

## PRESIDENT'S UPDATE

The NGVR & PNGVR Association's sponsored 77th Anniversary commemorative service for the loss of the 845 POWs and 208 civilian internees on the Montevideo Maru was held on 1 July 2019 in the understorey of the Brisbane Cenotaph. It was well attended with the President Phil Ainsworth welcoming the group, Patron Major General John Pearn giving the keynote talk and Association Padre Ron McDonald of the Salvation Army providing the benediction. We thank member Paul Brown and Secretary Colin Gould for arranging and conducting the service. (More on pages 14 & 15)



The Last Post Ceremony, Australian War Memorial, Canberra, remembering the 77th anniversary of the sinking of the Montevideo Maru with the loss of 845 Australian POWs and 208 civilian internees was held on 1 July 2019. The military and civilian prisoners had been taken from Rabaul, then the capital of Australian- mandated New Guinea.

The Prime Minister and Leader of the Opposition spoke and laid wreaths. Various other ministers and shadow ministers, the Chief of Defence Forces and head of the Salvation Army also laid wreaths.

The ceremony commemorated the life of Private Lloyd Sylvester Sibraa, 1st Independent Company. Private Sibraa was on board the Montivedeo Maru when it was sunk by the American submarine USS Sturgeon on 1 July 1942.

Max Uechtritz represented PNGAA, Andrea Williams for the Rabaul and Montevideo Maru Group of PNGAA, Michael White, PNGVR Canberra member, represented the NGVR/PNGVR Ex-members Association and Chief Commissioner of Salvation Army based in Canberra Major Brett Gallagher laid wreaths on behalf of their organisations. Lloyd Sibraa was represented by relative Patrick Bourke who laid a wreath in Lloyd's memory.



The photo shows the Minister for International Development and the Pacific the Hon. Alex Hawke MP, Max Uechtritz, Michael White and Andrea Williams.

Also laying wreaths were John and Carolyn Reeves on behalf of the Rabaul Historical Society, Kylie Adams-Collier who lost her grandfather on the ship and has penned a moving song to him and Mr Les Drew on behalf of the 2/22nd Lark Force.

We were heartened that this large forgotten tragedy - the greatest maritime disaster in Australian history - was being commemorated with our political elite. For decades and generations our political and media establishments sadly neglected this tragedy.

An Invitation to the 80th Anniversary of the Formation of the New Guinea Volunteer Rifles (NGVR) .... a special day to renew friendships and share memories over lunch You and your friends are invited to celebrate the 80th Anniversary of the formation of the New Guinea Volunteer Rifles (NGVR). This

event will be held at the Wacol Military Precinct on Saturday, 7 September 2019 at 10 am. It will commemorate the service and sacrifice of this unique Australian Militia Unit which was formed, served and disbanded in New Guinea.

**When:** Saturday, 7 September 2019 at 10 am

**Where:** NGVR & PNGVR Museum, 971 Boundary Road, Wacol QLD

**Dress:** Anzac Day Dress with large medals for members, veterans and servicemen; smart casual for civilians and friends

**Parking:** On site and outside on roads

**Program:** 10 am—Morning tea / 11 am—Commemorative Service in the chapel, conducted by NGVR Chaplain, R MacDonald, and an address about the early days of the Pacific War in New Guinea / 12 to 2 pm—Sit down, two-course buffet luncheon with cash bar in Everyman's Hut.

**Cost:** \$40 per person

**RSVP & Payment:** By 1 September, using this event management link—<https://www.trybooking.com/BDWGV>

**Phil Ainsworth, July 2019**

INSIDE THIS ISSUE:	
AUGUST FREUND NGVR.	2
FUNERALS, GUN CARRIAGES	6
RAR 70TH ANNIVERSARY	7
BLACK SUNDAY	8
GRAIN-SILO ART	8
DISCOVERY F4F-4 WILDCAT	9
FRANK NORMAN SMITH	10
SCHWERER GUSTAV GUN	10
MAJ. EDMUND JENYNS	11
BENA FORCE	12
AUST EOD TEAM TO VANUATU	14
CMF OFFICERS IN VIETNAM	14
MM SERVICE BRISBANE	15
LIGHT HORSE SHOOT	15
SUSIE McGRADE OBE	15

**Rev. August P. H. FREUND  
WO 2 P446  
MISSIONARY TURNS SPY (Cont)**

**To the Finschhafen area with Pursehouse**

Without knowing it we had selected a relatively safe spot at *Mindiri* and were able to become organised., however from there we could report practically nothing about Jap activity. A watch post at Finschhafen would be of great value since it was nearer to the Japs. Since Pursehouse had been Patrol Officer there for a few years it was natural that he should be in charge and I was detailed to be his radio man.

At 7.45pm on 12 Jun we left *Mindiri* with the Teleradio, Dolph taking us in the *Awelkon*. At 8.30am we were just coming out from the shelter of the headland at *Wandokai*, near Cape

You may know that., officially, the marking on the side of a Jap plane was a red disk, indicating the rising sun. What we saw was always a big rough red blotch, apparently slapped on in a hurry. On Sunday 28 Jun we had 17 planes pass near or right over us. We were on the direct run from Rabaul to Lae.

On 25 Jun we reported a freighter and were later notified that it had been sunk when approaching Lae. Another afternoon we saw one of Japan's large battleships, accompanied by a cruiser and a destroyer, passed at very slow speed into Vitiiaz Strait. We figured the battleship had been crippled in a big battle and was being protected by the other two as it tried to get back to Rabaul. We reported this but never heard anything more.

**A Dangerous Rescue Operation**

Towards the end of July Douglas and Olander reported that the New Britain natives were becoming hostile, so they had retreated to the western end of the island and urgently needed rescue. Vic Newmann took the *Awelkon* from Mindiri and successfully rescued them after a two day dangerous journey over and another two back.

**Medical Work**

We missionaries had always done whatever we could for the sick and injured. The big Mission hospital at Finschhafen and all other missionary outcentres had now been closed so we did what we could for those who came to us. This also had the advantage of ensuring the natives goodwill and we were confident that they would warn us if the Japs came looking for us.

**Mail to and from Australia**

Although we were isolated, we were not completely cut off. Every so often Harris would send off our mail to a nearby village with instructions that this package was to be taken on from village to village all the way to Wau. And the system worked. My wife received only about half my letters, but losses were not necessarily due to the villagers not playing their part. Considering that there were up to 50 villages through which our mail had to go it is amazing that any got through at all. In due time Wau started sending mail our way. On 18 Jul I received some letters from my wife, some months old, and an official notification that I had been promoted to WO2 and my pay was now 12 shillings a day.

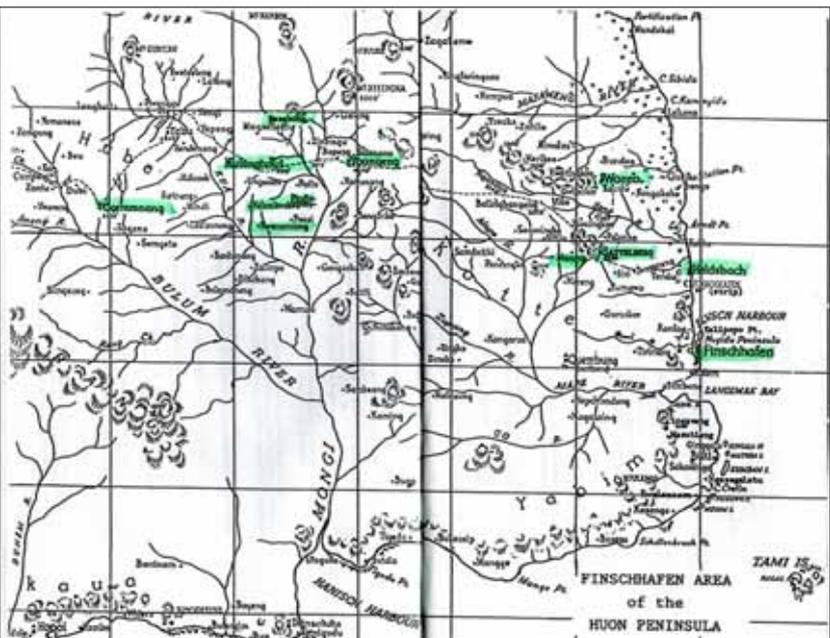
On 18 Aug a batch of mail came through with 5 letters from my wife dated from January to May, so the oldest had taken 7 months to reach me and the newest was 3 months old. Still they were all very welcome.

**Supplies from the Army at last**

Harris began to get supplies and equipment dropped on the old Sidor airstrip and sent a share to *Sio* for us. So at last I received my first issue of military clothing etc. I had been serving for 7 months with nothing to show that I was in the Army. Don't get the idea that I got a smart uniform. No! It was just a few pairs of army shorts, shirts, hat and socks.



Freund (L) Pursehouse (R)



Fortification, when three Jap bombers flying low, passed about a mile out to sea. We promptly turned and made for a cove we had just passed and had just reached it when the bombers turned and came straight at us. Anchor was dropped and the native crew took one look at the approaching bombers, dived overboard, and swam ashore. Pursehouse, Dolph and I followed at full speed. I am a poor swimmer but the bombers passed overhead, completely ignoring us, so I was nearly drowned for nothing.

We now decided to travel no further by sea so we transferred all our goods, including the Teleradio, to a village nearby. Next day we set off for Finschhafen after obtaining carriers. Pursehouse had selected Wareo mission station as our observation post (OP). It overlooks Finschhafen and gives a good view of the coast for many miles north and south and far out to sea. Sattleberg has a much better view of the area, but from May to October it is cloud bound too often for an OP.

I set up the Teleradio in the Mission house and contacted both Harris and Moresby.

