



Harim Tok Tok

PAPUA NEW GUINEA VOLUNTEER RIFLES EX-MEMBERS ASSOCIATION Inc.

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PRESIDENT'S UPDATE

A warm welcome to the first issue of our newsletter in 2017.

Our newsletter Harim Tok Tok which is published and distributed six times per year is vital to our Australasian wide membership; in many cases it is the only means of communicating with them. Recognising its importance, the editor continues to refine and improve its content; your constructive comment/opinion about it is sought.

If you wish to receive your newsletter early and take advantage of the flexibility of electronic copy, advise me immediately by email p.ainsworth@kingco.com.au. Other advantages of email is that you may increase the point size of the text and size of photographs to suit your vision and see the photographs and drawings in colour, and discover detail which you cannot in hardcopy.

An additional benefit to the Association is the significant saving in the cost of postage and administrative effort when you receive your newsletter by email. Please remember the Association is mainly run by a few committed members in the SE Queensland area and each of them are aging.

Help wanted!!

Our Museum is seeking a member or friend to assist Paul Brown **in caring for and maintaining our collection of wartime firearms**, all of which are inoperable.

Some knowledge, skill, experience in handling and looking after a firearm is a prerequisite but a passion for their history and use is vital.

Preferably the candidate will have a Collectors Licence or an interest in working towards obtaining one which would involve joining the Sporting Shooters Association of Australia and its Historical Arms Collectors, obtain licences for safety courses in A, B and H weapons and obtain a statement of eligibility from the police.

Please speak with:
Paul Brown on **0402 644 181** or
email paulbrown475@bigpond.com
if you are interested.



Her Majesty the Queen presenting our Patron, Maj Gen John Pearn with his award on 23 November 2017. See the story on page 6.

This is also a reminder to advise the Secretary if you change your contact details in any way and to me specifically when you change your email address.

The upcoming events of the Association are shown on page 16. All members are invited to attend Executive Committee Meetings. When you attend please bring your lunch and drinks and enjoy a good chat after the meeting.

After last year's somewhat hectic schedule of projects and events, perhaps this year may be more leisurely. 2017 is the 75th Anniversary of when the Japanese invaded Australian Territory, New Guinea and when NGVR were the Keepers of the Gate.

The NGVR, whose number never exceeded 500, was one of the few Allied military units which engaged the Japanese in New Guinea in early 1942. A company of NGVR, as part of Lark Force, participated in the ill fated defence of Rabaul and New Guinea islands, suffering 70% casualties, most of who died when the Japanese prison ship Montevideo Maru was sunk by friendly fire on 1 July. On the mainland of New Guinea NGVR kept the gate to the New Guinea Goldfields and central range south to Port Moresby and Australia closed to the enemy, using aggressive patrolling and reconnaissance tactics.

There will be several services in Brisbane, Canberra and Rabaul, organised by our Association and the PNGAA to commemorate these events during the year, the details of which will be advertised in later newsletters.

There are several books which have

been or are expected to be published before 1st July. Those presently available include our *Keepers of the Gate* with the first section of stories told by NGVR soldiers who escaped the Japanese invasion of Rabaul and NG Islands and Ian Townsend's book (to be launched 10th February) *Line of Fire* which focuses on the Manson Family, including their child, who were executed by the Japanese as spies. Those at the publishers/printers include Katherine Spurling's *Abandoned and Sacrificed: Rabaul, Lark Force and the Montevideo Maru* and PNGAA's book, yet to be titled containing civilian and military stories relating to the Japanese occupation and its aftermath. Other titles will probably be published to take marketing advantage of the 75th Anniversary of the sinking.

I am also aware that the long awaited James Sinclair's book *The Middle Kingdom* about the Highlands of PNG is now available.

Phil Ainsworth, January 2017

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**AN ANGAU EXPERIENCE
DONALD STALLEY BARNES
SX 31210**

I was born in Bute, South Australia, near Port Pirie on 28th February, 1922. My father, Frederick Barnes, was a Methodist Minister and my mother Lucy was a housewife which was standard for the times. They both spent 5 years in Papua as Missionaries from 1914 to 1919. The family consisted of five children, Kathleen, Naria, Chris, self and Charles. My father was moved from parish to parish and I attended school at Port Pirie, Burra and Blackwood. I finished my Leaving Certificate at Peterborough High School. When I left high school I studied pharmacy at Adelaide University, but was too young to sit for the final examinations so had to get part time work while waiting to sit for the finals.

War Breaks Out and I Enlist.

When War with Japan loomed, I was working in a reserved occupation as a Pharmacist. In 1941, I was called up but had to obtain both a release from my employers as well as obtaining my parents permission. It is interesting that I was not eligible to sit for my finals as a civilian, but could have done so once I was in the Army.

I entered the Army in Adelaide and carried out my basic training at Warradale, South Australia. I was there for three months and, on Christmas Eve, 1941; a group of us went into what had been the sheep and pig pens at Wayville and left Adelaide on Christmas Day, 1941. I had been posted to the 3rd Field Ambulance, a South Australian Unit.

We went to Sydney by rail and forward to Port Moresby by ship, the 'Aquitania', a 44,000 ton vessel. There were about 3,000 troops in the convoy and included the 13th Field Regiment, a South Australian Artillery Unit as well as Victorian troops.

Apparently we were on our way to Rabaul when the decision was made in Canberra to abandon Rabaul and we were diverted to Port Moresby. We had been at sea for two days when all of a sudden hooters went off everywhere and the convoy altered course and we eventually landed in Port Moresby. We arrived in Port Moresby on 3rd January, 1942, and were quartered in Murray Barracks, and I still consider myself lucky that we did not proceed to Rabaul.

The next six weeks in Port Moresby was spent settling in and preparing our own living quarters. Nothing had been prepared for the 3,000 of us. Most of the troops in the group were busy putting up tents, digging air raid trenches, laying barbed wire etc, I was posted to the Dispensary and spent the time handing out medicines, particularly anti-malarials. Again I was lucky with accommodation as I was quartered at Taurama Barracks in a hut, about three miles inland from Port Moresby.

Posted to Australian New Guinea Administration Unit (ANGAU)

Towards the end of February I was advised that I had been reposted. I reported to my new unit which happened to be the Papuan Administration Unit. As I recall the Headquarters were about 7 miles out of Port Moresby on the banks of the Laloki River, but cannot be certain. I was promoted to Warrent Officer Class 2 straight away.

I was only there for a few days and was put on to a coastal vessel for movement forward to Samarai, Milne Bay, Oro Bay and Buna and did not return to Headquarters. After the Japanese landed in Lae and Salamaua in March, 1942, the

name of the unit was altered to Australian New Guinea Administration Unit (ANGAU). However, I was not in Port Moresby at the time so do not know exactly when the change took place.

Posting to Kokoda

My posting was to Kokoda as a Medical Assistant, with the job of generally looking after the villages in the vicinity of Kokoda insofar as health and hygiene was concerned.

On the coastal vessel with me were two Army Officers whose job was to induct various planters, administration officials etc into the Army, probably ANGAU, but am not sure. As I have said the vessel called at Samarai, Milne Bay, Oro Bay and I was put off at Buna and do not know where the vessel went from there.

This was a Medical Patrol consisting of myself, one police boi and some native carriers. It was a medical patrol and we had the job of generally looking after native health in the villages from Buna to Kokoda. We had to give advice to the natives on hygiene, general health and, what was usually the most important part of these patrols, the siting and use of toilets.



Don near Kokoda
April 1942
with
Police boi,
Docta boi,
Tanim Tok
(interpreter)
and a
village elder.

The distance from Buna to Kokoda could be covered by a native in one day but we spent several days because of the necessity to stop off at villages along the way. It is fairly flat country and when I arrived at Kokoda I was sent to the house of the rubber plantation manager to be accommodated and given a small room on the veranda. My office at the hospital at Kokoda was a small kunai office, again on the veranda. I must say that, being only 19 years old at the time, I was treated very much as a boy by the administration staff.

There was another expatriate Medical Assistant at Kokoda, a chap who had been in the service of the Papuan Administration. My first patrol was with him into the mountains and I found the country magnificent for its scenery. As you went up the valleys and into the mountains you could see your next village as you stood on one mountain, over the valley on another mountain. It looked close enough to throw a stone into it, but took many hours to reach. The native carriers could yodel – enough to make the Swiss look ordinary I thought, as they yodelled from one village to another. The air was so still the sound carried for miles. This was my introduction to patrolling.

After the first patrol I carried out all my patrols as the only European in the patrol. An average patrol would last for 12 – 15 days. Our rationing came from the Government stores in Kokoda and was supplemented by purchase of local vegetables from the villages. We did not carry money for local purchase but traded goods. I distinctly recall the paper we carried for trade was for the rolling of cigarettes and of all things the newspaper came from China. The Kiap (Government Patrol Officer) at Kokoda allocated the Police bois for each patrol.

