



# 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 2022.

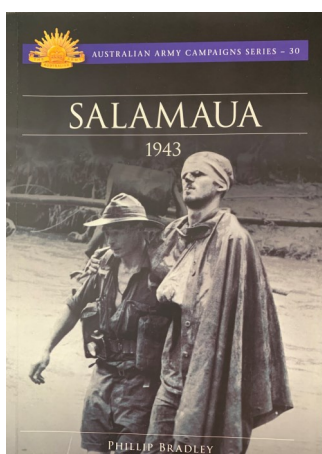
**2022 is the 80<sup>th</sup> Anniversary of many WW2 military events in PNG, many of which NGVR was involved. 1942 was NGVR's year when it was mobilised, fought, exhausted and demobilised. The rear page of the attached flyer lists these important dates for your information and reference.**

Having been locked down in NSW and locked out of Queensland for over six months from June 2021, I have been most grateful to my fellow committee members who ensured our Association's activities proceeded as planned, thank you Bob Collins, Kieran Nelson, Colin Gould, Paul Brown, Peter Rogers DFC, Peter Rogers, Mike Griffin, Tony Boulter and Ron McDonald. I also appreciate the support of our patron Major General John Pearn.

The main activities of the Association in 2022 include: 6 management committee meetings to which all are invited, the first being Saturday 12<sup>th</sup> February; monthly openings of the Museum on the first Saturday of the month commencing 5<sup>th</sup> February; the Boundary Road Bridge over Bullock-Head Creek renaming ceremony on Saturday 19<sup>th</sup> February; Anzac Day March and Reunion; the 80<sup>th</sup> Anniversary Montevideo Maru Memorial Service at the Brisbane Cenotaph on Friday 1<sup>st</sup> July; the Battle for Australia Memorial Service at Chermiside in September; the October Brisbane Open Day when our Museum is open to the public and our AGM and reunion luncheon at Wacol in October. We expect to hold at least two further fund raising Sausage Sizzles during the year and one major working bee at the Museum. Again there will be various ceremonial services held Australia-wide to which we will ask our members who live closest to attend and report to our newsletter, Facebook and website. Selected members will be advised of details of the arrangements.

The Committee has been assured by the BCC that the NSAAQ will grant to our Association a long term lease over our Museum premises once the purchase of the precinct from Council to NSAAQ has been completed. We would expect this to occur prior 30 June 2022. The long lease will provide the platform from which we can plan an orderly succession of the management of the Museum.

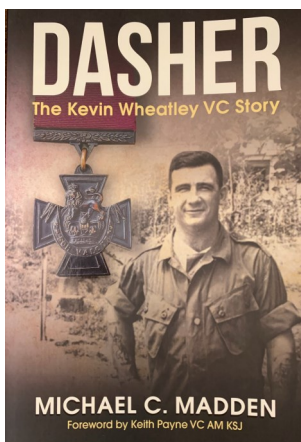
Over the Christmas period I read two books: Phillip Bradley's Salamaua, 1943 (Number 30 of the Australian Army Campaign Series) and Michael Madden's Dasher, the Kevin Wheatley VC story. Both were published in 2021 by email: [admin@bigskypublishing.com.au](mailto:admin@bigskypublishing.com.au)



Following the defeat of the Japanese offensive at Wau, the Australian Army was engaged in intense and challenging fighting for the ridges around Salamaua. What started as platoon

actions soon developed into company, battalion and brigade level operations. The Americans supported the Australians by inserting an infantry battalion and artillery on the coast in July 1943. Despite the tenacious defence of Salamaua by the Japanese, in the end the Australian offensive was only a feint to draw Japanese forces away from Lae.

Dasher Wheatley VC was a character, husband, footballer and a soldier's soldier. His story is told from first-hand accounts from family and the men who served and fought alongside him. The Governor General of Australia, General Hurley AC DSC said "Wheatley's Victoria Cross action was an act of valour and self-sacrifice that surprised none who knew him". His death changed the way Australia dealt with the overseas loss of service people forever.



Your management committee needs more members to assist our long serving office bearers and help in arranging and managing our activities. Committee members need not be full members. Please contact me if you wish to know more. Helpers for our Museum Curators are required to maintain and improve our displays, catalogue our collection and to show visitors around the Museum. Additional help to run the sausage sizzles and reunions are also needed. If you are able to help or know a friend, not necessarily a member of the Association who is interested please contact either me or one of committee members, contact details are on page 16 or rear page of this publication.

Phil Ainsworth, January 2022

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### The Kavieng Wharf Massacre

Jim Ridges, P.O Box 86, Kavieng, 26 June 2002

The greatest single loss of civilians from New Ireland occurred on — well even that is not absolutely definite, nor the numbers who were killed that evening on the Kavieng wharf.

The Commonwealth War Graves Commission roll of Civilian War Dead lists 25 of the 74 deaths in Papua New Guinea (the *MV Montevideo Maru* is listed separately) as dying on 18 February 1944 at Kavieng. 24 of these were from New Ireland and one, Thomas Francis Haughey and not on the plaque (see note at end of article), was from Aua in Manus.

An additional 9 or 10 persons who were not Australians or British, and therefore not recorded on the Commonwealth roll or included in the prosecution case at the War Crimes Trial in Hong Kong from 24 November to 17 December 1947, also died. They bring the total who were killed that day, and the numbers admitted to by the Japanese, to 31 or 32, but it could be as many as 35.

That date, 18 February, was the one associated with the false story of the ship '*Kowa Maru*' and when the missing prisoners of war were allegedly put on board. It was subsequently sunk with great loss of life, 30 miles west of New Hanover on 21 February 1944. It was the date the men went missing, presumed dead, used by the Australian Government on the Certificates of Death issued after the war.

At war's end all those involved in the killing on Kavieng wharf conspired to tell the story of the '*Kowa Maru*' perhaps in the mistaken belief that there were no survivors. They were instructed that the story would be that the prisoners were sent by barge from Kavieng to Doi Island near where the ships were sheltering prior to making their run to Rabaul, and put on the ship to go to Rabaul.

In about June 1947 new evidence came to light in Japan when a survivor of the '*Kowa Maru*', Otsu Yoshio, was interviewed. He said that no POW's had been embarked near Kavieng and sent to Rabaul, and that no POW's had been aboard when the ship departed Rabaul and was subsequently sunk. Corroborative evidence was also received from Toshio Ose, captain of the '*Kokai Maru*' which had sailed to and from Rabaul in convoy with the '*Kowa Maru*' and was sunk at the same time with a total of 420 crew and Japanese military personnel returning to Japan.

Investigators then recalled Japanese, who had been in Kavieng at the time, from all over Japan where they were then living for further interviews in Tokyo. One, TAKADA Kazue, OC of the Guard aboard the No. 1 barge committed suicide en route to interrogation at the War Crimes Section Tokyo (MP375:WC41). Another JITSUKAWA Kinjiro, an engine hand on a barge, interviewed on 24 June 1947, had either forgotten the false story or had decided to tell the truth of what happened one day in March 1944.

Presented with this new information the principal Japanese officers involved realised that their story was no longer credible and admitted their involvement based on the need to obey orders or, in Tamura's case, operational necessity.

#### RECORD OF MILITARY COURT

**ACCUSED:** Rear Admiral TAMURA Ryukichi

Commander YOSHINO Shozo

Lt. Commander MORI Kyoji

Lt. MOCHIZUKI Hichitaro

Lt. SUZUKI Shozo

CPO HORIGUCHI Yoshio

**CHARGE:** COMMITTING A WAR CRIME in that they at or near KAVIENG in NEW IRELAND in or about the month of March 1944 were, in violation of the laws and usages of war, together concerned in the MASSACRE of approximately twenty three Australian Civilian internees, then held in the custody of the Japanese Armed Forces

**Precis of Evidence:** The evidence shows that during the latter half of 1942 the Japanese Forces in New Britain interned approximately 32 civilians of whom approximately 23 were Australian nationals, in an internment camp at Kavieng.

During February and early March 1944 Kavieng was subject to heavy Allied bombings which the Japanese believed to be a prelude to an Allied landing.

Sometime in March 1944 after a particularly heavy air raid on Kavieng, the accused V/Admiral TAMURA Ryukichi who commanded 14 Naval Base Force and 83 Naval Garrison Unit gave a verbal order to his senior-staff officer, the accused Commander YOSHINO Shozo, that "in the event of a landing by the enemy you will have the foreign internees at Kavieng executed". A day or so later YOSHINO transmitted the order to the accused Lt. Comdr. MORI Kyoji, Executive Officer, 83 Naval Garrison Unit.

Subsequently, still in the month of March, MORI instructed his subordinate, the accused Lt. MOCHIZUKI Hichitaro, Commander Security Detachment 83 Naval Garrison Unit, to have the civilian internees executed.

The same day MOCHIZUKI at a conference of his platoon commanders ordered his senior platoon commander, the accused Lt. SUZUKI Shozo to carry out the execution order. From his platoon SUZUKI selected the accused P/O HORIGUCHI Yoshio as a member of the execution party. Other Japanese were selected and participated in the execution but their names are not known and/or they have never been located.

At about 1700 hours on the same day as the above mentioned conference the execution party commanded by SUZUKI went to the internment camp where SUZUKI told the internees to pack up for a move to Rabaul. The internees were then moved to a spot about 50 metres distant from Kavieng south wharf where, in accordance with previous arrangements made by MORI, were two barges loaded with cement sinkers and lengths of wire.

The victims were then taken one by one, blindfolded at a spot between the roadway and the wharf, then lead to the edge of the wharf by HORIGUCHI. When each victim arrived at the edge of the wharf he was told to sit down. Sailors then placed a noose of rope over the victim's head and strangled him. The bodies were then thrown into one of two barges and cement sinkers were secured to the bodies by wire cable.

During the executions SUZUKI moved between the wharf and the roadway supervising the execution party.

When the executions were completed the barges moved to the vicinity of Edmargo and Nago Islands and the bodies were thrown overboard. SUZUKI then reported to his Headquarters that the executions had been carried out, and in due course MORI so reported to TAMURA and YOSHINO.

TAMURA pleaded operational necessity in his defence.

Each of the other accused pleaded that they were acting in obedience to the orders of a superior officer.

Sentence and Date:

Rear Adm TAMURA Ryukichi	Death by hanging	17/12/1947
Comd YOSHINO Shozo		15 years imprisonment
Lt Comd MORI Kyoji		20 years imprisonment
Lt MOCHIZUKI Hichitaro		7 years imprisonment
Lt SUZUKI Shozo		12 years imprisonment
CPO HORIGUCHI Yoshio		4 years imprisonment

The above is a copy of the Record of Military Court (Japanese

War Criminals) at the Melbourne office of the Australian Archives MP742/1 336/1/1951.

