



Harim Tok Tok

PAPUA NEW GUINEA VOLUNTEER RIFLES EX-MEMBERS ASSOCIATION Inc.

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PRESIDENT'S UPDATE



Left to right: Paul Brown, John McGrath, Mal Zimmermann, John Christopher, Kevin Shorthouse, Peter Rogers (Jnr), Tony Boulter, Bob Collins & Phil Ainsworth.

Twenty NGVR & PNGVR Association members & friends marched on ANZAC Day in Brisbane on a wet & windy day. Although wet, our marchers were in good spirit enjoying the moment. Four other members accompanied the parade in jeeps. After the march our reunion was held in the usual venue, the Stock Exchange Hotel, with 43 members & friends in attendance. All were pleased with the above photo of a happy PNGVR group which appeared on the front page of the Courier Mail the following day.

Prior to the ANZAC Day march I attended the short annual memorial service of the PIB-NGIB- PIR- HQ Association to honour PNG & Australian soldiers who died in the Pacific War. It was held at the "Fuzzy-wuzzy Angels" statue in Anzac Square. A mixed group of about 16 attended. The group appreciated the song about the 39th Battalion unexpectedly sung unaccompanied by a woman whom no one knew until after the service.

On Friday 22nd April, I represented our Association at the annual University of Queensland Medical Society's ANZAC Tribute Service at UQ Medical School, Herston, Brisbane. The service commemorates 12 students & graduates of the Medical School who lost their lives in the service of Australia. The service was attended mainly by the medical fraternity, many presently serving in the Armed Forces. Most were in uniform. Other attendees were Senior Officers from all arms of the ADF, Queensland Police, Ambulance, St John's Ambulances & Nursing

Services. I was one of few non-medical people present.

Association member Bill Bickerton in Manjimup, West Australia represented our Association at it's RSL arranged ANZAC Day March- well done Bill!

On Thursday 28th April I represented our Association at the Queensland Naval Association Service commemorating the loss of men on the Australian submarine AE1 & the AN&MEF servicemen lost when occupying the German Wireless station at Bita Paka in German New Guinea at the beginning of WW 1. Few realise this was the start of Australia's long relationship with New Guinea. The service was held at the Naval "Jack Tar" Memorial situated near the entrance of the South Brisbane Maritime Museum. An interesting speech covering the Australian Navy's WW1 activities was made by President Rudi Bianchi.

Representing the Association, I attended the 80th Anniversary of the Battle of the Coral Sea at the Australian American War Memorial in Newstead Park, Brisbane on Saturday 7th May 2022. The Australian American Association, Brisbane organises this large & impressive ceremony each year. Over a hundred guests attended ranging from the Queensland Governor, the Deputy Commander of the US 7th Fleet & Band, representatives of the Chief of the RAN with Band, the Prime Minister, Heads of the ADF, diplomatic representatives from

the USA, Japan, Korea, Italy, Philippines & Netherlands, Qld Service Chiefs, Military Associations & many more.

Our next event is our annual Montevideo Maru Memorial Service to be held at 10am, Friday, 1st July 2022 in the Hall of Memories under the Brisbane Cenotaph in Anzac Square, Brisbane. It will be the 80th Anniversary of the loss of 1053 Australian POWs & civilian internees when the unmarked Japanese Prison ship was sunk by US Submarine Sturgeon west of the most northern point of Luzon Island, The Philippines. Officially NGVR lost 36 men on the Montevideo Maru. Many members of NGVR who were not called up for full time service also perished on the ship. This service is open to the general public so please invite your family & friends to attend with you. Morning tea will follow the service.

Phil Ainsworth, May 2022

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A Coastwatcher Mission off the coast of Papua Lionel Veale

I left Australia with the 1st Independent Company Commando, arriving in Kavieng, New Ireland on 24th July 1941. In November 1941, I was lucky enough to be sent with No. 2 Section to Vila in the New Hebrides, arriving there on 5th December 1941. Our mission was to train the Free French on the island. A couple of days after we arrived there, Japan bombed Pearl Harbor and the war in the Pacific had begun.

We received a signal from our Commander in Kavieng, Major James Edmonds-Wilson, ordering us not to return to Kavieng. Subsequently, the 147 members of our unit who were left at Kavieng found themselves up against an estimated 6,000 Japanese approaching New Ireland.

Orders were received from Australia that they were to oppose the approaching Japanese and fight a guerrilla war against them; but New Ireland was not suitable for this kind of warfare, and Major Edmonds-Wilson decided that he would take the men who were left of his commando unit to Rabaul, and there join the Australian 22nd Battalion.

They left Kavieng in their ship the "*Induna Star*", and after eluding the Japanese who were looking for them, they sailed down the west coast of New Ireland. When daylight fell, they anchored at Gilingil Plantation which was situated opposite Rabaul with the St George Channel between them.

The Chinese storekeeper had "gone bush", but he was found and he told the commandos that the troops in Rabaul had ceased fighting a week earlier. This put a different complexion on the situation. They would not be able to join up with the 22nd Bn. They could have continued to sail south for Buka Passage in the Solomon Islands, but a message received from Jack Read, an Australian Coastwatcher in the Solomons, told them that the Japanese had landed there. Although, as was found out later, this information was not true, Major Edmonds-Wilson decided to head south for Woodlark Island, which lay off the coast of the Australian Territory of Papua.

The St George Passage was being patrolled by enemy ships but the "*Induna Star*" somehow managed to sail through them, and when daylight came the ship was well on its way to its destination. However, their luck had run out. A Japanese float plane discovered them, and after strafing the ship, it called in a Japanese destroyer which escorted the ship back to Rabaul.

The men aboard the "Induna Star" became prisoners of war, and also became part of the saga of the infamous prison ship the "*Montevideo Maru*". Over one thousand Australian prisoners of war were later shipped from Rabaul to Japan to work as slave labourers. They were confined in the holds of the "*Montevideo Maru*", with hatches closed, when it was sunk off the Philippines by an American submarine whose captain was unaware of the presence of Allied prisoners on the ship.

Thus the 1st Independent Company (Commandos) ceased to exist as a combat unit, leaving segments of it scattered around the Pacific in the Admiralty Islands, Buka, Tulagi in the Solomon Islands, and my section in Vila.

When the Americans arrived at Vila from New Zealand on their way to Guadalcanal, I was seconded to one of the American units showing them things I had learnt as a Commando. With our work finished in Vila, my section, together with the section that had been evacuated from Tulagi, returned to Australia on the "*HMAS Manoora*".



Leave over, our section was waiting at Royal Park Melbourne to be assigned to another commando unit, when Captain B. Fairfax-Ross arrived and asked for volunteers to go back in behind the enemy lines. We were to try and find out what had happened to the 1st Independent Company, which had completely disappeared without any trace.

I was one of the eleven men who volunteered to go with the Captain. It was not long before we found out that we were now in a new unit called "Ferdinand". "Ferdinand" was in fact the code name for the Coastwatcher Organization which later became a section of the Allied Intelligence Bureau. We were sent to Townsville, and here we joined a small ship called the "*Paluma*" as a party and crew to carry out a Coastwatcher mission in New Guinea.

We sailed the ship via Cape York and Port Moresby and then to Milne Bay which, until recently, had been in battle with the Japanese. Our mission was to establish parties of three men at points along the north-east coast of Papua between Milne Bay and Porlock Harbour. These parties were to establish navigation aids for our ships sailing along these waters as they ferried troops and supplies to sustain our men fighting the Japanese at Buna and Gona.

I was not in one of these parties. Instead, I was allocated to the crew to sail the "*Paluma*" and act as offside to Lieutenant Ivan Champion RANVR who was to carry out a survey of a large reef, east of Tufi, which was a danger to our convoys. We were also to search for any suitable anchorages for our ships.

At this time, September 1942, the battle for Milne Bay was just over. The remnants of the Japanese invasion force were escaping along the east coast of Papua, trying desperately to link up with their comrades fighting at Buna. The Japanese still had control of the sea to the north of Milne Bay, which made our boats vulnerable to attack.

This made the work of surveying the reef hazardous, but it had to be done to allow the convoys a navigable route to Oro Bay with our Australian and American troops who were to support the men already fighting at Gona, and Buna.

We considered that we were getting the easy part of the operation. One day we received a signal to escort a Sydney tug, named the "*Wato*", which had left Milne Bay towing a five hundred ton barge of ammunition. The destination was Porlock Harbour and then into Oro Bay where the ammunition was to be off-loaded for the troops fighting at Buna.

Shortly after the tug had left Milne Bay, we lost radio contact with the vessel. We began a search of the area where we estimated the tug should have been, but were forced to return to Wanigila for fuel.

Luckily we had fuelled when, half an hour later, we received a message from Milne Bay stating that the tug had become lost and was now requesting help from us. We found the "*Wato*" steaming along the coast east of Wanigila and on a course that would have eventually taken them into the middle of the reefs.

The vessel was making considerable smoke, giving a clear signal of its presence to any Japanese aircraft that may have been in the immediate area. When challenged about the smoke, the tug captain was reluctant to try to decrease the volume of smoke being emitted from the tug's stack, but he soon changed his mind when an enemy bomber arrived on the scene.

I was quartermaster on the "*Paluma*" at the time, and it became very obvious that the enemy plane was trying to line up the tug pulling the barge of ammunition and the "*Paluma*" so as to get more effect with his bombs.

Flight Lieutenant G.H.R Marsland was the captain of the *Pa-*

luma. He warned me to be prepared to turn the ship's wheel "hard a port" or "hard a starboard"- whatever he decided - when he gave the command. The ship was cruising at about fifteen knots without an ounce of speed left.

Marsland watched as the stick of bombs left the enemy's bomb bay and shouted out his command. As I turned the wheel hard over to starboard, the "Paluma" immediately answered to the rudder, bringing the ship around like a destroyer at high speed.

I heard the chatter of the two .5 Brown-ing guns on the stern of the "Paluma" and the .303 Vickers gun firing from the ammunition barge, but I knew that these weapons were useless against the high flying enemy bomber unless the pilot decided to lose altitude and begin strafing our ships. Even if that had happened, our fire power would have been minimal against the guns of the bomber.

I did not hear the scream of the bombs coming down. I was too busy trying to keep the ship under control. Suddenly great geysers of water erupted on both sides of the "Paluma", but far enough away to not cause any damage. The bombs had also deluged the "Wato" and the ammunition barge, but they too had been lucky and had received no damage.

In everyone's mind was the thought that this was only the beginning and that the enemy bomber was preparing to make another bomb run. I still had more than I could handle, controlling the ship and waiting for the Captain's orders. But I was not alone. Everyone aboard the "Paluma" was at his action station, waiting expectantly for the next attack to begin. The enemy bomber was circling around but then suddenly, and much to everyone's amazement, it turned towards the east and headed in the direction of Rabaul. The attack was over. Why the enemy plane had not continued to attack us was a mystery. It was possible that they had only one stick of bombs, but whatever it was that had made the pilot change his mind, it was our good fortune.

