



HARIM TOK TOK

VOLUME 79

DATE APRIL, 2013



NEWSLETTER OF THE NEW GUINEA VOLUNTEER RIFLES AND PAPUA NEW GUINEA VOLUNTEER RIFLES EX-MEMBERS ASSOCIATION INC

PRESIDENT'S UPDATE

Patron, Major General John Pearn has returned to Brisbane after conquering Mt Meru and Mt Kilimanjaro in Tanzania. Mt Meru (4,566m) a warm-up climb for the main event and Mt Kilimanjaro at 5,895m the highest mountain in Africa. As many as 30% of climbers do not reach the top, mainly due to altitudinal sickness, it is indeed a significant feat-well done John!

The 27th Jimboomba mixed dining in night was enjoyed by 33 guests on Saturday 9th March at Heather and Ted McAllan's home. The guests included the President of PNGAA, Andrea Williams, who came up from Sydney for the occasion. Bob Collins again did a fine job as Dining President backed by Mr Vice, Paul Brown. The most unusual occurrence during the evening was that Mr Vice did not "fine" anyone – either everyone was on their best behaviour during the past six months or



"A rose amongst two thorns", PNGAA President, Andrea Williams between Bob Collins and Phil Ainsworth at 9 March Mixed Dinner

Mr Vice did a "Rip Van Winkle". This was much discussed and could well be grounds for a charge next dinner in October. The usual car bidders were there with Brian Costello doing an outstanding job burying his car in the vacant adjacent property – I believe he was still digging it out four days after the dinner. A big thank you goes to the hosts Heather and Ted for making their home available and to Bob Collins, Pam and Barry Wright, Leigh Eastwood et al for arranging this wonderful event.

There were a couple of pages in the March 2013 issue of NASHO NEWS which was of much interest to the Association. The NSAAQ, our Wacol landlord, has a complete spill of management positions which will be decided at its AGM on Saturday 13 March 2013. As the Army Cadets are presently vacating the building adjacent to the Museum, we have made a written application to lease the Cadet's

building to extend our Museum. I would not expect a decision until after the new executive has settled in. Prior to Xmas I also spoke with the Developer of the Wacol land about another building for the Museum but I will not chase this up until the Cadets building situation is clarified. Many of you will be pleased to hear that the NSAAQ have plans to replace the decrepit ablution block. There has been talk within NSAAQ of its declining status, in number and finances, and the need to make long term arrangements to manage the Wacol Heritage site. However, this, I am sure, will be of concern to the new NSAAQ executive, an issue which we will watch with close interest.

This is PNGVR's year when we shoot the socks off the Light Horse, but we need our best shooters and general support. The Fassifern (Boonah) Rifle Club is holding the following Light Horse Range Days this year: two practice shoots the first, Saturday 25th May from 1300 hours and the next, Saturday 24th August from 1300 hours with the competitive shoot on Saturday 24th August from 1300 hours. Ian Thompson is our NGVR/PNGVR Assn. Coordinator, email: ianoil@hotmail.com phone 0417 625 914. The Boonah/Fassifern Valley Rifle Range is in a country setting and it is a wonderful day out for all. More information closer to the day but please let Ian know about your interest.

Anzac Day is fast approaching so here is the latest. The programme is the usual March immediately followed by the NGVR Memorial Service in the Hall of Memories, Brisbane Cenotaph and the Reunion held on the 1st floor of the Victory Hotel, corner Edward & Charlotte Streets (cost \$20pp which includes beer, wine, soft drinks and finger food). Dress will be Association Anzac Day dress with large medals. Immediately contact Colin Gould 0424 562 030 if you require jeep transport. Assembly will be at the top of the Queen Street Mall in George Street by 0930 hours.

An early diary entry should include the 71st Anniversary Commemorative Services for those lost at Rabaul and on the Montevideo Maru at the time of the Japanese invasion. The Association's service will be held at 1000 hours, Monday 1st July 2013 in the Hall of Memories, Brisbane Cenotaph followed by morning tea in the adjacent room. The PNGAA will hold its services in Canberra on the preceding weekend with a commemorative luncheon on Saturday 29th June followed by a service at the Rabaul & Montevideo Maru National Memorial in the grounds of the AWM on Sunday 30th June. If you intend to attend in Canberra you are advised to book your accommodation early as this is a busy time in Canberra. Further details will



Heather and Ted McAllan, our hosts for the Mixed Dinner held Jimboomba 9 March

follow as they become available

Sadly I report the death of Jane Hook, the wife of Don Hook. Jane died in Canberra on 31st January after a long bout of sickness. Her funeral service was held on 11th February at St John's Cathedral, Canberra. The Association was represented by Charlie Nelson, his wife and me. Don served in PNGVR in the early 1960s and before his retirement was a foreign correspondent with the ABC. As the Canberra executive of the Rabaul and Montevideo Maru Society he played a pivotal role, ably supported by Jane, in the arrangements for the recently constructed and dedicated National Memorial at the AWM. Don intends to attend this year's Brisbane Anzac Day March. Our thoughts and prayers are with you Don.

Phil Ainsworth

INSIDE THIS ISSUE:	
FRANK WILSON'S STORY CONT'D	2
PNGVR 1962 ANNUAL CAMP	4
TOL PLANTATION MASSACRE	5
TINIAN	6
RUDY BUCKLEY'S STORY	6
ANGAU	8
EVACUATED FROM RABAU	11
LOSS OF MV MAMUTU & MACDHUI	11
CONSECRATING THE COLOURS	13
PAPUAN BATTLEFIELD TOUR	14
GREENBANK RSL SAUSAGE SIZZLE	15
VALE	15

NGVR/AIF EXPERIENCES

FRANCIS (FRANK) ROBERT WILSON

Continued

I am wounded by a grenade and go to Hospital

On 26th September, our Platoon was taking part in a Company attack against a reasonably strong Japanese position on the high ground on the north side of the Song River, which was threatening our supply lines. 9 Platoon was on the right and 7 Platoon in reserve. We had to climb a steep slope for about 200 feet. The Japanese were throwing over grenades, which rolled down the slope. Fortunately for us they did not cause a lot of damage, as they mainly exploded behind us, but I was wounded by one of them exploding behind me. I received 14 pieces of shrapnel in the back and legs.

Despite my absence the attack was successful and the high ground cleared. As it happened the Japanese we attacked were some of the best Japanese soldiers – the marines. They were much better than the normal Jap and considered to be their “corps d’elite”. They should have been able to hold us given their commanding position and the fact they could roll and throw down grenades on us, whereas we could not throw grenades at them as the grenades would just roll back down on ourselves, so steep was the slope. Their rifle and machine gun fire was not accurate either, as most of the fire went over our heads. It was later estimated that they could have held off a Battalion attack (we attacked with a Company), but, at the sight of cold steel, when our Company reached the top, they panicked and fled.

I was being evacuated by some members of the Pioneer Platoon who were acting as stretcher bearers. These were men who I had played Rugby League against on the Tablelands, and, when they realised who I was, the comment was made “Now we have a chance to get our revenge – tip him off the stretcher”. Naturally this did not happen and they carefully carried me back to what we termed the ‘jeep-head’, where I was met by an Officer of the Salvation Army who gave me a drink of sweet coffee - the nicest coffee I have ever tasted. God bless the Salvos! I was loaded onto a jeep with a stretcher frame attached. The track was very rough but I arrived at the beach, and was eventually shipped to Hospital in Lae. Every medic who attended me on the way took out a piece of shrapnel – the medic at Song River, the RAP at the jeep-head, the Field Ambulance at Scarlet Beach, and finally the Hospital at Lae. All the shrapnel was not taken out, as for some years afterwards, small pieces would keep bobbing up as they came to the surface of my flesh. I still have some small pieces in me.

On discharge from Hospital I was sent to a Convalescent Unit, before rejoining my Platoon some months later. Just after joining the Battalion again I attended a sports day. I had always been a pretty good runner (almost 6ft 2in tall gives you an advantage), but this time when I was competing in a race, I collapsed – obviously I was not as fit as I thought I was, after such a long time in Hospital and convalescing.

I rejoined by Battalion with the same posting I left – Platoon Commander of the same platoon.

Between the landing at Finschhafen and 3rd October our Battalion had suffered casualties of 3 Officers and 80 Other Ranks.

Up the Coast to Sio

By 21st December I had rejoined the 2/15th Battalion. On that day the 20th Brigade began the pursuit of the Japanese from the Masawang River to Sio. The Battalions moved through each other regularly. We did not move forward from late 24th December until the 28th Dec. – having been given a break for Christmas. Late on Christmas Day we saw a huge convoy of Warships sailing north – this was the American invasion force for Cape Gloucester.

2/15th Battalion was leading the advance again on 28th Dec, but this time, for the first time, we were accompanied by tanks. The Japanese were in full retreat at this time, but, from time to time, numbers up to 40/50 put up determined stands, so there was sporadic fighting as we advanced. On 13th January, the Brigade occupied Sio, and the next six days were spent mopping up and patrolling. On 21st January, 1944 we were relieved by the 5th Division.

Return to Australia and Marriage

On 2nd March, 1944, the 2/15th Battalion embarked on H.M.A.T.



Frank Wilson in New Guinea

‘Duntroon’ for return to Australia. By this time malaria and dengue fever were in epidemic proportions and we were losing between 100 and 200 men per month through illness - a large proportion out of a Battalion of 800+ men.

I was married on 4th April, 1944, in Sydney, to Dorothy Davies

Coulthard. We first met on a train travelling from Brisbane to Sydney when I was going on a previous leave and she was returning from a holiday in Green Mountains, with Bernard O’Reilly’s family in the mountains behind the Gold Coast in Queensland. We got talking, exchanged addresses, and used to write to one another after I returned to New Guinea. She was a Secretary for an Insurance Company, and her handwriting was so good she was never asked to type anything.

After leave we again regrouped on the Atherton Tableland and spent the next 12 months resting and retraining. To date our active service had been varied – the North Africa desert campaigns, amphibious operations in New Guinea, and jungle fighting in New Guinea. During the current period on the Atherton Tableland the Division had concentrated on jungle craft, warfare in open or semi-open country, amphibious warfare and advanced-guard tactics.

