



Harim Tok Tok

PAPUA NEW GUINEA VOLUNTEER RIFLES EX-MEMBERS ASSOCIATION Inc.

VOLUME

123

DATE

AUGUST. 2020

PRESIDENT'S UPDATE

We were fortunate to have a fine and warm morning for our 1st July 78th Anniversary service to commemorate those lost on the Montevideo Maru.

28 attended and the service was conducted in and around the Brisbane Cenotaph. The details of the service with several photographs are on page 15.

It was wonderful to have a visit from Douglas and Frances Ng, and daughter Terri Ng at our first Saturday of July Museum opening to the public.

As you are aware Douglas had a fall several months ago and he has been recuperating since. Committee members present were Curator Paul Brown, Treasurer Kieran Nelson and President Phil Ainsworth. Several other visitors took the opportunity to call in and view the displays. During the lock down period Paul Brown and Colin Gould with assistance from others have rearranged and tidied up the displays to make for easier viewing.

The grounds surrounding the Museum are as pretty as a picture.



L to R, Curator Paul Brown, Douglas Ng and Treasurer Kieran Nelson in the Museum.

Visitors to the Museum would have seen the Tele-radio used by Coastwatchers. Several excess items to requirements found during a clean out of our storage container some time ago were taken away by a member. One item was an ex-army timber box which inadvertently turned out to be the box which housed our tele-radio receiver. Unfortunately the box disappeared from the member's collection and it was subsequently sold to a second hand dealer who realised what it was. The dealer

found the family which originally donated the Tele-radio to the Museum and advised the dealer that the tele-radio was given to the Museum. The dealer generously donated the box back to the Museum where you can now view it with the receiver.

While the Museum holds the receiver, generator, fuel container and aerials, it is short a transmitter and its box. Should anyone have or know someone who may wish to complete the Museum's set, we would very much like to talk with them.



Coastwatcher's tele-radio in the Museum.

For the convenience of members and efficiency purposes, electronic banking has been recently adopted by the Association. Subscriptions and other remittances may be made directly from your bank account to the Association's which is **NGVR/PNGVR Ex-members Association** BSB 064006 A/C 10001126.

If you use this facility please ensure to suitably reference your payment eg 2021subsPAinsworth. A follow up email with payment details to the Treasurer will ensure an efficient remittance, thank you.

Our proposed visit to Government House, Brisbane which was scheduled for late February/early March 2020 was cancelled due to the Coronavirus situation.

As soon as the uncertainty about the Covid-19 restrictions have been lifted sufficiently, a visit to Government House will again be contemplated. All will be advised when definite arrangements are in place.

For several years our Museum has been involved with the Brisbane Open House event which is usually held over an October weekend. This usually takes the form of opening the Museum to the public on the selected days, and we invite members to volunteer their time as guides to assist our curators.

Presently it is uncertain whether this event will occur in 2020. You will be informed should the situation change.

Please diary our AGM which will be held in the Museum Building at 10am, Saturday 10th October 2020. The AGM will be followed by a free Bar-b-que.

All are welcome. Formal documents to meet the constitution requirements for and AGM will be included with this newsletter

Phil Ainsworth, July 2020

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William Ludwick MacGowan

NG180

The following are extracts from the Diary of William MacGowan typed by one of his Grandchildren Annette Raff. The full diary runs to 80 typed pages, hence the need for extracts.

My official diary written up to 20 Jan 1942 was left in Rabaul. This report covering the period from 4—20 Jan is written from memory.



4th Jan. 1942. On Sunday morning 4th Jan, the day of the first Japanese bombing of Rabaul, I was at the Works Dept Office with co-workers. At about 9.30am one reported the sound of planes approaching. We all proceeded into the open for observation. Within a few moments we picked up the formation of bombers coming

from the NNW over Rabaul. They were flying at a height of 15/20,000 feet, which rendered them almost invisible and they looked like a shoal of transparent minnows. Within a few moments of this sighting of the formation there was a tremendous clatter close behind us. The noise proved to be our 'driver boy' throwing off the galvanised iron cover over his slit trench and making himself scarce within. Our party (foolishly) continued to observe the progress of the bombers from our exposed position. The ack-ack opened fire, but bursts were well below and behind and the bombers in perfect formation continued in the direction of Matupi. All bombs dropped during this raid appeared to be of the anti-personnel type. They fell in a line extending from the Native Hospital to the Compound, most of them entirely off the aerodrome. Splinters penetrated the hospital X-ray room but did no damage to apparatus.

We were to experience many similar raids before the final invasion on 22 Jan.

Then follows detailed description of the work carried out in Rabaul preparing for more bombing raids and a few thoughtful people preparing to depart into the interior.

Tues 20 Jan. The first 'all out' bombing of the township commenced and the seriousness of the situation was made evident by the burning of secret documents at various offices. At the time I had personally no thought of a landing. Our 5 remaining Wirraways took to the air but were shot out of the sky within a quarter of an hour. Several waves came over, each consisting of some forty planes. It became impossible to hold the staff at the Works Office and on outside jobs. I proceeded to the New Guinea Club which was the headquarters of our ARP



This is the bomber described in the story. A Mitsubishi G4M Betty Bomber. It was the first Japanese plane shot down in New Guinea. Photo 1945. Rabaul and Bismark Sea in background.

organisation. Our ack-ack were still pounding away and one beautiful burst knocked half the wing tip off a medium bomber. It continued on over the Club House and crashed in the direction of Mount Mother. During one interval between waves I left the Club and returned to the PWD office. The place was abandoned. As all native labour was gone I assisted the Acting CO New Guinea Volunteer Rifles, S. Bird, and AIF personnel to load an Army lorry with heavy timber from the PWD rack, they were engaged in the construction of a machine gun post. I then noticed that the Norwegian vessel tied up to the Burns Philp wharf had already been attacked. Flames were bursting from her side and the copra shed in the background was belching black clouds of smoke. On our way along Mango Avenue I sighted Treasurer Townsend in his car proceeding in the direction of the Customs House. He was alone and the back seat of the car piled high with suitcases. Possibly cash for burial, possibly papers or maybe personal effects. I don't know.

Thu 22 Jan. At dawn Col. Field (*Former CO NGVR*) advised that Kavieng had been the objective on the previous day and was occupied, and that an invasion fleet was reported to be approaching the Gazelle Peninsula. I completed some quick packing and was undecided which of two wallets of papers to take. One contained professional papers and records, the other family papers. I decided on the latter, never thinking for a moment that our troops would fail to repel the attacking force. As things turned out the wallet and papers which I then decided upon were the only possessions which I eventually brought away with me from the Territory. At 3pm there occurred the loudest explosion I had yet heard and I was convinced that a bomb had fallen close. (It proved later to be the commencement of demolition work by the Army.) Word came to me that Col. Field and his party were waiting for me, and he insisted that I join him. I found the car well loaded and, although we had abandoned most of our gear in the gully, the five occupants made a tight squeeze. We retained shovels and picks in addition to essential food and clothing. After leaving the Wireless Transmitting Site it was noted that troops were manning positions commanding the foreshore. It was decided that we should proceed by the Bitapaka road in the direction of Put Put, but after a few miles it was obvious that we could not continue in safety without lights. I then suggested that we return in the direction of Rabaul and await the outcome of the fighting. I still had complete faith in the ability of our troops to repulse a landing, but it was a case of ignorance is bliss. At the time I had little idea of the strength of the forces which the enemy proposed to land, or of their supporting Naval units and aircraft. We foolishly trusted the Australian Government to keep us fully informed of any real danger, a mistake which was to cost many lives.

Fri 23 Jan. At 2am we were all awoken by a terrific bombardment which eased off about 4.30am. *Then a description of movement from Kokopo to Bitapaka and the confusion caused by a large number of vehicles and personnel at the Warangoi River. The Warangoi was flooded and they crossed by canoe and proceeded to Put Put Plantation where the next day was spent trying to obtain canoes and provisions to move south.*

Sat 24 Jan. Up at dawn with the exception of the two men of the dog watch. our own scouting party of three with two additional units, took the lorry and returned to the Warangoi with the



Chinese were not allowed to join the NGVR so in Rabaul they formed a Chinese Auxiliary Ambulance Detachment.
Bill MacGowan sitting front Right.

object of proceeding as near to Kokopo as was deemed safe, and there endeavour to contact any responsible official who may be in a position to give us news of the course of action expected of civilians.....It was learnt from our scouts that without taking undue risks they had been unable to contact anyone in Kokops. They reported what appeared to be a Jap hospital ship lying off the Vunapope Mission, several ships were lying in or off Blanche Bay, but as far as they could ascertain the Japanese had not arrived at Kokopo. They learned from the natives that Rabaul was completely occupied by Japanese.....About 3.45pm the sound of aircraft was heard and a Jap reconnaissance plane was seen approaching from the North. There was a quick dash to remove all laundry from the lawns and lines. The house was abandoned and we all took cover in the surrounding plantation until the plane had passed over. After this interruption work was resumed on the preparation of the two canoes but it was soon evident that one of them was past repair.....It was obvious that each canoe was limited to three men with necessary equipment, so McMahon and Early who had commenced work on the better of the two canoes were to complete the rigging with the assistance of the others and take their craft round the coast and endeavour to pick up another canoe for Carson, Beck and myself. We had to walk to Sum Sum and meet there.....

Sun 25th Jan. The remainder of the party spent this day in the destruction of all military gear, rifles etc. which by now had been decided were surplus to requirements. The best of the heavy calibre sporting rifles had been lost with the canoe, and army rifles were considered too heavy for the work required when we took to the bush, so revolvers were the only weapons retained.....