I arrived in Kokoda in mid March, 1942, and in July, 1942, was patrolling in the area where Mt Lamington later erupted. It was beautiful rolling country and the last morning of the patrol when I

was headed back to Kokoda I heard what I thought was thunder in the distance. I thought this was unusual for thunder in the morning, as the rain usually fell in the afternoon, and as we were walking along I saw black specks in the sky towards Buna and Gona – the Japanese had landed.

With the 39th Battalion, Australian Military Forces (Militia)

From here I must stress that, over the next period of time I did not act on my own behalf but obeyed orders given to me.

When the Japanese landed I was not all that far from them. When I realized what had happened we just waited for a while to see what they would do. I then had a native police boi join me with written orders for me to retire to Awala – east of the Kumusi River. Here I met the advance Platoon of the 39th Battalion (the Australian force which was the main unit which fought the battle of the retreat along the Kokoda Track and gave the Australian Army time to regroup and reinforce the Kokoda Track nearer Port Moresby).

This was the furthest forward the 39th Bn went and I stayed with the forward Platoon for about the next 10 days. I say the forward Platoon, but a Platoon is about 35 men and the 39th Bn had only about 20 men, all of them very young.

The Japanese had landed seasoned troops at Buna and Gona and pushed some 900 troops forward. They attacked on the 23rd July and drove the pitifully small group of 39th Bn troops, to whom I had attached myself as Medical Orderly, back to Wariopi by the next day. These men were a Platoon of B Company 39th Battalion, and the Company was commanded by Captain Templeton, who was killed shortly afterwards at Oivi, west of the Kumusi, east of Kokoda.

Over the next few days the Platoon was attacked at Wairopi and Gorari and driven back to Oivi where we were joined by the rest of B Company, 39th Bn, and the elements of the Papuan Infantry Battalion. It was here that Captain Templeton was killed – he handed over to the Commanding Officer of the 39th Bn, Lt Col Owen, went forward to the troops and was never seen again.

At Kokoda we met up with C Company, 39th Bn and a Doctor who must have been in his 60's joined us – Dr Vernon, who had been at Daru in the Papuan Gulf. We were also joined by Jack Wilkinson, a Warrant Officer who had been in North Africa as a medical orderly. At this stage there was not a lot of work for me – the soldiers had either escaped major injury or had been killed in the fighting.

At 0200 hrs on the morning of the 29th the Japanese attacked Kokoda airstrip where a stand had been made and inflicted quite a number of casualties on the Companies including the Commanding Officer, Lt Col Owen. The Australians were driven out of Kokoda and it was just after this that my service with the 39th Bn came to an end. By this time they had their Regimental Medical Officer, Dr Vernon and WO Jack Wilkinson, so my services were not required and I was ordered to take back a labour line in the direction of Port Moresby.

I reached Efogi and remained there for some time, being ordered back to Port Moresby just before the Japanese attacked Efogi which fell in early September, but by then I was in Port Moresby. My job at Efogi and other staging posts back was the health of native labour lines. The natives were carrying ammunition and supplies forward and wounded soldiers back in miserable conditions. The troops had their own Medical services set up and we were responsible for the health of the native carriers. As would be expected with the miserable conditions and superiority of the Japanese at the time many carriers deserted and I could not blame them.

I was posted to a hospital at Uberi, just at the start of the Kokoda Track. This was a native hospital tending to the sick from the hardships of the Track. The natives were in a pitiful condition and many required constant treatment. It was a bush hospital and I had a number of native medical assistants. The major problems were pneumonia, diarrhoea and dysentery and general fatigue and I was there for some weeks.

Attachment to the United States Forces

In late October, 1942, I was attached to an American Regiment. I forget which one but it was probably the 128 Regimental Combat Team. We were flown into Pongani airstrip, and I was again Medical Assistant with the job of looking after the health of their native carriers. Pongani airstrip was only a strip carved out of the kunai but large enough for DC3s to land troops and supplies. It was three days walk from the beaches at Buna, Gona and Sanananda back to which the Japanese were being slowly driven by the Australian forces on the Kokoda Track. We landed there in November, 1942, but the Americans did not see a lot of fighting. The fighting for the beachheads was over by the end of January, 1943.

I had my 21st birthday with the Americans at Soputa airstrip and spent all day pushing American 6 X 6 Studebakers through the mud. A so-called motor road existed by this time from Popondetta down to Sanananda Point. I was with them until March, 1943, and, by this time was convinced that I had been forgotten by ANGAU Headquarters, so I sent off a note to them. Sure enough I was then posted to a small native hospital near Buna, set up in the middle of a plantation, for a number of weeks before being recalled to HQ in Port Moresby.

Posting to Bulldog

By this time I had been 13 months in the field without a break and was badly in need of a rest. I was advised that I was being reposted to Bulldog, near the mouth of the Lakemamu River, from which a road was being constructed to Wau.

I protested about the need for a rest but was told "You are going to Bulldog!" so was flown there in a Tiger Moth. I distinctly recall landing at the airstrip and running into a couple of old New Guinea hands who told me I did not look too well and put me to bed for the day. The next day I was completely exhausted and spent the day in bed, so arrangements were made to fly me back to Port Moresby on the following day.

I got into the plane, the same Tiger Moth that had flown me in two days earlier, and the engine refused to start, no matter what the pilot did, pulling and pushing at levers and controls. Finally the pilot went off for some lunch – I did not feel like any so stayed with the plane. After he had lunch the pilot returned and the engine started straight away so off we went. Interestingly enough had the engine started first time we would have arrived back at Port Moresby in the middle of a 100 Jap plane air raid, so I have always considered that someone up there was looking after me. I spent the next three weeks in Hospital at Bootless Bay in Port Moresby suffering from malaria and hepatitis.

To be continued.

This is Don's story as told to Bob Collins when he and Barry Wright were in Adelaide collecting stories from NGVR members. It was quite common throughout Australia for NGVR and ANGAU members to march together on Anzac Day and have combined Associations.

THE AUSTRALIAN IMPERIAL FORCE

The Australian soldiers who served in the Great War (WW1) were all volunteers; even the Regular Army personnel had to either resign or take discharge from the Army to join the formation known as the AIF, the Australian Imperial Force. The Force was authorised on 15th August, 1914, and was both raised and named by Major General William Bridges.

The Defence Act of 1904, which was drafted after the South African (Second Boer) War, contained a provision which prevented the Australian Government from sending soldiers, therefore any military unit, outside Australia. This legislation came about because, after the War, a number of parliamentarians were concerned about future Australian involvement in overseas British Imperial operations; they believed that the Australian Defence Forces should be used purely for the local defence of Australia. However, the same Act did contain a clause that allowed Australians, as individuals, to volunteer for overseas service in defence of the Empire. It was this "loophole" that enabled the Government to raise a force to serve overseas and fight in the Great War. The same problem arose with the Second World War. Again soldiers had to either resign or take discharge from the Regular Army to volunteer to serve overseas. This new force, named the 2nd AIF, was authorised on 15th September, 1939. Units of the 2nd AIF were prefixed with the number 2 (for example 2/5th Field Regiment).

In 1943, during the Second World War, the Act was amended to allow the Government to deploy the Militia and conscripted soldiers to the south-west Pacific theatre. After the War the Act was completely changed, empowering the Australian Government to deploy the Regular Defence Forces overseas to any theatre of operations it wished to be involved in.

The AIF was formally disbanded on 1st April, 1921 and the 2nd AIF on 30th June, 1947. There will never again be an AIF.

A 65-year-old man walked into a crowded waiting room and approached the desk.

The Receptionist said,

"Yes sir, what are you seeing the Doctor for today?"

"There's something wrong with my 'Boy Bit'", he replied.

The receptionist became irritated and said, "You shouldn't come into a crowded waiting room and say things like that."

"Why not, you asked me what was wrong and I told you," he said.

The Receptionist replied;

"Now you've caused some embarrassment in this room full of people. You should have said there is something wrong with your ear or something and discussed the problem further with the Doctor in private."

The man replied, "You shouldn't ask people questions in a room full of strangers, if the answer could embarrass anyone."

The man walked out, waited several minutes, and then re-entered.

The Receptionist smiled smugly and asked, "Yes?"

"There's something wrong with my ear," he stated.

The Receptionist nodded approvingly and smiled, knowing he had taken her advice...

"And what is wrong with your ear, Sir?"

"I can't pee out of it," he replied.

VOLUNTEERS AND MILITIA

The Colonial forces of Australia were drawn together in 1901 to form the Australian Army. These forces were made up of

three different groups; the Permanent Forces, the Militia and the Volunteer Forces. Members of the Militia were paid part-time soldiers, whilst the volunteers were unpaid. The volunteer soldiers of the day had to meet all expenses out of their own pockets. In time, the Militia was renamed the Citizen Military Forces and today is known as the Army Reserve.

WO1 C.J. Jobson RSM Ceremonial ADHQ

Japanese Air Raids on Darwin and Northern Australia, 1942-43



The Bombing of Darwin, also known as the Battle of Darwin, on 19th February 1942, was both the first and the largest single attack ever mounted by a foreign power on Australia. On that day, 242 Japa-

nese aircrafts attacked ships in Darwin's harbour and the town's two airfields in an attempt to prevent the Allies from using them as bases to contest their invasion of SE Asia, and their intended strike against New Guinea. The town was only lightly defended and the Japanese inflicted heavy losses upon the Allied forces at little cost to themselves. The urban areas of Darwin also suffered some damage from the raids and there were a number of civilian casualties.

