

## PRESIDENT'S UPDATE

**Councillor Matthew Bourke for the Jamboree Ward officially opened our Museum Extension on Saturday 3rd September with over 150 people in attendance.** Councillor Bourke has been our local Ward Officer since 2008 and is a member of many local organisations including the Rotary Club of Jindalee, which painted our Museum building this year, and the Centenary Suburbs Historical Society. On behalf of the Association I presented the Councillor with a copy of our book *Keepers of the Gate*. Thank you Councillor for your practical assistance! The photograph shows the Councillor flanked by Curator John Holland and President Phil Ainsworth. Further details about the opening are at page 15.



The opening signified the culmination of over 10 years work to complete the Museum and its displays. The 3rd September was selected as it was nearest day to the 77th Anniversary of the formation of NGVR, with an original strength of 20 officers and 400 other ranks. In recognition of our Curator, John Holland's outstanding leadership and work for our Museum, the Association presented him with a Certificate of Appreciation during the formalities at the opening of our Museum Extension, see the photographs.



**A worthy award for such a passionate contribution, thank you John!**



## **This is the hundredth edition of Harim Tok Tok, what a milestone!**

HTT, as we call it, is our newsletter and main means of communicating with all our members and friends, without it we would not be an Association. Since the first issue in 1991, the editors have done a wonderful job keeping members informed.

It is interesting to look back and see how it has changed from its original 3 pages of typescript to its present coloured, 16 pages, A4 format. Although the newsletter has always been named Harim Tok Tok, it was not always known as that. From the first issue, published sometime in 1991 to March 1994 the newsletter was undated, but given an issue number for the year, eg 1/91. There were 3 issues each in 1991 and 1992 and 2 in 1993. The second issue in July 1993 received a new header and photographs.

Volume 1 (March 1994) was the start of the consecutive numbering system we use today. This header was used in similar forms through to volume 97 (April 2016) when the current header was introduced. There has been four editors, Joe Fisk for the first 3 issues, Bill Kelly until the end of 1993, Colin Gould from volume 1(March 1994) through to volume 57 (August 2009), and Bob Collins from 58 (October 2009) to the present. Please do the maths, **Secretary and Editor Colin Gould wrote, edited, produced and distributed our HTT for over 15 years, a mammoth effort, thank you Colin!**

Production has also changed from typed and roneoed sheets, to cut and paste , photocopied (occasionally printed) and distributed by post to the present use of computer generated copy for electronic transfer and photocopied and stapled printed hardcopy for those without computer facilities. While the old methods were labour intensive, fewer volumes were published per year (from 1994 to 2009, an average of 4 volumes per year) and fewer pages per volume per year were issued. Since volume 58, six issues have been distributed per year, in February, April, June, August, October and December. Since volume 58 (October 2009) to volume 69 the size of HTT has consistently been 12 pages, which was increased to 16 pages from volume 70 (October 2011). Perhaps the biggest change in HTT since the present editor took over is the content, a consistent format with a number of interesting and varied stories and news items. **Bob Collins has been editor for 7 years and 42 volumes already, thank you Bob!**

Presently Bob Collins collates and edits HTT; I write the President's update, check edit and arrange the printing /stapling and electronic distribution; and Colin Gould posts the hard copies. Since October 2009, King & Co Property Consultants, Phil's company has completed the layout and copy of the text/photographs and printed and electronically distributed the HTT free of cost to the Association, a huge saving!

On a sad note, Bruce Crawford a long serving member and Honorary Solicitor for the Association passed away 1 September with his burial 8 September, see page 15 for his eulogy. The Association was well represented at Bruce's service, see photograph, R.I.P.



**Phil Ainsworth, September, 2016**

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**James Arthur BIRRELL (Jim)**  
**NG 2201**  
**NGX 355**

Jim was born in Tenterfield, NSW, on 12 December 1920 the youngest of three children. His siblings were Jean and Bill. His father William was a teacher-in-charge of a school just outside Tenterfield and his mother, Ada, also taught at the same school.

In 1927 the family moved to Huskisson on Jervis Bay, NSW and it was here that Jim learned to swim, fish, play cricket and go boating.

Jim earned pocket money by trapping rabbits with brother Bill. Each night they would set traps and in the morning collect the catch, skin them, put the skins on a frame to dry and sell the skins when dry. Naturally enough dinner often consisted of 'chicken' casserole.

After Huskisson the family moved to Abernethy, near Cessnock and the children attended Cessnock High. Jim and Bill always raced each other to school on their bikes.

**Jim starts work and is posted to New Guinea**

Jim left school in 1936 and commenced work at the Studebaker Car Company in Sydney, working there for over 2 years. Failing to gain an apprenticeship he applied for a position with the Bank of New South Wales and commenced at it's Maitland Branch.

At the time circulars used to be sent around the Bank requesting volunteers for service in the Island Branches, New Guinea and Fiji. Jim volunteered for New Guinea and, at the end of 1940, was posted to Wau as Ledgerkeeper. The Bank of NSW at that time had hand ledgers.

**Jim joins the New Guinea Volunteer Rifles (NGVR)**

All the staff at the Bank were in the NGVR and Jim also joined. He was a member of 4PI B Coy based at Wau. Training consisted of parades one night a week and on alternate weekends out in the field firing rifles and general scouting. Jim commented that they gave their time voluntarily and were paid some ridiculous amount.

The PI Comd was Lt Alf Lane, PI Sgt Hilary Farr, Medical Detachment L/Cpl Walter Hill, and Signaller Rfn Jim Currie. The members of No 1 Section were Cpl Peter Swanson, L/Cpl Jim Birrell and Rfn Robert Doyle, William Haywood, Mick Shutt, Anthony O'Donnell, Fred Still and Alex Garvie as at 29<sup>th</sup> April, 1942.

A Medium Machine Gun Platoon was established in April, 1942 and initially Jim was not in this, however by the time of the attack by the Japanese on Mubo after the NGVR and 2/5<sup>th</sup> Ind Coy attacked Salamaua he had been transferred to this.

In an article titled "The Night Salamaua Died" Jim told Mac Morris:-

*"Following the Japanese landing in Rabaul, the private sector ceased to exist. Operations stopped on instructions from the District Office, Wau, at 10am 22<sup>nd</sup> January, 1942, following a phone call from Horrie Niall.*

*The women and those males unfit for army service had already been evacuated. LI food supplies were commandeered by the District Officer, as well as most labour lines.*

*Natives from Logui, Bobdubi, Mubo and Busama were impressed by the Japanese later as carriers and to repair the Mubo-Salamaua track. Many took to the bush rather than work for the enemy.*

*The NGVR were called up full time and a contingent moved out on the Salamaua track.*

*The first day was a killer. We made Ballams Camp; then on to the summit, Guadagsl and Mubo. Camps were established at these points, the main base being Mubo. A 10 man force marched from Mubo to Salamaua, arriving late at night. Coming from the easy life at Wau, the first two months*



The Salamaus Isthmus looking back to the mainland

*were something of a shock. Every man was trimmed down. We were like greyhound dogs. We would scarp up the Saamaua-Wau track with the greatest of ease.*

*No grog or cigarettes, other than a stick of tobacco prepared with the aid of a razor blade, laid out in the sun to dry and rolled in newspaper.*

*Some of the Salamaua population on the track from Komiatum through to the summit said "There's nothing left of the place. It has been well and truly bombed. The isthmus and parts of Kila have copped a pounding". The whole area copped a pounding right up to the Jap landing on 8<sup>th</sup> March.*

*Sunday was the Japs' favourite day. At precisely 11am every Sunday – you could set your watch by it – they would come in the Francisco end, strafing between the bomb runs. We had plenty of fresh fish when they missed their targets.*

*We sat in our trenches. We had no defences other than our .303's. Our Lewis and Vickers guns were located at Mubo, some distance from Salamaua, so they bombed and strafed at will.*

*Our spell in Salamaua had its pleasant moments. We'd wander down for a swim in the nuddy and over to Beeps (Burns Philp) and Carpenters for a brand new shirt or shorts straight off the shelves, not just any shirt or shorts, but the best.*

*After the bombing, food piled up on the floor from direct or near misses. We soon cleaned up the mess. In fact, we had a super-market that never closed.*

*We resurrected three trucks abandoned at Kila and moved into Beeps and Carpenters and removed five layers of shattered bags of VB, MB and Fosters to recover the undamaged stock. We recovered enough grog – beer, whisky, rum and gin – you name it, to supply the Eighth Army.*

*The Lockheed Hudsons landed on Salamaua. We refuelled them from 44 gallon drums on their return from bombing and recce flights over Rabaul. It was a rare sight to see one of our planes compared with the number of enemy planes.*

*The RAAF drew their 'supplies' (of grog) from us before returning to their base in Townsville where there were restrictions. The order was usually one tipper load, then the Hudsons would turn around very smartly owing to the increased activities of our opposition.*

*There were about 20 of us in Salamaua. We had a base camp across the Frisco (Francisco River).*

*A lookout was established during the day on Parsee Point and similar vantage points. One lookout at the junction road of Kila and the Isthmus was manned 6pm to dawn. One of the songs we used to sing months later when we were living off the land and trying to digest kaukau, pitpit and green pawpaws went like this*

Thanks for the memory  
of Salamaua shores  
The burning of the stores  
scrounging Beeps and Carpenters  
and Greenwood's and Laws  
How lovely it was.





