



# Harim Tok Tok

PAPUA NEW GUINEA VOLUNTEER RIFLES EX-MEMBERS ASSOCIATION Inc.

VOLUME

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## PRESIDENT'S UPDATE

The publication and distribution of six issues per annum of Harim Tok Tok (Editor is Bob Collins) is our main means of communicating with our members and Friends. We also use face book ( the administrator is our Treasurer Kieran Nelson) , website [www.pngvr.weebly.com](http://www.pngvr.weebly.com) (administrator is Trevor Connell based in Canberra), mail (Secretary Colin Gould) and emails (Phil Ainsworth). Please advise any of the above mentioned if your contact details change so our vital connection with you is maintained.

Since October 2009, Bob Collins has edited 78 issues( number 58 to 136) of Harim Tok Tok, each issue being of 20 pages and all issues in the familiar format used here. We are fortunate to have King & Co Property Consultants sponsoring your HTT since when Bob became editor by providing, free of charge, final copy and printing. Secretary Colin Gould collects the prints, labels and posts the hard copies. We owe Bob, Colin and King & Co a big thank you for their tremendous service to our members over the past 13 years. In the interest of economy we ask members able to receive electronic copies but are presently receiving hardcopy, to advise me of your email address so you may receive your HTT issue as soon as it is published, which will be more than two weeks before receiving a posted copy.

The usual annual Kokoda Day Commemorative Services at Broadbeach and the Indooroopilly / Sherwood RSL were held on 8 August and 14 August respectively. We thank Paul Brown who represented our Association at Broadbeach and Mike Griffin who acted for us at Sherwood RSL. Paul and Mike laid wreaths at their respective venues on your behalf, please see the reports on page 7.

Member Henry Sims represented our Association and 2/14<sup>th</sup> Association and laid a wreath at the annual Kokoda Service sponsored by the 2/16<sup>th</sup> Inf Bn in King's Park, Perth. Henry's uncle was in the 2/14<sup>th</sup> during the Kokoda



campaign. Henry said he was honoured to meet at the service the only surviving member of the 2/16<sup>th</sup>, Lt Bill Grayden. The photo shows Henry at the service in King's Park.

Tony Boulter and Phil Ainsworth attended and laid a wreath at the annual Battle for Australia Service at Chermiside on Wednesday 7 September. Our Association is represented on the BFA Committee. The well organised service and following morning tea was attended by the Governor and representatives of the Services, defence and civil. The speakers included the Governor of Queensland, and Commander Fiona Southwood RAN, Commander of HMAS Moreton, Brisbane. The Commander spoke



about , amongst other things, a summary of WW2 activities of the RAN. The photos shows the QLD governor speaking and the battle for Australia monument.



The NSAAQ held a very successful Veteran's Church Service and Luncheon at Everyman's Hut Wacol on Sunday 11 September, all veterans were welcome.

About 8 of our members led by Bob Collins attended and enjoyed the event. Our Museum was visited by many of the attendees. Unfortunately no one remembered to take photographs.

The Association's AGM will be held prior 10am Saturday 22 October 2022 at the Museum, Wacol, Brisbane. All members and friends are welcome so turn up early and have your vote and say. The Committee is looking for new blood so if you would like to assist please let me know. Attached are nomination for office and proxy forms for the AGM. There will

be a BYO luncheon afterwards.

A reminder that our next committee meetings will be held at 10am Saturday 8 October and 10 December respectively. These are held in the Museum, Wacol All members are welcome to attend and we finish each meeting with a BYO luncheon.

Since our last issue of HTT, we have lost another 3 members: Allen Bell, Mike Zimmermann and Ron Lange. Their stories may be read on pages 18 to 20. As I write this, I have been notified of the death of Norm Mundy's wife Joan who died on Sunday 18 September after a long illness. Norm was one of the three founders of our Association and we wish Norm and his family our thoughts and wishes.

I look forward to seeing as many of our members and friends as possible at our AGM , Saturday 22 October.

## Phil Ainsworth, September 2022

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## Battle of Wau

The Battle of Wau, 29 January – 4 February 1943, was a battle in the New Guinea campaign of World War II. Forces of the Empire of Japan sailed from Rabaul and crossed the Solomon Sea and, despite Allied air attacks, successfully reached Lae, where they disembarked. Japanese troops then advanced overland on Wau, an Australian base that potentially threatened the Japanese positions at Salamaua and Lae. A race developed between the Japanese moving overland, hampered by the terrain, and the Australians, moving by air, hampered by the weather. By the time the Japanese reached the Wau area after a trek over the mountains, the Australian defenders had been greatly reinforced by air. In the battle that followed, despite achieving tactical surprise by approaching from an unexpected direction, the Japanese attackers were unable to capture Wau.

### Geography



The Wau-Mubo area, which the Japanese Army traversed to reach Wau.

Wau is a town in New Guinea, in the province of Morobe situated at one end of the Wau-Bulolo Valley. It was the site of a gold rush during the 1920s and 1930s. Gold prospectors arrived at the coast Salamaua and

struggled inland along the Black Cat Track. The miners partially cleared the area and built houses and workshops, and established a water supply and an electricity grid. They constructed the aerodromes at Wau and Bulolo which were the primary means of reaching the Wau-Bulolo Valley. Wau aerodrome was a rough Kunai grass airstrip 3,100 ft (940 m) in length with a 10 per cent slope heading directly for Mount Kaindi. Aircraft could approach from the north east only, landing uphill and taking off downhill. The mountain at the end of the runway prevented second attempts at landing and precluded extension of the strip. Pilots had to manoeuvre Dakotas under clouds and through dangerous passes, "dodging a peak here and cloud there", landing at high speeds. This required good visibility, but the weather over Owen Stanley Range was characterised by frequent storms, vertical drafts, and mists which rose from the jungle floor. The first landing at Wau was made by Ernest Mustard in his De Havilland DH.37 on 19 April 1927. Osmar White, who reached Wau in June 1942, wrote:

*Wau and Bulolo were towns built solely by virtue of man's conquest of the air. Every nail, sheet of iron, weatherboard, spot of paint, pane of glass, crock, wire or sheet of paper was carried in by air at freight rates between 4d and 1/5d per pound. The wrecked trucks that now dotted the highways, rusted out and twisted by fire, were brought in by air. The billiard tables at the hotels were brought in by air. Easy chairs, refrigerators, bathtubs, stoves, dynamos, linoleum, carpets, garden statuary, even great mining dredges, bulldozers and power shovels—all were brought in by air, and this in a decade when most people in Australia were still thinking it adventurous to take a five-minute joy ride over an airfield.*

### Kanga Force

After the war with Japan began, Wau became an evacuation centre, receiving refugees from Lae and Salamaua. Non-

native women and children were evacuated while men of military age were called up for service in the New Guinea Volunteer Rifles, the local militia unit. Initially, civilians were evacuated by civilian aircraft but as the Japanese drew closer—bombing Wau on 23 Jan 1942—it became too dangerous to fly without fighter escort, which was unavailable. This left some 250 European and Asian men stranded. These refugees made a hazardous journey over the Owen Stanley Range on foot by way of Kudjeru and Tekadu to Bulldog, a disused mining settlement where there was an aerodrome, and thence down the Lakekamu River to the sea.

With the feasibility of the route thus demonstrated, New Guinea Force decided to establish a line of communications to Wau via Bulldog. A platoon of the 1st Independent Company left Port Moresby in the schooner *Royal Endeavour* and traversed the route, joining the men of the New Guinea Volunteer Rifles holding the Wau area. This was the beginning of what became Kanga Force on 23 April 1942. On 22 May, the 21st Troop Carrier Squadron USAAF flew in commandos of the 2/5th Independent Company to join Kanga Force. The 2/7th Independent Company followed in Oct 1942.

Supplies could be flown into Wau if fighter cover was available. On 5 September, 12 planeloads of supplies were dropped at Kudjeru. To economise on scarce transport aircraft, air transport was supplemented by an overland route. Supplies were shipped to the mouth of the Lakekamu in luggers, transported up the river to Bulldog in launches or powered dugout canoes, and then carried over the Bulldog Track by native carriers.

### Strategy

Kanga Force achieved one notable success, in a raid on Salamaua in June 1942, but "apart from that they had done little to harass the Japanese at their Salamaua and Lae bases." They had however managed to threaten the Japanese without provoking them into an offensive against Wau at a time when the Allies did not have the resources to reinforce Kanga Force, and they had provided valuable information. Wau occupied an important place in the strategy of the Commander, Allied Land Forces, South West Pacific Area, General Sir Thomas Blamey, who was concurrently commanding New Guinea Force from Port Moresby. At the time, the Japanese held air superiority over the Solomon Sea, precluding airborne or seaborne operations against the Japanese base at Lae. Blamey therefore decided that he would have to capture Lae with a land campaign. The Bulldog Track would be upgraded to a highway capable of carrying trucks and tanks that could support a division that would advance overland on Lae.

Lieutenant General Hitoshi Imamura, the commander of the Japanese Eighth Area Army at Rabaul, correctly deduced his opponent's intentions and the strength of Kanga Force and resolved to head off the danger to Lae. He ordered Lieutenant General Hatazō Adachi's Eighteenth Army to secure "important areas to the west of Lae and Salamaua". On 29 Dec 1942, Adachi ordered the 102nd Infantry Regiment and other units under the command of Major General Toru Okabe, the commander of the infantry group of the 51st Division, to move from Rabaul to Lae and then immediately advance inland to capture Wau. Okabe's force was known as the Okabe Detachment.

Imamura was up against a resourceful, resolute and aggressive opponent, who also had access to good intelligence. Allied Ultra codebreakers were reading the Japanese shipping codes, and, by 3 January 1943, Allied commanders knew in advance about the force that Adachi was planning to send from Rabaul to Lae, although they did not know the force's ultimate destination. Blamey chose not to wait for this to become clear, but immediately ordered the 17th Infantry Brigade to move from Milne Bay to Wau on 4 January 1943.[20] Its commander—Brigadier Murray Moten—was ordered to assume command of Kanga Force and defend Wau.

### Prelude

The Commander, Allied Air Forces, South West Pacific Ar-

ea, Lieutenant General George Kenney, ordered his bomber commander, Brigadier General Kenneth Walker, to carry out a full-scale dawn bombing attack on the shipping in Rabaul Harbour before it could depart. Walker demurred; his bombers would have difficulty making their rendezvous if they had to leave Port Moresby at night. He recommended a noon attack instead. Kenney acknowledged Walker's concerns but was insistent; he preferred bombers out of formation to bombers shot down by the enemy fighters that were sure to intercept a daylight attack. Inclement weather precluded participation by bombers from Australia, so all that was available were the aircraft on hand in Papua: six B-17s and six B-24s. In spite of Kenney's orders, Walker attacked Rabaul Harbour at noon on 5 January, and encountered heavy flak and continuous fighter attacks. Forty 500 lb (230 kg) and 24 1,000 lb (450 kg) bombs were dropped from 8,500 ft (2,600 m). The formation claimed hits on nine ships, totalling 50,000 tons. Two B-17s were shot down, including the one carrying Walker, who was posthumously awarded the Medal of Honour. After the war, JANAC confirmed the sinking of only one Japanese merchant ship, the 5,833-ton *Keifuku Maru*. Two other ships were damaged, as was the destroyer *Tachikaze*.



A Wirraway of No. 4 Squadron RAAF burns after being set on fire during the Japanese air raid on Wau.