The raids were the first and largest of around 100 air raids against Australia during 1942-43.

In 1942, Darwin was a small town with limited civil and military infrastructure. Due to its strategic position in Northern Australia, the Royal Australian Navy (RAN) and Royal Australian Air Force (RAAF) had constructed bases near the town in the 1930's and the early years of World War 2. Darwin's pre-war population was 5,800.

The explosion of an oil storage tank and clouds of smoke from other oil tanks, hit during the first Japanese air raid on Australia's mainland, at Darwin on 19th February 1942. In the foreground is HMAS Deloraine which escaped damage.



As early as August 1941 Darwin had been a key in the South Pacific air ferry route designed to avoid routes through the Japanese mandate in the central Pacific for bomber reinforcement of the Philippines. The first flight to use the route occurred when nine B-17D bombers of the 14th Bombardment Squadron (H) left Hawaii on 5th September and passed through Darwin 10-12 September. By October 1941 plans were under-way to position fuel and supplies with two ships, including USAT Don Esteban, being chartered and actively engaged in that purpose when war came. By November 1941, Australia had agreed to allow the establishment of training bases, mainte-



MV. Neptuna
explodes at
Stokes Hill
Wharf.



A downed
USAAF P-40E.

nance facilities, munitions storage, communications, and improvement of airfields, including at Darwin, to meet the needs of the B-17 bombers in Australia.

Following the outbreak of the Pacific War in early December 1941, Darwin's defences were strengthened. In line with plans developed before the war, several Australian Army and RAAF units stationed in the town were sent to the Dutch East Indies (DEI) to strengthen the defences of the islands of Ambon and Timor. The improvised plan for support of the Philippines and the Dutch East Indies that was completed in Washington on 20th December 1941 by the U.S. Army General Staff envisioned Darwin as the hub of transshipment efforts to supply those forces by landing supplies at Brisbane, overland shipment to Darwin, and then onward by air and blockade running ships. The reality was transport to Darwin by sea was necessary and thus supplies and shipping intended both to build the Darwin base and to support both the Java and Philippine forces were gathered in Darwin and the vicinity. In the two months before the air raids, all but 2,000 civilians were evacuated from the town. Japanese submarines I-121 and I-123 laid mines off Darwin in January 1942.

By mid-February 1942 Darwin had become an important Allied base for the defence of the DEI. The Japanese had captured Ambon, Borneo, and Celebes between December 1941 and early-February 1942. Landings on Timor were scheduled for 20th February, and an invasion of Java was planned to take place shortly afterwards. In order to protect these landings from Allied interference, the Japanese military command decided to conduct a major air raid on Darwin. On 10th February, a Japanese reconnaissance aircraft overflew the town, and identified an aircraft carrier (actually the seaplane tender USS Langley), five destroyers, and 21 merchant ships in Darwin Harbour, as well as 30 aircraft at the town's two airfields.

Among the ships in harbour were those returned the morning before the attack from the convoy escorted by USS Houston involved in the failed effort to reinforce Timor. Houston had departed for Java but left Mauna, Loa and the Meigs which had attempted to transport Australian troops to Timor and the U.S. Army transports Portmar and Tulagi which had embarked a U. S. infantry regiment at Darwin.

Despite Darwin's strategic importance to the defence of Australia, the city was poorly defended. The Australian Army's anti-aircraft defences comprised sixteen QF 3.7 inch AA guns and two 3-inch AA guns to counter aircraft flying at high altitude and a small number of Lewis Guns for use against low-flying raiders. The crews of these guns had conducted little recent training due to ammunition shortages. The air forces stationed in and near the town comprised No. 12 Squadron, which was equipped with CAC Wirraway advanced

trainers (which had been pressed into service as fighters), and No. 13 Squadron which operated Lockheed Hudson light bombers. Six Hudsons, 3 from No. 2 Squadron and 3 from No. 13 Squadron also arrived at Darwin on 19th February after having been evacuated from Timor. None of the six Wirraways at Darwin on the day of the raid were serviceable. At the time of the event, there were no radars functioning to provide early warning of air raids, and the town's civil defences were dysfunctional. The Lowe Commission, which was appointed to investigate the raids shortly after they occurred, was informed that the Australian military estimated that Darwin would have needed 36 heavy anti-aircraft guns and 250 fighter aircrafts to defend it against a raid of the scale which occurred on 19th February. In addition to the Australian forces, ten United States Army Air Forces (USAAF) Curtiss P-40 Warhawks were passing through Darwin on route to Java on the day of the attack. The P-40 pilots were in the main little experienced in combat.

A total of 65 Allied warships and merchant vessels were in Darwin harbour at the time of the raids. The warships included the United States Navy (USN) destroyer Peary and seaplane tender William B. Preston. The RAN ships in port were the sloops Swan and Warrego, corvettes Deloraine and Katoomba, auxiliary minesweepers Gunbar and Tolga, patrol boat Coongoola, depot ship Platypus, examination vessel Southern Cross, lugger Mavie, and four boom-net ships. Several USN and Australian troop ships were in the harbour along with a number of merchant vessels of varying sizes. Most of the ships in the harbour were anchored near each other, making them an easy target for air attack. Moreover, no plans had been prepared for how the ships should respond to an air raid. In addition to the vessels in port, the American Army supply ships Don Isidro and Florence D., Philippine vessels acquired as part of the South West Pacific Area command's permanent Army fleet earlier in February, were near Bathurst Island bound for the Philippines on the morning of the raid.

Darwin was attacked by aircraft flying from aircraft carriers and land bases in the DEI. The main force involved in the raid was the 1st Carrier Air Fleet which was commanded by Vice-Admiral Chūichi Nagumo. This force comprised the aircraft carriers Akagi, Kaga, Hiryū, and Sōryū and a powerful force of escorting surface ships. All four carriers had participated in the attack on Pearl Harbor at the start of the Pacific War. In addition to the carrier-based aircraft, 54 land-based bombers also struck Darwin. These comprised 27 G3M "Nell" bombers flying from Ambon and another 27 G4M "Betty" bombers operating from Kendari in Celebes.

Consequences

Of major military consequence was the loss of most of the cargo shipping available to support efforts in Java and the Philippines with Java being effectively sealed off from further sur-

face shipments from Australia.

The air raids caused chaos in Darwin, with most essential services including water and electricity being badly damaged or destroyed. Fears of an imminent invasion spread and there was a wave of refugees, as half of the town's civilian population fled inland. There were reports of looting, with Provost Marshals being among the accused. According to official figures, 278 RAAF servicemen were considered to have deserted as a result of the raids, although it has been argued that the "desertions" were mostly the result of ambiguous orders given to RAAF ground staff after the attacks. Following the second Japanese air raid, the local RAAF wing commander Stuart Griffith:

"... summoned his senior administrative officer, Squadron Leader Swan, and gave a verbal order that all airmen were to move half a mile down the main road and then half a mile inland. At this vague rendezvous point ... arrangements would be made to feed them. The order led to utter chaos. In being passed by word of mouth from one section to another, sometimes with officers present and sometimes not, it became garbled to the extent it was unrecognizable against the original. In its ultimate form it was interpreted, especially by those desiring such an interpretation, of an impending order for immediate and general evacuation of the area.

Highly exaggerated rumours of an impending Japanese invasion had already reached the base from the town and spread quickly among those wanting to believe them. In the absence of restraint, men gathered their belongings and abandoned their stations."

While the Northwest area staff could see what was happening and issued countermanding orders, "... the damage was done and hundreds of men were already beyond recall".

The Australian Army also faced difficulty controlling some of its own troops from looting private property, including "furniture, refrigerators, stoves, pianos, clothes [...] and] even children's toys" due to the breakdown of law and order after the bombing and the ensuing chaos. Many civilian refugees never returned, or did not return for many years, and in the post-war years some claimed that land they owned in Darwin had been expropriated by government bodies in their absence.

Casualties and damage

The number of people killed during the 19th February raids is disputed. The Lowe Commission, which investigated them in March 1942, estimated 243 victims but, assuming a few were unidentified, concluded "I am satisfied that the number is approximately 250 and I doubt whether any further investigation will result in ascertaining a more precise figure." Mr. Alderman concluded that the following were, as nearly as he could ascertain the correct particulars of the deaths.

Myths and inaccuracies

The Japanese raid was unlike the attack on Pearl Harbor in that it was launched against a nation that had already declared war on Japan (on 8th December 1941). It was similar in that it was a successful aerial surprise attack on a naval target that came as a great shock to the attacked nation. While the number of bombs dropped on Darwin (681 bombs weighing 114,100 kilograms (251,500 lb) by 205 bombers) exceeded those dropped on Pearl Harbor (457 bombs (including 40 torpedoes) weighing 133,560 kilograms (294,450 lb) by 273), loss

of life was much greater at Pearl Harbor (more than 2,400 people) than Darwin (236 people) due to the presence of capital ships and the catastrophic loss of a single battleship, the USS Arizona, and its 1,177 men.