Moresby had instructed us to report all ships, aircraft and anything else we could learn about the enemy. But right from the outset we were kept busy reporting planes that, within a few days, we received orders to report only large flights going in the direction of Moresby. Since all the planes were either going to or coming from Lae, our aircraft reporting ended.

Another important item was a supply of NAB (Novarsenobilon) for injection against yaws. HQ knew the importance of our being able to keep up injections for the natives so as to remain on good terms with them.

### Now We Become Three

Kenneth Hood McColl, alias 'Mac' or 'Hoody', had been plantation manager of *Wuvulu* the westernmost speck of land west of Manus. He and others had been left behind when evacuations were carried out so they managed to get a broken down launch going, headed for Wewak, then another 200 miles to Madang, and so Mac came to *Mindiri*. He had been a Coastwatcher before the war and during his journeys he had taken his Teleradio and been given the rank of Petty Officer in the Navy. He joined us at *Wareo*.

The Southeast season was now over and the Northwest had begun and that meant there would be less cloud and fog at Sattleberg, so on 26 Oct we packed and shifted. At 2,400 ft there were extensive views of the Vitiav Strait, Siassi Islands, Finschhafen, Heldsbach and the eastern end of the Huon Peninsula. At the far distance you could see the coast around Salamaua.

On 15 Nov we spotted our first American bombers, three Mitchell B-25's.

On the evening of 24 Nov and into the night we were able to watch the bombing of 5 Japanese destroyers trying to get to Lae. It was spectacular to see the flares dropped, followed by the bombing of the ships. One of the ships caught fire and burned for most of the night before it sank. We found out later that 3 of the ships had been sunk and two returned to Rabaul. None got through.



L. Joe Champagne,  
Johnny Graham

A native brought a note from Wagner at Heldsbach the next day that two slightly injured airmen had come ashore during the night. He had bandaged them and put them to bed. Mac went down to get them and Wagner supplied one with a horse and the other with carriers. Johnny Graham was a Brisbane boy operating as a wireless air-gunner on an American bomber and the other was Joe Champagne. To use his own words "My home is Moosup in Connecticut, a little town of about ten thousand".



Ken Douglas, Freund, Joe, Johnny

Their plane had not been shot down—they were convinced it was sabotage. An investigation into the disappearance of a number of US Liberators had found sugar in aircraft fuel tanks and cotton wool in fuel lines.

We managed to arrange a drop of equipment, clothing and food for these two survivors for their long circuitous overland trek to Wau via the coast of Bogadjim, the Ramu Valley and the Markham. The drop was arranged for the disused Mission strip at Heldsbach but on the first attempt three Mitchells came in, flew around and flew away again. The next day they were back again, found the badly overgrown airstrip and successfully made the drop. Leigh Vial was with

them this time.

At this time, we were joined by Ken Douglas who had been brought over from New Britain with Bert Olander. He had been with Harris but Harris was to go back to Cape Gloucester, New Britain, with a Coastwatching party and Ken's asthma prevented him from joining them.

This was the solution to a big problem. We could not expect Johnny Graham and Joe Champagne, who had no experience in New Guinea, to get through to Wau by themselves. By sending the airmen out with Douglas they had an experienced leader, and he had someone to care for him if he became worse.

On 12 Dec Wagner came up to get some teeth drawn by Mac. Desperate situations require desperate acts, so Mac drew the teeth with a pair of forceps without anaesthetic.

Then we split up. Pursehouse and McColl set out for their assignment behind Lae. Two days later Douglas and the airmen left, and I was the only white man at Sattleberg. I then spent several days packing and nailing up boxes of equipment 'just in case'. Lucky I did as the Japs landed in Finschhafen soon after.

### Withdrawal into the Mountain Ranges

On 19 Dec, 1942, the Japs landed at Finschhafen. My ideas of monotonous routine work were suddenly dispelled. I hastily packed some emergency equipment and supplies, tried without success to inform Moresby of the landing, and then packed up the Teleradio and loaded it onto a horse. I had to leave behind a lot of equipment and stores but asked the local natives to hide them in the bush and make it look as though nobody had been in the houses at Sattleberg, and this they did. The Japs came up after 2 days at Finschhafen, looked around and asked a lot of questions but returned to Finschhafen without realising that we had been there. Thank you, our faithful natives.

Safe on the track away from Sattleberg I set up the Teleradio and informed Moresby of the landing. I then learned that the Japs had occupied Cape Gloucester on the western end of New Britain, Madang, Wewak and Hollandia (in Dutch New Guinea) on the same night.

It proved difficult to obtain carriers on the way as all the natives were more interested in what the Japs were going to do than carrying for me, so the village I stayed in first night was not far and I slept in an unfinished hut with no walls in case I had to make a quick getaway, my pack as a pillow, my boots on and my rifle by my side. The horse was tied up, still saddled, only a few yards away. Then followed several days of gradual progress with delays due to difficulty in obtaining carriers. I spent Christmas 1942 at *Kulungufu* a large mission centre with a mission teacher in residence.

I had now reached what I considered a relatively safe area. Next task was to see what had happened to the stores and equipment I had left behind and I also had to find out what the Japs were doing. I left the Teleradio at *Kwenzenzeng* I camped at *Yunzaing* where I had a letter from the head elder at Sattleberg telling me that my stores were on their way. The natives had not only taken my stores out of the houses but had removed all traces of occupation so the Japs, after thorough searches through all the buildings had returned to Finschhafen. My stores took about 40 carriers but now that things were more settled and the Japs had not moved in force out of Finschhafen there was no difficulty in obtaining them.

Two days later I was back at *Kewzenzeng* and found Pursehouse there. McColl had been left at *Ogeramnang* a village two days trek back. It was not wise to have both our Teleradios and all our supplies together so close to the enemy.

We were running short of charger fuel and some foodstuffs so we went back to join McColl. This involved crossing a gorge with a 3,000 ft climb down then up again. This area was dotted with similar gorges. Two days before we reached him Mac had a Liberator drop 7 parachute loads plus other items free dropped. We felt that the fact we received supply drops helped the natives make up their minds to stick to us. They had also heard a lot about Jap atrocities so were becoming keen to see the Japs driven out.

After 9 days Pursehouse and McColl set out to scout Finschhafen. McColl one night sneaked right down to the old mission airstrip between Heldsbach and Finschhafen and Pursehouse also did a night-time 'snoop' to the rear of the Finschhafen hospital area. They were away for a fortnight and the facts that emerged from this showed that the Japs were fortifying the Finschhafen area, but they had no permanent outposts and were not beginning any native administration.

It was then decided that Pursehouse and Mac would establish a watch station nearer Sattleberg in a position overlooking Finschhafen. We were very light on arms and ammunition so requested a drop of our fast dwindling stores and petrol together with Owen Guns and revolvers for each of us. A Liberator carried out the drop on 22 Feb during which one bundle seemed to fall out of the aircraft well before the drop area. We received all the stores, some mail and revolvers requested but only one Owen Gun and no ammunition. The natives sent out to see if they could find the bundle in the jungle and did so. It had fallen from about 2,000 ft (610 m) but only a few cartridges were damaged.

During the whole of my time in the bush I had carried with me a tool box. I was a handyman and developed a number of items which made it easier for our cooking and transport needs. (*These are described fully in various sections in the book and Freund certainly was a capable and inventive handyman Ed.*)

When the Bismark Sea Battle was on we were too far away to see anything but, for days from 1 March we could hear the almost unending drone, eastwards from us, which told us there were very large flights of aircraft going to and from some very serious action somewhere.

### Move Closer to Finschhafen

We needed to get closer to Finschhafen to be able to send more information. It was decided that Pursehouse and Mac would go right forward with a Teleradio and a bare month's supply of food. I was to go to *Besabong* a day's trek closer to

Sattleberg than *Ogeramnang* with the other Teleradio, a fair stock of food and spare clothing. After a month one of them would come back and I would go forward, and so on, each man thus getting a period of comparative rest.

On 6 Mar we received another drop and I was the fortunate recipient of several letters from my wife—the first that had come through for 3 months. At this time, we also received a

message that a party to be led by Pat Mollison was being organised to come and relieve us. Furthermore we had also received a message "Do nothing rash. You are more valuable to us alive than dead." We fully agreed with the latter sentiment. Perhaps that was why they had only supplied one Owen Gun.

On 8 Mar Pursehouse and McColl left for Sattleberg and I got going on 11 Mar.

At *Kulungtufu* I was able to let the native hear a broadcast that was meant especially for them. Various Govt Officers, who were well known to the natives in many parts of New Guinea, in turn gave broadcast talks in Pidgin. The idea was that the various parties, like ourselves, who were in enemy occupied territory, would call the natives together for these broadcasts and let them hear the talks on the loud speaker. They could recognise the speaker's voices. I believe that these talks did a lot of good. In due course I was able to let the *Besabong* natives hear several more similar broadcasts.

Our arrangement was that we would contact each other every morning and afternoon. If they missed out on two consecutive calls, I was to take that as evidence that they had either been chased out, captured or killed. I was then to leave a small supply of food and clothing at *Beasbong*, move our supplies and Teleradio to a safer area and wait for 'grape-vine- news". If I heard that they had been captured or killed I was to make for Moresby—that sounded easier than it actually was, as we were to discover later.

A good plan, but owing to 'skip distance' and 'ionosphere wave' we often had to rely on Moresby to let us know that each party was still in place.

### Mac and Pursehouse Compromised

They had had a hut built in thick jungle in a valley near a stream near Sattleberg. They took it in turns to climb up a rough track to a ridge from which they could overlook Finschhafen.