We move to Borneo

The 9th Division was given the task of landing at Brunei Bay, which covers both Sarawak and the then British North Borneo on the North West of Borneo. The only all-weather beach suitable for landing equipment in Brunei Bay was a Peninsula at the north designated Yellow Beach. However it was dominated by Maura Island on which the Japanese were supposed to be in strength. Two Battalions were designated to land on Muara Is and 2/15 Bn would land on White Beach.

The official Australian War History book 'The Final Campaigns' by Gavin Long gives a picture of the kind of trials sometimes endured by troops taking part in amphibious operations requiring long voyages in tropical areas and states :- "According to the R.M.O' s report, 90 percent of the troops were affected in some degree, and some suffered severely. All Officers complained of the worst headaches they had ever had, and one or two, as well as a number of troops, had to receive medical attention for heat stroke....Dirty, sweating and tired, with fresh water for drinking only, overcrowded conditions where the only shade was that which they could get under vehicles, or under ground sheets they had erected over the hot iron deck. In almost six years of war the writer has never seen troops subjected to more deplorable conditions, and on 10 June, after a fortnight of inactivity subjected to the full extent of existing climatic conditions, overcrowded, and with far less than minimum adequate sanitary and washing arrangements, they were expected to carry out an assault".

The 2/17th Bn was put ashore 1,000 yards east of their intended spot but we were put ashore in the correct place.

We landed on 10th June but there was no opposition. In accordance with our orders we immediately set about patrolling the area. On the 12th June one Company was sent forward to Brunei in landing craft but again encountered no opposition.

Over the next few weeks we headed up the Brunei River towards Limbang running into sporadic opposition. Overall there were few Japanese in our area and most of our time was spent in Civil Affairs. We would carry out long patrols of 6/8 hours duration, in Section strength, into the Dyak (local natives) country, make ourselves known to them, and assure them that the Japanese had gone and that the British and Australians were back. I recall we had a couple of new red headed chaps in our Platoon and these were told "Look out for the Dayaks. They are head-hunters and they love red headed heads. Their knives are so sharp that they will cut your head off and you won't know it is gone until you try and shake your head and it falls off".

At this stage our role was to block the Limbang road in case the Japanese were preparing a counter attack from the Limbang area towards Brunei, and the supply base which was being established in it's vicinity.

We were in the area inland of Limbang when the War ended. It was reported to us by Army Signallers. However the Japanese did not recognise the end of the War and continued fighting. Naturally I was pleased that the war was over, but we had to be continually alert as the Japanese were still aggressive and continuing with their usual tactics.

Repatriation, and return to New Guinea

When war ceased the most common question from the soldiers was "When can I get back home?" However, due to shipping constraints there was normally a long wait. A points system was introduced and people left from overseas to come back to Australia when they had accumulated sufficient points. It took some soldiers another 12 months before they got back home.

Under the points system, two points were awarded for each completed year of age at enlistment, plus two points for each month of service, plus an extra point for each month of service for men with dependents. Thus on say October, 1945, a married man who, at the age of 30 had joined a unit of the 6th Division when it was being formed, would have 276 points. A man of 20 who had enlisted in October, 1943, would have only 88 points.

I was fortunate. The British people were urgently in need of copra products, and the Copra Control Board made a special exemption for me to be discharged and to go back to New Guinea to get copra plantations up and running again.

I came down immediately after the War finished by ship and went

on leave. I was discharged on 16th November, 1945.

My Discharge Certificate states that I served 1,954 days from 12th July, 1940, until 16th November, 1945, 570 in Australia and 968 Outside Australia. It also gives marks or scars – scar left ankle, knees, grenade wounds.

After that I flew back to Rabaul by DC3 aircraft and there were still over 25,000 Japanese troops left in Rabaul when I got there. They were employed in cleaning up the town which had been destroyed by Allied bombing. I went straight out to 'Tovarur' plantation, which by this time was completely overgrown. The Japanese had buried a line of bombs along the beach and along the first line of coconut trees, at 'Tovarur' with the tips facing straight up just above ground level. These were there in case any Allied landing craft attempted to put ashore, and would act as land mines. One of the early jobs I got the Civil Administration to get the Japanese Prisoners to do was to remove those bombs. The secondary bush had grown higher than the young palms by this time and it took me quite a while to find out where the old house used to be, and I pitched a tent there as my temporary housing until I could get a native materials house built. I had a small group of native labourers and they were accommodated in 3 tents also in the early days. The first labour line were Tolais from Toma Village. They would send down 20 labourers who would work for a month and then return to the village, to be replaced by another group of 20. Later the labour line was drawn from the Aitape Sub District and were quite happy, after being occupied by the Japanese and forced to work for nothing, to get a job which paid money as well as accommodation and meals.

We had to clear the secondary growth, build a dryer, build accommodation both for myself and the labourers, but I was the first person in New Guinea since the War finished to actually produce Plantation copra. Native grown copra had been produced since the War but not Plantation copra.

Dorothy left Sydney on 16th April, 1946 to join me in Rabaul. She flew up by DC3, which landed in Brisbane, Townsville, Cairns, Cooktown, Port Moresby, and on to Rabaul. We still had a sort of native materials house but the roof of the kitchen was corrugated iron and this caught rain water for our tank. The bedroom and the bathroom were made of sawn timber but we still had a sac-sac roof. By this time there was a sawmill in Rabaul but, because of the demand for rebuilding Rabaul, timber was very difficult to obtain. Later on there was another sawmill in Kokopo.

At the time I was re-establishing 'Tovarur' I was also developing 'Mukurutabu'. The owner of 'Tovarur', Bert Perri-man, had told me that he did not mind me developing my own plantation as long as I did not neglect his.

I purchased another plantation 'Ulatawa' in 1951, and developed that also. It was one of the first plantations in New Guinea to produce cocoa as well as copra, and was only about 5 miles from 'Tovarur'. I had managers on my other two plantations eventually.

Our first child Gregory Robert was born in 1953 and Deborah Davies was born in 1958, both in Melbourne. The two children both went to boarding school in Australia, Gregory to Shore and Deborah to Wenona, both in Sydney.

Max Henderson offered me quite a good price for 'Ulatawa' in 1984. but I advised him that I would only sell if he purchased 'Mukurutabu' also, and he did. At the time I was President of the New Guinea Planters Association, a member of the Copra Industry Stabilization Board, the Copra Marketing Board. The Business Advisory Council, Papua

New Guinea Harbours Board, and Chairman of the Kokopo Town Advisory Council.

I left PNG in 1984 and moved to Dee Why, a Northern Beaches suburb of Sydney . In 1994 Dorothy and I moved to where I now live at Ocean Shores in the Northern Coast of N.S.W.

So ends another fascinating story from one of our NGVR forebears. Frank donated a number of items to your museum.

Frank died 3 years ago but Dorothy is still living at Ocean Shores.



2PIR NCO's—1960's

A blonde sees a hat she liked for sale but she's \$50 short. She goes knocking on her neighbour's doors hoping someone will pay her to do odd jobs. Finally a suave looking chap says "You can paint my porch. How much do you want?"

\$50 she replies.

So he gives her the paint and goes inside to tell his wife. "Fifty dollars?" she says. "Does she realise how big the porch is?"

"I don't know but she made the offer and I'm fine with that" he says smugly.

A little while later the blonde knocks on the door. "I'm finished" she announces.

Wow! That was fast!" he replied.

"Yeah! I even had enough to do two coats." she said. "And, by the way, it's not a Porsche, it's a Ferrari".

PNGVR ANNUAL CAMP. 1962

90 attended the annual Camp at Taurama Barracks from 8-19 May. 1962, which was organised as a Bn HQ, Command Group, Admin Gp, Training Gp, Tpt Gp, and a Rifle Coy comprising 3 Rifle Pls.

Command Group. CO. Maj D Newman, GSO3 Capt Sojan, Adjt, Lt Walsh, RSM WO 2 Smedley,

Admin Gp. 2ic Maj Green, QM Lt Walsh, RQMS WO 2 Lee, RMO Capt Jameson, Ord Room Sgt Jackson, Hyg NCOs Sgt Henry, Sgt Peterson.

Rifle Coy OC Maj Green, 2ic Capt Hutson, Sig Offr Lt St John, CSM WO Fisk, Coy Clerk Cpl Kenna.

The Trg Gp. Capts Hanley, Milan, Anderson, WOs McGrellis, Guest, Wilson, Sgt McGrath.

1 PI. PI Comd Lt Gould, 2ic Lt Furlonger, Bernie Arnold in 1 Section, Max Hayes in 3 Section.

2 PI. Comd Lt Johnson. 2ic Lt Martin. G Blanch 5 Section
3 PI. Comd Capt Harbeck, 2ic Lt Jones, B Inch was 7 Section Comd, J. Raasch 9 Section Comd. I. Thomsson 9 Sec

Bob Harvey-Hall was in Malaya on FTD at the time and later attended 9 RQR Camp to keep up his efficiency.

Thank you Bob Harvey-Hall.



B Coy Rabaul, returning from Annual Camp, 1962
From Left. John Smith, Lt Peter Gault, Pte Lucas, Max McAuley-White, Maj Harry Green, ? Hanson, Bill Holland, Max Hayes, Bernie Arnold, TAA Air Hostess, Chap from Kenya.

Photo Courtesy Max Hayes

Can any reader assist with the missing names?

THE MISSING

They lie in foreign fields and vast oceans deep
We know not where they sleep
They are the missing from many campaigns
On hallowed cold silent walls we have etched their names
Once precious sweet youth never to be seen again.

From outback to urban sprawl, troubled hearts sob and cry
Loved ones in anguish ask the question "Why?"
Mothers cherish smiling youth captured in ageing frames
Widows in restless sleep still dream of him coming home again
Sons and daughters often hear strangers whisper his name
In some dark houses are bedrooms never used and empty chairs
And cluttered attics with sports gear, suits and old footwear.

Regardless of time, whatever the war, the need for closure is there
Why not an infant forest to help heal pain so bare?
Such a deserving project if only Canberra would dare
A final farewell for the next of kin and our nation to share
A tree for each warrior to salute the price he gave
So that our way of life for future generations might be saved
Each wooden sentry marks a missing warrior's proud history.