A frequently repeated myth is that the Australian government downplayed the damage from the bombing raids on Darwin, in a "cover up". The newspapers of the day disprove this claim. On the day of the attack the Prime Minister is quoted on the front pages of most newspapers: "Damage to property was considerable", he said, "but reports so far to hand do not give precise particulars about the loss of life." "The Government regards the attacks as most grave, and makes it quite clear that a severe blow has been struck on Australian soil." These and other myths have been compressively refuted by Lewis and Ingman, with 17 appendices in their book, many examining a range of claims.

Carrier Attack (Lewis and Ingman), published in 2013, conducted a forensic analysis of the first raid on Darwin. Amongst other findings, it overhauled the previous assumptions on the attack. Its most important findings include: a new assessment on the number of ships in the harbor, assessed at 65; the finding of an eleventh ship sunk; a new totalling of aircraft destroyed, at 30; a comparison of the bombing tonnage on Pearl Harbor and Darwin, finding that Pearl's exceeded the latter; the actions of the P-40 USAAF fighters on the day, and the demolishing of several myths associated with the assault. Carrier Attack also contains several new analytical tracking maps, and a considerable variety of previously unpublished photographs, including what looks to be the last photo ever taken of the USS Peary in its final moments.

Source. Wikipedia



Patron Awarded Royal Life Saving Society's most prestigious award by The Queen

A renowned Brisbane paediatrician whose work led to the fencing of backyard pools to prevent toddler drownings has received the Royal Life Saving Society's most prestigious award from the Queen at Buckingham Palace. Professor John Pearn, a world leader in preventing child drownings, was presented with the King Edward VII Cup at a palace reception on Tuesday evening to mark the society's 125th anniversary. The 76-year-old said it was an "enormous privilege" to receive the cup, which is awarded every two years to Commonwealth members of the society who have made an outstanding contribution to lifesaving.

Halfway through a romantic dinner at a nice, cosy restaurant, my husband smiled and said, "You look so beautiful under these lights." I was falling in love all over again when he added, "We gotta get some of these lights!"

"It's been very special to have the work of not just me but so many people who work to keep children's lives safe recognised in this way" Prof Pearn told reporters after the awards ceremony. *"Her Majesty, of course a great grandmother herself, loves children very much and is very sympathetic to all who work to keep children safe."*

The Queen, who is the life saving society's patron, presented the award in the palace's picture gallery and posed with Prof Pearn in front of the very large cup, which will stay in the UK.

Back in the 1970's when backdoor pools became affordable and popular, Prof Pearn and other child safety advocates noted a spike in toddler drownings. *"In my own city of Brisbane, a child was pulled out of the water dead, or apparently dead, once every week within 25 km of the GPO,"* he said.

A campaign led to legislation requiring the fencing of pools. *"Now for example it's extremely rare for a toddler to drown in a backyard pool in any of the Australian states where there's rigorously enforced safety barriers around backyard water hazards,"* Prof Pearn said.

"It was also important to teach first aid and resuscitation which can greatly increase the chances of survival," he said. But child drowning remains a worldwide problem. *"Even today, unbelievable numbers of children drown in Bangladesh, 20,000 a year,"* Prof Pearn said.

He is known for his work at Brisbane's Royal Childrens' Hospital and the University of Queensland's School of Medicine and in 2009 was awarded an Order of Australia (AO) for service to medicine.

Justin Scarr, the CEO of Royal Life Saving Society Australia, was at Tuesday's reception and said the award to Prof Pearn was an honour for all Australians.

"To this day swimming pool fencing legislation is a really effective way of reducing child drowning."



Kabwum Airstrip PNG, 1971, Immediately ahead and about half a mile away was a narrow entrance to this airfield and valley – bounded by vertical rock cliffs over 1,000 feet high.

The Story behind the Crest Coming From the Old PNGVR Depot, Mt Hagen, to Australia

HTT Vol 101 carried the story of the restored PNGVR badge being presented by Leigh Eastwood to the Association for display in the Museum. Alistair Martin, now retired in Poona, Qld, tells how the journey occurred.

I was the Assistant Branch Manager of Ela Motors, Lae. At that time Leigh Eastwood was also with Ela Motors Lae as Compound Supervisor and as such was responsible for all the work involved in getting shipments of new vehicles off the wharf, cleared through Customs, transported to the security compound, pre delivery inspections, and eventual cleaning and

detailing of the vehicle for delivery to the Showroom ready for sale. Shortly after Independence I was advised I was being transferred to Mt Hagen to take up the post of Manager there as Kala Motors, the then Toyota dealer for Mt Hagen, had agreed to a sale to Ela Motors. I arrived in Mt Hagen a month



The presentation by Leigh Eastwood and the unveiling of the Crest by Assn President, Phil Ainsworth, and Patron, Maj Gen John Pearn AO RFD.

or so before the actual transfer so that I had time to get a feel of both Mt Hagen, and the business environment. I must say I loved Mt Hagen, the climate was cool enough to have a fire at night, the markets held a wide range of "English" style vegetables, even strawberries from time to time, and with a coffee flush under way, sales were booming.

Those of you might remember that Kala/Ela Motors was situated at the then entrance of Mt Hagen and was next door to the Police Barracks. The complex was quite large and reasonably self sufficient. The actual block had an access road to one side of it, the larger area had a Forecourt, the main building of sales, spare parts, showroom, a lube bay at one end, and management offices etc on the upper story. At the rear of the building were the workshops, panel shop, auto electrician, tow truck, and a light fabrication area for bull bars and alike. The smaller area had the compound for storage of new vehicles and the CIG Gas depot. To the rear was the expat staff housing and apprentice quarters all surrounded by security fence. Behind this, in a separate security compound, were the local staff quarters.

Some months after I arrived in Mt Hagen, the Aus Govt, as part of Aid Funding, decided to assist in raising a new Police Riot Squad in Mt Hagen, and to help get the training under way they sent an Australian Army Major, Kevin Lunny, who has previously been with SASR, to supervise the training. I met up with Kevin at Mt Hagen's favourite watering hole, the Hagen Park Motel which at the time was run by one of the characters of PNG Mr Barry Walker, AKA the "Phantom". Kevin and I got on very well, particularly after he found out my background of Regular Army, Malaysia, Vietnam and PNGVR. I used to assist in range practice with the RPNGC. That was lots of fun as the Riot Squad Constables were not that confident with the M-16 and tended to aim at the target, close both eyes and jerk, rather than squeeze, the trigger. One thing Kevin was not all that happy with was accommodation as he was booked into a room at the Hagen Park Motel, and while nice, he found it a bit restrictive. Now, I had the Managers house as my residence, a big 3 bedroom house, and just me. So, we did a deal with the Phantom. He issued Kevin with a false room number, 13C I think it was, Kevin moved into my house for the remainder of his time in Mt



The winners of: 'Steel Tuff' from Delta Coy, 9 RQR.

Hagen, and every time Kevin or I ate or drank at the Hagen Park, we charged it to room 13C in lieu of accommodation. Overall I think we saved the Aus Govt money, but not much I must admit.

When Kevin finished his 3 months posting, he asked if there was anything he could do for me. I had noticed the PNGVR Crest on the outside of what was once the Drill Hall and now part of Council, so I asked if he could "acquire" it for me. The next Saturday afternoon a Police Land cruiser appeared at my house with 4 Constables with broad grins on their faces, and in the back, the PNGVR Crest.

I had the Crest affixed to the wall of my house in Mt Hagen behind the bar, and it travelled with me when I was transferred back to Lae several years later. Eventually it made its way back to Australia with me and was on display or in storage as circumstances dictated.

While I was living in Brisbane I used to participate in the Field Dining nights on a regular basis, and thought that the Crest be better displayed at that venue, so I took it along to one night and offered it for display on permanent loan basis pending a decision as to its final home. Now, Field Dining nights are just a memory and I was overjoyed to see the article in the last HTT Vol 101 that Leigh Eastwood has had the Crest fully restored and handed over to the Association and I hope it graces the Military Museum for years to come.

Thank you Alistair - the Crest now has a permanent place in the Museum.

Exercise: Steel Tuff, 2016

On Sunday 4 December, John Holland, Paul Brown, Doug Ng, John Batze and Col Gould attended the 2016 presentation of awards to 9 RQR. We were met at the main gate at 0930 hours and driven to the range in an almost new air conditioned Mercedes Mini Bus. How things have changed since the old Land Rovers in PNG.

The venue was the new shooting range at the Greenbank Army Base, which has recently undergone multi millions of \$\$\$\$ up-grades - sealed roads, concrete walk ways, new buildings and car parks.

The new shooting range covered 50m to 600m and the shooting positions are under cover. They even have pre-constructed fox holes (UNDER COVER) for improved MG training. Also, under cover seating for those waiting to shoot and an ice cold water fountain in the middle for easy access - plus toilets, food and ammo dispensing sheds. No more muddy boots - just use the concrete foot paths.