The problem with the "Wato" was not yet over. For the rest of the day we escorted the tug up the coast, expecting at any time to see enemy planes coming to attack us. Eventually, as night was approaching, we arrived at Porlock Harbour and were glad to get rid of our charge with its billowing smoke stack, signalling to the enemy its whereabouts.

Our captain decided to anchor for the night before starting the journey back to Tufi which was where we had been operating from. He chose a small creek outside the harbour and to the east for our anchorage.

"We could have tied up in Porlock Harbour, but I think they can expect trouble from the Japs tonight" Rod Marsland our skipper told us. "I told them about our little episode today, and they seemed not to be worried. However, I feel sure that the bomber crew would have passed on the information about the ammunition barge to their headquarters, and I would be very much surprised if they left the matter at that".

For most of the night we did not sleep. We were awakened by our guard with the news that the ship was about to fall over on its side. We had not taken into account the fall of the tide. We hastily improvised with poles, or anything that would help us to prop the vessel up and stop it from becoming a wreck in the mangroves which surrounded the boat and on which it was now resting.

The mosquitoes nearly ate us alive, and about 0300 hours the tide came in and we were out of danger. We had not heard any bombing in the night and thought that we had overreacted about our calculations of being bombed.

The sun rose the next morning trying to disperse the shroud of mist covering the mountain to the west of the harbour. At 0700



Coastwatchers Mat Foley and Lionel Veale at the Assn Museum for the Rabaul Centenary celebrations 2010

hours, a roar of planes burst from out of the mist with guns and bombs saturating the harbour and causing many casualties. The enemy planes had come from behind the mountains where they had gained height. Then, cutting their motors, they had glided down into the harbour and, as they brought their planes to life again, their guns and bombs caused havoc amongst the troops and shipping before the unprepared harbour defences even knew that they were there.

Australian soldiers died that day, but there would have been many more if the enemy bombers had

found the 500 ton barge of ammunition. This was no consolation however to those who lost their lives that morning.

As all this was happening, the "Paluma" was making ready to sail. Then over the intercom we received an urgent message that a 4,000 ton ship in Porlock Harbour was trying to escape the air raid and urgently required someone to escort them out of the area.

We guided the ship down to MacLaren Harbour and escorted it into an arm of the harbour where it was safe from attack from the sea. There it was safe for the night.

During those months, while the battle raged on land as Australian and American troops tried to recapture Gona and Buna, we played our part carrying out many duties fraught with danger which at this time was a part of a serviceman's life.

After Christmas of this year 1942, the "Paluma" returned to Port Moresby for a refit. While there, I volunteered for a mission behind Japanese lines at Wewak on the northern coast of New Guinea. This opened a new chapter in my war service as a Coastwatcher, and became the subject of my book "Wewak Mission".

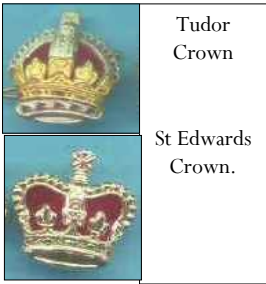
Ed. Note: Lionel Veale refers in his final paragraph to his book "Wewak Mission". That book gives a gripping account of a dangerous Coastwatcher mission behind enemy lines to set up an observation post to monitor activity at the major Japanese base of Wewak on the northern coast of New Guinea. Capture by the Japanese would have produced interrogation under torture followed by execution.

Source. Battleforaustralia.org.



Keglsugl Airstrip PNG. 8,400 ft 2,600 m. Simbu Province

Defence Force Badges



Tudor Crown
St Edwards Crown.

On 6 February 1952 King George VI died and Queen Elizabeth II ascended the throne. The change in monarch marked the end of over fifty years of rule by successive British kings, all of whom had adopted the Tudor crown as the symbol of their authority. After Queen Elizabeth II's coronation in June 1953, the St Edwards Crown was adopted, replacing the Tudor

Crown on badges, insignia, buttons and accoutrements of the Commonwealth's armed forces.



Soldiers from 2RAR prepare to make a night river crossing in canvas and timber folding boats (folboats)

In the fight against communist terrorists

The actions fought in the jungles of Malaya and Borneo post-WWII are seldom spoken of. The annual observance of Malaya and Borneo Veterans' Day on August 31 was an opportunity to learn about, and pay respect to, those that served.

In June 1948, the Malayan Emergency was declared in response to the growing violence being perpetrated by Communist terrorists. The Australian Army commitment to the Emergency began in July 1950 when a small contingent of Army officers deployed to Malaya to provide advice and assistance to British authorities.

In 1955, the Australian government committed an infantry battalion and field battery to the Far East Strategic Reserve (FESR) to support the operation. The Australian units committed to the FESR were integrated into the 28th Commonwealth Brigade.

The main role of Australians was to conduct patrols to seek and destroy terrorist camps, deny them access to food and disrupt their access to communities. Most contacts with the enemy were small scale but vicious, with occasional engagements with platoon-sized elements.

Twenty-seven Australians soldiers were killed during the emergency with two Military Crosses and three Military Medals awarded, and one Mentioned in Dispatches.

Confrontation began in January 1963 when armed groups, sponsored by the then Indonesian government, infiltrated into Malaysian Borneo with the aim of inciting insurrection in opposition to the formation of Malaysia as a unified and independent country. From mid-1964, incursions into Borneo and the Malay Peninsula increased and began to include small groups from the regular Indonesian forces.

Australia's initial commitment was to agree in principle to the use of the Australian units attached to the FESR in countering incursions if it became necessary. From May 1964, the government agreed to deploy an RAE presence to support operations. Between January and August 1965 1 Sqn SASR operated in Borneo undertaking reconnaissance and ambush missions with 2 Sqn deploying to undertake reconnaissance patrols from January to July 1966.

The operations during the Confrontation were different to

those of the Emergency with Australians engaging in contacts with professional Indonesian soldiers in up to company sized strength groups who were armed with modern weapons, including mortars and anti-personnel mines. As a result, all patrolling undertaken by Australians were at the platoon or larger size. SASR troopers who would later serve in Vietnam described operations in Borneo as being more physically demanding because of the nature of the terrain and length of the patrols.

Malaya and Borneo Veterans' Day provides the nation with an opportunity to ensure the sacrifices and achievements of those who served remain in our thoughts.

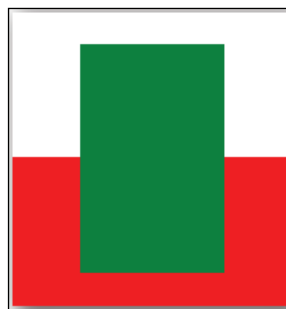
Army News 1473.



**Keepers of the Gate
New Guinea Volunteer Rifles: 1940-1943
by Phil Ainsworth & Alistair Pope**

The Awakening The ongoing Sino-Japanese war in China, the outbreak of war in Europe, the alliance of Japan with the Italian-German Axis and the increasingly aggressive rhetoric of the Japanese finally stirred the Australian government to the danger we faced on our territorial perimeter, particularly in Papua and New Guinea with its extensive and lucrative gold mining operations and plantations.

On 4th September 1939, Australian Army Headquarters ordered the raising of the New Guinea Volunteer Rifles (NGVR), a citizen force that could draw on local expertise and knowledge. There was a second (if unintended advantage) in that the men who went to live and work in New Guinea were of an independent and self-reliant 'pioneer mindset' who saw challenges, but no obstacles. A cosmopolitan group from Europe, the British Isles, New Zealand, Australia and Asia, whose homes and livelihoods were in New Guinea, hastened to join.



The initial strength of the battalion was limited to 20 officers and 400 other ranks, but this was increased in June 1940 to 23 officers and 482 other ranks. The early enthusiasm in recruiting stemmed mainly from returned soldiers of the 1914-18 War, but by mid-1941 the unit had lost many of its younger members who had rushed off to join the AIF and other services. While the isolation of the volunteers and the remoteness of many areas was a disadvantage, a growing realisation of the danger of war in the Pacific led to another upsurge in recruiting in late 1941.

The NGVR has the distinction of being the only Australian army militia unit raised, mobilised, engaged in a war and finally disbanded overseas without ever serving in Australia! The headquarters of the NGVR was originally at Rabaul with sub-units located at Wau, Bulolo, Salamaua, Lae and Madang. Fit men between the ages of 18 and 50 were accepted. Enlistment was for a two-year period without pay except for an allowance of £1.00/year (about \$20 in today's money). The NGVR uniform consisted of a khaki shirt and trousers made locally from material sent from Australia. The Army supplied felt 'Slouch' hats, bandoliers, leather belts, boots and puttees. Brass NGVR shoulder badges were worn. Arms consisted of WW1 vintage rifles and some Vickers and Lewis machine guns.

When the regular army 2/22nd Battalion 'Lark Force' arrived in Rabaul in August 1941, the NGVR Commanding Officer Major WM Edwards, moved the battalion headquarters to Bulolo on the mainland. After Japan attacked Malaysia, Singapore and the Dutch East Indies, the Battalion was placed on full-time duty and mobilized on the 21st January 1942. That same day, 60 Japanese aircraft simultaneously bombed Lae, Salamaua and Bulolo. Major EW Jenyns of NGVR, visited the civilian Administrator in Lae, who declared a state of emergency and handed control over to Jenyns.

On 23rd January 1942, the Japanese invaded Rabaul. The 2/22nd Battalion defence line was around the harbour, with local elements of NGVR under their command defending the northern flank with medium machine guns and a mortar. The NGVR men fought until resistance was of no longer possible, then either shared the fate of other prisoners-of-war or withdrew south across New Britain to the Open Bay and Wide Bay areas for eventual evacuation.

Together with about 160 other Australian soldiers, a number of NGVR soldiers were massacred at Tol Plantation on Wide Bay by their Japanese conquerors. This barbarity was followed by Australia's worst single Australian marine tragedy when the Japanese naval prison ship *Montevideo Maru* was sunk in the South China Sea on 1st July 1942 by an American submarine, *USS Sturgeon*. 36 NGVR soldiers were among the 1,053 Australian POW's, civilians and miners from Rabaul and nearby New Guinea Islands who drowned in the disaster.

Rather than these atrocities intimidating the NGVR volunteer 'amateurs' they formed independent detachments at Wau, Salamaua, Bulolo and Lae and prepared to fight. Assuming a Japanese landing at Lae was imminent, and with NGVR on full time duty, all civilians departed from the town on 24th January. This left six RAAF signallers and six NGVR soldiers in Lae. Meanwhile, other NGVR groups defended strategic points in the area, with their headquarters nearby. NGVR had about a company strength of less than 100 men in the Lae area by this time.

