





HARIM TOK TOK

VOLUME 81

DATE AUGUST, 2013.



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

PRESIDENT'S UPDATE

The veranda and side wall facing Boundary Road of our Military Museum were painted by a working bee of eight members Saturday 15th June. Additional miscellaneous maintenance work including the mowing of the yard was also completed. Other than the ramp this external work was necessary to brighten the appearance and protect the worst affected external areas of our Military Museum. The eight hard working members included : Work Oversee John Holland, Technical Adviser Paul Brown, Mower- man Mal Zimmermann, Stirrer John Batz, Cooks Jesse Chee and Tom Dowling , Painter Mike Griffin and high ladder artists Doug Ng and me. The photo shows the hard working gentlemen discussing the finer points of their work. The unusually sunny weather assisted the completion of the limited goals set for the day. Well done lads - you did such a good job you have been invited to return to a date still to be fixed.



The boys having lunch.

On Saturday 21nd June Museum Curator, John Holland, and PNGAA member, Carole Worthy, attended a State History Teachers Convention at St Aiden's Girls School at Corinda to talk to a working group about the tragedies in Rabaul , the nearby New Guinea Islands and Montevideo Maru during the Japanese invasion early 1942. Carole concentrated on the history while John spoke of the resources available for them to use, including our Military Museum, to the teachers should they elect to include this area of Australian history in their classes. Following this, John was approached by one of the teachers who offered the Museum various items of wartime memorabilia which were owned by her father, including a Japanese sword, which of course were accepted and can now be viewed in the Museum. Carole and John thought it a most satisfying day. Carole , who as a teacher and a member of the Rabaul & Montevideo Maru Committee of PNGAA role is to further this part of Australia's history throughout Queensland , initially concentrating



Rudy Buckley with Andrea Williams 1 July 2013 at Rendezvous Hotel

on the schools where the Queensland men who died in these tragedies attended as children . Patrick Bourke , a teacher in NSW , pioneered this work in NSW and is continuing the effort throughout NSW. Hopefully a suitable person can be found to undertake this work in Victoria

where the majority of Lark Force were recruited. Contact either Carole, John or me if you wish to obtain the presentation and or list of the resources available to further this cause.

The 71st Anniversary of the 1,400 Australian men, military and civilian, lost in Rabaul , the nearby New Guinea Islands and Montevideo Maru during the Japanese invasion and its aftermath early 1942 was nationally commemorated in Canberra over the weekend 29th and 30th June when a luncheon attended by 45 people at the Mecure Hotel was held on the Saturday and a service for about the same number was held the following morning in front of the National Memorial for the lost Rabaul and Montevideo



John Holland and Carole Worthy at the History Teachers Convention 21 June, 2013

Maru men in the grounds of the National War Memorial. Your Association was represented at both functions by Don Hook and me . I was honoured to be the key speaker at the luncheon . Those in attendance were mainly direct family of the victims. These events were less intense than the previous year's yet were friendly and intimate. You will be aware the functions and funds of the former Rabaul and Montevideo Maru Society have now been formally handed over to the PNGAA, which is better able to maintain these functions and projects over time.

About 40 people attended our 1st July annual Rabaul and Montevideo Maru Commemorative Service held in the Hall of Memories, Brisbane Cenotaph. We have held this service, one of if the first of its kind in Australia, every year since 1994 when the Association erected a plaque in memory of the lost NGVR men on the Montevideo Maru. Initially the service was for these men but, over time, has changed into a public service for all the victims, military and civilian, of the tragedies in Rabaul , the nearby New Guinea Islands and Montevideo Maru during the Japanese invasion in 1942. Paul Brown was the officiating officer and the key speaker was me. The service was attended by State Minister for Cultural Affairs and member for Brisbane Central representing the Premier of Queensland, Rob Cavallucci, Helen Strange OAM President of the War Widows Guild Queensland, Harry Mee from Defence Force Welfare, Rick Formigoni representative of the Air Force Cadets, David Wilson of the Salvation Army who beautifully played the "Last Post" and "Reveille" on his trumpet, Andrea Williams the Presi-



L to R: Doug Ng, Roy Edward, Tom Dowling, Frank Perkins and Paul Brown at 1 July 2013 Reception at Rendezvous Hotel



Kelvin Ally, Norm Furness and Phil Ainsworth, Canberra, 29 June 2013

dent of PNGAA, who travelled from Sydney for the event, Jim Burton representing the Memories of South Pacific Group, Sheila Corcoran the sister of the PMG victim Thomas Plunkett ,Rudy Buckley the only known living witness of the men embarking on the ill fated Montevideo Maru in Rabaul Harbour on 22nd June 1942 and members and friends. The service was followed by a Devonshire morning tea/coffee in the nearby Rendezvous Hotel.

The 10th July saw a flurry of cleanup work in the NSAA Q Heritage precinct to ensure the site was ready for the Northern Branch NSAAQ church parade to be held Sunday 28th July. Our Museum will be open in support of the NSAAQ event . Mal Zimmermann helped with his ride on and mowed the yard to perfection while John Holland provided valuable advice.

A reminder to put in your diary the following coming events: the mixed dining night at Jimboomba on Saturday 12th October and the Association's Annual General Meeting at our Wacol Museum on the following Saturday 19th October. You can get the details on page 16 of this newsletter.

Phil Ainsworth, July 2013

INSIDE THIS ISSUE:

NORM FISHER, NGVR (CONTD)	2
BADGES OF AUSTRALIAN ARMY	6
ANZAC SQUARE, BRISBANE (CONTD)	7
ANZACS AT THE WRONG PLACE?	8
KOKODA TRACK OR TRAIL?	10
THE GREAT ESCAPE	11
CROCODILE ON MANUS ISLAND - FROM BRUCE PETTY	12
- HIDDEN IN PLAIN VIEW	13
BUAI BAN MOOTED	13
WEWAK'S COLOURFUL PARADE	13
NEW BATTLE HONOUR	14
1PIR COLOURS	15
FUNCTIONS AND ADVERTISEMENTS	16

ESCAPE FROM NEW BRITAIN
Cpl (Dr) NORMAN HENRY FISHER, AO
NG 608 Cont.

The Japanese Invasion

Friday 23rd Jan. Invasion action started at 2am. Jap ships came into harbour 4am (Very lights) and commenced landings Raluana, Kokopo and west side of harbour

A ship stopped directly opposite our position and commenced unloading troops into three barges. When the towing boat arrived near the beach we commenced mortaring it – it was probably 4am at this stage.

One lot - motorboat towing three barges full of soldiers landed near Malaguna Mission. Mortar successfully in action with direct hit on second barge.

We kept firing at their landing position but could not see any results, however all our mortar bombs fell in their landing area.

After all mortar bombs fired group retired through plantation to new road up escarpment.

We had about 2 dozen or so mortar bombs and Lt Archer told us to withdraw. There were low flying Japanese planes around by this and, just after we had left our Mortar position, they scored a direct bomb hit on it. My only armament was an 1892 Colt Revolver, which I was doubtful about whether it would safely fire – when you pulled the trigger the chamber should have moved around, but on this weapon the chamber would only move half way – the only safe way to use it was to cock it first.

Mortar bombed and bombs dropped by hand from low flying plane. Picked up by lorry (last to leave beach area) and followed stream of cars past upper aerodrome, heavily dive-bombed on the way continuously – many casualties.

When the planes came over we would get out and just lie flat on the ground and hope for the best.

Finished up at Toma, rest, finally told official resistance had ceased and 'every man for himself'.

We fiddled around for some time at Toma and eventually most of A Company, NGVR, appeared. I don't recall how we got the word 'every man for himself – there will be no further resistance', but we did.

Got ride in another lorry down to end of road to Malabunga. David Selby trying to immobilise lorries abandoned here. Ample supplies available from truck (Navy's?) at end of road but troops reluctant to burden themselves, proposing to 'live off the country'.

This was despite mine and other NGVR chap's advices that they would not be able to 'live off the country' and would only be able to obtain food at native villages. This shows that the troops (2/22nd Bn) had not been given any lessons at all in living off the country. We could not convince them.

Walked up Lamingi track to Rabata and on to Laup. Caught up with Clem Knight, police and some of our line bois. Continued 3 hours more and slept at Wadol.

At this stage the four of us from the Mortar Section, including Keith Paul from the Bank of New South Wales, were together.

Saturday 24th Jan Left Wadol 6am and on to next village catching up with Gregory (ADO), George Greathead and Father Mayohofer. Had breakfast with them and continued to Maranaki and Lamingi, arriving very wet about 3pm.

Stopped at Mission the night.

Sunday 25th Jan Left Lamingi 8.30am after inspecting Father Maierhofer's home-made seismograph. Up over the range to the top and along a series of ridges. Camped just over Wide Bay side, some distance down, at first water. George buggered up on climb so had to go back with the Lamingi boi Father Mayohofer had sent with us and get George up and over the range to our camp (bush shelter). (From Lamingi to top of range and some distance past all in agglomerate, in slips well exposed. Faining??? Series in older slips, with some diortic intrusives).