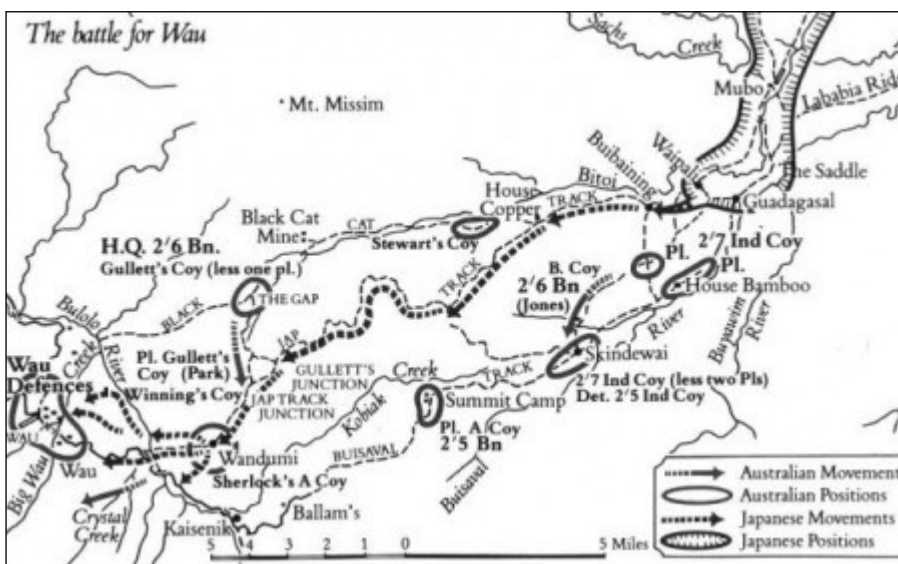
Allied aircraft in the daytime as they cut their way into the jungle. The mountain range east of Wau was about 1,500 ft (460 m) high and not particularly difficult to cross, but in parts there were no tracks. These had to be prepared without being spotted by the Allied aircraft. As the troops had to carry their food, ammunition and equipment on their backs, the advance was difficult and took longer than anticipated. Eventually they reached a peak from which they were able to look down on the Wau-Bulolo Valley. By this time, food was running short. The commander of the Okabe Detachment, pointing at the Wau village, gave the order to attack: "We are

short of food—let us quickly capture Wau and get food from the enemy!" However, the movement through such dense jungle caused his units to lose touch with each other. The resulting attack was delivered piecemeal, without sufficient preparation.

Meanwhile, the first group of the 17th Infantry Brigade—the 2/6th Infantry Battalion—had embarked for Port Moresby on 9 January 1943. The rest of the battalion followed over the next two nights. The 2/7th Infantry Battalion departed Milne Bay on the Army transport *Taroona* on 13 January and the 2/5th on *Duntroon* the next day. The prospects of beating the Japanese to Wau did not look good. At this time, there were only 28 Dakotas in New Guinea, in three understrength squadrons, the 6th, 21st and 33rd Troop Carrier Squadrons of the US 374th Troop Carrier Group. These had to be shared with the Buna-Gona front, so each combat area had 14 planes allocated to it, which worked out to 10 aircraft available per day for each. A Dakota could carry 27 passengers or 10,000 lb (4,500 kg) of freight. Moving an infantry battalion required 60 plane loads; moving a brigade group required 361 plane loads. Between 10 and 19 January, the 2/6th Infantry Battalion was flown in from Port Moresby to reinforce Kanga Force. In the process, there were three crashes. Poor flying weather forced many aircraft to return without landing. Brigadier Moten was twice forced to return to Port Moresby before reaching Wau on the third attempt. Bad weather continued over the following week, limiting air operations and sometimes precluding them entirely. Part of the 2/5th Infantry Battalion arrived on 27 January.

Between 10 and 16 January, the Okabe Detachment moved down the coast in barges to Salamaua, where it assembled and completed its preparations for the attack on Wau. On 16 January, the Japanese encountered a platoon of the 2/7th Independent Company under Captain Geoffrey Bowen. A brief action followed in which Bowen was killed, and the Australians retreated back to Skindewai. However, instead of pursuing them, Okabe chose to advance on Wau down an old and seldom used track running through difficult country parallel to the Black Cat Track, and the two sides lost contact. Okabe thereby disguised the strength and objective of his force, and took the Australians by surprise. It was necessary to cross Komiatum Hill, advance to Mubo, and then take the track westward. This route was chosen so as to avoid observation from

Standing in the way of Okabe's advance was A Company of the 2/6th Infantry Battalion under Captain W. H. Sherlock. Okabe ordered an all-out attack on Sherlock's position on 28 January. Sherlock was forced from his position and retreated onto a nearby spur. For much of the afternoon, frontal Japanese attacks were repelled by Australian mortar and machine gun fire, and efforts to



infiltrate Sherlock's positions were defeated by a bayonet attack led by Sherlock in person. By 18:00, Sherlock's mortar ammunition had run out and his small arms ammunition was running short, while his position was being plastered with mortar rounds and swept by machine gun fire. Sherlock held on through the night and was killed the next day trying to break through the Japanese lines. For his actions, Sherlock was posthumously mentioned in despatches.

The fighting at Buna ended on 23 January, freeing up aircraft to support Wau, and 52 brand-new Dakotas of the US 317th Troop Carrier Group had arrived in Australia, their movement from the United States having been expedited in response to urgent requests from General Douglas MacArthur arising from the Buna fighting. After a quick maintenance check, they were flown up to Port Moresby to help the 374th Troop Carrier Group fly the 17th Infantry Brigade into Wau. This meant that up to 40 aircraft were now available daily.

On 29 January, 57 planeloads arrived, bringing most of the 2/7th Infantry Battalion and the remainder of the 2/5th. Although subjected to small arms fire as they came in and unloaded, 40 aircraft made 66 trips the next day. Their cargo included two dismantled 25 pounder guns of the 2/1st Field Regiment with 688 rounds of ammunition. These were landed in the morning and in action before noon, shelling a concentration of 300 enemy troops between the villages of Wandumi and Kaisenik. The Japanese were also engaged by Beaufighters of No. 30 Squadron RAAF flying close air support. Three Dakotas were damaged when one overshot the runway on landing and crashed into two others. One was repaired, but the other two were a total loss. One of the 46th Troop Carrier Squadron's pilots, Staff Sergeant William B. Teague was injured, losing a leg. Japanese attacks that day succeeded in reaching the corner of the airstrip but were forced to fall back under enormous pressure.

On 31 January, 35 aircraft made 71 trips, and 40 aircraft made 53 trips on 1 February, bringing reinforcements including the 2/3rd Independent Company that brought the strength of Kanga Force to over 3,000 men. This included a company of machine guns from the 7th Machine Gun Battalion that had been flown in to defend the airfield. By 4 February, Okabe was threatened with encirclement and was forced to order a withdrawal. With all hope of capturing Wau gone, Okabe was ordered to abandon the attempt. For his "high order of leadership and control" at Wau, Moten was awarded a bar to his Distinguished Service Order.

The Japanese attempted to cut off the stream of Allied transports by bombing the Wau airstrip, but it was the rainy season and they were confronted by the same weather conditions which hampered the Allies. Aircraft which did set off from Rabaul were not able to sight the Wau airstrip and returned without accomplishing anything. Not until 6 February



Troops alighting from a DC3. They went straight into the battle.



A 25-pounder of the 2/1st Field Regiment is unloaded from a Dakota on the airfield at Wau. The gun was assembled and fired at Japanese positions around Wau later that day

was there an aerial engagement. Eight P-39s of the 40th Fighter Squadron were patrolling at 12,000 feet (3,700 m) over Wau, having provided escort for a flight of five Dakotas, when they sighted 24 Japanese planes. Captain Thomas H. Winburn led his P-39s in an attack, claiming 11 Mitsubishi A6M Zeroes and Mitsubishi Ki-21 "Sallys" shot down. Meanwhile, eight P-40s of the 7th Fighter Squadron also on an escort mission sighted 12 aircraft bombing the airstrip at Wau. The transports they were escorting turned back while the fighters engaged the Japanese, claiming seven aircraft shot down. At this time, there were four Dakotas on the ground at Wau and another five were circling, waiting to land. One Dakota was shot down. A Dakota on the ground was damaged, and a CAC Wirraway was destroyed by a bomb blast. Its two-man crew had hurriedly left the aircraft seconds before and thrown themselves flat on the ground. The Air Cooperation Signals hut took a direct hit and three men were killed.

Major General Ennis Whitehead's Advanced Echelon (ADVON) headquarters in Port Moresby ordered three squadrons based there to join the battle. P-38s of the 39th Fighter Squadron engaged a dozen Japanese fighters over Wau, shooting one down. A few minutes later, the 9th Fighter Squadron—which had only recently converted to the P-38—downed another Japanese fighter, while P-40s of the 41st Fighter Squadron surprised six Japanese fighters, shooting down three. The airmen claimed to have shot down 23 Japanese fighters and a bomber. Australian gunners

of the 156th Light Anti Aircraft Battery claimed another bomber and two fighters. For its part in the battle, the 374th Troop Carrier Group was awarded a Distinguished Unit Citation.

#### Aftermath

From its creation in May 1942 until 15 February 1943, Kanga Force lost 30 officers and 319 men, including 4 officers and 48 men of the 2/6th Infantry Battalion. The Australians counted 753 Japanese dead. Adding 361 lost on *Nichiryu Maru* and numerous airmen puts the number of Japanese deaths at around 1,200.

While New Guinea Force wished to pursue the Japanese, logistical difficulties precluded this. The Japanese prepared to make another attempt to capture Wau. This time, the plan was to approach from the north, building a road from Markham Point to the Snake River Valley. From there the advance would have headed down the valley to Wau. The 51st Division was earmarked for the mission, but it suffered heavy losses en route to New Guinea in the Battle of the Bismarck Sea. This impressed the Japanese command with the dangers from Allied air power. A new plan was therefore devised under which a land line of communication was to be established running down the Ramu and Markham Valleys. In June, Adachi was ordered to prepare to capture Wau. Road construction was carried out at great hardship to the troops involved, but the road was still incomplete when the Allied landings at Nadzab and Lae caused work to be suspended. For the Allies, Wau became an important jumping off point for the Salamaua–Lae campaign.

*Wikipedia*

*Ed. Note. A number of NGVR men took part in the Battle of Wau. Their stories are told in "Keepers of the Gate", available from the Museum or your Association.*

## Royal Australian Engineers

The Corps of Royal Australian Engineers have been at the forefront of national response since its humble beginnings as the Corps of Volunteer Engineers in 1860. From domestic and international response to natural disasters and emergencies, through to the provision of combat support to counter improvised explosive device operations, construction projects and specialist engineer capabilities, the Corps is a leading entity for the use of advanced technologies, employment of innovative thinking and an advocate for ensuring the Joint Force is Future Ready.



Through this service to the Nation, the Corps demonstrates a distinguished history of Courage, Initiative, Teamwork, Respect and Loyalty from Sappers past, present and undoubtedly into the future.

The Royal Australian Engineers corps motto is 'Follow the Sapper'. This phrase was coined during the Crimean War (1854-56), where many of the assaults through the saps onto the Russian positions were led

by Royal Engineer officers and members of the Royal Sappers and Miners. This motto signifies that Sappers lead the way and as a Corps must always be moving forward to be prepared for future challenges.

The original motto of the RAE, adopted at Federation was *Facimus et Frangimus* (We make and we break) and appeared on the engineer hat badge up until 1947 when it was replaced by *Honi soit qui mal y pense*. It now only appears on the Corps Cipher.

The current engineer hat badge features a leather garter adorned with a crown and the motto *Honi soit qui mal y pense* (Evil be to him who evil thinks), mirroring the motto of the Order of the Garter. This honour was awarded to the RAE in 1947 for their efforts during World War II.

Army website.



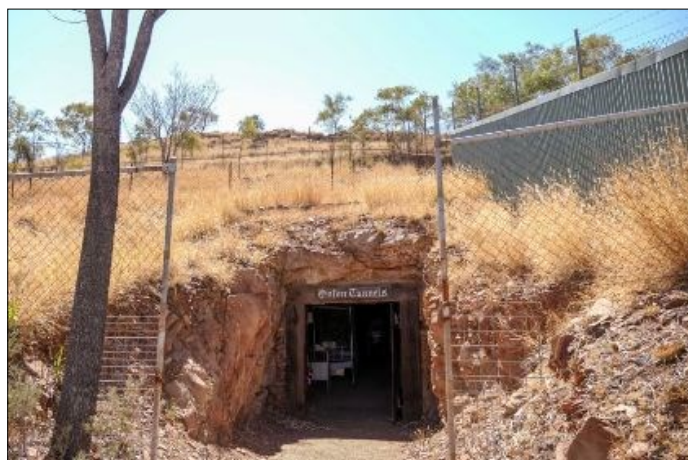
Keglsugl Airstrip. Simbu (Chimbu) Province, PNG.  
8,400 ft, 2600 m. The beginning of the Mt Wilhelm climb,  
PNG's highest mountain at 4509m

I was sitting at the computer the other day, drafting my will,  
and I called out to my wife, "When I die, I'm going to leave  
everything to you my love!"  
She shouted back, "You already do, you lazy bastard!"