When the Japanese landed at Lae on 8th March 1942, NGVR withdrew westward towards Nadzab. The Japanese also landed at Salamaua the same day, with the NGVR men there withdrawing across the Francisco River after destroying the bridge. Positioning a section at the river, the others moved south to the NGVR HQ at Mubo. Most of the Japanese appeared to be in no hurry to move inland, but a party of about 60 advanced to Komiatum, half way to Mubo, on 18th March and destroyed the NGVR stores dump there.

Although the Japanese remained in the Lae town area and did not move forward, the NGVR men faced new problems. As the only administrative representative of law and order, NGVR had assumed responsibility for several thousand indentured labourers from the mines who had been recruited from many outlying districts, but who were now without support and unable to return to their homes. The NGVR established support depots and they became the first of the army of carriers who proved so vital in transporting supplies to the frontline during the fighting that followed.

The newly promoted Colonel Edwards sent six NGVR soldiers to find out what the Japanese were doing in Salamaua. The Japanese knew they were there but failed to find them. As the local people were suffering punishments from the Japanese for assisting the Australians, NGVR withdrew to avoid causing further trouble for them. Similar NGVR posts were established along the Markham Valley and at Heath's Plantation closer to Lae to monitor Japanese activities. The NGVR men filled a large intelligence gap by keeping in touch with and containing their enemy.

Unfortunately outlying advance parties of the 2/1st Independent Coy were decimated in the Japanese attacks on Manus Island, Rabaul and Kavieng. The first reinforcements originally intended for the 2/1st Independent Coy were diverted to the

NGVR at Wau and arrived by walking in over the precipitous Bulldog Track. The 2/5th Independent Company AIF, with supporting attachments, flew into Wau from Port Moresby on 23rd May to further reinforce the NGVR soldiers. These units formed 'Kanga Force'. Their role was to conduct a limited offensive to harass and destroy enemy personnel and equipment in the area. The OC Kanga Force considered there were 2,000 Japanese in Lae and 250 in Salamaua, whereas Kanga Force had only 450 combat fit soldiers to meet the many possible Japanese threats. To seize the initiative, the OC ordered raids on Salamaua and Heath's Plantation west of Lae. The Salamaua



NGVR with captured Japanese flag Wau 1942

raid was carried out quickly as a result of previous scouting work. Early in the morning of 29th June, 71 members of NGVR and 2/5th Independent Company raided and killed at least 100 Japanese at a

cost of three men slightly wounded. This successful raid caused the Japanese to reinforce their perimeter at Salamaua.

Although the raid on Heath's Plantation was also successful, it lacked the essential element of surprise and the raid's leader was killed. Although NGVR remained in good spirits, the deprivations and continuous operations in hostile terrain without adequate supply and medical support took their toll, with many falling sick with malarial fever and other tropical diseases. The number of men fit for combat steadily dwindled. As food resupply failed the soldiers became increasingly dependent on local food sources. Japanese air raids, their intimidation of the local people and the physical difficulty of getting rations forward to feed the carriers and NGVR troops had a cumulative effect that threatened to stop Kanga Force activity.



Regimental Colour

Queen's Colour

The Queen's and Regimental Colours were presented on the 17th May 1969.

Battle honours were awarded for Rabaul, Wau and South West Pacific, 1942-1943

When the operational focus shifted to the Milne Bay and Kokoda Track battles, NGVR remained in Wau and continued to monitor the Japanese. 1942 had been NGVR's golden year, but by early 1943 too few men were left for the unit to be an effective force. NGVR was disbanded and lost its identity. However, the remaining NGVR soldiers were attached to the Australian New Guinea Administrative Unit (ANGAU) for the rest of WW2 due to their knowledge of the country, the local languages and customs.

The NGVR soldiers came from many walks of life. Despite the

fact that some were too old to join the AIF and others were considered medically unfit or were unable to enlist in the AIF as they were employed in restricted occupations, yet they fought hard and successfully against the odds. It was the NGVR men who initiated and organised the Papuan and New Guinean labour force which was to become a vital contributing factor to the success of the Allied campaign in the New Guinea archipelago.

A unique and remarkable unit indeed

This article appeared in CAMARADERIE First edition 2021, the Magazine of the Defence Force Welfare Association.

Ambulance PNG Style

Andi Navi a Rural Health Worker in a Rural Part of Oro Province had to carry a very sick person with his boys from his Village Aid Post to Health Centre for Treatment.

A salute also to other health workers in rural areas across PNG facing similar difficulties.



Early humans in PNG highlands 50,000 years ago

Scientists have uncovered the world's oldest known high-altitude human settlement in the highlands of Papua New Guinea.

An international team of archaeologists discovered a series of campsites dating back 49-thousand years, buried under volcanic ash in the mountains near Kokoda.

University of Queensland Archaeology Lecturer, Dr Andrew Fairbairn, said the discovery of such an old site is rare.

"In the greater human story this is actually quite big news," he said. "It's another point on the map of understanding the story of the spread of our earliest ancestors."

Dr Fairbairn says the sites reveal the highlanders made stone tools, hunted small animals and ate yams and pandanus nuts.

"It demonstrates that Australasia's most ancient colonists were really able to get right out there into the most difficult, hard to reach places and actually live successfully," he said.

The campsites were occupied when Australia and Papua New Guinea were joined as part of the ancient continent of Sahul.

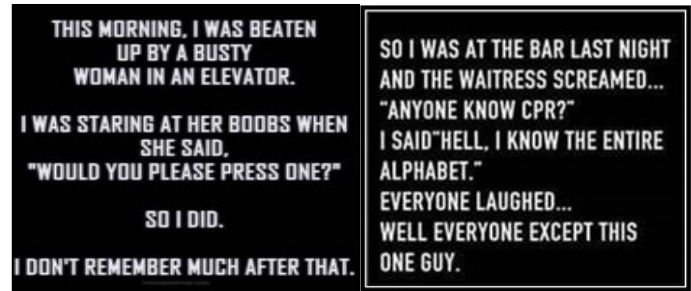
At an altitude of 2000 metres, the inhabitants would have experienced harsh conditions with temperatures below freezing.

Archaeology team leader, Professor Glenn Summerhayes from the University of Otago, says the early colonisers originally crossed the ocean from south-east Asia before moving from the coast to the mountains.

"The sites are among the oldest and best preserved for this key period in Sahul's past and show that as humans were moving north into the colder climate regions of Europe from their ancestral home of Africa, they were also able to colonise upwards into the cold of the high altitude zone," he said.

The findings have been published in the journal Science.

ABC News 2010



Battle of Sattelberg

The Battle of Sattelberg took place between 17 and 25 November 1943, during the Huon Peninsula campaign of the Second World War. Involving forces from Australia, the United States and Japan, the fighting centred on the Sattelberg mission station which was situated atop a hill about 900 metres (3,000 ft) above sea level, approximately 8 kilometres (5.0 mi) inland from Finschhafen, New Guinea.

Following the Australian landing at Scarlet Beach, a large force of Japanese had retreated inland towards Sattelberg.

Holding the high ground, the Japanese subsequently threatened the Australian lines of communication as they proceeded to advance south towards Finschhafen, and in order to neutralise this threat, the high ground had to be taken.

The Australian attack involved three brigades now in the Finschhafen area. The 24th Brigade was posted to the north, with the task of cutting the Japanese track between Wareo and Guisika. The 20th Brigade was to clear the Japanese roadblock. The 26th had the task of clearing the heights of Sattelberg. The 4th Brigade was also moved to the area to reinforce the 9th Division.

Over the course of 10 days the 26th Brigade advanced west from Jivevaneng up the southern approaches to the mission, reducing the Japanese position with armour, artillery and air support, before the Japanese finally abandoned Sattelberg and withdrew north to Wareo, having suffered heavy casualties and running low on supplies.

The peninsula is dominated by the steep Saruwaged and Finisterre and Cromwell Mountains. The nearest large town is the Morobe provincial capital Lae to the south, while settlements on the north coast include the former German town of Finschhafen, the district capital of Wasu, Malalamai and Saidor with its World War II era Saidor Airport.

On 17 November, fighting for the main position around Sattelberg commenced.

The previous night, in order to prepare for the attack on the 2200 feature, the 2/48th Battalion captured Green Ridge, a small but important feature that dominated the Sattelberg road.

The capture of the ridge secured a start line forward of Jivevaneng for Whitehead's 26th Brigade to launch the first stage of their attack upon Sattelberg.



The following day, the 2/48th Battalion handed over responsibility for the defence of the ridge to a company from the 2/23rd Battalion, and the attack commenced amidst heavy supporting artillery and machine-gun fire.

In response, the Japanese artillery from Sattelberg fired a limited barrage onto the Australians on Green Ridge.

The terrain upon which the Australians advanced hampered their movement considerably. Consisting mainly of steep "razor-back" ridges and thick jungle which restricted the tactics that Whitehead could employ, the 26th Brigade mainly employed infiltration tactics, advancing on "narrow fronts" using columns of troops consisting of an infantry company forward, followed by a troop of tanks with an engineer section in support.



Infantry moving up behind the tanks.

bringing the total number of Matildas available to seven.

In the early afternoon, the advance was resumed, however the Australians only managed to progress

a further 250 yards (230 m) before they were halted by stiff opposition from Japanese armed with 37 mm anti-tank guns.

A number of these pieces were destroyed and at least 40 Japanese were killed or wounded, but Japanese snipers inflicted a number of casualties upon the Australians, and although none were fatal it prevented any further gains as the 2/48th spent most of the day hunting the snipers in the trees.

Elsewhere, in front of the 2,200 feature and on the southern flank, only limited progress was made by the Australians, who suffered a number of casualties from Japanese 75mm mountain guns before these were silenced by a bombardment by the 2/12th Field Regiment.

At dusk, the Australians dug in less than 30 yards (27m) from the Japanese defence line and sporadic fighting continued throughout the night.

That night, Wootten decided to take stock of the slow progress along the southern and central routes. Based on captured documents, Australian intelligence reports placed the number of Japanese troops around the mission at about 2,000 men.

These men were believed to be from the 80th Infantry Regiment, which the Australians felt was close to exhaustion and unlikely to be able to withstand any further pressure.

As a result of this information, 9th Division Commander, Gen. Wootten decided to change the concept of operations.

Although the 2/24th Battalion's attack on the 2,200 feature had originally been intended to serve as a holding action, the

lack of progress by the 2/48th and 2/23rd encouraged Wootten to order the 26th Brigade's commander, Whitehead, to concentrate his efforts upon the 2,200 feature, turning the drive on Sattelberg into a "double-pronged" attack, with the 2/24th also attempting to break through to Sattelberg.

At the start of 22 November the 2/23rd and 2/48th were at Turn-off Corner, where the road turned north to climb onto Sattelberg Ridge. The 2/24th was still stuck on Feature 2200 to the east, and would remain there until 25 November. On 22 November the



A Matilda tank moves up towards Sattelberg with the Infantry following. Photo by Damien Parer.

Initially the Japanese were surprised by the presence of the Matilda tanks as their noise had been masked by the artillery and rocket barrage, and a number of positions were abandoned by Japanese soldiers who were put to flight upon seeing the tanks, however, as the day progressed the opposition stiffened and the defenders recovered after the initial shock.

