



Harim Tok Tok

PAPUA NEW GUINEA VOLUNTEER RIFLES EX-MEMBERS ASSOCIATION Inc.

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PRESIDENT'S UPDATE

Welcome to the first edition of our newsletter for 2021. Besides its usual mix of articles, jokes and photographs, it contains, two outstanding stories, "The only Female Coast Watcher" (page 2) and "The Role of Australia's Industrial power in the defeat of the Japanese in WW2" (page 4), the later leaving you in no doubt whether Australia should have a manufacturing industry.

Unfortunately Covid-19 remains an ongoing issue and may cause disruption to some of our 2021 activities. None the less your Committee is proceeding with arrangements with our programme for the year.

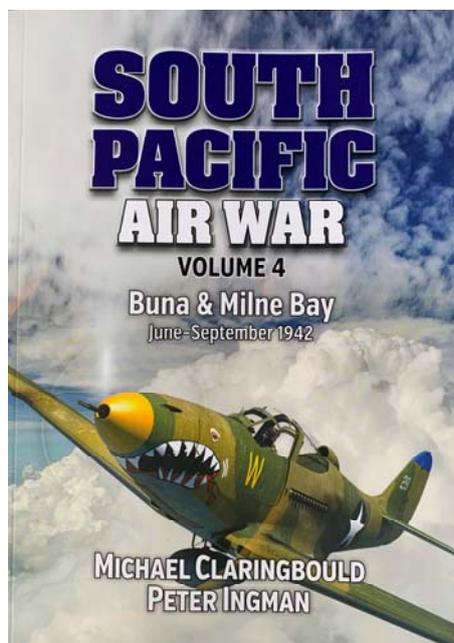
2021 activities will include 6 management committee meetings to which everyone is invited, the first being 10am Saturday 20th February at our Wacol Museum, monthly openings at the Museum at 10am on the first Saturday of each month starting in February, the Anzac Day March and Reunion, the 75th Anniversary Montevideo Maru Memorial Service on Thursday 1st July at Brisbane Cenotaph, the Battle for Australia commemorative service on Thursday 2nd September at Chermide, the Brisbane Open House Day of our Museum and our AGM in October. We expect to hold two fund raising Bunnings Sausage Sizzles during the year and a working bee one Saturday at the Museum. There will also be various memorial services around Australia to which we will be invited and which I ask our members who live closest to attend and report to our newsletter, Facebook and website. Members nominated will be advised of details of the arrangements.

2021 is the 70th anniversary of PNGVR. Management intends to arrange a suitable event for this important celebration. While no details are presently available the function is likely to be held on Saturday 4th or Saturday 11th September at Wacol Military precinct. Please reserve these dates now in your diary, full attendance of members and friends is sought - please let us know your ideas of the kind of event you would prefer.

Paul Brown, Colin Gould and Phil Ainsworth and their partners were invited to attend NSAAQ's Christmas Luncheon in Everyman's Hut on Saturday 13th December. Unfortunately Paul Brown and Pattie Gould were unable to attend , however, Colin, Phil and Andrea Williams

enjoyed themselves and took the opportunity of speaking with the guests of honour, Brisbane Lord Mayor Adrian Schinner, NSAAQ's Patron Councillor Angela Owen and our local Jamboree Councillor Sarah Hutton who wishes to have a January meeting with us to discuss how she may be able to assist our Association.

We are grateful to Colin Gould, Paul Brown, Mike Griffin, Tony Boulter and Peter Rogers (the younger) for manning our Sunday 20th December fund raising Bunnings Sausage Sizzle (see details and photograph on page15).



My copy of Volume 4 of Michael Claringbould and Peter Ingman's book "South Pacific Air War, - Buna & Milne Bay, June to September 1942" was recently received. This volume follows on from the Battle of the Coral Sea. Unlike the previous three volumes, no aircraft carriers were involved with the air war fought solely by land based air units. For the first time airpower was tasked to support the land forces of both sides which engaged in bloody struggles in the mountains of Papua and the muddy quagmire of Milne Bay. This part of the air campaign is written in detail with Allied accounts matched against Japanese records and provides a factual account of the conflict. I have enjoyed reading the four volumes which provide insights to the significance of air control in the Pacific War.

Your management needs more committee members to assist the long serving office bearers of our Association. Helpers are required to maintain our activities. Curator Paul Brown and Assistant Curator Colin Gould need help to improve our museum displays and to show visitors around the museum. Further assistance is required to maintain the museum documents and records — some literacy with computers would be a prerequisite. Additional help to run our Bunnings sausage sizzle and our reunions is also required. If you're able to help or know a friend, not necessarily a member of the association, who is interested please contact me on: M: 0418 730 348 or Email: p.ainsworth@kingco.com.au or contact any other committee member, contact details can be found on page 16.

I am a member of a group of ex PNG forestry people compiling a history of forestry in PNG up to PNG's Independence. If anyone is interested in details please contact me.

Phil Ainsworth, January 2021

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“Calling Mrs Boye”

The only female Coastwatcher

“Calling Mrs Boye on Vanikoro.” So began a message from Japanese forces to Ruby Boye in 1942. What followed was a terse and direct threat for Ruby to discontinue her operations. Over the course of World War II, Ruby Boye operated the radio at Vanikoro in the Solomon Islands as Australia’s only female coastwatcher. Her service warranted a personal visit to Vanikoro by Fleet Admiral William F. “Bull” Halsey Jr, USN, and earned her a British Empire Medal (BEM).

Ruby was born Ruby Olive Jones on 29 July 1891 in Sydney, the fifth of eight children. She was working as a saleswoman when she married a laundry proprietor, Sydney Skov Boye who had previously lived in Tulagi in the Solomon Islands, in Sydney on 25 October 1919.

Skov returned to Tulagi, with Ruby and their son, Ken, in 1928 to take up his old position with Lever Brothers. Their second son, Don, was born shortly afterwards and the two boys would spend most of their school years in Sydney. In 1936 Skov accepted the position of Island Manager for the Kauri Timber Company’s logging operations on Vanikoro in the Santa Cruz group. Vanikoro is a mountainous island surrounded by a treacherous coral reef. There were no roads. The timber logged in the mountains was hauled to the harbour by rail tractors where they were rafted together to await shipping to Australia. Ships would arrive from Melbourne four times a year to collect the logs and at the same time delivered mail and supplies for the loggers. Around 20 Kauri employees, including a radio operator and a doctor, came to Vanikoro from Australia and New Zealand on two year contracts in addition to about 80 islander labourers.

The family lived in the island’s main village, Paeu, on the south-west coast of the island on the southern bank of the Lawrence River where crocodiles were common. A suspension bridge over the river led to the main part of the village as well as the company store, office, machine shop and living quarters for the company’s workforce.

World War 11

Upon the declaration of World War II, Lieutenant Commander (later Commander, OBE) Eric Feldt assumed responsibility for the naval coastwatching network in the South Pacific. Vanikoro formed part of the network; however, the operator wanted to return to Australia to join the RAAF. He suggested that Ruby could take over the operation of the radio until a replacement arrived. Ruby agreed and so learned how to operate the radio and compile weather reports using a panel of instruments and her own observations. She sent weather reports by voice four times a day, providing vital meteorological information for both ships and aircraft. No replacement was ever sent; there was no need as long as Ruby kept sending her reports. Ken and Don, meanwhile, returned to Australia to stay with relatives.



Ruby with her Coastwatcher Teleradio

Timber production at Vanikoro ceased when the Japanese entered the war, and staff and their families left by ship. Skov decided to stay to look after the company’s interests while Ruby considered it her

duty to continue operating the radio. With the departure of the doctor, Ruby also took on the responsibility of the health and welfare of the local islanders, many of whom travelled between the islands by canoe and brought Ruby information about Japanese movements and dispositions.

It was a courageous decision. Ruby was 50 and Skov was older, and they were the only non-Solomon Islanders left on the island. If the Japanese did invade the island, and Vanikoro was in a precarious position, they were defenceless. They received supplies infrequently and were often short of rations. No mail, newspapers or magazines were delivered, and the radio was strictly for intelligence use only. Ruby only ever received three personal messages over the radio; to advise her of the deaths of her father, mother and a sister.

Ruby initially directed her reports to Tulagi but when it fell to the Japanese in May 1942 she was directed to send her reports to Vila in the New Hebrides (Vanuatu). It was at this time in early 1942 that Ruby received the first of several threatening messages. One of her fellow coastwatchers, listening on the same frequency, responded to the Japanese operator “in language which they wouldn’t repeat to a lady.” For her part, Ruby remained unperturbed; “I felt just a little bit queer when I heard that voice but somehow I felt he was bragging... The mere fact that I was annoying them sufficiently to have them warn me off was somewhat gratifying.” Shortly afterwards Ruby’s radio was changed to a different frequency and she was instructed to transmit only in Morse Code, which she had taught herself.

Ruby officially joins the WRANS

As civilians, coastwatchers were advised to cease their operations and evacuate as the Japanese advanced into their territory. The vast majority of them, like Ruby, chose to continue their activities in the knowledge that capture could result in their execution. In March 1942, following the execution of an elderly planter, the coastwatchers were given ranks or ratings, mostly in the Volunteer Reserve, in the hope that this would provide them some protection in the event of capture. From 27 July 1943 Ruby was officially appointed an honorary third officer in the Women’s Royal Australian Naval Service (WRANS). Her uniform was later airdropped to her. The US Army also offered Ruby’s little outpost official recognition as 3rd Army Outpost. Those appointments would, in reality, offer Ruby little protection if she ever were captured. She and Skov agreed that if the Japanese ever did land on Vanikoro they would head into the jungle and, if it came to it, take their own lives rather than be captured. Ruby also provided a vital intelligence link in the South Pacific and often relayed messages from other coastwatchers when they were unable to reach the US base at Vila. She is credited with passing on vital information during the Battle of the Coral Sea, as well as from Leyte and Guadalcanal.