## Underground Hospital, Mount Isa, Qld. WW11

The war in the Pacific reached the shores of Australia on the 19 February 1942, when Darwin was bombed. Within days Timor fell to the Japanese, the Australian cruiser HMAS Perth was sunk during the Battle of Sunda Strait, and Broome, Derby and Wyndham in Western Australia were all bombed by Japanese aircraft on 3 March.

The threat to Mount Isa seemed very real because there appeared to be little military opposition left in the north of Australia, and the Mount Isa Copper Mine was seen as a strategic resource of great value to the Japanese. Reacting to the perceived threat of air raids, Dr Edward Ryan, Superintendent of the Mount Isa District Hospital, decided to take precautions. He contacted Vic Mann, MIM Mine Superintendent, who offered the co-operation of the company and the services of Underground Foreman Wally Onton to supervise the project. The company supplied all the equipment for the work, which was done by Mount Isa miners who volunteered their time.



The tunnels are not far from Mount Isa's actual hospital

The work was done during March/April 1942. The drilling, blasting and mucking out was mostly done over a two-week period, with the fitting-out taking a few more weeks. Three parallel adits were driven into the hill face and then connected to a cross-cut level to form a large underground shelter with an 'E' shaped plan. A vertical raise to the hillside above helped ventilation and was also equipped with a ladder to serve as an emergency exit. The excavation was timbered using the contemporary mining methods of the day, then equipped with furnishings and fittings to perform all the functions of a hospital. There were male, female, and maternity/children's wards, a surgical theatre and a delivery room.

The finished underground hospital was about 100m from the rear of the nearest hospital building, with access along a gravelled pathway. Inside the underground hospital was framed either with sets of round native timber or sawn Oregon timber. The ceiling was sawn hardwood planks and some of the walls were lined with gidyea logs, while the floor was bare earth. The hospital was equipped with electric lights and a telephone, and buckets of water and sand, stirrup pumps and shovels were present in case of an air raid.

Dr Ryan kept the shelter fully equipped and ready for use with linen, medical equipment, dressings and pharmaceutical stocks. Once a week there was an air raid drill, and nurses and orderlies wheeled less-seriously ill patients up the steep gravel path to the underground hospital.

Mount Isa never experienced air raids, and although air raid drills ceased, the underground hospital remained in use for less urgent purposes. The shelter was used as a dormitory by the nurses on hot nights, then like most unused spaces, it gradually became a store room of hospital equipment and files. After the war, lax security allowed young children to play in the tunnels, which still contained medical equipment and pharmaceuti-

cal supplies.

The shelter was closed in the 1960s, when rubble, excavated during the construction of the new four-storey hospital wing, was used to close the three entrances. The ventilation raise was also filled in. The underground hospital remained closed until the fill at the north collapsed in 1977 and at the main entrance in 1988. Each time an entrance opened there was debate in the community regarding the future of the site. In 1992 the main entrance again collapsed. The entrance was closed, but reopened in 1994. While the entrance was open and its future was being discussed in the media, a fire broke out in the southern tunnel at 1.30am on 27 August 1994. A public meeting in late 1995 showed that community support had swung strongly in favour of conserving and developing the underground hospital rather than again burying the entrance. Vandals set a second fire on Sunday 26 October 1997 causing further damage to the interior.

Restoration efforts from 1997 to 2001, based on old photographs, have returned the tunnel to its appearance during 1942. Some of the original furniture has been reinstated from storage elsewhere on the hospital grounds. Visitors to the Beth Anderson Museum can enter the underground hospital from the southern entrance, and exit from the central entrance. The northern entrance remains sealed and unreconstructed.

*Qld Govt. Queensland WW11 Historic Places.*



The hospital is full of historically accurate furnishings

### **John Hurst (Jack) Edmondson VC. (1914–1941)** by Ian Grant

John Hurst Edmondson, was born on 8 October 1914 at Wagga Wagga, New South Wales, only child of native-born parents Joseph William Edmondson, farmer, and his wife Maude Elizabeth, née Hurst. The family moved to a farm near Liverpool when Jack was a child. Educated at Hurlstone Agricultural High School, he worked with his father and became a champion rifle-shooter. He was a council-member of the Liverpool Agricultural Society and acted as a steward at its shows. Having served (from March 1939) in the 4th Battalion, Militia, he enlisted in the Australian Imperial Force on 20 May 1940 and was posted to the 2nd/17th Battalion. Later that month he was promoted acting corporal (substantive in November). Well built and about 5 ft 9 ins (175 cm) tall, Edmondson settled easily into army life and was known as a quiet but efficient soldier.



His battalion embarked for the Middle East in October and trained in Palestine. In

March 1941 the 2nd/17th moved with other components of the 9th Division to Libya and reached Marsa Brega before an Axis counter-attack forced them to retreat to Tobruk. The siege of the fortress began on 11 April. Two days later the Germans probed the perimeter, targeting a section of the line west of the El Adem Road near Post R33. This strong-point was garrisoned by the 2nd/17th's No.16 Platoon in which Edmondson was a section leader. The enemy intended to clear the post as a bridgehead for an armoured assault on Tobruk.

Under cover of darkness thirty Germans infiltrated the barbed wire defences, bringing machine-guns, mortars and two light field-guns. Lieutenant Austin Mackell, commanding No.16 Platoon, led Edmondson's five-man section in an attempt to repel the intruders. Armed with rifles, fixed bayonets and grenades, the party of seven tried to outflank the Germans, but were spotted by the enemy who turned their machine-guns on them. Unknown to his mates, Edmondson was severely wounded in the neck and stomach. Covering fire from R33 ceased at the pre-arranged time of 11.45 p.m. and Mackell ordered his men to charge. Despite his wounds, Edmondson accounted for several enemy soldiers and saved Mackell's life. When the remaining Germans fled, the Australians returned to their lines. Although Edmondson was treated for his wounds, he died before dawn on 14 April 1941. The Germans' armoured attack that morning was thwarted, partly due to the earlier disruption of their plans. Edmondson was buried in Tobruk war cemetery. He had not married.

**His Victoria Cross, gazetted on 4 July, was the first awarded to a member of Australia's armed forces in World War II.** In April 1960 Mrs Edmondson gave her son's medals to the Australian War Memorial, Canberra, where they are displayed alongside his portrait (1958) by Joshua Smith. At Liverpool a public clock commemorates Edmondson, as do the clubrooms used by the sub-branch of the Returned Services League of Australia.

*This article was published in Australian Dictionary of Biography, Volume 14, (MUP), 1996*



Five Victoria Cross recipients standing behind of the grave of Corporal Edmondson VC on 25 April, 1953, in the Tobruk War Cemetery, Libya, while on their way to England to attend the coronation of Her Majesty, Queen Elizabeth II.

They are left to right.

Private F.J. Partridge VC, (Australia).

Private E. Kenna VC, (Australia).

Sergeant J. D. Hinton VC, (New Zealand).

Private R. Kelliher VC, (Australia).

Sergeant R. Rattey VC, (Australia).

### **German Plane over Adelaide WW11**

In late 1940, the German Navy sent a raiding ship to the rather unusual location of the waters of South Australia. The



mission was to disrupt shipping, lay mines and to be a general nuisance.

The ship that set sail for South Australia was called the *Penguin* and it entered South Australian waters on the 1st of November 1940.

On the 5th of November, the *Penguin*

was sitting just south of Kangaroo Island and its commanders decided to launch its Heinkel plane on a reconnaissance mission to see if there were any threatening ships based at Port Adelaide or planes at Parafield Airport. **This is in fact the only known flight of a German aircraft over Australia during the war.**

A number of civilians reported seeing the foreign plane including the son of the lighthouse keeper at the remote eastern tip of Cape Willoughby, Kangaroo Island, Ken Cain, who was playing outside when he saw a plane overhead. He ran excitedly inside the lighthouse to alert his father, Percy Cain, who refused to believe such an unlikely event. However later on Percy Cain

saw the aircraft himself, on its return flight. A record of the sighting was entered in the lighthouse log book.

Another sighting was by Gordon White, who worked near Parafield Airport. He was a keen aircraft spotter



who later became an aircraft maintenance engineer.

There is some indication that knowledge of the flight was quite widespread in Adelaide. It was apparently discussed on talk-back radio, with one witness being a woman from Largs Bay (near Port Adelaide). Then while flying back south along the coast, the Heinkel was seen over Normanville by a young farm worker, Reg Lawrence. He remembered it as being grey coloured and flying at a low altitude of just a few hundred feet.

After receiving the reconnaissance report, the *Penguin* spent the next few days laying mines in Investigator Strait. One of these mines victims was the steamship *Hertford* which was sunk en route to Adelaide from Fremantle on the 7th of December. One of the mines also washed up at Beachport, SA on the 13th of July 1941.

As for the *Penguin*, it quickly left South Australia and on the 20th of November, its Heinkel was crippled by small arms fire while attacking the British steamship *Maimoa* in the Southern Ocean.

The *Penguin* was later sunk in the Indian Ocean by the British cruiser HMS Cornwall on the 8th of May 1941.

Rick Beeby—Anzac Military Memories.

**Kokoda Day 2022**



Kokoda Stone Memorial, Sherwood Indooroopilly RSL. Association Committee member Mike Griffin and Capt. Alexander McDermid from the 39th Support Battalion



A big crowd attended the Kokoda Day Commemoration at the Kokoda Memorial on the Gold Coast. Museum Curator Paul Brown laid a wreath on behalf of the Association.

Photos. Above. Paul Brown and Greg Ivey, Vice President of the PIB, NGIB, HQ PIR Association.

Below. Governor General David Hurley AC, DSC standing behind 101 year old George Turner last survivor of 39th battalion and cadets from The Southport School who provided a Catafalque Party for the Ceremony. Regrettably George died on 2nd Sept.



<p><b>BREAKING NEWS... swimming pools to re-open from the 4th July, but due to continued social distancing regulations there will be no water in lanes 1, 3 and 5.....</b></p>	<p><b>Chocolate is vital for our survival. Dinosaurs didn't have chocolate and look what happened to them...</b></p>
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A wise man once said nothing.



### Death on the "Dorish Maru"

On February 1944, as World War II was coming towards its conclusion in the Pacific arena, sixty men women and children, including Bishop Wolf SVD, Holy Spirit Missionary Sisters and Divine Word Missionaries were killed when the Japanese ship they were traveling on was strafed by an American aircraft. A survivor, Father John Tschauder, SVD, wrote in his diary what happened on that day when the "Dorish Maru" set-out from Hansa Bay on the north coast of New Guinea. Taken from his diary, the following eye-witness account tells a remarkable story:

It was dark when the "Dorish Maru" put to sea. The ship had scarcely moved out of Hansa Bay, however, when she slowed down and went in close to the shore. The Japanese did not tell us the reason, but we knew. The air was not clear. It was an hour or more before the ship resumed its course. We noticed with great satisfaction and relief that she was going fast. Tomorrow, about 7 o'clock, we reckoned, we could be in the protection of Kairiru Island.

Down near the bridge it was quiet. I was there with Bishop Francis Wolf SVD, Vicar Apostolic of Eastern New Guinea and a couple of other confreres. We scarcely said a word. I watched the moon. It was nearly half-moon and so dangerously clear. In vain I searched for a dark cloud which would mercifully obscure it. I would not have minded another six hours' tropical downpour. But there was no such hope. Only veils of thin clouds floated peacefully in the sky, with the moon casting a hazy light through them, clearly outlining the bridge and superstructure of the "Dorish Maru". There were no rain clouds in sight. Nothing but these flimsy wisps of clouds! I was very disappointed. Man is like this. Disappointed in one hope, he casts around for another.