Mon 26 Jan. About 1am the guard reported the sound of a rifle shot from the direction of the boat landing. It proved to be a Police boi with a note from McMahon advising that if we reached Sum Sum before 2.30am transport would be available for us. Needless to say the bungalow was in a turmoil. Dressing and packing had to be done in the dark and most of us abandoned everything we had as we had jumped to the false conclusion that we were to be picked up by plane and assumed that we would have to travel light.....I left the bungalow dressed in shirt and shorts and carried my wallet of family papers, a towel, toothbrush and paste. My suitcase and pack containing clothing, shaving gear, note books and a few other personal effects which I had so far retained were abandoned.....Our ideas of aerial escape were soon dispelled but it was learnt that the Seven Day Mission

Schooner "Velomani" had put into Sum Sum on its way to Adler Bay.....we were ready to sail within a very short time. It was learnt that the ship was carrying a small quantity of stores for a Mr Downs who managed a plantation at Adler Bay.As the vessel carried 13 drums of fuel and sufficient water for a reasonably long voyage, the question arose as to whether we should not set sail immediately for Samarai. It was estimated that, all going well, we should strike some part of the Trobriand Islands group within about 36 hours of sailing. However cautions members of the party were not in favour and proposed to proceed to Adler Bay, there to take on supplies of native foods and additional water before venturing to the sea crossing. As will be seen, this failure to take a gamble on an immediate getaway was to bring about the eventual loss of the ship and the resulting failure of the majority of the party to effect their escape.....At 2pm a strange shape was seen approaching the Bay direct from the East. With the help of the ship's telescope I recognised it as a destroyer approaching.....We continued arguing until 4pm when the lookout reported the return of the destroyer. She reduced speed and the anchor dropped. As I went for the bush on the South side of the sawmill clearing I saw Field, Mantle, Dickson and McDonald-Smith walk down to be in full view of the approaching destroyer.....When the landing boat returned to the destroyer we noted that it was short of 4 men and concluded that these had been left ashore or aboard our schooner.....McMahon's report that he heard laughter and voices from the direction of the shack in the clearing was enough for me and the three of us decided to move off together, as the darkness made the chance of contacting other members of the party remote. We started out along the track running South from the mill clearing and after going some distance a fairly bright moon helped us to make good progress and we arrived at a large native village about midnight.....

Tues 27 Jan. Rising before dawn we nibbled the rind of the now cold taro, and moved off along the track for a few miles before striking a stream of good clean, cold water. We drank, splashed and washed our feet and felt much refreshed. I loaned McMahon my pocket knife for the purpose of cutting up some taro. It was only after getting several miles on our way that he recollected having left it sticking in a log at the stream. It was surprising how we missed that knife (as it happened I had the only knife and only watch in the party). The watch continued to be useful for a long time until eventually it was stolen from our launch when we reached the Trobriands many weeks later.....

We were now approaching rugged country with no native villages and consequently no food, so that we began to treasure the few dirty grey slices of taro which we kept in our perspiration soaked pockets. The going was so rough that it was impossible to climb the steep hills unless one's hands were free.....

There was one consolation in that at the bottom of every gully a god stream of water was to be found. At each stream I simply fell flat on the bank and drank like a horse.... During the afternoon McMahon had two or three

revolver shots at some parrots overhead but without success. We thought ironically of all our previous ideas of "living of the country" and the views of some that one could not starve in the New Guinea bush. We were now certain that it would be a long walk before we would clear the starvation country through which we were now passing.....

It had rained during some part of the day or night every 24 hours since we had left Rabaul, and we were not to be spared this day. Heavy rain began to fall in the afternoon. We had now reached an elevation of some 2,000 ft and the going was along a reasonably level plateau with some occasional saddles.....

During an investigation of a branch in the track we found a fairly well built lean-to of freshly cut saplings. The roof leaked and we were beginning to feel the cold.....the next step was to start a fire with the object of drying our clothes, keeping us warm and the mosquitoes out. There were no dry leaves so it meant sacrificing some of the papers from my wallet. One or two unimportant letters were the first victims and over these we commenced to dry the rain sodden twigs. Other papers were used and a fire eventually made. We striped almost naked and hung our sodden clothes to dry. No sleep was had as our exposed limbs offered to tempting a mark for the mosquitoes.....larger streams were to be crossed and in one of these I lost my toothbrush from my shirt pocket. One can suffer worst calamities but it was to be over a month before I again used a brush on my teeth and I do not want to repeat the experience.....

My legs were beginning to weaken, so McMahon and Slater commenced assisting me over the rougher sections..... After some miles it became obvious that unless food was obtained by nightfall we would have little hope of ever reaching Tol Village, which was our first objective..... So I finally persuaded my companions to leave me on the track. I could go no further. It was arranged if they reached Tol Village and found food that some should be sent back to me by native carrier.....

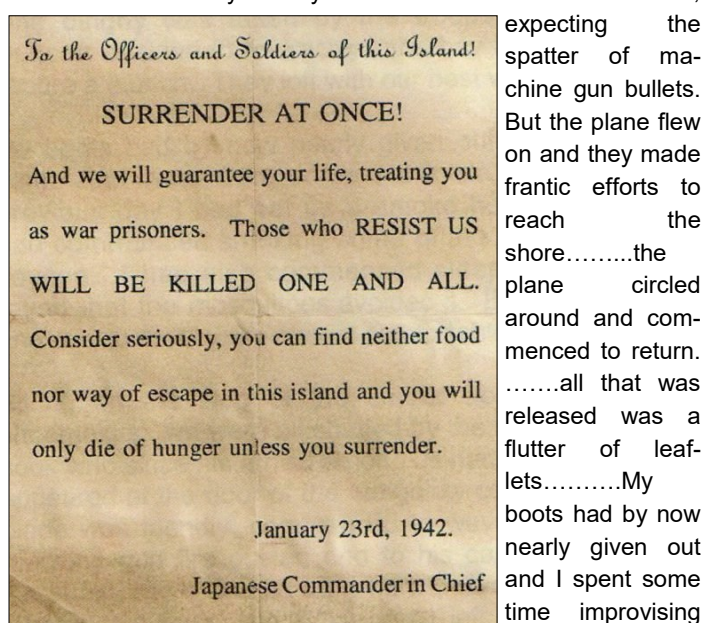
Thu 29 Jan. Tol Plantation. (Diary for Wed 28th describes how MacGowan was overtaken by a party of native Police who intended walking 300 miles to the western end of New Britain. They had left Rabaul well prepared for the journey. Their packs had tinned salmon, rice, sugar, tea, biscuits, even cutlery, saucepans, plates and cups. They fed him and on the morning of the 29th a Police guide escorted him into Tol Plantation.)

We had slept on the ground each night since leaving Put Put Plantation. Our next move was to prepare a comfortable sleeping place and obtain some rest and sleep.....From our inspection it was soon obvious that, apart from one small dinghy lying at Tol, there were no boats suitable for our purpose on the North side of the Bay.Late in the afternoon a party approached the bungalow whilst we were making things ship shape for the night.....They had with them native police boys, medical orderlies and carriers with abundant stores and medical supplies.....

Fri 30th Jan.—One week after the fall of Rabaul.The

new party decided not to accompany us and stated that they were moving on immediately.....We decided to carry on in our endeavour to secure a boat, but to wait at Tol a day or two on the chance that other members of our Adler Bay party might yet come through.....the Europeans I had seen in the canoe were Dr Norm Fisher and Clem Knight, Administration Vulcanologists.....During the afternoon several small parties of troops who had escaped from Rabaul began to arrive. They were in a pitiful condition. Most of them carried no arms and one of two were entirely without boots. They had walked over the mountain route previously followed by Gregory. Lt Best was in charge of one of the parties which arrived. The troops, apparently believing us to be the local inhabitants, commenced by demanding food and even clean socks. We quickly convinced first comers that we had been in similar plight on our arrival, but we were fortunate in now being able to supply them with food at least.....

Sat 31 Jan.A Jap reconnaissance plane appeared and flew over Beck and Earley as they crouched in the bottom of the boat,



from some old cycle tyres which I had picked up.....Sitting on the step of the smoke house and whilst I was engaged on shoe-making, we were all startled by the sudden swoop of a plane. The Greek cook, apparently thinking the plane was friendly, commenced to wave a white towel. A sudden burst of machine gun fire put an end to his capers and he fell backwards, more scared than hurt.....Late in the afternoon I at last spotted a bobbing mark on the far side of the Bay and following it closely, finally identified it as a small launch with dinghy in tow. There was jubilation when it was seen that the boats were headed in our direction.....Immediate action was taken to get all gear and fuel in readiness for loading.....

To be continued

Detachments and Crews

Tanks, APC's, antiarmour weapons, mortars, etc. are MANNED or CREWED by CREWS. However guns within the Royal Regiment of Australian Artillery are SERVED by DETACHMENTS.

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

The Air Force just can't let go of the B-52

In the world of heavy bombers, none has prevailed as long as the B-52 Stratofortress. The Cold Warrior joined the U.S. arsenal in 1954, eventually becoming part of a nuclear triad that, along with strategic missiles and submarines, was aimed at giving the Soviet Union pause. After the Berlin Wall fell, it slowly became an aerial jack-of-all-trades. With its long range, minimal operating cost and ability to handle a wider array of weapons than any other aircraft, it just didn't make sense to get rid of it.