The accused, who had all pleaded not guilty, submitted a petition on 29 Dec.1947 against the finding and sentence of the Court, and in Tamura's case his daughter Oosawa Reiko also wrote seeking leniency, but all petitions were dismissed and sentences were confirmed- on 20 Feb.1948.

In opposing the petition against the finding and sentence of the Court, the prosecution, Lt.Col. J.W. Flannagan had said: "As evidence of the guilt of all accused, and their knowledge that the whole plan was utterly illegal, the Japanese held a conference at Kavieng at the Headquarters of the Naval Garrison Unit soon after the surrender. MORI, YOSHINO, SUZUKI and TAKATO were present. It was decided at this conference to tell Allied investigating officers that after the aerial bombardment of Kavieng in February 1944, the internees had been sent in a barge to Doi Island, where they were transhipped to the 'Kowa Maru', which was sunk by Allied action. This concocted story was planned to mislead Allied investigators should any enquiry be made as to the fate of these missing civilians. Orders were given that all men under command were to tell the same story if they were asked any questions concerning these people."

The final result was promulgated to all the accused on 9 March 1948. The accused Rear Admiral TAMURA Ryukichi was executed at Stanley Gaol, Hong Kong on 16 March 1948 four years, almost to the day, of the Kavieng wharf massacre on 17 March 1944. This date was stated by the 3 most senior officers as the date of the massacre in their appeal petition dated 29 December 1947(MP742/1 336/1/1951).

*The Plaque referred to has 97 named civilians who lost their lives was unveiled at the Kavieng War Memorial on 4th July 2002.*

## REMEMBRANCE DAY

Remembrance Day falls on the 11th of November each year. On the 11th hour on the 11th day of the 11th month, a minutes' silence is observed and dedicated to those soldiers who died fighting to protect the nation.

In Australia and other allied countries, including New Zealand, Canada and the United States, 11 November became known as Armistice Day – a day to remember those who died in World War One. The day continues to be commemorated in allied countries.

After World War Two, the Australian Government agreed to the United Kingdom's proposal that Armistice Day be renamed Remembrance Day to commemorate those who were killed in both World Wars. Today the loss of Australian lives from all wars and conflicts is commemorated on Remembrance Day.

### What is the origin of Remembrance Day?

11 November is universally associated with the remembrance of those who had died in the First World War. This conflict had mobilised over 70 million people and left between nine and 13 million dead and as many as one third of these with no grave. The allied nations chose this day and time for the commemoration of their war dead.

At 11 am on 11 November 1918, the guns on the Western Front fell silent after more than four years of continuous warfare. The allied armies had driven the German invaders back, having inflicted heavy defeats upon them over the preceding four months.

In November, the Germans called for an armistice (suspension of fighting) in order to secure a peace settlement. They accepted the allied terms of unconditional surrender. The 11th hour of the 11th day of the 11th month attained a special significance in the post-war years and became universally associated with the remembrance of those who had died in the war.

### What is the significance of the period of Silence?

On the first anniversary of the armistice in 1919, two minutes' si-

lence was instituted as part of the main commemorative ceremony at the new cenotaph in London.

Australian journalist Edward Honey proposed the silence. At about the same time, a South African statesman made a similar proposal to the British Cabinet, which endorsed it.

King George V personally requested all the people of the British Empire suspend normal activities for two minutes on the hour of the Armistice 'which stayed the worldwide carnage of the four preceding years and marked the victory of Right and Freedom'. The two minutes' silence was popularly adopted and it became a central feature of commemorations of Armistice Day.

### Why is this day special to Australians?

In 1997, Governor-General Sir William Deane issued a proclamation formally declaring 11 November to be Remembrance Day, urging all Australians to observe one minute silence at 11.00am on 11 November each year, to remember those who died or suffered for Australia's cause in all wars and armed conflicts.

This year on Sunday 11 November at 11.00am, we will commemorate the 104th year anniversary since the guns on the Western Front fell silent and reflect on the significance of that event. We also pause to remember all of the men and women of the Australian Defence Force who have made the ultimate sacrifice.

**We will remember them. Lest we forget.**

*Army website—Traditions.*



Tep Tep Airstrip PNG. Madang Province. Altitude 7,011 ft. 110 ft variation top to bottom. Below. View from end of strip.



Drop of end of Tep Tep strip

Two things to make your day better:-

1. Do not watch the news.
2. Stay off the bathroom scales

"One for the road" these days means going to the bathroom before I leave the house.

**Moving Artillery to support the Battles on the Kokoda Track**

These photos were taken during the visit of A.S. Drakesford, Minister for Air, to Papua in October 1942.



The 25 Pounders were dismantled and the parts man-handled through almost trackless bush to bring them within range of the enemy.



This gives an indication of the tremendous task that confronted the gunners before they could get their guns into battle positions in the heart of the jungle.



Finally in position.

**Commander Eric Augustus Feldt OBE**

Eric Augustus Feldt (1899-1968), naval officer and colonial official, was born on 3 January 1899 at Cardwell, Queensland, eighth child of Swedish-born parents Peter Feldt, cane-farmer, and his wife Augusta, née Blixt. Educated locally and (in 1912) at Brisbane Grammar School, Eric won selection for the 1913 entry of Cadets into the RANC, Osborne House, Geelong, Victoria (subsequently at Jervis Bay). He was Chief Cadet Captain and gained colours for Rugby Union and athletics before graduating as Midshipman in January 1917.

Sent to England, in April 1917 Feldt joined *HMS Canada*. In October 1918 he was posted to *HMS Victory* and in March 1919 to *HMAS Swordsman*, in which he returned to Australia. He was promoted Lieutenant in February 1920 and in January 1921 transferred to the cruiser, *HMAS Melbourne*. Seeing little future in the severely reduced RAN, he resigned on 30 October 1922 and was placed on the retired list.

On 15 February 1923 Feldt became a clerk in the public service of the mandated Territory of New Guinea. By 1924 he was a Patrol Officer. Rising to District Officer, he served in different parts of the Territory. At St Andrew's Anglican Church, South Brisbane, on 10 January 1933 he married Nancy Lynette Echlin, a journalist; they were to remain childless. Appointed acting Warden (Morobe Goldfields) on 12 November 1935 (confirmed April 1936), Feldt lived at Wau and administered the mining ordinance as the Territory's Chief Warden. A staff of inspectors, geologists and surveyors assisted him; the giant Bulolo Gold Dredging Ltd was one of the companies under his jurisdiction.

In 1928 he had been promoted Lieutenant Commander. He transferred to the emergency list in April 1939. Four months later the Director of Naval Intelligence, Lieutenant Commander RBM Long, offered him the post of Staff Officer (Intelligence), Port Moresby. Feldt's assignment would be to activate and extend the coastwatching screen across the north eastern approaches to Australia which would warn of hostile incursions by sea or air. Having accepted, he was mobilised on 8 September and arrived in Port Moresby that month. Travelling by air, sea and on foot, he visited key sites in Papua, New Guinea, the Solomon Islands and the New Hebrides, meeting coastwatchers and bringing officials and civilian planters into the service. Additional 'telradio' sets were distributed.

Feldt was appointed Supervising Intelligence Officer, North Eastern Area, in May 1941 and transferred to Townsville, Queensland, with a naval intelligence officer in, respectively, Port Moresby and Rabaul, at Tulagi in the Solomon Islands and at Vila in the New Hebrides. When the Japanese entered the war in December, the coastwatchers showed their worth by transmitting



warnings of air raids to defenders in Rabaul - before its capture in January 1942 - and then to those in Port Moresby. After the Americans invaded Guadalcanal in August, coast-watchers alerted them to the approach of Japanese aircraft from Rabaul and Kavieng, New Ireland, enabling American planes to be in position to outfight the faster Zeros.

From early 1942 the majority of the coastwatchers were in enemy territory.

Because of naval parsimony, Feldt experienced difficulty in supplying them with stores and equipment. The cooperation of the RAAF in dropping supplies was one source of encouragement. Initially, Feldt had only one staff member at headquarters; often compelled to leave Townsville, he had to delegate the supply operation and routine intelligence work to his assistant. The stress and strain of the work began to affect Feldt's health. While visiting Guadalcanal in March 1943, he suffered a coronary thrombosis.

After recovering, Feldt was stationed in Brisbane and carried out duties with the Allied Intelligence Bureau. He had been promoted Acting Commander in July 1942, but the RAN reduced him to his substantive rank in August 1943. In February 1945 he was appointed Naval Officer-in-Charge, Torokina, Bougainville, and in May regained the rank of Acting Commander. Returning to Brisbane in June, he was demobilised on 29 September. He had been appointed OBE in 1944, his only reward.

Feldt retired from the New Guinea administration and lived in Brisbane on a pension. In 1946 he published 'The Coast Watchers' (Melbourne), the definitive story of the service. That year he was Secretary of the United Service Club. He described himself as "that oddity of inheritance, a dark Swede, thin, bull-necked and with thinning hair, vehement and forthright...[who] never yet called a man a stupid bastard unless he failed to adopt my views within five minutes of my expressing them". Survived by his wife, he died of myocardial infarction on 12 March 1968 at his New Farm home and was cremated; his ashes were scattered at sea near the Coastwatchers' Light, Madang, Papua New Guinea. Feldt had been remarkable for his ability to get the best out of his coastwatchers, those rugged individualists popularly known as 'the Islanders'. Expecting loyalty, he also gave it and never spared himself.

*By J.C.H. Gill. Navy Website.*

### The Ideal Soldier

Initially, soldiers wanting to join the 1st Australian Imperial Force had to pass strict physicals and a comprehensive medical exam.

The physical characteristics of the ideal soldier were:

- 18-35 years old
- 168cm in height (5 feet, 6 inches)
- Chest measurement of 86cm (34 inches)

For enlistment in the 2nd Light Horse Regiment, certain con-

ditions applied for both rider and horse:

- The soldier must be able to ride bare-back and jump over a fence
- The horse must be solid brown or grey colour and at least 141/2 hands high

These conditions were all well and good, but the Australian Defence Force desperately needed more men, and over time these conditions were relaxed:

- The oldest Australian to enlist was 70 years old
- The youngest Australian to enlist was 14 years old

*Source: Anzac Centenary Coordination Unit*

I was driving when I saw the flash of a traffic camera. I figured that my picture had been taken for exceeding the limit even though I knew that I was not speeding.

Just to be sure, I went around the block and passed the same spot, driving even more slowly, but again the camera flashed. Now I began to think that this was quite funny, so I drove even slower as I passed the area once more, but the traffic camera again flashed. I tried a fourth and fifth time with the same results and was now laughing as the camera flashed while I rolled past at a snail's pace.

Two weeks later, I got five tickets in the mail for driving without a seat belt.