So I figured out about what time the peaceful wanderer in the sky would go down yonder behind New Guinea's mountains. There was no hope there, either. Nothing could be seen of the promised escort, although they had talked of 30 planes. Once, however, I thought I saw a plane flying with the boat, and I felt greatly relieved. But what I had taken for navigating lights turned out to be two twinkling stars. No help could be expected from those who had promised us every help and to do their utmost to "protect" us. No mercy could be hoped for from a patrolling plane once it had spied its victim. I said the Rosary. Five times the beads glided through my fingers. My ever-recurring prayer was: "Good Lord, please, let there be no attack on the boat; no bombs on her that carries so precious a cargo." I turned to the Little Flower, the patron saint of all missionaries. I remembered how she had once saved a group of China missionaries from certain death in a watery grave. I have never been a fervent devotee of hers, I regret to say, but this did not embarrass me just then when I found myself in so terrible a danger. I knew that Saint Therese would help even those who could not number themselves among her special devotees. Kindness always seems greatest when one least expects it. Moreover, the Little Flower did not make any conditions when she promised her help for the missionaries.

Midnight! The sea and sky were peaceful and quiet. For moments my thoughts were carried away from the present; my anxieties lulled by the rhythmic throbbing of the engine and the soft, sighing sea, as the boat ploughed its way along. Deep in my heart there dwelled but one hope; that the

"Dorish Maru" would make Kairiru before daybreak. From the depth of my heart there rose but one prayer: Lord, save us! Every beat of my heart throbbed out but one winged wish: to make our boat go ever faster. Then it happened. All of a sudden the siren screamed. Gone were the peace and the calm which had prevailed until a moment ago! A great commotion ensued. "What is it? Is it an air-raid?" Quickly the instruction came: "Lie down!" The soldiers were ready for action. With rifles pointed skywards, they stood densely packed on the foredeck. Their response to the call of the siren was that of a soldier. They stood by their guns. "Be ready for action!" it meant for them. "Be ready for death!" it mean for us.

We lay down. I wished to know what the boat's chances were. Still we heard and saw nothing of any intruder. A good while passed whilst we lay on the deck in odd and awkward positions, full of apprehensions. I thought I had discovered an ideal place, at least as far as concerned my head, which, with much consideration I had stuck between the buttresses of the bulwarks. If only my head, the most precious part of my body, were safe, I cared not for the other parts which, inwardly, I had already given up! Then it came! Suddenly the plane was over the boat. I can still hear the order yelled through a megaphone from the bridge, harsh and cruel; "Fire!" The ship almost reared out of the water when a bomb crashed down right near the bow. The cannon bellowed, the machine-guns spattered a hail of bullets and the rifles cracked at the monster, which almost flattened us to the deck as it swooped overhead and away. That was the first round of the duel. I cast a quick glance through the scupper at the plane as it pulled out from its run over the "Dorish Maru". It was a twin-engined craft.

For the time being my rosaries were forgotten. It was not all good wishes I sent after the plane. That bomb! Hadn't it been near enough! Where would we have been had it struck home squarely on the bow? But the fight wasn't over yet. The Japanese knew the story. The enemy would come back for another run over the victim, which frantically zig-zagged at full speed through the sea. And the plane did come back! About ten minutes had elapsed when the same order came again: "Fire!" Again the cannon bellowed, the machine-guns spattered, and the rifles rattled. Again the deafening detonation. This time the bomb exploded in the sea on the portside, amidships. That one was very close, I thought, as fragments of metal crashed against the hull, and a very big one struck the bulwarks precisely where I had stuck my head between the buttresses. The terrific blow against my head made myriads of stars dance before my eyes. The water surged and splashed on board.

That was the second round. My thought was: "Wish it would never come back!" Yet, it did come back. It took longer though. I saw the plane flying back towards the coast and then turning in for the third attack. Over 10 minutes elapsed: then the same command rasped out from the bridge. Again, cannon, machine-gun and rifle went into furious action. Again, a bomb (or was it two?) crashed down and missed the "Dorish Maru". The plane stormed over at almost mast-top height – we sensed the pressure of its wings. But it was the last flight; the cannon fired one single shot after it, and that struck home. There was great excitement and triumphant shouts from the Japanese, "Senso banzai!" (Long live war!) The American plane had been hit and down it went into the sea, blazing fiercely. I did not see it myself, but others saw it.

The American, of course, did not know, and could not know of our being aboard. But, nevertheless, one of his bombs squarely on the "Dorish Maru" would have sent us all into a watery grave. The "Dorish Maru" with her extraordinary cargo proceeded on her journey. We all were safe and sound and very much alive; nay, more alive and excited after such an adventure. The atmosphere of tense expectation had vanished. "My word, this teaches one to pray!" someone said.

Our excitement did not prevail; it soon gave way to a mood of disappointment as daybreak came nearer. The "Dorish Maru" was too slow for us. The rising sun should find us in Wewak Har-



bour or in the shelter of Kairiru Island. When the plane had attacked, the boat was perhaps off the mouth of the Sepik River. The attack had delayed her and put her off her course. At daybreak we saw Turubu, and then Wewak. Kairiru was a long way off. Our spirits drooped. We knew what was in store for us. Time dragged, and slowly the boat plodded on. The Japanese soldiers were ready; they were very quiet. I was restless, and changed my place several times. Towards 8 am Kairiru loomed up closer, and on our left Wirui Mission of the Holy Cross greeted us. The great residence of our Regional still stood there on the mountain's crest. Holy Cross Mission! Was it to be our Calvary! For a while we wondered where our confreres from Wewak were now. We exchanged our opinions concerning their whereabouts.

The last thing I noticed was another ship near Kairiru burning fiercely. Then I saw, with terror gripping me, 12 planes heading for our little "Dorish Maru", their second victim for that day. The order came to lie down. Twelve planes against our little boat! This was the end of her and our end, too. Again I changed my place. This time I found myself under the mast. On one side I was protected by a strong steel plate, it was as thick as my thumb, in front of me were the winches; a reasonably safe place, I thought. Four of us were huddling there under the mast and bridge. I do not know how it happened. They say that the first plane flew over the boat without making an attack. But then the real grim thing began. Bombs rained down and shook the ship as plane after plane, in quick succession came over the unfortunate "Dorish Maru", each one releasing a hail of machine-gun bullets and shells. Thousands splashed harmlessly into the sea; but all too many struck the boat and passengers. But the ack ack gun worked furiously, and the machine guns and rifles of the soldiers rattled in reply to the fire of each on-coming plane. Several crews of the ack ack gun were wiped out, but there were always others to take over. The air was filled with smoke and dust, while bullets whistled and whined. I was terrified. I think all of us were.

Right at the beginning I felt a trickle of warm blood running down my face. I had the same feeling on my back and my legs, and something very hot stung me in my right hand. It was only then that I realized that I was hurt. I saw the blood running from a cut in the back of my hand. I prayed. There was nothing I could do but expect death. I remember that I called my mother several times. I thought of her far away. I had not heard of her for five years. Was she with me? Did she know? Whenever a plane had made its run over the stricken boat, there was a short spell, until the next was ready to follow in. I looked straight in the face of the first ones to come over, terrible and cruel things they were as they roared over the "Dorish Maru", with their wings almost touching the masthead. Instinctively, my head went down. Then came a terrific bang right at my ear, and again I felt the same warm trickle of blood. Only afterwards, when all was over, did I realize how narrow an escape I had. A bullet had grazed the back of my head, torn away a piece of skin, and pierced a neat hole clean through the steel plate against which I had been leaning. At my side a confrere lay. He prayed and moaned, then he asked for General Absolution. In the face of an almost certain death, I nevertheless could find the words which mean so much to a person in agony.

I saw someone else with blood all over his face. "I am hurt!" he muttered from below the winch, under which he had taken shelter. In the brief respites between the attacks, one could hear the prayers of the survivors, the faint moans of the wounded and dying, and the shrill cries of terrified children filling the air, until the next plane dived on the "Dorish Maru",

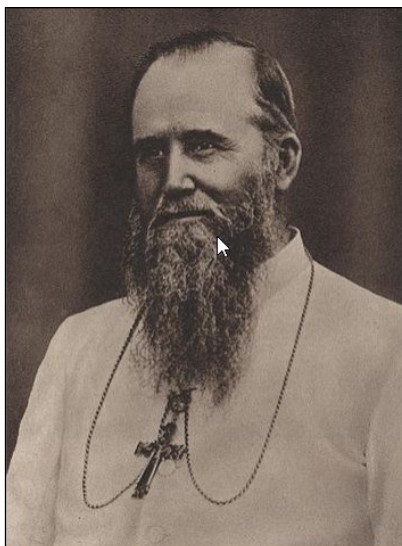
silencing the prayers of many, drowning the moans of the wounded and the shrill cries of the children. It was horrible.

Then it stopped. After, perhaps, a quarter of an hour of hell, the attack was broken off. The last plane came over the boat, the doors of the bomb-bay swung open but it did not release its cargo. This was fortunate, because the ack-ack gun had become jammed and was silent. A cry of immense relief arose from the survivors. We stood up: that is, those of us who could.

The American planes roared away, and shortly afterwards a small formation of Japanese fighters flew over. I was still half deaf, and my sight was dimmed by the blood in my eye. But I was alive! Alive after such an ordeal! To be alive among so many dead. To be able to stand up, to move about, amidst so many who could not, or who never would be able to move again. It looked like a miracle. Apart from the bullet graze, I had only shrapnel wounds. My coat, however, showed well over a dozen holes. But it appeared worse that it was in reality. I felt no pain, except in the left leg. A piece of shrapnel had struck me on the shin, and so walking was neither easy nor painless. My right hand also soon swelled enormously; but it was nothing compared with what others had suffered, and were still suffering. A confrere lay in his corner unconscious, and moaning loudly. I gave him General Absolution. I talked to him, gripping his shoulders. But no sign of any response came from him. He was wounded in his chest. There was a steady trickle of blood coming from his lungs. A doctor, who, almost miraculously or, at least providentially, had escaped serious injury, rushed from person to person. He took a glance at a priest, called him by name, shook him, and then, apparently giving him up already, said in a tearful voice: "May God have mercy on you!" Another priest emerged. He had suffered only light scratches from the shrapnel. We greeted each other and I said, "I fear that we have at least 50 killed." These words proved to be only too true. There were 60 of the evacuees killed outright.

But we did not stand about numb and dazed. With amazing swiftness, the survivors awoke to the situation. Soon after the attack the boat was reported on fire, both in the hatch and aft. The fire, however, was quelled immediately. Then another more terrible report came suddenly: "The ship is sinking!" I did not know whether she really was, but preparing for an emergency, I put on my Life-belt. A Japanese soldier, although wounded himself, with a bullet in his shin, limped towards the Sisters, using his rifle as a crutch. He showed real sympathy for the poor Sisters. Although in pain himself, he gave emergency instructions to the women. But the stricken "Dorish Maru" was able to crawl into Wewak Harbour, though very slowly. She was still going under her own power, though only at half or quarter speed. The Japanese assured us that help would soon arrive from Wewak.

Then we saw a launch, carrying ambulance personnel, coming out, speeding to our ship's rescue. There were helping hands everywhere. The Japanese threw bandages over to us. They were quite eager to cut off the bundle of bandages which they wore on their belts. Members of the ambulance went amongst the dying, administering injections of morphine or anti-tetanus serum – I wasn't sure which it was, but we thought it was Morphine – to soothe the pains of those in agony, but to which some of us protested. The priests went around assisting the dying. There were not many of them, but all the wounded were given the Sacrament of Extreme Unction. I went and looked around. Never in my life shall I forget that gruesome and ghastly picture of death. Blood was everywhere, rivulets of it running down the deck, the blood of missionaries, sisters, priests and brothers. One had pieces of another's brain on his head, which looked as if it had been frightfully smashed up.