Japanese reconnaissance planes were often heard overhead and on one occasion during the night, lights were seen and boat engines were heard around the reef lasting for around four hours. Ruby believed that the Japanese were trying to find the entrance to the harbour but abandoned their attempt to land when they were unable to do so. For safety reasons it was decided to move the radio equipment across the river away from the Boy’s home. After the suspension bridge across the Lawrence River collapsed, Ruby had to make the journey to the radio shack across the crocodile-infested river by punt and through ankle-deep mud four times a day.

In 1944 a Catalina flying boat refuelling station was established on the island. This meant an improvement in conditions for Ruby as supplies were delivered on a more regular basis; however, the station was also a target for Japanese air raids which occasionally damaged aircraft and tenders in the harbour.

Such was the appreciation for Ruby’s efforts that Admiral Halsey personally called on her at Vanikoro. He arrived in a flying boat and a small group of officers came ashore to be met by Skov. Halsey introduced himself; “Name’s Halsey. Not stopping for long, just thought I’d like to call in and meet that marvellous



woman who runs the radio." Halsey told Ruby that he was "playing hookey" by visiting.

Evacuated sick and returns

It was around this time, in 1944, that Ruby developed shingles and Halsey arranged for a USN Catalina to fly her to Sydney for treatment. Four US servicemen were assigned to take over the operation of the radio during her convalescence; four men assigned to do the work that Ruby had been doing on her own. After three weeks in Australia, she re-joined Skov at Vanikoro and

resumed her coastwatching duties.

As the Japanese were slowly pushed northwards the Americans withdrew from Vanikoro in 1945 but Ruby diligently continued her work until the news was received, via her teleradio, that the war was over.

Post War

The Kauri Timber Company resumed logging operations after the war and Ruby was officially employed as secretary to the manager while continuing to send weather reports to the Bureau of Meteorology. Ruby was presented with her BEM in 1946 in a ceremony in Suva.

In 1947 Skov fell ill and both he and Ruby returned to Sydney in August for diagnosis and treatment. Two weeks after being diagnosed with Leukemia, Skov passed away. Ruby briefly returned to Vanikoro to finalise affairs there before returning to Australia for good.

Ruby married Frank Jones in 1950 and took on the name Boye-Jones; but 11 years later, Frank too passed away. Ruby lived alone at her Penshurst home for the next thirty years before moving into a nursing home at the age of 96. She remained active and enjoyed the company of a vast network of friends and family. In her own words; "Age is a matter of mind and if you don't mind, it doesn't matter." The then Chief of Naval Staff, Vice Admiral Mike Hudson, wrote to her on her 98th birthday saying; "Your name is synonymous with the finest traditions of service to the Navy and the nation. We have not, nor will not, forget your wonderful contribution."

Ruby passed away on 14 September 1990, aged 99. An accommodation block at the Australian Defence Force Academy, Canberra, is named in her honour, and the Ex-WRANS Association has dedicated a page to her in the Garden Island Chapel Remembrance Book.

Petar Djokovic Navy Magazine "Semaphore"

Australia Day

On 26 January each year, Australians come together as a nation to celebrate what's great about our country, and to reflect on what we have achieved and what we can be proud of.

These sentiments resonate strongly with members of the Australian Army who, each day, are proud to wear the Army uniform and serve our nation at home and abroad.

To commemorate the federation of our nation each year, members of the Australian Army will attend ceremonies in each of the capital cities, where they will fire a traditional 21 Gun Salute.

The tradition of the gun salute originated in the early 14th Century, firstly, as ceremonial method of creating noise to honour a guest

and, secondly, for the practical purpose of confirming the guns were empty. Salutes were considered a gesture of friendship and trust, and are always fired with an odd number of rounds as this was considered lucky.

Australian Army Website



Brig. Gen. E.R. ("TED") DIRO, OBE, CBE, O ST J.
A Biography by Brian Howard

Ted Diro was the first Papua New Guinean to command a PIR Battalion. He seemed destined for a military career. His father was a carrier on the Kokoda Trail during World War 2, and always encouraged Ted to join the Army. He attended the selective Sogeri High School near Port Moresby where he was a member of the school cadet unit and was greatly impressed by the periodic visits of the PIR Pipes and Drums. From Sogeri, Ted won a scholarship to the Slade School in Queensland where he completed his schooling and was selected for the Officer Cadet School at Portsea Victoria, graduating in 1963.

Following attachments to several Australian Army units and attendance at a number of courses during 1964, Ted was posted to 2 PIR in Wewak as a platoon commander. He performed well, was promoted Captain in 1968 and posted as the first Papua New Guinean Adjutant of the Battalion. He was promoted to Major in 1971 and commanded companies in both 1 and 2 PIR. He was selected to attend the Australian Army Staff College in 1973.

He was promoted to Lieutenant Colonel in 1974 and assumed command of 1 PIR. Later that year he was promoted to the rank of Colonel and appointed as Deputy Commander and Chief of Staff of the Papua New Guinea Defence Force. In 1975 he was promoted to the rank of Brigadier General and appointed as Commander of the Papua New Guinea Defence Force. He resigned from the Defence Force in 1981 to follow a political career and eventually became Deputy Prime Minister of Papua New Guinea for a time.



Queen Elizabeth II and Lt. Col. Ted Diro with two military escorts during the 1974 royal visit to PNG

The following article leads to the question—Should Australia have a manufacturing industry?

The role of Australian industrial power in the defeat of Japan in World War II

Today, on the 75th anniversary of the end of World War II, questions remain about what stopped the Japanese from invading Australia, and how it was that many of our personnel came home alive and unwounded despite the dreadful conditions they faced.

The answers largely define an achievement of Australia's World War II generation. Although Australia had thousands of airmen serving Britain in Europe and the Middle East, and three infantry divisions in Egypt and Palestine, these contributions to the British war effort were a down-payment for British protection against Japan, the only nation with the capability and intent to directly threaten Australia.

The fall of Britain's defence shield, Singapore, to Japanese forces in mid-February 1942 has convinced Australians that their nation was left defenceless, and was only saved from invasion because of American assistance and a Japanese agenda to finish the war in China. In reality, the opportunity to secure the southern flank, of all their conquests, would have been irresistible to the Japanese, and good military strategy. The only aid that Britain and the US were able to send was General Douglas MacArthur. No significant American forces reached Australia until well past that critical phase of the war (February to June 1942). Something was happening in Australia that caused Japan to reject invasion, as it did in late February 1942. The opportunity to invade a defenceless Australia would never have looked more viable.

Australia had just completed its industrialisation in 1939. From 1919, Australian governments had fought off the determined efforts of the great economic powers to prevent that happening. But by combining with industrial companies such as BHP, and Collins House, and using its own technical organisations such as the Munitions Supply Board of the Department of Defence, Australia created the key industries required.

By December 1941, the nation had been in a full war economy for 18 months, and by March 1942 had created enough armaments to fully equip six infantry divisions. These units were equipped to fight German panzer divisions, and were twice as powerful as Japanese divisions and much more mobile. Their artillery was twice the strength of Japanese field artillery and outranged it. The Australian 2-pounder anti-tank guns outranged all Japanese tanks in Southeast Asia and could penetrate their armour, making it disastrous for any tank force.

The scale of Australia's armament program is recorded in the monthly reports of the director-general of munitions and backed up by similar monthly reports from the army on what it was receiving from the department. Both were war cabinet documents. By June 1942, Australian production had equipped eight infantry divisions with modern weapons.

Having had diplomatic representation in Australia until December 1941, Japan was most likely well informed, in general terms, about Australia's burgeoning industrial war economy, which, apart from its own, was unique in the Pacific and Southeast Asia. In late February 1942, the Japanese army and navy discussed an invasion of Australia. Although the navy was enthusiastic, the army put forward a military appreciation which dismissed the idea as far too dangerous.

It recognised that Australian forces were likely to be better armed than the Japanese divisions, and more mobile. The appreciation said an invasion would require a minimum of 12 divisions. This force could not be provided from existing resources without weakening Japan's hold on its conquests, and it might still be defeated by the aggressive Australians



defending their homeland. The Japanese army rejected the navy's suggestion. The idea was never considered seriously again by the Japanese.

Australian scientists, technocrats

and industrialists had created so much equipment that Japan could not supply the volumes of its own materiel to overcome it. Japanese airpower could not redress this imbalance because it had not developed effective close air-to-ground support for its troops and had to face heavy Australian anti-aircraft defence. The Japanese were also aware that Australian strength in fighter aircraft was increasing steadily, and that radars were spread up the east and north coasts of Australia. Thus, Australia's greatest strategic victory in World War II was achieved by science, technology and secondary industry.

The US naval victory at the battle of Midway, in early June 1942, removed the Japan's capability to invade Australia by destroying its main aircraft carriers. This made it safe for Australia to begin to transfer military power to fight the Japanese in Australian Papua and New Guinea. Australia had to re-equip its army to cope with the corrosive jungle environment and extremely steep and rugged terrain. The battles took place in terrible conditions, which should have favoured the Japanese defenders. A stalemate was the most likely result, with heavy casualties on both sides, which the Japanese were willing to accept. The early battles followed this pattern. But Australia had organised its scientific and technical resources far more efficiently than Japan. By mid-1943, Australia had become, for the allies, the centre of research into jungle organisms and jungle-proofing of all weapons and equipment. A flood of new equipment, specially treated clothing and food, and a vastly superior medical support system with Australian-made drugs and antibiotics swung the struggle in the jungle decisively in Australia's favour.