This is the Vickers Medium Machine Gun that Jim used during the Japanese attack on Mubo. The photo was taken by famed

WW2 photographer Damien Parer, after the attack, however Jim was absent at the time and the person manning the Vickers is unknown.

*We were living as vegetarians and had fond memories of our Salamaua Camp. Our stay came to an end at 2am on 8<sup>th</sup> March, 1942, with simultaneous landing by the Japanese at Lae and Salamaua.*

*We had one vehicle which was notoriously hard to start. Jim Keenan was on watch. He had been looking seaward on the southern side for some time and couldn't quite make out what was happening or what he was looking at. He moved into the tent – shook Garth Rayner awake and said, "What's them long black things Joe?" (He called everyone Joe). Garth's reply: "Christ! Let's go! They are landing barges!"*

*The vehicle I mentioned, probably for the first time ever, roared into life. The barges were coming through the surf.*

*We fired the fuel dumps, put the wireless and mast out of action and cut the wire foot bridge spanning the Frisco.*

*We wouldn't have given two bob for the axe by the time the last wire strand parted.*

*We abandoned the blazing base camp and made our way to Komiatum. The sky was buzzing with Jap planes. We moved to Mubo, from where we conducted patrols from Komiatum up the mountains at the back of the base camp and along two miles of ridges to a lookout point where we could look down on Lababia Island.*

*The Jap planes and barges were scuttling back and forth.*

*Just before we left Salamaua, big Ron Smith buried four cases of rum. He said he would celebrate at a later date. He buried them at the junction of Kila Road near a fair sized tree lined up with a marker at Kila Point.*

*When Salamaua was recaptured on 13 Sept., 1943, we made a bee-line for Ron's rum. I'm sure the Nips must have been grateful to Ron. Right on the spot was an ack-ack gun mounted on some 120cm of concrete.*

*Ron never did make it back. He died of blackwater fever six months before in Wau."*

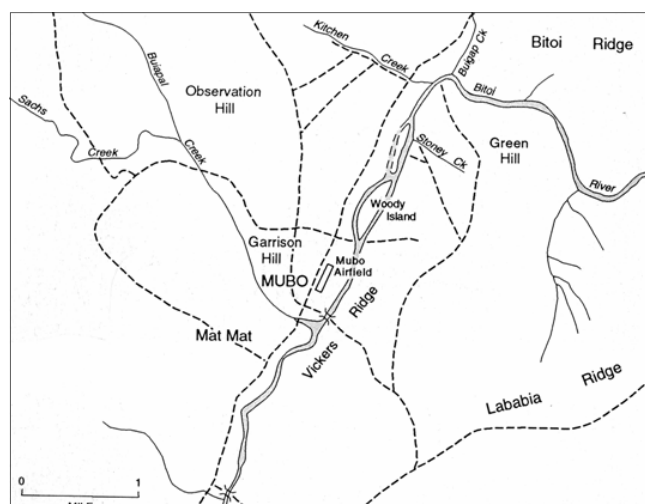
*An estimated 2,000 Japanese had landed at Salamaua.*

### **The Japanese Attack on Mubo**

At this time Jim was posted to the Medium Machine Gun Platoon and manned a Vickers Machine Gun on Vickers Ridge, overlooking Mubo.

A combined force of NGVR and 2/5th Independent Company raided Salamaua on 29th June, 1942, using 7 different raiding parties to attack various points. It is estimated that the Japanese lost 113 dead that night for 3 walking wounded on the raiding side. This stung the Japanese and they sent a strong force to attack Mubo where Jim was located on 21st July. Jim later recalled:-

About 5pm some of our men were lining up for a meal with others playing cards. I lost interest and wandered back to my post and saw, what at first look I thought to be a large party of natives on Mubo drome. Quickly realising they were Japs I slammed a belt into the Vickers and yelled for Hilary Farr, the Sgt. Hill fired a burst



with his Tommy-gun just as I opened up with the Vickers. The Nips took a thrashing from both my Vickers and the one on Mat Mat (Cemetery) Hill. After half an hour the Nips pulled out. We had no casualties but there were probably plenty among the Nips.

Author Phillip Bradley's book "*The Battle for Wau*" states:-  
Report on Japanese attack on Mubo 54/587/7/20.

*The Japanese apparently admitted to the local people that they had lost 30 men. Another man, Tau, stated that while he was on a working party that he had counted 57 or 72, depending on which account of his report is read.*

*The Japanese history Senshi Sosho states that 18 Japanese soldiers were killed and wounded, certainly an under-estimation.*

It was after this that the famous photo of NGVR with the Japanese flag captured in this attack on Mubo was taken.



Japanese flag taken after the Japanese attack on Mubo.  
Jim is bottom left with slouch hat, lying down.

### **To be continued**

Sources. Golden Gateway by Jim Sinclair  
NGVR A History by Ian Downs  
The Night Salamaua Died by Mac Morris

## Freedom of Entry

The tradition of freedom of entry to a city or shire stems from a custom observed by British Regiments in marching through the city of London.

The fathers of the city of London claimed that they had the right to forbid bodies of armed troops, when marching through the city precincts, to do so with bayonets fixed, colours flying and music playing.

This claim was based on an ancient privilege, which appears to have originated shortly after Charles II became King in 1660. This custom has been adopted by many Australian cities and shires.

The privilege is usually extended to a unit that has had close association with the city or shire and once granted these units have the right to exercise the freedom of the city.

### WO1 C.J. Jobson, Former RSM Ceremonial and Protocol ADHQ

When everybody on earth was dead and waiting to enter Paradise, God appeared and said "I want the men to make two lines. One line for the men who were true heads of their household, and the other line for the men who were dominated by their women, and I want all the women to report to St Peter." Soon the women were gone and there were two lines of men. The line of men who were dominated by their wives was 100 miles long, and in the line of men who truly were heads of their household, there was only one man. God said "You men should be ashamed of yourselves. I created you to be the head of your household! You have been disobedient and have not fulfilled your purpose! Of all of you, only one obeyed. Learn from him".

God turned to the one man

"How did you manage to be the only one in this line?"

The man replied "My wife told me to stand here."

## KOKODA DAY – 2016

**Sunday 14 August.** John Holland and Colin Gould represented our Association at the 74th Kokoda Day Commemoration Service held at the Sherwood-Indooroopilly RSL Sub-Branch at Corinda.

Present also was Mike Griffin in his role as Assistant Treasurer of his RSL Sub-Branch.

The service was well attended and organized on a most pleasant sunny day. Colin laid a wreath on behalf of our Association.

All in all a most successful day with an equally great morning tea provided by the Sub-Branch

**Monday 8th August.** Phil Ainsworth, Bob Collins, Bill McGrath, Gil Harvey-Hall, Jesse Chee and Ken Connolly represented the Association at the ceremony held at Cascade Gardens on the Gold Coast. This ceremony is held every year on the 8th August at the magnificent monument to the Kokoda battle.

A wreath was laid on behalf of the Association.



## Email re article on Marston Matting

What an interesting article by Sgt John Cox on Marston matting.

When I first landed in Jacksons Field (as it was then known) in Moresby in late 1953 on my way to Korea and Japan in a Qantas Constellation aircraft, it touched down on Marston matting between the aircraft revetments (for protecting aircraft) which then existed. Incidentally I am not sure as to how the name "Marston" was attributed to the designer Gueulich. Is there an explanation?

In Rabaul, my first posting in RPNGC, Marston matting was in common usage for many other purposes. As ramps, fencing (between 2 posts), pig pens, barriers, etc. and in the Highlands, it was commonly seen as a road on the thatched roofs of many small bridges. It formed the platform for the very lengthy Markham River Bridge on the road from Lae to Bulolo. And I have seen its multiple usage on many plantations and Highland coffee estates for various purposes. There must still be many tonnes of it still faithfully serving Papua New Guinea. These interlocking slabs of steel must be one of WW2 most practicable devices for shortening the end of the war.