Under the Air Force's current bomber plans, the B-52 will fly until 2050 — just shy of its 100th birthday. While this prospective centenary has been cause for some breathless coverage, little has been said about how a complex piece of machinery built during the Korean War is still useful in 2018, let alone 2050. What is the B-52's secret?

That secret is flexibility. Boeing Co. produced more than 740 B-52s since the first one rolled out. It's had many nicknames — the most apt at this moment being "Stratosaurus." Like any other well-regarded employee who manages to survive, and even thrive, in a constantly changing organization, the B-52 has always found an important role.

Originally deployed as a long-range, high-altitude nuclear bomber, it became a carpet-bombing specialist in Vietnam, a fixture in the skies over Iraq during the first Gulf War and, shortly after Sept. 11, 2001, a fearsome sight above the mountains of eastern Afghanistan.

These days, it's routinely used as air support for U.S. ground troops in the Middle East, often deploying precision-guided missiles. Though retrofitted repeatedly over the decades to meet its ever-changing mandate, the B-52 retains its original mission: delivering nuclear weapons to target. Last month, the Pentagon deployed six B-52s to Guam, along with three B-2 stealth bombers, amid heightened tensions with North Korea. The B-52 is the only heavy bomber in the U.S. fleet that can carry both conventional and thermonuclear bombs.

The average age of the 75 B-52s currently in service is 55 years old — as in, they first took flight when President John F. Kennedy occupied the Oval Office. Compared with modern aircraft, the B-52 is neither particularly fast nor stealthy. But that doesn't really matter, given its current uses. "We have few adversaries that can challenge our air superiority," said George Ferguson, a senior aerospace and defense analyst with Bloomberg Intelligence. "So a lot of B-52s work as the large ordnance carriers, with no stealth or speed characteristics."

Flying the B-52 for almost a century makes sense because of its "total cost perspectives," plus its mission capability, supply and maintenance needs relative to flying hours, the Air Force said in a Feb. 12 statement.

At the pricier end of the spectrum, the Pentagon is budgeting almost \$17 billion over the next five years to develop the new B-21 Raider from Northrop Grumman Corp., which will replace the current fleet of B-1B Lancer and B-2 Spirit bombers. The B-21, which may fly as a "crew-optional" aircraft, is expected to join the Air Force fleet in the mid-2020s. The Pentagon plans to buy at least 100 B-21s, spending about \$97 billion.

Backing it up will be the Stratosaurus. At the Cold War's peak in the 1960s, the Strategic Air Command kept as many as a dozen nuclear-armed B-52s aloft continuously to provide an airborne deterrent against the Soviet Union. Operation Chrome Dome, as the aerial mission was dubbed, aimed to assure the U.S. a strike capability even if a Soviet nuclear attack were to disable ground-based American missiles. The advent of nuclear missile-armed submarines diminished the importance of the other legs of the triad, but the B-52 endured.

The heavy bomber also played a role in President Richard Nixon's "madman theory" to persuade the Russians that he was irrational and unstable, willing to launch a nuclear war to force peace talks to end the Vietnam conflict. In October 1969, Nixon dispatched 18 B-52s toward Russia, where they flew for three days, poking at Soviet air defenses in an exercise dubbed Giant Lance.

Now, in addition to the plans for its extended lifespan, the military has announced yet another bit of elective surgery for the ancient planes, currently based at Barksdale Air Force Base in Louisiana and Minot Air Force Base in North Dakota. The Air Force will seek funds to replace the engines on its 75 B-52s, each of which has eight Pratt & Whitney power plants. Replacing all eight engines on all 75 planes is likely to cost several billion dollars, Ferguson said.

The decisions were detailed this week as part of the Trump administration's budget request to Congress. The 1980s-era supersonic B-1 and the radar-evading B-2 fielded a decade later will be phased out gradually as new B-21s enter service, Air Force Secretary Heather Wilson said. The B-21 will offer the U.S. the ability to strike with speed and stealth, "but once we own the skies, the B-52 can drop ordnance better than most others," Ferguson said.

"And hey," she added, "it's paid for."

L.A. Times. 15 Feb 2018.

Thank you Peter Rogers DFC.

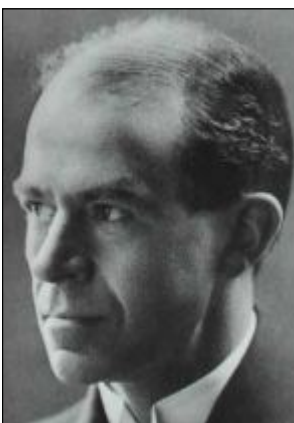


A U.S. Air Force B-52 bomber refuels after returning from a 2003 mission in Iraq with empty bomb racks under its wings

Hector Charles Bywater

H.C. Bywater (1884-1940) was a British journalist and military writer who became a specialist in naval affairs at the beginning of the 20th century. Through his novel, *The Great Pacific War*, Mr. Bywater detailed a theoretical future Pacific war between Japan and the United States.

His family emigrated to the United States in 1901 and at age of 19 he started part time job writing naval articles for the New York Herald newspaper, including coverage of the Russian-Japanese war of 1904, and later was sent as foreign correspondent to London. It was here that he became a naval spy for Britain. Naturally gifted with languages, he was proficient to the point that he could pass for a native German. In 1915, he was sent back to America to investigate suspicious activity on New York's docks and averted a WWI German bombing attempt in New York. Years later, he returned to London to analyze naval data and documents.



In his 1921 book *'Sea-power in the Pacific : a study of the American-*

Japanese naval problem, he predicted naval conflict between Imperial Japan and the United States and expanded the topic further in his 1925 book *'The Great Pacific War'*. Here Bywater correctly predicted many actions taken by both the Japanese and the Americans, including the Japanese drive to win the "Decisive Battle" and the US island-hopping campaign. Contrary to popular belief, neither book predicted an aerial attack on Pearl Harbor. Instead he predicted that the aerial attack would occur in US colonized Philippines, at the time having the largest concentration of US naval vessels in the Pacific.

H.C. Bywater died just over a year before WWII broke out in the Pacific with the attack on Pearl Harbor. He died of "undetermined causes" on the hospital coroner's report, but no autopsy was ever performed and his body was hastily cremated. Conspiracy theorists believe that Imperial Japan had him assassinated to deny the Allied Powers with a potentially important military adviser and strategist during WWII.

Following the end of WWII many military leaders in both the Allied Powers and Imperial Japan confirmed that his novel was a key resource book in planning military strategy during the war. To this day WWII first edition printings of the book in either English and Japanese are highly sought after amongst rare and naval book collectors.

Source "Historic Naval Fiction".



Sullivan Brothers

The Sullivans enlisted in the US Navy on January 3, 1942, with the stipulation that they serve together. The Navy had a policy of separating siblings, but this was not strictly enforced. George and Frank had served in the Navy before, but their brothers had not. All five were assigned to the light cruiser *USS Juneau*.

Juneau participated in a number of naval engagements during the months-long Guadalcanal Campaign beginning in August 1942. Early in the morning of November 13, 1942, during the Naval Battle of Guadalcanal, *Juneau* was struck by a Japanese torpedo and forced to withdraw. Later that day, as it was leaving the Solomon Islands' area for the Allied rear-area base at Espiritu Santo with other surviving US warships from battle, the *Juneau* was struck again, this time by a torpedo from the Japanese submarine *I-26*. The torpedo likely hit the thinly armoured light cruiser at or near the ammunition magazines and the ship exploded and quickly sank.



The Sullivan brothers on board *USS Juneau*: Joe, Frank, Al, Matt, and George

Captain Gilbert C. Hoover, commanding officer of the light cruiser *USS Helena*, and the senior officer present afloat (SOPA) of the battle-damaged US task force, was sceptical that anyone had survived the sinking

of *Juneau* and believed it would be reckless to look for survivors, thereby exposing his wounded ships to a still-lurking Japanese submarine. Therefore, he ordered his ships to continue on towards Espiritu Santo. *Helena* signalled a nearby US B-17 bomber on patrol to notify Allied headquarters to send aircraft or ships to search for survivors.

But in fact, approximately 100 of *Juneau*'s crew had survived the torpedo attack and the sinking of their ship and were left in the water. The B-17 bomber crew, under orders not to break radio silence, did not pass the message about searching for survivors to their headquarters until they had landed several hours later. The crew's report of the location of possible survivors was mixed in with other pending paperwork actions and went unnoticed for several days. It was not until days later that headquarters staff realized that a search had never been mounted and belatedly ordered aircraft to begin searching the area. In the meantime, *Juneau*'s survivors, many of whom were seriously wounded, were exposed to the elements, hunger, thirst, and repeated shark attacks.

Eight days after the sinking, ten survivors were found by a PBY Catalina search aircraft and retrieved from the water. The survivors reported that Frank, Joe and Matt died instantly, Al drowned the next day, and George survived for four or five days, before suffering from delirium as a result of hypernatremia (though some sources describe him being "driven insane with grief" at the loss of his brothers); he went over the side of the raft he occupied. He was never seen or heard from again.

Security required that the Navy not reveal the loss of *Juneau* or the other ships so as not to provide information to the enemy. Letters from the Sullivan sons stopped arriving at the home and the parents grew worried, which prompted Alleta Sullivan to write to the Bureau of Naval Personnel in January 1943, citing rumours that survivors of the task force claimed that all five brothers were killed in action.