We were able to mix amongst the troops, inspect weapons (especially) the newly released upgraded STYR fitted with hi powered telescope sights. Try as we might, we did not find any unattended weapons or goods for our museum, although John did score a current 24 hour ration pack for the museum. Well done John.

After a nice BBQ lunch, we met the Brig. GOC of 1st Division and the CO and senior officers of 9 RQR and witnessed the

A youth asks his grandmother,
"Have you seen my pills, they were labelled LSD?"
Granny replies,
"Bugger the pills, have you seen the dragons in the kitchen?"

presentation of the various trophies etc. to the soldiers. The best section for 2016 came from DELTA COMPANY and we all presented our Military Excellence Medallions to the individual soldiers, which were well received. John H made sure museum brochures were spread amongst the diggers. The CO spoke highly of our involvement in the annual award. We presented the CO 9 RQR with a copy of "Keepers of the Gate" for their military library. A most successful and enjoyable visit.

Thank you Secretary, Colin Gould.

Swagger Stick Presented to Museum by Brian Jones



A bit more on the Swagger Stick that is now in the possession of curator John Holland. It was presented to me on the final parade of 'A' Coy in 1973, as the perpetual trophy for the most outstanding Platoon Commander; I was a WO2 at the time.

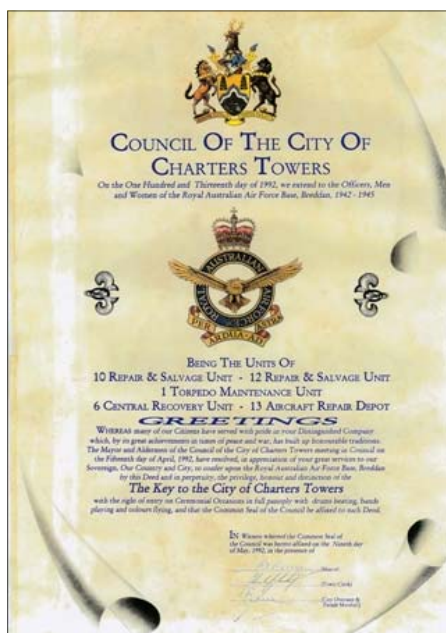
The Swagger Stick has continued to give good service since that time 43 years ago and has been on what I think is an interesting and in some instances quite an historic journey.

It was with me in Canberra and on parade for the final Laying Up of the Colours on the 25th April 1974. It then travelled to Thursday Island in 1976 and was with me on

five (5) ANZAC DAY parades as the Army Agent North (T.I.) and on two occasions also travelled to Bamaga on Cape York also for ANZAC DAY Ceremonies. In 1981 it was on parade for ANZAC DAY at Clifton on the Darling Downs.

In 1982 I took up an appointment as City Overseer with Charters Towers City Council and was also on both committees of the local RSL. In 1983 I was appointed Ceremonial Parade Marshall for the City. The Swagger Stick then saw service with great pride to no less than 14 ANZAC DAY Parades, on occasions with up to 2500 participants including, 7 schools, civic groups and 2 Army Battalions (31 Bn RQR & 2 Fd Sup Bn RAAOC) both Battalions had been granted Freedom Of the City the latter organized by myself in 1983. There were several Exercising of the Right of Entry by both 31 RQR and 2 Fd Sup Bn over the years up to 1998. Other important events where the Swagger Stick was on parade were The Granting of the "KEYS TO THE CITY OF CHARTERS TOWERS" to the 5 RAAF units that served at the Breddan Airforce Base north of Charters Towers during WW2. This group held several reunions involving street marches. There was also a reunion and march of former WW2 service women who had served in the area.

Probably the most historic event, for both myself and the Swagger Stick was organizing the Ceremony and street march parade for the Granting of the Freedom of City to the United States 5th Air force in 1995. This involved quite a large contingent of US personnel including their own band and the attendance of 2 Fd Sup Bn RAAOC. The Granting was in recognition and celebration of the United States 5th Air force presences and support during WW2 and the 50th Anniversary of Victory in the Pacific.



After the street parade I was asked by a group of US NCOs what was the "Leather Stick Thing" that I was carrying, a senior NCO from 2 Fd Sup Bn chirped in with the explanation that it was actually a "DOG WALLOPER" this took a lot of explaining and turned out to be quite hilarious as the celebrations continued.

The last parade for both the Swagger Stick and myself was ANZAC DAY

1998, (see attached photo), the Swagger Stick can be seen in my right hand, and left hand on scabbard of the sword. Since it came into my safe keeping the "STICK" has indeed been a useful tool in Parade Administration directing units and a variety of groups to the desired location or direction.

I would suggest that the Swagger Stick having given long and outstanding service can now be retired to rest in the museum home of NGVR - PNGVR.

Thanks Brian.

The following appears on the Dept of Veterans Affairs website under the headings.

A Fighting Retreat First engagement at Kokoda 28 July 1942

At the first of two engagements at Kokoda the Japanese defeated Lieutenant Colonel Owen's force and captured the airstrip from which they expected to receive supplies from Rabaul.

After the stand at Oivi the combined Papuan/Australian force fell back to Deniki. Then, as the Japanese did not immediately take Kokoda, Lt Col Owen reoccupied it on 28th July 1942. He expected to be reinforced by air. Two Allied transport aircraft did circle the field but, unsure if the Japanese were present, they did not land.



Keglsugl airstrip, Chimbu Province. 1966. 8130 feet above sea level. Mount Wilhelm is in the background, 14,973 ft (4,509m)

Owen had 140 men, mostly 39th Battalion but including at least 29 Papuans from the Papuan Infantry Battalion and the Royal Papuan Constabulary. He placed them in an arc around the northern end of the plateau on which the Kokoda administration buildings stood. His opponent was Captain Ogawa, commander of No. 1 Company of the first battalion of 144 Regiment. Both Ogawa and Owen were to be killed in the engagement.

The owner of a golf course on the Gold Coast was confused about paying an invoice, so he decided to ask his secretary for some mathematical help. He called her into his office and said, "You graduated from the University of Queensland and I need some help. If I was to give you \$20,000, minus 14%, how much would you take off?" The secretary thought a moment, and then replied, "Everything but my earrings"

In 1942 Kokoda airstrip was the only viable airstrip for 100 kilometres.

Ogawa's force outnumbered the Australians. It was reinforced with Orokaiva scouts, who had sided with the Japanese. There was also a platoon of engineers, a detachment from the battalion's machine gun company and one 70 mm gun.

Ogawa began his attack at 2:30 on the morning of 29th July. Approaching from the north his men were halted by the Australians on the plateau where Owen was shot early in the fighting. Ogawa then sent a platoon out to the west and another to the east to feel for the Australian flanks. At this time the Japanese artillerymen found the correct range and their shells began inflicting casualties on Owen's force. The mortal wounding of Owen, the enemy to the flank, combined with accurate artillery fire, caused the Australian line to collapse about an hour after the fight commenced. Major Watson of the Papuan Infantry Battalion assumed command and ordered the force to make for Deniki. A fortunate mist obscured the moonlight and concealed



the retreat. The Australians lost seven killed and six wounded at Kokoda. The Japanese lost 12 killed and 26 wounded.

Owen's decision to try to hold Kokoda was correct. New Guinea Force was hoping

to fly in a company of infantry each day. All day on 29th July a company of 49th Battalion was sitting by the runway at Port Moresby waiting to be airlifted to Kokoda. This potential doubling of Owen's force did not occur as communications between Port Moresby and Kokoda were not functioning. Had it occurred the outcome of the campaign may well have been different. The main body of the Japanese was still at Sananda, six days march away. It could easily have transpired that by the time Ogawa attacked with one company there were two Australian companies present and by the time the Japanese could attack Kokoda with a full battalion there could have been two Australian battalions defending it. If on 29th July the Australians had held Kokoda airstrip, there may not have been a campaign in the mountains along the Kokoda track at all.

Lark Force Survivors

Studio group portrait of four officers from Lark Force of the Rabaul Garrison. Identified, left to right, back row: Major (Maj) Edward Charles Palmer, 2/10 Field Ambulance, of Coolgardie, WA and Captain (Capt) Christopher Ernest Goodman, 2/22 Battalion, of Bairnsdale, Vic. Front row: Lieutenant David Mayer Selby, commanding officer of Anti Aircraft Battery Rabaul, of Melbourne, Vic and Maj William Taylor (Bill) Owen, 2/22 Battalion, of Nagambie, Vic.

This photograph was taken after the men were evacuated from Rabaul. The men are wearing beards as they were all evaders who managed to get back from Rabaul to Australia via Port Moresby, following the Fall of Rabaul on 23rd January 1942. Maj Palmer served with 2/10 Field Ambulance as a Lieutenant Colonel (Lt Col) until 1946. He was awarded OBE in 1943 for distinguished and exceptional service in South West Pacific. Major Owen who was promoted to Lt Col in 1942 with 2/39 Battalion was killed 29th July 1942, at Kokoda, New Guinea aged 37 years. Lt Col Owen was taking part in close fighting with the Japanese on the Kokoda trail, in the most forward position at the most threatened point in Seekamp's sector, on the very lip of the plateau. He was throwing grenades when a bullet struck him. On 23rd November 1944, Lt Col Owen was posthumously awarded an American Distinguished Service Cross (DSC) for gallant and distinguished service in the South West Pacific area. He was the first Australian to receive this award.