We had a big round table that night. Father Maierhofer was very knowledgeable about the country and advised us that the best way to get to the coast was to head straight east, over very rough country, at least one full day's walk away. If we were to head south, it would be two day's walk, and it would be very rough country. To head to the west coast would be 4 day's walk over very rough country, and the other consideration at the time was the North West Monsoon – the north coast would be wet, probably pretty filthy weather, whereas the south coast would be protected. In addition, any transport coming in from Port Moresby for rescue would come to the south coast, and not necessarily go around to the north coast. However nobody wanted to come to the south coast – only Clem Knight, George Greathead and I elected to head south to Wide Bay. As it happened those who went to the north coast were evacuated in a wonderful exercise masterminded by Keith McCarthy.

Monday 26th Left 'camp' on top at 6.15am, continued to 4pm, rough going, no defined track, marked by breaking branches. Considerable 'up and down' going, George unable to keep up on hills and by agreement Clem & I went on at 11am to try to get to coast as soon as possible to find out what the position is there. (Geological notes along the way omitted). Camped still in the bush at 4pm.

George had just returned from leave in Australia and had obviously sampled the fleshpots as he was remarkably unfit for him.

About this time Keith Paul left our party, saying he was going back to Rabaul. However he must have joined another party as he was later listed as killed in the Toll Massacre, which happened down the coast shortly afterwards.

Tuesday 27th Left 'camp' 6.30am, down to coastal flat by 9.30am. Fairly good going across flat, crossed River Mubli and across flat along timber road to big road along coast, through Bulus', Naess' and Ross' plantation by about 12 noon. Good food available here though natives had gone bush – the area had been bombed from air the previous day and there were bomb craters around the plantation house (Fairfax-Ross').

Wednesday 28th Went back to meet George and make sure he had made it out of the bush. Found he had made it out and spent the night at Naess' house. Japanese planes over during the morning. Killed drake for dinner, tried out the boat belonging to the plantation, but found it was no good (unseaworthy). Started this diary in book from Ross's plantation.

Thursday 29th Jan Trying to fix boat without success. Raining. Other refugees began to arrive. Prepared for early departure tomorrow.

Friday 30th Set out early in rain (Clem, George & myself). Several river crossings and eventually arrived at Kailai Mission Station of the other Father Maierhofer, twin brother of the one at Lamingi, but not so hospitable. As an Austrian he considered himself nationally on the side of the enemy, but somewhat reluctantly provided us with a meal and beds for the night. (He was fearful – justifiably – of Jap retaliation if he gave assistance to any Australian soldiers or citizens).

We found a good pinnace at mooring here and confiscated the

blowlamp, thinking no one else would be able to start it. Imagine our consternation when, because of this carelessness, we heard the pinnacle taking off in the middle of the night. The native in charge of it evidently had a second blowlamp.

Saturday 31st Jan Tried out canoe but sea too rough so took to the road – good walking along coastal flat to Kiep Village. Ample store of rice here, waited till others started to arrive so natives would not remove it. Slept night at village 'Haus-Kiap'.

Sunday 1st Feb. Left village early by canoe and along to Kiep plantation. Ample supplies of rice here and some other provisions. Waited until others started to arrive so that these supplies would not be raided by natives. Repaired large canoe and continued along coast to end of plantation & got bois to carry on to Guma. Stopped at Mission house. Plane over in early morning & large cruiser off the coast.

Monday 2nd Feb Stopped Guma – plane over 9.30am. Police bois, still many carrying their .303's started passing through.

Tuesday 3rd Left Guma 8am and got in a good days village to village walking via Sampum(?), Nublie(?), Waram(?) to Karpoon (deserted). Several planes over, one at 11.30pm at night (Catalina?). Track over Pleistocene limestone with conglomerate boulders in places, with raised terraces of flat country 700 to 800 feet above sea-level.

Our boots were holding up very well at this point. We all apparently started out with fairly new boots and I cannot recall anyone having any boot trouble at all.

Wednesday 4th Left Karpoon 9am – natives scarce – long walk to Pulpul. Police bois still with us. Plane over at 11.30 and possibly same one came down (seaplane landing?) near Matong.

One of the things that also assisted us during this time was that George Greathead had a certain amount of prestige as a 'Kiap', and the natives generally were willing to help.

Thursday 5th Left Pulpul 7.30am & by rapid stages reached Mankuna Plantation then Matong Village. Fed and proceeded by canoe to next village 7pm. (We had PNG money and were able to buy kaukau and pay for canoe hire), then continued towards Cutarp but wrecked canoe on reef trying to land through surf at an island offshore of the plantation. Canoe smashed but all safely ashore with goods. Slept on beach.

The sea had turned pretty rough by this time and, when we saw the island ahead of us, could not see our way to going around on the outside because of the rough sea, so we decided to land on the beach. We slept the night on the beach.

Friday 6th Awoke to find another party on mainland opposite ½ km away with small pinnacle. They came & took us off – party consisted of Leo McMahon – Works Engineer, Bill MacGowan – Deputy Director of Works and also NGVR), Norm Duncan – planter, Ken Chambers – planter, Stan Early – Hotel Manager, and Gordon Slater. They were out of food and we were able to give them a good feed of porridge (with sugar). After breakfast set off in this small & very dicey pinnacle towards No 1 Luluai's place on the N.E. side of Palmalmal, Jacquinot Bay, Harbour, but pinnacle gave trouble and managed to get to Palmalmal and meet up with Father Harris, resident missionary there.

Bill MacGowan was badly knocked about. It apparently had taken them about a week to get from Lamingi to the coast – normally 1 to 2 days walk and he was exhausted.

Found Father Harris's pinnacle and finally the pinnacle from Waterfall Bay (Bobs). Leo returned in their small pinnacle to pick up MacGowan, Greathead, Clem Knight & Slater. Rest of us had afternoon tea with Father Harris & waited at Palmalmal. The others returned 12 midnight. After visiting Paramount Luluai (who had been left in charge of the pinnacle from Waterfall Bay, which

we later concealed up a backwater near Palmalmal) and obtained his approval to take over that pinnacle.

This was a much bigger pinnacle, well equipped, and much more suited to take the, by now, fairly large group of us. This pinnacle belonged to the Waterfall Bay Sawmill and had been left in the hands of the Paramount Luluai, Golpak, who later joined the Coastwatchers and became quite famous in his own right and was awarded an M.B.E.

We set off in that boat but one hour out broke fan belt and had to return to Palmalmal using makeshift fan belt made of cord.

Saturday 7th Feb. Put in all day at Palmalmal. Heard news on radio in the morning at Janke's Plantation. Mrs Janke still in residence. Did some repair on the boat, found a new fan belt.

We then had a stroke of luck. On an old truck abandoned in the plantation we found a fan belt which fitted our boat. That fan belt lasted for the duration.

Killed goat. Left Palmalmal 8.30pm with difficulty with engine stoppages. Stopped at 4am and finally got going again at 7am Sunday 8th Feb.

On to Rano Plantation (belonging to Quong Chung, Rabaul merchant). One plane over at 8am. Bought stores at Chinese trade store at Rano Plantation and set out again heading for Awul, but engine petered out and we put in to Massaut Village for breakfast 10am to 12 noon. Left about noon & ran into heavy sea, around corner to Father Culhane's Mission. Father Culhane, an Irishman, claimed neutrality but very hospitable. Heard news here and he let us have (bought) a couple of tins of petrol. Anchored in river mouth until 11.30, set out again & ran into storm. Got into anchorage near Atung with difficulty.

There was a bit of dodging going on as we went down the coast. There was a fair bit of Japanese activity about and, whenever we saw a ship or plane, we would dodge into the mangroves and wait until it had gone. However we finally came to the conclusion that they weren't interested in us at all. They had their orders to do what they were doing – they did just that and did not give any thought at all to targets of opportunity.

Monday 9th Feb. Left this anchorage at 6.30am and around into Montagu Harbour, up river to good, safe anchorage. Cleaned out forward hold of pinnacle. Many planes about.

Tuesday 10th Feb. Rough weather outside – started off down coast but had to come back into anchorage in river. Large Japanese fleet passed as we were getting back into anchorage. Spent all day on odd jobs, cooking etc & cleaning up boat. Walked back to nearest village to buy food (kaukau). Out to outer anchorage at 6pm.

Wednesday 11th Left Montagu Harbour anchorage 3am & onto reef off point; off again and along to near Lindenhafen (10 miles). Light flash from Jap warship, so up nearby river. Breakfast, then Leo, Clem & I set out on foot for Lindenhafen. Fleet offshore, plantation personnel taken prisoner by Japs; also Mission personnel taken on board but, being Germans, apparently accepted as allies. Plantation labour had taken to the bush. Plantation supplies had been taken by management out to the end of the mini-railway line (2ft or 60cm), that serviced the Plantation. When we arrived here the labour line were dividing up the edibles, and we had no difficulty obtaining as much as we needed for the immediate future.

There was probably 3 months worth of plantation supplies

spread about, and we were lucky as, given another day most of the stores would have been dissipated. When we got down to near the shore it was dusk and we saw some shadowy figures in the bush. and, naturally, thought they were Japanese. However, fortunately for us, it was some of the labour line who had not yet gone bush as they came from the Sepik District.

Established friendly relations with some of the labour who came from Singrer – Nuku in the Sepik District and had vivid memories of an escapade several years earlier when Jim Hyde & I, after a skirmish, recovered several axes they had stolen from an oil prospecting party (A.P.C.) working nearby at Marimai.. They showed us drums of petrol concealed in gutters under cover of a crop near the railway line and we were able to truck them down to the coast.