Imagine a forest; a living monument to their glory
A busy chattering wildlife spreading seed for new life
Mid a proud regiment of trees at peace not strife
This would represent the missing from the bloody past
Content now beneath the Southern Cross, their spirits home at last.

Written by Brig George Mansford OAM (Retd)



FLASHBACK
C Coy PNGVR Goroka, 1959.

In front of old drill hall, North Goroka.

L-R. Rear rank.— Ian Fraser, Frank Hiob, ??, Darryl Sears, WO2 Jack Eggins, WO2 Burrows(?),

Front rank:- Michael Raasch, Juergen Raasch, Colin Green, Ken Weare, Jeff Wolfe, Pte Plumb (only ever known as such)
 Photo courtesy Juergen Raasch

TOL PLANTATION MASSACRE - WHAT HAPPENED TO THE CRIMINALS RESPONSIBLE ?

Many are aware of the Tol Plantation Massacre which occurred over the 3rd and 4th February, 1942 in the Wide Bay area of New Britain, when over 150 captured Australians were bayoneted or shot by the Japanese. **Who were these Japanese murderers and what happened to them?**

The Imperial Japanese Army Unit responsible was the 144 Infantry Regiment, also known as the Kusunose (Kusunise) and later the Yamamoto Force, the Regiment assuming the name of the Colonel in command at the time. The 144 Infantry Regiment comprised 3 battalions, the 1/144, 11/144 and 111/144. The perpetrators were from 111/144 Infantry Battalion.

The 144 Regiment took part in the original invasion of Rabaul on 23 January and in early March was involved in the capture of Lae and Salamaua . It also formed the invasion force at Buna and Gona on 21/22 July . It fought the whole Kokoda campaign until the Regiment was destroyed west of the Kumusi River. The last to be destroyed (few or no prisoners were being taken at this stage of the battle) on the 11th and 12th November 1942 was the depleted 111/144 by D and B Companies of 2/31 Infantry Battalions AIF, about 2 km east of Gorari on the Kumusi / Kokoda Track.

Colonel Kusunose was the Regimental Commanding Officer at the time of the Tol Massacre. Lt Col Ishiro Kuwada (Kuwata) was the Commanding Officer of 111/144 Infantry Battalion. Lt Yoshie Yananose was the Commander of 8 Company, 111/144; he was wounded during the Kokoda Campaign and was repatriated to Japan. Yananose admitted, after the war, that 30 men from his Company were directly involved in the Tol Massacre but he was not present, having sent his second in command, Lt Tadacho Noda, to lead the group. Yananose's suffered amnesia as a result of his injuries; he could not remember any names of the men involved in the massacre. Lt Noda was killed in action in early September 1943 around Ioribaiwa during the Japanese advance along the Kokoda Track.

Alan Stone's book says the commander of 111/144, Lt Col Ishiro Kuwada, was killed in action in New Guinea (sic) on 22nd November 1942. Lex McAulay says Kuwada survived the war but committed suicide before interrogation for the crime. His Battalion medical officer, Dr Chikumi , who was under investigation for his part in the New Britain killings, also took the opportunity and suicided . Chikumi was being investigated for the vivisection of an Australian Army Captain in the

Kokopo area.

Due to ill health Colonel Kusunose was evacuated from around Templeton's Crossing on the Kokoda Track in mid-October 1943 and was replaced by Colonel Yamamoto about two weeks later. Kusunose survived the war and had retired to civilian life. He was tracked down by Albert Klestadt . However, before he was interrogated, Kusunose suicided by starvation in his old Regimental barracks at the foot of Mt Fuji.

No war crime trial for the Tol Plantation Massacre was ever held.

Sources: *"Blood and Iron"* by Lex McAulay

"Hostages to Freedom" by Peter Stone

Phil Ainsworth

April, 2011



Above Left. Pte Cook, a survivor, received 5 wounds and was left for dead. Unable to hold his breath he received another 6 bayonet wounds.

Right. The story of the massacre—skulls and bones in 1945.

A blonde calls Jetstar airways and asks, "Can you tell me how long it'll take to fly from Brisbane to Sydney?"

*The Agent replies "Just a minute!"
 "Thank you!" says the blonde and hangs up.*



TINIAN

Fly over it and you notice a slash across its north end of uninhabited bush, a long thin line that looks like an overgrown dirt runway. If you didn't know what it was, you wouldn't give it a second glance out your airplane window. On the ground, you see the runway isn't dirt but tarmac and crushed limestone, abandoned with weeds sticking out of it. Yet this is arguably the most historical airstrip on earth. This is where World War II was won. This is Rinaway Able.

On July 24, 1944, 30,000 US Marines landed on the beaches of Tinian Eight days later, over 8,000 of the 8,800 Japanese soldiers on the island were dead (vs. 328 Marines), and four months later the Seabees had built the busi-

est airfield of WWII - dubbed North Field - enabling B-29 Superfortresses to launch air attacks on the Philippines, Okinawa and mainland Japan.

Late in the afternoon of August 5, 1945, a B-29 was manoeuvred over a bomb loading pit, then after lengthy preparations, taxied to the east end of North Field's main runway, Runway Able, and at 2:45am in the early morning darkness of August 6, took off.

The B-29 was piloted by Col. Paul Tibbets of the US Army Air Force, who had named the plane after his mother, *Enola Gay*.

The crew named the bomb they were carrying *Little Boy*. 6 hours later at 8:15am, Japan time, the first atomic bomb was dropped on Hiroshima.

Three days later, in the pre-dawn hours of August 9, a B-29 named *Bockscar* (a pun on "boxcar" after its flight commander Capt. Fred Bock), piloted by Major Charles Sweeney took off from Runway Able. Finding its primary target of Kokura obscured by clouds, Sweeney proceeded to the secondary target of Nagasaki, over which, at

11:01am, bombardier Kermit Beahan released the atomic bomb dubbed *Fat Man*. Here is "Atomic Bomb Pit #1" where *Little Boy* was loaded onto *Enola Gay*.

There are pictures displayed in the pit, now glass-enclosed. This one shows *Little Boy* being hoisted into *Enola Gay's* bay.

The commemorative plaque records that 16 hours after the 'nuking' of Nagasaki, "On August 10, 1945 at 0300, the Japanese Emperor, without his cabinet's consent, decided to end the Pacific War. Take a good look at these pictures. This is where World War II ended with total victory of America over Japan. I was there all alone. There were no other visitors and no one lives anywhere near for miles. Visiting the Bomb Pits, walking along deserted Runway Able in solitude, was a moment of extraordinarily powerful solemnity.

It was a moment of deep reflection. Most people, when they think of Hiroshima and Nagasaki, reflect on the numbers of lives killed in the nuclear blasts - at least 70,000 and 50,000 respectively. Being here caused me to reflect on the number of lives saved - how many more Japanese and Americans would have died in a continuation of the war had the nukes not been dropped.

Author unknown

RUDY BUCKLEY, WITNESS TO THE RABAUL CAPTIVES BOARDING THE MONTEVIDEO MARU

Maxwell R. HAYES.

R.P.N.G.C. P.N.G.V.R.

One of the most incredible discoveries to come to light confirming the *Montevideo Mauru*(1) departure from Rabaul with captive service personnel and civilians was from the eye witness account of a then twelve year old child. This led to further investigations with conclusive proof identifying one of the many soldiers being herded onto this unfortunate Japanese p.o.w. vessel.

Rudy Buckley(2), as a young child living in Rabaul with his parents(3), was one of several children given camp jobs and various other duties by his Japanese captors one of which was cooking rice for the soldiers. They worked for nine to ten hours daily for a small sack of rice.

Around the time of the sailing of the *Montevideo Mauru* from Rabaul in June 1942, Rudy was working within the area of the Colyer Watson wharf (coal wharf) near the former Shell depot in Wharf Street, Toboi, when he became aware of extensive lines of servicemen and civilians all in shorts, part or tattered uniforms, under cover of soldiers with machine guns.

They were being herded from a p.o.w. camp situated in the area later known as 2/22nd Street towards this partly burnt out wharf. Rudy recalls that at this time the town was under aerial bombardment and squads of the captive soldiers were forced to take cover in a very large concrete rain water drain until the raid was over.. After this he saw that they were then being taken by barges (of the type Rabaulites have later seen in the tunnels, i.e. a landing type barge with an armoured elevated steering position at the rear) from this wharf to the vessel anchored two to three hundred metres further out in the harbour. The loading of these p.o.w. in this manner took the better part of a whole day. Later that afternoon there was an allied bombing run over the harbour and the undamaged p.o.w. vessel left before nightfall.

As these captive soldiers and civilians were being marched to the foreshore for carriage on the barges to be taken to the *Montevideo Mauru*, one soldier(4) smiled at Rudy and threw him a khaki army issue handkerchief, secreting it from the view of ever present Japanese guards. As was then the re-



quirement, soldiers. names and serial numbers were written on issue uniforms and accoutrements in Indian (black) ink. Rudy, being unaware of the significance of this name and serial number retained this memento and thought little of it. He kept it in a tin box along with Australian soldiers. badges and other items which remained buried at Ratongor about twenty miles from Rabaul on the north coast road, during the period of his families captivity there. This would have occasioned severe punishment had his captors discovered the buried tin box.

In recent years there has been substantial public exposure on the loss of the Montevideo Maru with its 1,053 service personnel and civilians. With the intensity of the Japanese bombing of Rabaul in January 1942 the acting Administrator, Harold Hillas Page, cabled Canberra for permission to evacuate from the untenable position at Rabaul, on the Norwegian vessel "Herstein" then loading copra in Simpson Harbour. The request was denied by the Curtin war-time government; the "Herstein" was bombed and burnt three days later sealing the fate of those in Rabaul.

An active member of the NG & PNG Volunteer Rifles Ex Members Association, Rudy recalled around 2007 that he had a tin box at home containing various mementoes collected over a number of years and discussed this with another association member, Douglas Ng who thought the matter of significance. One of these was a handkerchief from a soldier more than 60 years earlier and still in its original condition. He notified the Association thereby establishing a link with one of the many captives who boarded this vessel.