Japanese battle casualties in the Southwest Pacific inflicted by the Australians were well over 50,000, whereas Australian battle casualties were 14,700. Japanese deaths from disease and starvation in the same area were over 100,000. Australian deaths from the same causes were about 1,000.

At this ratio of 1:3, Australian battle losses were the opposite of the classical ratio for an attacking force encountering a well-prepared defence, in rugged, well-covered terrain. The Australians reversed this loss ratio through better-designed weapons, better communications, better-quality ammunition and flexible battle tactics. Japanese weapons were poorly designed for jungle warfare in equatorial regions, their ammunition and communications were degraded by jungle organisms, and their battle tactics were often inappropriate for the conditions and terrain in which they fought

The extraordinary imbalance in deaths caused by disease and starvation was a direct consequence of the Japanese army's lack of logistic and medical support for its troops. Before World War II, Japan had conducted nearly all its campaigns in well-populated and productive environments such as China and Manchuria. These environments were not particularly unhealthy, so it could get away with a rudimentary medical system. Similarly, food could be taken from the local populations, so Japanese forces did not need an elaborate logistic support system.

When Japan began its Kokoda campaign, it needed to sweep away the opposition quickly, before disease took hold in Japanese troops and they exhausted their rudimentary food supplies.



They could not rely on getting food from the sparse local population. Although it took some time to organise, by early 1943 the Australian logistic system provided good medical support and increasing amounts of food.

The result was devastating, because nearly all of Japan's post-Kokoda campaigns in Southeast Asia were conducted in jungle environments with sparse populations, which dramatically exposed logistic and medical deficiencies. The impact of Australian science, technology and secondary industry on the survivability of Australian troops can be calculated roughly. Australian forces might have expected a minimum of around 45,000 casualties, given that they were trying to drive the Japanese out of very formidable defensive positions. If the Japanese had been able to prolong their resistance, this would have produced a situation like many World War I campaigns and caused Australian casualties as high as 80,000. The impact on Australia would have been enormous.

Australia's war economy also provided vast amounts of clothing to hundreds of thousands of American service personnel in the Southwest Pacific. Huge quantities of basic materials for road and base building, as well as armaments, transport and signal equipment, were also supplied. In 1943, Australia supplied 95% of the food for 1,000,000 American servicemen. In commenting on this wartime support, President Harry Truman wrote in his 1946 report to the US Congress on the Lend-Lease Act, 'On balance, the contribution made by Australia, a country having a population of about seven millions, approximately equalled that of the United States'.

This extraordinary result highlighted the monumental achievements of Australia's World War II generation. Clearly, Australian governments of the 1930s regarded defence preparations as being more than the accumulation of armaments, which then rapidly became obsolete. They chose to put their effort into the development of secondary industry, which advanced national development and immigration, but also provided a huge amount of flexibility in what could be produced to arm the nation in an emergency.

They did this in a way that deserves much greater recognition.

15 Aug 2020. Author Andrew T. Ross is associated with UNSW Canberra and is the author of *Armed and Ready: The industrial development and defence of Australia, 1900–1945*, published in 1995. His expanded, two-volume study is *The great power struggle for Australia, 1900 to 1945*, published on Amazon. Images: NSW State Archives and Australian War Memorial.

Why does a rooster crow so early in the morning?

To get a word in before the hens wake up.

RAAF Caribou hijacked

On the 4th of September 1975, RAAF Caribou A4-140 was hijacked by East Timorese soldiers, who forced the pilot to fly 42 refugees to Darwin. It is the only RAAF aircraft to have ever been hijacked.

A4-140 was delivering Red Cross aid into East Timor during the civil war prior to the Indonesian Occupation which occurred in December that year. On that fateful day, the crew, Flying Officer Kierman French, Pilot Officer Gordon Browne, and Corporal Bill Crouch, had been tasked to evacuate a

number of civilian women and children due to fighting near Dili airport.

Whilst conducting the evacuation, a soldier panicked and demanded the crew load the plane with women, children and other civilians and take them to Darwin. After loading 42 evacuees, the plane – 3,500 pounds above the maximum takeoff weight – took off and proceeded to fly to Darwin where all passengers were offloaded.

The details of the hijack were never released to the public, and it was only through personal recount of the crew on board many years later (you can find their account here <https://www.radschool.org.au/magazines/Vol58/Page14.htm>) that the event became widely known.

Whether the soldier was charged with hijacking and deported or allowed to remain in Australia remains unknown...

Australian Military History.



A4-140 on the tarmac at Dili. Note the Red Cross markings painted on the fuselage and tail.

FOR £20 PER WEEK HE DELOUSES BOMBS! LIVING DANGEROUSLY

New Guinea Times Courier, Lae, 1961.

Tall bespectacled corporal Alan Brown stepped off the aircraft at Lakunai last Friday with several weeks of delicately dangerous work ahead of him. Whilst in Rabaul he will dispose of at least 150 undetonated bombs and shells which have been lying about in undergrowth since the war!

Brown, who looks more like a fugitive from a suburban accountant's office than a man holding down the Australian Army's most dangerous job, is a quiet studious type who admits to being the Army's lowest paid corporal. He draws about £20 a week, plus 5/- per day "danger-money" when actually engaged in disposing of bombs.

During his 2½ years in the Territory, where he was sent following a bomb-disposal course down south, Alan has detonated several thousands of assorted bombs, mines, shells, torpedoes and other assorted articles of war. Some have been in a highly sensitive condition! due to rust and chemical erosion; others have been "quite straightforward".

A married man with a family living in Port Moresby, Brown makes it plain that he values his own life, and he tries, where possible, not to take chances. Just the same he has had his uneasy moments—about which Army security forbids him to talk—and a deep scar at the centre of his forehead attests to the fact that he has also had more than his share of luck.

During his present visit to Rabaul Brown has about 150 assorted bombs and shells to get rid of, but this number will more than likely have been doubled by the time he actually leaves to carry on doing similar work in other ex-wartime centres.



His present "crop" ranges from 1000 pounders] such as the bomb lying in the roadway at Kurakakaul, down to anti-aircraft shells and small - calibre ammunition of various kinds. The largest he's been called upon to deal with? . . . probably a 25ft long, 4ft diameter landmine which was unearthed at Malaguna several months ago.

Most 'unexploded' weapons fall into one of two types—the movable and the immovable. Movable bombs are first defused , sometimes using

remote control apparatus, from a position of relative safety, after which they are carted away by road to be disposed of either in deep water or by stockpiling and subsequent explosion Others, which for a number of reasons may be unsafe to move are detonated where they lie. after the surrounding area has been first evacuated of people.

In some rare instances —such as with a dump of 400 thousand - pound chemical warfare bombs currently lying near Popondetta—the only safe solution is first to dig the deepest possible hole and then to bury them, since, if dumped in deep water, the chemicals might rise to the surface later on as the bombs deteriorate and cause a continuing hazard.

Does Corporal Brown love his job — scarcely! But like any good soldier he goes on doing it to the best of his ability, knowing that his next mistake, however small, could easily be his last. "Sometimes", he said sincerely, "I get the jitters".

Which in our book must rank close to being the understatement of the year!

It is encouraging however to note that his "file" of bombs to get rid of in and around Rabaul is less than half as bulky as was its predecessor of last year, and probably Alan Brown's as relieved about this as anybody.

Finally, this reticent corporal gives this advice to people who find bombs, shells, incendiaries, bullets or other explosive matter:

"Leave it alone and contact the district office, giving a clear descriptor of its situation, size, type and—if more than one—their number.

Indicate whether the bomb can be reached by road, or whether any other transport will be necessary, and then LEAVE THE DARNED THING ALONE! "

Alan was the father of Association Museum Curator Paul Brown.

I decided to go on a road trip and not come back until I had run out of money.....
Walked to the end of the driveway and back.

US Proposes NATO-Like Alliance in Indo-Pacific, Angers China

The United States has proposed the concept of the Indo-Pacific becoming a "networked region" — not in the information technology sense, but as like-minded countries working together.

The proposal immediately drew the ire of China. Chinese state media commented, "The US has brought up the idea of building an alliance, similar NATO, with India, Australia and Japan to form anti-China network in the Indo-Pacific region."

"This is about countries that have shared interests that are willing to commit resources to work to support the folks in pursuit of a common task," David Helvey, performing the duties of assistant secretary of defence for Indo-Pacific affairs said during a recent interview with reporters traveling with Defence Secretary Esper.

Giving the example of the North Atlantic Treaty Organization (NATO) which binds together 30 nations in collective defence, he said but there is no comparable treaty organization in the Indo-Pacific. In the region, the United States has a series of bilateral, treaty-based alliance relationships and a set of partnerships.

The same day, during talks with former US ambassador to India Richard Rahul Verma at the US-India Strategic Partnership Forum, US Deputy Secretary of State Stephen Biegun said the US aims to formalize closer Indo-Pacific defence relations with India, Japan and Australia - also known as "the Quad" - into a NATO-like alliance

Helvey also spoke about realignment of forces in the region. "We are heavily concentrated in Northeast Asia," Helvey said. Some of these troops' placements are legacies of World War-II. "We'd like to be able to make our presence more geographically distributed, more operationally resilient," he said.

"Maybe the future is going to be less about bases and more about places — being able to operate across a multiplicity of locations, which give us the flexibility and the agility to respond to a variety of different threats and challenges."

The build-up on Guam is one example of this. "The Guam base is going to allow us to be able to project power across and throughout the region and be able to distribute it rapidly," he said. The idea is to ensure the United States is resilient in the face of many different types of threats, including China, he said. China is the concern of many nations in the Indo-Pacific and beyond, he added.