One morning Mac was puffing up the slope when he was fired on by 7 Japs. He leapt off the track and concealed himself in a large bamboo thicket. Pursehouse was still in bed when he heard the firing and leapt out, grabbed his 'escape pack', and vanished into the jungle a few moments before the Japs arrived. Mac stayed in the bamboo with insects and ants crawling over him all day and until the early hours of next morning before he left the bamboo and made it safely to a village where the natives sheltered him.

Purse arrived at *Besabong* a few days later with the news that Mac was safe. I knew nothing of this as my receiver had broken down and I was unaware that they were not on the air. The next morning Mac arrived at *Besabong*. At this stage we had lost a Teleradio with our only working receiver, some clothing, food and other gear but had not lost a man.

### Plans and Preparation for Withdrawal

The danger signs were up. A man-hunt would soon begin. We had better get away from that area. My receiver was not working. When I sent a message to Moresby advising them of our plans and asking for an emergency supply drop at *Ogeramnang* where we would wait from 12 to 15 April. If nothing were dropped in that time we would leave anyway.

When I was ready to transmit, I asked all other stations who might pick up my message to take it down so that they might



McColl, Pursehouse and Freund at Ogeramnang.

be able to supply any missing details to Moresby. Remember this was all in code. I repeated the message and that's where we had to leave it.

On 12 April the drop duly occurred and with it were some letters. One from Ken Douglas told of his safe arrival with the airmen, one from McCarthy, who was now in charge of Coastwatchers, saying it was entirely up to us whether we stopped or left, and one from my wife dated 1 April. It was the fastest of any letter to reach me during this period.

Our decision to leave was correct. When Mac went back to *Ogeramnang* to reward the people for their assistance he was told that within a week the Japs were around with dogs.

We had intended to travel over the southern side of the Cromwell mountains, outflank Lae and make our way to Wau. We reckoned on a 3 week trip and took only meat, flour, sugar, tea and a small supply of butter, jam and dripping. We had 144 tins of emergency rations and a 50 pound case of salt. The natives would supply us with vegetables and possibly a fowl as well as carriers to get salt. Fortunately, we packed supplies for a good margin beyond the 3 weeks. We required 25 carriers for all this.

The first day out we were told by the natives that the Japs were around the trails in the vicinity of Lae and we would be better off crossing the Cromwells (the central spine of the Huon Peninsula), go along the northern slopes, eventually crossing the Finisterres and go down into the Markham Valley. When necessary you go a long way to save your life.

At this stage I developed a bad cold in the bronchial tubes. For the climbing we had ahead of us, even healthy lungs were taxed to the limit. I was specially handicapped for the first fortnight. Next day when we set out 12 women loaded with heavy bags of sweet potato carried the food for the 25 carriers. Each woman probably carried 35 kg the first day. We were in the mountains and moss covered the trees. The biggest problem we faced were leeches—they were there in millions.

Our first couple of days and nights were at an altitude of probably 7,000 ft (2,140 m) and soon we crossed the top of the ranges. Mt Sarawaket, listed as 13,454 ft (4,101 m) was only a few hundred feet above us on the left. Then we dropped about 6,000 ft (1,829 m). I found the going down much worse than climbing.

The natives were friendly on the way. It was at this time that I had my first experience of the power of salt. Whenever we asked for vegetables or a cockerel it came promptly.

After a few days our carriers were replaced. When Purse called for 25 carriers about 50 turned up—again the power of salt. Naturally we had to change carriers on a regular basis during our journey.

On 22 April we had to cross the first of the nasty ravines. Going down 2,000 ft and up again even in hobnailed boots is difficult and slipping and sliding cannot be prevented. On the steep track upward, I often slid back one step for every two taken. Sometimes it felt like climbing a wall. We had to find little footholds and find clumps of little bushes to pull ourselves up, being careful not to grab one that wasn't firmly rooted in the rocky face.

On Sunday 2 May we climbed over another razor back to *Ganma* and from here would head south into the Markham Valley. I can recall sitting around a hut fire one night Mac saying "If you want to see the inside of New Guinea, join the

Navy".

Bit by bit conditions improved and we eventually reached *Ewok* where there was a Mission Evangelist. We rested here for some days but were told that a party of 40 Japs had been through *Ewok*. Much later we learned that the Jap Commanders had sent out parties looking for escape routes from Lae, testing various weeds for food, and checking the prospects of living in villages.

On 10 May we reached *Ireap* where Pursehouse found one of his former constables, it was his home village. Again, we rested here while the ex-constable went forward to the villages between *Ireap* and the Markham arranging carriers etc. We crossed the Markham near *Kaipit* and at 7pm reached *Onga*. We estimated that we travelled 20 miles (48km) that day. Here we were told that a few miles away in the bush 3 Australians were in a camp with a radio.

Next morning Pursehouse went out to find them and make sure they did not "shoot first and ask questions later". Here were Sgt Carlo Cavalieri and Cpl Stewart (both NGVR) and Cpl McDonald from the Moresby garrison. Through them a message was sent to Moresby announcing our safe arrival so far. It was 1.45am before we got to bed that night—there was a lot to talk about.

The camping conditions of Cavalieri and his mates were exceedingly rough. The huts were skimpy and poorly enclosed. There were no tables and chairs, and even shelves on which cooking and eating utensils and food could be put when eating were minimal.

Our destination had been Wau but here we found that at *Bena Bena*, this side of Goroka, there was a small Australian garrison with an airstrip with supply planes coming and going. This was only 4 days trek away, and better tracks than to Wau 7 days away. Radio information was sent to Hamilton, formerly a 'kiap', a very good friend of Pursehouse. He offered to send a horse to meet us.

Sat 15 May 1943, we set off with myself riding most of the time. Two days later we were at the Government Agricultural Experimental Station, Aiyura. Here Jim McAdam, affectionately known as 'tiny' because he was so big, was out busy with a big urgent project of planting thousands of cinchona trees, from which quinine is produced. Allied soldiers in malaria infested New Guinea needed quinine desperately. So, we had lunch and went on to Kainantu. Pursehouse stayed with Hamilton but, after a day's rest, Mac and I pushed on.

### Bena Bena and Port Moresby

We walked into the Bena Bena Camp at 4pm on 19 May. One day short of 5 weeks since we left *Ogeramnang*. The map shows the distance between the two as 150 miles but with all the large and smaller zig-zags plus the extra distance involved getting up and down those many gorges and over ridges we claim that we had travelled between 300 and 350 miles.



Freund striding it out on the way to Bena Bena

The camp at Bena Bena was a masterpiece of camouflage. It had been built to look identical with the local villages and there were no wind socks or white runaway markers.

On the morning of 22 May, a DC-3

landed protected by two P 38s who stayed airborne. We threw our gear onboard and 90 minutes later were in Moresby.

Naturally we were taken to McCarthy's office first for debriefing and I managed to send a message to my wife. Many things had to be attended to. We had to get more clothes, turn in our revolvers, get pay books fixed up and we had to have our official medical examinations. So, after being in the Army 18 months I had my medical examination and was classed A1 fit. I spent a lot of time at Allied Intelligence Bureau and was queried about various aspects of the situation at Finschhafen, etc.

Six days after we reached Moresby Pursehouse turned up. He had been bombed whilst on a horse at Kainantu and had only been a few miles from Bena Bena when he saw our DC-3 come in and leave.

In the Topographical Section all who came in from anywhere in Papua and New Guinea had to give information that could be useful for planning military movements, affirm or correct other information held and study aerial photographs.

I had an interview with McCarthy about my future. I pointed out that my enlistment had been highly unusual, and after giving 15 months valuable service I should be allowed to return to my work as a Missionary. Alternatively, I requested transfer to an Army Chaplain position.

**Australia**

On 4 June we were taken to an airfield. When we took off Pursehouse, McColl and I were the only passengers in a DC-3 cargo plane loaded with aircraft motors being taken to Australia for overhaul. I suspect McCarthy had pulled some strings to get us on that plane to save a longer wait.

We arrived in Townsville and were issued with uniforms, greatcoats and hats. Next day we were flown to Brisbane via Charleville. Again, I had detailed interviews with AIB personnel.

On 8 June I left Brisbane on a troop train and on from Sydney next day. Then on to Melbourne, Horsham and Adelaide. My wife, Roland and Martin, now 5 and 4 years old respectively were well and truly there to meet me. What a wonderful reunion.

**Discharge**

My 36th birthday was on 6 July, shortly before my leave ended.

On Sunday 11 July, fully packed and ready for movement, I reported to Wayville Barracks. I was shown instructions in my file "Not to be returned to Unit. To be held for discharge", Thanks Col. McCarthy. On 17 July I was discharged—reason "Own request".



P446 WO2 A.P.H. Freund arrives home

At that point I could reverse "Missionary turns Spy" into "Spy Turns Missionary",

**Post War**

I could have returned to New Guinea in 1945 but it was necessary to have a motor vessel to resume work in the Siassi Islands. So, in October 1945 a contract was signed with a Sydney firm to build a 48 foot (14.63 m)



Reunited

Highlands of New Guinea.

North Sea Fishing Trawler for us, to be finished in 16 weeks. It took 13 months.

In November, 1946, together with Vic Neumann and three new staff members we left Sydney arriving at Gizarum in December 1946 where we both returned to our work. I had a very busy 18 months getting the mission work in Siassi running again.

Then, when our new staff members could take over, I was sent with one of our laymen to Pioneer the work of a new Lutheran Mission in the Wabag Valley in the Western

Highlands of New Guinea. After 2 years my wife and I went back on Siassi for a brief time. Then we pioneered the work of our Church among the cannibals, the Kukukuku, in the Menyamya area in the Eastern Highlands. After 14 years there we had nearly 3 years in a parish in South Australia. Then back to New Guinea where I worked as editor of Pidgin literature and English-to-Pidgin translator for 8 years. We retired in May 1974 to a retirement village in South Australia.