Progress subsequently became very slow, and as the 2/48th Battalion approached "Coconut Ridge" (designated Highland 5 by the Japanese) at around midday, one of the Matildas was disabled when it lost a track to an improvised explosive device which had been placed under the road by the defending Japanese.

With the tanks isolated from their infantry support, a small Japanese team advanced from cover to attack a second tank which had come up to support the first, and taking the machine gunner by surprise, they placed an explosive charge in front of it. Although the resulting explosion did not knock the tank out of action, it trapped its crew inside for the rest of the day.

Firing upon the Australians with machine-guns, mortars and grenades, the Japanese defenders upon Coconut Ridge held up the advance.

Throughout the rest of the day, the 2/48th Battalion undertook a series of flanking attacks in which at least 80 Japanese were killed, however by nightfall the Japanese still held the ridge, and the 2/48th Battalion withdrew to a nearby knoll to reorganise, having suffered six killed and 26 wounded.

Elsewhere, the other two Australian battalions had also found the going slow: the 2/24th had dug in east of the 2200 feature, while the 2/23rd had only managed to advance about half the expected distance.

The Japanese abandoned Coconut Ridge that night, while in the morning the Australians brought up three replacement tanks. At around 7:00 am, an Australian patrol scouted the ridge and an hour later a platoon attack was put in, confirming that the defenders had gone.

As battlefield clearance operations got underway, the tanks that had been disabled the day before were also repaired,



Sgt Tom Derrick raising the Australian flag over Sattelberg mission. Tom Derrick, who had already been awarded a DCM for his actions at El Alamein was awarded the Victoria Cross for his actions at Sattelberg.

2/23rd advanced to the north-west while the 2/48th advanced up the road. Both units made slow progress, but closed in on the main Japanese position. On 23 November scouts discovered a way across the valley to the right of the road, allowing them to conduct a surprise attack up the south-eastern corner of the ridge. On 24 November the Australians finally managed to get onto the summit after a day of very confused combat.

This finally convinced the Japanese to retreat north towards Wareo, their last major inland position. On the morning of 25 November the Australians made an unopposed entry into Sattelberg, while the deadlock was also broken around Position 2200.

In the north the 24th Brigade captured Pabu, blocking the Gusika-Wareo track, on 19 November. This was the main Japanese supply route, and they responded with a week of counterattacks. They also carried out a major attack towards the coast between Scarlet Beach and Bonga. The attack began on 22 November, but made no real progress. A few days later reinforcements reached the isolated Australian troops at Pabu. This secondary assault greatly helped the attack on Sattelberg and disrupted a planned Japanese counterattack.

The capture of Sattelberg helped secure the beachhead at Finschhafen. It also caused a great deal of damage to Japanese morale on New Guinea, and saw the failure of the last major large-scale counterattacks on the Huon Peninsula. Although the Japanese conducted attacks later in the campaign, they normally had less ambitious aims than their attacks around Finschhafen.

The fall of Sattelberg didn't end the fighting on the Huon Peninsula. The Australian's next target was Wareo, to the north of Sattelberg, the last inland base held by the Japanese at the east end of the Huon Peninsula.

www.historyofwar.org and www.heritagemedals.com.au

I love to make lists.

I also love to leave them on the kitchen counter. And then guess what's on the list when I am at the store.

Albert Jacka, VC, MC and Bar (1893–1932)

by Kevin J. Fewster

Albert Jacka (1893-1932), soldier and merchant, was born on 10 January 1893 at Layard near Winchelsea, Victoria. The family moved to Wedderburn when Albert was 5. After elementary schooling, Bert worked as a labourer with his father, then for the Victorian State Forests Department.

Jacka enlisted on 18 September 1914 as a private in the 14th Battalion, Australian Imperial Force, and trained at Broadmeadows camp. His unit embarked on 22 December and spent two months training in Egypt before landing at Anzac Cove, Gallipoli Peninsula, on 26 April 1915. Early on 19 May the Turks launched a massive counter-attack along practically the entire Anzac line. At about 4 a.m. they rushed Courtney's Post. Amid frenzied fighting some Turks captured a twelve-yard (11 m) section of trench, one end of which was guarded by Jacka. For several minutes he fired warning shots into the trench wall until reinforcements arrived and, after shouting his instructions, he and three others sprang out into the trench. All but Jacka were immediately hit so he leapt back into the communication trench. A new plan was devised. Two bombs were lobbed at the Turks while Jacka skirted around to attack from the flank. Amid the smoke and the noise he clambered over the parapet, shot five Turks and bayoneted two as the rest hastily retreated. 'I managed to get the beggars, Sir', he reputedly told the first officer to appear.

For this action he received the Victoria Cross, the first to be awarded to the A.I.F. in World War I.

On 28 August 1915 he was promoted corporal, then rose quickly, becoming a company sergeant major in mid-November, a few weeks before Anzac was evacuated. Back in Egypt he passed through officer training school with high marks and on 29 April 1916 was commissioned second lieutenant.

The 14th Battalion was shipped to France early in June. Jacka's platoon moved into the line near Pozières on the night of 6-7 August and as dawn broke German troops overran a part of the line. Jacka had just completed a reconnaissance and had gone to his dug-out when two Germans appeared at its entrance and rolled a bomb down the doorway, killing two men. Jacka charged up the dug-out steps, firing as he moved, and came upon a large number of the enemy rounding up some forty Australians as prisoners. He rallied his platoon and charged at the enemy, some of whom immediately threw down their rifles. Furious hand-to-hand fighting erupted as the prisoners turned on their captors. Fifty Germans were captured and the line was retaken. **Jacka was awarded a Military Cross for his gallantry.** Charles Bean described the counter-attack 'as the most dramatic and effective act of individual audacity in the history of the A.I.F.' The entire platoon was wounded, Jacka seriously in the neck and shoulder.

Early in 1917 the Germans had retired to the Hindenburg line and on 8 April Jacka led a night reconnaissance party into no man's land near Bullecourt to inspect enemy defences before an allied attack against the new German line. He penetrated the wire at two places, reported back, then went out again to supervise the laying of tapes to guide the infantry. The work was virtually finished when two Germans loomed up. Realizing that they would see the tapes, Jacka knew that they must be captured. He pulled his pistol; it misfired, so he rushed on and captured them by hand. Jacka's quick thinking had saved the Anzac units from discovery and probable disastrous bombardment; **for this action he was awarded a Bar to his Military Cross.**

Captain Jacka was wounded by a sniper's bullet near Ploegsteert Wood on 8 July and spent nearly two months away from the front. On 26 September he led the 14th Battalion against German pill-boxes at Polygon Wood and displayed 'a grasp of tactics, and a military intuition that many had not given him credit for'. In May 1918 he was badly gassed at Villers-Bretonneux and saw no more action. In September 1919 he embarked for Australia aboard the Euripides. On 17 January 1921 at St Mary's Catholic Church, St Kilda, Jacka had married Frances Veronica Carey, a typist from his office. They settled at St Kilda and later adopted a daughter. In September 1929 Jacka was elected to the St Kilda Council and became mayor a year later.

He fell ill, entered Caulfield Military Hospital on 18 December 1931 and died on 17 January 1932 of chronic nephritis. Nearly 6000 people filed past his coffin when it lay in state in Anzac House. The funeral procession, led by over 1000 returned soldiers flanked by thousands of onlookers, made its way to St Kilda cemetery where he was buried with full military honours in the Presbyterian section. Eight Victoria Cross winners were his pallbearers.

At his funeral Bert Jacka was described as 'Australia's greatest front-line soldier'. Few would challenge this assessment. Bean and the men of the 14th Battalion ('Jacka's Mob') shared the belief that he had earned three V.C.s. He might have risen higher in the A.I.F. but his blunt, straightforward manner frequently annoyed his superiors. 'He said what he meant, and meant what he said', recalls one friend. As an officer he invariably won respect by his example. It was claimed that he preferred to punch an offender than to place him on a charge.



'His methods could not have been adopted generally in the A.I.F. without disaster', Bean noted. Nevertheless Jacka seemed to epitomize the Anzac creed of mateship, bravery, fairness and an absence of pretentiousness. Two of his brothers had A.I.F. service.

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78 Squadron—78 Year Anniversary

20th July 2021 was the 78th anniversary of the formation of 78 Squadron RAAF. The Squadron was formed with Kittyhawk P 40 Aircraft at Camden, NSW in 1943, during the difficult period of taking the attack to the enemy in the South West Pacific Area.

On that day in 1943 the squadron had a few ground staff, a handful of pilots and no aircraft. Formed as a fighter squadron they were expecting to fly Spitfires, instead, in the August the first of the Kittyhawks turned up. An aircraft they came to admire and venerate.

After completing training, No. 78 Squadron was deployed to the combat zone north of Australia in October 1943. From November that year until September 1944 the squadron supported the advance of the Allied ground forces through western New Britain and the north coast of New Guinea by attacking Japanese positions, providing fighter protection for recently established beachheads, and escorting Australian and United States bombers. From late 1944 until mid-1945 it operated against Japanese positions and shipping in the eastern Netherlands East Indies. The squadron took part in the Borneo campaign during the final weeks of the war.

In this aircraft they notched up over 1,000 operational hours each month from June to September 1944. In the June they exceeded 1,400 operational hours, the most for any squadron in 78 Fighter Wing and better than any of US General Kenny's fighter squadrons at the time. During June they were involved in the last major combat by the RAAF in the South West Pacific Area (SWPA).

During that combat they recorded the highest number of aircraft shot down by a RAAF Squadron in the SWPA, as well as the highest number of aircraft shot down by an individual pilot, Gordon White. A week later they were involved in shooting down the last Japanese aircraft of the New Guinea campaign for the RAAF. In November 1944 the squadron became home to the only indigenous fighter pilot, Len Waters, in the RAAF's 97 year history to that date.

After the war the squadron converted to Mustangs. Many of the pilots who passed through during that time, went onto distinguished careers in Korea. An example was James 'Jim' Fleming, who served in 78 until four months before it was disbanded. He served with distinction in Korea and had a rewarding career after that conflict in the RAAF, retiring with the rank of Air Vice Marshall. 4 years and eight months later, the 78 Squadron was no more, relegated to the back of the minds of the young men who served faithfully in her during that short period.

By the end of the war, the RAAF with elements spread across Britain and the SW Pacific, was the 4th largest airforce in the world.

Gareth McCray OAM.



RAAF 78 Wing P-40 Kittyhawk engaged in a ground strafing attack on Japanese positions in New Guinea

Remembering the Seabrook brothers

It's a striking image of a treasured family photograph, a poignant reminder of William and Fanny Seabrook's overwhelming grief after their three sons were killed in the battle for the Menin Road 100 years ago.