On another subject, Rabaul was the scene of many other types of high explosives. In 1962 I recall being called to investigate an explosion at a small village just about opposite the Nonga Hospital on the north coast road to the Cape Tavui WW2 Japanese "submarine base". There was the body of a dead male Tolai. It appears from witnesses, that he had found this large rusting bomb, probably a 500lb, in the thick undergrowth nearby. For some reason, he was seen to undo the filler plug between the main explosive filled casing, and the end tail fin. Then he inserted a firecracker and ignited it. After a few seconds the tail fin blew back and did it make a mess of him. At the same time the main portion of the bomb took off rather like a balloon deflating, scattering residue throughout the village, killing a wandering pig, causing terror to the villagers and finally came to rest several hundred yards away underneath a locally built house. Crawling under as I examined the remains of the empty steel shell, I noticed that this house (and subsequently several others nearby) were using large bombs as the four corner posts, fuse end and about one foot of the bomb embedded in the ground with the tail fin upright bearing the weight of the floor of this house. We cordoned off this small village and called Army Cpl "Shaky" Brown, the legendary PNG bomb and explosive expert.

In the same year we had a report of a Tolai native attempting to open a WW2 bomb, off Malaguna Road partway to Kokopo. Yours truly was detailed to investigate. Together with a couple of our local police, we approached the alleged site through thick kunai grass. Nearing the scene, I heard metallic sounds which sounded like a clunk, pause for a few seconds, then another clunk a pause and so on. On parting the kunai, there was a local villager with a heavy metal chisel which he was hitting with a hammer, around where the casing of the bomb was welded. We cautiously put a stop to that, detained the industrious local, secured the bomb in the police utility and returned to the police barracks in Rabaul. Picric acid was commonly used by the Tolai locals as a means (in an empty mackerel pike tin) to blow fish to the harbour surface. Many times, the fuse was too short and there were several one-armed Tolais commonly seen around Rabaul and nearby villages.

As the junior officer in 1964 I was detailed to go with Shaky" to detonate the ordnance stockpiled at the police barracks between his intervening visits throughout the Territory. Several prisoners were ordered to load as much as could be held safely in the tray of our police utility. With "Shaky" driving, we headed out along the Malaguna – Kokopo Road, and a little beyond Davaun,

where Japanese barges could still be seen, pulled into the Rabaul racecourse. Police were stationed at the entrance there to prevent the entry of any curious locals. This particular area arose from the harbour between the then Vulcan volcano island and the main land in 1937 and was a popular venue for monthly meetings of the Rabaul Amateur Turf Club. "Shaky" who was appropriately named, backed the utility up to a man made crater (the scene of his many former visits) about 300 yards from the two storey grandstand and simply pushed the first bomb out of the utility, which rolled and settled in the crater bottom. Then he pushed the second bomb out, (and in a second I thought that it was the end of my days) as this bomb hit the first with a very large clunk. "Shaky" then seeing my terror quickly assured me "she's be alright mate" and proceeded to empty the utility in a similar manner. We then drove to the empty grandstand and he set up his plunger type device linked to detonators in the crater. He then put up a warning flag, for some reason blew his whistle (there was not a soul in sight) and pushed the plunger. Immediately there was a massive bright blast, a wave of gaseous air hit us sheltering on the floor of the grandstand and a couple of seconds later shrapnel starting falling. One fairly large piece of it penetrated the galvanised corrugated upper roof then the floor above us and landed still red hot not more that a yard or so from us. Unflappable "Shaky" then calmly said, "that was a bit close"

Our fire officer, Ken Bonnett and I used to go fossicking in the many caves of the volcanic Calder rim surrounding the main part of Rabaul. On one occasion, we were deep in one such cave with our torches, and he whispered pointing to what looked like to me as whitish clear oil oozing from a box. "Max, quietly tip toe out of here as fast as you can". We did being careful not to fall and outside he said "do you realise that was nitro glycerine". That cave was sealed off awaiting the next arrival of "Shaky".

These are only some of the many experiences relating to ordnance to which I can relate during my first seven years in Rabaul in RPNGC.

*Maxwell Hayes (Ed note. "Shaky" Brown was the father of our Museum Firearms Licence holder, Paul Brown.*



### Australia buys Improved Ribbon Bridge

General Dynamics European Land Systems has signed a USD\$28 million contract with the Australian Department of Defence to produce and deliver its Improved Ribbon Bridge (IRB).

The contract, under the Land 155 program for enhanced gap crossing equipment, covers the delivery of bridge bays and logistics package, as well as operator and maintainer training. IRB will replace the legacy Floating Support Bridge which was delivered by General Dynamics European Land Systems-Germany's predecessor company EWK in the 1980s.



The bridge system can be operated as a multi-bay ferry as well as a floating bridge and provides wide wet-gap crossing capability for tracked and wheeled vehicles, including the Australian

Army's M1A1 Abrams tank

Bridge bays will be transported on and launched from a new multipurpose truck which will be purchased under the Land 121 program.

Delivery of the first systems will start late next year.

Australia will be the fourth user nation of this modern floating bridge system.

IRB is already in service in the United States, Germany and Sweden.

IRB is fully interoperable with General Dynamics European Land Systems' legacy floating bridge systems, FSB, and the amphibious ferry system M3.

*A Sunday school teacher said to her children "We have been learning how powerful Kings and Queens were in Bible times. But there is a higher power. Can anybody tell me what it is?"  
A boy's voice came from the back "Aces!"*

### Supacat

Defence awarded a multi-million dollar contract for 89 of these specialised vehicles for Special Operations Command earlier this year.

The contract for \$141million went to Supacat Ltd to deliver 89 Special Operations Vehicles – Commando (SOV-Cdo) to the Australian Defence Force under the JP2097 Ph 1B (REDFIN) program.

The new SOV-Cdo are based on the latest MK2 version of Supacat's HMT Extenda and are designed to meet Australian special-force's specific requirements, including recovery and airlift provisions, weapon and C4 (command and control, computers and communications) integration, and equipment load carriage.

The vehicles can be re-configured to suit the individual mission and the communications on board will provide digital connectivity across the ADF as well as with Coalition partners.

These vehicles are named the 'Nary', in honour of Warrant Officer Class Two David Nary, an Australian Special Forces soldier who died during a training operation in the Middle East in 2005.

The contract follows the successful completion of the prototype development and evaluation phase in which Supacat built and delivered the prototype SOV-Cdo.

This phase focused on reducing key technical risks through the design, construction and integration of a single SOV-Cdo platform, complete with integrated weapons and communications systems.





Working closely with the project office, Supacat and integration partner Elbit Land Systems Australia to ensure the platform was designed in accordance with highly specific Commando requirements, and managed the subsequent test and evaluation program to verify compliance.

Then Defence Minister David Johnston said the acquisition of the vehicles would enhance Australia's special-forces' ability to maintain a capability edge over emerging threats to Australia's national interests.

"This is an important step in the continued enhancement and modernisation of the ADF to provide for a safe and secure Australia," Senator Johnston said.

Baker and Provan Pty Ltd, based in western Sydney, has been selected by Supacat as the preferred assembly partner and will provide services including fabrication, paint, vehicle assembly and testing, assembly management, purchasing and quality assurance.

Australian companies Able Industries, AME Systems, WE Platt and Tectonica Australia will provide a number of key services including detailed parts manufacture, sub-assemblies, protection systems, weapon mounts, electrical looms and paint.

Initial Operating Capability for JP2097 Ph 1B (REDFIN) is scheduled for August 2016 while Final Operating Capability is expected in June 2018

**Both preceding articles all from Contact Air Land and Sea Magazine..**



Porgera Airstrip, Western Highlands, PNG. 1966. Ten percent slope on the strip and 7,200 feet (2,195m) above sea level.

*I used to be indecisive - now I'm not so sure*



The Bailey bridge over the Markham River near Nadzab, built during WW 2

#### PHILIP AND GEORGE TUCKEY – BOTHERS IN WAR NGVR, ANGAU, AIF

This is the story of two English brothers, Philip Ambrose and George Charlton Tuckey, who both enlisted with the NGVR at Bulwa, towards the end of 1939. Elder brother Philip emigrated from England as a 17 year old during 1926 to Sydney, on the



Above. Lt George Charlton Tuckey in his ANGAU uniform. His original number was NG 902 altered to NG2247 and later NGX 309  
21/6/1913 - 18/6/1946

Below. Lt, later Capt, Philip Ambrose Tuckey NG821 altered to NG2242 and later NGX391  
28.2.1909 - 11.12.1944



SS Benalla, and George with his mother Catherine followed later, after her husband had embezzled money from Cadbury's and fled with his secretary to Canada. George trained as a light aircraft pilot in Sydney, although he was afflicted with a weak left eye, while Philip met and married a girl from Somerset in England, Charity Hamor Herridge, and they both moved from Sydney to northern NSW, where Philip joined his wife's brother Bertram, to work at sleeper cutting and harvesting sugar cane. George also met Phyllis Bendall in Sydney where they married, to later have a daughter Lynette and when the lure of big money attracted both brothers to the goldfields at Bulolo, they moved with their mother to New Guinea for Catherine to work as a hotel cook, while her sons joined the flourishing gold dredging company with Philip employed as a winch man, George working in the company stores.