Comment: A NATO- like alliance in the Indo-Pacific would bring to the fore interoperability of defence systems which means the US would pressure partnering nations into buying US-made equipment or that manufactured by its partners. This would effectively shut out Russia and China from the regional arms market.

Defence World Net



Pacific—Rim Exercise 2020

A Proven Beauty

When David Nicolson and his fellow soldiers in Combat Team Alpha from the Royal Australian Regiment's 2nd Battalion served in a remote outpost in Afghanistan's Mirabad Valley, there was a standing joke in the unit that 'Mates don't let mates drive Route Whale'.

The rough dirt road ran through the valley, which, in 2011, was Taliban territory and a major insurgent supply corridor.



Route Whale was strewn with so many improvised bombs that it was rare for a convoy to make it home without finding one, or being hit by one.

The combat team was part of Australia's Mentoring Task Force 3 helping train members of the Afghan National Army, which was tasked with blocking the flow of weapons and other supplies to Taliban fighters.

Nicolson recalls a stiflingly hot afternoon when the Australians were tired after a full day of patrolling on foot and climbed aboard three Bushmaster troop carriers. They passed through a small village that was normally full of people, but this time there was no one in sight. That raised anxiety levels.

Abruptly, a petrol bomb was thrown at the last of the Bushmasters and narrowly missed the gunner in his hatch at the rear of the vehicle. A massive directionally focused bomb blasted out of a wall, lifting the 15-tonne lead vehicle onto two wheels. It was poised for a time and then slammed back down.

This was the third time Nicolson had been in a vehicle hit by an improvised explosive device. 'You black out for a second or two', he recalled, 'then you're dizzy, you feel sick and sometimes you spew. Dust is everywhere. In your eyes, nose and mouth, you have that smell and taste of explosives. Your adrenaline is in overdrive.

'While your body is going through all of this, your training kicks in and you're making sure that you're OK, the boys in the back are OK and casualty and damage reports are going out. You're eyeballing the area for signs that this is a complex ambush, for signs of the enemy, the triggerman and lookouts.'

Darkness was descending as the soldiers in the stricken Bushmaster headed back to the patrol base. They moved slowly, with the front tyres shredded by shrapnel and the steering badly damaged. The bomb had demolished the external cargo bins and scarred the vehicle's bulletproof windows, but the 'Bushie' was still drivable.

Before he completed his nine-month posting, Nicolson encountered a fourth bomb. He survived that, too.

Nicolson emerged from Afghanistan with a great affection for the Australian-designed and built Bushmaster. But, like many of the soldiers whose lives were saved by the nuggety vehicle, he had little appreciation of just how hard key figures had to work to bring it into production.

The policy seeds that ultimately produced the Bushmaster were planted in the Hawke government's 1987 defence white paper, The defence of Australia, which raised the possibility of small groups of foreign troops landing in the country's north and identified the need for ADF ground forces to be given the mobility and speed to find and deal with them. That spurred the decision to obtain a large number of lightly armoured and versatile troop carriers.

It was assessed that such raiders would arrive lightly equipped and aim to capture materials to build bombs, which were later to become ubiquitous in Iraq and Afghanistan as IEDs.

The Bushmaster's DNA contained echoes of wars past and campaigns on continents far away. Drawing on South African and Rhodesian experiments with landmine-blast-deflecting V-shaped hulls, it was conceived as a lightly armoured truck.

Australian troops on peacekeeping missions in the Middle East and in nations such as Namibia and Cambodia saw both the devastating impact of landmines on the occupants of soft-skinned vehicles like 4WDs and the effectiveness of vehicles designed to defend against them. The peacekeepers brought home with them insights that, much later, informed the Australian defence organisation's planning for the Bushmaster project.

It took a long time for the army to come to love 'this massive thing' that wasn't intended to be a fighting vehicle and was originally sold to government as a simple off-the-shelf acquisition. Instead it became a complex development project that pushed industry and Defence into new and more productive relationships.

Even after its early operational success in Iraq and Afghanistan, the Bushmaster was to be haunted by its association in many army minds with the 'Defence of Australia' strategy as well as with big cuts to the service's size, funding and role in the years after Vietnam. Some argued that anything with four wheels and no tracks was a truck and was not to be taken seriously; anyway, the tyres of this 'armoured Winnebago' would be chopped to pieces by rocky terrain.

Matters got so bad at one point that, in December 2001, the team charged with overseeing such programs, the Defence Capability and Investment Committee, wrote to Defence Minister Robert Hill recommending that the project be abandoned.

Hill shared the committee's concerns about the project running late and well over budget but says he was persuaded by the Chief of Army, Lieutenant General Peter Cosgrove, to keep it going because troops in future wars would need a high level of protection.

Ultimately, the Bushmaster faced a reality very different from what was envisaged—not a conflict fought on the red soil of northern Australia but a series of brutal battles and running fights in Iraq and Afghanistan.

Events created a desperate need for such a vehicle. Tragedies in Iraq and Afghanistan showed the vulnerability of troops, even the most capable special forces, when operating soft-skinned vehicles against insurgents with the technical know-how to build IEDs and the tactical skill to employ them well.

There was nothing else readily available on the world market. US troops in Iraq were welding additional steel plates onto their own poorly protected vehicles.

The Bushmaster's capability wasn't fully appreciated until it



was in action and by then it was seen to be a defining reason why so many Australian soldiers survived IED blasts while British and American lives were lost.

After bombings in Afghanistan, troops sent back technical reports and 'tiger teams' of engineers and scientists were sent to the war zone to examine the damage and to find ways to strengthen the vehicle. The manufacturer, Thales, was able to improve Bushmasters on the production line and in the operational area.

A cheaper, off-the-shelf vehicle from overseas would not have given Australia the flexibility to adapt to changing enemy tactics in Afghanistan. Indeed, the way industry, the army, Defence scientists and others worked so quickly and effectively together to harden the Bushmaster against ever more devastating IEDs is a model of the 'fundamental input to capability' idea that promotes innovative work between Defence and industry.

Ultimately, the Bushmaster proved itself a lifesaver in combat and vindicated those who had faith in it.

3 Transport Assn

A wise man once said to his son: "My boy! When you have accumulated enough understanding to know why a pizza is made round, to be put in a square box, then eaten in triangles, only then, my son, you will be able to understand women..."

Milne Bay

The following photo was taken during the visit of A.S. Drakesford, Minister for Air, to Papua in October 1942.

To enable fighter planes to operate in this area a landing strip of steel wire mesh was laid down. A fighter plane is here shown on the strip in a 'dispersal area'.

See HTT Vol 99—*The Magic Carpet*.



'Mad Mike' Hoare, ex-accountant who became world-famous mercenary, dies aged 100

Born in India to Irish parents, he led campaigns in the Congo in the 1960s that earned him fame at the time, and a controversial legacy years later.

His career reached an embarrassing end in 1981, when he was jailed for leading a failed coup in the Seychelles. Mr Hoare's son, Chris Hoare, said in a statement that his father died in a care facility in Durban, South Africa. "Mike Hoare lived by the philosophy that you get more out of life by living dangerously, so it is all the more remarkable that he lived more than 100 years," he said.

Accountant turned mercenary

After serving in the British Army during the Second World War and reaching the rank of major, Mr Hoare began his post-war career as an accountant, running several small businesses in South Africa.

But it was in 1961 that he was introduced to Moïse Tshombe - a Congolese politician and businessman who would go on to become prime minister of the Congo three years later. In 1964, Mr Tshombe hired Mr Hoare to take on the communist-backed Simba rebellion.

When the campaign was completed 18 months later, Mr Hoare and his unit of mercenaries - which he nicknamed the "Wild Geese" - were internationally known.

His fervent anti-communist beliefs earned him no fans in many nations, with East German radio regularly describing him as "that mad bloodhound Hoare". This led to him being nicknamed "Mad Mike" - a moniker with which he was delighted.

In 1978, a mercenary adventure film called *The Wild Geese* was released. The film starred Richard Burton as Colonel Allen Faulkner, a character based heavily on Mr Hoare.

But following his successful campaigns in the Congo, what came next turned him into an international laughing stock. 'The package-holiday coup'

Mr Hoare appeared to be retired from military life by the start of the 1980s - but in 1981 he launched a surprise attempt at overthrowing the government of the Seychelles. It is believed that Mr Hoare knew the Seychelles well, and had a particular hatred of its socialist government under President Albert René. Having gained the tacit support of the governments of South Africa and Kenya, Mr Hoare began to plot.

In October 1981 he had a cache of weapons delivered to his suburban bungalow in South Africa, which he hid in his cellar. He recruited 46 men, and with them he planned to enter the Seychelles disguised as a charitable drinking club of former rugby players.

Almost all of the men managed to get through customs at Mahe airport. However, one of their group joined the wrong queue, got into an argument with a customs officer, and ended up having his bag searched. When officers found a dismantled AK-47, the man panicked and revealed that there were more weapons outside.

At this point the entire plan unravelled, and amid the ensuing conflict at the airport the mercenaries commandeered an Air India plane and flew it back to South Africa. When they arrived the mercenaries were jailed for six days, and Mr Hoare and his plans - dubbed "the package-holiday coup" - were ridiculed in



Mike Hoare (L) with his personal body-guard, Donald Grant, 7 Sept, 1964.

the global press. A year later they were tried for hijacking the Air India plane. Mr Hoare was sentenced to 20 years, with 10 years suspended. He was released after 33 months. Mr Hoare spent his final years in South Africa, and published several memoirs - including *Mercenary*, *The Road to Kalamata*, and *The Seychelles Affair*.

BBC News 3 Feb 2020.