This handkerchief bore the soldier's serial number, VX19523, and his name B. O.Neil. With this information, I accessed the Australian War Memorial WW2 nominal roll and found details of his service and more importantly that he had been living in Box Hill, Victoria, when volunteering and where, by coincidence, I happened to be living. I thought that it might be possible to locate surviving O.Neil family relatives close by and contacted a journalist from the local Whitehorse Leader. A full front page feature article was published on 4.6.2008.

There was nothing for over a week and then a single phone call. One reader phoned details of a lady in North Balwyn, an adjacent suburb, who might have information. At that address, I was given a name of the former owner as well as an address of a woman who had moved to Queensland.

On 3.7.2008 I received a phone call from a Carole Worthy whose mother, in 1941 was Miss Grace Robinson of 5 Barcelona Street, Box Hill, and had been the girl friend of Barry O.Neil for a couple of years prior to his transfer to Rabaul in early 1941. A week or so before this, Carole had come to Melbourne to clear out the family home in North Balwyn where her mother had resided, before moving to Queensland to be with her. She was shown the newspaper article. She then located two letters, dated 14th and 31st December 1941(5) from Barry O.Neil to her mother, two photographs and some other documents(6). Carole came to see me on 7.7.2008 and allowed me to copy her mother's documents. After the letters stopped arriving from Rabaul and with the fate of the Rabaul captives not known for some time, Grace married some years later and became Mrs Grace Baker.

Late in 1945 Australian families, following an investigation in Japan by Major H. S. Williams, received notification of the deaths of those on the Montevideo Mauru. As Grace had then married it is thought unlikely that the O.Neil family in their grief (a cousin of Barry's had also died at Singapore) conveyed this news to Grace. It was not until she received a letter dated 11.11.1963 from the Commonwealth War Graves Commission that she was advised of Barry's death on the date of the torpedoing on 1.7.1942.

On a broadcast on A.B.C. radio Macca's "Australia All over" on Sunday morning 20.6.2010, Carole visiting Canberra in connection with the long overdue Federal Parliament recognition of the greatest maritime loss Australia has suffered stated that the discovery of the handkerchief, which her mother viewed at the Association's museum shortly before her death in 2008, finally brought closure to her after more than 60 years.

Having been involved with Montevideo Maru interests and investigations for around two decades, I have come to the conclusion, despite the conspiracy theories to the contrary, that the p.o.w.s were on this vessel. Apart from Rudy Buckley's remarkable eye witness account, there is positive evidence from a Japanese seaman, Yoshiaki Yamagi, now the sole surviving crew member, that prisoners were confined below decks on this vessel when torpedoed. This was proven when Albert Speer, M.B.E., of Sydney working in conjunction with Hisashi Noma, a Japanese historian and author of a book on the history of the merchant fleet of the O.S.K. line, located Yamagi after an extensive search.

We know that the Rabaul officers and nurses were taken to Japan on the Naruto Maru, which left Rabaul at about the same time and, in due course, survived their captivity in Japan.

Japan regarded captive prisoners as slave labour and it is highly likely that those captives from Rabaul were being conveyed to work in Hainan mines; why would they eliminate such a large number of labourers on an otherwise empty vessel returning to Japan?.



2012. Rudy Buckley (2nd R) at Logan Historical Museum with Assn members John Holland (L) & Barry Wright (R)

1. *The Montevideo Mauru one of the vessels built for the South American trade by the Osaka Shosen Kabushiki Kaisha (later the O.S.K. line) in 1926 and, commandeered by the Imperial Japanese Navy, departed Rabaul on 22.6.1942. It was torpedoed on 1.7.1942 with the loss of all the 1,053 prisoners of war off Cape Luzon, Phillipines.*

2. *Rudolph Joseph Buckley, born in Rabaul on 2.8.1930, was the third of seven children born to William Buckley(3) (of Irish and Tolai descent) and Maria Rocca (of Spanish and New Ireland descent). He was schooled pre-war at the Roman Catholic church grounds in Malaguna Road. Post-war he attended St. Joseph's school in Malay town for about two years and was then employed by the Commonwealth Department of Works for about twenty five years. During this period as a tradesman he was principally employed in the building and repair of housing supplied to Administration officers. After this he was employed by the Department of Civil Aviation and transferred after PNG Independence in 1975 to Queensland where he now lives. When granted Australian citizenship(7) in 1964, he joined "B" company, Papua New Guinea Volunteer Rifles, s/n 860478, at Rabaul was promoted to the rank of Sergeant and served until 1971. His elder brother Harold(10) was a ship's supercargo/purser and left Rabaul in December 1941(11).*

3. William Reuben Buckley, born 7.11.1896 at Rabaul, a mechanic, was forced to work for the Japanese. He was at the Japanese navy workshop in the former Burns Philp garage situated in Mango Avenue opposite Colyer Watsons when accused by a Japanese civil administration officer named Seki of deliberately slowing a vehicle repair. When telling that spare parts were not available, he was accused of lying and cruelly bashed 16 times with a crank handle leaving him with extensive injuries. This was witnessed by a friend, Philip Taligatus. Another Japanese, Machiheso, directed that the wounded and bleeding William be taken to where the family were living at Ratongor, where he died four days later of his injuries on 7.3.1943 and was buried there.

4. Barry Richard David O.Neil, V80018, born 30.3.1920 at Ararat of Box Hill enlisted in the Australian Army on 26.9.1939 and served in 3 District Records. He was discharged on 5.6.1940 and on the following day as VX19523 volunteered for active service no doubt following the military tradition of his father William O.Neil, Barry served in „B. company 2/22nd Australian Infantry Battalion and was promoted to Corporal. His date of his death was the date of the torpedoing of the Montevideo Maru, 1.7.1942. His mother was Beatrice Laura O.Neil and he lived at 5 Hannaslea Street, Box Hill with his parents (8) and elder sister(9).

5. The letters mention personal family matters, describe a little of service life with three weeks exercise in the bush, received Christmas parcels and magazines, attacked by a coconut crab, hoped to be back home for his sister's wedding, the Chinese have shut up shop and Rabaul is dead at night, they had a good Christmas dinner better than the bully beef, beer ration down to half a bottle per day, there had been an air raid, etc.

6. In 1964, the Commonwealth Government made a distribution of Japanese assets to dependents of former prisoners of war and the amount of eighty six pounds in respect of his service was paid to Corporal O.Neil's mother. A further payment of sixteen pounds ten shillings was payable but by that time she had died.

7. With the exception of indigenous natives, the status of other persons born in New Guinea was that of Australian Protected Person. Our daughter, Vanessa, born in Rabaul, was at first given this A.P.P. status until eventually, after completion, payment for and swearing of a number of forms, naturalized by the signature of the District Commissioner, Harry West.

8. Major William Barry O.Neil, VP7545 of the pre-war (Victorian) Australian Instructional Corps (a permanent military force within the Australian Military Forces). Died 18.12.1946 aged 63. His wife, Beatrice Laura died 5.6.1957 aged 71. Their graves are in Box Hill Cemetery.

9. Mahala Eleanor O.Neil, dob 20.3.1912. She joined the Australian Womens. Army

Service on 19.1.1942 four days before the fall of Rabaul. She served until 17.1.1946 at rank of Warrant Officer Class 2. She never married and died c. 1978.

10. Harold Buckley, dob 28.4.1926 at Rabaul served on the Desikoko until 8.7.1942. He had a distinguished record of war service also serving in Malaya and later Vietnam. He was the elder brother of Rudy. He was awarded the R.S.L. Meritorious Service Medal. He lives in New South Wales.

11. W.R.Carpenter vessel „Desikoko. (desiccated coconut) left Rabaul on 8.12.1941 for Brisbane to pick up supplies. On the way back to Rabaul, in January 1942, she was diverted to Samarai where she collected evacuees and conveyed them to Australia. A short while later as the „USS Desikoko. she was commandeered by the United States Army Small Ships unit.

A recently located photograph shows this vessel named on the stern MONTEVIDEO MARU OSAKA (port of registry) over the seven hiragana characters. Subsequently Mr Hisashi Noma, who is a world expert on the O.S.K. line, identified a photograph of its namesake built in 1956 and used in the South American trade until 1981 when it was scrapped. This more modern vessel also bore the name MONTEVIDEO MARU under seven hiragana characters and was pictured with the Oakland Bay Bridge in San Francisco in the background. For photographs of the various Montevideo Maru memorials in Rabaul, see "Una Voce" September 2007.

My thanks to Rudy and Harry Buckley, Carole Worthy, Hisashi Noma and the N.G.V.R. & P.N.G.V.R. Ex Members Association.

AUSTRALIAN NEW GUINEA ADMINISTRATIVE UNIT



Monument at foot of Kokoda Trail, 1951.

Photo courtesy Alf Scales.

ANGAU

BY R. A. (Dusty) Rhodes

One of the more interesting and unique formations of the Australian Military Forces during WW 2 was the Australian New Guinea Administrative Unit

As WW 2 progressed and the Japanese Imperial Army advanced in the Pacific Region, the Civil Government covering Papua, New Guinea, Bougainville and other Mandated Territories, began to "disappear," and at this juncture there was no controlling body responsible for the Native and Chinese population.

The Army comprised of the 7th Military District under the Command of Major General Basil M. Morris, was located at Port Moresby, with Units at Rabaul. In 1939, the New Guinea Volunteer Rifles was formed, mainly comprising planters, miners, Civil Administration personnel, business people and general members of the public, and it had small detachments throughout the territories.

This Unit was the first to observe the Japanese landings at Ra-

How do you stop your husband from reading your e-mail?

Rename the mail folder "Instruction Manual"

IF MY BODY WERE A CAR

If my body were a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps, dents and scratches in my finish and my paint job is getting a little dull... But that's not the worst of it. My headlights are out of focus and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins.

*It takes me hours to reach my maximum speed. My fuel rate burns inefficiently. But here's the worst of it—
Almost every time I sneeze, cough or sputter... either my radiator leaks or my exhaust backfires.*

baul, Wau, Salamaua, Lae, etc. but was not in sufficient numbers to combat the large forces of Japanese troops. They virtually manned outposts and advised Port Moresby of various situations.