This letter was answered by President Franklin D. Roosevelt on January 13, 1943, who acknowledged that the Sullivans were missing in action, but by then the parents were already informed of their fate, having learned of their deaths on January 12. That morning, the boys' father, Tom, was preparing for work when three men in uniform – a lieutenant commander, a doctor and a chief petty officer – approached his door. "I have some news for you about your boys," the naval officer said. "Which one?" asked Tom. "I'm sorry," the officer replied. "All five."

The brothers left a sister, Genevieve (1917–1975). Al was survived by his wife Katherine Mary and son Jimmy. Joe left a fiancée named Margaret Jaros, while Matt left behind a fiancée named Beatrice Imperato. The "Fighting Sullivan Brothers" became national heroes. President Roosevelt sent a letter of condolence to their parents. Pope Pius XII sent a silver religious medal and rosary with his message of regret. The Iowa Senate and House adopted a formal resolution of tribute to the Sullivan brothers.

On Saturday, March 17, 2018 the wreckage of the *USS Juneau* was discovered by Microsoft co-founder Paul Allen off the coast of the Solomon Islands.

Legacy

- As a direct result of the Sullivans' deaths (and the deaths of four of the Borgstrom brothers within a few months of each other two years later), the U.S. War Department adopted the Sole Survivor Policy. The Sole Survivor Policy or 'DoD Directive 1315.15' "Special Separation Policies for Survivorship" describes a set of regulations in the Military of the United States that are designed to protect members of a family from the draft or from combat duty if they have already lost family members in military service.

- The Navy named two destroyers *The Sullivans* to honour



USS The Sullivans (DDG-68), an Arleigh Burke-class guided missile destroyer

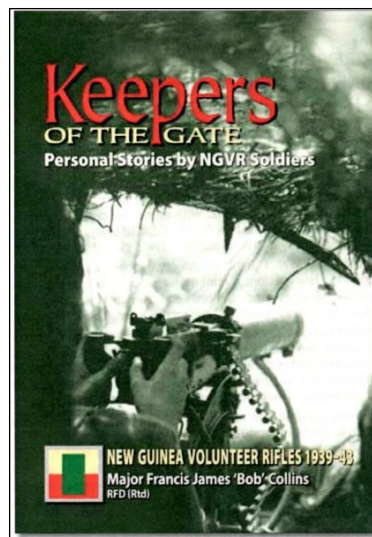


USS The Sullivans (DD-537) in 1962

the brothers: *The Sullivans* (DD-537) and *The Sullivans* (DDG-68). DD-537 was the first American Navy ship ever named after more than one person. The motto for both ships was/is "We stick together."

- Al Sullivan's son served on board the first *USS The Sullivans*. His grandmother christened the first ship. The second *USS The Sullivans* was christened by Al's granddaughter Kelly Ann Sullivan Loughren.

- Thomas and Alleta Sullivan toured the country promoting war bonds and asked that none of their sons died in vain.



Territory of New Guinea, which included part of the western mainland of that island and the islands of the Bismarck Archipelago.

At that time, the NGVR was the only defence capability on the Mandated Territory. The battalion never served in Australia and was disbanded in April 1943 when it virtually 'ran out of manpower'.

The initial contact of the NGVR with the Japanese was with the AIF Lark Force in January 1942 during the defence of Rabaul. Some members died there, and during the TOL

plantation massacre on New Britain whilst some 80 after being captured, perished on the ill fated unmarked Japanese POW ship *Montevideo Maru* which was sunk by the American submarine *Sturgeon* on 1 July 1942. After escaping their Japanese pursuers others were rescued and re-joined the NGVR on the mainland, whilst some returned after being taken directly to Australia from New Britain.

On the mainland NGVR detachments at Salamaua, Lae and Madang evacuated the remaining civilian populations, making their way to the Markham valley and Bulolo and Wau in the Goldfields. The presence of the NGVR denied the Japanese the gateway to those goldfields and Port Moresby. When the unit was finally disbanded some men joined the AIF, or were taken on strength by the Australian New Guinea Administration Unit. Others joined Z Force and other special units, whilst some were attached to US Forces. Many plagued by malaria and with various other health problems were discharged.

The NGVR received the battle honours Rabaul, Wau and the South West Pacific 1942-43. The author, an ex-member of the Papua New Guinea Volunteer Rifles, in recording the stories over ten years, has publicised an iconic military unit of which the public had little knowledge during and after WW2. This book will earn its place as another worthwhile piece of Australian military history.

It is an excellent companion to the definitive publication, *The New Guinea Volunteer Rifles NGVR 1939-1943 A History*, by Dr Ian Downs, a noted Coastwatcher and District Commissioner in Papua New Guinea.

The book can be purchased from the NGVR/PNGVR Ex-Members Association; Mobile: 0424 562 030 or email: pngvr@optusnet.com.au



Before Workplace Health & Safety. "High Scalers" use jackhammers to shave loose rock off the wall at Black Canyon while construction of Hoover Dam is proceeding. 1935.

BOOK REVIEW "Keepers of the Gate" by Major Francis (Bob) Collins RFD (Retd) Reviewed by Major Bob Harvey-Hall RFD ED (Retd) Defence Reserves Association - Victoria

The title "Keepers of the Gate" refers to the New Guinea Volunteer Rifles (NGVR) which was one of the few Allied military units engaging the Japanese in New Guinea in early 1942. With aggressive patrolling and reconnaissance, the gate to the New Guinea Goldfields and central range south to Port Moresby and Australia remained closed to the enemy.

Armed with only WW 1 light infantry weapons, no air or artillery support, few rations, minimal ammunition supply, meagre medical services and limited communications, this poorly trained force was used to exhaustion and then disbanded.

Importantly this book is not a history of NGVR. but rather a collection of thirty-seven personal accounts of men who served in the New Guinea Volunteer Rifles during World War 2. It reveals why they were in New Guinea as civilians at that fateful time, their wartime and post-war experiences and the effect on them and their families. The NGVR was a militia unit raised in 1939 at Rabaul on the island of New Britain in the Mandated

A PESSIMIST sees a dark tunnel.
An OPTIMIST sees light at the end of the tunnel.
A REALIST sees a freight train.
The TRAIN DRIVER sees 3 idiots standing on the tracks.

Navy destroys two UXOs in north Queensland

Royal Australian Navy Mine Warfare and Clearance Diving specialists from *HMAS Gascoyne* have safely disposed of suspected Second World War unexploded ordnance (UXO) in far-north Queensland.

Gascoyne, a mine hunter coastal vessel, was deployed from Sydney on 11 October to respond to a request from Maritime Safety Queensland to assess two sites off the coasts of Cooktown and Bamaga.

The first item was found by local divers 26 nautical miles east of Cooktown on 6 October, with another suspected unexploded item found on the beach at Newcastle Bay, Cape York, on



9 October.

The items posed a significant hazard to the public and the decision was made to dispose

of the items on site for safety reasons.

Lieutenant Commander Alan Parton, Commanding Officer of *HMAS Gascoyne* said the Sydney-based minehunter was rapidly deployed to assess and dispose of the potential hazards.

"With less than 24 hours' notice we were travelling to north Queensland and, after arriving in the area off Cooktown, we located an old sea mine in approximately 7 metres of clear water," Lieutenant Commander Parton said.

"After a careful environmental and safety assessment the divers determined the best course of action and safely detonated the mine."

Lieutenant Commander Parton said the weather was more testing during the disposal of the second item with strong winds and choppy waters.

"The shallow waters required us to anchor three miles from shore near Bamaga. Our divers went ashore, assessed and disposed of the item."

Defence worked closely with Queensland Police, the Great Barrier Reef Marine Park Authority and local indigenous population in planning the disposals.

"The close working relationship between stakeholders helped ensure the success of this mission.

"The safety of the Australian people and the protection and accessibility of Australian waters for commercial or domestic use is at the forefront of the Royal Australian Navy's priorities.

"Navy's Huon-class minehunters are a vital part of Navy capability and provide versatility in these situations."

Members of the public who find an item that they suspect may be unexploded ordnance should not touch or move the item, but contact their nearest police station.

Army News

Two blondes talking.
One says to the other "I've just taken a pregnancy test".
The other replies "Were the questions hard?"

Singapore Army set to invade Australia

The number of Singaporean Armed Forces training in Australia is set to take a massive jump after an MoU was signed by both country's Defence Ministers today.

Minister for Defence Marise Payne and her counterpart Singapore Minister for Defence Dr Ng Eng Hen signed a Memorandum of Understanding Concerning Military Training And Training Area Development In Australia during a visit by Singapore Prime Minister Lee Hsien Loong and his delegation to Australia.

Minister Payne said the MoU will deliver a framework to implement increased Singapore Armed Forces unilateral army training in Australia and set conditions for upgrading the Shoalwater Bay Training Area and Townsville Field Training Area to deliver enhanced training outcomes for both coun-

tries.

"Up to 14,000 Singapore Armed Forces personnel will conduct unilateral Army training in Australia for up to 18 weeks per year – almost trebling current arrangements," Minister Payne said.

"Currently up to 6,600 Singapore personnel are allowed to conduct training in Australia every year and this will double by 2021.

"Singapore's training presence will begin to increase next year.

"As this presence increases, the demand for support services and opportunities for local businesses will expand.

"About \$2 billion will be invested in the Townsville and Rockhampton regions from 2016 to 2026."

Minister Payne said the agreement reflected Australia's close defence relationship with Singapore, based on practical cooperation.

"Australia and Singapore have a long history of defence engagement, and shared interests in regional stability and security.

"This will bring us closer as Defence partners and generate significant local economic activity over the next 25 years."