*Thank you, Mal Zimmerman, for the loan of this wonderful book.*

**FUNERALS AND GUN CARRIAGES**



At the time of King Henry VIII military bands were not included in establishments, but every body of fighting men boasted a party of drummers and trumpeters, the former to set and maintain the marching pace, the latter to break the monotony by sounding out an occasional fanfare. King Henry directed that these instruments should be employed in the funeral ceremonies of high-ranking officers.



The Coastwatchers Memorial, Madang. "They watched and warned and died that we might live"

During the 18<sup>th</sup> century, coffins were

carried on a bier which was borne by soldiers or officers, depending on the rank of the deceased. Behind them marched a party of drummers playing what was then called the "Dede Sounds" (the title was, in 1723, changed to the "dead March", This was played to a beat in keeping with the extremely slow rate of progress of the bier party; thus was born the "Slow



This was the Madang Shipping Beacon in 1948, prior to the building of the Coastwatchers Memorial in 1959.

March" and "Dead March" that we have today. Although speedier means of transportation were introduced, the original slow march was retained as befitting the dignity of the occasion.

The procedure followed at the graveside was also inaugurated in Tudor times. After the coffin had been lowered into the grave, musketeers posted on either side fired three volleys. The firearms of the period being wheellocks some six feet (1.8m) long and about 15 pounds (6.8 kg) in weight, required support in the shape of a forked rest, which was stuck into the ground under the muzzle.

In order to elevate the weapons, firing parties were formed in a kneeling position opposite each other and, after the volleys were fired, the "Last Post" and "Reveille" were played (in those days "Last Post" took the form of "Taps", which was played at 10 o'clock each night as a sign for tavern keepers to shut off their beer taps, and "Reveille" consisted of a series of long blasts of no prescribed form).

The soldiers who carry the coffin at a funeral are referred to as the bearers and at funerals for commissioned officers the bearer party is flanked by pallbearers, who are normally the same rank as the deceased member (a pall being a cloth spread over the coffin – this has been replaced today by the National Flag).

The origin of the tradition of resting on reversed arms is lost in time. However it was used by a Commonwealth soldier at the execution of King Charles 1 in 1649 (the soldier was duly punished for his symbolic gesture towards the King's death), and it is recorded that at the funeral for Marlborough in 1722, the troops carried out a formal reverse arms drill which was especially invented for the service; it was a unique sign of respect to the great soldier.

Gun carriages are synonymous with military funerals. However, despite popular belief this has not always been the case. It was not until the mid-1800s that Queen's Regulations authorised the use of a gun carriage and team – when they were available – to carry a coffin to a burial ground, providing the ground was more than a mile (1.6 km) away. Today the carriage and procession combine for the departure from the church or chapel, and again upon arrival at either the cemetery or crematorium.

WO1 C.J. Jobson, former RSM Ceremonial ADHQ

A grumpy Sergeant Major saw a new face and shouted at him  
"Come here! What's your name soldier?"

"James" the new soldier replied.

"Listen carefully soldier! I don't know what kind of bleeding heart crap they're teaching soldiers in recruit training these days, but I don't call anybody by his first name." the CSM shouted.

"It's their last name only; Carter, Davidson, Cooper, Jackson, whatever. And you will refer to me as 'Sir'. Do I make myself clear?"

"Yes Sir".

"Now! What's your last name?"

The soldier sighed "Darling. My name is James Darling Sir".

"OK James. Here's what I want you to do....."

## Colours paraded at AWM to mark RAR 70th

The 70th anniversary of the raising of the Australian Army's Royal Australian Regiment (RAR) was marked with a ceremonial parade at the Australian War Memorial on 23 Nov 2018.

Queen's and recently updated Regimental Colours – featuring the 17 theatre and battle honours bestowed on the Royal Australian Regiment – were on display with their respective battalion colour parties.

Colonel Commandant of the RAR, Major General Mark Kelly, said the Regiment's birthday was a time to reflect on its rich history and achievements.

"The battalions of our Regiment have provided the full-time infantry combat capability for the Australian Defence Force for the past 70 years," Major General Kelly said.

"This parade, and the display of the Colours, helps us to reflect on the sacrifice and valour of those who came before us, including the 684 members of the regiment who died on operations.

"We remain committed to duty, ready to serve the Australian public as a key component of our modern and professional land force.



"We will continue to uphold the high standards set by infantry soldiers before us and look forward to continuing to serve our nation under the regimental motto of 'Duty First'."

The RAR, originally consisting of three 'regular' infantry battalions – the 1st, 2nd and 3rd Battalions – was raised in 1948 for service in Japan after World War Two.

There are now seven RAR battalions, based in Adelaide, Brisbane, Townsville and Darwin.

Governor-General Sir Peter Cosgrove, Chief of Defence Force General Angus Campbell and Chief of Army Lieutenant General Rick Burr were all officers of the Regiment.

Seven Victoria Cross recipients, including the four most recently serving in Afghanistan, were at one time RAR soldiers.

Members of the RAR have deployed on many operations including the Korean War, Malayan Emergency, Vietnam War, Somalia, Rwanda, East Timor, Solomon Islands, Iraq and Afghanistan.

Source Contact Newsletter 81

## Black Sunday

In March 1944 U.S. Air Force procured from the States, Brisbane & Townsville one-hundred P-38 Lightning Fighters which were the first fighters to be able to do 400 MPH and 300 Gal petrol tanks were attached to give them the extra range to be able to take off from Nadzab (near Lae) & protect the 50 Bombers going to Aitape and Hollandia in Dutch New Guinea & return to Nadzab. Apparently with their speed they were able to get around the damaging freak weather which destroyed the 37 Bombers.

The U.S. Fifth Air Force created the biggest weather-related loss in aviation history.

On Black Sunday, 50 US bombers on 16th April 1944, bombed the Japanese Airstrip at Tadjj, Aitape, in New Guinea and the Japanese base at Hollandia in Dutch New Guinea.

TRAGICALLY ONLY 13 RETURNED. They were softening up the defences for General MacArthur's, 22 April 1944, invasion of Aitape-Tadjj & Hollandia which was the largest amphibious Invasion force in the South Pacific and both places were taken in one day.

The U.S. Fifth Air Force lost thirty-seven aircraft due to a late-afternoon frontal system which cut them off from their home bases of Gusap, Nadzab and Saidor. Another nine were seriously damaged, and as a result the Fifth suffered its biggest operational loss of the war. The freak weather created the biggest weather-related loss in aviation history. The events of the day were lost to history for five decades because they said they occurred in such a remote theatre. But not really, it was because the Americans, especially General MacArthur, were highly embarrassed by the loss. He certainly did not want the Japanese to find out.

They had done this bombing raid to damage the airstrips as General MacArthur had a secret plan to bypass the large Japanese base at Wewak & attack Aitape & Hollandia on the one day which they did with the largest amphibious force of the South Pacific.

from survival reports and describes post-war discoveries of several of the missing aircraft.

To date the historical legacy left by the Fifth Air Force has largely been ignored. Those interested in flying will find the magnitude and nature of this mission's losses absorbing.

In March 1944 5th AAF flew 2454 sorties to Wewak area.

From 11th to 16th March they dropped 1600 tons of bombs wrecking the airstrip and destroying 168 Japanese aircraft.

### Internet Black Sunday WW2

A man and his wife were awakened at 3:00 am by a loud pounding on the door.  
 The man gets up and goes to the door where a drunken stranger, standing in the pouring rain, is asking for a push.  
 "Not a chance," says the husband, "it is 3:00 in the morning!"  
 He slams the door and returns to bed.  
 "Who was that?" asked his wife.  
 "Just some drunk guy asking for a push," he answers.  
 "Did you help him?" she asks.  
 "No, I did not, it's 3am in the morning and it's bloomin' well pouring with rain out there!"  
 "Well, you have a short memory," says his wife.  
 "Can't you remember about three months ago when we broke down, and those two guys helped us? I think you should help him, and you should be ashamed of yourself! God loves drunk people too you know."  
 The man does as he is told, gets dressed, and goes out into the pounding rain.  
 He calls out into the dark, "Hello, are you still there?"  
 "Yes," comes back the answer.  
 "Do you still need a push?" calls out the husband.  
 "Yes, please!" comes the reply from the dark.  
 "Where are you?" asks the husband.  
 "Over here on the swing," replied the drunk.

### Grain-silo art to salute military history

Mildura Regional Development has announced a new proposed avenue of honour memorial and tourism project incorporating military veterans silo art.

The proposed Remembrance Silo Art Trail (RSAT) will stretch from Ouyen, through Murrayville and end at Panitya and will cover 129km and 10 silo sites, all of which will be painted with a military historical theme that respects, commemorates and immortalises the sacrifices made by members of the armed forces for the values that Australia holds dear.

It is proposed that artwork will be created by veterans, which will add to the emotional value of the trail as well as its credibility.

Mildura Regional Development (MRD) also hopes the project



Lockheed P38 Lightning

Eight years in the making and now in its third edition, the author has recently completed a revised 53,161-word depiction of this epic mission, which includes six appendices, a detailed index, and rare photographs. The book documents every loss and incident, including quotes



has the potential to invigorate dying towns and revitalise neglected areas.

MRD CEO Daryl Buckingham said that as the region around Mildura was comprised of former soldier settlements and has a rich military history, this project would stay true to the flavour of the area while bringing life to places that are experiencing population and economic decline.

"I truly believe that this is a unique opportunity to inject some life into the towns along the trail," Buckingham said.

"They have been neglected for too long – but the Remembrance Silo Art Trail will change that.

"As an ex-serviceman and veteran's welfare officer, this is also a subject that I'm extremely passionate about.