With the sudden eruption of World War Two in Europe, Philip enlisted with the NGVR on the seventh of October, 1939 and brother George followed, signing in on the ninth of November 1939 at Bulwa. My father Philip had already fathered two children with Charity, who preferred to be known as Cherry, eldest daughter Betty and my brother William who were both born in NSW, while I appeared at Wau on Boxing Day, 1939. Dad's NGVR enlistment number was 821, George's 902. With the Japanese invaders imminent, both Cherry and Phyllis with their children were evacuated quickly by ship, while their husbands remained at the goldfields to train with the NGVR, and fight as guerrillas for as long as possible. When the realisation came that their NGVR unit was about to be overwhelmed by the superior Japanese forces, Philip apparently walked overland from Lae to Port Moresby along the Bulldog Track with Edwin Tscharke's group of 24 NGVR soldiers, as my mother sometimes spoke of Dad's exhausting trek, and it's quite possible that George was also in that escaping party, although this has yet to be confirmed.

Edwin, in his article, said only two of the group which made it to Moresby were fit enough to join the 39th Battalion, and my father's army records state that he enlisted in the 39th as NGX391, while George became involved with the ANGAU as NGX309. I can only assume that Dad fought with the 39th in that bloody conflict over the Kokoda Track and survived, to later fight with the remnants of that same great Battalion dur-

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Philip Tuckey

ing the assault on Buna and Gona, where he was shot through the right thigh and left knee, while leading a patrol at dawn against the enemy on the eighth of December, 1942. Evacuated to Australia to recuperate at Narrabeen in Sydney, he was transferred to the 2/4th Australian Infantry Battalion where he later underwent officer training in South Australia and was commissioned as a Lieutenant. George was also selected for the higher ranks, from Lance Corporal through Sergeant to Warrant Officer, then commissioned as a Lieutenant with the ANGAS Native Labour Section on the 13th of October, 1944.

Returning to New Guinea as a company commander with the 1st New Guinea Infantry Battalion, newly Captained Philip Tuckey was leading a patrol of native soldiers at Watam West in the north east of the island, on the morning of December 11, 1944, when at the junction of the Watam and Wangan tracks, his patrol sighted a lone Japanese soldier digging a hole at the side of the track. My father went forward to shoot the enemy soldier through one of his legs, prior to capturing him for later interrogation on enemy movements, when another hidden Jap soldier fired from the side of the track, fatally wounding Captain Tuckey. The patrol retreated, to later return for the retrieval and burial of the body, which was interred twice again before finally put to rest in the grounds of the War Cemetery at Lae.

George Charlton Tuckey survived the war, and with his experience of native labour management after his discharge on the 17th of April, 1946, decided to stay in New Guinea and work as a patrol officer with the administration. He was stationed at Kundiawa on the 18th of June, 1946 after managing the movement of a herd of wild cattle from Bena Bena to his base, as the intention was to breed up this livestock into a larger group of domesticated cattle, when he decided to milk one of the cows. That cow fought back and gored poor George, inflicting a fatal stomach wound and he died quite quickly, to be then buried in the station grounds at Kundiawa, just three days short of celebrating his 33rd birthday. That grave has recently been re-discovered, and is to be refurbished by the KIAP Association plus the members of the Moresby RSL, who will also commission a headstone to replace the original missing wooden cross.

The mother of Philip and George, Catherine Tuckey, returned to New Guinea after the war to work again as a hotel cook, finally moving back to Australia in semi-retirement as a domestic for a family living in Blaxland, among the timbered hills of the Blue Mountains, where she succumbed to an unexpected heart attack. Cherry Tuckey raised her three children alone, and died at Ballina from old age complications at 98. Phyllis Tuckey never remarried and lived out her life in the old Bendall home in Sydney, while Lynette and husband Alan Jones raised two sons, although Alan is now deceased, and Lynette still lives in that city with her son, Michael.

So two brave NGVR men are now gone into the white light. Catherine lost two sons to that often rugged island, two wives mourned for their husbands and four children grew up without fathers. I am 75 now and that loss still affects me deeply, and I may finally soon return to New Guinea to look at my father's quiet grave amongst the flowering Bougainvillea trees, and reflect on what my life might have been, with my father.

Noel George Tuckey.  
National Service Number – 2/771724.  
An Association Member who lives on the Sunshine Coast,  
QLD

### Farmer Maths

A farmer died leaving his 17 horses to his three sons. When his sons opened up the Will it read:  
My eldest son should get 1/2 (half) of the total horses;  
My middle son should be given 1/3rd (one-third) of the total horses;  
My youngest son should be given 1/9th (one-ninth) of the total horses.  
As it's impossible to divide 17 into half or 17 by 3 or 17 by 9, the three sons started to fight with each other.  
So they decided to go to a farmer friend who they considered quite smart, to see if he could work it out for them.  
The farmer friend read the Will patiently, and after giving due thought he brought one of his own horses over and added it to the 17. That increased the total to 18 horses.  
Now he divided the horses according to their father's will.  
Half of 18 = 9. So he gave the eldest son 9 horses.  
1/3rd of 18 = 6. So he gave the middle son 6 horses.  
1/9th of 18 = 2 So he gave the youngest son 2 horses.  
Now add up how many horses they have:  
Eldest son 9  
Middle son 6  
Youngest son 2

TOTAL = 17

Now this leaves one horse over, so the farmer friend takes his horse back to his farm.

Problem solved.

### THE BULLDOG ROAD WAU-BULLDOG

The following is taken from the John Thompson lecture for 1945 by Colonel W.J. Reinhold, OBE, MC, BE, MIE. and produced in booklet form by the University of Qld in 1946.

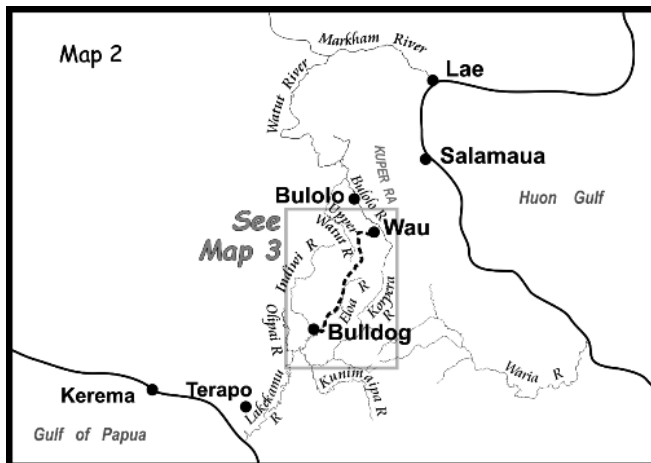
#### Introduction

In 1942 the Allied hold on the northern shore of New Guinea was precarious and remained so until the capture of Salamaua and Lae in September 1943 and Finschhafen in October 1943.

To ensure more adequate communications to the northern outposts, and particularly to Wau, an important keypoint,







something more permanent than an air line which was subject to enemy action and weather, was needed. For this reason the Commander in Chief (C in C) instructed investigations to be made into the possibility of road access from south (Port Moresby) to north (Lae/Salamaua). During the battle of the Kokoda Trail an attempt had been made to cross the Owen Stanley Range by road but the terrain proved too difficult. Early in July 1942 the possibility of connecting Wau to a suitable southern centre in Papua was investigated with no definite decision. It was at this stage that the Commander Royal Engineers (C.R.E.) Milne Force was given command of the project. It was not an enviable position as he was well aware that his recommendations would have to be made with little or no knowledge of the value of the suggested routes and the success or failure of the task would be attributed to him alone.

#### Preamble

The great wide valley of the Bulolo River had a considerable

strategic importance. It lies on the northern side of the Owen Stanley barrier and, though separated from the northern coast by the lesser but still rugged Kufer Range, it is not far from such bases as Lae and Salamaua. The Bulolo valley had been cleared in part and had rich gold deposits. There were roads within the valley and there were bridges, machinery, houses and workshops. There was permanent water and food was abundant. Electric power was available. Existing aerodromes and possible aerodrome sites were available. Possession of the Bulolo River valley was considered vital but there were no roads accessing the valley.

In early 1942 officials began discussing tentative plans for evacuation of Europeans living in the Bulolo River valley to Port Moresby via the Waria River route.

However a suggestion to follow a route from Wau to Motu (near the mouth of the Lakekamu River in the Gulf of Papua) by way of the Upper Bulolo and Eloa Rivers, Kudgeru, Waterdry and Waterbung to Bulldog, where a civilian aerodrome was situated, and thence down the 80 winding miles of the Lakekamu to the sea was preferred and adopted.