*You know, you just can't fix stupid.*

### Shrapnel - where did the name, come from?

Lieutenant General Henry Shrapnel (3 June 1761 – 13 March 1842) was a British Army officer whose name has entered the English language as the inventor of the shrapnel shell.

Henry Shrapnel was born at Midway Manor in Bradford on Avon, Wiltshire, England, the ninth child of Zachariah Shrapnel and his wife Lydia.

In 1784, while a lieutenant in the Royal Artillery, he perfected, with his own resources, an invention of what he called "spherical case" ammunition: a hollow cannonball filled with lead shot that burst in mid-air. He successfully demonstrated this in 1787 at Gibraltar.

He intended the device as an anti-personnel weapon. In 1803, the British Army adopted a similar but elongated explosive shell which immediately acquired the inventor's name.

It has lent the term shrapnel to fragmentation from artillery shells and fragmentation in general ever since, long after it was replaced by high explosive rounds. Until the end of World War I, the shells were still manufactured according to his original principles.

Shrapnel served in Flanders, where he was wounded in 1793. He was promoted to major on 1 November 1803 after eight years as a captain. After his invention's success in battle at Fort New Amsterdam, Suriname, on 30 April 1804, Shrapnel was promoted to lieutenant colonel on 20 July 1804, less than nine months later.



In 1814, the British Government recognized Shrapnel's contribution by awarding him £1200 (UK£ 77,000 in 2018) a year for life. Bureaucracy however prevented him from receiving the full benefit of this award.

He was appointed to the office of Colonel-Commandant, Royal Artillery, on 6 March 1827.

He rose to the rank of lieutenant-general on 10 January 1837.

Shrapnel lived at Peartree House, near Peartree Green, Southampton from about 1835 until his death .

*Wikipedia*

Was at the garage the other day and a chap came in and asked if they sold longer dipsticks as his doesn't reach the oil anymore.

### Sinking of HMAS Patricia Cam

On the 22nd of January 1943, *HMAS Patricia Cam* was sunk by a Japanese floatplane near the Wessel islands. Based in Darwin, *Patricia Cam* was mainly used to transport supplies to small communities, military outposts and coastwatchers during WWII.

Whilst en-route to the Wessel islands, *HMAS Patricia Cam* was spotted by a Japanese floatplane, which proceeded to bomb the ship. The first bomb exploded on the hold, killing one sailor and causing the ship to sink within a minute. A second bomb killed another sailor and two of the passengers.

The floatplane then proceeded to make several strafing runs before landing near the survivors. After failing to encourage the survivors to surrender, one of the crew, was captured at gunpoint and flown to Dobo in the Aru islands where he was interrogated before being executed.

All but two of the remaining survivors escaped on a liferaft. The liferaft drifted for 15 hours before coming to an islet off Guluwuru where the survivors swam ashore. Fires lit by the survivors was spotted by natives who rendered assistance, and paddled the ship's captain to the Marchinbar Island radar station where he successfully called for help. The survivors were rescued by *HMAS Kuru* on the 29th of January.

David Joe Barnett—Australian Military History



**Cpl G.J. (Snowy) Howell VC. MM.**



This watch was carried by Corporal G J 'Snowy' Howell of 1 Battalion, AIF, during the action at Bullecourt on 6 May 1917 for which he was awarded the Victoria Cross.

Shrapnel struck the watch, stopping it at the time it was hit, (about 6.57 am) and severely wounding Howell in the right hand.

George Julian Howell was born in Enfield, Sydney, in November 1893, and was working as a bricklayer before he enlisted in the AIF in June 1915. He sailed as part of the 7th Reinforcements to 1 Battalion, joining the unit at Gallipoli in November.

After moving to the Western Front, Howell was wounded in the fighting at Pozieres in July 1916, but rejoined the battalion later in the year. Promoted to corporal, he was awarded the Military Medal for leadership of a section in the attack on Demicourt, a fortified village in the Hindenburg Line, on 9 April 1917. This award was not announced,



however, until after the action at Bullecourt a month later, in which Howell distinguished himself by running along the exposed parapet of a German trench under heavy fire, throwing bombs and bayoneting the enemy.

His actions were instrumental in repulsing a strong German attack which had threatened the Australian positions in the area. The serious nature of his hand injury prevented Howell from serving again during the war, and he returned to Sydney in October 1917, eventually being discharged in 1918.

Between the wars he was employed on the advertising staff of a number of newspapers and magazines. He enlisted again in the Second World War, and initially served in Australia as a sergeant with Eastern Command. Seeking a more active role, however, he joined the US Sea Transport Service in 1944, and was present at the American landings at Leyte in October of that year. After the war, Snowy Howell settled in Perth, WA, where he died in December 1964.

*AWM Website*



*Readers will recall the series of books put out during WW1 by the AWM and the Armed forces.*

*The series consisted of books generally under the headings "The First AIF, Second AIF, Australian Military Forces, Royal Australian Navy, Royal Australian Air Force. Some of those under AMF were "Soldiering On", "Khaki and Green", "Stand Easy", "As you Were" Etc.*

*The following story is taken from "Khaki and Green" published in 1943.*

### Walking Back

It was a little past midnight. A slight moon. John Woolley and I were retracing our steps through the blackened ruins of the town burnt to the ground the night before to prevent its capture by the Japanese. The place seemed strangely still and eerie, markedly contrasting the feverish activity, raging fires and shattering explosions of seemingly only a few hours before.

We had been on the switchboard and were two of the last to leave Wau. The previous morning at daybreak we had received our last message from Headquarters to destroy and to retire.

As we now trudged along what had been the main street I strove to collect my thoughts. Yes, I had pushed over the switch when the message came through. John had ripped open mattresses, and had piled cane furniture on the beds. A swish of kerosene and together we applied our matches. Vividly I remembered his grimly determined face in the flicker of those growing flames. I saw again Jack Creary bolting from a blazing house and throwing himself over an embankment just in time to avoid flying lead from exploding ammunition which he had not removed. Jack's troubles!

On the outskirts John called for a spell. He was not used to walking in his sleep, he said. My pack felt heavy, too, not from its weight but from my physical weariness. Besides my rifle and ammunition I had but a blanket, an indispensable mosquito net. one pair of shorts, six tins of emergency rations and quinine.

We had no plans, simply orders to make Bulldog on the Lakekamu River in Papua. "Just a matter of walking," mused John; but neither of us knew the way. We reckoned that by following native tracks we would reach a camp or native village each night. I had two packets of razor blades for trade. Further we had heard that the army was establishing a series of camps and food dumps in from Bulldog towards Wau and so we were in good spirits. Youth refuses to get downhearted. On the contrary I felt excited. A trip across New Guinea! That would mean from coast to coast, as I had walked over the track from Salamaua to Wau too often for comfort. Optimistically I saw myself in Moresby.

In more than seven months around Mubo I had become well aware of the difficulties of the jungle; but the thrill of being an amateur explorer brooked no obstacles. Those immense mountain chains west of Wau, peak on peak, mist deep blue, fascinated me with their mystery and grandeur. What did those mountains hold?

It did not seem advisable to rest for long, and soon we shouldered our rifles and packs and pushed on through Crystal Creek for Kaisenik. It was some hours after daybreak when we were welcomed there by Captain Umpheby. I volunteered my only blanket for the sick and wounded coming in from Mubo. It was less to carry and I was glad to be rid of it.

The track branches at Kaisenik, a well beaten one going towards Mubo, and an obscured one winding back into the mountains to Kudjuru and beyond. Along the latter we walked until three o'clock that afternoon when we camped for the night on the track. After fifty-seven sleepless hours I was too tired to eat, and perhaps just as well, I thought, for food was scarce and I reasoned that these rumours of army dumps might be yet another myth. A few natives plucked up courage to draw near us. I gave the old man among them a razor blade and immediately won his confidence. In the quaint pidgin of the islands he complained of the scarcity of food, "Masta, kai-kai i e'nough long gammon bel tassol." (Food was enough to deceive his belly, that was all.)

The trip proved to be as John had predicted, "just a matter of walking". Mile after mile, ever upward and always winding we trudged along the narrow, boggy track. Two days of this and in the evening we came over a crest and saw the smoke from the Kudjuru camp. What a welcome sight! John began to quote, "Then felt I like some watcher of the sky . . .". Our Independent Coy, part of the command of Lt.-Col. Fleay, D.S.O., had established its headquarters here. Many of the fellows including the Colonel were burning off grass from the surrounding hills. This was a signal for American transport planes which were out searching for the hide-out. Seven of them zoomed in circles as low as they dared, and out were thrown grenades, food and bales of blankets, and yes, mail! Cases of meat and tins of biscuits hurtled into the swamps or broke upon the hillsides and scattered the contents for chains. Late into the night we were retrieving those precious goods. Our gratitude to those airmen was beyond words.

Kudjuru at an elevation of 6,150 feet is wet and cold. I made a rough bed by placing logs together and heaping on them a two-foot mattress of grass; but in spite of the issue of four blankets I shivered all night. Next morning I continued to shiver with a touch of fever. That delayed us a day.

The next stage was into rougher country, into the heart of the jungle-covered ranges. As I was weakened by the fever John went ahead to prepare a fire and a hot meal for midday. I was confident that I could make the journey, but how often do one's achievements fall short of one's expectations. I had to rest every ten minutes or so. For the first time in my life I realized what it was to be alone. Vast areas, unexplored and uncontrolled, lay all around me. Tier after tier of towering mountains, drained by many cold hill streams, loomed higher than Kosciusko. The mysterious silence and utter stillness of this fastness was broken only by the squelch of the mud when I walked. Long moss

was growing on trees and roots. The damp vegetation was dripping with mist and rain. The steepness of those mountain tracks is unforgettable and it is no exaggeration to say that I rested by leaning against the track in front of me. In places I had to pull myself up precipitous banks by my hands from root to root; for hundreds of feet I did not step on ground. Tough going. It was not until two o'clock that I reached John's blazing fire.

Two hours' spell in the warmth, hot food and boiling tea, and we were ready to go forward to a camp that John had heard about from natives. They had called it Water Dry, and as names are usually correct in description I was puzzled. Late that night we arrived and then I knew. The "camp" was a few mildewy tents with rough wooden floors. No sunlight ever penetrated the thick foliage and light rain fell almost continuously. It did not seem "dry"; but the tents were in the driest spot—the bed of the creek! The stream ran underground and issued some distance farther down. An old prospector was camped here, and he advised us to heat small stones in his fire, and to put them into our boots to warm and dry them. That night I curled up like a rat before the fire.