Much activity in the air & a Japanese party ashore captured Patrol Officer Mitchell who was near us in the bush with a teleradio.

Not long before we arrived a chap from Gasmata, Mitchell, a Patrol Officer, had retreated into the bush with his pedal wireless and was in touch with Port Moresby. The ABC got hold of this and broadcast that Australia was receiving wireless messages from a Patrol Officer at Gasmata. Naturally the Japs heard this and sent a party ashore to find him, which they did.

Leo returned to get the pinnace & the others crept silently along, drums of petrol were floated out & taken on board. Then we decided to inspect the Plantation dwellings, abandoned & sacked. Acquired a few useful items & tools, run in with a native who threatened to report us to the Japanese – several Destroyers (?) still close offshore.

One of the Mission bois decided to 'big note' himself and told us that he was going to canoe out to the Japanese destroyers and tell them we were here. The general consensus was "we have to shoot this b.....d", so I pulled out my 1882, rather faulty, weapon, cocked it, but I couldn't shoot him. In the end we talked him around and left him.

Set off back at 12.30am along coast, kept running onto reefs until a friendly native swam out & piloted us back to Montagu Harbour anchorage, arriving 6.45am on Thursday 12th Feb, somewhat exhausted.

The most marvelous thing happened to us while going along the coast. We were pulling ourselves off a reef about a mile offshore when a native swam out to us and offered to guide us along the coast. There was no compulsion, no common comrades or anything – he just did this off his own bat and took us straight to Montagu Harbour.

Thursday 12th Feb All day sleeping & preparing boat to leave. Managed to raise the freeboard several inches with the use of planks from Lindenhafen workshop.

The pinnace was very low at the back. It was just a boat with a motor truck engine dumped in the back which caused the whole boat to sink lower at the rear. Fortunately Leo McMahan was a very good engineer and mechanic. The

Japs had stripped everything they could from the desiccated copra plant and the powerhouse but, fortunately had left a number of very good planks which we used to raise the freeboard by about a foot (30cm).

Put out to sea – headed South (with the aid of a World map from a small atlas given to us by Mrs Janke) at 6.30pm (delayed by faulty engine pump) & got about a mile out when sighted Jap warship headed East right in front of us.

As we watched an aircraft (probably a seaplane) was catapulted off & we headed back towards the shore, fearing the worst. However the plane was not interested in (nor probably aware of) us so we set out again at 8.15pm hoping to be out of sight of New Britain by daylight – vain hope!

Friday 13th Feb Engine ran spasmodically, with several stoppages, one because of water getting into petrol tank while it was being filled – difficult to start again but eventually got going and continued all night till sighted island called Leice, just a lump of coral rock, and anchored there for two hours sheltering from rough sea.

Every time we got water in the petrol tank while we were filling it, we had to take the tank out, drain it, and refill it.

Saturday 14th Two canoes from Simsim Island came out & 'escorted' us into Simsim – very rough going. Rest of day fixing up sides of boat etc, cooking (I did most of the cooking, and foraging for food on this trip, walking back to villages on New Britain to buy kau-kau), and one thing and another. Bought fowls from the natives who were quite hospitable – doubt if Simsim had ever been visited by Papuan Government patrols. They have large sea-going canoes, hollowed out log, with built up sides on top, large outriggers close in with platform between outrigger & canoe, sail made of leaf bound with twine - Good rope & excellent balers.

Sunday 15th Feb. Sea still up, messing about with boat all day, anchorage not good enough to do necessary work on engine. Slept ashore again. MacGowan sick.

Monday 16th Wind died down in the morning and we set out about 9am, arriving Kuiaua at 2pm. Sea still rough. Met by local natives and

sailed around south end of island to anchorage at village. Stopped the night here. This is another limestone island (Simsim is mainly of volcanic origin) and only water supply is springs in the beach just above high water mark & rather brackish. Villagers unfriendly. Leo down with fever, Mac slightly better.

Tuesday 17th Tried to start 5am. Engine refused to go. Stripped down, very dirty, cleaned out & valves ground but still refused to start in spite of all efforts.

Wed 18th Natives suggested there might be a boat, or at least a battery – ours was about finished – over at Losuia on the mainland of the Trobriands to our east. They provided a canoe and Leo, Clem & I were 'nominated' to explore possibilities at Losuia.

With strong following wind we had an exhilarating ride to Losuia, but found no help there.

The canoe was an outboard with a sail tied down by ropes to the outboards. The wind was coming from the North West and we were sailing South East so we skimmed along, probably doing 20 m.p.h. (32 kmh).



Norm in Canberra Post War

Sailed south to Sinakata, plantation owned or operated by a Mr Poole – no boat & no battery. Leo very sick with fever & I had to carry him ashore.

Mr Poole had left but his (native) wife was very hospitable & fixed Leo up with quinine.

We slept the night there.

Thursday 19th Feb Back to Losuia, slow trip, adverse wind, much tacking, paddling & poling. When we arrived we found another pinnace (Father Culhane's?) had arrived from New Britain with Army personnel. Captains Botham & Nicholls, Sergeants Smith & Crocker & seven others.

It appeared that Capt Botham thought he would be the first to get to Port Moresby and tell all about the Japanese tactics and seemed put out that I had seen action in Rabaul and he hadn't. They also thought they were the first boat to reach the Trobriands.

Another pinnace arrived from Salamo Mission station on Fergusson Island.



Norm in 2004

We (Leo Clem & I) got this pinnace to take us back to Kuiaia & tow our boat over to Losuia, arriving in rain & anchored out. Saw Catalina 9am flying towards Rabaul.

There were about 9 or 10 in the Mission pinnace and there was not enough room to take on board our party – hence our pinnace had to be towed.

Friday 20th Working all day on boat but not much progress – living in Kiap's house but no supplies – food bought from natives.

The other troops were willing only for two members of our party to accompany them to Salamo or Dobu to bring pinnace back & pick us up.

Saturday 21st. Troops left on two pinnaces taking Norm Duncan & Ken Chambers with them.

Still working on boat & odd jobs without making any progress. Negotiated with villagers to buy pig. MacGowan very sick.

Sunday 22nd Leo & Stan along to Catholic Mission to see what's what. Still working on boat engine without success. Decided suddenly in afternoon (not having much faith in proposed return of mission pinnace) to set out in whaleboat (on beach at Losuia) and proceeded with 12 mission students to Sinakata, arriving 6pm. Stopped there the night.

Monday 23rd Feb Set off in whaleboat, much tacking at first to get progress, took on pilot, Dobu boi, brother of plantation boss-boi, who provided us with a sail. Made steady progress in morning through shallow water, past Ubank's plantation on Micvo Island, then slowly in afternoon becalmed at times & rowing, to Gumasai (Urass?)

at 5,15pm. Had dinner & then set out by moonlight. Good progress at first, then becalmed.

Tuesday 24th. Anchored until daylight off Fergusson Island, then carried on very slowly to Dobu Island (between Fergusson & Normanby Islands).

Had a meal at mission, head boi Issac. Bought some stores and started off pulling whaleboat 3pm, met up with Godaru from Salamo and on to there in his pinnace.

Wednesday 25th Anchored until daylight & on to East Cape (extreme east end of Papua). Met there 2 soldiers operating a coast watching post & heard some news. Had lunch and pressed on towards Samarai & arrived at temporary station opposite Samarai at 5pm. Samarai in flames. Moved across and slept in hospital which was intact. Picked up Duncan & Chambers who had been taking advantage of the free drink available.

The Australian Army had decided on a scorched earth policy when they abandoned Samarai, and torched everything except the Hospital, which was right in the middle of the Island.

Thursday 26th Up at 5am & off from Samarai to Government station opposite – Timperley in charge. Started off for Port Moresby, over to entrance of passage & turned back to Govt post & met wireless officer who had a message that a Catalina would be arriving (en route back from Rabaul?) next morning. Waited at Govt station.

Friday 27th Feb Catalina arrived 6am at Timperley's Govt post – left 7am & arrived 9am Port Moresby. Met by Dr Brennan (head of T.N.G. Health Dept). Consigned to hospital at 3 mile. Treated by doctors (Captains?) – apparently newly recruited & ignorant of treatment for tropical ailments. On the way up from Samarai we were overflown by a flight of aircraft, presumably Japanese returning from raiding Port Moresby)

About half of our party was admitted to Army Hospitals in Port Moresby and the other half were infested with boils and sores etc.

At Port Moresby troops were scattered everywhere, out in the bush etc., and my first impression was that of general chaos.

Saturday 28th Out to air force in morning but received not much encouragement about possible New Britain rescue operations. Air raid.

Sunday 1st March In hospital resting legs with tropical ulcers (which the doctors did not know how to treat.

The three young, newly graduated Army Captains, had been sent up from Australia with absolutely no knowledge of tropical medicine, and the best they could do was to look up their medical books and come up with out-of-date remedies for the treatment of tropical ulcers, which only made them worse.

Monday 2nd March To Air Force again but no success, then to 8 M.D.(Military District) to see Col. Serisier & also Fyffe, Hooper etc.

Tuesday 3rd Tried to see General Commanding but no go – saw Colonel Walsh Air raid. Received letter from

Ellice dated 16th Feb. Sent off telegram "Many happy returns. Love. Norm"

Wednesday 4th At hospital all day, leg getting no better. Air raid at night.