John Glenn...

As I hurtled through space, one thought kept crossing my mind – every part of this rocket was supplied by the lowest bidder.

Desmond Tutu...

When the white missionaries came to Africa they had the Bible and we had the land. They said "Let us pray." We closed our eyes. When we opened them we had the Bible and they had the land.



Sergeant Reckless – USMC – Korean War Combat Veteran

Sgt Reckless, a decorated war horse which held official rank in the United States military was a mare of Mongolian horse breeding.

In 1952, a young Korean sold his beloved racehorse Ah Chim Hai (Flame in the Morning) to the U.S. Marines so he could purchase a prosthetic leg for his sister, who had lost her limb to a land mine. The Marines renamed the mare Reckless. She was very friendly with the troops, sharing their rations, entering their quarters, and snuggling with them on cold nights. Reckless's appetite was famous: She loved candy, beer, eggs, and coffee, anything the Marines



ate, and would even eat poker chips or a hat if she was feeling stubborn.

Reckless was trained to be a pack horse for the Recoilless

Rifle Platoon, Anti-Tank Company, 5th Marine Regiment, 1st Marine Division and used to carry ammunition and evacuate wounded. Her finest hour came during the five-day Battle of Outpost Vega in March of 1953, when she made 51 trips to the front in just one day, most of them unaccompanied, to ferry ammunition in and wounded Marines out. That was a total of 9000 pounds of ammunition, and over 35 miles of walking under enemy fire. Reckless was wounded twice, but kept going.

For her bravery, Reckless was promoted to Staff Sergeant.

She was eventually awarded two Purple Hearts, a Good Conduct Medal, was included in the Unit's two Presidential Citations, and received a number of other service medals and awards, below. After the war, Sgt. Reckless was shipped to the U.S. She arrived in San Francisco on November 10th, 1954 (the Marine Corps' birthday), and was feted at the Marine Corps Birthday Ball that evening, where she ate both the cake and the flowers. Just before a parade was held for her promotion, she ate her custom made blanket, and a substitute had to be constructed quickly to hold her medals. Sgt. Reckless lived peacefully at Camp Pendleton until her death in 1968.



Purple Heart w/1 award star. Navy Presidential Citation w/1 service Star. Navy Unit Commendation. Marine Corps Good Conduct Medal. National Defence Service Medal. Korean Service Medal w/3 bronze service stars. Korean Presidential Unit Citation. United Nations Korea Medal. French Fourragere.

\$2 Billion Maintenance Contract for ANZAC-Class

A strategic partnership between BAE Systems Australia Defence Pty Limited, Saab Australia Pty Ltd, Naval Ship Management Australia Pty Ltd (a joint venture between UGL and Babcock), and the Commonwealth will streamline a number of existing contracts for the whole-of-life sustainment for the ANZAC-class Frigates.

Most of the sustainment work will be done in Henderson, Western Australia, with additional work at Fleet Base East, Sydney.

The open-ended sustainment contract has a value of over \$2 billion for the first eight years and will provide certainty to the principal partners to invest in growing skills and capabilities.



Anzac-class frigates HMA Ships Ballarat, Anzac and Stuart transit through Cockburn Sound, WA.

A government spokesman said the strategic partnership between defence and industry would ensure the ANZAC-class frigates would remain highly capable, safe, environmentally compliant, and cost effective until their planned withdrawal dates.

"The sustainment contract allows early implementation of key recommendations of the First Principles Review by enabling Defence to focus on governance functions while contracting industry to plan, manage and deliver the sustainment of the frigates."

"It will also ensure that the ANZAC-class frigates remain a potent capability for the Royal Australian Navy until the Future Frigates – which will begin construction in Adelaide in 2020 – enter service."

Courtesy Contact, Air Land & Sea Newsletter Items of Trivia – WW2

1. The first German serviceman killed in WW II was killed by the Japanese (China ,1937), The first American serviceman killed was killed by the Russians (Finland 1940); the highest ranking American killed was Lt Gen Lesley McNair, killed by the US Army Air Corps (an 8th Air Force bomb),
2. The youngest US serviceman was 12 year old: Calvin Graham, USN. He was wounded and given a Dishonourable Discharge for lying about his age. His benefits were later restored by an act of Congress.
3. At the time of Pearl Harbor, the top US Navy command was called CINCUS (pronounced 'sink us'); the shoulder patch of the US Army's 45th Infantry division was the swastika. Hitler's private train was named 'Amerika.' All three were soon changed for PR purposes.
4. More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, an airman's chance of being killed was 71%.
5. Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese Ace Hiro Yoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.
6. It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a big mistake. Tracers had different Ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.
7. When allied armies reached the Rhine, the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).
8. German ME-264 bombers were capable of bombing New York City, but they decided it wasn't worth the effort.
9. German submarine U-120 was sunk by a malfunctioning toilet.
10. Among the first 'Germans' captured at Normandy were sev-

eral Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until they were captured by the US Army.

11. Following a massive naval bombardment, 35,000 United States and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the assault on the island. It could have been worse if there had actually been any Japanese on the island.

12. The last marine killed in WW2 was killed by a can of spam. He was on the ground as a POW in Japan when rescue flights dropping food and supplies came over, the package came apart in the air and a stray can of spam hit him and killed him.

Source. "The Sea & Land".
The Royal Marines Association Qld. Journal.



After the first attack on Fire Support Base Coral in Vietnam, this GPMG gunner was not taking any chances of running short of ammunition.

Leonard V. Waters The Only WW2 Aboriginal Fighter Pilot

Leonard V. Waters was born on June 20th, 1924 at Euraba Mission near Boomi in northern New South Wales. He grew up at Nindigilly, near St. George, Queensland. At a very early age, he developed an interest in aviation. Being the fourth of eleven children, he was forced to leave school at the age of fourteen to help his father support the family. In 1939, he worked as a shearer. Aboriginal people in Australia were not considered citizens of their country, even though they had occupied the continent of Australia thousands of years before the arrival of Europeans.

When Japan entered World War 2, the Australian Government was forced to relax its military policy which prevented Aboriginal people from entering the Australian Military. At an early age, Len set his sights on flying. He decided to join the Air Force. On August 24th, 1942, at eighteen years of age, Len volunteered for the Air Force (RAAF). He began training as an Aircraft Mechanic. Still consumed with the idea of becoming a pilot, he applied for Flying Service and began flight training at Somers, Victoria in December, 1943. Len began his basic flight instructions at No. 1 Elementary Flying Training School in Narrandera, New South Wales, where he flew the De Havilland Tiger Moths and completed his initial training on CAC Wirraways.



A copy of the 16th September, 1975, Post Courier and a hat that came with it from the Goroka news Agents when I was on holidays with the Buchanan family.

Robert Offner

Sir Denis Buchanan was the first Association Patron.

After receiving his wings as a Sergeant Pilot, he was posted to No. 5 Service Flying Training School. Later Len was posted to No. 2 Operational Unit at Mildura, Victoria where he converted to the P-40 Kitty Hawk Fighter. The P-40 was not equipped with turbo superchargers and was inferior to German Fighter Aircrafts such as the Messerschmitt BF 109 and the Focke-Wulf 190 in high altitude combat. It was primarily used in theatres where high altitude combat was not critical. However, it was used effectively as a ground attack fighter for the entire length of its service.

On November 14th, 1943, Len was posted to number 78 Squadron, a fighter unit off the coast of Dutch New Guinea on Noemfoor Island. When he arrived, Leonard was assigned a P-40 Kitty Hawk, which had been named by a previous pilot, "Black Magic." It is believed that Denny Baker, the previous pilot of "Black Magic," may have named the aircraft before Len Waters flew it. In a letter received from W. L. Burns, EX 78th Fighter Squadron 1943-45, Gordon Clark stated that Leonard Waters flew "Black Magic" on many occasions.

Len flew many operational sorties during the war in HU-L, A29-575, before returning to Australia in 1945. Unfortunately, "Black Magic," never came home, the aircraft was destroyed by burning at Tarakan Island. The primary role of the 78th was performing ground attacks, bombing, and strafing enemy positions due to the decline of Japanese military strength in the area.

Len was promoted to Flight Sergeant and, by the end of the war, he had been promoted to Warrant Officer. After the War was over, he returned to Australia and attempted to start a regional airline. He was unable to secure the necessary finances or Governmental agreements to operate. The Australian government refused to issue him a pilot's license after he left the RAAF. After leaving the military, Leonard never again flew

professionally. Dismayed because of his inability to follow his dream, he commented about his life after he left the military and hung up his uniform. It has been reported that he said, "He had simply returned to being a Black fellow."

Not long after his discharge, Len met Gladys at a birthday party and within 12 days, they were married. They moved to Cunnamulla in Western Queensland, and raised a family of five children – four daughters and one son. Leonard Waters passed away on August 24, 1993, in Cunnamulla, Western Queensland. He was honoured with a detachment of RAAF personnel and ex-members of the 78th Fight Squadron, attending his funeral and burial in the Town of St George, Queensland. His personal medals and decorations are on display at the War Museum in the Capitol City of Canberra. A park and street in Australia was named in his honour.