We were two more days crossing the divide. The "just a matter of walking" had resolved itself into stepping from root to root down precipitous slopes or climbing in a similar manner up high river-banks. The shallow and swiftly flowing streams were invariably bridged in many places by fallen trees, slippery and moss-covered. We were always extremely careful; but I was just across one when I heard a shout. Quickly turning I saw John executing the neatest dive I have seen. In a moment he was some thirty yards downstream in the shallow, turbulent rapids which swept over jagged boulders. I do not know how he managed to save his life. The jungle and vines growing thickly to the water's edge prevented me from assisting him at all. I still regard his preservation as a minor miracle.

At length and without further mishap we reached Centre Camp which was a considerable army food camp. I was overjoyed to meet Carl Jacobsen who had helped us considerably in Wau before he carried out his own demolition work around the aerodrome. He was great company and raised our spirits by his humour and shrewd observations. For a middle-aged man his agility and stamina were remarkable.

We travelled with Carl from Centre Camp to Bulldog in two days. The going was much easier; the track became more and more defined; the streams slower, wider, deeper, and crossed by vine bridges; the mountains became hills and undulated into stretches of flat ground.

Three very weary men tramped into Bulldog. The trek was over. We were all much pleased that we had done it. Perhaps



we had visions of the future telling of this adventure, and introducing further difficulties and yelling savages.

The officer in charge of the supply dump treated us with all hospitality, gave us food and good quarters, a change of clothes, and provided canoes for us to go down the Lakekamu to Terapo near the mouth.

That ninety-mile trip down the river is a story in itself—clouds of mosquitoes, huge sago swamps, and two lonely outposts at Otumi and Pa-pa with a white man at each. What tales they

could tell!

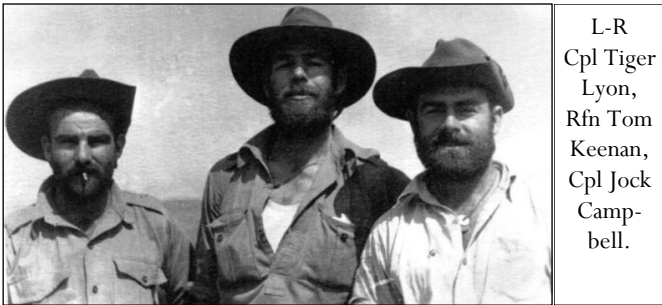
At Terapo we joined a party of nearly thirty and we went by schooner to Yule Island and thence to Moresby. There we had to wait many hours before we got in contact with a responsible officer who arranged transport for us to the special Australian New Guinea Unit. He telephoned the O.C. and evidently told him that there were thirty boys in from the Lakekamu.

The OC gave the normal New Guinea interpretation to "boi", and looked rather taken aback when we arrived. He had had food prepared for us-yes, two kerosene tins of cooked rice. "NG2057"

*Ed Comment. Naturally in 1943 only Regimental numbers would be published in any article. The Author of this was Cpl Samuel John (Jock) Campbell. He was described as a school teacher in the book by Ian Downs "The New Guinea Volunteer Rifles" 1939-1943.*

*Other NGVR men described in the article were Rifleman John M Woolley NG2051, Rifleman Jack Creary NG2077, Capt Douglas Umphelby VX114300 and Rifleman Carl Mallesch Jacobsen NG2282.*

*More detailed descriptions of the trek from Bulolo and Wau over the Bulldog Track to Yule Island are contained in the book "Keepers of the Gate", available from your Association.*



L-R  
Cpl Tiger  
Lyon,  
Rfn Tom  
Keenan,  
Cpl Jock  
Camp-  
bell.

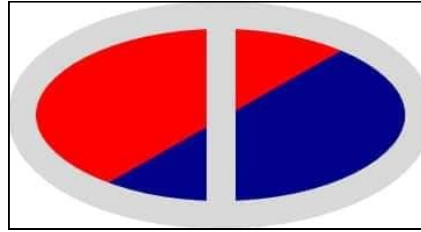
### 2/14th Field Regiment

The second of the 8th Division's field regiments, the 2/14th Field Regiment was raised on 17 October 1940 and its headquarters were initially headquartered at Victoria Barracks, Melbourne. The recruits for the regimental headquarters and 27 Battery came from Victoria, while the regiment's 28 Battery came from South Australia. By the end of the year the regiment's headquarters and 27 Battery was located at Puckapunyal, while 28 Battery was at Woodside. 28 Battery moved from South Australia to Puckapunyal in the third week of February 1941. The regiment trained with 18-pounder guns and 4.5 inch howitzers. A third battery, 64 Battery, was later raised in April 1942 while the regiment was in Darwin.

In July 1941 the regiment moved to Winnellie Camp, Darwin, which most thought would only be temporary move to "acclimatize" themselves with the tropics as most of the 8th Division had already gone overseas. Indeed, two of the division's infantry brigades and its other artillery regiments, the 2/10th and the 2/15th, were serving in Malaya and Singapore. The division's 23rd Brigade had its headquarters in Darwin and its battalions were later sent to garrison the islands to Australia's north - the 2/21st went to Ambon, the 2/22nd to Rabaul, and the 2/40th to Timor.

Following Japan's entry into the war and rapid advance through south east Asia and the Pacific, the 8th Division was captured and those who survived the fighting, then had to endure three and a half years as prisoners of war of the Japanese.

**The 2/14th Field Regiment was the only major combat unit of the 8th Division that was not captured. The regiment's colour patch was later changed in part to acknowledge this, as a perpendicular "break" was in-**



**serted into the colour patch. The break signified the "Broken Eight" Division.** The intention was to remove the break when the prisoners were liberated and the division reformed.

Just days after the fall of Singapore, on 19 February Darwin was bombed for the first time. Darwin and its nearby airfields were raided more than 60 times, and during this time the regiment remained in the Darwin area.

From the June to December the 2/14th's activities remained the same, tactical training, calibration shoots, and regimental shoots. The regiment's headquarters and 27 Battery remained in the Darwin "fortress" area, while 28 Battery moved to Bagot and 64 Battery moved to 38 Mile - Coomalie Creek.

After 18 months in Darwin, in January 1943 the regiment returned south and went into camp at Loftus, adjacent to the Audley National Park, south of Sydney, in February. It was while the regiment was at Loftus that it received its allotment of 25-pounders. The gunners carried out exercises in the Illawarra and Southern Highlands, and in November moved north to Brisbane where it prepared to embark for overseas service.

In December a detachment from the regiment's headquarters and 64 Battery travelled to Lae, in New Guinea, which was being developed into a major base for the Australian operations in New Guinea. At the start of 1944, 64 Battery moved to Massewang, which was north of Finschhafen, on the Huon Peninsula. Some personnel were also attached to the headquarters of the 9th Division. By the third week of January the rest of the regiment had arrived in Finschhafen where they had relieved the 2/12th Field Regiment. The 2/14th was to support the 5th Division's advance to clear the Huon Peninsula. Gunners from the regiment went into action the following month. The regiment remained in New Guinea for the rest of the year, providing necessary artillery support for the infantry and training. The guns of the regiment were located between Madang and Alexishafen.



Gunners from the 2/14th Field Regiment, RAA, Australian Army firing a Ordnance QF 25-pounder Short, near the Masaweng River, New Guinea, March 1944

At the end of the year the 5th Division, including the 2/14th, began moving to New Britain. Taken by troopship, the regiment left Alexishafen and arrived at Jacquinot Bay, the main Allied base on New Britain in early January 1945. American troops had made a large amphibious landing at Jacquinot Bay earlier in the war, and they were now being relieved by Australian troops.

The Australian campaign on New Britain was a limited offensive, one that contained the Japanese to Rabaul and the northern area of the Gazelle Peninsula. This was done with a series of limited offensives to clear the Open and Wide Bays, and with extensive patrolling regime between the two. As the only field regiment supporting the division, the 2/14th frequent provided support and was heavily engaged in the fighting around Waitavalo, shelling the Japanese positions in March 1945.

While most of the regiment was located on the east coast of the island at Wide Bay, A Troop was located on the east coast, at



Open Bay, with the 4th Brigade. A Troop mostly supported infantry patrolling, but in June it began engaging Japanese targets in the Matanakunai Bay and Matalaili River.

Following the end of the war in August and the surrender of Japanese forces, in September the regiment moved to Rabaul, where it and the 11th Division formed the garrisoning force. The 2/14th remained in Rabaul for the rest of the year. Over time the regiment's ranks thinned as men were discharged or posted to other units. In January 1946 the unit returned to Australia, where upon the 2/14th Field Regiment was disbanded.

*Australian War Memorial Website*

We all know mirrors don't lie.  
I'm just grateful they don't laugh.

### Battle of Kaiapit

The Battle of Kaiapit was an action fought in 1943 between Australian and Japanese forces in New Guinea during the Markham and Ramu Valley – Finisterre Range campaign of World War II. Following the landings at Nadzab and at Lae, the Allies attempted to exploit their success with an advance into the upper Markham Valley, starting with Kaiapit. The Japanese intended to use Kaiapit to threaten the Allied position at Nadzab, and to create a diversion to allow the Japanese garrison at Lae time to escape.

The Australian 2/6th Independent Company flew in to the Markham Valley from Port Moresby in 13 USAAF C-47 Dakotas, making a difficult landing on a rough airstrip. Unaware that a much larger Japanese force was also headed for Kaiapit, the company attacked the village on 19 September to secure the area so that it could be developed into an airfield. The company then held it against a strong counter-attack. During two days of fighting the Australians defeated a larger Japanese force while suffering relatively few losses.

The Australian victory at Kaiapit enabled the Australian 7th Division to be flown in to the upper Markham Valley. It accomplished the 7th Division's primary mission, for the Japanese could no longer threaten Lae or Nadzab, where a major airbase was being developed. The victory also led to the capture of the entire Ramu Valley, which provided new forward fighter airstrips for the air war against the Japanese.

### Prelude

The 2/6th Independent Company arrived in Port Moresby from Australia on 2 August 1943. The unit had fought in Papua in 1942 in the Battle of Buna–Gona and had since conducted intensive training in Queensland. The company was under the command of Captain Gordon King, who had been its second in command at Buna. King received a warning order on 12 September alerting him to prepare for the capture of Kaiapit, and had access to detailed aerial photographs of the area.

An independent company at this time had a nominal strength of 20 officers and 275 other ranks. Larger than a conventional infantry company, it was organised into three platoons, each of three sections, each of which contained two subsections. It had considerable firepower. Each subsection had a Bren light machine gun. The gunner's two assistants carried rifles and extra 30-round Bren magazines. A sniper also carried a rifle, as did one man equipped with rifle grenades. The remaining four or five men carried Owen submachine guns. Each platoon also had a section of 2-inch mortars.

The company was self-supporting, with its own engineer, signals, transport, and quartermaster sections. The signals section had a powerful but cumbersome Wireless Set No. 11 for communicating with the 7th Division. Powered by lead-acid batteries which were recharged with petrol generators, it required multiple signallers to carry and the noise was liable to

attract the attention of the enemy. The platoons were equipped with the new Army No. 208 Wireless Sets. These were small, portable sets developed for the communication needs of units on the move in jungle warfare. However, the 2/6th Independent Company had not had time to work with them operationally.