Thursday 5th At hospital all day. Scare of imminent Japanese invasion brought on by air reconnaissance report of Japanese fleet heading southwest from Rabaul. Great activity evacuating all stores, ammunition etc from Port Moresby to positions inland from airstrip.

Friday 6th March Out in morning investigating position. Met up with George Whittaker, Lik-lik Doctor from T.N.G. & an old acquaintance, conducting native treatment station out near Laloki River, and he initiated correct treatment for my tropical ulcers (which improved rapidly from then on. They were getting worse under the hospital doctors' mal-treatment). Chaos generally in the bush. In afternoon to Rouna & 8 M.D. Back to hospital with Leo & Mac 7pm.

Saturday 7th Scare abated – Japanese fleet found to be going to Salamaua – Lae – Finschafen area. Air raid. Hospital had been evacuated of all but walking wounded out to new base at Rouna, leaving no doctors and no supplies except onions & bully beef cans.

Sunday 8th Out to 8 M.D. – saw Doug Joycey (Medical Assistant T.N.G., helping George Whittaker?)

Monday 9th March All day at hospital – Air raid.

Tuesday 10th. At hospital

Wednesday 11th do.

Thursday 12th Waiting for news of boat sailing. Received medical clearance in morning.

Friday 13th Left Port Moresby in 'Macdhui' at 6pm. Air raid by Jap fighters in morning at drome. Ford (Guinea Airways plane 3 engine) destroyed.

Saturday 14th March Headed west then southwest to Cape York. At midday flight of Jap planes heading east. Alarm given on board ship. Our planes seen later in the day. Dr Hoger examined leg.

Sunday March 15th. At sea going down Queensland coast.

Monday 16th Arrived Cairns 6am, caught 10.10 train 2nd Division. Met at Townsville by Norm Caldwell & wife Margaret and Harry Hopkins (I must have managed to telephone the Hopkins from Cairns). Had dinner with Norm & Margaret.

Tuesday 17th March On train en route Brisbane.

Wednesday 18th March. Arrived Woolowin 11am & home. Into town after lunch – saw Victoria Barracks about the Rabaul invasion. (see 1942 diary).

This diary ends here.

What the diary does not describe is the fact that we generally had no provisions and this involved Clem and I in a lot of extra walking to obtain food from the villages we passed on the way, etc. Fortunately each of us had gone straight from his civilian position to our action stations and had carried with us at least one pound in 'marks' (N.G. shillings) – thus we probably had about 10 pounds or more when we started out. I know we still had some currency with us when we arrived at the Trobriand

Islands, as they used Australian currency (Papua being an Australian Protectorate). I can still recall Harold Page, the Administrator, saying that he could build several more houses with the money he would save by minting separate currency for New Guinea. Australian currency was silver and New Guinea currency was an alloy.

To be continued

This is Norm's story as told to Bob Collins.

An old woman was asked "At your age, what would you prefer to get; Alzheimer's or Parkinson's?"

The wise one replied "Parkinson's—better to spill half my wine than to forget where I put the bottle."



Pig hunting North Qld style

CORPS AND REGIMENTAL BADGES OF THE AUSTRALIAN ARMY.

The Majority of Corps badges within the Army have been copied from the British Army and this is to be expected for the Corps themselves were derived from Britain.

There are, however, two misconceptions about badges – one details the prefix title Royal and the other is in regard to the Crown that ensigns the badges.

There are six Corps that have the Crown incorporated within their badges that do not carry the prefix Royal. These are Australian Army Aviation, Intelligence Corps, Australian Army Catering Corps, Australian Army Legal Corps, Australian Army Psychology Corps and the Australian Army Band Corps. To this list can be added the Army College of TAFE, and the University Regiments.

The current style of Crown is commonly referred to as the Queen's Crown and is based on the St Edward Crown, while badges worn before 1954 had the King's Crown, said to be based on the Imperial Crown.

All Sovereigns select their own style of Crown design for their cipher and it is this Crown that is used throughout their reign. All British Sovereigns since King Charles 11 have been crowned with the St Edward Crown, so there is no guarantee that our badges will revert back to the King's Crown on the succession of a male.

The Royal cipher, which appears on the badges of RAE, RQR, RACT, consists of the letters E and R and the roman numeral 11(2). E is for Elizabeth and R is for Rex (Latin for King). E11R – Elizabeth the Second, Queen.

The Most Noble Order of the Garter appears on only two Australian Army Corps badges – that of RAE and RAAOC. The garter is made of dark-blue velvet upon which is borne in gold lettering Honi.Soit.Qui.Mal.Y.Pense (Evil to him who evil thinks).

On the other hand there are a good number of British Infantry Regiments that wear white-metalled badges – the Argyll and Sutherland Highlanders, the Gurkha Regiments and the Parachute Regt are a few examples.

There is a misconception too that the RAAC adopted the tradition of wearing white-metal Regimental badges from the British Army – in fact it is an Australian custom for there is no tradition of white-metal badges in the British Army. The badges of the Royal Tank Regiment and Royal Armoured Corps are white metal, but the badges of the Household Cavalry are brass and most of the British Armoured Cavalry Regiment's badges are a mixture of brass and white metal.

It was in fact Brig Mearthur-Onslow, commander 4 Australian Arm'd Bde, in 1944 who suggested the white metal badge – the aim being to give the Corps a distinctive badge and one in line with the Royal Armoured Corps badge.

On the other hand, the SUR (Sydney University Regiment) badge is black. In 1929 King George V approved the affiliation between the Regiment and the 60th Regt the Kings Royal Rifle Corps. As with most Rifle Regiments in the British Army, the Corps Regimental badges, badges of rank and the like were black.

There are some long and complex histories behind many of the Corps and Regimental badges in the Australian Army. The aim here is not to go into these histories but simply explain the design and make-up of the badges as they are today.

Chris Jobson, former RSM Ceremonial, ADHQ

Sorry about this

I changed my iPod's name to Titanic. It's syncing now.
 When chemists die, they barium.
 Jokes about German sausage are the wurst.
 I know a guy who's addicted to brake fluid. He says he can stop any time.
 How does Moses make his tea? Hebrews it.
 I stayed up all night to see where the sun went. Then it dawned on me.
 This girl said she recognized me from the vegetarian club, but I'd never met herbivore.
 I'm reading a book about anti-gravity. I just can't put it down.
 I did a theatrical performance about puns. It was a play on words.
 They told me I had type-A blood, but it was a Type-O.
 PMS jokes aren't funny period.
 Why were the Indians here first? They had reservations.
 I didn't like my beard at first. Then it grew on me.
 Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?
 When you get a bladder infection, urine trouble.
 Broken pencils are pointless.
 I tried to catch some fog, but I mist.
 What do you call a dinosaur with an extensive vocabulary? A thesaurus.
 England has no kidney bank, but it does have a Liverpool.
 I used to be a banker, but then I lost interest.
 I dropped out of communism class because of lousy Marx.
 All the toilets in New York's police stations have been stolen.
 The police have nothing to go on.
 I got a job at a bakery because I kneaded dough.
 Haunted French pancakes give me the crêpes. Velcro — what a rip off!
 A cartoonist was found dead in his home. Details are sketchy!
 Venison for dinner again? Oh deer!
 The earthquake in Washington obviously was the government's fault.
 Be kind to your dentist. He has fillings, too.

ANZAC SQUARE, BRISBANE. Cont.

Brian Hoeffler

'Reading' the square from above

From the terrace adjoining the Shrine, one can read the whole square laid out below. Again, there are symbols. Below the terrace are rectangular pools and fountains. The play of water is a symbol of life. And the fountainheads themselves are in the shape of lions, symbolizing strength and courage and, more specifically, the British Empire itself!

Three paths radiate through the park from the bottom of the shrine, representing the three branches of the Australian armed forces – Army, Navy, Air Force. And the paths pass between trees chosen very deliberately for their symbolic meanings. Palms represent victory, but also are reminders of the Middle Eastern theatre of war in World War 1, memorable for the involvement of the Australian Light Horse.

A common theme runs through everything described so far, a theme of symmetry and order.

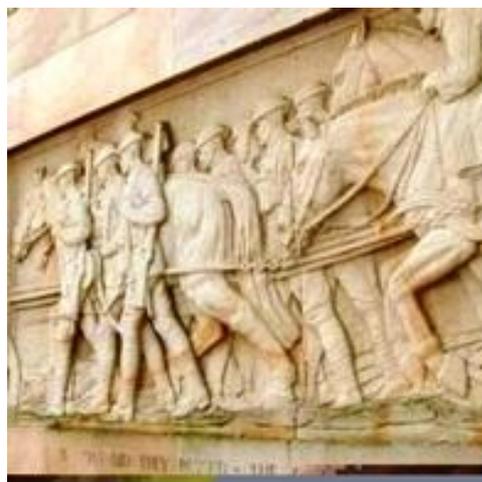
Clearly, the square was designed to impress! From the larger-than-life Boer War horseman guarding the entrance, along the three neat, radiating paths, up the mirror pair of wide, stone staircases to the crowing glory of the square – the classical Shrine. And, in passing, a pedestrian would see the World War 1 memorial frieze carved into the stone wall beneath the terrace. Sponsored by the women of Queensland, and completed in 1932, it depicts a procession of Australian soldiers – tall, strong, upright – marching along a road, accompanied by a horse-drawn gun carriage. They seem fitting companions to the impressive Boer War horseman at the other end of the square!