#### Commencement of the Route and Staging Camps

Surveyors KC Ballam and SWG Fox together with Carpenters WH Fleming and F Cook and F Munro-Cook who spoke Motuan (the basic language of Papua) left Wau on 9th Feb 1942 with 70 New Guinea carriers and 14 days rations to locate and blaze the route to be followed. Rough camps capable of housing 40 persons each were constructed. It was envisaged that other parties would then leave at three days interval and stock each camp with a day's supply of food and medicine for 250 persons, plus native rations for carriers. This latter arrangement did not occur and evacuees who used this route had to carry their own rations supplemented from a dump near Kudjeru.

The journey from Bulldog to Motu was to be completed by native canoes and rafts via the Lakekamu River.

With the successful evacuation of men, determined to be unfit for military service, along this route it was decided on 28th March 1942 to establish a line of communication.

#### First use of the route from Port Moresby to Wau

On 31st March 1942 a party of the 1st Reinforcement of 1st Aust Independent Coy (Detachment 1 Independent Company. See note at end.) left Port Moresby in the schooner 'Royal Endeavour' and made the journey overland to Wau from Bulldog to augment the New Guinea Volunteer Rifles who were keeping contact with the Japanese land forces which had landed at Lae and Salamaua on 8th March 1942.

Travel was arduous along the muddy, root-matted track, which rose to about 8,000 ft (2,438m) in the wild mountainous country between Waterbung and Kaisenik. Continuous rain and cloud mists were prevalent. The most difficult part of the journey was the one day stage between Waterbung and Waterdry, during which the track rose about 3,500 ft (1,066m).

#### Commencement of the Road, initially a Jeep track

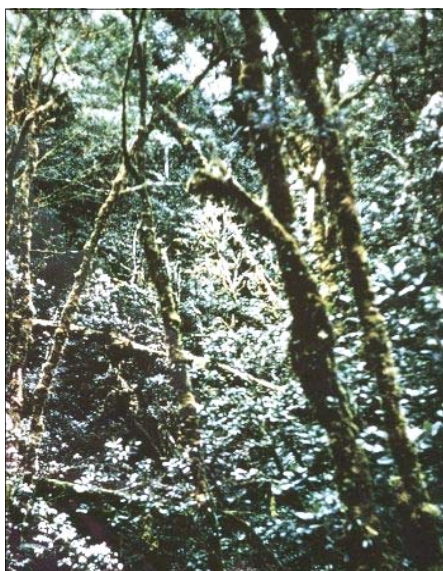
Army Engineers Capt. JW Maynes (in charge of the project) and



Ekuti Range.

The road rounded the spur on the middle right.





Mountain Moss on trees

Lt Fox (in charge of construction) arrived in Bulldog in December 1942. Construction began in the first week of January 1943 when ANGAU supervisors with about 450 native labourers began grubbing and clearing from the Bulldog end.

Lt Col WJ Reinhold, CRE, 11 Aust Div, AIF. Arrived at Bulldog from Milne Bay on 10th January 1943 to take control of all the activities concerning the road and two days later walked from Bulldog

to Wau along the existing carrier pad, portion of which route was ultimately rejected.

Some of the reasons for altering the route were:-

A single track road already existed from Wau to Edie Creek. The track from Waterdry to Waterbung did not follow the land contours and it was felt that construction would be more difficult there.

South of Edie Creek there was a ridge along which a miner had built a water race 16 miles long to divert water for sluicing purposes.

It was considered that construction would be easier and quicker higher on a watershed than in the gorges of the Eloa River.

Before the final route was selected a number of reconnaissance parties were sent out, with varying degrees of success. One party lost most of their belongings in a flooded creek when their raft hit a snag and had to return. Much of the country into which the parties went had never been visited by a white man before and took extensive time to reconnoitre. Much of the credit for the final route is given to WO2 R Bannan of ANGAU (an elderly miner) who successfully found a route from Centre Camp, via a feature now known as Bannan's Lookout to Fox Saddle. This route went through the Little Wau (an inappropriate name) system of creeks and gorges. (The Wau 1:250,000 map shows the track 30 miles to west of Little Wau Creek, in fact on the ridge line separating the Little Wau Creek and the Upper Watut River)

The work now proceeded in various stages:-

Clearing operations between Edie Creek and Ecclestone Gap. Clearing to be 100 ft wide and include a mule track 6 ft wide.

9 Aust Field Coy (Royal Australian Engineers, AIF) to undertake clearing and construction of pilot track between Ecclestone Gap and Fox Gap., including provision of mule track from Fox Gap to Centre Camp, thence to Bulldog. They were

also responsible for clearing and road construction between Bulldog and Ecclestone Gap.

1 PI 14 Aust Fd Coy responsible for desnagging of Lakekamu River from Bulldog to the sea (Gulf of Papua).

Each group was given native labourer allocations of up to 500 dependent on the task.

### Difficulties encountered during construction

**Native Labour.** To fulfill the requirement for native labour 1,000 natives were assembled at Mt Hagen to be flown to Wau but owing to lack of fighter cover for the transport planes this movement was abandoned and coastal New Guinea natives were used. One of the problems with native labour was the use of coastal natives in the higher altitude where they were miserable and developed pneumonia and bronchitis.

**Rations.** The same ration scale applied from the cold mountainous areas to the hot muggy plain country. Carrying difficulties often caused ration shortages. Game such as cassowary, wild pig, possum and birds was available on the lower areas, however there was no game available in the mossy forest. In some of the rivers fish were caught with 'gelignite' bait.

**Tools and Equipment.** Nearly all the work was done in the central sections by hand with picks, shovels and bars. Blacksmith's kits were slow in arriving and forges difficult to transport, so much of the work was done with badly blunted tools. Towards the end compressors were dismantled into loads for 60 or 70 carriers and transported to the central sectors.

**Accommodation.** Tentage was insufficient in the early stages. The army tents were of Indian pattern and, without the fly, weighed 90 lbs (41 kg) when dry. A native carrier load was 40 lbs (18 kg) maximum. Eventually 'Sisalcraft' became available and relieved the problem enormously. Cooking gear and lamps were in short supply also. Beds were made of anything and when rations arrived in heaven-sent sacks with a note that the sacks were returnable stores the news was received with derision.

**Climate and Topography.** The country ranged from low, steamy flats where malaria was rife, to the heights of nearly 10,000 ft (3,048m) where it was always cold and dark and where it rained every afternoon. Rainfall in areas was between 150 (3.81m) and 200 (5.08m) inches a year and clothing was always damp.

**Aids and Amenities Comforts.** Canteen supplies and other amenities were almost non-existent. Shortages of tobacco and reading matter were the most keenly felt. Medical aid was rendered under trying conditions and on more than one occasion the MO Capt. Cumberland, did a heroic trip up the mountain carrier pad in the dark. There was no dental service other than what the MO could render.

**Communications.** WT (Wireless Telegraphy) signals and telephone communication existed only at each end of the line. Attempts to put a landline through failed. The wires were fixed to trees which sometimes fell, falling branches broke the wire and landslides took long stretches away.

### The Supply Line.

**Supply to the bases.** All supplies to Wau came by aeroplane, then by Jeeps and trailers to Edie Creek. Cargo planes could only stay on the strip at Wau for 8 minutes owing to the provision of fighter cover. In addition air supply into Wau covered all other troops in the area, a Divisional HQ at Bulolo, other roadworks in the area, and also American troops in the area. Weather was also a governing factor in air supply.

Most supplies came to Bulldog by ship, mainly by barges from Port Moresby, offloaded to other craft at Terapo and thence up the Lakekamu River. Once rations were dropped by C47 aircraft at Bulldog and occasionally there were also air drops to the construction sites.



Typical dense forest on a mountain spur

When construction began units were working at each end and also in isolated sectors. Supply began entirely with native carriers. The general set up was that each working party would have a native line attached for road construction work, and on one day each week this line would go to its appointed forward dump to carry a weeks rations for the whole party. This worked reasonably well and gradually, as motor transport lines advanced, more natives were released from carrying to work on the road.

Special arrangements had to be made by the individual native lines to bring engineer stores forward.

The carrying forward of stores from Bulldog was more complicated than from Edie Creek due to:

The supply line itself was more complicated.

The road work here was less satisfactory and on occasions when floods or landslides took out sections of the road, carrying forward had to revert to labour lines doing the carrying. On 2nd June Japanese aircraft raided Bulldog with the subsequent desertion of about 800 natives. It took many weeks to round them all up again.

### Use of Compressors

At the commencement of work compressors could only be used at each end of the road and therefore all rock excavations had to be carried out by the use of hand drills and explosives.

Consideration had been given to piecemeal transport of compressors but the heaviest parts were beyond the ability of carriers and the provision of fuel at one gallon per hour was beyond the portage capacity at the time.