As it happened, the Japanese commander, Major General Masutaro Nakai of the 20th Division, had ordered a sizeable force to move to Kaiapit under the command of Major Yonekura Tsuneo. Yonekura's force included the 9th and 10th Companies of the 78th Infantry Regiment, the 5th Company of the 80th Infantry Regiment, a heavy machine-gun section, a signals section and an engineer company—a total of about 500 troops.

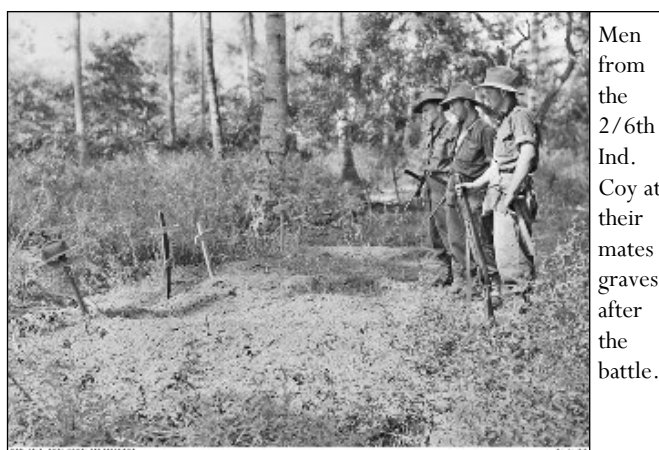
### Battle

King assembled his troops at Sangam, about 16 kilometres (9.9 mi) south of Kaiapit. They walked for fifty minutes at a time and then rested for ten.

They formed up at 15:15 in kunai grass about 1,200 metres (1,300 yd) from Kaiapit. As the company advanced it came under fire from foxholes on the edge of the village. A 2-inch mortar knocked out a light machine gun. The foxholes were outflanked and taken out with hand grenades and bayonets. The Japanese withdrew, leaving 30 dead behind. The Australians suffered two killed and seven wounded, including King, who was lightly wounded.

The company established a defensive position for the night. While they were doing so, Lieutenant D. B. Stuart, the commander of one of the Papuan platoons, arrived. They had become concerned when radio contact had been lost and he had been sent to find out what was going on. King ordered him to bring the Papuans up from Sangam with extra ammunition and the No. 11 set. Yonekura and his men had reached Kaiapit after an exhausting night march. Yonekura was aware that the Australians had reached Kaiapit but his main concern was not to be caught in the open by Allied aircraft. Spotting Australian positions in the pre-dawn light, the Japanese column opened fire. A torrent of fire descended on the Australians, who replied sporadically, attempting to conserve their ammunition. Although he was running low on ammunition, King launched an immediate counter-attack on the Japanese, which took them by surprise.

Lieutenant Derrick Watson's C Platoon set out at around 06:15 and advanced to the edge of Village 3, a distance of about 200 yards (180 m), before becoming pinned down by heavy Japanese fire. King then sent Captain Gordon Blainey's A Platoon around the right flank, towards the high ground on Mission Hill which overlooked the battlefield. It was secured by 07:30. In the meantime, some of the 2/6th Independent Company's signallers and headquarters personnel gathered together what ammunition they could, and delivered it to C Platoon at around 07:00. C Platoon then fixed bayonets and continued its advance.



Men from the 2/6th Ind. Coy at their mates graves after the battle.



Members of the 2/6th Independent Company display Japanese flags they captured at Kaiapit.

The commander of No. 9 Section of C Platoon, Lieutenant Bob Balderstone, was nicked by a bullet, apparently fired by one of his own men. He led his section in an advance across 70 yards (64 m) of open ground, and attacked three Japanese machine gun posts with hand grenades. He was later awarded the Military Cross for his "high courage and leadership". Lieutenant Reg Hallion led his No. 3 Section of A Platoon against the Japanese positions at the base of Mission Hill. He was killed in an attack on a machine gun post, but his section captured the position and killed twelve Japanese. By 10:00, the action was over.

After the action, King's men counted 214 Japanese bodies, and estimated that another 50 or more lay dead in the tall grass. Yonekura was among the dead. The Australians suffered 14 killed and 23 wounded. Abandoned equipment included 19 machine guns, 150 rifles, 6 grenade throwers and 12 Japanese swords.

**Consolidation**

The 2/6th Independent Company had won a significant victory, but now had 23 wounded and was very low on ammunition. Lt. Frazier (USAAF) landed on the newly captured airstrip in his Piper Cub at 12:30. He rejected the airstrip as unsuitable for Dakotas, and oversaw the preparation of a new airstrip on better ground near Mission Hill. This was still a difficult approach, as aircraft had to land upwind while avoiding Mission Hill. Although it was not known if the airstrip would be ready, Hutchison flew in for a test landing there the next day, 21 September, at 15:30. He collected the wounded and flew them to Nadzab, and returned an hour later with a load of rations and ammunition. He also brought with him Brigadier Ivan Dougherty, the commander of the 21st Infantry Brigade, and his headquarters, who took charge of the area. Around 18:00, six more transports arrived.

Vasey was concerned about the security of the Kaiapit area, as he believed that the Japanese were inclined to continue with a plan once it was in motion. Taking advantage of good flying weather on 22 September, 99 round trips were made between Nadzab and Kaiapit. Most of the 2/16th Infantry Battalion and some American engineers were flown in. The 2/14th Infantry Battalion and a battery of the 2/4th Field Regiment arrived on 25 September, and Brigadier Kenneth Eather's 25th Infantry Brigade began to arrive two days later, freeing Dougherty to advance on Dumpu.

**Results**

The 2/6th Independent Company had defeated the vanguard of Naka's force and stopped his advance down the Markham Valley. The Battle of Kaiapit accomplished Vasey's primary mission, for the Japanese could no longer threaten Nadzab. It opened the gate to the Ramu Valley for the 21st Infantry Brigade, provided new forward fighter airstrips for the air war against the Japanese, and validated the Australian Army's new training methods and the organisational emphasis on firepower.

Vasey later told King that "We were lucky, we were very

lucky." King countered that "if you're inferring that what we did was luck, I don't agree with you sir because I think we weren't lucky, we were just bloody good." Vasey replied that what he meant was that he, Vasey, was lucky. He confided to Herring that he felt that he had made a potentially disastrous mistake: "it is quite wrong to send out a small unit like the 2/6th Independent Company so far that they cannot be supported."

The Japanese believed that they had been attacked by "an Australian force in unexpected strength".

Australian historian David Dexter said that the "leisurely Nakai was outwitted by the quick-thinking and aggressive Vasey."

*Wikipedia*

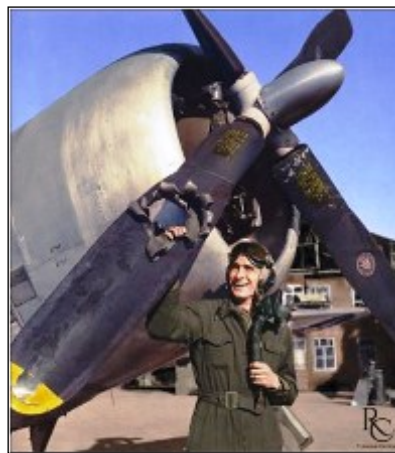


Australian soldiers from the 2/16th Battalion arriving at Kaiapit on 20 September after the area was captured by the 2/6th Independent Company

**Lt 'Lucky' Edwin Wright**

Lt Edwin Wright of the 404th Fighter Group shows off the damage caused by flak to his P-47 Thunderbolt. USAAF airfield near Sint-Truiden, Belgium, October 1944,

'Lt "Lucky" Edwin Wright, just over 19 yrs. old, just returned from his 39th mission- over Munster. He got hit by flak but continued on his mission dropped his bombs, did a spot of strafing and returned. When he got back he found a hole 8ins. in diameter through his 11ins. diameter prop blade, caused by a direct hit from an 'ack ack' shell. If the shell had deviated an inch and a half either side, his blade would have severed and he would have been brought down.



This is the 6th time that Wright has been hit by Flak and is now known as "Lucky Wright". He has 5 and a half months of combat to his credit and 39 missions.'

Edwin Wright flew a total of 88 missions in P-47 Thunderbolts over Europe during WWII. He left the Army in 1946 and was again called up for the Korean Conflict in 1950. He retired from the US Air Force as a Major. Edwin Wright passed away in

1959, from lung cancer, age 34.

*Roger Freeman Collection/American Air Museum in Europe/IWM (FRE 9553)*

Two guys are walking through a game park & they come across a lion that has not eaten for days. The lion starts chasing the two men. They run as fast as they can and the one guy starts getting tired and decides to say a prayer, "Please turn this lion into a Christian, Lord." He looks to see if the lion is still chasing and he sees the lion on its knees. Happy to see his prayer answered, he turns around and heads towards the lion. As he comes closer to the lion, he hears it saying a prayer: "Thank you Lord for the food I am about to receive."

### Lost on a mission over Buna is Hudson A16-201

Flown by Pilot Officer Warren F Cowan on 22 July 1942, the Hudson below took off from 7-Mile Drome near Port Moresby on a solo mission to shadow an enemy cruiser force north of Buna. Its last communication was received at 1330, two hours after take off. No sighting or distress call was heard.

Alone over Buna, this aircraft was intercepted by A6M2 Zeros of the Tainan Kokutai surrounded this Hudson and systematically attacked it one at a time. To their disbelief, the bomber turned into their attacks, to dogfight with them.

### Japanese Pilot Recommends Cowan For a Medal

One of the attacking Zeros was piloted by Saburo Sakai, who finally shot it down, but never forgot the incident or the bravery of the pilot and wrote about the incident in Samurai. After the war, Saburo Sakai was so moved by the bravery and heroism of this pilot he wrote a letter to the Australian Government, recommending Cowan for a medal. The Australian Government did not honour the request.

*Military Conflict. 20 Nov 2013.*



### Australia's Hutchins Brothers Seven Soldier Sons

Private VX61201 - Eric Everard Hutchins.  
 Private VX61203 - Fred Hutchins  
 Private VX41293 - Alan Leslie Hutchins, (Darky)  
 Private VX61202 - David Arthur Hutchins  
 Private VX41288 - Ivan Robert Hutchins, (The Parson)  
 Private VX41229 - William Ernest Hutchins, (Bill)  
 Bombardier VX37192 - Malcolm George Hutchins, (Mike)

In World War Two, seven Hutchins brothers from Woorinen, near Swan Hill in Victoria, enlisted to protect and fight for the country they loved.