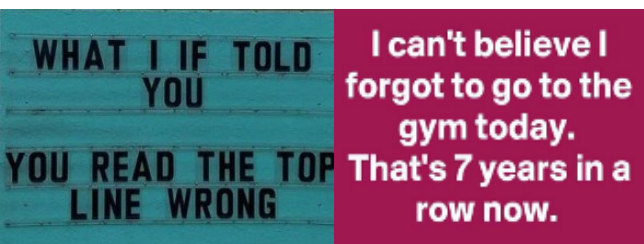


Bishop Francis Wolf SVD,  
Vicar Apostolic of Eastern New Guinea

But a most terrible sight met my eye on the hatch cover, where the sisters had been. Well, indeed, could one say "had been", for most of the sisters were dead or mortally wounded; 27 out of a total of 48 had been killed outright! How I wish this ghastly picture to stand for all eternity before the eyes of all those who advocate indiscriminate bombing! And there were many more maimed, torn and mutilated. Death has so far exacted its heaviest toll from the sisters. Both sisters superior were dead, one with her head literally severed from her body. She was identified only by the number on her stockings. Bullets had smashed her head to pieces. And yet, at the same time, it was cause for sheer wonder that in such carnage some sisters had escaped without receiving even a scratch. One sister lived for a while, and she was heard saying, "I have had enough!" Yes, she had had enough; a chalice brimful of sufferings, both physical and spiritual. War rolled over the Mission of New Guinea, destroying everything in its path.

She was helplessly adrift, like a frail craft loosened from its moorings Bishop Wolf also had suffered mortal wounds – a bullet had smashed his collar-bone, and torn into his lungs – but he bore his pain with heroic courage and patience. In the midst of the attack he had given General Absolution to all of us. When it was over, he handed his pectoral cross over, that it might be kissed by those in their last agony. Then, realizing his serious condition, he made arrangements for the future of the mission. Next to the Bishop lay a dead priest, a veteran of 30 years work in the mission. He lay on his face, two bullets, at least, had pierced his breast. Blood came running in rivulets from under his body. Not far away I found a confrere who used to worry so much that in order to save the property of the mission he would pick up a rusty nail from the road and throw it into the sea, lest the Japanese make use of it. He was consumed himself by repeated malaria attacks; but still he would carry on, desperately clinging to his school and pupils, in spite of all adversities from the Japanese.

John Tschauder SVD John Tschauder, a member of PNG Province, was well-known to conferes in Australia during the last years of his life. The naming of our Box Hill Formation House, "Dorish Maru College", was of particular significance to him. It stands as a constant reminder to us of what happened to our confreres, the Holy Spirit Missionary Sisters and the other passengers on board the ship on that fateful day, sixty years ago.



**Battle of Pearl Ridge**

On the 30th of December 1944, Australians of the 25th Infantry Battalion fought against the Japanese in the Battle of Pearl Ridge in Bougainville, New Guinea. This battle, although a footnote in the wider campaign, still marked an Australian victory in the face of tough opposition.

Initially, the Australians believed that the ridge was held by less than a company of Japanese, and the Australians were confident during the initial four pronged attack. It rapidly became apparent that the defending force had been reinforced by a Brigade size element, bringing the force close to a Battalion in strength and almost equal to the attacking Australians.



Australian artillerymen fire a 25-pounder from Pearl Ridge

After being held up on the right of their advance, the Australians dug-in overnight and repulsed a strong Japanese counterattack before resuming the attack on 31 December. During close quarter fighting which involved hand to hand combat in the forward pits, and 'danger close' artillery fire, the Australians resisted the Japanese attacks throughout the night and into the morning of the

31st. After the attack, Australian scouts found the ridge abandoned and further patrols found that the Japanese had been swept off the ridge.

During the battle, the Australians lost 10 killed and 25 wounded, whilst the Japanese casualties are estimated at 34 killed and 1 captured with an unknown number wounded.

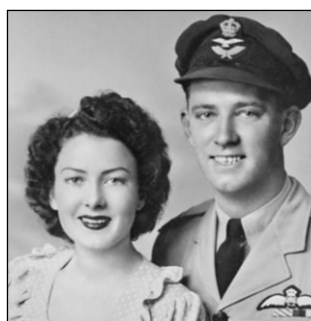
Pearl Ridge would prove to be a vital strategic position for the remainder of the war as it provided a vantage point where one could see from one side of Bougainville to the other, a distance of over 48km. The Australians later established an observation post on the ridge, which had commanding views of the whole island, and throughout the remainder of the campaign used it to control artillery fire as they advanced towards Japanese enclaves in the north and south of the island.

*Australian Military History.*

**Flt Lt Bruce Edward 'Buster' Brown. DFC & Bar**

Then Flight Lieutenant Bruce Edward 'Buster' Brown, of Wilberforce, NSW, a member of No 75 (Fighter) Squadron, RAAF, operated from Milne Bay. He flew a Kittyhawk, serial number A29-133, which was named "Polly" after his girlfriend. During his tenure with the RAAF, Brown was honoured with the Distinguished Flying Cross and Bar.

By August 1942 "Polly" had arrived with No. 75 Squadron, Royal Australian Air Force, at Milne Bay on the far eastern tip of Papua.



Flt Lt Bruce (Buster) Brown and Polly.

During late 1942 the Kittyhawk was damaged several times while fighting Zeros. On 14 April 1943 "Polly" was last flown by Squadron Leader Wilfred Arthur against the last major Japanese air attack on Milne Bay. Although Arthur's guns failed after take-off, he still led his pilots into action—34 Allied aircraft against an estimated 100 Japanese planes. He was later awarded the Distinguished Service Order for his bravery. Soon after, "Polly" was retired from service and ended up at an RAAF school at Flemington Race Course. The aircraft was later recovered and, after restoration, acquired by the Australian War Memorial where it is now held in the aircraft collection.



"Kittyhawk "Polly" at the AWM.

Bruce Brown was discharged from the Royal Australian Air Force on May 8, 1947 at RAAF Darwin with the rank of Squadron Leader. Bruce Edward Brown

passed away on June 15, 2005 at the age of 85.

*AWM Aces Flying High.*

A noted psychiatrist was a guest at an academic function, and his hostess naturally broached the subject in which the doctor was most at ease.

"Would you mind telling me, Doctor," she asked, "how you detect a mental deficiency in somebody who appears completely normal?"

"Nothing is easier," he replied. "You ask a simple question which anyone should answer with no trouble. If the person hesitates, that puts you on the track."

"What sort of question?"

"Well, you might ask him, 'Captain Cook made three trips around the world and died during one of them. Which one?'"

The hostess thought a moment, then said with a nervous laugh, "You wouldn't happen to have another example would you? I must confess I don't know much about history."



25 members of the QLD Jeep Club with 6 vehicles visited your museum on 6th August 2022 and stayed for about 2 hours. They also had BYO morning tea and said that they will be back with members that did not come on that occasion. Thank you to our Museum Volunteers who regularly turn out to host visits such as this. Photos above and below. The group and their vehicles.



**NGVR War Diary**

On the next page is a copy of the NGVR War Diary report on the state of the NGVR on the Mainland of N.G Dec 1941.

Thank you Ross Wilkinson for this.

The following link will take you to further War Diaries of the NGVR.

[AWM52 Subclass 8/4 - Miscellaneous Battalions and Companies | Australian War Memorial](#)

The link also includes PNGVR reports 20 Feb—21 Mar 1954.



Pigs laid out at a Highland feast. Photo Jim Sinclair circa 1959. This was still common when I was in Goroka in 1964-67. In the following days a number of people would have been admitted to hospital suffering from 'pik-bel' due to meat being insufficiently cooked.

<p><b>Pretty excited. Our loan was approved. We're closing on a full tank of gas this weekend.</b></p>	<p><b>Apparently I snore so loudly that it scares everyone in the car I'm driving.</b></p>
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The Hegigio Gorge Pipeline Bridge is 393 metres above the valley and 470 metres in length. It carries oil from the Mananda oil field in the Southern Highlands of PNG and was built in 2005 by Clough Engineering, for Oil Search.

The first two cables were strung across by helicopter, then successively thicker cables were winched across. There is no pedestrian walkway on the bridge. If necessary, personnel access for maintenance is from a trolley that rides along two rails.

Hegigio Gorge Pipeline Bridge became the world's highest bridge when it was completed in 2005 and remained the highest until the opening of the Sidu River Bridge in China in 2009.

COPY

## AUSTRALIAN MILITARY FORCES

SECRET

Headquarters,  
New Guinea Volunteer Rifles  
BULOLO  
15th December, 1941.

Headquarters,  
8th Military District,  
PORT MORESBY.

## DEFENCE - MAINLAND T.N.G.

**SALAMAUA** M.M.G. Posts have been constructed and are manned at 1800 hours until 0600 hours. A look-out post on the Peninsula is also manned between these hours. A Full Time Duty Guard is on duty 24 hours at the Aerodrome with L.M.G.'s mounted for A.A. work. Further defence works are being carried out. Aerodrome is ready for closing.

**IAE** Here there is a Full Time Duty Guard on the aerodrome with L.M.G.'s for A.A. work. Defence positions are manned at 1800 hours until 0600 hours. Besides defence positions on the beach, defence positions are being constructed along the banks of the Bumbu River for protection against a flank attack if Enemy should land to the east, where there is good landing beaches and road communication. Aerodrome is prepared for closing.

**WAU** Here, Capt. Jenyns was able to get the loan of 200 steel rails for obstructing the aerodrome. The Administration has put down holes with concrete collars to receive same if obstruction is necessary. F.T.D. Guards on the Aerodrome with L.M.G.'s mounted for A.A. defence. A watching post is stationed at the Trig Station where it can observe likely landing places for planes in the surrounding country.

**BULOLO** F.T.D. Guard on aerodrome manning A.A. defences. Two of the large Junkers are kept here at night. The aerodrome is prepared for closing by stretching six steel cables of great tensile strength, hoisted and lowered by winches. (These were supplied by Bulolo Gold Dredging Ltd., on loan for as long as required.) Other defence works also constructed. Dugouts scattered all over residential and workshop area for protection of Civilians against air raids. (All work carried out by European and Native Labour supplied by Bulolo Gold Dredging Ltd.)

**BULWA** This aerodrome is only used by Bulolo Gold Dredging Ltd., who state they do not require it at present, so I am conferring with Capt. Burgess as to the desirability of closing it for the time being.

- 2 -

**NADZAB** The aerodrome here is an essential emergency landing ground which it is necessary to keep open at present. It being an area where the natives have been under German Mission influence for years, an enemy could land here unknown to us. Lee is about 8 to 9 hours march from here and there is also a good road into the Goldfields. (Natives in this area are pro German). A Guard has been placed here with instructions to close it from 1700 hours to 0700 hours daily, and to close any unnecessary portions of the aerodrome. This guard was equipped with Tents and Cooking Utensils by Bulolo Gold Dredging Ltd., on loan. This guard has a motor bike, so a Despatch Rider can get into Lee in a little over an hour.

**MADANG** This unit is occupying defence positions from 1800 hours to 0600 hours. Aerodrome is closed, with guard on same. It is proposed to send Capt. Jenyns here on a tour of inspection by first available transport. It will also be necessary to send extra arms and equipment to replace that withdrawn by Col. Field.

**GENERAL:** I am doing all that is possible not to interfere with the general running of private enterprises in this area, but do not intend to sacrifice security to do this. This is hard to do owing to lack of information on the general situation. I would appreciate your advise on the desirability of mobilising two (2) M.M.G. teams on the Goldfields so as to send 1 M.M.G. to reinforce at each centre the M.M.G. Sections already at Lee and Salamaua. The whole area is blacked out at night.

(Signed) W. H. Edwards Major

CO  
N.G.V.R.

What is meant by the modern term "POLITICAL CORRECTNESS"?

The definition is found in 4 telegrams at the Truman Library and Museum in Independence, Missouri. What is meant by the modern term referred to as "POLITICAL CORRECTNESS"...

The following are copies of four telegrams between President Harry Truman and General Douglas MacArthur on the day before the actual signing of the WWII Surrender Agreement in September 1945. The contents of those four telegrams below are exactly as received at the end of the war - not a word has been added or deleted.

(1) Tokyo, Japan 0800-September 1, 1945

To: President Harry S Truman -From: General D A MacArthur  
Tomorrow we meet with those yellow-bellied bastards and sign the Surrender Documents, any last-minute instructions?

(2) Washington, D C 1300-September 1, 1945

To: D A MacArthur - From: H S Truman  
Congratulations, job well done, but you must tone down your obvious dislike of the Japanese when discussing the terms of the surrender with the press, because some of your remarks are fundamentally not politically correct!

(3) Tokyo, Japan 1630-September 1, 1945

To: H S Truman—From: D A MacArthur and C H Nimitz  
Wilco Sir, but both Chester and I are somewhat confused, exactly what does the term politically correct mean?