On 20 September 1917, the Seabrook brothers – George, Theo and William – were with the Australian 17th Battalion when it attacked the German positions in front of the village of Westhoek. Advancing more than a kilometre, the battalion's attack was considered a success. But the day would prove devastating for the Seabrook family of Sydney.

With a final handshake for his batman, Lieutenant William "Keith" Seabrook led the men of his platoon into the front line positions. While walking in single file along the duckboards they were hit by a phosphorous bomb that killed or wounded the full section of the platoon he was leading.

As their younger brother was being stretchered from the battlefield, Privates George and Theo Seabrook were with the battalion as it launched its attack. Both were hit by a single artillery shell and killed instantly. George was 25 years old, Theo a year younger.

William died of his wounds the following day. In the breast pocket of his tunic was a photograph of his mother, Fanny. The fragment that killed him had gone through the photo. He was 21 years old.

For the Seabrook brothers, it was their first, last and only battle. George and Theo's bodies were never found. Their names are on the Menin Gate Memorial to the missing in Ieper (then known as Ypres) along with more than 6,000 other Australian dead and missing in Flanders.

Fanny Seabrook penned William's epitaph for the grave she would never see in the Lijssenthoek Military Cemetery: "A willing sacrifice for the world's peace."

Mrs Seabrook desperately wrote to the military authorities on the 27th of November 1917. "It is all very confusing to our mind," she wrote. "And if you could explain to me we would be much obliged and thankful. The blow of losing our three sons in



one battle is terrible. We are heart-broken."

Later, she wrote a letter to her member of parliament. "Having given our three boys as a sacrifice to the country ... I will never recover," she wrote. "And now my husband is a complete wreck ... I have put my property up for sale as it seems there is no other way. Mr Seabrook has been raving about our three boys and has delusions

of all kinds. Please pardon me for telling you all these things, but I have no one to confide in."

In 1928, Fanny Seabrook was among the one million Australians who queued to see William Longstaff's painting, Menin Gate at Midnight, which is now displayed at the Australian War Memorial. It was the closest she would ever get to her dead sons.

AWM Website 20 Sep 2017

A lady helps her husband install a new computer.
 Once it is completed, she tells him to select a password,
 selecting a word that he'll always remember.
 As the computer asks him to enter it, he looks at his wife
 and with a macho gesture and a wink in his eye,
 he selects a word:
 mypenis
 As he hits "enter", to validate the selection, his wife collapses
 with laughter and rolls on the floor in hysteria!!
 The computer had replied:
TOO SHORT- ACCESS DENIED!

Consolidated PB Y Catalina in Australian service

Background

Originally designed by Consolidated Aircraft as a patrol bomber with a long operational range, the PB Y was soon adapted to fill a multitude of roles. With war planners becoming increasingly conscious to the possibility of a future conflict in the Pacific Ocean, the U.S. Navy invested millions of dollars in the 1930s into developing flying boats. Flying boats had the advantage of not requiring runways, in effect leaving the entire ocean available for landing if weather conditions permitted. Several designs for flying boats were considered, with some being developed in small numbers, but the PB Y was the most widely used and produced.

Operational history

The PB Y Catalina was widely utilized by the Royal Australian Air Force in the Pacific Theatre. In keeping with the trend set by the Royal Air Force, the aircraft was commonly known as the Catalina while in Australian service.

The Royal Australian Air Force ordered its first 18 PB Y-5s in 1940, intending to use them for naval patrols. However, following the declaration of war on the Japanese Empire by the British Empire and its Commonwealth, the Catalinas were pressed into a number of different roles. The initial Japanese offensives in Southeast Asia were immensely successful, with the Fall of Singapore in February 1942 lead-



ing to the abandonment of the Singapore strategy and the adoption of a policy of general withdraw being enacted by the Australian armed forces. This turn of events isolated tens of thousands of Allied soldiers and civilians from Allied controlled territories.

In response, RAAF Catalinas (among other aircraft) formed a rapid evacuation service from Java for hundreds of evacuees who were ferried to the port of Broome, Western Australia. During the last weeks of February 1942 more than 7000 people were successfully transported to Broome. Concerned with the evacuations and seeking to limit Allied bomber activity, the Japanese attacked Broome on 3 March 1942, destroying eight Catalinas along with 14 other aircraft. The attack led to a period referred to as the Western Australian emergency of March 1942, during which Catalinas were deployed to scout for a possible Japanese invasion force.

After the Fall of Rabaul in February 1942 the Catalina squadrons became the RAAF's only offensive weapon against the Japanese. They were soon attacking Japanese targets in Lae, Salamaua and Rabaul. On 27 June, each squadron contributed an aircraft to a four-hour raid over Lae and Salamaua during which, as well as bombs, the RAAF crews of No. 20 Squadron dropped empty beer bottles to disrupt the Japanese soldiers' sleep.

Catalinas had a reputation for being confused with the Japanese Kawanishi H6K flying boat. In one instance, a Catalina returning from a bombing mission was mistaken for a H6K by the pilot of a USN Grumman F4F Wildcat fighter and attacked. The American pilot later stated that the red markings of the standard RAF roundel (which was still used by the RAAF at that time) confused him into believing that the aircraft was Japanese. This incident led the RAAF to remove the red from the British roundel, and in doing so created the modern RAAF roundel.

The PB Y Catalina was also employed by the RAAF as a long range bomber and mine-layer. The Catalinas excelled in the latter role, for while their low speed made them vulnerable to fighters, it also allowed them to accurately lay mines while flying. Four squadrons laid mines from April 1943 to July 1945 in the southwest Pacific. These operations blockaded ports and shipping routes. They also forced Japanese shipping into waters where American submarines were present. RAAF mining missions were often conducted at night to minimize the risk of interception and were hazardous, with some aircraft flying as low as 200 feet (61 m) above the surface to perform an accurate drop. These operations could last over 20 hours. In 1944 RAAF Catalinas flew missions to the Philippines and laid naval mines in Manila Bay to interdict the Japanese navy and prevent their intervention in the Battle of Mindoro. The motto of the crews who conducted these operations was "The First and the Furthest."

Taking advantage of the long range of the aircraft, the RAAF used the Catalina as a passenger and mail carrier during the war. The Fall of Singapore to the Japanese Army in 1942 cut Australia's air connection to Britain. To re-establish communications, an extreme range flight route was planned. Former Qantas Airlines pilots were employed to fly a 5,632-kilometre (3,500 mi) nonstop route from Perth to Ceylon in modified Catalinas, a route which was at that time the longest flight path in history without refuelling. The modified Catalinas had their crews reduced to three and were loaded with extra fuel and 69 kilograms (152 lb) of diplomatic and armed forces mail. Dubbed The Double Sunrise, these top secret flights remain the longest-duration nonstop commercial flights at 32 hours 9 minutes.

Like their American counterparts, Australian Catalinas were em-



A restored Catalina in RAAF "Black Cat" livery. The black served to camouflage the Catalina during night operations.

played in search and rescue operations to recover downed aircrews.

Australian Catalinas also played an important role during the Pacific War in deploying Australian built military folboats (folding kayaks) for rescue, commando raids and reconnaissance operations because the Catalinas

had the advantage of being able to easily approach remote coastal regions, then crew could erect these small craft on the large horizontal wing area and load the required gear, whether it be munitions, signal or aid equipment from the large hold.

Following the Surrender of Japan in September 1945, RAAF Catalinas were used to deliver medical supplies to liberated POW camps before flying survivors back to Australia. On 30 August 1945 a flight of 9 RAAF Catalinas landed in Singapore bearing medical supplies and documents in preparation for the Japanese surrender, becoming the first allied forces to enter the island since 1942, days before the commencement of Operation Tiderace. In total, Australia operated 168 Catalinas during the war.

The aircraft continued to be used in immediate post-war period, being used to assist with the repatriation of former prisoners of war from Singapore to Australia. In 1948 No. 11 Squadron was still operating Catalinas for courier and search and rescue tasks. In April 1950 the last two aircraft were withdrawn from RAAF service.

Legacy

The PBY Catalina remains an immensely popular aircraft in Australia. An Australian government website's stories section maintains that "The Catalina was to Australia what the Spitfire was to Britain." Qantas Airlines, the company that introduced the PBY to civilian service in Australia, pays tribute to the Catalinas on its website. An annual festival celebrating the Catalina and other Australian aircraft, the Rathmines Catalina Festival, is held in the town of Rathmines, New South Wales.

Wikipedia

Catalina Rescue

In Oct 1944 two Catalinas of RAAF 42 Squadron mined Makassar Harbour (Sulawesi Island, Indonesia) Catalina RK-L failed to return to Melville Bay being forced to ditch by AA fire. Next day, Catalina OX-U from 43 Squadron was directed to the survivors by a US B24 Liberator which flew cover & took photographs whilst OX-U landed to rescue RK-L's crew, in daylight, from under the nose of the enemy.

Both aircraft then strafed the stricken RK-L to prevent her being captured and headed home to Darwin. The Captain of Catalina OX-U, Odessa born F/O Armand Etienne of Perth WA, was awarded the Distinguished Flying Cross for this heroic action which "constitutes the longest daylight Air Sea Rescue operation carried out by CATALINA aircraft in the South-West Pacific Area, involving a round trip of 1800 miles."



*Guy Hosking—
Australian Military
History.*

Only confirmed landing by Japanese on Aust soil WW11

On 19 January 1944, the only confirmed landing by Japanese on Australian soil during World War II was made by a small detachment of Japanese army personnel. Led by Lieutenant Susuhiko Mizuno, they landed between Borda Island and Gibson Point in Admiralty Gulf (Kimberley region W.A.).

The party of four, along with six Japanese sailors and 15 Timorese as cover, had left Koepang aboard the lugger *Hyoshi Maru* on 16 January. They were under instructions to reconnoitre and confirm intelligence reports of a large airbase being constructed in the area.

After a brief stop on Browse Island, they landed on Australian soil and split into three groups. Over 48 hours the searchers found nothing of importance and departed for Koepang on 20 January. Unbeknown to the party, they had landed only 25 kilometres from the site of the impending construction of Truscott Air Base on the Anjo Peninsula.

Book "The Empire Strikes South" by Dr Tom Lewis OAM.

<p style="font-size: 2em; font-weight: bold; margin: 0;">BUNNINGS warehouse</p> <p style="font-size: 0.8em; margin: 5px 0 0 0;">TIP NUMBER 22 'WHEN UNABLE TO LOCATE STAFF.' ENTER GARDEN SECTION AND START ONE OF THE CHAINSAWS... THEY WILL FIND YOU.</p>	<p style="font-weight: bold; margin: 0;">JOIN THE 2 DAY CHALLENGE!</p> <div style="display: flex; justify-content: center; align-items: center; gap: 10px;"> </div> <p style="font-weight: bold; margin: 5px 0 0 0;">NO ALCOHOL ON FEBRUARY 30 AND 31! <small>CAN YOU DO IT?</small></p>
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Thales Australia's Lithgow facility to make Boxer weapon parts

Thales Australia and Rheinmetall Defence have signed a contract to manufacture key components for the Rheinmetall MK 30-2 cannon capability in support of the Australian Defence Force Land 400 program.