All seven served with the AIF in different conflicts - from desert sands of the Middle East, Tobruk, Syria & North Africa, to the tropical Islands in the Pacific - New Guinea, Rabaul & Ambon. Of the seven brothers, only three returned home.



Four of the brothers died tragically under barbaric Japanese imprisonment, or trying to escape it.

The surviving three brothers, who returned to Australia at the end of the War, carried physical and psychological scars from their experiences.

Their brother's horrific fates were not known until the 2nd of February 1946, when parents Henry and Mary Hutchins received the first of four telegrams.

Three more would arrive together within the week.

No Australian family, would suffer from a greater loss of life in World War II.

*Australia Military History*

### "Mercedes for Sale - \$1"

Someone put up this advertisement...

No one believed it could be true so no one responded, but an old man responded and went to see the car.

The lady actually sold him a Mercedes, which had done just 12,000 Kms, for \$1.

She handed him the papers and the car keys. Deal done.

As the old man was leaving, he said, "I shall die of suspense if you don't tell me why this car was sold so cheap?"

The Lady replied, "I am just fulfilling the will of my deceased husband, where it's written that the money received from the sale of his Mercedes would go to his Secretary ..."

### How Jackson airport, Port Moresby, was named

By Gynnie Kero

John Francis Jackson was a father his two children, Patricia and Arthur, never knew. John was the eldest of six children & purchased a sheep grazing property at an early age at St. George in Queensland.

At 26, he purchased his first plane, an open cockpit mono-plane which he used for stock & property inspections. This involved landing the plane wherever he could put down, as there weren't many airfields in those days, and he soon earned the nickname "Claypan".

Later he purchased a Beechcraft Staggerwing biplane, which had a greater range and passenger capacity. Incidentally, it happened to be faster than any single engine aircraft in the airforce at that time.

Aged 30 and still unmarried he went on a two-week cruise to New Zealand where he met an Irish girl Betty Thompson who was doing a round cruise from England chaperoned by her aunt. The couple fell in love. But Betty was soon to return home to Ireland, so he pursued the ship to Adelaide in his plane and persuaded her to marry him then and there, leaving Aunt May to sail home alone and face the wrath of Betty's father in Dublin. Betty did not see her family in Ireland for another nine years. They settled down on his sheep property near St. George. A daughter Patricia, was born in 1939 and a son Arthur a year later.

Within a month of the declaration of war in 1939, John joined the RAAF as a Pilot Officer and commenced a year of training, mostly in Wirraways at Archerfield. The Air Force desperate for men with flying experience, so was prepared to overlook some physical disabilities like John's poor eyesight.

John saw little of his family though he was able to keep a Beechcraft at Archerfield and fly to St. George whenever possible. In October 1940 John was posted for a year to No 3 Squadron in the Middle East; this is where he earned the Distinguished Flying Cross.

He was posted home in October 1941 and probably thought that the war was over for him. He was given three weeks leave with his family but during this time the Japanese attacked Pearl Harbour, so he was sent to Point Cook Victoria to train new pilots, something he hated after the excitement of being in an operational squadron, also because he was once again far from his family. John was moved to Canberra in



Flt Lt Jackson in North Africa 1941

January 1942 for more instructing.

Singapore fell, Darwin was bombed, Rabaul was taken, and John and his mates were soon learning to fly newly-arrived American Kittyhawk fighters, which were to be the basis of Australia's air defence against a Japanese invasion.

Three Kittyhawk squadrons were hastily formed in Townsville and John was given command of the first, No. 75, manned mostly by pilots with no combat experience and about 10 years younger than John. He soon became known as "Old John". Another pilot in

his early 30s was nicknamed "Grandad".

In less than a fortnight, 75 Squadron was in Port Moresby, which was being bombed almost daily by Japanese aircraft flying from Lae and Rabaul.

John's brother Les, who had been with the RAAF in Singapore before it fell, joined him in the squadron. A day after arriving, they launched a surprise low-level Strafing attack on the Japanese held airfield at Lae, destroying a number of aircraft on the ground. It was extremely low level; one Kittyhawk clipped the propeller of one of the Japanese planes, which were foolishly lined up in neat rows beside the airstrip. The attack caused such confusion on the ground that the Australians were able to do a second run before heading home.

Conditions at the Port Moresby airstrip were primitive with no proper toilets for the men, and a serious risk from malaria and dysentery.

For six weeks, the action was intense, with air battles occurring regularly. The Australian pilots soon learned not to dogfight the Japanese Zeros, as they were superior in manoeuvrability, though not in speed or toughness, to the Kittyhawk. The Japanese pilots were also very experienced in combat. The Australian tactics were therefore to get above the Zeros, make diving attacks on them, and use their superior speed to get away.

One day, John flew over to Lae alone to do some reconnaissance, but was jumped by two Zeros. With his aircraft on fire, he managed to land it in the sea and struggle free before it sank about a kilometre offshore. John shed his flying boots and swarm towards a village (Busama) stopping at the mouth of a creek to rest near a floating lot. When the log turned out to be a crocodile, he found new strength to get ashore.



In New Guinea. The last photo taken of John Jackson DFC

There at great risk to their own lives by the Japanese, two New Britain boys offered to guide him to safety. So began a 10-day walk over mountains and through rugged jungle to Wau, from where John was flown to Port Moresby.

John's ordeal was not quite over, as the plane carrying him was attacked by a Zero just before landing, and a bullet took the tip off one of his fingers.

During his walk to safety, he had managed to keep a diary using a pencil and scraps of paper, and this diary has been published in many magazines and books over the years.

The Squadron's elation at having their leader back was to be short-lived. Over the previous months they had lost seven pilots killed in action, and all but five of their Kittyhawks. Illness from malaria and dysentery had also taken its toll.

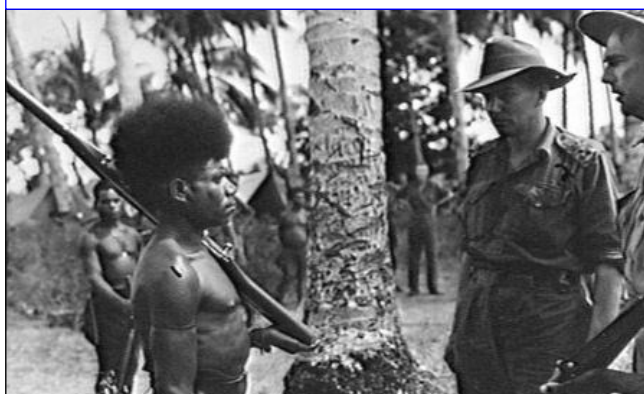
Four days after his return, John led the five aircraft against a superior force of eight bombers escorted by eleven Zeros. Unable to gain sufficient height, they attacked the bombers from below, but the Zeros came down on them and after a furious dogfight, John and another pilot were shot down and killed.

A few days later, only one serviceable aircraft remained and the Squadron withdrew to Australia. Later that year the Seven Mile Aerodrome from which they had operated was renamed Jackson Field in honour of John. Today it is Port Moresby's International Airport.

The Squadron regrouped at Kingaroy and under, my Uncle Les Jackson's command, did a terrific job supporting the Australian ground forces at the Battle of Milne Bay, then went on to pursue the Japanese up through the islands until the end of the war.

April 28, 2017 The National Weekender

Judy was entering the church. She was wearing a see-through blouse.  
 "You can't come into the church like that!", exclaimed the priest.  
 "But I have a divine right!", replied Judy.  
 "You have a divine left too, but you still can't come in dressed like that!".



Brig I. N. Dougherty (centre) and WO2 H. P. Seale of ANGAU (right) congratulate "Yarawa" (left) of the Royal Papuan Constabulary for his feat of single-handedly capturing a Japanese sergeant, Hideo Kadota, on 25 Sep 1943.

**Outback survival skills taught and tested**

Hundreds of kilometres from Perth, deep in the heart of Western Australia's outback, soldiers from the Pilbara Regiment's 3rd Squadron have learned new survival skills and put them to the test.

The recently held Exercise Emu Walk aimed to enhance the core environmental survival and visual tracking skills that support survivability and intelligence gathering while on long-range surveillance tasks in remote areas.

Officer Commanding 3rd Squadron Major Blake Bishell said the survival training began in the Burringurrah community, in the heart of the remote Gascoyne region.

"We started the week-long survival and tracking exercise with a 51-kilometre dismounted foot patrol, where the participants needed to find their own resources to continue on the trek," Major Bishell said.

The final destination for the participants was Mt Augustus, known as Burringurrah in the local Wajarri language, which is twice the size of Uluru, making it the largest rock in the world.

The exercise was supported by Special Air Service Regiment personnel and Burringurrah Rangers, who provided additional expertise and experience in the areas of counter-tracking and deception, judging the age of various animal and human disturbances in the field, and the mental approach to surveillance.

Other skills taught included techniques for procuring water, building shelters, lighting fires, improvised first-aid techniques, finding bush tucker, and celestial navigation.

“The Burringurrah Rangers spoke about the importance of tracking, its use for reading the ground and identifying what animals had passed through the area, as well as teaching 3rd Squadron soldiers the traditional names and uses of various medicinal plants,” Major Bishell said.

The patrols completed lessons on survival before tracking each other through the outback, putting their newly acquired skills to the test in a challenging environment.

Major Bishell said these skill-sets were essential for soldiers of the Pilbara Regiment, who specialised in reconnaissance and surveillance.

“By understanding environmental survival, the soldiers are able to be comfortable in a harsh, unforgiving terrain and, if required due to circumstance, they may easily extend the duration of their task without resupply, knowing they are capable of maintaining their position while using local resources,” he said.

“It also gives the individual a sense of self confidence, knowing if they are separated from their patrol, they have the ability to keep themselves alive until rescue arrives.”

Major Bishell said Pilbara Regiment’s reconnaissance and surveillance activities occur in the most remote parts of the country, and their most important learning comes from collaborating with local communities to share knowledge and information.

Contact Newsletter 156.



Pilbara Regt. 3 Sqn.



For all who may be having a bad day.

It can always be worse

Border Control Queensland Style

**Afghanistan memorial garden opened**

Five years of fundraising, planning, digging and planting culminated on October 16 with the opening of the Afghanistan War

Memorial Garden in Brisbane.

Veterans, families, current serving members and community members attended the opening ceremony.

The project started with a vision to honour the fallen and those feeling the effects of their service in Afghanistan.

An army of volunteers joined forces to create a sanctuary where everyone can be inspired by, and learn about, the selfless and courageous sacrifice of the fallen, as well as find peace in the solitude of the memorial garden.

A project of the charity 42 for 42, the memorial garden is located next to Suncorp Stadium.

Forty-two plaques frame the edge of the garden – one for each of the 41 Australian service personnel who lost their lives during Operation Slipper, and an additional one representing those who have died since returning home, or who continue to carry post-war injuries.