(4) Washington, D C 2120-September 1, 1945

To: D A MacArthur/C H Nimitz - From: H S Truman  
Political Correctness is a doctrine, recently fostered by a delusional, illogical minority and promoted by a sick mainstream media, which holds forth the proposition that it is entirely possible to pick up a piece of shit by the clean end!

Ed Comment - A good story which has been around for a while but according to SNOPEs Fact Check—Incorrect. However I do like the definition..



US Floating Dry Dock Seadler Harbour, Manus Island, Sept 1945. There were at least two floating dry docks there at the time. Manus Is. was a major supply base for the attack on Hollandia in Dutch New Guinea.

### Anzac Square Memorial Site, Brisbane, 21 Aug 1929

ANZAC Square is a heritage-listed town square and war memorial located between Ann Street and Adelaide Street (opposite Post Office Square), in Brisbane, Queensland, Australia. It is a state memorial to the men and women who participated in overseas armed service and is named in honour of the Australian and New Zealand Army Corps. ANZAC

Square is adjacent to ANZAC Square Arcade.

ANZAC Square was opened on Armistice Day, 1930. It is also known as 9th Battalion Memorial and Queensland Women's War Memorial. ANZAC Square was registered on the (now inactive) Register of the National Estate in 1980 and added to the Queensland Heritage Register on 21 October 1992.



ANZAC square under construction circa late 1920's

ANZAC Square contains the Shrine of Remembrance and the 'Eternal Flame of Remembrance' held in a continuously lit bronze urn, dedicated on Tuesday, 11 November 1930.

There is also the World War II Shrine of Memories. Daphne Mayo sculptured the Women's War Memorial that forms part of the memorial's wall.

The external wall of the Shrine of Memories is dedicated to the 60,000 Queenslanders who fought in World War I. There are also war-related statues, for various wars, including memorial statues for the Queensland soldiers who fought during the Second Boer War (1899–1902), as well as World War II, the Vietnam War and campaigns in Korea, Borneo and New Guinea.

On 25 April, every year, a Dawn Service is held at the Shrine of Remembrance and ANZAC Square.

(Ack: Queensland State Archives: Image ID 25960)

### Helping restore air capability in PNG

Australia is lending a helping hand in getting the air arm of the Papua New Guinea Defence Force (PNGDF) back on its feet after many years out of the skies.

Chief of Royal Australian Air Force Air Marshal Mel Hupfeld, has signed a memorandum of understanding (MoU) with the Chief of PNGDF in Port Moresby as part of ongoing efforts to assist in building up Papua New Guinea's air capability through measures including plane maintenance and staff training.

The MoU between the Royal Australian Air Force and the Papua New Guinea Defence Aviation Authority aims to enhance and improve the aviation safety and capability of the PNGDF.

Air Marshal Hupfeld said it was an effective way of providing support to our close neighbour at a particularly important time for the region.

"The Australian government has made it very clear it's important that we recognise the significance and the security of our region," Air Marshal Hupfeld said.

"What's important though is that PNG makes its own choices about their security and their sovereignty.

"What I'd like to do as the Chief of Air Force is to be in a position to assist, as we are doing through this program, and support the PNGDF aviation arm."

Air Marshal Hupfeld was in Papua New Guinea at the end of April leading a RAAF delegation attending a number of events commemorating Anzac Day.

This year marks the 80th anniversary of a critical year of World War II for Papua New Guinea – many sacrifices on the battlefields and the remarkable adversity faced during the Kokoda campaign.

The month of April 1942 was a time of particularly bitter fighting in the skies above Papua New Guinea as Japanese aircraft flew down from Rabaul and Lae to attack Port Moresby and surrounding areas.

To commemorate the historic events of 80 years ago, Air Marshal Hupfeld and the delegation attended a dawn service at Bomana to honour the almost 3500 fallen Australians and other Commonwealth troops, and at least 32 PNG soldiers buried there.

The delegation also took the opportunity to visit the Isurava Memorial, which was the scene of one of the bloodiest battles of the Kokoda campaign, before heading to Efogi near Mission Ridge and Brigade Hill, where another fearsome battle occurred in 1942.

Contact Newsletter 170



Chief of the Royal Australian Air Force Air Marshal Mel Hupfeld and Major General Mark Goina, Chief of Papua New Guinea Defence Force,.

My daughter asked why she can't just quit school and I told her it's against the law and they'll put me in jail. My sweet child looked me in the eye and said "I'll visit you".

### The CA-12 Boomerang

The Boomerang, the only entirely Australian-designed aircraft to see combat during World War II, was created by Lawrence Wackett on the basis of experience acquired during the production on license of the North American NA-16/NA-26 (the multirole two-seater that gave rise to the prolific series of Texan-Harvard trainers in the United States), which was christened Wirraway. Clauses in the contract with North American also allowed for eventual modifications to the basic model, and, driven by the urgency of the situation, CAC's chief designer decided to develop the fighter using the basic structure of this aircraft as a starting point. This proved to be a wise choice, as well as benefiting from the advantages of using an airframe that had already been carefully tested, it meant that most of the existing production infrastructures could be employed.

The program was launched on 21 December, 1941, and the prototype took to the air on 29 May the following year. It kept the Wirraway's wings, landing gear and tail fins. However, the rest of the fuselage was entirely new and had been improved to house the large and powerful Pratt & Whitney Twin Wasp radial engine. Tests revealed the CA-12 Boomerang to be basically without faults, easy to fly and very manoeuvrable. Production was launched immediately on the basis of an initial order for a first lot amounting to 150 aircraft placed in February 1942. These production series aircraft were delivered to the units from October 10 onward, and following an intensive period of preparation with the pilots, they were consigned to the combat units.

On 4 April, 1943, the first fighter unit (84th Squadron) was declared operative in New Guinea. Production of the initial series continued until June of the same year, and the Boomerang Mk I was followed by 95 aircraft belonging to the Mk II series, which were slightly modified and designated CA-13. The final series included 49 CA-19 Boomerang Mk IIs, with further improvements, and the last of these was delivered in February 1945. The total of 250 aircraft also included a single CA-14 built in order to improve the plane's performance at altitude. This aircraft was provided with a supercharged engine and had modified tail planes. However, it never went into production, because the availability of the greatly superior Spitfire Mk VIII made it unnecessary. Despite its overall inferiority compared to the powerful and effective Japanese fighters, the Boomerang was used with particular intensity as an interceptor throughout 1943. Toward the end of the following year, the aircraft were gradually withdrawn from this role, following the arrival of the more effective British and American combat planes. The Boomerangs thus passed to the units cooperating with the army and were successfully employed as tactical support planes. They distinguished themselves in missions of this type up to the last day of the war.



Boomerangs entered service in October 1942 when the RAAF's No.2 Operational Training Unit at Mildura, Victoria, received its first aircraft. The Boomerang became operational with No. 84 Squadron, which was the first to receive the new fighters, in April 1943. Initial contact with Japanese bombers was made during the following month when No. 85 Squadron equipped with Boomerangs. Other squadrons followed, including Nos 4 and 5, where Boomerangs replaced Wirraways in the army co-operation role. As higher performance fighters became available, the Boomerangs were replaced, having proved to be extremely manoeuvrable, tough and blessed with a rapid rate of climb. They had acquitted themselves well in roles for which they were not designed and were remembered with affection by their pilots. Only one true Boomerang, a CA-12, survives in a museum.

Armament: Four 7.7 mm (0.303 in) Browning machine-guns and two 20 mm Hispano cannon in wings.

*Elizabeth Rosewell. Australian Military History.*

### Building on partnership with PNG

Australia and Papua New Guinea (PNG) have a strong and enduring security partnership, based on a shared vision for a secure and prosperous region.

Amid COVID-19, this partnership continues to reach important milestones, such as the Lombrum Joint Initiative Project.

The project was announced in 2018 as part of the Australian Government Pacific Step-Up. It involves members of the ADF and PNG Defence Force (PNGDF) working together to redevelop the Lombrum Naval Base in Manus Province and build PNG's capability to protect its borders and maritime

resources.

Lombrum Naval Base was one of the largest US bases in the Pacific during WWII and a critical staging point for Allied attacks to liberate the Philippines. In 1950 the base was commissioned as HMAS Tarangau until 1974, at which time it was handed over to the PNGDF.

Capt Peter Walsh, from 19 Chief Engineer Works (19 CE Works), is currently on Lombrum Naval Base as a project engineer for the project and said a key element was the involvement of the local construction industry and community. "By using key contractors and subcontractors, the project is providing additional skills and mentoring so that future works can be conducted by local industry, and we help build infrastructure resilience," he said.

Having worked on numerous projects in PNG over the past few years, Capt Walsh said the local people were what made it so enjoyable. "Walking around Manus Island, the locals are friendly and always have a smile on their faces," he said.

19 CE Works is a small but niche element of the Army that provides the only deployable infrastructure project management capability in Defence.

The initial phase of the project, known as Early Works, began at Lombrum Naval Base on Manus Island mid last year and is nearing completion. It comprised a new medical facility, refurbishment of a community chapel, and a security fence on the Naval Base.

As a works supervisor, WO2 Adam Moore was responsible for the administration of on-site quality assurance and ensuring contract compliance. "I supervised contractors to deliver the works and make sure quality standards were met," he said.

With a forecast workforce of 56 per cent local Manusians during construction for the project, a number of the individuals have participated in an on-the-job traineeship program comprising classroom and on-the job training.

"The individuals completed an introduction to building and construction at the local trade school and were on site as part of the program," WO2 Moore said. "They're developing recognised and transferrable skills, which will benefit the local community for years to come".

The communication upgrades will enable the conduct of PNGDF maritime operations for the Pacific and Guardian-class patrol boats based at Lombrum.

1SIG Troop Commander Lt Christian Boucher led the team to complete this upgrade. "This is my first troop command position and it's been incredibly rewarding to be able to lead a small team while deployed overseas", Lt Boucher said. "It's been great working with the PNGDF, exchanging ideas and sharing techniques. Together we're protecting maritime security and contributing to a free and open Pacific."

*Contact Newsletter 153*



SIG Wayne Tranter provides a site brief to Papua New Guinea Navy Able Seaman Basil as part of the Communications Infrastructure Upgrade on Manus Island

**WW11 CRASH OF A C-47 DAKOTA IN WEST IRIAN ON A FLIGHT BETWEEN BIAK AND HORN ISLAND**

At 6.00am on 18 September 1945, RAAF C-47 Dakota, A65-61, VH-CUT, of 38 Squadron RAAF, took off from Wama Airfield on Morotai for New Guinea. It arrived at Mokmer airfield on Biak Island at 10.30am. The Dakota then took off in clear weather at 11.15am en route to Townsville via Horn Island. Normal procedure for aircraft departing from Biak was to radio in 15 minutes after take-off and then again when they had reached their cruising height. A65-61 did not make its first 15 minutes radio call and totally disappeared along with its 29 occupants. No trace was found during searches in New Guinea. It was thought that it would not have reached the Australian mainland.

The flight was a medical evacuation flight with five air crew, two medical staff, three RAAF passengers and nineteen Australian Army hospital patients.

Penny Stibbard told me that her uncle, Noel Royce Stibbard, was on this flight when it disappeared in Papua New Guinea. Penny told me that the aircraft wreckage was found in 1968.

On 16 October 1968, an American Missionary, Jerry Reeder, was flying his aircraft across the Nassau Range in West Irian at 14,500 feet when he saw a flash of light below him. He flew down lower to discover the wreckage of a large silvery aircraft on the side of Mount Carstens. In mid 1970, Jerry Reeder returned with two American timbermen from the D.E. Lowe Corporation in a Bell Ranger helicopter and landed near the wreckage.

They were able to determine that it was a WW2 Dakota military aircraft. The camouflage had faded from the metal fuselage but they were able to find the letters "CUT" in faint yellow letters on the tail of the wrecked aircraft. They found many scattered human bones and



a half-burnt women's shoe near the wreckage.

The Dakota had hit the side of the valley with one of its wing-tips which then slewed the aircraft into the 16,024 feet high mountain side. It then fell to the valley below and caught fire. Although in a valley, it was located at a spot 13,500 feet above sea level.