Since the 1990s, however, the view from the terrace has changed. All the formal elements are still there. But dotted around the square are four more recent memorials and they offer a quite different sense of war and its memorialisation.

Two of the memorials commemorate World War 2.

The War in the South West Pacific

One World War 2 memorial refers specifically to the war in the South West Pacific. There are three bronze figures. The attached plaque describes the scene: □'a wounded Australian soldier descending the Kokoda Trail assisted by a strong, dependable Papua New Guinean leading him to safety. They are being passed by a fresh, determined soldier resolute in the task ahead ' a wounded digger being helped down the Kokoda Trail by a Papua New Guinea 'fuzzy wuzzy', and passing them as he heads in the opposite direction towards the battle, a fresh, strong, determined digger.



As they pass, the lower legs of the two diggers brush lightly together, symbolizing their connectedness in the grim battle to save Australia from the invading Japanese. This memorial is unlike those of the Boer War and World War 1 in four notable



ways.
First, the memorial depicts suffering, the wounded, limping, struggling digger.

Second, the memorial depicts an Indigenous Papua New Guinean, someone from outside the dominant story of heroic, white soldiers.

Third, the memorial is more 'human scale'. The figures are little above eye level, and passers by can actually touch these figures easily.



Fourth, the base of the memorial is decorated with a varied collection of everyday objects from the time – an oil bottle, spoon, postcards, cuttings from newspapers, even a carved coconut - all of them reproduced in brass.



Similar everyday items can be seen on the base of the other World War 2

memorial. And this memorial is even more starkly different from the World War 1 and Boer War memorials.

World War 2 – suffering and support

The only soldier depicted is a wounded digger, head bandaged, naked except for his shorts, lying on a stretcher. He is a figure of pain, weakness and helplessness. Again, the memorial is low-set, so viewers actually look down upon this pitiable man. The other figure depicted is an Australian Army nurse gently tending to and soothing the wounded patient.



In the most touching feature of the memorial, the nurse's left hand gently supports the outstretched left hand of the soldier - a very evocative detail even when rendered in hard bronze.

Changing styles of memorialisation

These two memorials are remarkable. They depict five people, but only one is a



strong, healthy and determined soldier about to engage in battle. Only this one figure parallels the heroic Boer War horseman or the column of resolute soldiers on the World War 1 frieze. By contrast, two of the people are wounded, weak and fairly helpless. Both need help, and the help is there in the persons of an indigenous man from Papua New Guinea and an Australian

female nurse.

This all suggests that, between 1930 when the World War 1 memorials were established and 1992 when the World War 2 memorials were constructed, there was a change in the official approach to memorializing warfare. In Anzac Square at least, the focus on larger-than-life, heroic and celebratory memorials featuring strong and determined white men changed to a focus on wartime suffering and on the role of women and Indigenous people in the war effort. Further, the memorials were 'humanised' by the inclusion of simple, everyday objects.

Two further memorials were added to Anzac Square in 1998. One commemorates Australians' involvement in the Korean, Malayan and Borneo conflicts of the 1950s and 1960s.

The memorial to Korea, Malaya and Borneo

It seems to be a compromise between the older and the newer styles of commemoration. It depicts two Australian soldiers. One, from the Korean War, holds his arm aloft, as if gesturing to the Shrine of Remembrance



where his upward gaze is directed. The other soldier (from the Malaya or Borneo conflict) is uniformed, upright, with a jutting jaw, rifle slung over his shoulder. He has

much in common with the Boer War trooper or the diggers in the WW1 frieze. He exudes strength, commitment and confidence.

To be Continued.

DID THE AUSTRALIANS LAND AT THE WRONG PLACE AT ANZAC COVE?

Since the end of WW1 to the present, Military Historians have argued over whether the Australian Forces at Gallipoli were landed at the wrong place. Inquiries held after the War received conflicting evidence and nothing was resolved one way or the

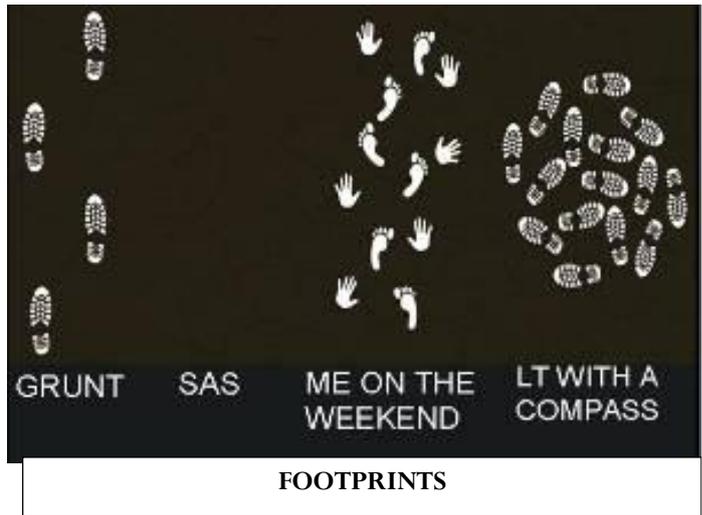
other. Senior Officers were tight-lipped indicating there was protection of Military reputations at stake and one would have to wonder, 'Why'? General BIRDWOOD in charge of the ANZAC force claimed in later years that it was his idea to change the landing site to ANZAC Cove but there is no supporting evidence to confirm this as true or the reason for it.

If the Landing site was changed, no one in the 3rd Brigade was told about it. Such a change affected almost every objective set for the landing Force. From the interviews of the surviving officers of the covering force by Dr. Charles BEAN, it would seem to be their belief at the time that they were landed at the wrong place. C and D Companies of the 9th Battalion were on the right flank and although separated from their headquarters element and A and B Companies who landed at Hell's Spit 300 metres further North, they were still on the right flank. From their orders, they expected to be landing on beaches further to the South toward Kaba Tepe with gentle sloping ground behind the beach. Some of the 9th Battalion were actually tasked to move inland and then swing to the South to capture the gun emplacements at Kaba Tepe. After being landed at ANZAC Cove and moving inland they found however that Kaba Tepe was now more than a mile away and beyond reach. Others tasked to advance to the second ridge (Gun Ridge) found that instead of being the second ridge from the beach, it was now the third. Those tasked to capture the heights of hill 971 found cliff like approaches at the Sphinx where valuable time and a scattering of forces occurred in trying to scale the first ridge from the beach. It would certainly seem that the landing force ended up almost a mile further North than initially planned and this showed up in the steep terrain and confusing land features that they encountered.

Unfortunately, there are no records of the actual briefings and orders issued for the ANZAC landings to confirm this. It is believed the official copy of orders was kept aboard HMS Triumph, which was sunk by a submarine as it gave fire support to the ANZAC beachhead on 25 MAY 15.

BEAN in writing the History of the AIF blamed the drift North on a previously unknown Northerly current placing the landing site one mile further North than intended. The Northerly current causing the tows and boats to drift Northward has since been debunked as non-existent. In light of this, a possible explanation is that some of the tows from the Battleship HMS Queen changed course to gain visibility in the darkness of the tow to its port side. They were supposed to be 150 yards apart but because it was so dark, they could not see each other ending up only 50 yards apart by the time they cast the boats adrift to row the remaining distance to shore. This still only accounts for a bunch up causing at most, a move North of some 400 yards. Men landed from the Destroyers in lifeboats also found that they were much further North than they had expected. Were all the Navy ships out in their navigation as they approached the landing site?

Poor planning was also blamed for the wrong landing place, however there was no shortfall in the reconnaissance done with 57 military and 18 aerial photographic missions conducted between February and April 25. A map of defences showing trenches, gun positions, military camps, buildings, tents and land features was produced dated 20 APR 15. On 14 APR 15 an Australian Intelligence officer did an aerial reconnaissance finding further concealed gun positions. That made 36 known gun positions that were covering 'Z' Beach

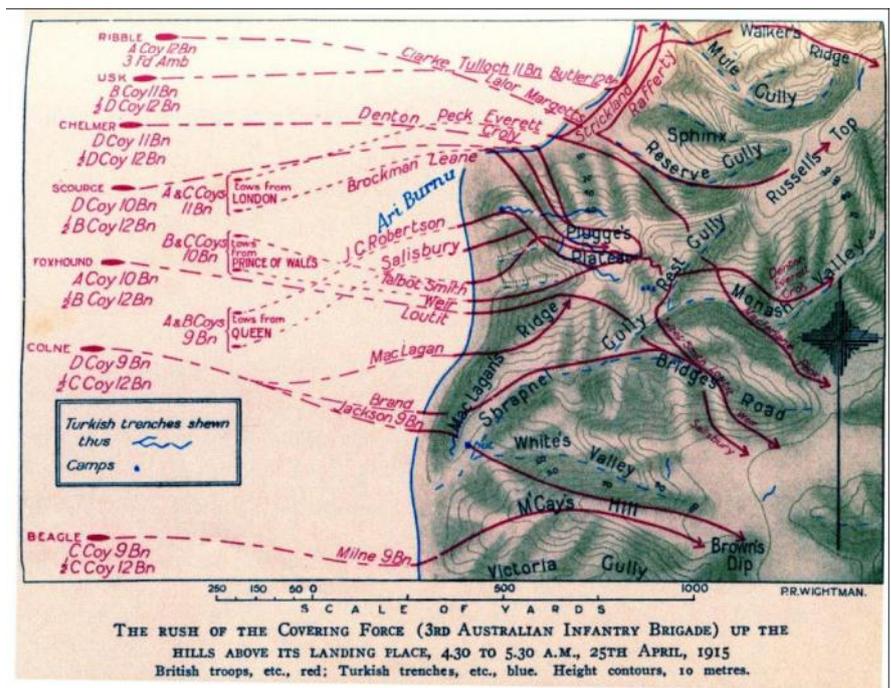


from Gaba Tepe to Ari Burnu. The Australian Commanders also modified plans for the landing to be carried out in darkness without a preliminary bombardment to maximise the little remaining element of surprise left as to the actual landing site. The lead up then appears well planned.