Each plaque has a QR code that visitors can scan to read the biography of the fallen.

42 for 42 Board President and former Army combat engineer, Sean Mulqueen, was lost for words when he reflected on the years of effort that led to the opening day.

“I can’t believe that we’ve finally done it,” Mr Mulqueen said.

“The garden is now open for people to use the way we envisioned it, and we’re already getting emails from schools that want to take their students there.

“All the hard work was definitely worth it.”

While 6th Engineer Support Regiment members have supported various fundraising activities over the years, including raising more than \$22,000 through a 42-hour challenge at the Gallipoli Barracks gym last year, it was their construction expertise and trade skills that helped bring the memorial garden to life.

Having been involved in the 42 for 42 fundraising activities for the memorial garden, Sergeant Michael Britten knew the project would require tradies and a foreman, so he introduced the team to Corporal Ty Fergus, a construction foreman at the 6th Engineer Support Regiment.

“I know it’s difficult because Army receives a lot of requests for support, but Britto [Sergeant Michael Britten] and Ty [Corporal Ty Fergus] came in their own time, just when we really needed them,” Mr Mulqueen said.

“They brought their construction and tradie expertise and helped us work out a few things such as drainage and setting up foundations.

“They also brought in other Army tradies who could help the volunteers with the heavy lifting, and every time it looked like we would have yet another hurdle to jump over, they stepped up and helped us out, ensuring that everything had a professional finish.”

Corporal Fergus said the he enjoyed working on the project.

“We volunteered to help them with the drainage works, concreting, building the fence, installing all the plaque stands, completing the formwork for the statues and other technical tasks,” Corporal Fergus said.

“We had soldiers building a place to remember soldiers; we all developed relationships with the fallen soldiers’ families.

“They’d cook us lunch and watch our kids for us while we worked in the garden.

“It felt really good to be helping out – I loved it.”

At the opening of the memorial garden, Corporal Fergus commanded the catafalque party, which comprised 6th Engi-

neer Support Regiment members who had volunteered their time and trade expertise to help create the memorial garden.

As the dignitaries officially opened the garden, 800 people watched a live stream of the service from inside Suncorp Stadium and more than 150 others tuned in to the live broadcast on the 42 for 42 Facebook account.

Now open to visitors 24/7, the Afghanistan War Memorial Garden can be accessed through the grounds of the Anglican church at the end of Chippendall Street in Milton, Brisbane.

Contact Newsletter 157.



Mr Sean Mulqueen, 42 for 42 Board President and former Australian Army Combat Engineer, addresses VIPs and invited guests during the opening of the Afghanistan War Memorial Garden in Brisbane.

An elderly couple, who were both widowed, had been going out with each other for a long time. Urged on by their friends, they decided it was finally time to get married. Before the wedding, they went out to dinner and had a long conversation regarding how their marriage might work. They discussed finances, living arrangements and so on. Finally, the old gentleman decided it was time to broach the subject of their physical relationship. 'How do you feel about sex?' he asked, rather tentatively. 'I would like it infrequently' she replied. The old gentleman sat quietly for a moment, leaned over towards her and whispered - 'Is that one word or two?'

The following is an Administrative Order put out by Graeme Blanch in 1962 to a group of PNGVR members who were preparing to walk the Kokoda Trail.

### KOKODA

Following a meeting of the Imperial Executive Committee of the Kokoda Bushwalkers Association it was decided, (before the members became completely and uncontrollably inebriated) that:-

- 1) The date of departure be brought forward to 26 Dec 62.
- 2) Some red headed bum who puts his time in at the Lands Department make the necessary arrangements for medical supplies.
- 3) All monies be paid to Blanch the Moneygrabber by 7 Dec 62, otherwise the deposit for the aircraft will be drawn from ex-members Insurance Policies.
- 4) Marching order will be worn and a weigh-in of all kit will be held some time before departure. ADO Kokoda has been contacted. Carriers may be available for the first day to Iloilo (Isurava). Rates over the Christmas holidays will be Two Shillings per hour. A

limited back loading may be given us depending on Mr Kinzle and PATAIR.

- 5) Purchase of Kai will be the responsibility of the individual. Stores lists have been submitted to CO PNGVR for approval and transport from Owers Corner has been requested.

At present the Situation is we have nine volunteers and an aircraft.

Jim Carven, Peter Rogers, Ian Rogers Geoff (Jeff/Geeeff) Kenny, Neil Webster, John Collins, Mal Brown, D'arcy Leggett

Our Mission as you know, is to walk the Kokoda Trail in five days, any bodies incapable of walking may have to be disposed of.

In the Execution of our plan we have to date chartered a Piaggio aircraft ETD Jackson's Airport 0930 hrs 26 Dec 62.

All personnel to be at assembly point PATAIR terminal Jacksons Airport by 0900 hrs.

The flight is estimated to take 25/40 minutes, PATAIR quote fifty two pounds 10 shillings. In the event of a prang this can be expected to rise significantly.

Admin and Logistics will be arranged by the individual, Breakfast is essential, those paper bags have been put there for a good reason. Canungra JTC give a man only a short time to survive in the jungle without food so remember yours. Besides there are no horses up that way.

If you smoke take plenty of cigarettes otherwise I'll have nothing to burn off the leeches.

Command and Signals will be arranged—probably at our next meeting. But if you should fall off a bridge while crossing one of those fast flowing rivers, do not be a martyr –SCREAM. We must know where members were lost.

Next meeting of Kokoda Group will be held 13 Dec 62 0930 hrs at Top Pub.

Meeting is not expected to take more than one half hour of your invaluable time.

All members are requested to attend.

Blanch.

*Ed Note. The group completed the walk in the anticipated time. Thank you Peter Rogers DFC who participated in the walk and kept the instruction all this time.*



### Bunnings Sausage Sizzle

On New Year's Day, Sat 1st Jan 2022 a dedicated group of volunteers gathered again at Bunnings, Oxley, a Brisbane suburb to man a sausage sizzle with proceeds to go towards the ongoing maintenance of the Museum.

It was never going to be a major fund raiser due to:- New Year's Day, Wet weather with rain on and off all day, and The surge of Covid in Brisbane

Nonetheless a modest profit of \$628 was made. It was great to be back right by the front entrance to Bunnings after being located by the Garden Section, well away from the front entrance during the past two years. Thanks to Paul Brown, Colin Gould, Bob Collins, Kieran Nelson, Mile Griffin and Mal Zimmerman.

## DAD'S STORY

From Trawool to Rabaul and Zentsuji  
1940 - 1945



*Dad's Story, from Trawool to Rabaul and Zentsuji, 1940-1945 by Sue Bussell, published 2021. This book shares the story, with many photos, about the author's father, Lt Gordon John Bussell VX46451 (9/12/1912 -1/6/1984), war experiences as a soldier and POW in Japan. He was the platoon commander of 9 Pl, A Coy, 2/22 Bn. The soldiers of his platoon perished on the Montevideo Maru while he survived the war as a POW in Japan. NGVR was attached to A Coy during the Japanese invasion of Rabaul 80 years ago on 23/1/1942*

### New Army Aviation Command established

The Chief of Army, Lieutenant General Rick Burr, AO, DSC, MVO, announced on 2 December the establishment of a new Army Aviation Command, at a ceremonial parade and helicopter flyover at Blamey Square, Canberra. Lieutenant General Burr said the formation of the Army Aviation Command was a significant achievement for the Australian Army and the Australian Defence Force.

"The alignment of Army's aviation capability under its own command optimises Army Aviation to better support land, amphibious and special operations," Lieutenant General Burr said. "The Command will improve resilience and adaptability and ensure Army's training system is agile and contemporary. "The unity, sense of purpose and focus in a single command will support our land forces to achieve more tasks, in more difficult environments. "The command also represents the delivery of another key milestone set out in the 2020 Defence Strategic Update and 2020 Force Structure Plan."

Commanded by Major General Stephen Jobson, AM, CSC, Aviation Command will deliver aviation capability to support Army's land power to enable the Joint Force.

Army's aviation capability provides aviation reconnaissance, firepower support, air assault, and battlefield support and surveillance, in combined, joint and interagency environments. Army operates various types of aircraft including the Boeing CH-47F Chinook, Eurocopter Tiger armed

I don't like the fact that my chances of survival during this pandemic seems to be linked to the common sense of others.

reconnaissance helicopter, NH Industries MRH90 Taipan multi-role helicopter and leased civil light utility helicopter.

RUSI Newsletter 68/69 Nov/Dec 2021

### Bridge Naming Ceremony, Museum Precinct, Saturday 19th February, 2022

At 9am on Sat 19th Feb 2022 there will be a naming ceremony at the Boundary Road bridge over Bullock Head Creek adjacent to the Museum. Council have agreed to name this bridge the **Frank Holland MBE Bridge** and there will be a gathering of Association members at the bridge for the service.

Frank Holland MBE, Commando and Coastwatcher served in WW11 in Timor, Borneo and Australia, and later in PNGVR when it was formed in 1951. He was the father of the first NGVR/ PNGVR Museum Curator John Holland.

Dress will be Anzac Day dress with medals. The full ceremony schedule has not yet been finalised but will be along the lines of:-

- Form up at the bridge at 8.45am
- Naming ceremony which will include a short history of Frank Holland's life
- Morning tea in the Everyman's Hut at the Wacol Precinct immediately following

Please diary now as we would like to see the maximum number of Association members present for the Ceremony.

**It is hoped to have a bus to transport personnel from the Museum precinct to the bridge and the bus will leave the precinct at 8.30am. Please note there is no parking at the bridge.**

**Attendance please no later than 12th Feb 2022 to Bob Collins—details Page 16 - for catering purposes.**

**VALE: Capt. Lewis Grant (Chick) HUTSON**  
**QX53937/ 159494 31 Jul 1926—15 Dec 2021**

Chick was born on 31 July 1926 in Edenborough, Scotland. However his Military records show his DOB as 8 Jan 1925. He migrated to Australia in 1931 with his family. There, he



**PNGVR Madang 1959.** Standing. Eugene Lewin, Brian Andrew, Brian Fox, Cpl Bill Honisett, Joe Berger, Percy Neville, Bernard Arnold, Bob Collins. Sitting Sgt Lionel Fox, Lt L.G. 'Chick' Hutson, Sgt Joe Fisk.



NATIONAL MEDALS  
Pty Ltd

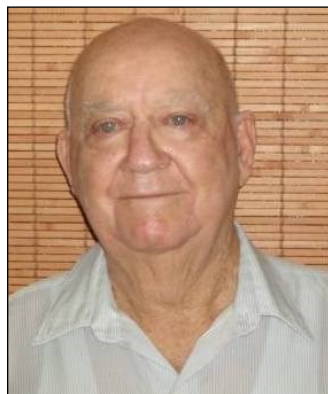


### REPLICA MEDALS OR MOUNTING OF MEDALS

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

attended public school at Milla Milla on the Atherton tablelands, and High School in Cairns. It was during his school years that he gained the nickname of "Chick" and it stuck with him for life.