NINE RULES

- 1 Remember we are here only to help; we make no demands and seek no special treatment.
- 2 Try to understand the people, their way of life, customs and laws.
- 3 Learn the simple greetings of the Vietnamese language and use them frequently.
- 4 Treat friendly people, particularly women with respect and courtesy.
- 5 Don't attract attention by rude behaviour or larrickinism.
- 6 Avoid separating us from the Vietnamese by a display of great wealth or privilege.
- 7 Make friends among the soldiers and people of Vietnam.
- 8 Remember, decency and honesty are the signs of a man and a soldier; bad manners are the sign of a fool.
- 9 Above all remember you are an Australian, by your actions our country is judged. Set an example of sincerity and fair play in all your dealings with Vietnamese and with other people who are assisting them.



NINE RULES

FOR AUSTRALIAN ARMY
FORCES IN VIETNAM

We as a military force and as individuals, are in this country to help the Vietnamese Government and People to win their long and courageous fight against the Communists. The product of victory is a democratic State with stable government and contented people. The Communists will use any weapon to discredit the Government and countries, like ours, in the eyes of the Vietnamese people. Don't let your behaviour be a propaganda weapon which helps in any way to destroy Vietnam. Here are nine simple rules for conduct whilst in Vietnam.

DISTRIBUTION - 1 to each member of
the Australian Army Force VIET NAM

The above Nine Rules—as on the Distribution on right—were to be given to each soldier of the Australian Army in Vietnam. In many cases troops were briefed on the rules and not given a copy.

An old Marine Pilot sat down at the Starbucks, still wearing his old USMC flight jacket and ordered a cup of coffee.

As he sat sipping his coffee, a young woman sat down next to him. She turned to the pilot and asked,
Are you a real pilot?

He replied, 'Well, I've spent my whole life flying planes, first Stearmans, then the early Grummans... flew a Wildcat and Corsair in WWII, and later in the Korean conflict, Banshees and Cougars. I've taught more than 260 people to fly and given rides to hundreds, so I guess I am a pilot, and you, what are you?'

She said, 'I'm a lesbian. I spend my whole day thinking about naked women. As soon as I get up in the morning, I think about naked women. When I shower, I think about naked women. When I watch TV, I think about naked women. It seems everything makes me think of naked women.'

The two sat sipping in silence.

A little while later, a young man sat down on the other side of the old pilot and asked:
"Are you a real pilot?"

He replied, 'I always thought I was, but I just found out I'm a lesbian.'

First Australian nurses awarded Military Medal for bravery under fire

On the 22nd of July 1917, four Australian nurses were awarded the Military Medal for rescuing patients trapped in a burning casualty clearing station at Trois Arbres, France. These were the first bravery awards won by nurses in action.

Sisters Clare Deacon, Dorothy Cawood, and Alice Ross-King and Staff Nurse Mary Jane Derrer, had joined the Australian Army Nursing Service (AANS) when war broke out. They had initially worked in Egypt, nursing Australian soldiers wounded during the Gallipoli campaign, before being transferred to France in 1916. Although posted to different hospitals during

1916, by mid-1917 they had all been sent to 2 Australian Casualty Clearing Station (2ACCS).

Casualty clearing stations were the closest hospital facilities to the front line. Wounded soldiers, after initial treatment at dressing stations, were brought to these facilities, which were located on railway lines and consisted of hastily erected canvas wards and operating theatres. Being so close to the action, and often adjacent to ammunition stores or observation posts, casualty clearing stations were extremely vulnerable to enemy attack. 2ACCS was no exception.

By late July 1917 German aircraft had begun making preliminary raids over Allied positions and it was during one of these raids that 2ACCS was attacked. The 2ACCS war diary notes that at 10.25 pm on 22 July an enemy plane flying low dropped two bombs on the clearing stations. The first fell at the rear of the pneumonia ward, made up of four small marquees set in a square. The bomb blew a massive hole in the ground and com-



Staff Nurse Mary Jane
Derrer MM.

Sister Alice Ross King MM.



Sister Dorothy Cawood MM.

Sister Clare Deacon MM.

pletely destroyed one of the marquees, while the other three were rendered unusable. Two patients and two orderlies were killed. The second bomb dropped outside the casualty clearing station boundary, near a cemetery, wounding several more patients and staff.

Accounts by those who saw them say that the nurses ran to the shattered tents to rescue patients, either carrying them to safety or giving those who could not be moved basins to put over their heads, and placing tables over their beds. They all ignored their patients' cries to seek shelter in dug-outs.

A month after the attack, the commander of 1 ANZAC Corps, General Sir William Birdwood, wrote to inform the four women that they would be awarded the Military Medal for 'coolness and devotion to duty'. They were the first Australian nurses to be given this decoration, which had only been extended in June 1916 to include women "showing bravery and devotion under fire".

Australian Military History Webs

I'm at that delusional age where I think that everyone my age looks a lot older than I do.

The Land Rover Leaves Service

As the final batches of Australian Army Land Rovers are turned over to the auctioneers for disposal, it is timely to look



back at an association that has lasted through 70 years of peace, war and warlike operations.

The Australian Army's association with Land Rover began in February 1949 with just one vehicle – a Series 1 obtained for trials against a heavily modified Second World War vintage jeep. Surveyors of the Long Range Weapons Establishment in South Australia were having difficulty traversing the rough,



A re-designed ¼ ton Land Rover as a recoilless rifle carrier.



The Series 3 never achieved the popularity of the earlier Series 2 and 2A models.

arid country of the Woomera Rocket Range, so a jeep fitted with wheel assemblies from a Beaufort bomber was to be tested as a possible survey vehicle. The comparators were a standard jeep and the Series 1 Land Rover.

Almost needless to say, the modified jeep outperformed both the comparators in almost every test. After those trials concluded, the Land Rover was retained for a while, undertaking various tests, and was later joined by another Series 1 modified in the UK to fit a Rolls Royce B40 engine.

The surge in the Army's Land Rover numbers came in the late 1950s. Army cast about looking for a replacement for the fleet of jeeps that had remained in service after the Second World War, but were wearing out and difficult to maintain. Trials of several makes and models were carried out at Monegeetta, with the militarised Series 2 Land Rover ¼ ton short wheelbase considered the best option. Supply contracts were awarded, and Land Rovers in both ¼ ton and, soon after, ¾ ton long wheel base began to flow into ordnance depots and be issued to units.

By the early 1960s, ARA units were fully equipped with a variety of Land Rovers in the basic GS model, plus locally developed variants such as the four-litter ambulance and the Fitted for Wireless (FFW). A platform truck – a Land Rover with a flat rear body – was developed at Maribrynong by staff of the Army Design Establishment (ADE) in co-operation with RAEME. The basic platform then formed the basis of a range of workshop vehicles for repairs and maintenance in the field.

The RAAC called for mobility of the new anti-tank gun, the 106 mm M40A1 Recoilless Rifle, so the boffins at ADE set to work and converted a short wheel base Land Rover. The early attempts involved minimal changes to the vehicle – a split windscreen and short rear extensions to the chassis to accommodate the M79 tripod legs being the main changes. Test firing by personnel from 2/14QMI soon demonstrated that Land Rover panels cannot withstand the muzzle and back blast of an M40A1. Back to the drawing board. The second design suffered a similar fate, so much more radical and extensive changes were made which led to the 106 mm RCL Carrier, known as the 'Gunbuggy'. It lacked the creature comforts of doors, canopy and descent seats for the crewmen in the back, but was nimble, low-profiled and easy to conceal – at least until the first round was fired.

The RAAC also investigated mobilising the new anti-tank missile technology. When the French ENTAC ATGM entered service, it was proposed to provide mounts for the Land Rover, the Daimler Ferret Mk.2 scout car, and the ½ ton M274 Mechanical Mule. By the time the missile system arrived, the situation had changed and the RAAC was no longer responsible for anti-tank defence.



Perentie 2 tonne payload rigid chassis Land Rover 110

As a result, only one Land Rover and a Ferret were equipped as an ENTAC carriers. They were used for training at the Armoured Centre.

During the 1960s, Australian Army Land Rovers saw service overseas in places such as New Guinea and

Borneo. The largest overseas commitment, however, was to the war in South Vietnam, where over the course of several years, more than 1,000 Land Rovers of almost every variant saw operational service.

By the mid-1970s, the Land Rover fleet was beginning to show its age, with some vehicles now 15 years old. The fleet was also shrinking due to accidents and being worn out through general use, so Army went looking for a commercially available, off-the-shelf replacement that could be equipped with military fittings and quickly introduced into service.

The answer was the Land Rover Series 3. With its bigger and more powerful six-cylinder engine, it seemed the ideal choice. It started arriving in quantity in November 1976, but was never particularly popular with the troops. Built to civilian standards and with an engine requiring much more maintenance than its predecessors, the Series 3 didn't stand up as well to the rigours of military service. Nevertheless, the Series 3 served side by side with the Series 2 and 2A vehicles well into the 1990s.

In the early 1980s, with an ageing fleet of $\frac{1}{4}$ and $\frac{3}{4}$ ton trucks, Army re-evaluated requirements and decided that new vehicles in two classes were required: a lightweight, 1 tonne payload vehicle and a light, 2 tonne vehicle. Specifications were written and quantities of each variant were calculated. Tenders were called and a short list of manufacturers decided upon. The manufacturers submitted their products, and the Army subjected them to exhaustive testing under the most extreme conditions. *Project Perentie*, named after the largest monitor lizard in Australia, determined that, again, Land Rover would be the supplier of the new lightweight 4x4 and light 6x6 truck fleet. The project name stuck: the Land Rovers subsequently supplied are almost universally known by the Perentie name.