The Australians were in fact lucky that they did not land on the beach between Kaba Tepe and Anzac Cove as this was a place expected as a landing place by the Turks. They had placed underwater obstacles and barbed wire below the high tide level, ranged their artillery and it could be swept by enfilade machine gun fire. It would have been a bloodbath and a good reason for a shift further North. As it fortuitously turned out, ANZAC Cove proved to be the only place not directly visible to Turkish defensive positions and the terrain made it protective from direct artillery fire.

It seems then that there were compelling reasons for a change to be made, but if it was, why wasn't this information passed down to Battalion and Company commanders? Numerous new unanswered questions then arise. Why weren't orders with amended objectives issued? Was it such a late change that it was not possible to change orders? Why wasn't the map and the intelligence it contained given to the Commanders? Would this have made a difference to the outcome of the Landings?

The covering force of 5,500 men was ashore before the dawn



The Turkish view of the killing ground toward Anzac Cove.



that morning. Despite being confronted by the confusion of unexpected steep terrain, hopeless intermingling of some Battalions and some groups separated from their Officers, the men remembered their orders to move inland at all costs. They didn't question that they had been landed in the wrong place. That didn't matter now. They fixed bayonets and charged up the slopes. (article by Paul Ruge)

Thanks to the 25th/49th Battalion , Royal Queensland Regiment, Association Newsletter.

TRACK OR TRAIL?

A note on the confusion that periodically arises over whether it should be the Kokoda Track or Kokoda Trail.

Ironically, the locals usually called it by the Motu word *data*, which can mean path, track or road. Historically, PNG pioneers called overland routes tracks. Perhaps the Australian connection brought this with them (for example, the Birdsville Track or the Strzelecki Track). Thus it was, and is, the Bulldog Track and the Jaure Track.

Trail seems to have emerged from some Australian journalists during WW2. The first appearance of the term the Kokoda Trail (with a capital T) came in Sydney's *Daily Mirror* of 27 October 1942, although there is evidence of previous use of the lower-case trail from the 1930's. Another theory is that an Australian war correspondent, Geoff Reading, first used the term in print, drawing on the understanding of America's Oregon Trail so he didn't have to continuously refer to it as the Port Moresby – Ioribaiwa – Kokoda Track. (That, of course, would have suited General MacArthur who was spruiking that the Yanks were fighting there and saving the Australians, when they hadn't fired a shot there. This lie was repeated by some American journalists in the US at the time.)

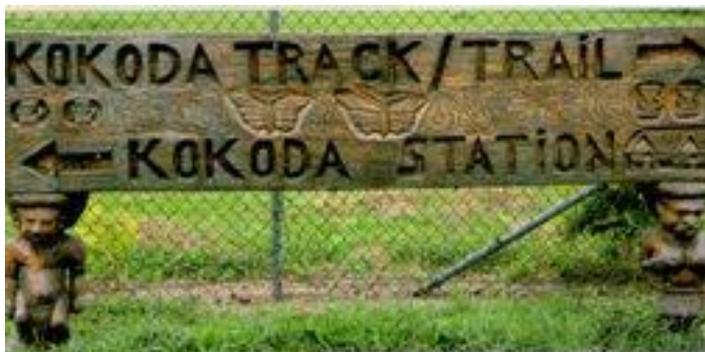
The monument at Ower's Corner uses both terms, track on one side and trail on the other. The sign at Kokoda also uses both. Kokoda Trail was gazetted as the official name of the route by the Australian administration of Papua New Guinea in 1972 but this was a bureaucratic decision, made under the Australian administration, and therefore doesn't necessarily reflect the view of the people of PNG. The Battle Nomenclature Committee decided in 1957 that Kokoda Trail would be the official British Commonwealth battle honour for the units that fought there. (But this is the same body that decided that the Battle of Fromelles in 1916 in which we lost 2,000 killed and 3,500 wounded or missing – in a single night – did not qualify for a battle honour!)

Clearly both track and trail are acceptable. We all know

what we're describing and, to some extent, it's a case of the pronunciation of either (ee-ther or eye-ther).

I've always been guided by what the Diggers called it. Almost without exception, those who fought over it have always referred to it as The Track (usually embellished with bloody or similar). That'll do me.

From the book "Kokoda Spirit" Author Patrick Lindsay



AMAZING PHOTO.

This photo was taken in 1918. It is 18,000 men preparing for war in a training camp at Camp Dodge, Iowa, USA.

Facts

Nose to shoulder	
Right arm	150 feet
Widest part of arm holding torch	340 feet
Right thumb	35 feet
Thickest part of body	12 feet
Left hand length	429 feet
Face	30 feet
Base	60 feet
Longest spike of head-piece	21 feet
Torch & flame combined	70 feet
No of men in flame of torch	980 feet
No of men in torch	2,000
No men right arm	2,800
No men, body, head & balance of figure	1,200
Total men	12,000
	18,000

*I said to my wife "Quickly! Please get me a newspaper".
She said "Don't be silly! Use my iPad".
Poor bloody spider—never knew what hit it.*

EUROZONE CRISIS

I don't know why more economists can't explain financial matters as clearly as this.

Credit Suisse quote:

"The market is currently like a strapless bra; half of us are wondering what is holding it up and the other half are waiting for it to drop so they can grab the opportunity with both hands".

THE GREAT ESCAPE

Untouched for almost seven decades, the tunnel used in the Great Escape has finally been unearthed.

The 111-yard passage nicknamed 'Harry' by Allied prisoners was sealed by the Germans after the audacious breakout from the POW camp Stalag Luft III in western Poland.

Despite huge interest in the subject, encouraged by the film starring Steve McQueen, the tunnel remained undisturbed over the decades because it was behind the Iron Curtain and the Soviet authorities had no interest in its significance

But at last British archaeologists have excavated it, and discovered its remarkable secrets. Many of the bed boards which had been joined together to stop it collapsing were still in position. And the ventilation shaft, ingeniously crafted from used powdered milk containers known as Klim-Tins, remained in working order.

Scattered throughout the tunnel, which is 30ft (about 9m) below ground, were bits of old metal buckets, hammers and



crow bars which were used to hollow out the route. A total of 600 prisoners worked on three tunnels at the same time. They were nicknamed Tom, Dick and Harry and were just 2 ft square for most of their length. It was on the night of March 24 and 25, 1944, that 76 Allied airmen escaped through Harry.

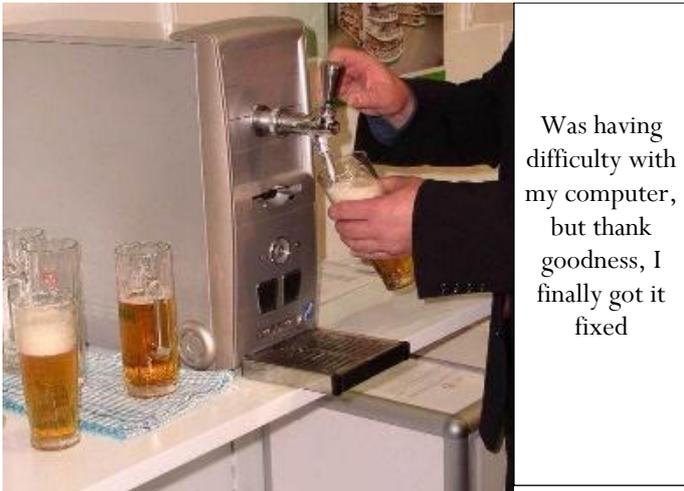
Barely a third of the 200 prisoners – many in fake German uniforms and civilian outfits and carrying false identity papers – who were meant to slip away managed to leave before the alarm was raised when escapee number 77 was spotted

Only three made it back to Britain. Another 50 were executed by firing squad on the orders of Adolf Hitler, who was furious after learning of the breach of security.

In all, 90 boards from bunk beds, 62 tables, 34 chairs and 76 benches, as well as thousands of items including knives, spoons, forks, towels and blankets, were squirreled away by the Allied prisoners to aid the escape plan under the noses of their captors.



A tunnel reconstruction showing the trolley system.



Was having difficulty with my computer, but thank goodness, I finally got it fixed

HTT Vol 79 Carried the story of the sinking of the MV Macdhui. The following photos were obtained from the booklet "Invasion" produced on the 50th Anniversary of the Japanese Invasion of PNG. Remains can still be seen in Port Moresby



Above. Burns Philp ship M.V. Machdui.

Another bomb hit the poop deck, killed the gun crew and rendered the steering gear useless

Right. A bomb hits the poop deck, killed the gun crew and rendered the steering gear useless.