The Memorandum of Understanding delivers a key outcome from the exchange of letters on the Australia-Singapore Comprehensive Strategic Partnership, signed by Prime Minister Turnbull and Prime Minister Lee on 4 May 2016.

Army News



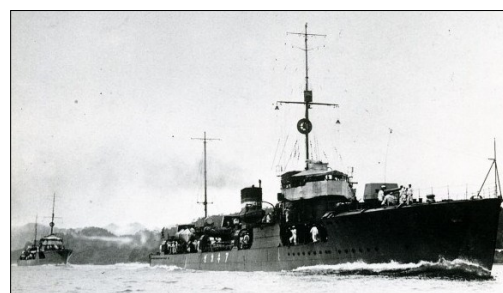
Singapore Army soldiers demonstrate urban assault techniques at the Shoalwater Bay training area.

The Akikaze Atrocity

On 18 March the Japanese destroyer *Akikaze*, commanded by Lt. Cdr. Sabe Tsurukichi, was responsible for moving a number of European and Malay nationals off some of the New Guinea islands in the Bismarck Sea.

The ship evacuated the Roman Catholic mission from Kairiru Island, including Bishop Joseph Loerks and 38 missionaries, mostly German nationals, amongst them 18 nuns. The vessel then picked up 20 others from Manus Island, again mostly Germans, including six missionaries from the Liebenzell Evangelical Mission. Accounts vary but there was at least one, possibly three, young children amongst the group of almost 60 people detained. They were told that they were to be carried to internment in Rabaul.

One reason given for the following events is that the Japanese suspected that some within the group were spying for the Allies and passing information by radio about shipping movements. It is not clear to what extent the people were interrogated and tortured. What did happen to them only became apparent from a witness on the ship who made a statement after the war:



Each internee passed beneath the forward bridge on the starboard side and came upon two waiting escorts. Here they were blindfolded with a white cloth

and supported by each arm. By this time the interrogation of the second person was begun. Meanwhile, beneath the bridge of the quarter-deck on the starboard side, both wrists of the first person were firmly tied and he was again escorted to the execution platform.

On the execution platform, they were faced toward the bow, suspended by their hands by means of a hook attached to a pulley, and at the order of the commander, executed by machine gun and rifle fire. After the completion of the execution the suspension rope was slackened and it had been so planned that when the rope binding the hands was cut, the body would fall backwards off the stern due to the speed of the ship.

Moreover, boards were laid and straw mats spread to keep the ship from becoming stained Thus, in this way, first the men and then the women were executed. The child going on toward five years old was thrown alive into the ocean.

"As there were U.S. nationals among the victims, the Australian War Crimes Section in Tokyo, having completed its investigation, on 18 July 1947 handed the matter over to the American authorities, who appear to have taken no further action."

See AAV, MP742/1, 336/1/1444 D.C.S. Sissons The Australian War Crimes Trials And Investigations (1942-51). Also National Archives of Australia: War crimes, DP "Akikaze" Kairuru and Iceland. 1945-1947, Item Code: 635403rd.

The *Akikaze* was sunk with all hands by torpedoes from the submarine *USS Pintado* on 3rd November 1944, which may account for the difficulty in pursuing the investigation, although at that time her commander was Lieutenant Commander Yamazaki.

Internet World War 11 Today. Similar stories on Wikipedia and others sites.

Apparently there's a third option between burial and cremation.



Ed Freeman (Too tall)

20.11.1927 – 20.8.2008

Ed W. "Too Tall" Freeman was a United States Army helicopter pilot who received the U.S. military's highest decoration, the Medal of Honour, for his actions in the Battle of Ia Drang during the Vietnam War.

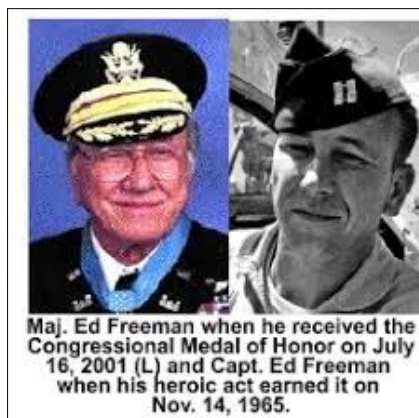
World War 11

During World War II, Freeman served for two years in the Navy on the USS Cacapon (AO-52)

Korean War

By the time of the Korean War, Freeman reached the Army rank of first sergeant. Although he was in the Corps of Engineers, his company fought as infantry soldiers in Korea. He participated in the Battle of Pork Chop Hill and earned a battlefield commission as one of only 14 survivors out of 257 men who made it through the opening stages of the battle. His second lieutenant bars were pinned on by General James Van Fleet personally. He then assumed command of B Company and led them back up Pork Chop Hill.

The commission made him eligible to become a pilot, a child-



hood dream of his. However, when he applied for pilot training he was told that, at six feet four inches, he was "too tall" for pilot duty. The phrase stuck, and he was known by the nickname of "Too Tall" for the rest of his career.

In 1955, the height limit for pilots was raised and Freeman was accepted into flying school. He first flew

fixed-wing Army airplanes before switching to helicopters. After the Korean War, he flew the world on mapping missions.

Vietnam

By the time he was sent to Vietnam in 1965, he was an experienced helicopter pilot and was placed second-in-command of his sixteen-aircraft unit. He served as a captain in Company A, 229th Assault Helicopter Battalion, 1st Cavalry Division (Airmobile).

On November 14, 1965, Freeman and his unit transported a battalion of American soldiers to the Ia Drang Valley. Later, after arriving back at base, they learned that the soldiers had come under intense fire and had taken heavy casualties. Enemy fire around the landing zones was so heavy that the landing zone was closed to medical evacuation helicopters. Freeman and his commander, Major Bruce Crandall, volunteered to fly their unarmed, lightly armoured UH-1 Huey in support of the embattled troops. Freeman made a total of fourteen trips to the battlefield, bringing in water and ammunition and taking out wounded soldiers under heavy enemy fire in what was later named the Battle of Ia Drang.

Freeman was subsequently promoted to the rank of major, designated as a Master Army Aviator, and was sent home from Vietnam in 1966.

Medal of Honour

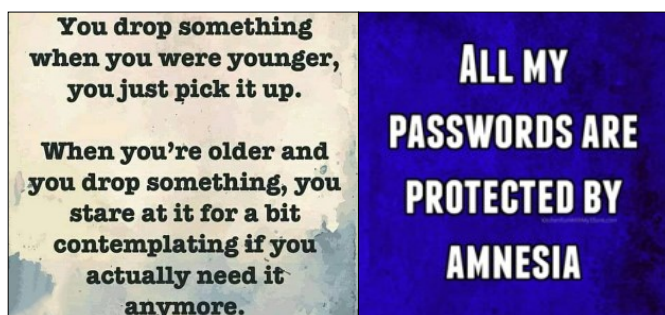
Freeman's commanding officer nominated him for the Medal of Honour for his actions at Ia Drang, but not in time to meet a two-year deadline then in place. He was instead awarded the Distinguished Flying Cross. The Medal of Honour nomination was disregarded until 1995, when the two-year deadline was removed. He was formally presented with the medal on July 16, 2001, in the East Room of the White House by President George W. Bush.

Freeman's official Medal of Honour citation reads:

Captain Ed W. Freeman, United States Army, distinguished himself by numerous acts of conspicuous gallantry and extraordinary intrepidity on 14 November 1965 while serving with Company A, 229th Assault Helicopter Battalion, 1st Cavalry Division (Airmobile). As a flight leader and second in command of a 16-helicopter lift unit, he supported a heavily engaged American infantry battalion at Landing Zone X-Ray in the Ia Drang Valley, Republic of Vietnam. The unit was almost out of ammunition after taking some of the heaviest casualties of the war, fighting off a relentless attack from a highly motivated, heavily armed enemy force. When the infantry commander closed the helicopter landing zone due to intense direct enemy fire, Captain Freeman risked his own life by flying his unarmed helicopter through a gauntlet of enemy fire time after time, delivering critically needed ammunition, water and medical supplies to the besieged battalion. His flights had a direct impact on the battle's outcome by providing the engaged units with timely supplies of ammunition critical to their survival, without which they would almost surely have gone down, with much

greater loss of life. After medical evacuation helicopters refused to fly into the area due to intense enemy fire, Captain Freeman flew 14 separate rescue missions, providing life-saving evacuation of an estimated 30 seriously wounded soldiers -- some of whom would not have survived had he not acted. All flights were made into a small emergency landing zone within 100 to 200 meters of the defensive perimeter where heavily committed units were perilously holding off the attacking elements. Captain Freeman's selfless acts of great valour, extraordinary perseverance and intrepidity were far above and beyond the call of duty or mission and set a superb example of leadership and courage for all of his peers. Captain Freeman's extraordinary heroism and devotion to duty are in keeping with the highest traditions of military service and reflect great credit upon himself, his unit and the United States Army.

Wikipedia



Catalina Memorial, Bowen, Qld

Bowen was the home base for Catalina Flying Boats during WW2. Over the years there have been a few small memorials erected and dedicated for specific events. One of these was unveiled on the 70th anniversary commemorates those on board the Catalina A24-24 who lost their lives when the plane crashed off Bowen. Another Catalina crashed into Cleveland Bay.

The recent addition is the Catalina Interpretative Centre. The Catalina Interpretative Centre tells the story of the Catalina flying boats that were in operation on the site during WW2. Curved glass panels with ceramic printed graphics and images were designed to provide a unique 'cockpit' experience with historical images of the aircraft flying, landing and being serviced on the concrete hardstand, juxtaposed with the real landscape.