With the advancing enemy moving towards Port Moresby, Via the Kokoda Trail, the civil Administration, over age civilians, missionaries, enemy aliens, were sent out of the country, and the General Officer Commanding took command of the Civil Administration. At this stage all the younger men and males remaining in the Papua area and thus ANGAU came in to existence, for a small time called PAU for Papuan Administrative Unit, with G.W.L. Townsend, a former District Officer becoming its first head.

As the War progressed, the Army in Australia became involved, and as the seriousness of the War became wider, the Military Forces in Australia took over, supported by the RAAF and the RAN, and Major General Basil M. Morris became the GOC of ANGAU.

As the War progressed, ANGAU was involved in supporting the Australian troops in every area involved, supplying native labour, intelligence information, geography of regions, liaising with the civilian native population, supplying food and ammunition to forward troops, as the Army advanced, rehabilitating areas and native villages and promoting an administrative system in many ways similar to the former Administration, but better controlled, organised and more efficient.

The language used to communicate with the native population was PIDGIN ENGLISH, and as many members of ANGAU were fluent in this speech there was no problem. Australian Army personnel who were transferred or volunteered for service with ANGAU had to learn Pidgin, especially if they were in the field with indentured native personnel. At this stage natives were recruited and indentured for two years for the sum of ten shillings per month thus forming the nucleus of the "Fuzzy Wuzzy Angels."

However, I am ahead of myself, and now relate the composition of the Australian New Guinea Administrative Unit. It was a self contained body, and held supreme authority in the areas where it operated, especially relating to natives and Chinese civilians. It worked under the Queensland Criminal Law, and Army Regulations adapted for war time circumstances. Basically NGVR was incorporated into ANGAU when it was formed.

HQ ANGAU (Port Moresby) in order of seniority.

General Officer Commanding. (Major General Basil Morris)

- a. District Services and Native Affairs. (District Officers, etc)
- b. Native Labour.
- c. ANGAU Medical, Sanitation and Hygiene.
- d. Stores and Supplies.
- e. Transport.
- f. Marine.
- g. Wireless and Telephones
- h. Legal.
- i. Finances.
- j. Royal Papuan Constabulary,
- k. Public Relations.
- l. Headquarters Personnel,
- m. New Guinea Volunteer Rifles.

LIAISED WITH:

- Allied Intelligence Bureau (AIB)
- Coast Watchers.
- Far Eastern Liaison Office. (FELO)
- Papuan Infantry Battalion. (PIB)
- New Guinea Infantry Battalion. (NGIB)
- Independent Companies.
- New Guinea Air Warning Wireless.

Although these Units were not under the direct control of ANGAU, they were still responsible to comply with Directives issued by ANGAU relating to natives (i.e. recruitment and conduct). And especially in areas where the District Office had been established, and was involved in rehabilitation and hygiene.

A BREAKDOWN OF EACH DIVISION

DISTRICT SERVICES AND NATIVE AFFAIRS

All over the area controlled by ANGAU was a number of Districts controlled by a District Officer (usually with the rank of Major) who, for a better term, was the Governor of the area or as natives called him "KIAP." His power and authority was enormous in his region and literally limitless. Though he only held the Army rank of Major, in his District his word was Law, and he was only responsible directly to HQ ANGAU. The District Officer was a man of integrity and respected by most people.

He was assisted in his many duties by an Assistant District Officer, Patrol Officer, Administration Staff, Stores and Supplies, Clerical Staff, A Medical Assistant (usually a European, not a qualified Doctor) wireless operator, hygiene and sanitation, a detachment of the Royal Papuan Constabulary (a European Police Officer in District Offices in large Districts.) otherwise a native NCO. In some areas there was the additional responsibility of looking after Chinese and an indigenous population who usually lived in their own compounds but were supplied by ANGAU for all their needs.

At least once a year, sometimes twice, the whole district would be patrolled by Patrol Officers, and a census taken of Births, Deaths and Marriages, Migrations, any Diseases, Legal Entanglements, fighting between tribes and the natives' general well being, also that hygiene and sanitation was being observed. In each area the natives appointed the Head Chief "PARAMOUNT LULUAI" and each village had a chief "LULUAI." The District Officer also appointed to each village a European or Mission trained native called a "TULTUL" who was responsible to the District Officer for law and order in the village and a "DOCTOR TULTUL" to quickly report to the District Officer of any outbreak of disease in the village. In other words, complete control of the native population.

On one occasion a merchant ship, which was in the territorial area of a District had a dispute aboard and the European offender was initially brought before the District Officer. This will illustrate the magnitude of his authority.

Where roads permitted, there was a Transport Section attached which usually had Jeeps and Three ton Trucks available for handling supplies, transporting Chinese and personnel. The roads were primarily in the larger centres around the islands

NATIVE LABOUR

This Section of ANGAU was responsible for the Recruitment and Deployment of all labour throughout the area, which was a formidable task as areas were recaptured from the Japanese which were usually in very poor condition. The Native Labour

Sections were housed in large compounds supervised by Europeans, usually people with pre-war Island experience, and large numbers of indentured labourers. In most compounds was a native hospital in charge of a European Medical Assistant and supported by Native Orderlies. In some large Compounds there could be a qualified Doctor attached.

The work of this section was limitless, from spraying areas to keep down anopheles mosquitoes (malaria) to supplying forward troops with food and ammunition. They did the erection of all houses, storehouses, native huts, hospitals, army buildings, roads, wharves, etc., to name just a few.

Their assistance on the Kokoda Trail is well documented and this applied where ever front line troops needed assistance from carrying wounded and sick, to supplying food and ammunition. These cargo lines could be as many as 300 natives under a white overseer and accompanied by members of Royal Papuan Constabulary for protection.

The big Native Labour compounds were at Port Moresby, Lae (Malahang Compound), and Bougainville (Laruma River) Torokina. There were many smaller Compounds throughout all areas where ANGAU operated. Without this labour force, many constructions would not have been able to be achieved.

MEDICAL, SANITATION AND HYGIENE

As its name implies the Medical, Sanitation and Hygiene sections played an important role in the health of natives, and particularly in its role in native hospitals, village hygiene and sanitation. In big hospitals a European Doctor supervised European Medical Assistants and Native Orderlies. It was here that Medical Tul Tuls were trained for work in their respective villages. Most large hospitals appeared well equipped for major and minor surgery and had a pharmacy attached.

The European Medical Assistants after training were transferred to Districts where their services were required. They provided a service which, due to the pressure of War, the treatment of disease was appreciated by sick natives.

STORES AND SUPPLIES

This Section of ANGAU was similar to a normal Army AASC, except that, in addition to all the needs of War, it was necessary not only to carry all the necessities for Europeans but clothing and food for the native population. They would despatch the goods to District Stores and Supplies who requisitioned same and usually each week villages would arrive at the District Office either by foot or canoe (lakatoi) where they would be issued and taken away. At bases where there were Chinese, a small Canteen operated for Europeans, Chinese and Half Castes. This Section was very efficient considering the distance and large areas that had to be serviced. Besides Port Moresby, there were also a Stores and Supply Section at Lae. Eventually Lae became the Head Quarters for ANGAU Northern Region under the command of MAJOR HORACE NIALL. (later SIR HORACE NIALL, first Speaker of the Independent Territory of Papua New Guinea). This move assisted immensely in transporting supplies to recaptured areas in New Guinea, New Ireland and New Britain, plus a lot of smaller inhabited islands.

ANGAU TRANSPORT

Where it was feasible and roads available, Motor Transport was available to District Offices. Natives were trained to drive and maintain jeeps, and Europeans usually drove the 3 tonners and above.

Likewise Maintenance was supervised by a white overseer

and natives had been trained. They were usually quick learners, particularly those who had worked for the former civilian Government.

ANGAU MARINE

Being so many islands, ANGAU MARINE did a wonderful job in taking personnel, supplies, etc., to the many islands. Each ship was Captained by a European with a native crew, and the co-operation existing between the ships and district Offices throughout the region was great.

WIRELESS AND TELEPHONES

All District Offices and Outstations were in communication with each other by wireless, which was

maintained by a trained technical team. These were usually Headquarters personnel who carried out functions as required by District Officers, which was mainly on rare occasions.

ROYAL PAPUAN CONSTABULARY

On the formation of ANGAU, the ROYAL PAPUAN CONSTABULARY which was the civil Police prior to the War ceased to exist in that direct role and became attached to District Services and Native Affairs under a European Police Officer. In the Districts they went out on patrols with the Patrol Officer, assisted at the District Office with security and accompanied front line troops in the offensive against the Japanese. They still had tremendous respect from the native population and though not officially acting as policemen they carried out this role once they had been located to a District Office. They would be used to bring native criminals to the District Officer, and were responsible for maintaining the native gaols. Each morning and evening, they would sound Reveille and The Last Post and would raise the Australian Flag on the flag pole of each District Office.

They earned many awards and decorations for bravery, of which they are justly proud. A number were killed due to enemy action. At the District Office they lived in Barracks and were allowed to have their children and wives (MERI) with them.

They were armed with rifles, bayonets, (grenades and automatic weapons when in contact with the enemy) and their reputation for jungle warfare had the Japanese scared of meeting them. A Force that all Australians could be very proud of.

Organisation Chart next page.