Below The "Machdui" on fire and sinking



Because of the intensity of the fire, the vessel starts to sink rapidly and the captain orders for shallow waters

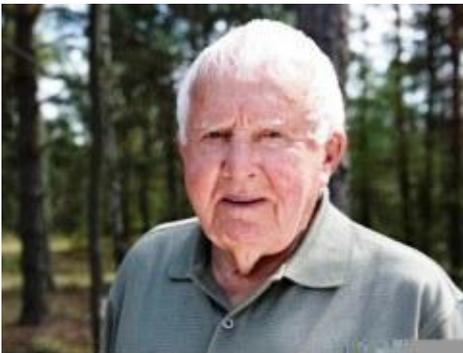


The dying Macdhui, abandoned near by its remaining crew, starts to settle on the bottom with the fore-castle head, bridge house and midship house still above water.



The site of the tunnel being excavated by British Archaeologists.

Although the Hollywood movie suggested otherwise, NO Americans were involved in the operation. Most were British, and the others were from Canada, (all the tunnellers were Canadian personnel with backgrounds in mining) Poland, New Zealand, Australia, and South Africa. The latest dig, over three weeks in August, located the en-



Bitter Sweet memories. Gordie King makes an emotional return to Stalag Luft 111.

trance to Harry, which was originally concealed under a stove in Hut 104.

The team also found another tunnel, called George, whose exact position had not been charted. It was never used as the 2,000 prisoners were forced to march to other camps as the Red Army approached in January 1945. Watching the excavation was Gordie King, 91, an RAF radio operator, who was 140th in line to use Harry and therefore missed out.

'This brings back such bitter-sweet memories,' he said as he wiped away tears. 'I'm amazed by what they've found.'

CROCODILE ON MANUS ISLAND WW11

One of the biggest crocodiles ever to be captured in PNG. It was known as the "father of the Loniu". A 20 ft salt water croc living along the shores of Lorengau, Manus Island. It had dragged into the water and eaten at least two males and made regular raids on villages in the area for chickens and piglets. The "father" eluded capture for many years and in desperation villagers turned to the Australian servicemen stationed at Loniu Bridge for help.

A group of servicemen spotted the 'father' basking on the sands and shot it dead. On examination they found no less than 30 bullets embedded in its skin from previous encounters with hunters.

This photo was taken in the early 1940's. It is almost certain the two servicemen in the picture were those responsible for the kill and being photographed with their prize.

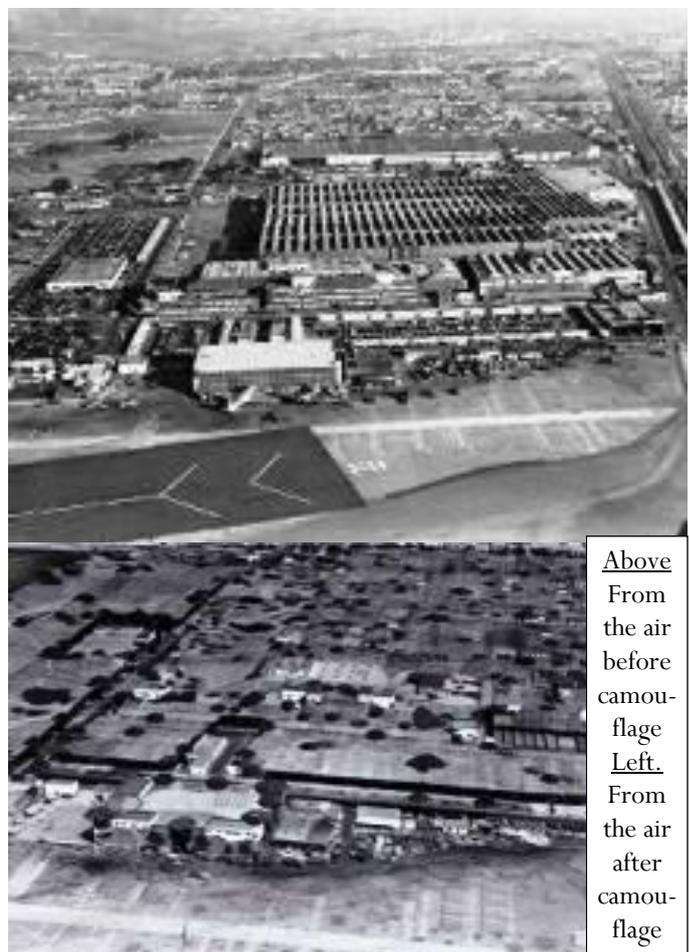


THE FOLLOWING WAS RECEIVED FROM BRUCE PETTY, Author, Researcher & Historian.

I'm sorry I don't know who the Japanese author is, but the following was posted on LinkedIn's group--World War II Buffs.

During the Vietnam war, a Japanese author wrote a telling article in the United States Naval Institute Proceedings about the corrosive effects on an industrialized military of prolonged

combat with an unsophisticated adversary. He was writing on the basis of Japanese involvement in China through the 1930s. He said although risks to individual industrialized combatants were low, those who consistently pressed attacks to successful conclusions were eventually felled by the law of averages. Officers who survived to be promoted were those who had nominally been involved in fighting, but had learned the skills of avoiding risks rather than mission accomplishment. Following prolonged engagement, the military command structure was heavily populated by surviving risk avoiders.



Above From the air before camouflage
Left From the air after camouflage



Aircraft taxiing under camouflage

HIDDEN IN PLAIN VIEW

During WW2 the US Army Corps of Engineers needed to hide the Lockheed Burbank Aircraft Plant to protect it from a possible Japanese attack. They covered it with camouflage netting to make it look like a rural subdivision from the air.

BUAI BAN MOOTED

By Pagtrick Levo 2nd Jan, 2013.

Port Moresby, the capital of PNG, is facing a total ban on betelnut in 2013 if the NCDC board has its way. The commission is considering a blanket ban on all forms of vehicles, planes and boats ferrying betelnut into the city, surveillance at major roads and ports and heavy fines.

NCD Governor Powes Parkop announced the Board's intentions yesterday in a bid to clean up Port Moresby of rubbish created by betelnut waste, spittle and rubbish left behind by street vendors.

It costs the city authority millions to clean up betelnut filth and this has become a major concern since Mr Parkop came to power five years ago.

But the moves by the NCDC board may have serious ramifications on many of the city's unemployed who rely heavily on the betelnut trade to make ends meet for their families.

Governor Parkop said: "The NCD Board is seriously considering imposing stronger control of sale and chewing of betelnuts in the city in 2013. "Despite all our efforts and appeals in the last four years, betelnut sale and chewing continue to be a menace and a health hazard in the city."

Mr Parkop said "while some residents and visitors to the nation's capital have changed their attitude and are embracing NCDC's effort to keep our city clean, hygienic and beautiful, many residents continue to be a hindrance to these noble development goals for the city and the people".

"This will not stop us from persevering in our endeavour to change the mindset and behaviour of our people," he said.

"We will continue our attempt to change the behaviour of our people until the majority, or ideally, all of our residents and visitors to the city see sense, give up their bad habits and join us to work towards a clean, hygienic and beautiful city.

"In addition to the steps we have been taking in the last few years to control sale and chewing of betelnuts in public places and spaces, the board of the commission will be considering the following additional measures:

* Ban all vessels, motor vehicles, dinghies and aircraft from carrying, transporting or ferrying betelnuts in to the city;

* Set up surveillance at all access roads, sea ports and airports to monitor, seize and prevent the carriage of betelnuts through the city boundary and

* Impose heavy fines on those found to be in breach of the regulations.

In this respect, the NCDC board will consider the following fines or penalties:

* K10,000 per bag of betelnuts found on airlines;

* K10,000 per bag of betelnuts found on merchant ships or coastal vessels;

* K1,000 per bag of betelnuts found on any PMVs, private motor vehicle and dinghies;

* Imposes spot-fines on members of public who spit in public places and

* Impose spot-fines on members of public who litter in public places.

Governor Parkop said the Board of the Commission will consider setting up a new department of the Commission to be responsible for enforcement of all laws and regulations that the Commission is responsible for policing, including litter laws, public health regulations, Building board regulations, physical planning regulations and liquor laws and regulations.

He said the current NCD Reserve Police and Enforcement Division in Physical Planning Division of the Commission will be amalgamated and strengthened and adequately sourced to perform these responsibilities as well as assist Police to maintain peace and security in public places and spaces. He said that up to now, the Commission has been hindered by its inability to enforce laws and regulations that it is empowered to police. This will change in the New Year.

"As Governor of our city and chairman of the Commission I call on our residents and citizens to change their ways and embrace the visions and goals we have set for the city" Mr Parkop said. "They must understand and appreciate that we will never deviate or forgo these goals. Human behaviour takes time to change and we will be patient but we will continue to persevere until our people change and help us to achieve these collective goals that are good for all of us."

"We recognise that betelnuts bring revenue to many members of our community but the social, health and financial costs in dealing with the consequences are too high. As soon as the board of the Commission approves these new measures, they will be implemented as soon as possible" Governor Parkop said.

This and the following Article are from the Post Courier, thanks to Secretary, Colin Gould MBE

WEWAK EXPECTS A COLOURFUL PARADE

By Alexander Nara in Wewak

The Sir Michael T Somare stadium in the heart of Wewak town is expected to be packed to capacity today for the trooping of the colours for PNG Defence Force Second Royal Pacific Islands Regiment (2RPIR).