However when the pilot track was well advanced and the Jeep head pushed forward from each end it became possible to dismantle compressors and carry forward. On one section a compressor, minus wheels and drawbar was carried intact, lashed to poles by a team of 50 carriers over a mile of undulating track.

### Completion of the Bulldog Track

The road was completed on 22nd August, 1943, and the following day a procession of Jeeps drove from Edie Creek to Bulldog.

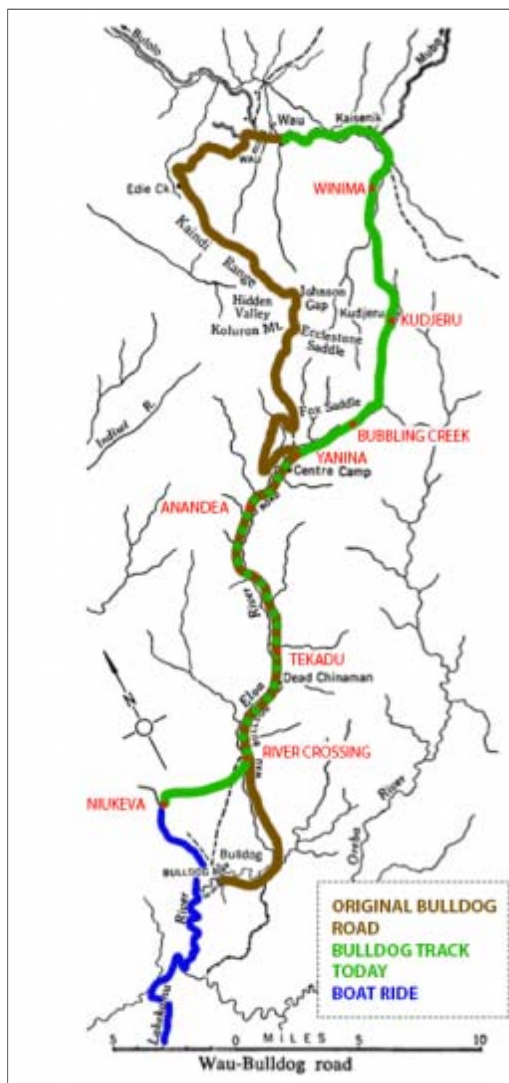
On September 23, the first three-ton trucks crossed the road successfully and the long supply line was finally open with 114 kilometres of road now completed. Commencing at Bulldog at an altitude of 59 metres it rose by a series of long loops up through the steep river gorges of the southern watershed to an altitude of three thousand metres, then dropped down a series of ridges into the Wau valley.

Seventeen bridges were constructed; mostly single, but at least one with multiple spans. More than two thousand Australian army personnel and over two thousand Papuans and New Guineans were involved during nine months of construction. Thus the road, acclaimed at the time as the greatest military engineering feat ever (as stated in Col. Reinhold's booklet), was completed and for the only time in history motor vehicles crossed the high rugged mountains of Papua New Guinea.

Unfortunately, after this magnificent effort to construct the Bulldog -Wau Road, it was hardly used.

Both Lae and Salamaua fell to the Australians in September, 1943, Finschhafen to the Australian 9th Division towards the end of that month. The great harbour at Finschhafen was useable in early October.

With the ports of Lae and Finschhafen available to the Allies and all threats to the Bulolo Valley now gone, the Bulldog-Wau road became redundant just as it was completed. It was never maintained and today it is difficult to follow its



course.

**In 2013 tours were promoting the track**

Posted on: 03-10-2013 by: Seb

The Bulldog Track is probably the best option for a real off-the-beaten-track jungle adventure in Papua New Guinea today. It features diverse environments, superb wildlife, history and grass-roots PNG. It's a great walk in either direction through a whole transect of Papuan cultures and environments from chilly highlands to the coastal swamps and rivers of the spectacular Lakekamu Basin. You will cross countless

rivers and bash your way through thick, wild jungle. You will meet lovely people who have hardly (or never) seen a 'whiteman' before and discover the big hearts of PNG's natives. Though some parts are closed/changed.

Due to mining activities in Hidden Valley, the original Bulldog Road cannot be walked between Yanina and Wau anymore. Instead, the walking trail now follows the original Donkey Track to Kudjeru. One of the last trekkers to walk the Edie Creek route before it was closed off was Richard Stanaway, who walked north to south in 2001.

**Note** re Reinforcements originally destined for 2/1st Independent Company.

Meanwhile, the sections of the company that had not been with the main group at Kavieng managed to avoid capture by the Japanese. Working with the coastwatchers, they reported Japanese movements and carried out demolitions until they were later evacuated or escaped from the islands between April and May 1942. A reinforcement platoon had been trained in Australia while the company was deployed and after completing its training sailed on the Macdui, arriving at Port Moresby on 10 March 1942. Following their arrival, the platoon was designated the Independent Platoon Port Moresby and initially used for local defence purposes. It was later re-designated as Detachment 1 Independent Company. In April 1942, under the command of Captain Roy Howard, it was moved to Kudjeru, in New Guinea, to guard against possible Japanese movement south of Wau along the Bulldog Track. In the process they became the first Australian Army unit to cross the Owen Stanley Range. In June, a section fought alongside the 2/5th Independent Company as



part of Kanga Force where they participated in a major raid on the Japanese at Salamaua. Eventually, however, as a result of the losses suffered during the 1942 campaigns it was decided that the company would be disbanded and as the survivors were transferred to other commando units – with the majority of those in Port Moresby being transferred to the 2/5th – the 1st



*Independent Company was never raised again.*

Thank you Kerry Glover for the maps.

### British sniper bullet takes out ISIS executioner

The victim was teaching a group of young recruits the dark art of beheading when he was decapitated by a single bullet from a long range rifle, reportedly from a distance of 1,200 metres.

The slug in question is known as a “wounding” bullet and makes a “tumbling motion” when fired. That means it basically cartwheels around a body instead flying straight through flesh — with devastating effect.

The Daily Express quoted an unnamed source who identified the sniper’s weapon as a Dan .338 equipped with a suppressor “which reduces the sound and eliminates any flash from the barrel”.

“He had to aim off by more than a foot,” the source told the paper. “One minute he was standing there and the next his head had exploded.”

The incident reportedly took place at a remote desert location in northern Syria a fortnight ago following a tip off by British spy agency MI6.

Operatives had received information that ISIS tactical training was being conducted in a small village near a school and that young recruits were being taught how to behead people using knives, axes and swords, The Mirror reported.

The area was reportedly too inaccessible for air strikes to be effective and so an elite British team of eight, armed with long range sniper rifles, machine guns and rocket launchers was sent in to disband the camp. Another 12 SAS troops waited nearby in heavily armoured military vehicles, the Mirror said.

It is not clear whether the action was in retaliation for last month’s execution of five British “spies” as an apparent “direct threat” to British PM David Cameron.

The identity of the executioner killed by the sniper has not been released but it is unlikely to have been Englishman Siddhartha Dhar, who is rumoured to have replaced Jihadi John after the fellow Brit was killed in a drone strike late last year.

Last week news.com.au reported that a “mystery sniper” had killed three ISIS chiefs in Sirte, the terror group’s Libyan caliphate, over a 10-day period.

The identity of the gunman and for whom he or she works has not been uncovered but locals refer to them as “The D’aesh Hunter”.

The sniper’s victims have included Hamad Abdel Hady, a Sudanese national working for the newly-established Sharia court,



A still from the latest ISIS propaganda video, which featured the execution of five British “spies”.

was taken down by a sniper’s bullet outside a hospital in mid-January, according to The Libya Prospect newspaper.

Next to die was ISIS leader Abu Mohammed Dernawi, who was killed on January 19.

Then Abdullah Hamad Al-Ansari, an ISIS commander from the southern Libyan city of Obari, was shot leaving a mosque on January 23.

Rumours continue to grow that a shooter is systematically targeting IS commanders one-by-one, according to UK newspaper The Telegraph.

*Marnie O’Neil, News.com 16 Feb, 2016*

### A few words and photos from Bill Bickerton (860284. Lt. Ret’d)

Finally at age 77 I have decided to retire.

Since the loss of my wife Sylvia, 15 years ago, I have worked in many countries as a Humanitarian aid Engineer with several international agencies including Care Australia, Save the Children (US), Catholic Relief Services (US) and the International Office of Migration (I.O.M. - UN).

My work has included construction of roads and bridges, thousands of permanent concrete and brick houses, medical clinics, schools, clean drinking water systems, open channel farm water systems, market buildings, childrens’ playgrounds and a three storey hospital in Banda Aceh, Indonesia.

The countries that I have worked in include East Timor, Afghanistan-2 ½ years (Kandahar city, Herat and Mazar-e-sharif), Pakistan, Indonesia/Sumatra/Aceh after the 2004 tsunami – 5 years, Uzbekistan, Kyrgyzstan, Kuwait, Sultanate of Oman and more.