He served in WW11 and after discharge from the Army, he became a qualified Carpenter for some years, before becoming a storeman/ carpenter with Government Stores in Madang. He served with Govt Stores—Madang 1951, Samarai (8 months) 1963, Port Moresby 1964, Rabaul 1965, Port Moresby 1971-75 and he retired after Independence as Superintendent of Stores and Supply.



Chick in 2014.

He joined PNGVR in 1954 when a rifle Platoon, 2 PI. A Coy was formed at Madang and with his previous wartimes service rapidly moved up through the ranks—Cpl, Sgt and then commissioned, By 1959 he was OC of 2 PI, a position he held until his transfer to Samarai in 1963, by which time he had been promoted to Captain (1962).

On his transfer to Port Moresby in 1964 Chick was appointed OC Admin Pl. until 1965. He was OC of No 2 Guard during the Presentation of the Colours in 1969 in which year he also passed Subject 3C for promotion to Major.

Chick was always heavily involved in PNGVR from the time he joined in 1954 until its disbandment in 1973.

During his early times in Madang Chick played Rugby League and was a member of the successful 1951 Kearin-Sheargold Cup holders. Altogether he spent 25 years in PNG.

He returned to Australia in 1976, when he took up an interest in Marine matters, first as a licensed professional fisherman and then as a ships Master in various positions in both commercial and tourist trades. When he retired, Chick spent many years solo cruising up and down the Queensland coast. He ceased this activity in 2006 and spent many years, writing, editing, rewriting and refining a. Novel--- "A Certain Desire".

### LEST WE FORGET

The Association would like to thank Jodie Clayton for her generous donation to the Museum on behalf of her late father John Holland, the original Curator of the Museum, whose drive and dedication to the Museum made it what it is today.

The Association would like to thank King & Co Property consultants for its continuing support, including the printing of this edition, together with the past 74 issues of Harim Tok Tok. Its contribution is much appreciated.

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

Includes former members of the PIR, PIB and NGIB.

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

For Military Museum enquires contact Paul Brown email [paulbrown475@gmail.com](mailto:paulbrown475@gmail.com), Phone 0402 644 181 or Colin Gould email [pngvr@optusnet.com.au](mailto:pngvr@optusnet.com.au), phone 0424 562 030

(NGVR/PNGVR Military Museum, 1007 Boundary Road, Wacol, Qld, 4076)

Membership fee payments to Treasurer, Kieran Nelson email [kierannelson@bigpond.com](mailto: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](mailto:trevor.connell@internode.on.net), phone 0409 690 590

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

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

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

Harim Tok Tok Editor: Bob Collins, email [bob-collins@bigpond.com](mailto:bob-collins@bigpond.com), phone 0413 831 397

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

Chaplain. Rev Ron MacDonald. Phone 0407 008 624 email [Cheryl.ron@gmail.com](mailto:Cheryl.ron@gmail.com)

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### FUNCTION DATES

**Sat 12 Feb 2022**    **Sat 9 Apr 2022**

Executive C'tee Mtg - Museum 10 a.m.  
Members always welcome. BYO lunch.

**Sat 19 Feb**

Bridge naming Ceremony in honour of Frank Holland MBE, Commando, Coast-watcher at Museum precinct, followed by morning tea at Everyman's Hut. Frank also served in PNGVR and accepted the US Presidential Citation in 1952. He was the father of our first Museum Curator John Holland. Bus leaves museum at 8.30am. Names to Bob Collins—details above by 12 Feb for catering purposes.

**Sat 5 Feb**    **Sat 5 March**

Museum open 10am—1pm.





**Members and Friends of the NGVR & PNGVR Association are invited to a Bridge Naming Ceremony near the Wacol Museum Precinct followed by morning tea at 9 am, Saturday 19<sup>th</sup> February 2022.**

The Boundary Road bridge over the Bullock Head Creek near the Museum Precinct will be named the **Frank Holland MBE Bridge**.



*Frank Holland was the father of John Holland, the first Curator of our Museum. Frank served in WW2 in Timor, Borneo and Australia as a commando and coast-watcher. Before enlisting he assisted the troops and civilians escaping from Rabaul after the Japanese invasion. He also served in PNGVR when it was formed in 1951.*

Members will form up at the Bridge at 8.45am in Anzac Day dress with medals.

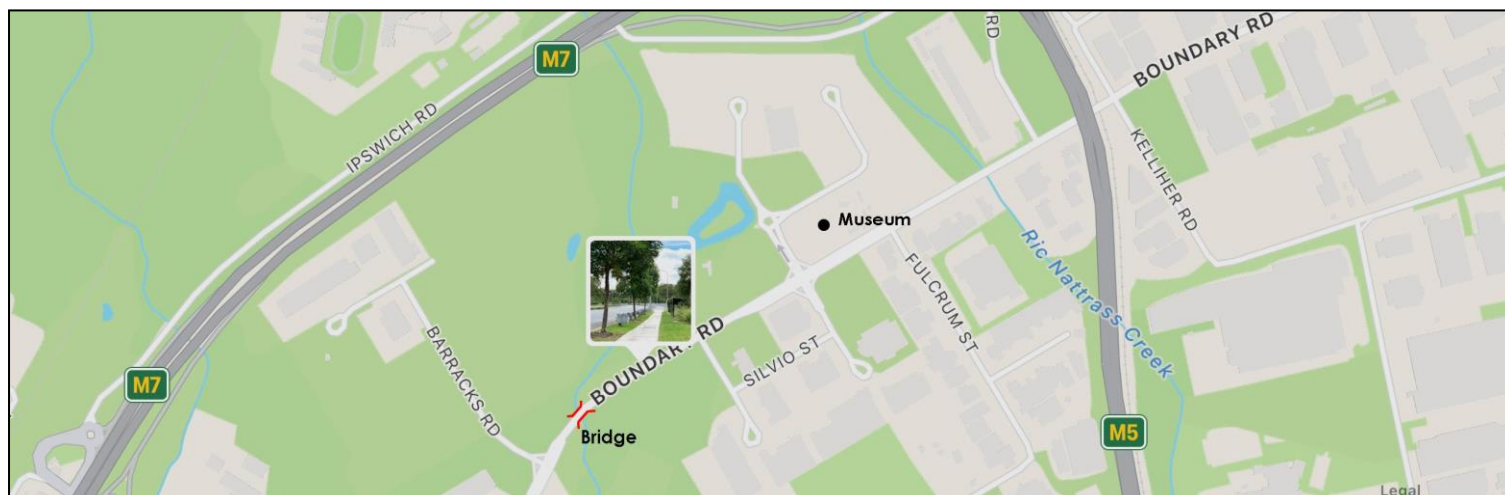
There will be short ceremony including a short talk about Frank Holland's life.

Morning tea in Everyman's Hut in the Museum Precinct will immediately follow.

Parking will be in the Museum Precinct, there is no parking at the bridge.

***It is hoped to have a bus to move attendees from the Museum Precinct to the Bridge, the bus leaving the Precinct at 8.30am.***

For catering purposes, if attending, please advise Bob Collins on 0413 831 397 or [bob-collins@bigpond.com](mailto:bob-collins@bigpond.com) no later than 12<sup>th</sup> February 2022



2022 is the 80<sup>th</sup> Anniversary of many important dates of WW2 military events occurring in PNG, many of which NGVR were involved.

1942 was the year of NGVR when the unit was mobilised, fought, exhausted, and disbanded.

## IMPORTANT 1942 DATES FOR NGVR

Dec 1941	Pearl Harbour bombed
8 Dec 1941	<b>Selected full time call up of NGVR</b>
21 Jan 1942	<b>Lae/Salamaua/Bulolo bombed</b> <b>NGV assumes New Guinea's civil administration</b> Lae evacuated
22 Jan	<b>NGVR mobilised</b> Salamaua receives warning of a invasion fleet
23 Jan 1942	<b>Rabaul invaded</b>
1 Feb	Lae and Wau bombed
2 Feb	POM bombed
3 Feb	Ambon surrenders
13 Feb	<b>NGVR at Lae for seaborne rescue of survivors from New Britain</b>
15 Feb	ANGAU formed Singapore surrenders
19 Feb	Darwin bombed
20 Feb	Timor invaded
23 Feb	Timor surrenders
8 Mar	<b>Lae &amp; Salamaua invaded</b>
9 Mar	RAAF bombed Salamaua
10 Mar	US Carrier aircraft bomb shipping at Lae & Salamaua Finschaf-fen invaded
17 Mar	Mc Arthur arrives in Australia
18 Mar	McArthur becomes Supreme Comd Allied Forces, SWPA
22 Mar	Aust. P40s attack Lae airfield and destroy 12 aircraft
27 Mar	Blamey made Comd Allied of Land Forces, SWPA
28 Mar	First GIs arrive in Sydney
12 Apr	A 60 man platoon from 1 Ind Coy reinforcements arrive in Wau via Bulldog
23 Apr	Kanga Force formed with reinforcement to be sent when POM threat removed.
May	Guadalcanal invaded - Japs start to construct airfield
4- 8 May	<b>Battle of the Coral Sea - POM invasion fleet returns to Rabaul</b>
12 May	Kanga Force instructed to harass enemy in Markham and Salamaua
22-23 May	2/5 Ind Coy air lifted into Wau as part of Kanga Force
6 Jun	<b>Battle of Midway - pivotal battle of the War</b>
22 Jun	Embarking of POWs and civilian internees on the Monte Bideo Maru at Rabaul
29 Jun	Raid on Salamaua by 2/5 and NGVR
30 Jun	Raid on Heath's Pln- Comd of 2/5 killed
1 Jul	<b>Monte Bideo Maru sunk with loss of 1,053 Australian POWs and civilian internees incl 36 NGVR soldiers</b>
21 Jul	Japs attack Mubo & driven off with 12 dead
21/22 Jul	<b>Buna / Gona invaded for overland push to take POM</b>
29 Jul	Japs occupy Kokoda
2 Aug	Japs bomb Wau, Bulolo and Skindewai
7 Aug	US Forces invade <b>Guadalcanal (Japs defeated 9 Feb 1943)</b>
25-26 Aug	Milne Bay invaded by Japs for airfields to support Papua campaigns
30 Aug	Japs occupy Mubo
7 Sep	Japs withdraw from Milne Bay
26 Sep	Japs withdraw from Ioribaiwa on Kokoda Track
1 Oct	Kanga Force raids Mubo
18 Nov	Australians reach Kumusi River
22 Jan 1943	Japanese defeated at Gona/Buna