Ed Note. When I worked in St George in 1957-58 there was a small plaque to Len on the street that ran along the new weir created for the coming irrigation of cotton in the district. The above memorial has obviously been unveiled since.

Wife texts husband on a cold winter's morning: "Windows frozen, won't open." Husband texts back: "Pour some hot water around the edges and then gently tap it with hammer." Wife texts back 5 minutes later: "Now we need a new computer."

LAE CONVOY

Tojo he was happy, Tojo he was gay,
As he proudly sent his convoy, steaming down to Lae,
Ten fat merchant vessels, heavily laden ships,
With stores and reinforcements for Lae's hungry Nips.

Destroyers with their escorts, yes, and cruisers too,
Fast were these destroyers armed with many guns,
And powerful were the cruisers, manned with Nippon Sons.

High above the convoy, zooming in their flight,
Zero's for top cover, powerful in their might,
"Have no fear of bombers" the Jap pilots said,

If Yankees intercept you, we'll fill them full of lead,
For we're the Zero pilots, Monarchs of the sky.
When these Yankee pilots meet us, they invariably die.

Thus sailed on the convoy, optimistic, and proud,
Never dreaming, thinking the waves would be their shroud.
High up in the heavens came a vengeful roar,
Fortresses and fighters, leaving Guinea's shores,
Flown by young Americans, flown by Aussies too,
Calm and quite determined to see the whole show through.

Down upon the convoy at reckless pace they sped,
The mighty bombers roaring, the fighters spitting lead.
Right into the convoy, bombing ship by ship,
Bombing with unerring aim, scoring every trip,

From above the Zeros dived, dived with lustful eyes,
Met a stream of lead and steel, were blasted from the skies.

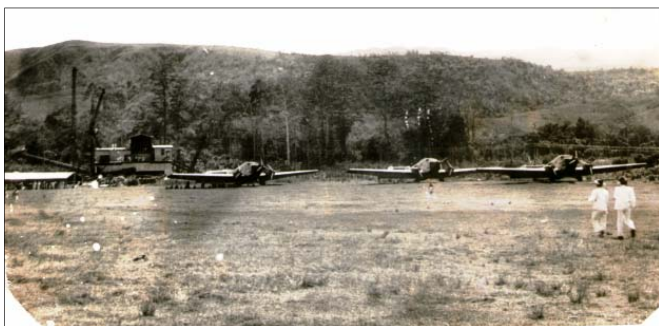
Send your convoy steaming down to Lae,
And this is how we'll meet them; meet them night and day,
And let this be your warning, let this story tell,
"Our greatest joy in living, is sending Japs to Hell."

Among items donated to the museum by Stan Burton. In his story told in "Keepers of the Gate" Stan recalled listening to the Battle of the Bismark Sea on his AWA radio set.

The longer you've been married, the funnier this becomes!

An elderly married couple was at home watching TV.
The husband had the remote and was switching back and forth
between a fishing channel and the porn channel.

The wife became more and more annoyed and finally said:
"For god's sake! Leave it on the porn channel.
You already know how to fish!"



Above: G34 Junkers at Bulolo airstrip pre WW2.
Below: Tri motor Ford at Kainantu airstrip (Upper Ramu)
 Photos Stan Burton NGVR (dec'd).



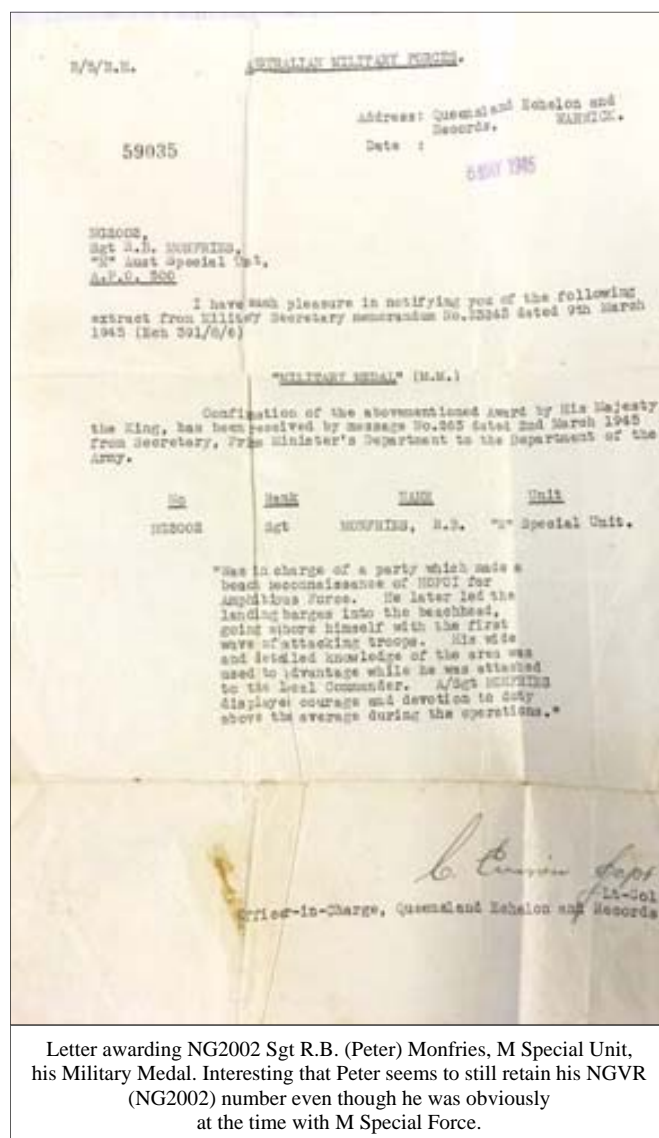
**Rear Admiral Anthony Wass Buzzard, Baronet, CB DSO
 OBE MID Royal Navy**

Anthony Buzzard was born in 1902; his father became physician to King George VI and was made Baron of Munstead Grange, with Anthony later becoming Second Baronet. At 13 he became a midshipman in the Royal Navy and served in WW1.



Buzzard's first sea command was as captain of the destroyer HMS Ghurkha, which was sunk in 1940 during the invasion of Norway by Germany; it was the first Royal Navy ship sunk by an air attack: he was awarded the Distinguished Service Order for valour during this operation. He was gunnery officer on HMS Rodney during the pursuit and sinking of the German battleship Bismarck. Prior to becoming a member of the Joint Planning Committee in the War Cabinet, Buzzard was awarded the Order of the British Empire. In February 1945 he oversaw the commissioning of HMS Glory of which he was given command. At the time Buzzard was the highest ranking British military officer in the South West Pacific and in effect became Great Britain's representative when the Japanese General Hitoshi Imamura surrendered to Lt General VAH Sturdee on board HMS Glory. During the ceremony Imamura presented his sword to Vernon Sturdee and later the GOC 1st Australian Army gave the sword to Anthony Buzzard: he kept it for the rest of his life. The sword is in the Churchill Archives Centre in London. The Rear Admiral also received one of the three official surrender documents.

Post war the Rear Admiral Buzzard was assigned to the Royal Naval Air Service and he commanded the cruiser HMS Superb: at 41 he became the Director of Naval Intelligence, however his independence prevented him from going any higher in the service and he retired in 1954. Anthony Wass Buzzard had inherited his father's baronetcy in 1945. During the Cold War he worked with the defence contractor Vickers- Armstrong and was a founding member of The Institute of Strategic Studies. He also sat on the Minister of State's Disarmament Panel during the 1960's: he developed the idea of Graduated Deterrence which said that one should issue a reasonable threat to one's enemy



that is also realizable and not so massive that it will never happen. His main passion was tennis, he played at Wimbledon and he also played rugby: he died of a heart attack after a game of tennis in 1972. Sir Anthony Wass Buzzard came out of WW2 as a significant person.

Thank you Bob Harvey-Hall

Aussies and Kiwis take Position of Honour on Bastille Day

Australian and New Zealand Defence Force members today marched with French Armed Forces and other military contingents in the main Bastille Day march in the French capital, proudly leading in the 'Position of Honour'.

Bastille Day, which commemorates both the storming of the Bastille on 14th July 1789 and the Fête de la Federation which celebrated the unity of the French people on 14th July 1790, is France's National Day.

Vice Chief of the Australian Defence Force, Vice Admiral Ray Griggs said it was a great privilege for the ADF to participate in the event saying it further strengthened a close and longstanding defence relationship between Australia and France.

JUST THOUGHT I WOULD KEEP YOU UP TO DATE WITH MY TRAVEL PLANS FOR 2017

I have been in many places, but I've never been in **KAHOOTS**. Apparently, you can't go alone. You have to be in **KAHOOTS** with someone.

I've also never been in **COGNITO**. I hear no one recognizes you there.

I have, however been in **SANE**. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my children, friends, family and work.