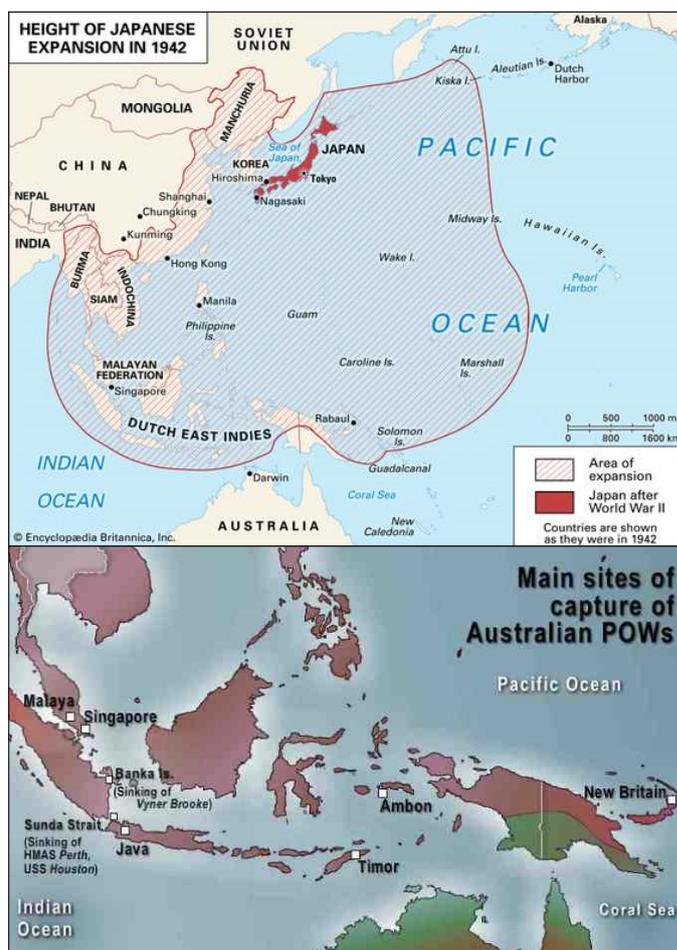
The Perentie Land Rovers were far from an off-the-shelf solution, having been carefully engineered to satisfy the Australian military specifications. With a powerful Isuzu diesel engine and based on rugged chassis specially developed in Australia, the new Perentie Land Rover was a true military vehicle. In addition to the standard utility GS, lightweight 4x4 variants included Fitted For Radio (FFR), panel, carryalls and surveillance vehicles. In the light, 6x6, 2 tonne payload class, variants included the cargo, ambulance, GMV, ERV, and ADV. A crew cab variant of the cargo vehicle was developed to support command communications, along with a highly specialised LRPV for Special Forces operations. In the mid-1990s, the IIMV, AP, DFW and Mortar carriers were introduced into service.

The Australian Government has increasingly committed military personnel and equipment to humanitarian, peacekeeping, war-like and war-fighting operations around the globe. Cambodia, Rwanda, Somalia, East Timor, Bougainville, Indonesia, the Solomon Islands, Iraq and Afghanistan – all places where the Australian Defence Force has been committed to operations and relied upon their Perentie Land Rovers.

As circumstances changed and the fleet began to wear out, Defence looked ahead to the next generation of vehicles for both training and operations. In the mid-2000s when Defence called for interested manufacturers to submit proposals under Land 121 – Project Overlander Phase 3A for the replacement of the lightweight and light truck fleets, Land Rover was not in a position to respond. As a result, the new generation of vehicles in these two classes are being supplied by Mercedes Benz. In parallel with the arrival of the first Mercedes-Benz G-Wagons into service in 2012, the Perentie Land Rovers began being withdrawn and sent for disposal, signalling the end of Land Rover's long association with the ADF.

Ironsides 2019. Journal of the RAAC

My wife just stopped and said
"You weren't even listening, were you?"
I thought to myself.....
"That's a pretty strange way to start off a conversation."



Smoky

In February 1944, Smoky was found by an American soldier in an abandoned foxhole in the New Guinea jungle. She was already a young adult Yorkie (fully grown). The soldiers initially thought the small dog belonged to the Japanese, but after taking her to a nearby prisoner-of-war camp they realized she did not understand commands in Japanese or English. Another GI then sold Smoky to Corporal William A. Wynne of Cleveland, Ohio, for two Australian pounds (equal to \$6.44 at that time)—the price paid to the seller so he could return to his poker game.

World War II

For the next two years, Smoky back-packed through the rest of the war and accompanied Wynne on combat flights in the Pacific. She faced adverse circumstances, living in the New Guinea jungle and Rock Islands, suffering the primitive conditions of tents in equatorial heat and humidity. Throughout her service, Smoky slept in Wynne's tent on a blanket made from a green felt card table cover; she shared Wynne's C-rations and an occasional can of Spam. Unlike the "official" war dogs of World War II, Smoky had access to neither veterinary medicine nor a balanced diet formulated especially for dogs. In spite of this, Smoky was never ill. She even ran on coral for four months without developing any of the paw ailments that plagued some war dogs.

As described by Wynne, "Smoky Served in the South Pacific with the 5th Air Force, 26th Photo Reconnaissance Squadron and flew 12 air/sea rescue and photo reconnaissance missions." On those flights, Smoky spent long hours dangling in a soldier's pack near machine guns used to ward off enemy fighters. Smoky was credited with twelve combat missions and awarded eight battle stars. She survived 150 air raids on New Guinea and made it through a typhoon at Okinawa. Smoky even parachuted from 30 feet



(9.1 m) in the air, out of a tree, using a parachute made just for her. Wynne credited Smoky with saving his life by warning him of incoming shells on an LST (transport ship), calling her an "angel from a fox-hole." As the ship deck was booming and vibrating from anti-aircraft gunnery, Smoky guided Wynne to duck the fire that hit eight men standing next to them.

In the down time, Smoky learned numerous tricks, which she performed for the entertainment of troops with Special Services and in hospitals from Australia to Korea. According to Wynne, Smoky taught him as much as he taught her, and she developed a repertoire beyond that of any dog of her day. In 1944, *Yank Down Under* magazine named Smoky the "Champion Mascot in the Southwest Pacific Area."

Smoky's tricks enabled her to become a hero in her own right by helping engineers to build an airbase at Lingayen Gulf, Luzon, a crucial airfield for Allied war planes. Early in the Luzon campaign, the Signal Corps needed to run a telegraph wire through a 70-foot-long (21 m) pipe that was 8 inches (200 mm) in diameter. Soil had sifted through the corrugated sections at the pipe joinings, filling as much as half of the pipe, giving Smoky only four inches of headway in some places. As Wynne himself told the story when he appeared on NBC -TV after World War II:

"I tied a string (tied to the wire) to Smoky's collar and ran to the other end of the culvert . . . (Smoky) made a few steps in and then ran back. 'Come, Smoky,' I said sharply, and she started through again. When she was about 10 feet in, the string caught up and she looked over her shoulder as much as to say 'what's holding us up there?' The string loosened from the snag and she came on again. By now the dust was rising from the shuffle of her paws as she crawled through the dirt and mould and I could no longer see her. I called and pleaded, not knowing for certain whether she was coming or not. At last, about 20 feet away, I saw two little amber eyes and heard a faint whimpering sound . . . at 15 feet away, she broke into a run. We were so happy at Smoky's success that we patted and praised her for a full five minutes."

Smoky's work saved approximately 250 ground crewmen from having to move around and keep operational 40 United States fighters and reconnaissance planes, while a construction detail dug up the taxiway, placing the men and the planes in danger from enemy bombings. What would have been a dangerous three-day digging task to place the wire was instead completed in minutes



After the war

When they arrived home from the war, Wynne and Smoky were featured in a page one story with photographs in the Cleveland Press on December 7, 1945. Smoky soon became a national sensation. Over the next

10 years, Smoky and Wynne travelled to Hollywood and all over the world to perform demonstrations of her remarkable skills, which included walking a tightrope while blindfolded. She appeared with Wynne on some of the earliest TV shows in the Cleveland area, including a show of their own on Cleveland's WKYC Channel 3 called *Castles in the Air*, featuring some of Smoky's unbelievable tricks. Smoky performed in 42 live-television shows without ever repeating a trick. Smoky and Wynne were also very popular entertainers at the veterans' hospitals. According to Wynne, "after the war Smoky entertained millions during late 1940s and early 1950s."

On February 21, 1957, "Corporal" Smoky died unexpectedly at the approximate age of 14. Wynne and his family buried Smoky in a World War II .30 calibre ammo box in the Cleveland Metroparks, Rocky River Reservation in Lakewood, Ohio.

Nearly 50 years later, on Veterans Day, November 11, 2005, a bronze life-size sculpture, by Susan Bahary, of Smoky sitting in a GI helmet, atop a two-ton blue granite base, was unveiled there. It is placed above the very spot that Smoky was laid at her final resting place. This monument is dedicated to "Smoky, the Yorkie Doodle Dandy, and the Dogs of All Wars".

First therapy dog

According to an Animal Planet investigation, Smoky was the first recorded therapy dog. Her service in this arena began in July 1944 at the 233rd Station Hospital in New Guinea, where she accompanied nurses to see the incoming battlefield casualties from the Biak Island invasion. Smoky was already a celebrity of sorts, as her photograph was in *Yank* magazine at the same time, which made it easy to get permission. Dr. Charles Mayo of the Mayo Clinic was the commanding officer who allowed Smoky to go on rounds and also permitted her to sleep with Wynne in his hospital bed for five nights. Smoky's work as a therapy dog continued for 12 years, during and after World War II .

