted us he looked at me and said "I could never work out why we were coming to Rabaul. Now I know".

The Convair developed engine trouble and the RAAF had to relocate a Hercules to get to POM on time. While waiting, Harry West gave me the job of entertaining them. Susan went for rest and Dad wanted to visit Bitapaka and Andrew didn't. He procrastinated enough in town so it was too late to go and so we adjourned to the Police Officers Club. I remember Jim Ram was there and the sight of this rangy Queensland police officer in earnest conversation with the colt from Kooyong is a lasting impression. They finally got back to POM well after dark and all went well at the Dining In. He was a lovely man and his wife was a stunner.

Vale Andrew Peacock

Michael regularly represents the Association at various events in the ACT.

Zero in Kavieng Photo

Further to the photo of the restored Zero at Kavieng Airport in HTT 127 John Batze rang to advise that the restoration was carried out by Kevin "Nutze" Slatyer, a Senior Motor Mechanic with DCA.

Originally there were 3 Zeros in the bush near the Kavieng Airstrip and, with DCA's approval, Kevin used DCA equip-

ment to have them moved to the site he wanted. The motors had been removed from them and were also hidden in the bush near the airstrip. Kevin located the motors and had them moved also. He paid the labour line out of his own pocket during this process.

With the three Zeros in place he then restored one using the parts and motors from the three. The unwanted scrap was then taken away.

Thank you John Batze, who was a Senior Motor Mechanic with DCA in Rabaul at the time.



ANZAC Day 2021

Brisbane

A magnificent day saw 25 members and friends march in Brisbane. This number is a sign of the times for our Association which regularly had 100+ marching 20 years ago.

The group was led by President Phil Ainsworth, our Association Chaplain Ron MacDonald and his wife Cheryl carried our banner and the flags were carried by Kieran Nelson, Tony Boulter and Peter Rogers (the younger), whose grandfather "Horrie" Harris served with the NGVR. Mal Zimmerman, taking on the role of CSM, kept the group in step (most of the time anyway), and a



Before the March: Phil Ainsworth, Gerry and Joyce McGrade, Mike Phillips.

number of comments were made after the march by bystanders on the excellent performance of the group. Three members, Colin Gould (Secretary), Douglas Ng and Roy Edward (now in his 90's) followed in golf buggies. It was great to see Doug Ng following his accident in 2019.

44 attended the post-march reunion at the Stock Exchange Hotel where the camaraderie



Preparing to march off. Kieran Nelson (PNG flag), Tony Boulter (Assn flag), Peter Rogers (Aust flag), John McGrath. Chaplain Ron MacDonald holding Banner.



Warrnambool, Vic. Noel Kenna and Noel Heath, President of Warrnambool East Rotary Club about to lay a wreath.



was evident after not being able to hold a march and reception last year. The usual toasts were carried out and President Phil gave a short address on the Association's activities.

Thanks to our Museum Curators Paul Brown and Colin Gould and Treasurer Kieran Nelson and Peter Rogers (the younger) for their great efforts in organising the day.

Left: Treasurer and Facebook Master Kieran Nelson.



Canberra ACT. Michael White lays a wreath on the Montevideo Maru Memorial.

Right: Atherton, Qld. Rev. John Mudge and his wife Sharon



I've got to stop saying
"How stupid can you be?"
Too many people are
taking it as a challenge.

**I'M ALMOST
A
MILLIONAIRE
I HAVE ALL
THE ZEROS
NOW I JUST
NEED A ONE**



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A Rabaul group at the reception. Andrea Williams, Charles Blake (his father Charles Blake MM. was NGVR). Mike Phillips, Gerry McGrade, Heather Phillips (daughter of Gerry and Joyce McGrade).



The NGVR/ ANGAU banner in Sydney. Gaynor Kaad in front, Mike Leask (Banner L) and son,



Above: Bomana War Cemetery, Port Moresby.
Left: Dawn Service Rabaul.

The Association would like to thank King & Co Property Consultants for its continuing support, including the printing of this edition, together with the past 70 issues of Harim Tok Tok. Its contribution is much appreciated.

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Includes former members of the PIR, PIB and NGIB.

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Chaplain. Rev Ron MacDonald. Phone 0407 008 624 email ron.macdonald@aue.salvationarmy.org

NGVR/PNGVR service recollections are copyright.

FUNCTION DATES

Sat 1 May & Sat 5 June 2021

Museum open 10am-1pm.

Book sales are being conducted from the Museum's extensive holding as a result of generous donations of books.

Thu 1 July 2021.

Montevideo Maru Memorial Service.
9.45 for 10am. Cenotaph, Anzac Square, Brisbane.

Sat 23 Oct 2021

10am Association AGM at Museum followed by
12.30 Mixed Luncheon in Everyman's Hut to celebrate the 70th Anniversary of the founding of the PNGVR in 1951. Further details to follow but **please mark in diary now.**

125054 Major William Robert (Bob) Harvey-Hall RFD ED
2 December 1929 – 5 March 2021



Bob Harvey-Hall and his wife Dawn in 1956



*Bob and Dawn Harvey-Hall at the Association's
Dining Night,
Long Tan Sgts Mess, Enoggera, 2007*

Bob was born at Charters Towers, Queensland on 2 December 1929 to Letita Margaret and William John Harvey-Hall, and was educated by the Christian Brothers at Mt Carmel College in that city. He joined 25 Battalion Darling Downs Regiment, a CMF unit, in 1949.

After serving an apprenticeship as a toolmaker, Bob visited his parents in Lae, Territory of Papua and New Guinea, in January 1952, and during a game of golf at the Lae Golf Course accepted a job with QANTAS Engineering as an aircraft engineer based at Lae.

Bob, who was a WO 2, transferred from 25 Battalion to PNGVR and became CSM of A Company based in Lae, the first CMF WO 2 in the Regiment.

Bob married Dawn Elizabeth Kerley in Lae in 1956. He had met Dawn in Brisbane in 1950. Their three children, Anthony, Robert and Susan were born in Lae.

As a Lieutenant he administered command of A Company and upon his promotion to Captain Bob became officer commanding. Bob served with PNGVR for 21 years from 1952 to late 1973, from just after PNGVR was formed until the unit was disbanded prior to PNG Independence: he was Battalion Second-in-Command during the last four years of his service with the unit.

His brothers John, Rod and Gil also served with PNGVR. During his military career, Bob also saw service with the FARELF In Singapore / Malaya and active service with 5 RAR in Vietnam. Additionally, he served with 9 Battalion, the Moreton Regiment, 1 Royal Victorian Regiment and Melbourne University Regiment.

Bob was also a long-serving member of Legacy, the RSL and the Brisbane United Service Club.

He foresaw the establishment of and was a life member of the Brisbane based NGVR and PNGVR Ex-members Association Inc. Although Bob lived in Melbourne, he took a deep

interest in the Association and attended many Brisbane Anzac Day marches, reunions and other events.

Bob compiled and authored the book “PNGVR: A History, 1950-1972” which was published by the Association in 2015. The compilation of PNGVR’s history was a herculean task as most of the original material and written drafts about the Regiment vanished when the initial compiler died before completion of the book.

Bob’s funeral service took place on Friday 12 March 2021 at the Lilydale Cemetery, Melbourne, Australia with many family, friends, colleagues and comrades present. Bob is survived by his wife Dawn and children Anthony and Carol, Robert and Tania, Susan and Robbie and grandchildren Lauren, Hayley and Emily.



Bob and Dawn Harvey-Hall at the Association’s Dining Night,
United Service Club, Brisbane, 2005