I would like to go to **CONCLUSIONS**, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in **DOUBT**. That is a sad place to go, and I try not to visit there too often.

I've been in **FLEXIBLE**, but only when it was very important to stand firm.

Sometimes I'm in **CAPABLE**, and I go there more often as I'm getting older.

One of my favourite places is to be in **SUSPENSE**! It really gets the adrenaline flowing and pumps up the old heart! At my age I need all the stimuli I can get!

I haven't been in **CONTINENT**, yet! I understand it's an age thing. They tell me it is very wet and damp there.

"The ADF is proud and honoured to have been invited to march in the Position of Honour in the oldest and largest regular military parade in Europe, on the Champs-Élysées in Paris," VADM Griggs said.

"Not only is this event a patriotic display for the French Military and their equipment, it recognises current French operations and their servicemen and women's sacrifice and service to their country in campaigns over time."

"For so many of those campaigns, Australian servicemen and women were there, serving alongside their French counterparts during the First World War and even today on operations in the Middle East."

"In a little over 24 hours from the commencement of the Battle of Fromelles on 19th July, the Australians suffered 5500

casualties. It was indeed the most costly day in Australia's military history," he said.

"The Centenary of Anzac is a very special time for all Australians and will be one of the most significant commemorations to take place in our lifetime."

"For our ADF personnel to be involved in this historic day in France, it is a further opportunity to remember and reflect upon the service and sacrifice of our past and current servicemen and women."

The Australian contingent for the French National Day Parade comprised 140 personnel – 30 from Navy, 80 from Army and 30 from Air Force.

Australian Army gets new service dress uniform



The first time the previously unannounced uniform was displayed was by the contingent of approximately 80 members from the Australian Army's 2nd Division wearing the darker uniform at the French Na-

tional Day Parade in Paris on 14 July 2016.

A Defence spokesman confirmed that a new uniform would be progressively rolled out from June this year. "The new uniform is a darker shade of khaki to the previous service uniform," Defence said. "The colour more closely matches to that of the slouch hat."

Designed to replace both the service dress uniform and the general duties dress, the new uniform includes jacket, trousers, slacks and skirts and some accoutrements.

Defence said the colour change was based on the results of an Army-wide survey. Other changes include improved fabric quality, a more flexible fit, differentiated male and female sizing, and maternity slacks and skirts.



The Old Service Dress

The new dress and general-duties uniform will retain the current in-service slouch hat, the existing long and short sleeve shirts, RM Williams parade boots and court shoes. Accoutrements accompanying the new dress will be available in the new khaki colour, as will the tie and belt.

Forgoing two articles source. Air Land & Sea Magazine

Kennedy Regiment Commemorative Service

It was an honour and a pleasure to represent our Association yesterday at the Kennedy Regiment Commemorative Service here in Townsville.

Sadly, I seem to be the only one to show our Association colours in this area.

The church service was attended by most of the local



RECORD OF PERSONAL EQUIPMENT ISSUED TO ARMY NO. NGX452										RANK SGT NAME BURTON S.L.									
DATE	REGISTERED NUMBER OF RIFLE OR PISTOL	BARRELS	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES	POUCHES
4.2.05																			
6.3.05																			
13.8.05	80808																		
17.6.05	RIFLE 70555																		
	26P3																		

Stan Burton NGVR NG 2116 , NGX 452 Personal Equipment Card of issues.
Many items such as this are on display at your museum.

Regular and Reserve current and ex serving members and families and was a very memorable occasion.

Both, 31 Bn and 42 Bn colours were presented in the usual ceremonial manner making the service extra special all round. I was asked to convey best wishes and regards to you and all members of our Association

Thank you Assn member Juergen Raasch

For many years our Assn presented a shield to the "Most Improved soldier in 31 RQR". But with the changeover in CO's and RSM's and given the distance involved the practice sadly ground to a halt. However it is great to see Juergen representing the Association at these ceremonies.



Phil Ainsworth and John Holland, with the Qld Premier, Annastacia Palaszczuk, at a function hosted by the Premier, Councillor Charles Strunk and Milton Dick, MP, in the vicinity of your museum. Phil and John were invited because of the esteem in which your museum is held.

Bunnings Sausage Sizzle



The Association held a Sausage Sizzle at Bunnings, Oxley, on Christmas Eve. Those involved met at the museum 6am to transfer all the cold drinks out of the fridge to their cars along with all the other items required, set up the BBQ by 7am and the sausages started rolling off the production line by 7.30am. 40kg of sausages were used necessitating two visits to the butchers on the day.

John Holland, Colin Gould, Douglas Ng, Mike Griffin, Vivienne Rogers and her two sons, Peter and (Vivienne's

father was 'Horrie' Harris, NGVR Wau) as well as Assn President Phil Ainsworth, did a sterling job on the day and raised a total of \$1,818 for the Museum,

A great effort and congratulations to the workers.

These BBQs are now being held on a regular basis so if you wish to become involved please contact John Holland or Colin Gould whose details are on Page 16.

Two elderly gentlemen from a retirement centre were sitting on a bench under a tree when one turns to the other and says:
 "Slim, I'm 83 years old now and I'm just full of aches and pains.
 I know you're about my age. How do you feel?"
 Slim says, "I feel just like a newborn baby."
 "Really!? Like a newborn baby!?"
 "Yep. No hair, no teeth, and I think I just wet my pants."

VALE. Lt Peter Donald BARLOW 145927 13.6.1939 - 25.12.2016



Peter worked with Customs in PNG and joined PNGVR in the 1960's.

In 1967 he attended a Battalion Comms Course at the Infantry Centre, Ingleburn, NSW, with Noel Kenna. At the 1969 Annual Camp Peter was a WO2 and was on the No 1 Guard at the Presentation of PNGVR colours.

He passed his First Appointment examinations in 1970 and in 1972 was a Platoon Commander with A Coy, Lae.

In 1973, after it was announced that PNGVR was to be disbanded, he attended a meeting at the Officer's Mess at Igam Barracks to discuss the formation of an Association after disbandment, and attended the final Officers Mess Dining Night at Igam Barracks.

He returned to Australia prior to the actual disbandment of PNGVR. In 1973 and that year was transferred to the RCMF (Reserve of Officers).

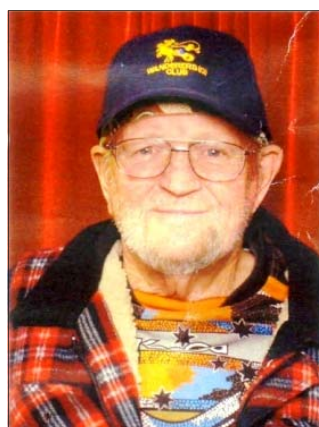
Whilst in PNG he married Therese.

In 1983 when moves commenced to actually form an Association, Peter attended the 2nd dinner which was held at 8/9 RAR Sgts Mess.

Over the years both Peter and Therese attended Anzac Day parades and joined in the reunions held afterwards.

LEST WE FORGET.

VALE. Terry McMahon 860416 20.8.1945 - 27.12.2016



Terry joined the Commonwealth Bank at age 15 and served in Sydney and the Snowy Mountains before transferring to Wewak in 1964.

He 'voluntarily' joined PNGVR at the request of the Bank Manager. At the time HQ PNGVR Wewak was situated in the old Com Bank building at the entrance to the staff quarters on Wewak Hill. There were 13 expats and 39 local members of G Coy, PNGVR at the time.

Terry attended the 1964 Annual Camp at Mt Ambra, Mt Hagen,

where he was given the job of liaison with the local Catholic Mission.

His stay in PNG was cut short by a severe dose of sunburn and he was posted back to Australia. His term in PNGVR lasted only 7 months.

He served at many branches and relieving staff in NSW, QLD and Darwin where he was working when Cyclone Tracey hit. Throughout his life and into retirement he was very family and sports minded and very generous with his time

LEST WE FORGET.



ANGAU Patrol across the Garfuka (Asaro) River between Asaloka and Koreipa, Eastern Highlands, 1944.

Obtain your Harim Tok Tok by email. Benefits:-

1. You obtain a colour copy
2. You can adjust the font size of the print to suit your vision and give you a clearer read.
3. There is a distinct benefit to the Association by saving the cost of printing and postage.
4. If you wish hard copy you can print one in colour.

FUNCTION DATES

Association Committee Meetings

Saturday 18th March

Saturday 20th May

Meetings commence 10am at your museum. Come along, see the latest addition to your museum and catch up with old mates.

Anzac Day 25th April

MUSEUM EVENTS

Wed 22 Feb Jubilee Community Home

Wed 8 Mar Mt Ommaney Retirement Home

Sun 12 Mar Bunnings, Oxley, Sausage Sizzle.

Sun 29 Apr. Memorial March from Museum to Serbian Church. PNGVR participants welcome for this.

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



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

Includes former members of the PIR, PIB and NGIB.

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

For Military Museum enquires contact Curator John Holland, email 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@inet.net.au , phone 0413 014 422

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

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

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

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

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

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

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

Informative and Topical articles on PNG. Keith Jackson's Blog. Keith Jackson & Friends: PNG ATTITUDE

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