Thales Australia's Lithgow facility in regional New South Wales has commenced manufacturing 30mm cannon components for Rheinmetall Defence Australia, leveraging the support of 16 current and new Australian small-to-medium (SME) suppliers.

First samples manufactured in Australia have already passed quality control checks by Rheinmetall Defence in Germany.

For more than a century, Lithgow has been the home of small-arms manufacturing, proudly supporting Australia's soldiers on battlefields around the world.

This new manufacturing partnership builds on this distinguished heritage, creating approximately 10 new jobs and supporting 130 jobs on site.

The partnership will also look at transferring to Australia the manufacture and sustainment of a range of mounted weapons, combining Thales Australia's deep manufacturing expertise and domestic supplier base with Rheinmetall's world-class mounted weapons.

Through substantial technology transfer to Australia in support of a number of Defence projects, and with an aim of 100% Australian Industry Capability, this partnership will be a significant driver of growth in Australia's sovereign capability, boosting investment in SMEs, R&D and delivering long-term jobs.

Chief Executive Officer Thales Australia Chris Jenkins said increasing Australia's industrial capability would build Australia's self-reliance and the capability of the broader Australian advanced manufacturing sector, which was vital to delivering a capability advantage to the Australian Defence Force.

"Thales Australia has built a national industrial ecosystem to support the delivery of capability to the Australian Defence Force," he said.

"In 2020 alone Thales Australia spent \$657m with 1841 Australian firms, 82% of which were SMEs.

"Thales Australia's recent supply chain analysis with Accenture demonstrated that there is a substantial economic benefit from domestic defence spending, delivering thousands of jobs through hundreds of business across the nation."

Contact Newsletter 155

HTT Vol 133 ran an article on the Lithgow Small Arms Factory.



Boxer Combat Reconnaissance Vehicle.

AN ASTONISHING W A STORY

In March 1992 Ivy Mallard told an astonishing story...

'At the beginning of the war (WWII), I was living with my husband Joe and two small sons on Carrarang Station near Browne Inlet in the Shark Bay area of Western Australia, about seven miles in from the western coastline and about 25 miles south of Steep Point.

My husband was the manager of Carrarang which was very isolated. There was no wireless or telephone and our only contact was a 6 P R who contacted us and Dirk Hartog Island once a week for messages and to give us news.

It used to take about an hour to travel on rough bush tracks from the Homestead out to the coast. We used to go fishing at Steep Point.

We were becoming increasingly worried there would be an invasion as there were planes patrolling along the coast daily. So we sent our two children down to Greenough to Boarding School as we felt they would be safer there in case of an emergency and as Joe was away from the homestead frequently.

Joe had planted petrol drums and water at intervals on the track south so I could always drive myself and any staff members, the Cook's wife etc. off the Station and south if necessary.

The planes suddenly ceased patrolling, except for every now and again one single plane would fly over.



Ivy and Joe Mallard. 1942.

Joe and I were sitting on the verandah late afternoon about dinner time, when we heard strange loud noises which were coming from the Northwest, away over the coast and across Dirk Hartog Island.

There was a lot of heavy boom booming going on, maybe for ten or fifteen minutes with flashes and flares plainly visible. There was an enormous amount of grey smoke and some was black.

Suddenly there was a huge explosion and burst of heavy black smoke going up in all directions - similar to atom bombs - with flashes and bangs. It quietened down suddenly.

We were both terrified as we watched it all and Joe said there must be a battle going on out there, and he would not be surprised if enemy planes come over and that we should get ready to leave.

Everything went quiet and we waited for the radio to contact us to hear what had been happening, but they didn't say anything about it so we didn't say anything either.

We always wondered what had happened and it was quite some time before we heard about the Sydney

In 1942 Joe joined the R.A.A.F. so we left Carrarang to live in Geraldton until he was called up and he later served in Air Sea Rescue in New Guinea.

I am pleased to be able to tell someone about this after all these years. My memory is very clear about the happenings I have described.'

The loss of *HMAS Sydney II* in 1941 is Australia's greatest naval tragedy. Its disappearance following a battle with the German auxiliary cruiser *Kormoran* off Shark Bay in WA, left a legacy of uncertainty for decades. Almost 67 years passed until the wrecks of both ships were found, not far from one another out to sea.

You can also listen to the full interview with Ivy at - <https://bit.ly/3a179e1> as part of the State Library's Oral History Collection.

State Library of Western Australia.



Assembling a Junkers at Bulolo, early 1930's.

Lockdown can only go 4 ways. You'll come out a Monk, a Hunk, a Chunk or a Drunk. Choose wisely.

Flood of Support

In the wake of the crisis caused by flooding in north-east NSW and south-east Queensland, thousands of ADF personnel surged into the region to help local communities.

After torrential rain caused devastating flooding across south-east Queensland, the ADF was quick to answer the call, deploying personnel to Queensland as early as February 25.

As rain continued to fall and northern NSW was also heavily



Helicopter rescue, Lismore.

impacted by flood waters, ADF support again soon followed.

Initial support focused on rescue and recovery activities, with ADF aviation crews and capabilities on standby to support emergency services.

A P-8A Poseidon aircraft was quickly deployed to provide aerial reconnaissance and mapping of flood-affected areas.



Soldiers remove debris from Byangum Bridge in northern NSW.

Removing debris from Byangum Bridge, Northern NSW

Army and Navy aircrews worked around the clock to rescue distressed people stranded atop house roofs and eaves via MR11-90s and M11-60RS.

On February 26, aircrew searched for and located three men who had last been seen hours earlier in Woolshed Creek, Queensland, after setting off in a dinghy to help their neighbours.



First Aider, St Lucia, Q.

After being located in trees near their overturned vessel they were winched into the helicopter and safely transported to RAAF Base Amberley.

It was one of many rescue stories, with the ADF rescuing 113 people during the search-and-rescue phase.

As the requests from the Queensland and NSW governments increased, so too did the deployment of ADF personnel.

In a matter of days, almost 2,000 ADF personnel had deployed on Operation Flood Assist.

Defence quickly embedded extra personnel in the

emergency operation centres and regional disaster planning centres in Queensland and NSW, which allowed the ADF to rapidly mobilise troops as the situation evolved.

On the ground, troops were sandbagging, door-knocking, delivering food, medicine and fresh drinking water. Remote communities unable to be reached on the ground had critical supplies dropped to them from the air.

Heavy plant equipment starting rolling into the worst-hit areas of Lismore, the Northern Rivers region and Brisbane to assist with tasks that other vehicles could not.

Navy clearance divers put their training into practice surveying damage and clearing obstructions in the murky Brisbane River and Moreton Bay.

While it's hoped the worst of the weather is over, clean-up efforts by the ADF are expected to continue for weeks, if not months.

Speaking at one of his daily press briefings, Commander of Operation Flood Assist Maj-Gen David Thomae assured the public the ADF was using its assets to help fellow Australians in their time of need.

"Please know that the ADF, in support of state governments, SES and emergency services, are doing what we can do to get out to those in need as quickly and as safely as we can," Maj-Gen Thomae said.

"I acknowledge the work being done by the SES and volunteer organisations, who are working tirelessly to support their communities in very difficult conditions.

"Defence will continue to ramp up support as water levels recede and access improves for us to get our people and equipment into those locations that need help."

At the time of going to print on March 11, there were more than 6,000 personnel supporting the operation, including 1,267 in Queensland and 4,831 in NSW.

A full list of ADF support on Operation Flood Assist is available on the Defence News website: news.defence.gov.au/national/operation-flood-assist-2022

Army Newspaper 1507



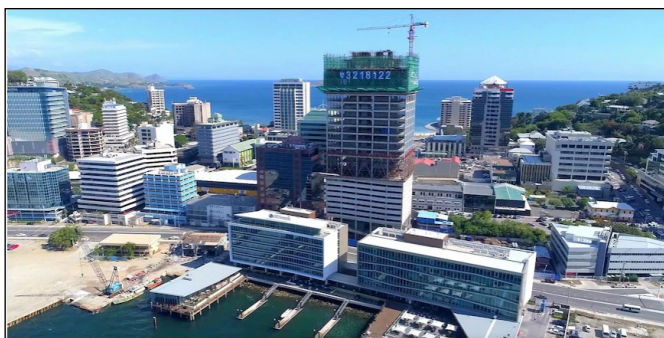
Clearing fallen trees from bridge, Sunny-side, Nthn NSW

A Gift from China to PNG

Chinese investors promised PNG a 'gorgeous and glistening' skyscraper. Now it stands 'dangerous' and vacant.

One building rises above the others on Port Moresby's skyline.

But the Noble Centre, built by a Chinese state-owned enterprise to be the tallest building in the country, sits empty.



The 23-storey tower has been deemed uninhabitable after the discovery of more than 70 defects, which regulators say are a threat to the building and to people's safety.

Documents obtained by the ABC outline dozens of serious issues including mechanical, electrical and fire safety concerns.

The faults are at various times described as "highly illegal", "non-compliant", "poorly installed" and "dangerous".

PNG is at the centre of a geopolitical contest of influence currently raging in the Pacific between nations including China, the US and Australia.

While Australia remains PNG's biggest aid donor, China has been delivering infrastructure projects, road upgrades, loans, and medical assistance for years now.

But the uninhabitable skyscraper has sparked concerns about the quality and benefit of some of the aid and investment being delivered.

The Noble Centre was built by the China Railway Construction Engineering Group (PNG) Real Estate Co at a time when China's growing presence in the country was attracting significant attention.

In 2017, the tower was touted as a symbol of "friendship between the two nations".

"We are assuring the Papua New Guinea people that as a state-owned enterprise and guided by the Belt and Road policy, our company is confident with Papua New Guinea's economy and will continuously support the nation's economic development," the general manager of the development, Shengwei Li, told local media in 2017.

He said it was the "single largest project by foreign investors in the real estate sector of Papua New Guinea" and would be the "tallest landmark" in Port Moresby.

But in September last year, the National Capital District Building Board wrote to advise that the occupancy certificate for the building had been rescinded.

The letter, obtained by the ABC, said the board had no other option "in the interest of public and immediate tenants' safety".

Among the dozens of building defects listed were switchboards that were "not to code and standards", internal power points installed outside, "poorly installed" electrical systems and exposed conduits in fire zones, which were described as "highly illegal".

The list of faults has also prompted concerns about the structural integrity of the building.

Issues were noted including rusting steel columns, external blockwork that was "out of alignment and unevenly placed", unfilled blockwork cores and angle brackets that were rusting and "incorrectly installed".

But despite whispers spreading around Port Moresby, local media was oddly silent about the building.

The China Railway Construction Engineering Group (PNG) Real Estate Co went to court in Port Moresby in early October to prevent news coverage of any leaked documents about the building defects.