29 military personnel were killed in this crash.

It is believed that the aircraft was flying north at the time of impact suggesting that it may have encountered clouds while flying in the high valley, and then decided to turn around to fly back out of the valley.

On 3 December 1970, the Australian military implemented Operation "Tropic Snow" to recover the remains of those killed in this tragic crash. Support aircraft that flew into Biak were three Hercules C-130's, two Iroquois, a Caribou and an Army Pilatus Porter.

After some delays due to bad weather, a RAAF Iroquois winched down two personnel to the crash site. They were winched out about 90 minutes later with the remains of the victims of this crash. The remains were taken to Port Moresby for identification.

The remains were buried in the Bomana Port Moresby War

Cemetery with full military honours on 26 January 1971. The Pacific Island Regiment together with its Pipes and Drums took part in the moving ceremony, attended by service representatives and families of the deceased.

Peter Dunn. Australia@war.



A typical C-47 Dakota. It earned the nickname "Gooney Bird" because its large, lumbering image mirrored that of the giant albatross birds found on Midway Island in the Pacific.

**Rocky Creek War Memorial Park**

A few kilometres along the Kennedy Highway north of Tolga, the Rocky Creek Memorial Park is situated on the 2/2nd Australian General Hospital laundry and medical stores site.

During World War II, the Tablelands area became the largest military base in Australia with camps at Tinaroo, Kairi, Atherton, Wongabel, Herberton, Wondecla, Ravenshoe and Mount Garnet. Rocky Creek was the site of the largest military hospital in the Southern Hemisphere — a 3000-bed hospital that treated over 60,000 patients from 1943 to 1945.

The first plaques dedicated in the park occurred on Victory in the Pacific (VP) Day in 1995. A special wall of remembrance was erected in 2009.

The Tablelands Regional Council is the custodian of the crown land and the park is developed and maintained in collaboration with the Rocky Creek War Memorial Park Committee.

Entry to the park is free.

Tablelands Regional Council Website

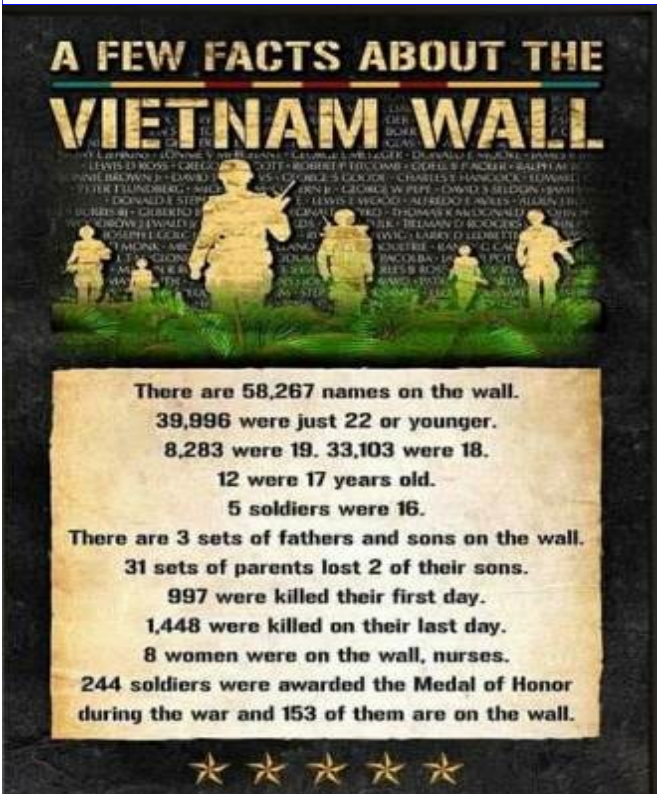


The NGVR Plaque at Rocky Creek.



Rocky Creek

Over a double latte, the Greek mentions, "We built the Parthenon you may recall, along with the Temple of Apollo." And the Irishman said, "Aye, and it was the Irish that discovered the Summer and Winter solstices."  
 "But it was the Greeks who gave birth to mathematics."  
 "Granted, but it was the Irish who built the first timepieces."  
 Knowing that he's about to deliver the coup de grace, the son of Athens points out with a note of finality: "Keep in mind that it was the ancient Greeks who invented the notion of sex as a pleasurable activity!"  
 To which, the laird from Ireland said, "Aye! True enough, but it was the Irish who got women involved."



**Local Knowledge Protecting the North**

**For Norforce, establishing and maintaining relationships is just as important as their gear.**

When North-West Mobile Force's (Norforce) Darwin Squadron patrols the Top End, establishing and maintaining relationships is just as important as having the latest high-tech surveillance gear.

In remote communities across the north, many of the adults have either served within Norforce or know someone in the community that has.

Officer Commanding Darwin Squadron Maj Alan Bretherton said the communities were the eyes and ears along 1600km of inhospitable coastline and formed a vital element of intelligence in the Top End and as part of Program Vigilant.

"A lot of our information comes as much from our relationships as from physical reconnaissance itself. And that's important because our relationships throughout the area of operations really enables us to do our job," Maj Bretherton said. "Secondary to that, it's also where we recruit from. It's where we get our soldiers from, and those soldiers provide those critical bush skills for us to do our job."

Norforce is a culturally diverse unit, recruiting its mostly Reserve soldiers from communities throughout the Northern Territory and the Kimberley Region of Western Australia.

Darwin Squadron is one of four line squadrons within Norforce, along with Arnhem, Kimberley and Centre squadrons.

The squadron's area ranges from Wadeye across to Pine Creek and up to Maningrida, taking in places including the Daly River region, Jabiru, Tiwi Islands, West Arnhem Land and the Coburg Peninsula.

On a recent patrol, the squadron had members from communities in Maningrida, the Tiwi Islands, Goulbrn Island and Woodyepaldiya. As a result, wherever they stop there's a high chance they'll have connections.

Sgt Christopher Diamond, a Patrol Commander with Darwin Squadron, said local knowledge was a vital asset in Norforce's role in maintaining awareness of Australia's northern regions.

"Our Indigenous soldiers have the ability of local bushcraft and survival, mostly without training. They also know when something's out of place in their area. So something I may not notice, they definitely pick up on," Sgt Diamond said.

Patrolman Pte Peter Puruntatameri lives in Wurrumiyanga on Bathurst Island, north of Darwin.

Pte Puruntatameri works in forestry when he's not serving with Norforce, and he said knowing the local environment and conditions was a key asset on surveillance patrols.

"We're looking for anything suspicious; looking to see if anything has been moved around or is out of place," Pte Puruntatameri said.

They look at beach landing sites for signs of use and the subsequent tracks away from those areas, while for air landing sites they look for evidence of frequent or recent use.

Some of the activities that they're looking for in Australia's north include smuggling, poaching, the importation of controlled substances, illegal maritime arrivals and illegal fishing.

Norforce also works in concert with other agencies, including Australian Border Force, Northern Territory Police, local ranger groups and Fisheries to share information for the protection of country.

*Army Newspaper 1516*



Pte Peter Puruntatameri, left, Pte Blake Carter and Pte Misman Kris on a beach in Melville Island.



#### Etiquette when using a Mobile Phone.

After a tiring and stressful day, a gentleman walked to the main railway station in the city and caught the train to take him home. He settled into the comfortable seat of the inter-urban train and closed his eyes.

As the train rolled out of the station, a young woman sat next to him and pulled out her mobile phone and started talking in a loud voice. "Hi sweetheart. It's Sue. I'm on the train. Yes, I know it's the six thirty train and not the four thirty train, but I had a long meeting. No, honey, it was not with that Kevin from the accounting office. It was with the boss. No sweetheart, you're the only one in my life. Yes, I'm sure, cross my heart!" Fifteen minutes later, the young lady was still talking in her loud voice.

When the man sitting next to her, who was tired and stressed, had enough, he leaned over close to the young lady's phone and said very clearly into her phone, "Sue, for heaven's sake, hang up that phone and come back to bed".

Sue doesn't use her mobile phone any more on the train.

### 80th Anniversary of Australian Women's Land Army

The Australian Women's Land Army (AWLA) was formed during the Second World War to combat rising labour shortages in the farming sector. From December 1941, when Japan entered the war, the nation's need to build up its armed forces was placed above the needs of other industries. Agricultural labour was steadily diverted to the armed services and war industry.

To meet the shortfall in rural labour, State and private women's land organisations were organised, modelled on those established in Great Britain during the First and Second World Wars. A national body was formed on 27 July 1942 under the jurisdiction of the Director General of Manpower. While policy was devised by the Commonwealth Government, the organisation of the AWLA remained State-based. An extensive recruiting campaign was undertaken for new members. Most members of the existing land armies were later incorporated into the AWLA as well.

The AWLA was planned to function in two divisions:

- Full-time members: These enrolled for continuous service for 12 months (with the option of renewal); such members were to receive appropriate badges, distinctive dress uniform, working clothes, and equipment.

- Auxiliary members: These were available for periods of not less than four weeks at nominated times of the year; such members were to be used for seasonal rural operations, and to receive a badge, working clothes, and essential equipment on loan.

Recruits had to be between 18 and 50 years of age and be British subjects or immigrants from Allied nations. Women on the land who were farmers, employees or relatives of land holders were not eligible to enlist. AWLA women were generally drawn from city areas and were often unskilled in rural work. This new form of labour had to be heavily promoted to rural employees, who were initially resistant to female labour. Sceptical attitudes, however, generally changed to praise and respect.

Enrolment numbers peaked in December 1943, with 2,382 permanent members and 1,039 auxiliary members. The average working week for an AWLA member was 48 hours, with pay starting at the AWLA minimum wage of 30 shillings a week. Permanent members were also entitled to sick pay. Women were paid much less than their male counterparts for the same work, which covered a variety of agricultural labours, such as vegetable and fruit growing, pig and poultry raising, and sheep and wool work.

They were also involved in the production of flax, which was one of the most important products during the war. It was used

for all sorts of clothing and equipment from coats to parachute harnesses, ropes to tarpaulins and even to cover gliders used to transport troops.

In October 1942 the Minister for Labour and National Service, aware of the need to compete with the three women's services, recommended improving the status of the AWLA by instituting it as a fourth service. In January 1943 Cabinet endorsed the status of both divisions of the AWLA as an "official fourth service". The organisation was to be formally constituted under the National Security Regulations. A final draft of these regulations, however, was not completed until 1945, and was not acted upon before the end of the war and the demobilisation of the AWLA. As a result, members of the AWLA were not accorded the same benefits as members of the other women's services.

The AWLA was disbanded on 31 December 1945. In 1997, many members became eligible for the Civilian Service Medal, after a Committee of Enquiry recommendation 1994.

*Australian War Memorial*



Seymour Shapiro, 85, goes for his half year checkup. His doctor says, "So, Seymour, how have you been feeling?" "Never better, doctor! You know after my Becky died; I was lonely! Not anymore!! I met a beautiful 25 year old lady, who loves me for myself, not my money. We got married, and guess what!? She's expecting my baby!! Now what do you think of that?" The doctor leans back in his chair, tents his fingers together, pondering the question. Then the doctor says, "Let me tell you a little story, Seymour. I have a friend, pretty much about your age, who loves hunting, in fact, he never misses a season. One Autumn day, he sets off to go hunting. Trudging through the woods, he sees a huge kangaroo by a lake. He goes to pick up his gun, and realizes that he brought his cane by accident, instead. Well, he's so disappointed, but he decides, just for the hell of it, to lift his cane, aim it at the animal, as if it were his rifle, and goes, 'bang bang!' Much to his surprise, two shots rang out and the kangaroo fell over dead! What do you think of that?" "Well," says Seymour, "Logic would strongly suggest that someone else pumped a couple of rounds into that roo" "My point exactly.", says the doctor

### Making history for the Queen's Platinum Jubilee

For what might have been the first time, all battalion colours of the Royal Australian Infantry Corps were on parade this month at the School of Infantry to mark the Queen's Platinum Jubilee.

"We're confident this is the first time this has ever happened," School of Infantry Commanding Officer Lieutenant Colonel Richard Thapthimthong said. "It's a historic and fitting occasion for the Queen's Platinum Jubilee."