Wikipedia

The wedding ceremony came to the point where the Minister asked if anyone had anything to say concerning the union of the bride and groom. It was their time to stand up and talk, or forever hold their peace.

The moment of utter silence was broken by a beautiful young woman carrying her baby son.

She stood up and started walking slowly towards the pastor. The congregation was aghast as the penny dropped. The Groom's jaw dropped as he stared unbelievably at the approaching young woman and child. Chaos ensued.

The bride threw the bouquet in the air and burst out crying. Then the groom's mother fainted. The Best Men started giving each other looks and wondering how best to help save the situation.

The Minister asked the woman, "Can you tell us, why you came forward? What do you have to say?"

There was absolute silence in the church.

The woman replied, "We can't hear at the back."

Lennie Gwyther

Lennie Gwyther (18 April 1922 - 1992), often referred to as "Lennie the Legend", was an Australian figure of significance due to his 1932 solo horseback journey, as a nine-year old boy, from Leongatha, Victoria, to Sydney, New South Wales. Accompanied by his horse, Ginger Mick, Gwyther undertook a 1,000-kilometre (620 mile) journey to watch the opening of the Sydney Harbour Bridge .

He was born in Leongatha, on 18 April 1922 to Australian parents Captain Leo Tennyson Gwyther and Clara (Clare) Amelia Gwyther (née Simon). He had four younger siblings,



Lennie alongside Ginger Mick before he departed

Beryl Ferrier née Gwyther, Noel Harry Gwyther, Keith Roy Gwyther and Leta Gardenal née Gwyther who was born in 1934 two years after Lennie's journey. They grew up on a farm, known as 'Flers' in the country town.

When Lennie was nine, his father (The Captain), broke his leg on

the Gwyther Farm and Lennie took over the responsibilities on the farm such as ploughing 24 fields.

Consequently, Lennie was offered a reward, and he asked to attend the opening of the Sydney Harbour Bridge. That was largely because of his interest with the engineering and construction of the bridge. His mother, Clara (Clare) Gwyther, was unsure of this arrangement but, due to the fulfilment of his duties, communication with those in Sydney, and the map Lennie and Captain Leo Tennyson Gwyther created, she allowed Lennie to go. On 3 February 1932, Lennie and Ginger Mick left Leongatha on the expedition to Sydney. He carried a haversack that included his toothbrush, silk pyjamas, spare clothes and a water bottle.

As he arrived in Martin Place, accompanied by 25 police, Gwyther was met by 10,000 cheering citizens. The Secretary of the Royal Agricultural Society, Colonel Somerville, also greeted him. He was wearing "...khaki breeches, boots, and leggings, and a thick coat, and was carrying a cloth sun hat in his hand."

On 19 March, 1932, Gwyther, with Ginger Mick, participated in the Royal Easter Show and paraded across the Sydney Harbour bridge in its opening. Following that, on 21 March, Lennie met cricketer Don Bradman at the Sydney Cricket Ground where he was gifted with a signed cricket bat.

On 10 June, after his tenth birthday, Lennie Gwyther returned home and resumed with his family commitments on the Leongatha 'Flers' farm. Frequent updates regarding his whereabouts led Lennie to encounter experiences that were unprecedented on his departure. For example, outside of Parliament House in Canberra he met, shook the hand of, and had tea with Prime Minister Joseph Lyons. Other instances include being "...attacked by vagabonds..." and being met with a bushfire. In Sydney, he met with Lord Mayor, Sir Samuel Walder, while also looking at Circular Quay, Bondi Beach and Taronga Zoo, where he rode an elephant.

His journey home involved talking to children at Gunning Public School about his experience as well as celebrating his tenth birthday with shire councillors, being given one Australian pound. As he passed through Urana, he attended a children's ball as well as a reception organised by the local shire president. He also spent a couple of days in Widgiewa with councillor Otway McLaurin Falkiner.

Upon his arrival back to Leongatha, Lennie was met by 800 citizens. He also delivered a return letter from Sydney's Lord Mayor to the president of the Woorayl Shire Council.



Lennie and Ginger Mick taking part in the opening of the Sydney Harbour Bridge parade

Gwyther was also recorded in the Guilds Records as the "youngest known person to make a solo equestrian journey." In Leongatha, Victoria, Gwyther Siding Road was named after him.

Several years later, at the age of 19, he enlisted in the army for World War II. In that, he followed his father who fought on the Western Front in World War I and who was awarded the Military Cross and bar in 1916 and 1917, respectively.

After serving in the Morotai Islands in the Pacific, Lennie commenced work as an engineer with General Motors' Holden at Fishermans Bend, Victoria and moved to Hampton, Melbourne, Victoria

Wikipedia

[My photographs don't do me justice - they just look like me.](#)

Lost wreck of freighter sunk by Japanese submarine discovered off NSW coast.

The wreck of an Australian freighter sunk during World War II with the loss of 32 lives has been found off the NSW coast.

Archaeologists from Heritage NSW confirmed the wreck of the *SS Wollongbar II* was laying off Crescent Head on the state's Mid North Coast after it was reported by the local fishing industry.

In 1943 two torpedoes fired by the Japanese submarine I-180 slammed into the coastal freighter killing 32 people.

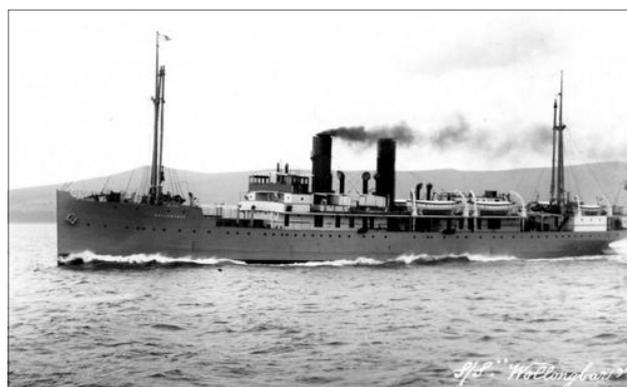
"The *SS Wollongbar II* was one of many vessels lost to enemy assault along the eastern coastline during World War II. The ship sank in minutes with only five crew surviving the attack," said NSW Acting Minister for Veterans Geoff Lee. "This secret has been hidden at the bottom of the deep sea for decades and the find will give some closure for descendants and relatives of the 32 people who lost their lives."

State MP for Oxley Melinda Pavey said a significant part of the Mid North Coast's wartime history has been solved with the shipwreck's discovery. "The Crescent Head and Port Macquarie fishing industry cooperated brilliantly to help solve this mystery and I want to congratulate Heritage NSW for its important leadership."

When the vessel sank, it was carrying boxes of butter and bacon which eventually washed up on the shore. After they were discovered by local residents - who were subjected to wartime food rationing - cake making flourished.

Director of heritage operations at Heritage NSW Tim Smith said the discovery should reveal some amazing stories. "We want relatives of those who sailed on the *SS Wollongbar II* to get in contact, so we can share findings of the survey conducted by our archaeologists," he said.

Nine News, April, 2020.



Charles Hazlitt Upham, VC & Bar

Charles Hazlitt Upham is probably New Zealand's most famous soldier. He became one of only three people ever to win the Victoria Cross twice for his actions in Crete in 1941

and Egypt in 1942. He is the only person to have achieved this as a combat soldier.

Born in Christchurch in 1908, Upham joined the 2nd NZ Expeditionary Force soon after war broke out in September 1939. He came to symbolise what many saw as the essential qualities of 'the typical New Zealand soldier'. He developed these qualities as a musterer in the Canterbury high country, where men had 'to match the ruggedness of nature with their own ruggedness of physique and temperament'.

Upham earned the VC for outstanding gallantry and leadership in Crete in May 1941, and his Bar at Ruweisat Ridge, Egypt, in July 1942. After being severely wounded in the latter engagement, Upham was captured by the Germans. After a failed escape attempt while recuperating in an Italian hospital, he was transferred to Germany in September 1943. A particularly audacious solo attempt to scale his camp's barbed-wire fences in broad daylight saw Upham become the only New Zealand combatant officer sent to the infamous Colditz camp for habitual escapers in 1944.



Upham was fiercely loyal to his comrades and shunned the limelight. When informed of his first VC he was genuinely distressed at being singled out. He believed that others deserved it more than he did. Only by seeing it as recognition of the bravery and service of his unit could Upham accept the award and the unwanted attention that went with it. Upham was presented with his first VC at Buckingham Palace on 11 May 1945.

After Upham's capture officers of 2NZEF had begun collecting evidence to support the award of a bar to his Victoria Cross. The British authorities considered it unlikely that a bar would be awarded. It was decided to leave the matter until his release. In July 1945 Bernard Freyberg revived the question. The British thought Upham should be made a DSO. But further evidence was gathered by Major-General Howard Kippenberger and it was decided that his actions at Minqar Qaim and Ruweisat Ridge merited the highest recognition possible. When the recommendation for his second VC was made later in 1945 King George VI said to Kippenberger that a Bar to the Cross would be 'very unusual indeed'. The king inquired, 'Does he deserve it?' - to which Kippenberger replied, 'In my respectful opinion sir Upham won the VC several times over'. News of the second VC was released in September 1945.

After the war Upham returned to farming life in Canterbury, where he died in 1994. Modest and selfless, but extremely tough and single-minded, Upham came to symbolise the steely determination and professionalism of the New Zealand Division in the Second World War.

Source. Web "New Zealand History"

It is said that if you line up all the cars in the world end-to-end, someone would be stupid enough to try to pass them.

Explosion kills British, Australian WWII bomb specialists in Solomon Islands

Two men working to locate undetonated World War II bombs died in an explosion in the Solomon Islands on Sunday.