The presentation of the Queen and the regimental colours to the Moem based 2RPIR will involve a full military parade.

The regimental colours divided into folds and has the virtue of the battalion has names of about 10 places sewn on it that were heavily involved during the war era.

Official sources confirmed that the Regimental colour of the

Battalion is sacred and never seen and is always heavily guarded but would be seen for a few minutes only for the first time during the uncasing and casing today during the presentation where the public would also be allowed to catch a glimpse. In war times, this is the flag that must always be standing even if the soldier carrying the flag is shot down to avoid discouragement or low spirits affecting the fighting soldiers.

These colours were torn apart by soldiers in a near mutiny in 2000 that also led to the burning down of the 2RPIR administration building in Moem.

Originally, both colours were presented to the State of Papua New Guinea on May 18, 1964, by the then Governor-General of Australia, Lord Casey, leading to the actual presentation to the Battalion in March of 1984 by Prince Charles at the Winjama Oval which is named today as the Prince Charles Oval in concordance to the event.

The Queen's brownish red Royal colour and the Regimental colour conform to the battalion of the Regiment of the Royal British Army and a sister Regiment to the Taurama Based First Royal Pacific Islands Regiment (1RPIR).

The colours were given back to the Regiment by Prince Charles late last year at Sir John Guise Stadium in Port Moresby where it was presented to Grand Chief Sir Michael Somare, witnessed by soldiers from Moem who flew to Port Moresby to officiate and provide a parade for the ceremony.

Since the tearing apart of the colours by soldiers in 2000, it is still not clear how much was spent to buy it back from the Queen.

Soldiers from Port Moresby based sister Regiment, the First Royal Pacific Island Regiment (1RPIR) in Taurama, was also flown to Wewak last weekend by the PNGDF Casa plane for a full week rehearsal with the soldiers from Moem that ended over the weekend to fully give a honourable welcome of the colours back to the Regiment.

Secretary for Defence John Port, who was in the province since Thursday last week, joined Grand Chief Sir Michael Somare to officially welcome Governor-General Sir Michael Ogie and PNGDF Commander Brigadier General Francis Agwi who flew to Wewak on Saturday for the presentation of the trooping colours.

The Pacific Islands Regiment (PIR) has an outstanding history that dates back to the Second World War in which the country's forefathers conducted themselves in a manner that was exemplary and of the highest bestowed amongst soldiers.

The Moem based 2RPIR was officially opened by Army Minister Cramer on April 16, 1962, accompanied by Major General Wade, GOC Northern Command and was formed on March 3, 1965, from Alpha and Delta Company of Taurama based 1RPIR commanded by Lieutenant Colonel D. R. Ramsay.

The 2RPIR had over the years deployed troops for major civic action, including for the development of East Sepik District and for quelling the crisis on Bougainville from 1989 to 2001.



PRIME MINISTER AND MINISTER FOR DEFENCE SPECIAL OPERATIONS UNITS AWARDED BATTLE HONOUR

26 March 2013

Prime Minister Julia Gillard and Minister for Defence Stephen Smith today announced that the Australian Army's Special Operations Command will receive the first Army Battle Honour since the end of the Vietnam War. The Battle Honour is for outstanding performance during the Shah Wali Kot Offensive in Afghanistan from May to June 2010. The Battle Honour, titled Eastern Shah Wali Kot, has been awarded in recognition of the operational actions of the Special Air Service Regiment (SASR) and 2nd Commando Regiment (2 Cdo Regt) from the Australian Special Operations Task Group Rotation XII.

The Prime Minister congratulated the Special Operations Task Group on the Battle Honour, which was awarded under revised guidelines that acknowledge the way the Army fights in the modern era.

"The combined achievements of SASR and 2 Cdo Regt during the Shah Wali Kot Offensive are worthy of the highest praise," the Prime Minister said.

Minister Smith said, "We acknowledge the efforts made by all elements of the Special Operations Task Group including significant contributions from Special Operations engineers, signallers, logisticians and headquarters support staff, as well as the United States 101st Airborne Division.

"Their outstanding performance has now been recognised in the same manner as similar performances have been recognised in the past."

The efforts of the SASR and 2 Cdo Regt during the engagement were highly commended by the International Security Assistance Force (ISAF) command for the contribution it made to overall ISAF efforts to disrupt insurgent activities in the region around Eastern Shah Wali Kot, one of their traditional stronghold areas. The Chief of Army, Lieutenant General David Morrison, recommended that the SASR and 2 Cdo Regt receive formal recognition for their outstanding performance during the offensive.

The Chief of Army directed the Battle Honour Committee to examine all Army engagements since the Vietnam War to determine whether actions since then are eligible for formal recognition under the revised guidelines.

The Battle Honour will be formally presented to the Regiments later this year.

News release from Minister for Defence Office

Two men were talking. One asks "By the way—how's your sex life". The other replied "Oh! Nothing special. I'm having pension sex." "Pension sex?" the questioner asks. "Yeah! You know. I get a little each month but not enough to live on"



Presentation of the Colours. March 1971
 Lt Col Ron Langué CO 1 PIR centre.
 Below. Colour Party. Queen's Colour. 2Lt Geoff Stooke
 Queens Colour. 2Lt Joe Bau
 At rear WO1 Osi BEM, RSM 1PIR (WW2 Veteran)

he was the first OCS graduate to command an infantry battalion.

In Mar 71 1PIR was presented with new Colours. They were presented by the CGS, Lt General Sir Thomas Daly KBE, CB, DSO, on the parade ground at Taurama Barracks, Port Moresby. General Daly was an outstanding soldier & leader who at the time of the presentation of Colours had only just dealt with a number of political issues in relation to the use of the army in PNG. The issues included communications by politicians in relation to 'aid to the civil power' in PNG & the subsequent resignation of the Defence Minister, Malcolm Fraser & the eventual downfall of the then Prime Minister, John Gorton. Significantly, the new Colours included the Queen's Colour with the Australian flag replacing the Union Jack. 1PIR was only the second unit in Australia to receive new Colours with the Australian flag replacing the Union Jack on the Queen's Colour. The first was RMC in 1970.

I was very fortunate to carry the new Queen's Colour at the presentation & 2Lt Joe Bau carried the Regimental Colour. A week or so after the presentation of new Colours the old Colours were laid up in the Chapel at Taurama Barracks. Again, I carried the Queen's Colour & Joe carried the Regimental Colour.

It is over forty years since the new Colours were presented & the old Colours were laid up. I am not sure where the Colours are today, however, I suspect they could be laid up in the Chapel.

I hope this is of interest & answers some of your queries. Attached are a number of photos (including the presentation & laying up) & an article from the Post Courier in Mar 71. Kind regards
 Geoff



The following is an email received from Geoffrey Stooke, ex PIR

I read with interest the Jun 13 edition of Harim Tok Tok & in particular your article regarding Colours. I served in 1PIR as the Aslt Pnr PI Comd from Sep 69 to Dec 71 & joined the NGVR & PNGVR Association a number of years ago when the PIR Association folded & was absorbed by

your Association.

When I marched into 1PIR in 1969, Lt Col Maurie Pears was the CO & when I marched out in 1971 Lt Col Ron Lange was the CO. As many would know, Colonel Pears was a veteran of the Korean War & was awarded the MC during his service in that conflict. Colonel Lange was a veteran of the Vietnam War & was Mentioned in Despatches during his service in that conflict. Colonel Lange was also a graduate of the first OCS class (Jun 52) & when he took over command of 1PIR



Laying up old colours March, 1971.
 Queens Colour
 2Lt Geoff Stooke
 Regt Colour
 2Lt Joe Bau

Another great milestone for NGVR veteran Stan Burton and his wife Daphne. Daphne turned 103 on 13th May, Stan 97 on 18th May, and they have been married for 76 years as of 1st March. They reside at their Retirement Village in Buderim, Qld.



Above. Graeme Blanch, Noel Kenna, Geoff Shorthouse and Bruce Crawford, at Anzac Day reception, Brisbane.

Below. Marie Zimmerman, Bruce Crawford, Phil Ainsworth, Bev Kenna, American Marine, Kel Williams, Brian Hoepper and Noel Kenna.





Association Patron, Maj Gen. John Pearn AO, RFD. with a group of Peacekeepers before the 2013 Anzac Day march.



Anzac Day, Atherton, North Qld., 1944.

NGVR ROLL CALL

A recent roll call shows there are only six living ex-NGVR soldiers: Sir Colman O'Loughlen (Brisbane), Stan Burton (Sunshine Coast), Kam On Leo (Brisbane), Shui Hong Wong (Brisbane), Jim Birrell (SE Qld) and George Cockram (Melbourne).



Sign at a Service Station in the USA.

FUNCTION DATES

Saturday 12th October

Mixed Dining Night, Jimboomba.
Contact Barry Wright 5546 9865
or Bob Collins 5526 8396

Saturday 19th October, 10am

Association General Meeting at
Wacol Museum. Followed by
BBQ. All welcome

Contact Colin Gould
0424 562 030 or email
pngvr@optusnet.com.au

C J MEDALS

Professional Medal Mounting
557 Compton Road, Runcorn, Ql..4113
Email cjmedals@gmail.com



Samuel Alfred
Ph: 07 3276 1058

www.cjmedals.com

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