The War Memorial Wall commemorates those who served in wars and conflicts, focusing on the involvement of the Bowen Community. The graphics are presented in 8 contrasting vertical panels fixed flush to the large white tiled clad wall, a symbol of solidity and strength. The eight panels are for Boer War, WW1, WW2, Korea/Malaya, National Servicemen, Vietnam, First Gulf War/Afghanistan/Iraq, Peacekeepers.

The Nasho panel reads '*In memory of those who served. There were two National Service Schemes in Australia. The first from 1951 to 1959 and the second from 1964 to 1972. Indonesian Confrontation 1963 to 1966—a total of 150 Nashos serviced with 21 and 22 Construction Squadrons*



and 4th Battalion RAR. Two National Servicemen died in the conflict. Vietnam War 1962-1975—National Servicemen formed almost one third of the total Army's strength. 200 died on active service in this conflict'.

Source. NSAAQ News

Nothing is built in Australia these days. I just bought a TV that says "Built in Antenna"
I don't even know where the hell that is.

Exercise Spans Bridging Capability

Gayndah, Queensland's oldest town, would have seen many things over its 170-year history, but this year marked the first time military bridges spanned its section of the Burnett River for a training exercise.

Soldiers from 2CER brought the improved ribbon bridge and medium girder bridge to the town, located four hours north-west of Brisbane, for Exercise *Sapper Span* in August and September.



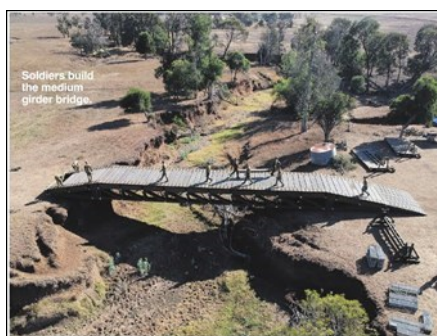
The three-week exercise allowed troops to further develop the regiment's bridging and watermanship capabilities.

Lt Dan Kierath said the river banks proved to be an ideal non-scripted training location to execute independent troop-level tasks.

"It has been a fantastic opportunity to conduct troop-level training of an RAE corps capability within a non-Defence training area, which has been well received by the soldiers," he said. As well as improving troop technical skills, the exercise also focused on development of lance corporals and corporals and training for potential humanitarian assistance and disaster relief in regional communities.

Cpl Adam Dunemann said training in the community was beneficial. "It's good to be able to take the section out from scripted tasking," he said. "Working in the community inspired pride, purpose and self-worth within each other and the community." Seeing Army bridges being deployed proved a novel sight for Gayndah locals, with many observing from the riverbank. Spr Paige Weddell said they appreciated local support and interest. "Interacting with the public in uniform was a great experience, the interest they had in our involvement and training was refreshing," she said.

Sapper Span was not simply a training activity for 2CER, but also an important community engagement opportunity. The regiment deployed trade members from 24 Spt Sqn to help with remediation works to improve the Jacob Moerland Memorial Park Reserve, named after Spr Jacob Moerland, who was killed in action in Afghanistan in 2010. Tradies created new concrete footpaths throughout the park and assisted in constructing a new footbridge.



During the exercise, the regiment resided in the Gayndah Showgrounds, allowing sappers to engage and interact daily with the local community. The 10FSB once again pro-

vided six caterers who supported the regiment from locally sourced produce and who also catered for community engagement events and barbecues.

Capt Chris Grimes, of 2CER, led the exercise and said the Gayndah community was exceptionally welcoming. "The Army is a direct reflection of the Australian people that we serve and to see soldiers training and interacting daily with a very welcoming, drought affected regional community was a major touch point and just reinforced the positive impact that we can have," he said.

Army Newspaper 1452



Omkalai Airport, near Kundiawa. 5,700 ft (1,737m) with a 13.3 degree slope. Now closed.

No Better Friend

Judy, a purebred pointer, was the mascot of several ships in the Pacific, and was captured by the Japanese in 1942 and taken to a prison camp. There she met Aircraftsman Frank Williams, who shared his small portion of rice with her.

Judy raised morale in the POW camp, and also barked when poisonous snakes, crocodiles or even tigers approached the prisoners. When the prisoners were shipped back to Singapore, she was smuggled out in a rice sack, never whimpering or betraying her presence to the guards.

The next day, that ship was torpedoed. Williams pushed Judy out of a porthole in an attempt to save her life, even though there was a 15-foot drop to the sea. He made his own escape from the ship, but was then recaptured and sent to a new POW camp. He didn't know if Judy had survived, but soon he began hearing stories about a dog helping drowning men reach pieces of debris after the shipwreck. And when Williams arrived at the new camp, he said: "I couldn't believe my eyes! As I walked through the gate, a scraggly dog hit me square between the shoulders and knocked me over. I'd never been so glad to see the old girl!"

They spent a year together at that camp in Sumatra. "Judy saved my life in so many ways," said Williams. "But the greatest of all was giving me a reason to live. All I had to do was look into those weary, bloodshot eyes and ask myself: 'What would happen to her if I died?' I had to keep going."



Once hostilities ceased, Judy was then smuggled aboard a troopship heading back to Liverpool. In England, she was awarded the Dickin Medal (the "Victoria Cross" for animals) in May 1946. Her citation reads: "For magnificent courage and endurance in

Japanese prison camps, which helped to maintain morale among her fellow prisoners, and also for saving many lives through her intelligence and watchfulness".

At the same time, Frank Williams was awarded the PDSA's White Cross of St. Giles for his devotion to Judy. Frank and Judy spent a year after the war visiting the relatives of English POWs who had not survived, and Frank said that Judy "always provided a comforting presence to the families."

When Judy finally died at the age of 13, Frank spent two months building a granite and marble memorial in her memory, which included a plaque describing her life story.

Source. Extract from book "No Better Friend" by Robert Wientraub..

RECOVERING WARTIME DEAD

Rick Giddings MBE

Not long after arriving on Sohano Island, Bougainville District, on my first posting in Papua New Guinea as a Cadet Patrol Officer, I listened-in on a group of men swapping stories about their experiences. The story that impacted me most was that of a builder who said he had worked erecting houses on what had been an American wartime cemetery on Manus Island. They often dug-up human remains, he said.

I had no reason to doubt the truth of what he told us but I was surprised that the Americans would have failed to remove all their fallen, not just a few bones from each grave. They were, as far as the record goes, punctilious in recovering their war dead and transferring those who lost their lives in the Pacific theatre of operations to the military cemetery in Honolulu, Hawaii.

In later years the recovery of allied wartime remains has been carried out with greater diligence and dedication. Perhaps those recoveries carried out during and just after the War were more casually attended to when the business of soldiering was to fight and win battles. If you could not do that because you were dead, you were paid less attention!

The Japanese, on the other hand, paid less attention to recovering the remains of their dead, but this has changed in more recent years.

In November 1963 I visited a mass grave of Japanese war dead on Slaters Knoll in South Bougainville. Some 292 had been buried there in three graves in April 1945. Torrential rains over the years had resulted in at least one of those graves eroding and collapsing down onto the bank of the Puritara River. When I visited there, human remains protruded like sticks of firewood from what was left of the grave. On the river bank below a scattering of bones told some interesting stories.

One man had broken his leg, perhaps when he was a child. The two pieces had rejoined out of alignment so he must have endured an irregular gait when marching. Most of the bones came from short, lightweight men but one fellow, judging by the width of his tailbone, must have been noticeably taller and bigger than his mates.

You might imagine that a scattering of rifle bullets were there as well, including one which had a fragment of khaki coloured cloth sticking it. Whether or not it came from a uniform or a bandolier I was unable to tell, but that the cloth had lasted all those years was what intrigued me most.

I recovered a late model bayonet from the site, identified by it having a straight quillon rather than the older model with a hooked quillon. I sent that to the AWM in Canberra where I was pleased to see it on display when I visited there a year or so later. (1)

On another occasion I was working in the Porton area in the

north-eastern corner of Bougainville Island. I was surveying a parcel of land when I was told that a Japanese skeleton had been found nearby in an undisturbed part of the bush. It was undisturbed alright, other than wild pigs having scattered the bones and destroyed the skull.

It was that of a Special Naval Landing Force member - a Marine in our terminology - identified as such by the anchor design on his belt buckle. Attached to where his belt would have been was a small, leather pouch containing the breech-block for a Type 96 light machine gun. I judged it to be a spare in case that in the gun failed when it was needed most. Perhaps the gun itself was souvenired by those who killed him as we could not find it. I did find a mother-of-pearl shirt button though, but only one!

The Porton area saw heavy fighting towards the end of the War, and it did not always go our way. A narrow track cut through thick jungle linked Ratsua on the west coast with Siara in the east.

On the side of the track an Australian 'Matilda' tank of the 2/4th Armoured Regiment lay upside down. It had been blown up by a Japanese land-mine made from a 500 lb bomb and its three-man crew killed.

This happened in August 1945. It must have been judged too dangerous under battle conditions to pull the tank upright so the decision was made to incinerate the crewmen and recover their remains through a gaping hole in the front of the hull. When I visited the wreck in 1964, and reached in to see what I could find, I recovered two exploded 2 pdr. projectiles, which I souvenired for paper-weights, and a human knee-cap, which I returned to the confines of the wreck! (2)

Once when I visited Lihona Village in the Eastern Highlands Province I asked the village men about the War, as their settlement straddled the route linking Bena Bena in the Eastern highlands with Dumpu in the Ramu Valley below.