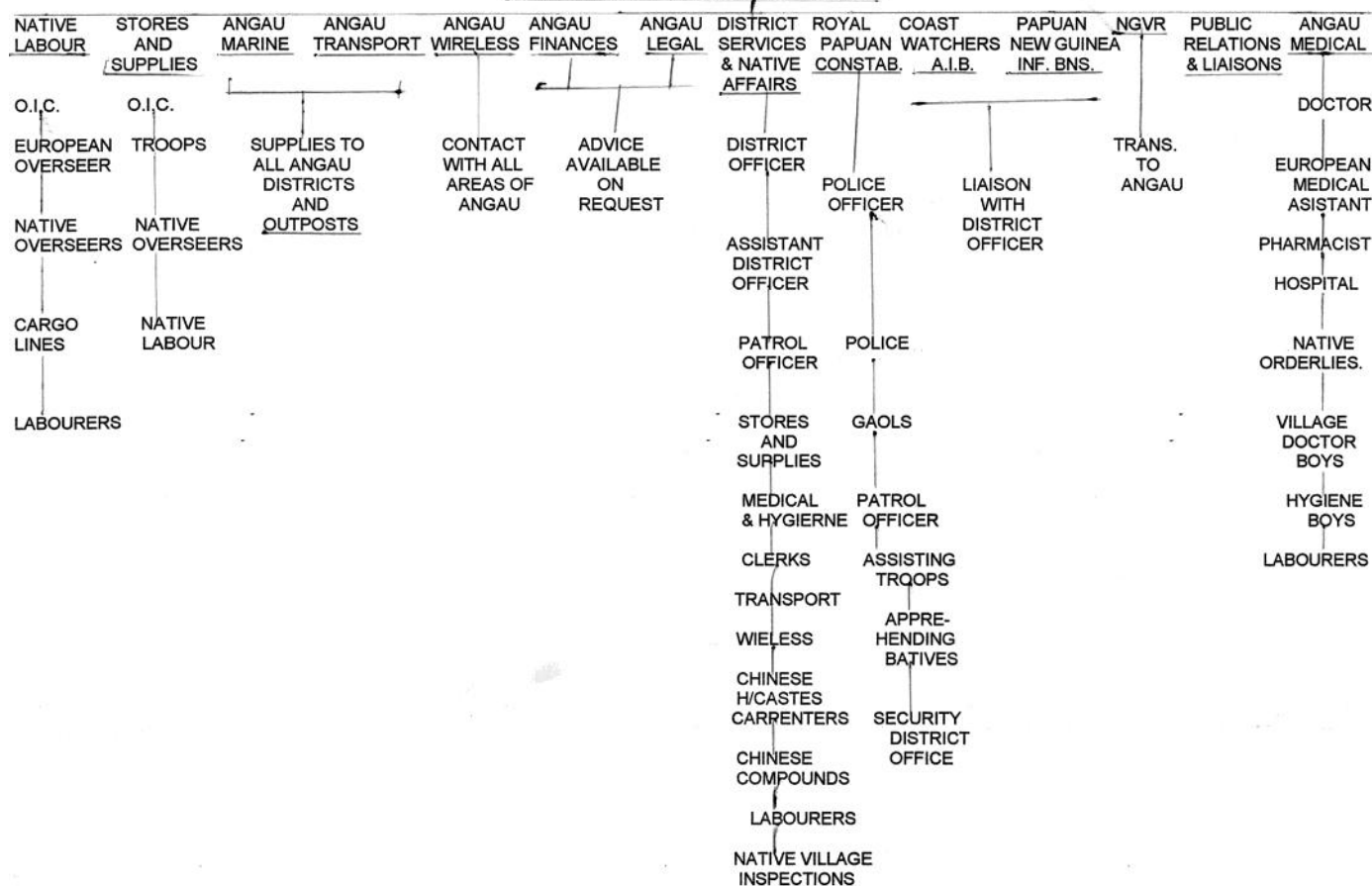
This article was given to Bob Collins by Adrian Leyden, ANGAU, now dec'd. Ex President of NGVR/ANGAU Assn, Sydney.



Intake of recruits for ANGAU training—May, 1942, L
-R Sgt Cameron (Instructor), Sgt W Ryan, Sgt R Stevenson,
Sgt J. Sherlock, Cpl P. Hardy, Pte P. Ryan, Sgt H. Jacka,
WO W. Saville. Sitting Clarrie James (Author)

ANGAU FORMATION (PORT MORESBY) HEAD QUARTERS

G.O.C. (MAJOR GENERAL BASIL M. MORRIS)



EVACUATED—JUST IN TIME!

Dick Dunbar-Reid

The first time that my parents heard of the impending invasion of New Guinea by Japanese forces was on Boxing Day, 1941. At that time we were at Korandindi Plantation on the Mavulu River in the North Baining.

To the surprise of my parents, a Government trawler anchored in the river and a Government official disembarked. He informed us that the invasion of Rabaul by the Japanese was imminent and that we were to pack four suitcases with essential items and be ready to leave on the trawler in four hours. What a shock! On arrival in Rabaul we were taken to Kurakakaul Plantation where we were to live until evacuation could be arranged.

On January 4th or 5th the Japanese began bombing Rabaul from their naval fleet which was standing out in St Georges Channel. Many people were killed and wounded, including my elder brother Don who sustained a large cut to his leg when he was knocked down by panicking people running to an air raid shelter.

Eventually, evacuation was arranged for my mother and we two children on the *MV Malaita* on January 6th, 1942. My father decided to stay on to help defend Rabaul. When this proved to be impossible, he fled Rabaul via Vunakanau and the North Baining. He finally arrived in Australia four months later.

In the meantime, the *Malaita* duly left Rabaul and sailed south through the Pacific Islands, picking up refugees, mainly missionaries, and arrived in Australia six weeks later. We, the passengers on the *Malaita* were very lucky to survive as Japa-

nese dive bombers followed the ship for the first seven days out of Rabaul. The Japanese did not bomb the ship as we had 70 Japanese internees on board and the pilots were aware of them being there.

Now for an almost unbelievable "small world" story.

Some years after the end of the war, my father was attending a function at the Imperial Services Club, in King Street, Sydney. Also present was a veteran of the American Texas Rangers Regiment who had landed on the western tip of New Britain and proceeded up the north coast to strengthen the blockage of the Japanese in Rabaul.

The two men began reminiscing about their wartime experiences. The American stated that they had reached a small river about 100 miles from Rabaul, where they were confronted by a Japanese force who were dug in behind stacked logs on the other side of the river. The American stated that they could have screwed the neck of the person who had cut down the trees which provided such good cover for the Japanese. After some discussion it was realised that the incident had occurred on the banks of the Mavulu River and that my father had, in fact, cut those trees down and had them ready for pick-up when we were evacuated in 1941!

LOSS OF THE "MV MAMUTU" & "MV MACDHUI" IN 1942

In May 1942, the Japanese 4th fleet arranged into five forces under the command of Vice Admiral Inouye from Rabaul, set out to invade Port Moresby and Tulagi. In doing so they attempted to shift their defence boundary closer to Australia and cut Allied Shipping lanes.

The fleet comprising aircraft carriers, cruisers, destroyers and transports were met en route on the 4th of May 1942, by forces under the USA Commander-in-Chief of the Pacific Fleet, Admiral Chester W. Nimitz from Pearl Harbour. The allies had learned of the planned invasion after successfully breaking the Japanese codes, and in the four days of the Battle of the Coral Sea which followed, both sides suffered heavy losses. The Japanese, however, lost so many aircraft in the battle that they had to abandon their planned assault on Port Moresby and turn back. Nonetheless, they celebrated a victory with the capture of Tulagi in the Solomon Islands.

Following the failure of the sea-borne invasion, the Japanese next planned to take Port Moresby by an overland route using the Kokoda Trail. In order to prevent the arrival of Allied reinforcements from Australia, Japanese submarines were dispatched to the Coral Sea area to hunt for shipping. The Kaichu (5) type submarines RQ 33 and 34 passed through Frederick Reef and Keen Reef to patrol off Cape Sandy, while the RQ 33 was stationed off Port Moresby to sink Allied shipping and reconnaissance land points of strategic value in the vicinity.

THE SINKING OF THE "MV MAMUTU"

On the afternoon of the 7th August 1942, the RQ 33 was patrolling 180 nautical miles west of Port Moresby and about 20 nautical miles from Bramble Cay when it spied the Burns Philp vessel, the *Mamutu*. The *Mamutu*, a small 300 tonne coastal vessel with a crew of 8 Europeans, 2 Chinese and 14 nationals under the command of Captain J McEachren was transporting 69 mixed race nationals for safety from Port Moresby to Daru.

Also on board was Mr Adrian Matthews a medical assistant and his father, Reverend Henry Matthews the Anglican Rector of Port Moresby, Private F Stork, 4 Papuan policeman and 6 other Papuan passengers. In all there were 31 men, 20 women and 30 children passengers on board. The passengers had just finished lunch at 1:30pm when they sighted the RQ 33 on the surface about 2 miles away and heading towards them. Without warning the submarine fired its cannon, hitting the bridge and radio operator's cabin but not before the *Mamutu* could send out a hurried radio signal.

After the RQ 33 fired 4 shots from its cannon, it commenced raking the decks of the *Mamutu* with incendiary machine gun fire from a distance of 200m. The vessel, carrying a cargo of fuel drums, immediately burst into flames.

Aware that assistance was probably on its way to the *Mamutu*, the RQ 33 hastily departed the scene leaving in its wake the fiercely burning *Mamutu* and a few survivors. Captain McEachren had died instantly in the wheel house in a hail of bullets while the engineer and numerous mixed race passengers collapsed wounded on the decks to be enveloped in the scorching flames.

At 5pm one B17 Flying Fortress flew over and dropped rubber life rafts, but because of high seas and wind these landed more than a mile away from those in the water. Later that morning Qantas Empire Airways Flying Boat *Calypso*, captained by Flight Lieutenant Mather took off to search for the survivors. After sighting the ship's life raft, the captain decided, despite rough water to attempt a rescue. Unfortunately though, when the flying boat touched down, a heavy swell hit the nose and tore the thin shell of the hull. The aircraft sank taking with her one-crew member. The rest of the crew escaped and got aboard two inflatable dinghies that had been dislodged. Billy Griffin swam to the aircraft dinghies rather than stay with the submerged ship's boat.

After exhausting efforts to keep the two dinghies together, in the early hours of the 10th of August, the men finally made

landfall west of Gorabari Island. For several days, they walked and travelled by dugout canoes along the coast, assisted by villagers. They eventually arrived at the Resident Magistrate's quarters at Kikori where they rested before embarking on a coastal lugger, arriving in Port Moresby on 28th of August.

Of the 105 souls on board the *Mamutu* on that fatal day, Billy Griffin was the only survivor of the murderous attack by the Japanese submarine. Amongst those who died included: **Master:** J McEachren **Chief Officer:** R Hughes **Second Officer:** J Bazill **Pilot:** Bofe Mase, Hanuabada **Native Passengers** : Solomon Toia of Hula, his daughter and wife. Moida, his wife and son of Nabadauan. **Native Police:** Maimo, Koivi, Mainau, and **69 half casts** from the Parker, Natera, Bacca, Taligatus, Regione, Jardine, Lifu, Marine, Lamond Atango and Seymour families.