"The subject matter is incredibly close to my heart and this project could help to raise awareness of the sacrifice our servicemen and servicewoman – and they do make a tremendous sacrifice – have made for our freedoms and way of life every day.

"Veterans are the highest growing cohort of suicides and homelessness and if just one is helped by this trail I'll consider it job done.

"Today is the start of the community engagement process and we have some challenges to overcome, including developing a partnership with GrainCorp, forming an appropriate advisory committee and logistics," Mr Buckingham said.

It is hoped the first stage of the project will comprise painted grain silos, while a planned second phase will make use of technology to deliver an augmented-reality history lesson at every site.

Mr Buckingham said this project would have national and international significance through the combined elements of tourism, education, military history, economic development and social development.

It will also open up a perfect opportunity to connect with the expansion and increased interest in Sea Lake and Lake Tyrell and importantly it will provide economic benefit to all towns and communities along the feeder routes.

*Contact Newsletter 84*

I have a brain like the Bermuda Triangle.  
Information goes in, never to be found again.

### Discovery Grumman F4 Wildcat—Solomons 2018

On Wednesday 29 August 2018, Matt Wray and I dived in the channel between Olevugha (Sandfly) Island and Mangalona Island in the Western part of the Florida Islands. Of course, we were looking for a plane, but weren't precisely sure of its location. This was not a known dive site. How deep did it go here? I wondered what currents we would encounter? Was there a slope or a cliff under the surface? The day was bright and beautiful, calm and clear. We descended down and in the pre-dive plan I suggested we descend to 24 meters and keep well off the bottom but keep it in visual range and do a visual search down the seafloor. I know from experience that in the clear waters of the Solomons, anything less than 24 m (sometimes more) can be seen from the surface and would be precisely known by nearby villagers. We descended down and the conditions were perfect. I kept going to 30m. Matt was

wondering what I was doing...I searched down the slope perhaps 45-50m below. It was coral sand. You can really cover a bit of ground visually like this.

Matt and I swam along, scanning seafloor. After about 9 mins of gentle swimming, I thought I better start turning in and get shallower...I saw a dark circular lump sitting on the sand...was it a radial engine? It had an odd shape to it...no, it was a rock. I was a bit bored, so swam towards the rock...an eagle ray swam off to the right, flapping away, I pointed towards it, indicating it to Matt. I studied the rock, dreaming it was a Pratt & Whitney...



Grumman F4F-4 Wildcat, Guadalcanal 1943



The F4F-4 Wildcat in this article  
- not the F-4 above.

I looked up slope, and there was the dark outline of a whole plane sitting on the white / rubble sand. I nearly choked on my regulator! WOW!!! WOW!!! I turned back to look at Matt and vigorously pointing but he had actually seen it before me.

He was really perplexed at why I was pointing out a stingray when there was a whole plane sitting in front of our eyes! Apparently according to Matt, my eyes were wide as saucers at this point! The thrill of discovery was just pure happiness! I descended down to the plane and Matt came up and we "high -fived". The site was really beautiful in the clear water. A big hump-head parrot fish floated around, and two small dog-tooth tunas swam past. What a site! I recognized an American Wildcat fighter upside down. It was very complete and undamaged. The plane rests down a slope, nose down. A pitot tube on the

port wing tip is beautifully intact and a couple of inches off the sandy seafloor. There are oil coolers prominent on the wings. The tail hook is there and retracted fully. The life raft bay is open on the starboard side of the rear fuselage (in the 'turtle back'). The wheels are very intact and tires still inflated. The tire on the tail wheel is missing. There appears battle damage in the side of the port rear fuselage. A small 30cm high triangular opening is the only hole into the cockpit which is pressed against the sand. The cockpit enclosure is open (retracted). There are folds in the wing. So, this is a Grumman F4F-4 Wildcat. The shallowest point on the site is the tail wheel at 36.5m. The deepest point is the pitot tube on port wing at 41.1m

I did a visual check of the sand near the cockpit on the port side and saw no human remains.

It was just magnificent to swim slowly around and take it all in. I was looking for interesting nique features and comparing it to the other six Wildcats I have surveyed in the Solomons...

Matt got though his air contents pretty fast (I was struggling to

control my gas consumption too) and departed. After a couple extra precious mins, I made my way up the nearby coral reef which was very nice. I relaxed at 18m depth looking at the myriad of complexity in the reef when a jolt on my shoulder... it was Bob Norton, our boat/dive/hotel operator! Matt had obviously announced the news back on the boat! He shook my hand in congratulation and there was much excitement, and he was just dying to see the plane; I would have to guide him back down! But I had little air! I went down a little, pointing the way and swam out, but maintained my depth. The water was so clear there really wasn't any trouble for Bob finding the aircraft again... I turned back without seeing the plane again, I got close enough for Bob and he shot down. He wasn't expecting us to find an aircraft so he had no shirt on and no dive timer! He wasn't long and he came back up with me during my decompression. Soon we were back on the boat in the tropical bright sun on a flat, deep azure sea.

Well, I hope I have managed to convey just 5% of the excitement we had on that dive!

*Ewan Stevenson, Sealark Maritime Exploration*

Why is a person who plays the piano called a pianist, but a person who drives a race car is not called a racist?

**Frank Norman Smith**

**WW1 No 3047**

**Unknown NG No. WW2**

1st AIF Driver, HQ Coy, ANZAC mounted Divisional Train.

Left Australia 20.5.1916 RTA 24.7.1919.

NGVR No. unknown—He was on the nominal roll of NGVR but his attestation papers were lost when the Japanese invaded Rabaul in January 1942.

Prior to WW1 he lived in Queensland and was a member of the 13th Light Horse for a year prior to enlisting in the 1st AIF. His original posting was to the 23rd, 2nd Light Horse at Enoggera.

He left Australia on 27.7.1917 on the "Boorara" for the Middle East, into the Light Horse Training Rege, then to ANZAC Mounted Divisional Train.

He returned to Aust on the "Dongola" and discharged on 29 Sep 1919. He was awarded the British War Medal & the Victory Medal.



He was a planter on *Lakunda* Plantation, behind Kokopo in 1942, and when the Japanese invaded on 23 Jan, 1942, he was taken prisoner during the landing. He was executed by sword in Rabaul in early Sep., 1942.

An extract from the War Crimes Commission in Rabaul states: -

i) Japanese Cemetery near Matupi crater 1000—1100 hrs.

Present at execution 15 persons.

All prisoners beheaded by swords. Defendant given a watch by one of the prisoners which he placed in grave on that prisoner's abdomen.

ii) Elderly man with watch identified as C.J. Thompson. (NGVR, Medical Assistant, NG4459) Other victims probably. V.A. Pratt, J. Marshall, A.A. Smith, F.N. Smith, T. G. Goss, (NGVR, NG 3003, NGX463).

Of the above V.A. Pratt, J. Marshall, A.A Smith and F.N. Smith, whose enlistment papers were lost during the invasion and occupation of Rabaul, appear on the Nominal Roll of NGVR without Regimental Numbers, but were deemed after the War to have been "Militia personnel and not called up for full time duty". Therefore, in death, they were classed as civilians and not Prisoners of War.

**The Rabaul Saga was not one of Australia's finest periods.**

Taken from letters written by George Walter Farrow, PNGVR No 959988, written to the Dept of Defence, Attn Senator The Hon De Anne Kelly, Minister Assisting the Minister, in Nov 2005.

**Schwerer Gustav Railway Gun**

Schwerer Gustav (English: Heavy Gustaf) was a German 80 cm (31.5 in.) railway gun. It was developed in the late 1930s by Krupp in Darłowo (then Rügenwalde) as siege artillery for the explicit purpose of destroying the main forts of the French Maginot Line, the strongest fortifications in existence at the time.

The fully assembled gun weighed nearly 1,350 tonnes, and could fire shells weighing seven tonnes to a range of 47 kilometres (29 mi). The gun was designed in preparation for the Battle of France, but was not ready for action when the battle began, and in any case the Wehrmacht's Blitzkrieg offensive through Belgium rapidly outflanked and isolated the Maginot Line's static defenses, eventually forcing the French to surrender and making their destruction unnecessary.



Adolph Hitler (2nd R) and Albert Speer (R.) inspecting Schwerer Gustav in 1943.

Gustav was later deployed in the Soviet Union during the Battle of Sevastopol, part of Operation

"Barbarossa", where, among other things, it destroyed a munitions depot located roughly 30 meters below ground level. The gun was moved to

Leningrad, and may have been intended to be used in the Warsaw Uprising like other German heavy siege pieces, but the rebellion was crushed before it could be prepared to fire. Gustav was destroyed by the Germans near the end of the war in 1945 to avoid capture by the Red Army.

Schwerer Gustav was the largest calibre rifled weapon ever used in combat and, in terms of overall weight, the heaviest mobile artillery piece ever built. It fired the heaviest shells of any artillery piece. It is surpassed in calibre only by the unused British Mallet's Mortar and the American Little David bomb-testing mortar (both 36 inch; 914 mm), but was the only of the three to actually see combat.

*Wikipedia*

**Jenyns, Edmund (Ted) William MID,  
Major Service Number 349 (1 AIF),  
P980, NG2017, NGX350**

Edmund (Ted) Jenyns was born at Beaudesert, Queensland (about 80 km south of Brisbane) on 7 September 1893. He was a carpenter and enlisted in the AIF in Brisbane on 14 April 1915, aged 22 years and 7 months. His next of kin was his brother, Herbert John, of Tamborine Mountain, Upper Coomera, Queensland. Ted was a dark complexioned (dark brown hair with brown eyes) and tall man (1.87m) and weighed 73 kg at enlistment. He gave his religion as Baptist. Ted was posted to 26 Battalion and arrived at Alexandria, Egypt on 9 January 1916, proceeded to join the British Expeditionary Force from Alexandria on 15 March 1916 which disembarked at Marseilles, France on 21 March 2016. He received a bomb wound to his arm at Armentieres on 4 May 2016 and returned to his unit on 14 May. He was promoted to Sergeant on 15 May, wounded in action on 29 July at Pozieres with a GSW (general shrapnel wound?) wound to his head, right forearm and thigh and admitted to the 24th General Hospital, Staples on 30 July 1916. Ted embarked at Calais for England on 19 August 1916 and was admitted to the Birmingham War Hospital, Northfield on 20 August 1916.