I was surprised when told that two Australian soldiers were still buried there, having not been exhumed following the end of hostilities. I asked to be shown one of the graves and that it be excavated to determine what it contained. It revealed a human skeleton, laid-out lengthwise on its back, complete but for its hands and feet. His appeared to be a purpose dug grave, going by its shape and the fact it was less than two feet below ground level.

Both of these men were Victorians aged 20 and 22 years respectively. Despite their youth one of them had a half-set of false teeth. It was common before the War for Australians to surrender their natural teeth in favour of false ones. It was commonly believed that it assisted with their oral hygiene.

It was not unknown for Japanese skeletons to have false teeth, but the natural teeth of people of oriental descent are shaped differently to those with Caucasian forebears. This made them readily identifiable from each other.

The recovery of the second man was organised by military headquarters in Port Moresby who sent the Command Sergeant Major in a Sioux helicopter for the purpose!

This burial was less formal than the first. The contorted configuration of his bones suggested that the deceased had been rolled-up in a ground-sheet and quickly bundled into his fox hole for internment.

The skeleton we recovered previously showed no obvious signs of having been mistreated, other than the missing hands and feet - but the Japanese had really taken into this fellow. His skull was fractured in the shape of a rifle butt having been smashed down onto it. His ribs were completely broken-up and, once again, we could find neither hand nor feet bones. We did find a tooth-paste tube, though, marked 'Australian Comforts Fund', and a broken hair comb. Two empty tobacco tins and two tins still containing wax matches were there as



well. Where one of his trouser pocket would have been I found a lone New Guinea shilling coin, readily identifiable by having a hole through its centre!

According to the Official History titled 'The New Guinea Offensives', these men were killed in July 1943 and their bodies mutilated. That would account for the missing hands and feet in both instances.

Both sets of remains are recorded by the Australian army as having been exhumed and reinterred at Dumpu in April 1944. From there they were translated to the War Cemetery at Lae in September of that year where there are grave-stones inscribed with their names. (3)

Why would this be so? If you stood at Dumpu and looked up towards Lihona, you might be discouraged from climbing the thousand meters and more to recover what might be partly decayed, stinking human remains, unless you were diligent in performing your duty.

Not to have done the right thing by the remains of these men is an affront to all of us who have served in the military. More so when they are of those who gave their lives in the defence of us and our homeland.

On another occasion I accompanied the late Professor Peter Munster into the hills of the Asaro Census Division, Goroka District, to recover the remains of a Japanese pilot who was buried near his single engine Kawasaki Ki-61 ('Hien') fighter Plane which crashed in the Porumburumba Creek after its pilot was wounded during an attack on Goroka.

Munster writes about this in some detail. It is available on Youtube and is a worthwhile read. When we opened his grave I noted his skull was smashed as though he had been thrown from the cockpit with considerable force. Indeed, he was found by local villages at the time suspended in a tree and had to be cut down. Although the record says he was armed with both a pistol and a machete we found nothing of particular interest in his grave apart from a tuft of jet black human hair! (4)

(1) *The Final Campaigns (Army). Australian War Memorial. P. 162*

(2) *(Ibid) Page 235*

(3) *The New Guinea Offensives (Army). AWM P. 244*

(4) *A History of Contact and Change In the Goroka Valley 1929-1950. Peter M. Munster. Doctoral thesis. Available for viewing on Youtube. It includes a photograph of villagers with the pilots remains on page 393. (It also includes a photograph of Rick Giddings but the quality does not allow for reproduction here.)*

Below is the extract from Munster's thesis referred to above.

"In June 1976 I accompanied District Officer Rick Giddings to Porum Buruma to locate the crash site and the remains of the Japanese pilot, who had been buried nearby. The Japanese authorities informed the PNG Government that no records of the pilot or his plane had survived the war. The pilot's remains were subsequently returned to Japan. The V12 engine of the plane is still lying in the Porum Buruma creek, which the local people re-named Nama-Namba (Big Bird), in memory of the aircraft.

Although the Bena Force diarist thought the fighters were Zeros (Mitsubishi A6M5s) Rick Giddings believes this plane

was a Kawasaki Ki61 Hien (Swallow), known to the Allies as a "Tony".

The Forum Buruma people found the pilot's body suspended from a tree and sections of the plane were scattered along the creek bed. After burying the body they were required by the AN-GAU officer to carry the instrument panel and other parts the plane's mechanism to Goroka. Lieutenant White told them that the authorities were interested in finding out how this Japanese plane worked. Mick Mannix recalls an American Marine Intelligence officer and a sergeant coming through Asaroka, after having recovered parts of the wreckage for trans-shipment to the USA for expert examination. "They told us it was not a Zero as we knew it but a new type. The pilot had a pistol and a bush knife." The people felt sorry for the dead pilot and one spokesman claimed they had cared for his grave in the intervening years. There was no special marker but they knew its exact location. As no Japanese ground patrols entered the Goroka Valley this was probably the only occasion that people came into close contact with a Japanese serviceman, albeit a dead one."

Men don't have babies because God saw the way they handle a common cold and knew the species would never survive.

C-130J fleet tops 2 million flight hours

Lockheed Martin has announced that the global community of C-130J Super Hercules operators recently surpassed 2 million flight hours since the C-130J's first flight on 5 April 1996.

Twenty-two operators from 18 nations contributed to this achievement, adding hours through multiple missions including combat, transport, aerial refueling, special operations, medevac, humanitarian relief, search and rescue, weather reconnaissance, firefighting and commercial freight delivery.

Rod McLean, vice president and general manager of the Air Mobility & Maritime Missions line of business at Lockheed Martin, announced the milestone at the Hercules Operators Conference, the annual C-130 operator-industry event held in Atlanta.

"The C-130J has earned a reputation as the world's workhorse and this most recent achievement is a powerful reminder of the Super Hercules' unmatched global reach," McLean said.

"Crews continue to exemplify the C-130J's proven capability and versatility with every mission they fly."

"The Lockheed Martin team is proud of the work of the Super Herc crews who rely on the C-130J to support vital missions, both home and abroad."

Countries with military variant C-130Js contributing to these flight hours include (in order of delivery) the United Kingdom, United States (US Air Force, Marine Corps and Coast Guard), Australia, Italy, Denmark, Norway, Canada, India, Qatar, Iraq, Oman, Tunisia, Israel, Kuwait, South Korea, Saudi Arabia, France and Bahrain.

New Zealand recently announced it will soon join the C-130J family.

The US Air Force maintains the largest C-130J fleet, with Super Hercs flown by Air Mobility Command, Air Combat Command, Air Education and Training Command, Special Operations Command, and Air National Guard and Air Force Reserve units.

In addition, Defence Contract Management Agency crews support C-130J test flights at Lockheed Martin's Aeronautics site in Marietta, Georgia, home of C-130 production.

The C-130J Super Hercules is the current production model of the legendary C-130 Hercules aircraft.

For more information on the C-130J Super Hercules, visit lockheedmartin.com/c130

Contact Newsletter 104



Five No 37 Squadron C-130J Hercules fly in formation to celebrate 20 years of C-130J operations in Australia.

Wartime heroine Dame Vera Lynn rallies the nation as she turns 103

National treasure Dame Vera Lynn called on the nation to evoke the wartime spirit yesterday as she delivered a message of hope in the face of the coronavirus crisis. The iconic singer was dubbed the Forces' Sweetheart during the Second World War as she helped raise morale among troops.

And now Dame Vera has marked her 103rd birthday this week with a new rallying call, urging Britons to help one another through the crisis. Speaking from her home in Sussex, she said: "In these uncertain times, I am taken back to my time during World War II, when we all pulled together and looked after each other.

"It is this spirit that we all need to find again to weather the storm of the coronavirus. It's important to remain positive, keep calm and follow the sensible advice provided by the Government at this difficult time". As she prepares to celebrate her birthday on Friday, she thanked her legions of fans for their good wishes and gifts.

Dame Vera said: "Thank you all for the kind gifts, cards and gestures I received to celebrate my birthday this year.

"Once again, I am overwhelmed by everyone's kindness and generosity and am so grateful to you all for helping me to mark this milestone. I feel very fortunate to have reached 103, and my day will be made all the more special by hearing from people all around the world. "Thank you also for your generosity towards my charitable trust as I care very much about the work it does, and the donations received around my birthday are the best gift imaginable."

Dame Vera's recordings and performances became enormously popular during the Second World War. The Forces' Sweetheart gave outdoor concerts for troops in Egypt, India and Burma during the war as part of Entertainments National Service Association.

Her greatest hits from the era include 'We'll Meet Again', 'The White Cliffs Of Dover' and 'There'll Always Be An England.'

Express News 18 March.

Regrettably Dame Vera Died on 18th June.





Above and Below. Photos of Manus 1949. Photos John Duragraph



The reason the golf pro tells you to keep your head down is so you can't see him laughing.

Arriving in style to 1RAR

1RAR took possession of 13 new Hawkei Protected Mobility Vehicle – Light (PMV-L) in late March.