In addition to the Queen's Colours, more than 20 different units, including the Royal Australian Regiment, reserve battalions and Regional Force Surveillance Units, paraded their colours on August 5.

There were 66 individual devices on parade, inspected by the guest reviewing officer colonel commandant of the Royal Australian Regiment, Major General Shane Caughey.

He said the colours told the story of the infantry corps.

Silk regimental shades of blue and green displayed names like Kapyong and Hat Dich alongside Polygon Wood to represent the gallant deeds of Australians from years past.

"The unit battle honours demonstrate that the infantry corps has been at the forefront of Australia's wars throughout our nation's history," Major General Caughey said.

"They reflect the selfless service and sacrifice of our infantry soldiers in the most dangerous and arduous conditions imaginable."

The parade coincided with the Royal Australian Infantry Corps conference, capping off the Duke of Gloucester Cup.

The conference was a two-day gathering of every infantry unit, including special forces, part-time and regional force surveillance units, to look at the role and shape of the infantry in the next three to five years.

Lieutenant Colonel Thapthimthong said it was the only chance each year for command teams to discuss the important matter for their units and the corps.

This year, the introduction of Army's new infantry fighting vehicles was on the agenda, as well as the future of support company.

"We want to have a united voice as a corps to contribute to the conversation of where Army is going, as well as future developments for the ADF," Lieutenant Colonel Thapthimthong said.

The conference finished with the Annual Lone Pine Dinner, during which soldiers and officers, such as former Regimental Sergeant Major of the Army Warrant Officer Grant McFarlane, were farewelled by the corps.

*Army Newspaper 1518.*



North Australia Railway hospital train, railway yards Katherine

1943. The hospital carriages are converted cattle wagons.

**The Ode in Pidgin English**

Oi i no ken kamap lapun olsem yumi olgeta husat i stap yet kamap lupun. Skin bilong em i no les long taim em i olupela, na ol yia bai i no kotim em.

Long taim san i go daun na long moningtaim tru

Bai yumi i holim ol long tingting bilong mipela.

Mipela i no ken lusim tingting long em.



AUSTRALIAN WAR MEMORIAL 052342

RAAF Surf Patrol during March Past at Surf Lifesaving Carnival, Aitape Beach, April 1945

Have you ever been guilty of looking at someone your own age and thinking. "Surely I can't look that old?" I was sitting in the waiting room for my first appointment with a new dentist. 1 noticed his DDS diploma, which showed his full name.

Suddenly, I remembered a tall, handsome, dark-haired boy with the same name who had been in my high school class some 40-odd years ago. Could this be the same guy that I had a secret crush on, way back then?

Upon seeing him, however, I quickly discarded any such thought. This balding, grey-haired man with the deeply lined face was way too old to have been my classmate.

After he examined my teeth, I asked him if he had attended Morgan Park High School. "Yes. Yes, I did." he beamed with pride.

"When did you graduate?" 1 asked. He answered, "In 1959. Why do you ask?" "You were in my class!" I exclaimed.

He looked at me closely. Then, that ugly, old, bald wrinkled, fat, grey, decrepit son-of-a-bitch asked, "What did you teach?"

**VALE: Sgt Allen Bell  
859859 01.01.1929 - 25.7.2022**

When the Association commenced Allen was living in Brisbane and was one of the early members. Until he left Brisbane to live at Yamba he was the Association Historical Officer.

Allen Bell was born in Bathurst, NSW, 01/01/1929. His family moved to Greenacre, Sydney, where he finished his education and began a apprenticeship as a carpenter in 1947.

In 1953 he married Joyce McDonald and they had two sons, Robert and Peter.

In late 1959, Allen started work in Port Moresby for a private company and the rest of the family arrived at Port Moresby in 1960 after Peter was born.

Allen joined the PWD soon after arriving in PNG and remained with PWD until Christmas 1972 as a District Works Officer. Whilst in Port Moresby he joined the PNGVR and he was a Rug-



Allen and grandson ANZAC Day Brisbane late 1990's. Don Heap and Barry Wright holding the Association Banner.

by League Referee.

In Goroka he was a member of the Civil Defence until the family moved to Kavieng.

During the 12yrs in PNG Allen lived in Port Moresby, Goroka, Kavieng and Kieta.



Allen and John Holland ANZAC Day Brisbane late 1990's.

When the family left PNG they moved to Brisbane where Allen worked as a Building Inspector at Logan City Council until he retired to Yamba NSW. Joyce his wife, passed away 2018 and Allen remained in Yamba until 2021 and then moved to Norfolk Island with his son Peter.

Allen had returned to the mainland to visit family and friends, when he became one of the 14,067 victims of Covid-19 and passed away aged 92. A family service was held.

Allen's Military Ser-

vice

CMF -30th Battalion NSW Scottish Regt. 2nd May 1955 – 25th Nov 1952

ARA - Royal Australian Engineers 26th Nov 1952 – 25th Nov 1958

PNGVR Port Moresby 5th Jul 1960 - 26 May 1966

Allen left PNGVR with the rank of Sergeant.

**LEST WE FORGET.**

**VALE: L/Cpl Michael James ZIMMERMAN  
860831 3.11.1953—20.8.2022**

Mike was born in Lae a younger brother to Malcom, Grace and Cathie. He went to Bi-Lae Primary School and Lae High School before getting an apprenticeship with the Toyota Dealers in Lae. Around 1973/74 he worked in the Service Department of



Ela Motors. Another ex PNGVR member Leigh Eastwood also worked at Ela Motors in the new vehicles department at the same time

Mike loved fishing and had his own boat in Lae which he used regularly. One of his favourite fishing spots was off Sugarloaf Point. He also loved hunting and



Mike on right with brother Mal and their uncle Ed Tscharke (ex NGVR). Ed built and ran a hospital on Kar Kar Island off Madang post WW11.

made his own Bow out of local material and used it for hunting wild pigs etc.

He joined PNGVR when he was 18 and was still serving when PNGVR was disbanded in 1973. He was promoted to L/Cpl.

After he moved to Australia he continued to enjoy fishing and attended the annual .303 rifle competition at Boonah, Qld., where PNGVR fielded a team. He was a strong supporter of the Association and attended all events he could.

There were some 80+ people at his funeral including 8 ex members of PNGVR who performed a guard of honour for his casket and a poppy service prior to the lowering of the casket.

**LEST WE FORGET**



Ex PNGVR members at Mike's funeral. Phil Ainsworth, Bob Collins, Kieran Nelson, Gil Harvey-Hall, Jesse Chee, Mal Zimmerman, Kerry Glover, Paul Brown.

New Covid benches



**VALE: Col. Ronald George LANGE AM MID  
520755. 11.12.1929 - 10.07.2022.**

On completion of school Ron commenced an electrical apprenticeship in Perth. On completion of that he joined his parents in Rabaul NG.

At age 19 he joined the 16/28 Battalion (The Cameron Highlanders of WA) and when he went to Rabaul transferred to PNGVR in 1951. In 1952 he enlisted in the Regular Army with intentions to go to Korea. He was selected to attend Officer Cadet School in Portsea, where he graduated in June 1952 and was commissioned into the Royal Australian Inf.

As newly graduated 2nd Lieutenants, Ron Lange and Roger Jackson were the first graduates to be posted off the mainland to TPNG. It was his first of five postings in PNG.



For 6 months he was posted to Vanimo patrolling the Dutch NG border. Ron was the platoon commander sent on patrol in areas where there were no maps. He spent time in villages where some had never seen a white man. These patrols opened up the country. In addition to intelligence gathering, the mapping and descriptions of the land helped in the country's development. On one occasion 6 Pacific Islanders were released from prison to canoe him up the Sepik. Five were head hunters, convicted of

murder, the other a sorcerer.

He also did an attachment to the US 1st Division in Hawaii.

He served in regimental appointments in Queensland for three years until November 1957 when he filled a staff appointment in Tasmania Command. This was followed by a staff appointment with the 28th Commonwealth Infantry Brigade in Malaya/Singapore. From 1962-64 he served with 1st Battalion, The Royal Queensland Regiment

He received two awards during his career. The first Award was a MID (Mentioned in Dispatches) received for his service in Vietnam. As a Major, he was the operations officer 1ALSG Vung Tau. The second award was his Order of Australia - Military Division.

From 1970—1973 Ron was CO 1 PIR, replacing Lt Col Maurie Pears (1968-70).

**LEST WE FORGET.**

**The Association would like to thank KING & Co Property Consultants for its continuing support, including the printing of this edition, together with the past 77 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](mailto:natmedals@bigpond.com), Ph 07 3871 0600 Ask for Greg Faux, mobile 0419 196 172. Located at 13/200 Moggill Road, Taringa, Brisbane, 4066

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

**Includes former members of the PIR, PIB and NGIB.**

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

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

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

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

<https://www.facebook.com/groups/ngvrpngvrarmy/museum/>

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

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

NGVR/PNGVR service recollections are copyright.

**FUNCTION DATES**

**Sat 1 October Sat 5 November**

Museum open 10am—1pm

Exhibits have been refreshed and new exhibits displayed so even if you have been there before it is will worth another visit.

**Sat 8 October Sat 10 December**

10am Executive Ctee meeting at Museum. Members always welcome BYO lunch.

**Sat 22 October**

**10am. Association AGM at Museum** followed by a light lunch. Come along and be more involved in Association activities.

Suggestions re an activity to celebrate the 50th anniversary of the disbandment of PNGVR in 2023 welcome.

NEW GUINEA VOLUNTEER RIFLES AND PAPUA NEW GUINEA VOLUNTEER RIFLES  
EX MEMBERS ASSOCIATION INC.

**ANNUAL GENERAL MEETING—Saturday 22 October 2022 at the Wacol Museum**  
**2022/2023 NOMINATION FORM**

MEMBER NOMINATED:.....

COMMITTEE POSITION NOMINATED FOR:.....

(Positions:- PRESIDENT; VICE-PRESIDENT ; SECRETARY; TREASURER;  
& up to 8 COMMITTEE MEMBERS (Total Executive Committee of 12 ).

NOMINATED BY: (Print).....SIGNATURE/DATE.....

SECONDED BY: (Print).....SIGNATURE/DATE.....

**NB: Nominations, in writing, to be forwarded to the Secretary by 11<sup>th</sup> October 2022**

Only former members of NGVR and/or PNGVR who are financial members may nominat-  
ed & seconded for election to the Executive Committee.

Post to: The Secretary NGVR/PNGVR Assoc. PO Box 885 PARK RIDGE Q 4125  
Email: pngvr@optusnet.com.au

NEW GUINEA VOLUNTEER RIFLES AND PAPUA NEW GUINEA  
VOLUNTEER RIFLES EX MEMBERS ASSOCIATION INC.

**2022**  
**ANNUAL GENERAL MEETING**  
**PROXY FORM**

I, ..... of .....  
(Financial Member's name) (Address)

being a financial Member of the above named Association, hereby appoint

..... of .....  
(Member's name) (Address)

as my PROXY to vote for me on my behalf at the 2022 Annual General Meeting to be held on  
**Saturday the 22<sup>rd</sup> October 2022** at the NGVR/PNGVR Museum at Wacol.

Signed:..... Date:.....  
(NB Proxy's close 10.00 am on the day of the A.G.M.)

Post to: The Secretary, PO Box 885, PARK RIDGE, Queensland. 4125  
Email: pngvr@optusnet.com.au



Members and friends are invited to attend our annual general meeting (AGM) to review the year and elect officers for 2022/23.

WHEN: Saturday 22 October 2022  
VENUE: PNGVR Military Museum, Wacol Heritage Site, Brisbane  
TIME: 10.00 AM Commence

TEA / COFFEE AVAILABLE

LITE LUNCH AVAILABLE

LUNCH AFTER THE AGM

A GOLD COIN DONATION WOULD BE APPRECIATED.

MUSEUM will be open after the AGM.

Dress: Neat casual

NB The usual main gate at the front of the precinct is now closed by Council . There is a new gate in the street behind the precinct at the back of the Chapel. Plenty of off street parking near the Chapel. Your AGM RSVP would be appreciated.

Col Gould SECRETARY

Mob: 042 456 2030

Email: [pngvr@optusnet.com.au](mailto:pngvr@optusnet.com.au)