Edmund Jenyns was Mentioned in Dispatches on 24 January 1917 for his "distinguished and gallant services and devotion to duty". He was discharged from hospital in England and returned to Australia on HMS *Kawald* on 22 February 1917. Edmund re-enlisted at Darlinghurst, NSW on 21 December 1917 as part of the 21st Reinforcements for 26 Battalion. He



NGVR Officers Circa 1940.  
Edmund Jenyns sitting 3rd from Right. Photo AWM

complexion had changed to fair and his religion to Presbyterian. Upon his arrival in England from Australia, he was transferred to 5th Training Battalion on 15 May 1918.

He returned to the 26 Battalion in France and was promoted Sergeant on 11 September 1918. Edmund disembarked in England at Folkestone from duty in France on 24 October 1918 and reported to Administration HQ London. As a sergeant in the 26 Battalion AIF he was promoted to 2nd Lieutenant on probation 6 January 1919 and this appointment was confirmed on 6 April 1919. Edmund was struck off the strength of the AIF list on 22 July 1919, had his appointment terminated on 29 September 1919 and was discharged on 24 January 1920. Edmund received his 2 Oak Leaves, one large one small, MID emblem on 1 October 1920 and his MID Certificate on 28 June 1921.

A précis of AWM'S story of the exploits of the 26 Battalion follows: The 26 Battalion was raised at Enoggera, Brisbane in April 1915, departed Australia in July in the same year. After training in Egypt, the Battalion landed at Gallipoli on 12

September where it played mainly a defensive role at such places as Courtney's and Steele's Posts and Russell's Top. The Battalion left Gallipoli on 12 December 1915. After completing another period in Egypt, the 7th Brigade proceeded to France as part of the 2nd Division AIF in March 1916. The Division's first major battle was around Pozieres from 28 July to 7 August 1916 and after a break took part in the October attack in the Somme Valley. From 1st to 2nd March 1917, 26 Battalion attacked at Warlencourt followed by Lagincourt on 26 March 1917. The Battalion was also involved at Bullecourt and fought at Mennin Road on 20 September and Broodseinde Ridge on 4 October 1917.

The 26th took part in turning back the German spring offensive of April 1918 and on 18 July it captured the first German tank to fall into Allied hands- number 506 Mephisto, which is displayed in the Queensland Museum, Southbank, Brisbane. The 26 Battalion participated in the great offensive beginning the 8 August 1918 – its most notable engagements being Mont St Quentin on 2 September and the capture of Lormisset on 3 October, the last battalion action of the war. The 26 Battalion disbanded in May 1919. The Battalion's casualties totalled 840 killed with 2052 wounded. The men of the Battalion won 2 VCs, 3 DSOs, 1 MBE, 23 MCs (3 bars), 92 MMs (4 Bars), 4 MSMs, 37 MIDs and 8 foreign awards.

Nothing is known about Ted Jenyns in the years from when he returned to Australia until 1934 when his address in September 1934 was given as *Fileba* Plantation, Kavieng. His motivation to move to New Guinea was probably similar to many others who left Australia during the depression years – New Guinea offered jobs and future prospects. Sometime after this and before the start of WW2, Ted Jenyns and Alf Lane took up residence along Markham Road just west of Lae and, in partnership, were preparing their block of land for cocoa planting. Ted was also purchasing dry coconuts for one pound per 1000 nuts for planting from the Stewarts at *Singara* Plantation east of Lae, no doubt for their plantation.

At the age of 47 years, Ted Jenyns enlisted in the New Guinea Volunteer Rifles (NGVR) on 20 January 1940. He gave his occupations as gold miner and planter and his next of kin was Daphne Doreen Batten Jenyns, wife. He was called up for full time duty on 8 December 1941 and appointed Lieutenant on 29 February 1942. He was subsequently promoted to Temporary Captain on 3 March 1942 and promoted Captain on 1 September 1942. He was further promoted to Temporary Major on 30 November 1942 and on 24 February 1943 promoted to Major. His army number when he enlisted in NGVR was NG2017 and when he was posted to ANGAU and enlisted in the AIF in Port Moresby his number became NGX 350. He also had a previous army number of P980.

Ted Jenyns with Bill Edwards, another former WW1 officer who also lived along the Markham Road, were given the task of organising the formation of Lae's unit as well as the units at Salamaua, Bulolo and Wau. In June 1940, Jenyns and his platoon constructed a rifle range at Edie Creek (7000 feet above sea level) in their spare time. Alf Lane, also a WW1 veteran was Sergeant Major for the Lae Unit and much of the credit must go to him for training.

When Lark Force arrived in Rabaul in April 1941, the role of NGVR there diminished and NGVR's Headquarters was shifted from Rabaul to Lae. The Commanding Officer (CO) of NGVR, Lt Col Ross Field, resigned and a new CO appointed. There were two officers of similar rank in Lae and because Bill Edwards had more time available for NGVR work, he was appointed CO with Edmund Jenyns in charge of the Lae detachment. Edwards was the Commanding Officer and also

acted as the Adjutant. His second in command (2/ic) was EW Jenyns. On 21 January 1942, a major Japanese bombing attack was made on Lae, Salamaua and Bulolo. Soon after the raid on Lae, the Administrator of New Guinea who had relocated to Lae, Sir Walter McNicoll, and who was recovering from a painful and protracted illness, handed over local control to Ted Jenyns, 2ic NGVR and the Administrator was flown to Wau. During the night of 21-22 January, stores were removed from Lae to the civilian camp and the NGVR Lae detachment, under Ted Jenyns, took control of Lae.

Little or nothing about Jenyns' wartime activities are recorded in either NGVR's history by Ian Downs and or other books and material searched. After NGVR was disbanded and rest in Australia, Major Jenyns was posted to ANGAU and was in charge of the Lae ANGAU Labour Section. From 1944 to 1946 he also administered his own property as a native food production unit for the forces. He was discharged on 1 December 1945. Similarly, very little is known about Ted's post WW2 years except what has been gleaned from James Sinclair's book *Golden Stairways*, the story of the Morobe Province written in the mid-1990s.



Ted Jenyns was clearly a civic minded person. A Citizen's Association was formed in Lae in November 1946 at a meeting held at the Cecil Hotel attended by 30

residents. E. Jenyns was elected Chairman. The object of the Association was to cooperate with and support the Administration and attend to civic matters generally. In 1947 the New Guinea Citizens Association was formed and Lae took up a Branch membership. Ted Jenyns was elected a committee member, one of eleven.

After the war Ted Jenyns began rehabilitating his plantation, but ill health forced him to retire to Australia in 1948. The Department of Agriculture and Forestry (DASF) purchased his plantation "Bubia".

Ted Jenyns died in Brisbane on 24th December 1960 aged 67 years. He was cremated and his ashes are held at the Mount Thompson Memorial Gardens, Brisbane, (Columbarium 12, Section 9).

*Phil Ainsworth, August 2016*

The oldest computer was owned by Adam and Eve.  
It was an Apple with very limited memory.  
Just one byte and everything crashed.

### Bena Force

After the battles of Guadalcanal, Milne Bay, Kokoda Track, the Buna, Gona and Sanananda beachheads the Japanese made an attempt to capture Wau which came very close to success. It could well have succeeded but for the Battle of the Bismark Sea which either killed or turned back to Rabaul reinforcements meant for Lae and then the capture of Wau from where they could proceed over the Bulldog Track to the mouth of the Lakekamu River and then to Port Moresby from the west.

Very little has ever been written about the Highlands of New Guinea from which many refugees had been flown to safety after the Japanese had occupied the mainland towns of Wewak

and Madang as well as the north coast of New Guinea. From Kainantu and Mt Hagen they were flown to Port Moresby or Australia. Many Chinese had also walked up from the coast to Kainantu and Mt Hagen, usually escorted by NGVR or ANGAU servicemen, and these were flown to Port Moresby.

From early 1943 the Japanese were showing considerable interest in the Highlands. The Japanese commander in Rabaul, General Inamura, had ordered General Adachi to strengthen the bases at Lae and Salamaua, build a road from Lae to Madang, and prepare to capture Australian outposts and bases at Wau, Bena Bena and Mt Hagen in readiness for a 1944 offensive. Detailed plans for an attack in strength on Kainantu, Bena Bena and Chimbu in September—October 1943 were found in the wreckage of a crashed Japanese aircraft. Three infantry battalions were to be involved, with air support and the possible use of paratroops.

The initial objective of the Japanese was the Bena Bena airstrip that was already 1200 yards long, but had been assessed by the Americans as being capable of being lengthened to accommodate bombers.

On 23 Jan 1943 a small force consisting of just 57 men of the 2/7th Bn, 6 Aust Div., commanded by Lt Rooke, was flown into Bena Bena with instructions to "secure Bena Bena drome against enemy attack; to deny the enemy freedom of movement in the Bena Bena Valley; to harass and delay any enemy movement in this area between Bena Bena and Ramu River". Lt Rooke found himself in charge of all troops on the plateau, which included in addition to his own men an ANGAU (Australian New Guinea Administrative Unit) group of 13, a detachment of the RAAF's Rescue and Communication Flight and 'special New Guinea Force patrols' which were operating from Bena Bena.