The interim district court order taken out on October 4 prevented all local media from reporting on the Noble Centre, including The Post Courier, which the court heard had obtained two reports from contractors.

The China Railway Construction Engineering Group (PNG) Real Estate Co declined to respond to detailed questions from the ABC, saying the issues covered "ongoing business negotiations with our business partner PNG Ports Corporation".

"We are yet to reach some understanding on how to proceed with the project works and how to continue our co-operations both technically and financially," a spokesperson said in an email.

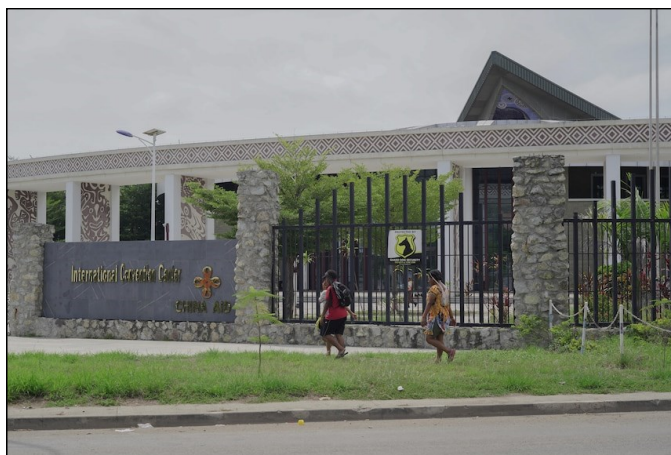
The company said it did not think "media exposure at this stage" would be good for the ongoing discussions and that as a "responsible business partner and out of business ethics" it would abide by the confidentiality terms in its agreement with PNG. At the end of last year, a notice appeared in local newspapers advising the Noble Centre had gone into receivership.

The building's future is uncertain.

It is also unclear, what, if any, remedial work has been completed since the building faults were identified.

But each night, the vacant tower still lights up despite the concerns raised about electrical issues and fire safety standards.

Extracts from a report by ABC PNG correspondent Natalie Whiting in Port Moresby 5th April, 2022.



A convention centre donated by China for APEC in 2018 had problems with partition walls and welding on handrails. It was never given an occupancy certificate.

\$1billion for Reserves and Cadets – Cosgrove first Cadets Patron

The Government has announced it will invest more than \$1billion to upgrade 73 Australian Defence Force Reserve and Cadet facilities across Australia over the next 10 years.

Over the next year, \$53million in infrastructure upgrades to 18 cadet facilities, including in rural and remote communities will commence.

Minister for Defence Peter Dutton said the infrastructure investment would support the growth of the ADF Cadets by 10 per cent over the next year, and was just one component of a number of initiatives being implemented to enhance the cadet program.

"We want to provide improved opportunities for cadets through a

number of avenues, including better facilities, enhanced experiences, mentoring and relevant skilling," Minister Dutton said.

As part of this enhancement of the cadets program, General (ret'd) Sir Peter Cosgrove will become the first Patron of the ADF Cadets.

Minister Dutton said that, being a former cadet himself, Sir Peter would bring strong values, experience and mentorship to current and future cadets.

He also said Defence would increase numbers in existing cadet units and create new units to complement broader government initiatives supporting youth development and skilling.

"In addition to the more traditional skills developed through the program, future cadets will also be engaged in STEM-focused activities including cyber security, virtual-reality simulation, robotics and flight simulation.

"The program will focus on growing cadet and volunteer numbers, and establishing new units in rural and remote areas, including in Indigenous communities. To ensure enduring local unit success, additional personnel including veterans and reservists will be employed to provide administrative support. The investment in facility upgrades will also provide opportunities for Australian industry including local and Indigenous suppliers and contractors."

Assistant Minister for Defence Andrew Hastie said that, as a former cadet himself, he knew first-hand that cadets provide young Australians with opportunities to lead, grow and serve our country. "It is a vital part of Defence's contribution to building Australia's future leaders," Minister Hastie said.

"These important announcements will help strengthen the future of cadets, and ensures that we grow the cadet program in the critical years ahead."

Contact – Focus on ADF people 32.



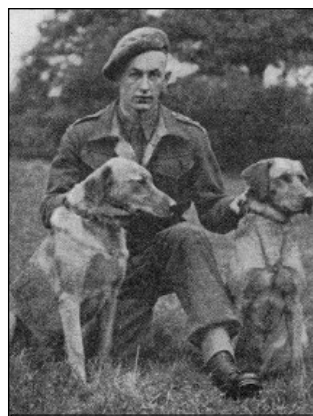
An Australian Air Force Cadets promotion courses end of course parade at RAAF Base Edinburgh.

3 Irish men called Mick, Pat and Tat were in a pub.
The barman asks "are you all related?"
Mick said "Yeah! We're triplets."
The barman says "Triplets! How come you and Pat are 6 ft tall and Tat is only 4 ft tall?"
"Well!" said Mick "Me and Pat were breast fed so there was no tit for Tat".

RIP LT COL Peter Norbury

In September 1944 Norbury, then a second lieutenant in the Royal Engineers, crossed the Channel in command of No 4 Mine Dog Platoon, one of the last dog platoons committed to the continent and the advance to Germany.

He had two sergeants, one a sapper, the other a vet. There were about four or five handlers in each of the three sections



Peter Norbury with two of his mine dogs

and each of these had two or three dogs. In addition, there were four drivers and a cook. Operations were restricted to the hours of daylight. The dogs could find mines in the dark but the handlers could not see the dogs.

In March 1945 Norbury's platoon took part in the initial assault across the Rhine and was tasked with clearing a groyne on the enemy's bank so that the first of five floating Bailey bridges could be built. The groyne was about 10 yards wide and it projected into the river for about 35 yards.

Norbury crossed the river in a small boat with his sergeants and five handlers, each with one of their dogs. During the crossing, the boat was targeted by an observation post in a nearby village. They came under mortar fire, and a stray artillery shell seriously wounded the veterinary sergeant.

On reaching the far bank, the mine dogs cleared the groyne of mines. These included three "S" mines, which were greatly feared by soldiers because of their habit, when triggered, of jumping up, exploding and causing dreadful injuries to anyone close by.

The dogs came from two main sources – Battersea Dogs Home and families who wanted to help the war effort, some of whom perhaps found it a strain feeding large dogs during the war. Labradors were favoured, being strong, biddable and resilient, but other breeds, including Alsatians, Collies and cross-breeds were also sometimes used.

All the dogs went through three weeks' "obedience" assessment, and their training in mine clearance was carried out alongside exercises for guarding, searching for casualties, accompanying infantry patrols and carrying messages between units.

Mine dogs were trained in several stages. At the start of a session the dogs would be fitted with a special harness to teach them that they were "on duty". They learnt to quarter the ground, moving from left to right and back again as their handler slowly worked them forward.

The first stage began with live anti-tank mines laid on the surface with a cube of meat inside the lid. The dog would smell the meat and initially try to head straight towards the mine, but it was restrained and taught to maintain the quartering pattern until it reached the mine. Then it was trained to sit with the mine between its front paws. It was then patted and rewarded with the cube of meat.

In the second phase, mines were buried flush with the surface. In the third, they were buried to a normal depth, and in the final stage there was no meat in the mines, but the handler carried meat cubes on him.

When the dog located a mine, the handler would prod for it with a sharp steel probe, and mark the site with a small white cone ready for subsequent disposal.

In February 1945 the platoon's dogs were deployed in the Battle of the Reichswald, an operation to clear German forces between the Meuse and the Rhine. They came under constant fire but Rex, a black Labrador, proved outstandingly resilient and continued to sniff out mines in the forest left by the retreating Germans.

His courage saved the lives of many soldiers during the battle and he was given the task of making sure that an area of the

forest was safe before it was visited by Winston Churchill.

At the end of the war, Rex was awarded the Dickin Medal For Gallantry. The award, honouring the wartime service of animals, was instituted in 1943 by Maria Dickin, founder of the People's Dispensary for Sick Animals (PDSA).

Norbury wrote the citation: "Rex has always worked with great zest. Whilst on duty in the Reichswald Forest, he worked under the worst of conditions both overhead and underfoot with complete disregard for the heavy enemy shelling. He helped to clear a pathway through a thickly sown anti-personnel minefield, so saving casualties that would have most certainly occurred but for his devotion to duty."

After the war, Norbury worked at the War Dog Training School at Sennelager, Germany, before gaining a Regular Commission. His postings took him to Singapore, Thailand and Sudan before he retired in 1973 in the rank of Lieutenant-Colonel.

Telegraph Obituaries 4 April 2022

A cannibal was walking through the jungle and came upon a restaurant operated by a fellow cannibal. Feeling somewhat hungry, he sat down and looked over the menu.

- * Grilled Tourist: \$5
- * Broiled Missionary: \$10
- * Fried Explorer: \$15
- * Baked Politician: \$100

The cannibal called the waiter over and asked "Why such a high price for politicians?"

The cook replied "Have you ever tried to clean one? They are so full of shit that it takes all day!"

Russian Sanctions are Affecting the African Arms Industry. May be forcing countries to purchase from China

The western world's sanctions on Russia are causing some side effects on the African defence market. Before the war in Ukraine, Russia supplied 44% of Africa's defence imports, according to SIPRI. They offer cheaper prices than western supplies with less barriers to entry making them the ideal choice for developing nations.

A fine example is Nigeria, the most populated country in the African continent, which may have to flip from Russian arms to those made by the Chinese.

Over the past weeks, the U.S and its allies have barraged Russia and neighbouring Belarus with sanctions both targeting the global economy and individual sectors. This includes major sanctions on at least 5 Russian defence firms, mainly those whose weapons are being used to invade Ukraine.

Even though these firms are based in Russia, many of the raw materials needed to make the technology they sell comes from sources outside their nation. At least at the moment, not many corporations are interested in supplying parts to Russian firms building tanks, missiles, and guns.

The Nigerian military is deciding whether or not Russia is a viable option to continue to buy from in the future. They continue to face conflicts from separatist groups on both sides of the political spectrum and that may lead them as a cheap, uncomplicated nation to buy arms from, China.

This would not be something new. In 2019 China provided Nigeria with armed, unmanned aerial systems in order to improve the countries counterterrorism capabilities. However, the quality of the product was extremely poor, and they are not in use very much. In 2020 Nigeria also bought drones from China including the Wing Loong II drones which mimic the American MQ-9 Reaper drones, except for their price of course.

Regardless, African countries like Nigeria may have no choice. They do not have the funds to buy top technology from the U.S and France. Their main competitors are not exactly massive world threats, more so cults and violent political groups, leaving China as a reasonable, affordable, and accessible resource to be tapped into.

For the time being it is difficult to see countries like Nigeria choose elsewhere. The complications of acquiring Russia material, the price of North American products, and the fact that China has invested over 300 billion in over 90% of African nations offering to build dams, waterways, bridges and other infrastructure in return for 'favours' make the Asian giant a very appealing choice.