I have retired to a magnificent little country town called Manjimup in the southern forests of Western Australia, 300kms south of Perth. Sylvia and I spent our honeymoon here in 1962 immediately prior to going to PNG and we often talked about retiring here. Unfortunately Sylvia didn’t make it.

I really enjoy country life and am a very active volunteer in my community. I do volunteer driving for HACC (Home and Community Care) taking old folks to the regional medical centre for their hospital and specialist appointments at Bunbury 120 kms away. HACC give me a Gov-





ernment car to do that.

I am also Deputy Chairman of the Warren Catchments Council in a voluntary capacity. We employ several technicians and professionals and are primarily responsible for the environmental maintenance of

our magnificent fresh water rivers in this region plus feral animal control, weed eradication, soil improvement techniques and similar tasks.

I am very active with our local RSL club. It is a small club with just about 40 members but we have excellent clubrooms and facilities and a tremendous enthusiasm. We do a great ANZAC day dawn service and march through the town and put on a gunfire breakfast – this year for more than 300 people – complete with coffee and rum.

Unfortunately the old legs were not up to it this year and I had to do the “march” in a car.

Most of our members, including our President are Vietnam vets with an odd few like me from other backgrounds. My main responsibility is the presentation of ANZAC services and address on behalf of the RSL club at Kearnan college and the local primary and secondary schools.

I have included some photos of the M113 Armoured Personnel Carrier that we had delivered in February 2016 plus a Lee Enfield .303 rifle and of course an SLR. We also have a 25 set radio – who remembers lugging these heavy little devils around the bush?

There is an incredible coincidence with the APC. Rex Brown is our club President and this exact APC was in his troop in Vietnam – he has a photo of the same vehicle in action. Normally this vehicle was fitted with twin canons on the turret (not sure if they were .303 or 50 cal). We have since had a pair of dummy canons fitted. The old girl looks great in her new stable on the front lawn of our clubhouse.



I was very privileged to have a visit from President Phil Ainsworth here in Manjimup last year and was delighted to be his host for a day or two. Thanks for stopping over

Phil.

My very best regards to all of you old mates. It has been a long and bumpy road over many years but there is still plenty of get and go in the old bloke yet and I wouldn't trade my PNGVR experiences for a million quid!!!

Cheers, Bill Bickerton

**Thanks Bill.**

## US Army orders hundreds of ExcaliburN5 rounds at \$68k each

ExcaliburN5 is a precision-guided, extended-range projectile that uses GPS guidance to provide accurate, first-round effects

capability in any environment. Its level of precision creates a major reduction in the time, cost and logistical burden associated with using other artillery munitions.

In test-firing the N5 at the Yuma Proving Grounds, direct hits on targets were scored more than 20 nautical miles away.

**Combat-proven:** Nearly 800 rounds have been fired in combat with exceptional accuracy and lethality.

**Precise:** The munition consistently strikes less than 2m from a precisely located target.

**Safe:** Its precision practically eliminates collateral damage and has been employed within 75m of supported troops.

**Affordable:** With its first round effects, it reduces total mission cost and time and the user's logistics burden.

**Evolving:** Raytheon (the manufacturer) is adding a laser spot tracker to compensate for target location error, maintain precision in GPS-denied or -degraded environments, and enable engagement of relocated or moving targets



With the N5, navies will be able to deliver extended-range, precision naval surface firing.

## Sappers improve morale in PNG

SAPPERS from 19 CE Works have played a key role in improving the morale and living conditions of the Papua New Guinea Defence Force (PNGDF) under Project Halivim Poroman – a five-year project to refurbish PNGDF accommodation facilities sponsored by the Australia PNG Defence Cooperation Program.

Project manager and OIC 11 Works Section Maj Scott Davis said over the past five years the Halivim Poroman project had had a huge impact on PNGDF members and their families, with upgrades and refurbishments to their houses significantly increasing living standards and safety.

“The project has not been without its issues, with the weather, poor communications and supply chains providing challenges for the project team as they mentor the PNGDF garrison engineers in aspects of construction management,” he said.

“For the project at Goldie River Training Depot, just outside Port Moresby, we've been managing three local civilian construction companies as they refurbish the kitchens, laundries and bathrooms to more than 100 married quarters on the base.”

After completing works over the past two years to upgrade married quarter accommodation at both Taurama Barracks and Goldie River Training Depot, project engineer Maj Tim Napper said the future of 19 CE Works' involvement with the PNGDF was only looking more rewarding.





Capt Timothy Napper and Maj Walia of 2nd Bn Royal Pacific Islands Regt, review proposed works

### The return of the battlefield airlifter

Since the DHC-4 Caribou retired in 2009, the ADF has been unable to fill this dynamic role. That is until the arrival of Air Mobility group's newest battlefield airlift platform, the Alenia C-27J Spartan.

The Alenia C-27J Spartan, an Italian design, is a medium-sized military transport aircraft developed and manufactured by Alenia Aermacchi. It is an advanced derivative of Alenia Aeronautica's earlier G.222 (C-27A Spartan in U.S. service), equipped with the engines and various other

systems also used on the larger Lockheed Martin C-130J Super Hercules. In addition to the standard transport configuration, specialized variants of the C-27J have been developed for electronic warfare and ground-attack missions.

It is now used by the U.S. Coast Guard and United States Special Operations Command. The C-27J has also been ordered by

the military air units of Australia, Italy, Greece, Bulgaria, Lithuania, Mexico, Morocco, Romania, Peru, and Slovakia.



First RAAF C-27J Spartan arrives at RAAF Base Richmond, 2015

In December 2011, the Royal Australian Air Force (RAAF) issued a Foreign Military Sales request for 10 C-27Js valued at US\$950m to replace its retired DHC-4 Caribou fleet.

Australia had opted for the C-27J over the rival EADS CASA C-295 following an RAAF evaluation, which had noted the C-27J's wider and taller cabin being compatible with the Australian Army's general purpose G-Wagon vehicle, and palletized goods. In December 2013, the first Australian C-27J performed its maiden flight.[51] In December 2014, the RAAF began maintenance training on the type: delivery of the first two of the ten C-27Js on order was also formally accepted that month

The acquisition of the C-27J Spartan will significantly improve the Australian Defence Force's ability to move troops, equipment and supplies. The C-27J has the capacity to carry significant load and still access small, soft, narrow runways that are too short for the C-130J Hercules or runways which are unable to sustain repeated use by larger aircraft.

Within Australia, the C-27J can access over 1900 airfields compared to around 500 for the C-130 Hercules aircraft. In our region, the C-27J can access over 400 airfields compared to around 200 for the C-130 Hercules aircraft.



The new aircraft will provide battlefield airlift but are also capable of conducting airlift in our region. They can operate from

rudimentary airstrips in Australia and overseas and can support humanitarian missions in remote locations.

The flexibility of the C-27J allows it to undertake a wide range of missions from delivering ammunition to front line troops to undertaking aero-medical evacuation of casualties.

A battlefield airlifter needs to be able to operate in a high threat environment. The C-27J with its missile warning systems, electronic self protection, secure communications and battlefield armour provides protection from threats ranging from small arms to highly lethal man portable air defence systems (MANPADS).

The C-27J was assessed by Defence as the aircraft which best met all the essential capability requirements and provides the best value for money. It was assessed as being able to fly further, faster and higher while carrying more cargo and requiring a smaller runway than the other aircraft that were under consideration.



### June 2016 Repatriation of Our War Dead

Australia deployed over 60,000 servicemen and women to the conflict in Vietnam between 1962 and 1975; Australians served between 1962 and 1973, and again for a brief period in 1975. During Australia's longest operational commitment, 521 Australians lost their lives and the majority of these were repatriated to Australia for burial and commemoration.

In early June, the remains of 33 Australians, who were buried in military cemeteries in Malaysia and Singapore, were returned to Australia. Hundreds of people gathered at RAAF Richmond airbase north-west of Sydney to see one of the largest military repatriations in Australia's history. The remains include those of service personnel and dependents interred at Terendak Military Cemetery in Malaysia, and the Australian who died during the Vietnam War and was interred in the Kranji War Cemetery in Singapore. Those gathered for the repatriation ceremony include several hundred Vietnam War veterans, servicemen and families of those who died.

Vietnam veteran Lieutenant Colonel Ian Henderson said it was "wonderful" to see the remains returned to Australia. "When I saw the smoke of the nose wheel of the second aircraft I thought, they're at home," he said. "In a way it's the culmination for Vietnam veterans that it's happened. That none of our compatriots are left overseas."

The Army went to great lengths to discover those who had been missing in action, to find their bodies a couple of years ago. "This is right that this ought to happen and bring them back as they have."

### Electronic Payments

Our Treasurer is having problems with reconciling electronic payments which are received without any name or reference as to what the payment is for.