It was ANGAU's task to continue to exercise control over the Highlands people, to conscript large numbers of carriers and other labourers, and to organise villagers into growing sufficient quantities of garden food to supply the large labour force engaged in the war effort.

At this time Japanese movements were commonplace in the Upper Markham. Lt Carlo Cavaleri, now ANGAU but formerly with NGVR had reported a party of 90 Japanese in the Kaipit area. Other Japanese mapping parties were in the area and in the Upper Ramu a forward watching post at Weiso was attacked and their radio and codebooks taken.

In May 1943 bombers dropped flares on Bena Bena, an unidentified aircraft flew over Goroka and Asaroka, a Japanese aircraft flew low up and down the Goroka Valley and Kainantu, Aiyura, Mt Hagen and Ogelbeng were bombed. The Japanese had at least 10,000 troops at Madang with a strong outpost at Bogadjim.

The Australian force was strengthened with the 2/7th



Commandos from the 2/7th Independent Coy at Bena Bena

Photo AWM

Independent Company, some 300 strong, moved into Bena Bena in late May with the same instructions as previously given the detachment of 2/7th Bn. The airlift of the 2/7 into Bena Bena on 29 May was carried out by a 'flight' of 12 Douglas transports (DC3s) and the men "went straight into patrol activity and observation post work on the Ramu side of the mountains." The 2/7 had been fighting in the Wau campaign for seven months and was due for leave. It may have been reasoned that the Bena Force assignment would be as good as a holiday, and compared with the Wau-Mubo-Markham engagements it probably was, although by the time the men of the 2/7 were finally given leave in late 1943 they were tired and morale was low.

The movement of the 2/7th Ind Coy was known to the Japanese and in June bombing raids were made on Chimbu, Asaroka and Kainantu. The most damaging attacks were made on 14 June when a force of 27 bombers escorted by 30 fighters launched heavy attacks on Bena Bena, Goroka, Asaroka, Kainantu and Aiyura. They followed up these attacks next day, sending 6 bombers and 6 fighters to bomb Kainantu and Aiyura. On 16 June Bena Bena was again raided by a force of 18 bombers escorted by 22 fighters.

For the Australian soldiers these enemy air raids did have a lighter side. On one occasion at Bena Bena an incendiary bomb set alight the stores hut. The quarter-master, Sergeant Con Hughes, risked his life entering the burning building in an attempt to rescue some equipment, but only succeeded in grabbing the men's: personal issue cards. When he realised what he had in his hand he threw them back into the flames thus enabling his mates to get a double issue of clothing, mess utensils, ground sheets, etc. Such incidents show how the Australian soldier was able to turn the most disabling circumstances to his own advantage.

The CO of the 2/7th Ind Coy Maj Fergus McAddie noted that there were four main lines of approach that a Japanese force might take to Bena Bena' one from the Markham Valley through Kaipit, Aiyura and Kainantu, and the other three from Bogadjim (over the Finisterres through Lihona, through Kesawai and Wesa, through Bundi and the Upper Chimbu to Asaroka) and he established forward observation posts to watch these routes. There were clashes with probing enemy patrols, some guided by villagers. The fifth track, from Wesan through the Asaro Gap into the Upper Asaro, although used as a trade route by the Goroka Valley people, was more difficult than the others, and was considered less likely to be used by an invading force.

One of the major achievements of Bena Force was the construction of a road from Bena Ben to Kainantu and another from Bena Bena to Goroka (known as Garoka at the time). Some 5,000 highlanders, some of whom were from the Chimbu, were employed on these tasks. The road to Goroka became necessary when the existing Goroka airstrip was replaced by another larger airstrip capable of handling bombers. The latter was built with deception measures taken to avoid Japanese bombing of the construction. Both the Asaroka and Aiyura strips had the grass cut beside them, fires were continually burning, tents were erected and washing hung out beside them with groups of Chimbu trampling down the surfaces of the airstrips. These measures seemed to work for many bombing attacks were made on the two disused strips.

In late 1945, after the war had ended, Lutheran Missionaries returning to Asaroka found their mission buildings badly damaged with 80 holes from bomb fragments in the roof of the residence. The Goroka airfield site was chosen by the US

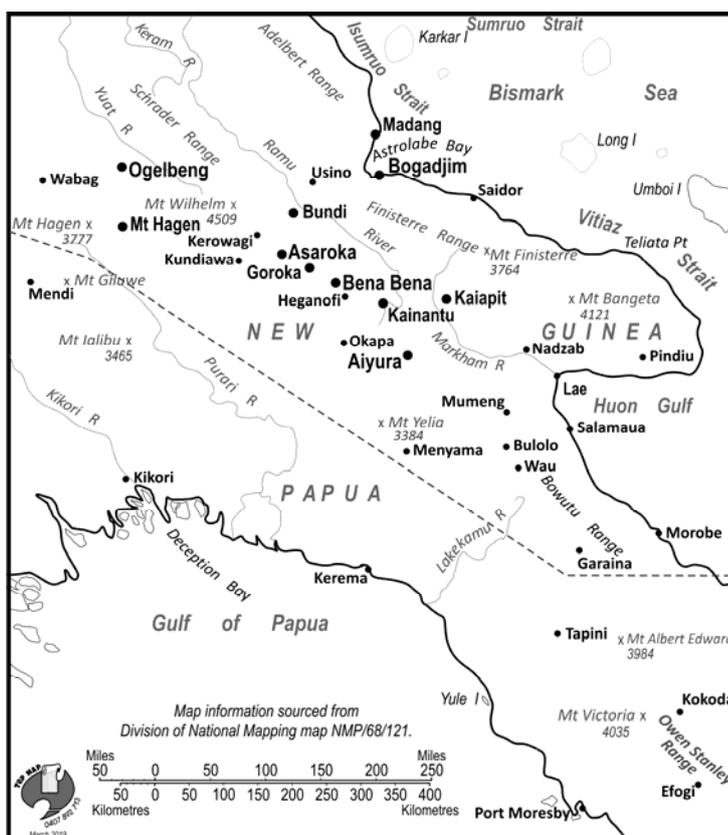
648 Engineer Topographic Battalion after studying Intelligence aerial photographs, then inspecting and surveying the actual site. The ground was level and well drained, free of trees and native settlements, and was within a mile of the 'old' Goroka landing ground and patrol post on Humilaveka. Unlike the top airstrip its long axis lay in, a north-south direction, so the prevailing south-east and northwest winds did not blow across the flight, path of incoming and outgoing aircraft. A further advantage was that there was over a mile of unbroken ground along the north-south axis, providing sufficient length of runway to accommodate the largest planes.

The Goroka strip was completed on 8 July in the incredible time of 7 days. It was 6,000 ft long, complete with aircraft dispersal bays, anti-aircraft, wireless and radar positions, built entirely by Chimbu labourers with simple hand tools. There had only been one serious Japanese aircraft attack during its construction. There were other smaller attacks, including strafing runs by Japanese fighters, but the airstrip remained serviceable from the time of its opening.

Warning device systems at both Goroka and Asaroka effectively reduced the number of casualties from air raids. A bell was rung on Mountain Kiss (Mt Sitani), which is in a commanding position between Humilaveka and the big airstrip. However, a more reliable system involving rifle shots was devised - three shots to warn of the approach of Japanese planes, two shots to signal the all-clear, and one shot to signify that the planes were American or Australian. This system worked well, saving many lives.

Meanwhile Bena Force was reinforced again with the 2/2nd Independent Company being moved in during July, 1943. Their HQ was located at the site of the old Goroka airstrip.

The decision to disband Bena Force was implemented in November, but as early as 29 September General Vasey, commander of the Australian 7 Division, had decided to move the 2/2nd and 2/7th down into the Ramu Valley and virtually withdraw the troops from the Highlands plateau.



From a military standpoint the achievement of Bena Force over the 10-month period from 23 January to 10 November were considerable. MacAdie in his final report was able to claim with justifiable pride that not only did the two companies, by resisting Japanese probes along a frontage of 140 miles, prevent an enemy invasion of the Highlands, but their presence, by threatening the enemy's line of communication from Lae to Madang "must have contributed largely to his decision to withdraw from the Markham and Upper Ramu Valleys.

The Official History—Australia in the War 1939-45 states. *For the loss of 12 men killed, 16 wounded and five missing it (the 2/2nd) had killed about 230 of the enemy. It had built the Goroka airfield for fighters and bombers; it had constructed 78 miles of motor transport road between Bena and Goroka, Sigoiya, Asaroka and Kainantu, and it had produced maps of a vast and hitherto unknown area.* The author of Volume VI of the Official History, David Dexter was himself a member of the 2/2nd Ind Coy.

Bena Force had also established hospitals, for purely military use, at Seigu, Raipinka, Bundi and Mt Hagen.

Bena Force therefore left the Goroka Valley with a number of facilities which had the potential to profoundly affect the lives of its inhabitants. 1943 saw the establishment of a new, large and permanent aerodrome at Goroka; the nucleus of a vehicle road system, linking Sigoiya, Bena Bena, Goroka and Asaroka stretching beyond the valley eastwards to the Dunantina (Henganofi); adequate maps for Goroka district, Raipinka, Kainantu and Aiyura; the provision of improved medical services (including the opening of hospitals) for the areas, and established of the administrative and distribution centres for the area.

*This article has been compiled using extracts from. A HISTORY OF CONTACT AND CHANGE IN THE GOROKA VALLEY, CENTRAL HIGHLANDS OF NEW GUINEA, 1934- 1949 by Peter M Munster's Thesis for Degree of Doctor of Philosophy.*

**Thank you, Kerry Glover for the Map.**

### Oz Army EOD team called to Vanuatu

The Australian Defence Force recently responded to an urgent request from the Vanuatu government to destroy explosive remnants of war unexploded ordnance was discovered recently in a residential area at Malapoa Estate, Port Vila, Vanuatu.