The vehicles arrived for familiarisation training in preparation for operational test and evaluation later this year or when circumstances allow. The two- and four-door Hawkeis will be used for command, liaison, reconnaissance or logistics where protection is required. "The PMV-L provides protection similar to the Bushmaster Protected Mobility Vehicle – Medium,"

Regimental Technical Adjutant 1RAR Capt Aidan McCarthy said. "With its smaller size, good mobility, self-defence weapons and protection, you can now have command elements move more closely with their fighting elements." Named after a venomous Australian snake, the Hawkei can have a manned or remote weapon station with either a machine-gun or automatic grenade launcher. It is designed to be transported by Chinook, with further testing planned for external airlift certification. "The best thing about the PMV-L, at this point in time, is that it is the only protected vehicle that we have that can be transported by Chinook," Capt McCarthy said. "It's got a similar protected capability of a PMV-M, which is that blast and ballistic resistance factor, but it's also about half the weight, which is the big selling point."

The command variant has communications equipment and a new integral system, making the vehicle a small mobile command post, providing digital situational awareness to a commander on the move. The two-door utility variant can

transport pallets, cargo or be fitted with specialist modules. "With the arrival of the vehicles and in preparation for the testing at the end of the year we will start to experience the tactical utility of those vehicles as both individual vehicles and as a tactical packet," Capt McCarthy said.

1RAR now has between 30 and 40 qualified drivers, while other Townsville units should receive vehicles and participate in operational tests. 1 and 7 Bdes are expected to receive vehicles later this year.

Once testing is complete, the roll-out plan has final versions of the vehicle for Army and Air Force. Defence will acquire 1100 Hawkeis, with most including a specially designed trailer. The aim is to provide protected mobility and battlespace awareness to full-time units and replace about one third of the G-Wagon fleet. Once fully introduced into service, Hawkei will form part of Army's protected mobility system, including Bushmaster and Rheinmetall-MAN protected medium and heavy trucks introduced by Land 121-3B and 5B, the other elements of the Land 121 Overlander program.



Army Newspaper 1463.

Lt. Col Vivian Bullwinkel

An Amazing co-incidence

A short article by 860284, Lt. Bill Bickerton

In the last edition of our Harim Tok Tok Newsletter our Editor included a short article about Lt. Col Vivian Bullwinkel.

That prompted me to write these few words.

I had been working with the Commonwealth Department of Housing and Construction – known to all in TPNG as "Comworks," since 1962 and in 1971 I was transferred by the Department to a new Project – the construction of what was to become HMAS Stirling, on Garden Island, south of Perth in Western Australia. I worked on that project as a Senior Technical Officer for 10 years.

I continued my Reserve service when I returned to Australia and served with 13 Field Squadron, Royal Australian Engineers.

The West Australian Director of Works, Department of Housing and Construction, was Lt. Col Frank Statham OBE ED (Ret'd). Frank was an Engineer and also the Honorary Colonel of 13 Field Squadron.

I had the opportunity to meet and discuss many matters with him in relation to my Civil work but also as a fellow member of the Officers Mess at Karrakatta – the home of 13 Field Squadron.

Frank visited the Naval project site regularly along with Project Manager, Mr. Jim Buchanan. On those occasions I was invited to attend the construction site meetings with them and representatives of the client – the Royal Australian Navy.

Frank often invited me to have a drink with him in the Officers Mess and he loved to hear my stories of my many years as a Soldier with PNGVR. He served in New Guinea during WW2

Frank was married to Lt Col Bullwinkel and they lived in Nedlands, an inner Perth suburb. Frank passed away in 1999 and Vivian passed away in 2000.

Thank you Bill.

Police arrested two men in Brisbane yesterday, one was drinking battery acid and the other was eating fireworks.

They charged one and let the other one off.

Montevideo Maru Service, Brisbane

Twenty-eight members and friends attended NGVR / PNGVR's 78th Anniversary Memorial Service to those who were lost when the *MV Montevideo Maru* was sunk by an US Submarine Surgeon early morning of 1st July 1942.

The loss of 845 Australian POWs and 208 civilian internees remains the worst Australian maritime disaster.

The families of those lost were not notified of their loss until several months after the end of the Pacific War, over 3 years after the sinking.

Specific mention was made of the 36 NGVR soldiers who perished on the *Montevideo Maru* and others who died in the aftermath of the Japanese invasion.

We understand the Brisbane's service, due to the coronavirus situation, was the only service commemorating the men lost on the *Montevideo Maru* held in Australia. Social restrictions also prevented having the traditional morning tea following the service.

Instead guests visited the Hall of Memories to view the memorials and interactive display in the refurbished under-croft rooms.

Today's short and moving public service was held in and around the Brisbane's Cenotaph.

After a welcoming address by President Phil Ainsworth, keynote speaker Association Patron, Major General John Pearn spoke of sacrifice, service and the debt owed to those who gave their lives. Prayers were said by Chaplain Ron MacDonald.



Above. Association members who attended the Service.
Below. The Salvation Army group and families of those lost.
Chaplain Ron MacDonald and wife Cheryl on L.



Nine representatives of the Salvation Army were present including the Association's Padre and his wife Cheryl, the Padre to 6 RAR, Ms Lawrie Arthur, Bugler Scot and five relatives of Musician Ray Cairns of 2/22 Battalion band, who was on board the *Montevideo Maru*.

Other attendees were Charles Strunk, Councillor for Forest Lake Ward with his electoral assistant Pam McCreadie, the President of Queensland Commando Association Mr Graham Gough, Mick James representing the Battle for Australia Association Queensland and three members of the 31 Battalion Association Tony Wadeson, Doug Angus and Mick James. The PNGAA was represented by Committee member Phil Ainsworth. All representatives and Ms Barbara Hewitt, a relative of Ray Cairns laid wreaths.

PNGVR members present were our Patron, President, Padre and his wife, Vice-president Bob Collins, Secretary Colin Gould, Treasurer Kieran Nelson, Museum Curator Paul Brown, committee members Peter Rogers DFC, Mike Griffin and Peter Rogers and members Kevin Shorthouse OL and his wife, Gil Harvey-Hall and Ian Thompson. Several of our



Above. Maj Gen John Pearn AO RFD giving his address.

Below. Maj Gen Pearn and Phil Ainsworth laying a wreath on behalf of the Association.



The Montevideo Maru Service, Rabaul, PNG.

"Daddy? Do all fairy tales begin with 'once upon a time'?"

"No, there are a whole series of fairy tales that begin with 'If elected, I promise...'"

Did you know on the Canary Islands there is not one canary? And on the Virgin Isles? Same thing - not one canary there either!

members travelled from the Gold Coast, Sunshine Coast and Stradbroke Island to attend.

VALE.

John Russell Stewart THOMPSON. 0AM.
262290 Died 14 Apr 2020 Aged 85.

Stewart died peacefully of cancer at West Melton N.Z., six days before his 86th birthday. After service at rank of Senior Constable in the Mounted Division of the New South Police Force between 7.11.1955 and 14.6.1969, during which time he also served in the Citizen Military Forces (C.M.F.) firstly as a private before he was selected to attend Officer Cadet Training Unit Sydney from which he graduated as a 2nd Lieutenant having been awarded the Sword of Honour.

He was appointed to RPNGC on 19.6.1969 and served at Mt.Hagen, Rabaul, Lae, Tomaringa with mobile squads and later with the Joint Services College. At P.N.G. Independence on 16.9.1975 he transferred to the new national government and served there during the Bougainville emergency (during which an estimated 10,000 Bougainville citizens died during the national government blockade). I

In January 1977, he was terminated at his own request with the rank of Senior Inspector and returned to Australia, firstly to Springwood and then to a property "Mistley Grange" at Tennyson (N.S.W). He is survived by his wife of 63 years, Joan and family.

While in the Constabulary he also served in the Papua New Guinea Volunteer Rifles (Australia's only overseas CMF Unit) from 12.2.1970 as Lt and T/Capt and 2/i.c of B Company, Rabaul until the PNGVR was disbanded in 1973.

The O.A.M. was awarded in 2009 for service to the community through the Australian Light Horse Regiment "A" troop.

His R.P.N.G.C. Valour award was only the 3rd awarded to expat officers of the 12 medals awarded. The circumstances for this award are that during the Bougainville emergency a RPNGC Sergeant accidentally set off a gas grenade in the police armoury which exploded. Stewart being aware of the danger to a large amount of police ammunition proceeded to throw it out of the armoury before it too exploded.

Thank you Maxwell Hayes RPNGC 1959-1974.

LEST WE FORGET

VALE

Neil E. SPYERS.
Died Jan 2020.

B Coy Rabaul. If anyone has information regarding Neil please contact editor.

LEST WE FORGET

The Association would like to thank King & Co Property Consultants for its continuing support including the printing of this edition, together with the past 65 issues of Harim Tok Tok.

It's contribution is much appreciated.



NATIONAL MEDALS
Pty Ltd



REPLICA MEDALS OR MOUNTING OF MEDALS

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

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

Includes former members of the PIR, PIB and NGIB.

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 Paul Brown, Curator, email paulbrown475@gmail.com, Phone 0402 644 181 or

Colin Gould, Assistant Curator, email 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, Kieran Nelson email kierannelson@bigpond.com, phone 0412 236 013

(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/ngvrndpngvrarmymuseum/>

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)

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

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FUNCTION DATES

Sat 1 Aug. Sat 5 Sep.

Museum open 10am—1pm. Book sales

Sat 15 Aug.

Executive Committee Meeting Museum 10am.

Sat 15 Aug

Associations AGM at Museum 10am
followed by free BBQ

Thanks to the efforts of Webmaster Trevor Connell and his assistant Richard Muir our own website www.pngvr.weebly.com is now receiving over 40 visits per month with an average viewing of 7 pages per visit. Scores of new photos have been inserted and the site is well worth a visit to recall old times. A number of the photos need names and if you can assist please contact Trevor—details above.