Stephen "Luke" Atkinson, a dual citizen of the United Kingdom and New Zealand, and his Australian colleague, Trent Lee, died Sunday in an explosion in the residential Tasahe area of Honiara, the capital city of Solomon Islands, situated on the northwestern coast of Guadalcanal.

Both were employed by Norwegian People's Aid (NPA), a charity working with the Royal Solomon Islands Police Force's Explosive Ordnance Disposal Team to develop a centralized database mapping unexploded ordnances left behind from World War II.

After the attack on Pearl Harbor, the Solomon Islands became the site of a heavy military campaign carried out by the United States and other Allied forces against the Japanese Imperial Navy on the Pacific front during the World War II. Thousands of explosives were left behind following the conflict.

It was not clear whether the men were actively trying to detonate a bomb at the time of the explosion.

The Royal Solomon Islands Police Force said NPA survey teams typically go out first to confirm the location of unexploded ordnances before sharing that information with its disposal team, the BBC reported. Lee listed himself as a "chemical weapons adviser" on his personal Facebook page.

Categorizing the incident as a "tragic accident," NPA Deputy Secretary-General Per Nergaard said in a statement that an "investigation needs to be completed before there can be a conclusion on the cause of events."

"The safety and security of our staff is our highest priority," Nergaard said. "So far, we know that there has been an explosion with fatal consequences. Our main priority now is to offer assistance to relatives and colleagues, and to clarify what has happened."

"We are devastated by what has happened, and for the loss of two good colleagues," added NPA Secretary General Henriette Killi Westhrin. "Our thoughts and deepest condolences go out to their families, relatives and staff."

NPA, which has 1,850 de-miners working in 19 countries worldwide, said its activities in the Solomon Islands have temporarily been put on hold pending the investigation. In addition to mine action and disarmament, the Norwegian charity founded in 1939 also focuses on development and humanitarian aid, according to its website.

Fox News Channel 22 Sep 2020



Seat at Beaudesert Qld RSL when sun in certain position.

Laughing at your own mistakes lengthens your life.

Laughing at your wife's mistakes shortens it.



Japanese tank, Anti aircraft guns, Rabaul 1964.
Photo Ben Scheelings.

Bunnings Sausage Sizzle

We are always grateful to Bunnings Oxley for their ongoing support by providing us with the opportunity to fundraise through allocating Sausage Sizzle dates to our association to assist our Museum which is a valuable asset to the local area.

Thank you to the volunteers who manned the Oxley Sausage Sizzle on Sunday 20th Dec. A lot of work from a few people for a modest profit. However lots of sausages in the freezer for next time.

Their contribution resulted in a modest profit of \$360 as a consequence of the measures Bunnings is taking keeping the barbecue area away from the main entrance in this Covid19 environment. There was a steady flow of supporters who were happy to see the barbecue re-established following the months when they were withdrawn.



The workers at the Bunnings Sausage Sizzle. Paul Brown, Peter Rogers (the younger), Mike Griffin, Colin Gould, Tony Boulter. Tony only recently returned to Brisbane after being forced to remain in Victoria for about 9 months. Photo taken by Kieran Nelson who also worked on the day.

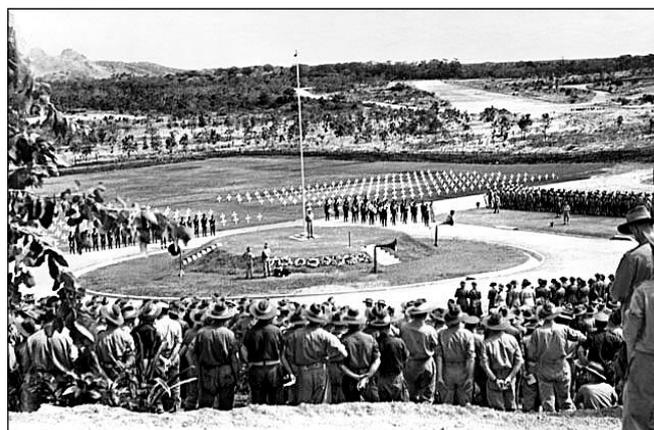
**Bomana War Cemetery Dedication Ceremony
- 5 August 1944**

The Royal Papuan Constabulary (Native) provided the band and buglers and a guard was a composite one of the Navy, Army, Air Force and Papuan Infantry Battalion (Native). Side by side with the Australian soldiers were laid members of the R.A.A.F. fighter squadron, a member of the Royal Australian Navy, members of the merchant marine, British Army and Pa-

puan Infantry. Major General Basil M. Morris, General Officer Commanding the Australian New Guinea Administrative Unit (ANGAU) said:

"Let us remember that the mortal remains of heroes be here-but the mortal remains only. Their spirits still live and rejoice in the victories achieved. They contributed and they gave their lives. They are returned to their Maker and we salute them."

Peter Kranz—Australian Military History.



Daily praise for Bomana War Cemetery staff

The 33 locally engaged staff who maintain Port Moresby's Bomana War Cemetery receive recognition and acknowledgement for their excellent work almost daily from the site's many visitors.

The Bomana War Cemetery- is one of three war cemeteries in Papua New Guinea (PNG). The others are Lae and Rabaul (Bita Paka), whose staff have also been recognised for the excellent work they do.

The cemeteries are among the Commonwealth War Graves Commission's 23,000 locations in more than 150 countries and territories. They honour the 1.7 million men and women of the Commonwealth forces who died in the First and Second World Wars, ensuring they will never be forgotten

The Commission commemorates these war dead by maintaining war cemeteries and memorials, individual graves and preserving extensive records and archives.

The Office of Australian War Graves (OAWG) performs this work in Australia, PNG and the Solomon Islands. It tends the graves and arranges official commemorations for those Australian service men and women who died in Australia's other wars, or died as result of their war service even many years after they returned home.

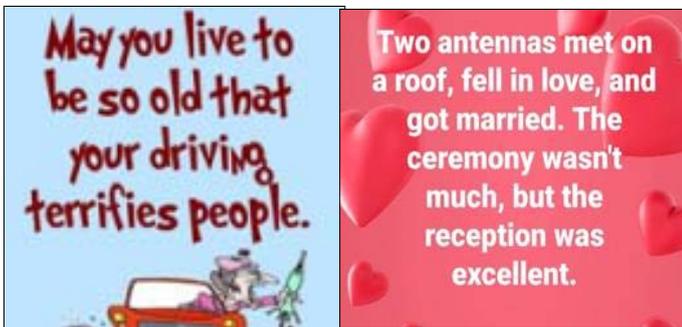
In Australia OAWG sits within DVA. It staffs 9 depots around the country, which provide for the care and maintenance of more than 320,000 official commemorations in more than 2,200 locations including more than 70 war cemeteries and plots, and 10 Gardens of Remembrance

In addition to maintaining the three war cemeteries in PNG. OAWG maintains a number of individual graves and memorials throughout the country.



The Bomana War Cemetery was established in 1943 to allow fallen Commonwealth servicemen to be buried in a cemetery

Proud of their work, the Bomana War Cemetery maintenance crew.



that could be properly maintained. The cemetery contains 3,826 graves, 703 of which remain unidentified. With a total of 3,333 Australian burials, no other war cemetery in the world contains more Australian war dead.

At Bomana. 438 unidentified British servicemen from the Royal Artillery are commemorated individually by name on the Singapore Memorial. There are 40 Papuans who served with the Papuan Infantry Battalion and Australian New Guinea Administration Unit, six New Zealand servicemen, one from the Netherlands three Australian civilians and one non-war grave.

Maintenance of the cemetery at Bomana is carried out by a crew of 11 locally engaged staff supported by an OAWG manager based in Port Moresby.

The cemetery's outstanding presentation 365 days a year is a reflection of this small team's dedication and commitment to ensuring that those who lie in the Papuan cemeteries are appropriately honoured and are never forgotten.

Vetaffairs winter 2019

**VALE. T/Cpl Robert Robertson L.V.O.,
O.B.E., Q.P.M.,
860262 Died 19.11.2020 aged 94**

Born in Edinburgh, Scotland, he died in aged care Canberra.

He served in the Scots Guards from Jan 1944-May 1952 leaving with rank of Sgt. Contact with another Scot, Sandy Sinclair, persuaded him to migrate to Australia and he was sworn into RPNGC on 26.8.1952. He served widely in P.N.G. at Wewak, Kavieng, Goroka police training depot, Rabaul, Kokopo, Kila depot, Lae, P.H.Q. Konedobu and Bomana Police College, Port Moresby, During his service, he was also Police Liaison Officer for Royal Visits in 1974, 1975 and 1977

He enlisted in Papua New Guinea Volunteer Rifles on 5.2.1963. for a brief period and served in HQ Coy.

After Independence in 1975 he remained with R.P.N.G.C. and retired from the constabulary at the rank of Deputy Commissioner on 31.12.1978. On 1.1.1979, he was appointed as Official Private Secretary to Governor General Tore Loko Loko and resigned on 5.3.1983 and relocated to Canberra in 1984.

He and Coralie married on 17.10.1966 and he is survived by Coralie, Adam, Fiona and their families. He was a good bag-pipe player and often played at his various postings.

He wore the PLS&GC Medal, British WW2 Defence Medal and 1939-45 War Medal, Q.E. Silver Jubilee 1977, P.N.G. Independence Medal 1975.

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 68 issues of Harim Tok Tok.

Its contribution is much appreciated.

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

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FUNCTION DATES

Sat 20 Feb 2021

Executive Committee Meeting
Museum 10am.

Members always welcome. BYO lunch
Come along, bring your friends, and
view the new exhibits.

Sat 6 Feb—Sat 6 March

Museum open 10am—1pm
Book sales are being conducted from
the Museum's extensive holding due to
generous donations of books.