When sending such a payment please ensure you put your name to the payment and send the Treasurer, Doug Ng, an email giving details of the payment.

### Reserve Forces Day in the ACT.

The ACT Wreath laying Ceremony is now held at St John's. For many years, (since it started) it was held in the Western Courtyard of the Australian War Memorial, but they got rid of us after 2013. Now we're at St John's it really is much better. It's almost become Canberra's "Garrison Church". In fact our Chairman, COL Joe Johnson CSC AAM RFD ED (Retd) and I are prepared to bet that the Rector refers to it as that next year. The gathered ex-Reservists march a very short distance to just outside the church's lych gates. They're supported by a cadet drum corps – this year AAFC. A flag party with members from each service carry Federation Guard provided service flags – this year the RAN flag was carried by a navy cadet – marches on and into the church – followed by the ex-Reservists who are fallen out from their pretty ad hoc "parade". The service is quite ecumenical in spite of it being an Anglican church. This year we had the National Service Association chaplain, a Vietnam veteran and now a Pastor, said the prayers, and an RC Reservist chaplain recited a psalm – both really good blokes. A cadet (Army) read a poem and the commemorative address was given by MAJGEN Iain Spence CSC RFD. The church was packed as we had a really good turn up this year. We then moved to afternoon tea in the Church Hall. We get a great deal of support from the four local cadet units – one ANC, one AAC and two AAFC.

Afterwards we went and took part (a small part) in the Australian War Memorial's Last Post Ceremony. I've told you about our Ceremony in case any members ask. What we would very much like to do is have the ACT and district-based ex PNGVR members join us. This year we had two of us – I know there are more.

Thank you Assn member Ian Sayers.

### Commemoration of the Battle of the Somme

At the invitation of the British and Australian Governments my sister and I attended the Official ceremony to commemorate 100 years since the beginning of the Battle of the Somme on 1 July.

The event, attended by the President of France, the Prime minister of England and Princes Charles, William and Harry, was a very moving affair.



Our Great Uncle, Capt Stewart Alexander White of the 21st Tyneside "Scottish" is one of the 73,000 missing whose names are engraved on

this very impressive memorial at Thiepval, having being fatally wounded on 1 July and subsequently dying on 3 July. The attached photo is us at that event.

Thank you Michael White

### Trent Serafini at the Invictus Games



Trent Serafini, son of Association member, Noel Serafini, and Prince Harry at the Invictus Games held in Orlando this year. Trent was injured while serving with 1 Commando Regiment in Afghanistan.

He said it was a great experience and a privilege to be at the games.

### NEW BOOK:

**The Chalkies:** Educating an army for independence

Between 1966 and 1973, while Australian troops were fighting in Vietnam, some 300 conscripted teachers were quietly posted to Papua New Guinea. Colloquially known as 'Chalkies', their task was to raise the educational level of troops of the Pacific Islands Regiment in what turned out to be critical years leading up to the country's independence.

Drawing on the recollections of more than 70 of those National Servicemen, Dr Darryl Dymock, a former Chalkie, tells the story of how these young teachers responded to the challenges of a life most of them never wanted or imagined for themselves, in an exotic land on Australia's doorstep. It's a unique tale of the good, the bad and the unexpected, told with flair and insight against the background of political developments of the day.' Major-General Michael Jeffery, a former Australian Governor-General, has kindly contributed a foreword to the book.

The book can be ordered from Avid Bookshop, Brisbane at a special pre-publication price.

**The Chalkies: Educating an army for independence**

Publication date: 1st September 2016

<http://avidreader.com.au/products/chalkies-educating-an-army-for-independence>

Avid Bookshop, 193 Boundary St, West End Qld 4101



L. Luluai's badge

R. Tul-Tul's badge

Your museum has on display both a Luluai and Tul-Tul's hat and badge



## OPENING OF MUSEUM EXTENSION

On Sat 3rd Sep 160 people attended the opening of the museum extensions - the culmination of a tremendous amount of work put in by the curator John Holland and his merry batch of helpers, Paul Brown, weapons licence holder, Colin Gould, Peter Rogers, whose grandfather Horrie Harris served with NGVR in Wau and other members of the Committee who assisted from time to time. John has been at the museum just about every day for the past 3 months.

The extensions caused the displays to be rearranged and new ones put in place and the museum draws very favourable comments from visitors.

Councilor Matthew Bourke of the Jamboree Ward performed the official opening ceremony after an address by Assn President Phil Ainsworth. During his address Phil presented John Holland with a framed Certificate of Appreciation for his untiring



work. He also presented Councilor Bourke with a copy of the Association's recently published "Keepers of the Gate". Matthew is a keen reader of War histories and later stated how much he appreciated the gift.

Thanks to the efforts of several Greenbank RSL members a BBQ lunch was put on for the guests who attended the opening whilst the official party were viewing the new museum section and after their viewing the extension was open for all to view.



The day was highly successful with the threatening storms holding off and a big thanks go to all those members of the Association who assisted in the erection of tents, cutting the grass, spring cleaning the exhibits in the museum and acting as museum guides and car park wardens whilst the guests



arrived - a big job given the number of cars.

**VALE BRUCE CRAWFORD**  
6.1.1941 - 1.9.2016

**OAM**

Bruce was born in Brisbane, schooled at 'Churchie' and after attending ASOPA went to PNG as a Cadet Patrol Officer. This is when Bruce served in the PNGVR. He returned to Brisbane to study law, was admitted as a solicitor in 1965. He was principal senior partner for 20 years in the family's Brisbane city law firm. He acted as honorary solicitor to numerous organisations.

Since 1989 he worked with Qld Law Society's Professional Conduct Dept; as senior associate with a city practice specialising in estate and estate claims, and senior solicitor and consultant to a suburban legal firm.

He retired from law and was awarded his OAM in 2001 for outstanding voluntary community service in legal work. He contributed his legal expertise to numerous groups- Youth Hostels Assn, Churchie Old Boys Assn, Rotary Woolloongabba, United Service Club, Qld Law Society Care Committee, RSL Coorparoo, Yeronga Bowls Club, Nathanael House Refuge for Children, Probus Club Chatsworth Carindale, Mt Gravatt Men's Shed and Environmental Ctee for Creeks on the Southside. He was on our Assn Ctee for many years and was the Association's Honorary legal representative.

He was married to Jenny (nee Gray) for 52 years and is survived by Jenny and their two children, Katherine and Andrew, and two grandchildren, Eloise and Isabella.

## LEST WE FORGET



Bruce at our Museum with the previous PNG Consul General, Paul Nerau and NGVR veteran Tom Keenan

PASS No. 23

**ALLIED  
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SECTION**  
S.W.P.A.

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NIL

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views with service personnel  
and civilians, to obtain  
topographical information  
concerning Western Pacific.  
All persons are requested  
to assist him in the perform-  
ance of his duty.

*Stan Burton* Col.  
C.O. Allied Geographical Section.

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

**For Military Museum enquires contact Curator John Holland,**  
email [rabaul42@gmail.com](mailto:rabaul42@gmail.com), phone 0449 504 058

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

**Membership fee payments to Treasurer,** Doug Ng, email  
[douglasng@iinet.net.au](mailto:douglasng@iinet.net.au), phone 0413 014 422

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

**Website Master:** Trevor Connell email  
[trevor.connell@internode.on.net](mailto:trevor.connell@internode.on.net), phone 0409 690 590

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

**Facebook Master:** Kieran Nelson,  
email [kierannelson@bigpond.com](mailto:kierannelson@bigpond.com), phone 0412 236 013

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

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

**Informative and Topical articles on PNG.** Keith Jackson's Blog.  
[Keith Jackson & Friends: PNG ATTITUDE](http://Keith Jackson & Friends: PNG ATTITUDE)

NGVR/PNGVR service recollections are copyright.

## FUNCTION DATES

### Mixed Dining Night Jimboomba

Saturday 15th October.

Conviviality commences 4.00pm.

Sit down 7.00pm.

Contact Bob Collins 5526 8396

or Barry Wright 5546 9865

### Annual General Meeting

Saturday 24th October

At the Museum which will be open from  
9.30am - 3pm. AGM commences 10.30am.

Attendance to Secretary Colin Gould

## MUSEUM EVENTS

Saturday 8th October Open House  
10am - 4pm

Sunday 9th October Open House  
10am - 4pm.

Tuesday 18th October. Visit by Holy Spirit  
Retirement Village, Boonah.

Friday 21st Oct. Working Bee for AGM  
9am - 3pm

Saturday 22nd Oct. AGM 10.30am  
Museum open 9.30am - 3pm

Saturday 19th Nov. Final Association  
Committee Meeting for 2016 10am.

Assistance is always welcome. If you  
can assist please contact Museum Cu-  
rator, John Holland - details  
opposite.



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