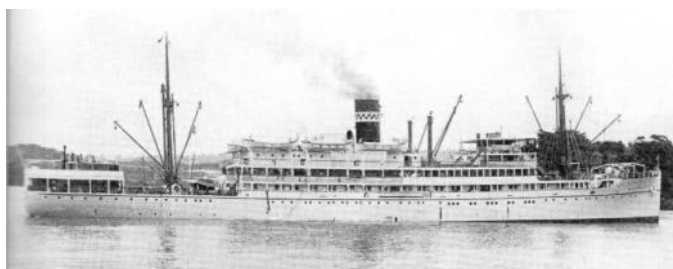
THE SINKING OF THE "MV MACDHUI"

The Burns Philp liner *Macdhui* carried an Australian crew and traded between Sydney and Papua New Guinea during the 1930's. *Macdhui* also evacuated women and children from Rabaul just ahead of the Japanese occupation. During the war the ship was taken over by the Australian Government and used to transport troops and supplies for the defence of New Guinea.

Japanese aircraft attacked the *Macdhui* at Port Moresby on 17 June 1942 while members of the 39th Battalion unloaded aviation fuel from her hold. The ship suffered a direct hit that killed four men. The next day the Japanese bombers returned. This time the bombs destroyed the ship's steering gear and when fierce fires broke out the ship's Master ordered the crew to abandon ship.

The Master of the *Macdhui*, J Campbell reported on the 21st July, 1942 "At daylight on the 17th June, I shortened the cable in the event of an air raid, and at 9:45am that day the air raid alarm sounded. The anchor was hove up and the vessel proceeded to a position in the Harbour to manoeuvre under the protection of heavy anti-aircraft battery fire. During the subsequent bombing the *Macdhui* received one direct hit on the after starboard part of the Bridge, cutting through three steel decks and finally bursting in the dining saloon, causing extensive damage and starting a fire, which was soon extinguished. 3 members of the crew and several soldiers who were in the saloon at the time were killed. Many near misses were experienced, causing numerous holes in the ship's side.

The vessel returned to the wharf to land the dead and wounded, and after berthing, gangs of soldiers were organized to clear the wreckage in the dining saloon and keep a



The MV *Macdhui*

lookout for other bodies that may have been covered up by the debris.

At 10:45 on the 18th June 1942, the air-raid alarm again sounded. Lines were immediately cast off and the vessel proceeded to a position in the Harbour to manoeuvre. Throughout the attack the vessel had many near misses and four di-

rect hits, the first in No. 3 hold setting fire to benzene and sending columns of flames above No. 3 hatch. The second hit went through the boat deck on the starboard side and another hit on the poop, which killed the gun crew and also rendered the steering gear useless.

Owing to the intensity of the fire and the vessel sinking rapidly by the head, I headed the vessel towards shallow water and ordered all lifeboats to be lowered into the water as the vessel was taking a serious list to port. After the vessel had been abandoned the ship settled on the bottom in a position with the starboard bilge keel showing three parts of its length from the forward end. The forecastle head, bridge house and midship house were still above water".

May they all rest in peace

This was extracted from the Kanudi Bay Remembrance Programme, dated 24th July, 2006.

The graveside service just barely finished when there was a massive clap of thunder, followed by a tremendous bolt of lightning, accompanied by even more thunder rumbling in the distance....

*The little old man looked at the pastor and calmly said
"Well! She's there all right"*

CONSECRATING THE COLOURS

Before a Regiment's colours are taken into use they are consecrated at a special religious ceremony. Battle flags have been closely associated with religion from the earliest times. The Israelites carried the sacred standard of the Maccabees, which bore the initial letters of the Hebrew text "Who is like unto thee O Lord the Gods" (Exodus XVII).

In the armies of pagan Rome the ensigns were worshipped with religious adoration. Pope Alexander¹¹ blessed a banner that William the Conqueror carried at Hastings and at the Battle of the Standard in 1138, the banners of St Peter of York, St John of Beverly and St Wilfred of Ripon were erected upon a wagon and moved with the Archbishop of York and his Yeomen of Yorkshire when they fought the Scottish clansmen.

The ceremony of consecrating the colours originated in the Middle Ages when there were no national standing armies. Each nobleman would maintain a private army for the protection of his land holdings. For purposes of identification each of these armed bands carried a banner on which was featured the personal coat of arms of its noble commander.

When a male member of the family reached the age at which he was entitled to be knighted he was ceremoniously presented with a sword and spurs by the head of the family. In the presence of all armed retainers he was also presented with a small replica of the family banner, termed a bannerette, which with much solemnity was first blessed and consecrated by the local priest before being given to him.

With the passage of time these armed bands were merged into a national army, controlled by a central authority of which the reigning monarch was the head. The ceremony of consecrating the banner was retained but with the difference that the colours now represented regimental rather than family honour.

In the British Museum is a 14th-century manuscript setting out the form of service for blessing flags and in 1634 it was laid down that the first thing a captain shall do is "to cause his colour to be blest".

Regimental histories contain evidence of the consecration of

colours in the 18th and early part of the 19th centuries but it was not until 1830 that the question of standardising the form of service arose. At that time the then Principal Chaplain to the Forces, Dr Dakins, suggested a form but it does not appear to have been brought into general use.

The earliest reference to the ceremony in official regulations appears to be in the Queen's Regulations of 1867, wherein it was stated that a form of service could be procured from the Chaplain-General's office.

In the 1899 Queen's Regulations, the ceremony is referred to in greater detail and eventually forms of service were devised for use by Protestant, Presbyterian and Roman Catholic regiments.

The reverential attitude adopted towards colours and their association with religion secures for them, on retirement from active use, an appropriate resting place in a sacred edifice or public building, where they will be preserved with due regard to their symbolic significance and historic associations. This tradition is also observed by the Australian Army.

WOI C.J. Jobson, former RSM Ceremonial ADHQ

HOW THE EUROZONE ECONOMY WORKS.

Helga is the proprietor of a bar. She realizes that virtually all of her customers are unemployed alcoholics and, as such, can no longer afford to patronize her bar.

To solve this problem she comes up with a new marketing plan that allows her customers to drink now, but pay later. Helga keeps track of the drinks consumed on a ledger (thereby granting the customers' loans).

Word gets around about Helga's "drink now, pay later" marketing strategy and, as a result, increasing numbers of customers flood into Helga's bar.

Soon she has the largest sales volume for any bar in town. By providing her customers freedom from immediate payment demands Helga gets no resistance when, at regular intervals, she substantially increases her prices for wine and beer - the most consumed beverages.

Consequently, Helga's gross sales volumes and paper profits increase massively. A young and dynamic vice-president at the local bank recognises that these customer debts constitute valuable future assets and increases Helga's borrowing limit. He sees no reason for any undue concern, since he has the debts of the unemployed alcoholics as collateral. He is rewarded with a six figure bonus.

At the bank's corporate headquarters, expert traders figure a way to make huge commissions, and transform these customer loans into DRINKBONDS. These "securities" are then bundled and traded on international securities markets. Naive investors don't really understand that the securities being sold to them as "AA Secured Bonds" are really debts of unemployed alcoholics.

Nevertheless, the bond prices continuously climb and the securities soon become the hottest-selling items for some of the nation's leading brokerage houses.

The traders all receive a six figure bonus.

One day, even though the bond prices are still climbing, a risk manager at the original local bank decides that the time has come to demand payment on the debts incurred by the drinkers at Helga's bar. He so informs Helga.

Helga then demands payment from her alcoholic patrons but, being unemployed alcoholics, they cannot pay back their drinking debts. Since Helga cannot fulfil her loan obligations she is forced into bankruptcy. The bar closes and Helga's 11 employees lose their jobs.

Overnight, DRINKBOND prices drop by 90%.

The collapsed bond asset value destroys the bank's liquidity and prevents it from issuing new loans, thus freezing credit and economic activity in the community.

The suppliers of Helga's bar had granted her generous payment extensions and had invested their firms' pension funds in the BOND securities. They find they are now faced with having to write off her bad debt and with losing over 90% of the presumed value of the bonds. Her wine supplier also claims bankruptcy, closing the doors on a family business that had endured for three generations; her beer supplier is taken over by a competitor, who immediately closes the local plant and lays off 150 workers.

Fortunately though, the bank, the brokerage houses and their respective executives are saved and bailed out by a multibillion dollar no-strings attached cash infusion from the government.

They all receive a six figure bonus.

The funds required for this bailout are obtained by new taxes levied on employed, middle-class, non-drinkers who've never been in Helga's bar.

Now do you understand how the Eurozone Economy works?

A BATTLEFIELD TOUR TO NORTHERN PAPUA

By Don Lawie

A travel company named PNG Holidays ran an ad in the Cairns local newspaper and Pauline & I responded. The trip is still in its settling-in stage but basically it offers return airfares to Port Moresby, overnight POM, flight to Popondetta, travel to Kokoda and local tour, overnight Kokoda. Next day travel to Popondetta then Sanananda for two nights in Bloody Beach Guest House, visits by boat to Gona and Buna and local treks in the Sanananda area. Flight Pop – POM for overnight then next day back to Australia. All inclusive price from Cairns \$1,545 per person – i.e. all meals, transfers and accom.

A trekking company in Papua named Kokoda Courage handles all the internal travel. They have all locally born guides who are familiar with the area. We were the only starters for this trip and we received VIP treatment almost all the time. There was a number of glitches, mostly minor, but a major disappointment was that we didn't get to Gona or Buna and we didn't get to visit the significant areas of the Sananada Track. (Huggins' Roadblock etc.)

Kokoda Courage appear to be tuned to first-time visitors to PNG. I finally got through that we had lived there for seven years and did not want a Cultural Experience, we wanted to visit Battlefields. We had not been to northern Papua before and were highly impressed by the scenery and the people. The Kokoda visit was a beauty with Guide David really knowledgeable and informative. Port Moresby (we left in 1970) is best described as a War Zone. We finished our trip with three nights at my old residence, now Loloata Island Resort, a wonderfully refreshing change and Highly Recommended.