Following initial assessment by Vanuatu Mobile Force's (VMF) Explosive Specialists, the ADF deployed an explosive-ordnance-disposal team and medical support specialists via Royal Australian Air Force C-130J to assist completing disposal tasks in coordination with Vanuatu security forces, from 6 to 11 December.

Chief of Joint Operations Air Marshal Mel Hupfeld said the Australian Army's 20 Explosive Ordnance Disposal Squadron assisted the VMF dispose of the World War Two ordinance in a safe location on Efat Island, Vanuatu.



A Coy PNGVR Lae. Annual Camp Igam Barracks, 1970. Front row L -R Peter Barlow(standing), Geoff Atkinson (kneeling), Mike Ahmat, Vagi, John Carol, OC Laurie Kelly, ARA Instructor Spike Welsby, 2IC Jes Hansford, ???, Sausai, Bill Bell, Eladona, Mal Zimmerman, Noel Serafini (standing).

"The disposed items comprised 12 75mm high-explosive artillery rounds and a mixture of Second World War munitions including ball ammunition and grenades," Air Marshal Hupfeld said.

"Although 73 years have passed since the end of the Second World War, the threat of unexploded ordnance remains for south-west Pacific nations, and we continue to work closely with our neighbours to manage and remove these potential dangers.

"Operation Render Safe is an ADF-led commitment to our regional partners.

"The removal of unexploded ordnance improves safety for the local population through the elimination of risks from unstable and unsafe explosives."

Contact Newsletter 82

### CMF Officers in Vietnam

During the Vietnam War CMF Officers undertook periods of attachment on continuous full-time duty of about 14 days in Vietnam to gain experience through observation of activities of ADF operations in functions appropriate to their relevant Corps.



A number of PNGVR Officers were involved in this—see Maj Bob Harvey-Hall's recollections in HTT Vol 104.

There does not seem to be any record of just how many CMF Officers overall served in Vietnam but the following are the casualty statistics: -

KIA (Killed in Action)	1
WIA (Wounded in Action)	6
Wounded Accidentally	1
Non-Battle Injuries	2.

*AWM Website. Aust Casualties in the Vietnam War.*

## Montevideo Memorial Service, Brisbane.

Approximately 50 people attended the MM Service in the Shrine of Memories at Anzac Square, Brisbane, on 1st July. Representatives from the Premier, Lord Mayor, Army's 1st Division and members from the Salvation Army attended as well as families of those lost on the MM. There was an excellent attendance from members of the Assn.

Assn President Phil Ainsworth welcomed the attendees and Assn Patron, Maj Gen John Pearn gave a moving address on the importance of the occasion. The address will be included in a future edition of HTT. Assn Chaplain, Ron MacDonald, was actively involved in the ceremony which was conducted by Paul Brown.

After the Japanese landed at Rabaul on 22nd Jan some 1053 Australian Military personnel, including 36 members of the NGVR and 208 civilians were put on to the Japanese passenger ship *Montevideo Maru* for transportation to Hainan to be used as slave labour. Travelling unescorted, the *Montevideo Maru* sailed from Rabaul on 22 June. On 1 July the ship was sighted by an American submarine, the *USS Sturgeon*, off the coast of Luzon, Philippines. The *USS Sturgeon* torpedoed and sunk the *Montevideo Maru*, without realising it was a prisoner of war vessel. Only a handful of the Japanese crew were rescued, with none of the prisoners aboard surviving as they were still locked below deck.

After the ceremony morning tea was held at the Salvation Army Citadel in Ann Street.

A man walks into his bedroom and sees his wife packing a suitcase.  
He asks, "What are you doing?"  
She answers, "I'm moving to Sydney. I heard that prostitutes there get paid \$400 for what I'm doing for YOU for FREE!"  
Later that night, on her way out, the wife walks into the bedroom and sees her husband packing his bag.  
When she asks him where he's going, he says, "I'm coming too. I want to see how you live on \$800 a year."

## Annual Fassifern Light Horse Marksman Competition

Another great day out on the Boonah Rifle Range for the team representing the NGVR/PNGVR Association.303 rifle shooting team. Great weather, great company, alas no tinware for us this year.

Top score was 171 by a very skilled shooter Guy Burton. The first 2 shooters were club marksmen (using peep sights). At this stage I don't know who was second, but Barry Hall (light Horse), was third. I can't shoot 171 even on a good day, so if I want to stay competitive, I will have to get myself a rifle that

had peep sights as original equipment. That could be a jungle carbine, which is what I carried as a kiap, and I'm convinced they shoot just as well as a full length SMLE. These are becoming very rare and expensive, but as a non-depreciating asset I wouldn't mind spending the money for one. However, there are a number of other late WW2 rifles, full length, that had peep sights. The one Guy had looked like a N0 4.

The scariest event of the day was Bernadette Hall, who always takes out the .22 section. She fired 10 rounds .303, and if you multiply

her score by 2, she would have taken 3rd place. What a girl. Unfortunately her shoulder couldn't handle 20 rounds, but if she gets a proper shooting jacket - look out.

I am in the US at present When I get home in 5 weeks' time Steve and I will arrange for practice shoots at Belmont to see what we can do.

I shot 151 at Belmont the week before under the same conditions. Can't account for what happened on the day, but it's psychological. Despite Steve constantly telling me to adjust my aim left, I continued to instinctively shoot at the point of aim I had established at Belmont, and my impact area was 80mm right of the bull. I will try spotting for myself, as I did at Belmont. It makes a bigger impression on the brain to see for yourself. At Belmont my impact area was the centre of the target. I have not touched the sights, and there was very little wind on either occasion. Just dunno.

*Thank you, Ian Thompson.*



Susie (L) in London with father Gerry, mother Joyce and daughter Rosie.

## OBE Awarded to Susie McGrade

In June 2018 Susan McGrade, daughter of Assn member Gerry McGrade was awarded an OBE for services to commerce and community in PNG.

Susie was born in Nonga Base Hospital and named Susan Patricia but now colloquially called "Queen of Rabaul" by Rabaul residents. She went to Primary School in Rabaul and has always lived there.

After the 1994 twin volcanic eruptions, Susie, her family and friends worked tirelessly to overcome that trauma. They committed themselves to Rabaul and have worked tirelessly towards a brighter future for the town. Recognised by a worthy Tolai Clan she has been inducted into their society, to her a great honour.

The historic New Guinea Club, now restored, has become the home of the "Rabaul Historical Society", spearheaded by Susie. Susie and her trusted Committee members continue to plan new public events for the Rabaul community. They have revived and rejuvenated the Frangipani Festival, and revived important ceremonies such as Anzac Day and the Montevideo Maru Memorial Service, both of which attract international visitors. Initiated by Susie and her supporters the Rabaul Community and Business Council has been formally approved.

The damage caused to Rabaul by continued volcanic eruptions has resulted in Kokopo now receiving much Government attention to the detriment of Rabaul. However Rabaul Port is now handling over 1,000 containers a month and ocean cruise liners call at Rabaul with thousands of tourists annually but according to Susie "Rabaul is treated like an outstation."

Congratulations Susie on your award and the enormous amount of effort you are putting into the restoration of Rabaul.



Our team at Boonah - Steve Jerome, Phil Ainsworth, Ian Thompson and Peter Rogers.

### Association Web Site

Trevor Connell is the current Webmaster and does a great job, but would feel more comfortable having someone as a backup. The duties at present would not be onerous and it would be an interesting challenge to be able to have input into the website content. If you wish to assist please contact Trevor—details above. Trevor would assist with appropriate training if required.



**NATIONAL MEDALS**  
Pty Ltd



### REPLICA MEDALS OR MOUNTING OF MEDALS

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



Have you ever noticed that all the dishes and telescopes searching for intelligent life are pointed away from Earth?

### Museum.

Paul and Colin have been working hard reorganising exhibits and creating new ones. If you have and friends or groups who would be interested in visiting the Museum please contact Paul or Colin—details opposite.

The Museum would like to acknowledge donations received from the following:-

Daryll Smith  
Neal Rooney

### 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](mailto:pngvr@optusnet.com.au), phone 0424 562 030 (The Secretary, P O Box 885, Park Ridge, Qld, 4125)

For Military Museum enquires contact Paul Brown, Curator, email [paulbrown475@gmail.com](mailto:paulbrown475@gmail.com). Phone 0402 644 181 or

Colin Gould, Assistant Curator, email [pngvr@optusnet.com.au](mailto:pngvr@optusnet.com.au), phone 0424 562 030

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

Membership fee payments to Treasurer, Doug Ng, email [douglasng@inet.net.au](mailto: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](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/ngvrandpngvrmilitarymuseum/>

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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)

### FUNCTION DATES

**Sat 3 Aug 10am-1pm.**

Museum open day; members & visitors welcome; come along & have a cuppa.

**Sat 17 Aug 10am**

Committee Meeting. Members welcome

**Thu 8 Aug 10.30am**

Kokoda Memorial Service, Cascade Gardens, Broadbeach, Gold Coast.  
Contact Bob Collins.

**Sat 7 Sep.**

Commemorative Church Service, Chapel, Information addresses, Luncheon at the , Everyman's Hut, Wacol Precinct, Museum open. **This is to commemorate the 80th anniversary of the formation of the NGVR in 1939.**

Further details at a later stage.  
Please place in your diary now.

**Sat / Sun 12/13 Oct.**

Brisbane Open Day. Our Museum will be open both days and assistance will be required. Contact Paul Brown.

**Sat 26 Oct**

Association AGM followed by a BBQ lunch.



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