Defence World, April 2022

Australian boys who died as Civilian Internees and POWs in the Australian Territory of New Guinea during the Second World War

* Richard Manson, aged 11, as a civilian internee was executed with his mother and step-father at Rabaul, New Britain, on 31 May 1942.

* David James Topal, aged 14, as a civilian internee was executed with his father at Kavieng, New Ireland, on 17 March 1944.

* Ivor Norman Gascoigne, aged 15, as a civilian internee drowned with this father on the Japanese prisoner transport ship, the MS Montevideo Maru, on 1 July 1942.

* James Tynan, aged 16, as a prisoner of war, Norwegian merchant navy, drowned on the Japanese prisoner transport ship, the MS Montevideo Maru, on 1 July 1942.

* Kevin Henry Ireland, aged 17, as a prisoner of war, Lark Force, drowned on the Japanese prisoner transport ship, the MS Montevideo Maru, on 1 July 1942.

*Sources: Commonwealth War Graves Commission and Australian War Memorial
Patrick Bourke 21/05/2020*



Princess Anne arrived in PNG on 11th April, 2022.

The photo is the 1974 visit to PNG of Princess Anne (then aged 24), her husband Capt. Mark Phillips and parents, the Queen and Prince Philip. Photo Courtesy of the Royal Collection Trust.

The official photo in the Royal Collection Trust describes the Asaro Mudmen as "a line of men wearing clay heads who hold spears." Princess Anne is known in Tok Pisin as "Nambatu Pikinini Bilong Misis Kwin" (second born child of Missis Queen).

Wartime Interviews with PNG folk

Thank you to Andrea Williams frp, the PNGAA (Papua New Guinea Association of Australia) for bringing this information by Deakin University dealing with "Voices of War" to our attention

"I just came across this site about the wartime interviews Jonathan Ritchie did with PNG folk: <https://pngvoices.deakin.edu.au/#interviews>

For those interested there is a timeline at <https://pngvoices.deakin.edu.au/files/timeline/timeline.pdf>

Some of you may not be aware of the earlier set of interviews Jonathan did, titled 'Australians in Papua New Guinea (PNG) 1942-1975 oral history project', which are in the National Library of Australia at <https://catalogue.nla.gov.au/Record/4311527>

Both sets provide a much needed legacy."

Shortly after a British Airways flight had reached its cruising altitude, the Captain announced.

"Ladies and gentlemen, this is your Captain. Welcome to Flight 293, non-stop from London Heathrow to New York. The weather ahead is good, so we should have an uneventful flight. So, sit back, relax, andOH...MY GOD!"

Silence followed.....complete silence.....

Some moments later, the Captain came back on the intercom. "Ladies and Gentlemen, I'm sorry if I scared you. While I was talking to you, a flight attendant accidentally spilled coffee in my lap. You should see the front of my pants!"

From the back of the plane, an Irish passenger yelled "For the luvva Jaysus, you should see the back of mine!"

Spies Warning

In its first industry-specific awareness campaign, ASIO is warning defence industry employees that they could be targeted by foreign spies.

ASIO's Prying Minds campaign will raise awareness of the threat foreign spies pose to Australia's defence industry and to encourage people to report any suspicious approaches.

Launching the campaign, Head of ASIO Mike Burgess, who is also Director-General of Security, said defence industry employees were highly attractive targets for foreign spies.

"Security is a shared responsibility. We need your help to protect your industry and secure its secrets," Mr Burgess said.

"The campaign is called Prying Minds because often the first sign of danger is someone showing an unusual and ongoing interest in your work and your work in the defence industry is critically important to Australia's security, sovereignty and economy."

Suspicious approaches can be in person, or online, and may involve someone being overly interested in information that shouldn't concern them, with persistent and unusual questioning.

ASIO recently detected and disrupted a team of foreign spies seeking classified information about military projects.

They had successfully cultivated and recruited an Australian Government security clearance-holder who had access to sensitive details of defence technology.

ASIO confronted the spies and removed them from Australia, and the government employee's security clearance was cancelled.

In his 2022 Threat Assessment, Mr Burgess revealed that espionage and foreign interference had supplanted terrorism as ASIO's principal security concern, with multiple countries seeking information about Australia's strategic capabilities and defence technologies.

"Obviously the capabilities and decision-making around AU-KUS fall squarely into that category," Mr Burgess noted.

"Foreign intelligence agencies will have already added them to their collection requirements just as ASIO is already working to thwart them. That should surprise no one. It's one of the reasons I'm flagging a more proactive approach to our security advice and engagement."

the Prying Minds campaign encourages employees to be responsible about reporting suspicious behaviour.

Suspicious approaches can be reported directly to ASIO through the Notifiable Incidents, Threats and Reportable Observations (NITRO) online portal.

For more information on how to report an incident, visit: ni-tro.asio.gov.au

When chickens communicate do they use foul language?



Army Newspaper 1509

ANZAC Day 2022



Paul Brown in Juniper Greens waving to the Ng family.

The wet weather dampened the jackets but not the spirit of the 15 PNGVR and 6 relatives who marched in Brisbane this year. Four of our members went around in golf buggies and two other PNGVR members, Peter Rogers DFC and Marty O'Sullivan were in Brisbane on the day but marched with other units.

Prior to the march commencing a Courier Mail photographer snapped a shot of 9 of the assembled party and the photo, made the front page of the Courier Mail the following day, together with some comments from Kevin Short-house on page 8.

A last minute request of the Salvation Army Band for our chaplain Ron and his wife Cheryl to play in their band meant that the banner this year was carried by Ian Thompson and Gil Harvey-Hall.

President Phil Ainsworth led the marching contingent followed by Paul Brown marching in his Juniper Greens and this received good press from the ABC commentary team.

Unfortunately the rain did not stop from the time we were formed up on the road ready to march off until later when we were drying off in the Hotel.

A total of 43 members and family friends turned up at the Stock Exchange Hotel. President Phil Ainsworth welcomed all and the usual toasts were proposed and friendships renewed.

Normally when the public is allowed to enter licenced venues after 1pm the room we have used at the Stock Exchange Hotel, for many years now would have been swamped with other patrons but a combination of Covid and wet weather meant that only a few turned up. The crowds lining the streets for the March were almost the same strength as normal.

Overall a great day due to those who each year perform the task of organising the flags and banner for the march and



Forming up in the rain prior to the commencement of the march. Phil Ainsworth in front, Ian Thompson and Gil Harvey-Hall carrying banner.



Before the March. Gerry McGrade, Paul Brown, Bob Collins, Ian Thompson & Peter Rogers (the younger).



Waiting for the golf buggies (and a dry ride). Doug Ng, Colin Gould, John Batze & Roy Edward



Doug Ng, Bob Collins, Gerry McGrade, & Phil Ainsworth



L-R. Doug Ng, Paul Brown, Gerry McGrade, Peter Rogers (the younger) Colin Gould, Gil Harvey Hall, Mal Zimmerman & Kieran Nelson.



Gerry McGrade & Colin Gould MBE.



Sydney. L-R. ?, Andrea Williams, Roger Newsome, Pat Johnson, Ross Johnson, ?, Mike Leask, Gaynor Kaad, ?, Louise Newsome, Peter Leyden & Chris Hardy



After the Dawn Service Port Moresby. Over 2,000 attended.



Above and 2 below. The dawn service at Rabaul.



ANZAC Day Lae War Cemetery

RIP Lois Garlin

Lois Garlin, wife of Alex Garlin, President of the NSAA(Qld), passed away on 11th April. She was just short of her 100th birthday.

Lois was a staunch supporter of Alex as State President of the Nashos Qld Branch for many years and her support will be sadly missed.

On behalf of the NGVR/PNGVR Association our heartfelt condolences go to Alex and the family.

A celebration of life was held at the Everyman's Hut at the Wacol Precinct which was attended by Association President Phil Ainsworth.

After 6 weeks of quarantine with her husband, Betsy decided to knit him a scarf.



FOR SALE
PARACHUTE-
ONLY USED
ONCE, NEVER
OPENED,
SMALL
STAIN.

SEE DAVE IN THE COCKPIT PUB # 7 ST. ANDREW'S HILL

Montevideo Maru Memorial Service, ANZAC Square, Brisbane. 1st July, 2022.

2022 is the 80th Anniversary of the sinking of the Japanese Prisoner of War ship, *Montevideo Maru*, off the coast of Luzon, Philippine Islands with the loss of 845 Australian soldiers and 208 civilian internees, among them 36 NGVR soldiers and 22 Salvation Army Bandsmen.

The *Montevideo Maru* was sailing unescorted from Rabaul to Hainan where the prisoners were to be used as slave labour. Unfortunately the POWs were locked below decks and none survived the sinking.

A service will be held in the Post WW11 Gallery in tunnel, underneath the Brisbane Cenotaph in ANZAC Square, commencing at **10am on Friday 1st July**.

After the service there will be a morning tea held on site.

The band of the 2/22nd Battalion comprised 23 Salvation Army bandsmen, most of whom were lost on the *Montevideo Maru*. Only one Salvation Army bandsmen survived the New Britain campaign.

In the years before Covid-19 it was common to have some 50 Association personnel, Salvation Army members and relatives attend the ceremony and we look forward to hosting at least that number this year.



Members Visiting Association Museum.

Whilst the opening hours for visits to the Museum are the first Saturday of the month, Association Members, if visiting Brisbane from the Country or Interstate are encouraged to contact Museum Curator, Paul Brown, if they are in Brisbane at another time.

Provided he is not committed elsewhere Paul would be happy to open the Museum, as the Association wishes all members to have had the opportunity to enjoy its great range of exhibits.

Paul's contact details are in the column opposite.

The Association would like to thank King & Co Property Consultants for its continuing support, including the printing of this edition, together with the past 76 issues of Harim Tok Tok.

Its contribution is much appreciated.



NATIONAL MEDALS
Pty Ltd



REPLICA MEDALS OR MOUNTING OF MEDALS

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

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

Includes former members of the PIR, PIB and NGIB.

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

For Military Museum enquires contact Paul Brown email paulbrown475@gmail.com. Phone 0402 644 181 or Colin Gould email 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 Phone 0412 236 013

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

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

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

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

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

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

President: Email p.ainsworth@kingco.com.au phone 0418 730 348 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

NGVR/PNGVR service recollections are copyright.

FUNCTION DATES

Sat 4 June Sat 2 July

Museum open 10am—1pm. Displays have been altered so even if you have been there before it is well worth another visit.

Sat 11 June Sat 13 August

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

Fri 1 July

Montevideo Maru Service at Post WW11 gallery in tunnel underneath the Cenotaph at ANZAC Square, Brisbane. 10am.

Morning tea will be held on site after the service. This day will mark the 80th anniversary of the sinking of the "Montevideo Maru" with 1,053 Australian lives lost, 36 of which were NGVR soldiers