Once Kokoda Courage gets its act together this will be a beaut trip for anybody interested in Battle tours. Many extensions can be factored in e.g. day trek Kokoda-Deniki or overnight Kok – Isurava. An extra day in POM would allow for a Bomana or even Ower's Corner trip – it's all possible.

A warning note – we are 76 and 73 and pretty fit. This trip would not be for anybody with no sense of humour or expecting 5 stars. Travel and accom is basic, and limited-mobility people would find it very difficult. "PNG Time" applies everywhere and anything can happen. To prevent the disappointment that we had, obtain a written and detailed itinerary .

My email is donald.lawie@gmail.com for further info.



Enquiries to PNG Holidays can be directed to Andrew on 1300 36 88 55.

Pauline & I did this tour this week, having returned on Thurs after an extended stay in POM area. PNG Holidays did a superb job of arranging trip and all Andrew's work was spot-on. Once we came under Kokoda Courage's ambit it all fell to bits and our trip had only the vaguest resemblance to the promised one.

A few For Examples:

Dinner on Day one in POM was NOT complimentary; it cost K 188 for two being main plus 4 x beers and 2 glasses wine. Stay at Hideaway Hotel very pleasant, staff very good. There was no briefing by Kok Cour - we were met by a stand-in who promised to take us to airport at 0500 next day but never showed - we took hotel bus at 5.25.

We were met at Pop airport by Guide Rodney and Driver Harold. Both good but Rodney still learning. Harold superb. Went to Pop to meet Leon of KokCo and had to insist that all meals were pre-paid. Walked to Pop War Memorial - well maintained and preserved, in contrast to rest of town area; well worth visiting. Finally left for Kokoda. Paused at Awala and Kumusi River. David of KokCo at Kokoda very good and knowledgeable, top description of 1942 events and threw in a bonus trip to Mamba Plantation at Yodda. Accom in small western style building, part of hospital, quite good. Formal dinner everybody doing all poss to please us.

Tour of Kokoda Museum next am then back to Pop. Hung about for an hour or more then off to Gona. What a joke. First stop was Sanananda - no boats available at Gona we won't be going to either Gona or Buna!!! Stay at Sana in native material guest house, access by small leaky unstable dugout which tipped us both while looking at wrecked Jap barges. Told that due to Mt Lamington eruption and cyclone Guba, all coastal features are very much changed and there are no bunkers etc left. Walked to Wye Point and back - no sign of the fierce fighting that took place there. Was told a fairy story about Sanananda Point (which has all changed) being site of Bloody Beach Bayonet battle between Jap and Aussie - I have not been able to find any ref to this in Brune ,The Six Day War or the Official history.

Rodney did take us to some interesting relics - a collection of bits and pieces and a Wirraway wreck, which we had to each pay K10 to view, and a pile of (probably live) mortar bombs. We had a good walk through swamps and full marks to Rodney for being very attentive.

Leon was to leave Pop at 0730 next day to take us to Pop airport via Huggins' Roadblock (which is being investigated by a U.S. body recovery team staying with us at Sana). He left after 0830, we paused at Huggins - no time to get out and explore. Paused

at Dobodura strip for photo (promised "bunkers" were aircraft dispersal bays) then to Pop airport for flight to POM.

KokCo rep failed to meet us at Jacksons, friendly people summoned hotel bus. Dinner alone again at our cost, no celebration, next day no POM or Bomana tour. We moved to our planned extra excursion to Loloata Island which is Highly Recommended.

Overall the trip was fun and informative; it simply was not the tour we thought we had paid for. If anybody books for it I recommend that they have some sort of promise of what they will be seeing. Port Moresby was unrecognisable, a sprawling bustling 3rd world city. Time is a movable feast - it is standard to sit about waiting for nothing then being "out of time". The track to Sanananda is almost impassable and heavy rain would have caused us to be stuck there for an indefinite time. I got the impression that Gona and Buna were never more than promises and I don't see how they could have been done from Sana. A more feasible approach would have been to stay in Popondetta Hotel (which itself is 3rd world) and do day trips to each of the three beachheads while living in reasonable conditions. More time in the Oivi-Gorari area could have been spent - geographical features of the 1942 battle such as a hill near Luwumi creek must still exist.

It is my understanding that this is a newly designed tour. It is a top idea but it needs to be re-jigged by people with a military history background (such as me!) and aimed at people with a military interest not as a Cultural Experience - which it certainly was.

My home phone number is 07 40 671 577 and I'm happy to discuss/defend any of the above statements.

GREENBANK RSL SAUSAGE SIZZLES

The small band of Committee members who burn the midnight oil outside the Greenbank RSL have been doing this volunteer work since 15 November, 2008. They do this to raise funds for the benefit of the Museum.

John Holland was assisting the Greenbank RSL with their sausage sizzles held outside the RSL building when it was suggested to him that the PNGVR Museum might like to conduct its own sausage sizzles there on selected dates.



Mike Griffin, John Holland, Mal Zimmerman and Leigh Eastwood pose for the camera



Obviously the last BBQ before Christmas. Douglas Ng, Mal Zimmerman, Colin Gould and Leigh Eastwood with their Santa Hats

The first sausage sizzle was conducted with a skeleton crew from the PNGVR with assistance from some members of the Greenbank RSL Sub Branch. At this first attempt, we were successful in making a reasonable profit.

Since that date in 2008, sausage sizzles have been conducted on a regular basis with the small, but dedicated group who are still all Committee members. Twenty one sausage sizzles have been conducted over the past four years and a profit of \$11,181.95 earned. The sausage sizzles are conducted from 9 pm until 3 am the following morning outside in all weather conditions, rain, hail or shine!!!

As the volunteers are aging, health becomes an issue and we are looking forward to receiving assistance from other members of the Association. Don't leave all the fund raising to the Committee - members can contribute to the Association by helping out at one of these fund raisers - you don't have to make a long term commitment.

This fund raising activity assists in paying the running costs of the Museum - without these funds, the Museum would not be able to operate.

VALE

James Edward (Jim McKinley) 16 Jan, aged 67 years.

Jim died in a house fire in Canberra. Police said there were no suspicious circumstances.

During his time in Port Moresby, Jim was employed by the Dept of Civil Aviation. He was a member of the Canberra Rifle Club for many years, and, as recently as last year, was winning competition events.

From Don Hook in Canberra.

Thanks for letting me know about the passing of Jim. I have very fond memories of Sgt Jim McKinley.

Jim and I were trained as loadmasters for Caribou and C130 aircraft. Around 1966 we were tasked to travel with a C130 to Kainantu carrying a grader and other plant to repair the gravel airstrip. The plane was unloaded and then backed into the parking bay and all of us, including the pilot and crew, adjourned to the Kainantu pub on the hill overlooking the strip. We were staying at the pub for the night, returning to PM the next day.

Suddenly someone shouted out "S+++! the bloody plane is moving", and sure enough it rolled backwards until the tail struck the embankment behind. Of course the plane could not be moved until it had been inspected and an investigation carried out. Jim and I spent an extra couple of nights at the Kainantu pub and then flew back to Moresby on a scheduled flight. If I recall correctly Trevor Downes and Barry Wright visited us at the pub. In later years I was the senior officer for Comworks based at Yonki camp, just down the highway from Kainantu, carrying out investigations for the planned Ramu hydro scheme. I spent many happy hours in the pub but I believe it was later burnt down.

Trevor Downes was the Kiap in that area during my work period there, and he helped me out on many occasions with problems about hard rock drillers from "another country" fraternizing with the local ladies.

From Bill Bickerton.



HTT Vol 78 showed the American Political system. This is the Australian version.

VALE

Alexander Henry NIELSEN . MBE

Died in Brisbane 5.10.12 aged 86. After service in Qld Police from Jun 43- Apr 48, at Roma Street and Augathella, he joined the RPC&NGPF on 28.5.48 as Asst Sub Inspector. He served at Port Moresby, Lae, Wau and resigned from the constabulary May 57 to take up ownership of Ilimo chicken farm at 14 mile, Port Moresby in partnership with Jim Dutton, until 23.12.91. He also served in PNGVR (s/n 159317). Born Killarney Qld After leaving PNG, during which time he was awarded the MBE he became an investment consultant to business.

Courtesy Max R Hayes.

Patricia NEWTON

Widow of deceased member Ken Newton, 21.1.13 of cancer. Our sympathies to the Newton family, as their son Colin, died of leukemia on 6.9.12

LEST WE FORGET



REPLICA MEDALS OR MOUNTING OF MEDALS

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

**New Guinea Volunteer Rifles and Papua New Guinea Volunteer Rifles Ex Members Association Inc,
Includes former members of the Pacific Islands Regiment, Papuan Infantry Battalion and New Guinea Infantry Battalion**

All correspondence to:-

The Secretary, P.O. Box 885, PARK RIDGE, Qld., 4125

Mobile:- 0424 562 030

Email:- pngvr@optusnet.com.au

www.pngvr.com

No part of this publication may be reproduced in any form without the permission of the Association.

NGVR/PNGVR Service Recollections articles are copyright

Bob Collins—Editor



Industrial property specialists

- ➔ Leasing
- ➔ Sales
- ➔ Property Management

Contact Phil Ainsworth

07 3844 3222

Email: p.ainsworth@kingco.com.au

99 Annerley Road, Woolloongabba QLD 4102

www.kingco.com.au

FUNCTION DATES

ANZAC DAY BRISBANE

ASSEMBLE: Top end of the Queen St Mall in George St by 9.30am. Parade commences at 10.01 hrs—look for the banner.

DRESS: Anzac Day dress. Beret, Royal Blue or Black Sports Jacket, white shirt, Assn tie, fawn/grey trousers, black shoes. Name badge and **LARGE** medals. Alternately, white shirt, tie, long trousers, jacket and hat/cap. Please **NO JEANS.**

REUNION. BUNG WAN TAIM.

From 11.15am 1st floor, Victory Hotel, cnr Edward & Charlotte Sts (entry via ground floor door in Charlotte St) \$20 pp—under 15 free.

Membership fees accepted on the day.