

PRESIDENT'S UPDATE

Just as the sub-units of NGVR and PNGVR were widely deployed in PNG, so too are the Association's members located Australasia wide. As the sub-units of NGVR never paraded or fought as a single unit and PNGVR assembled only at the annual camp with limited numbers, so is our Association faced with this situation through the tyranny of distance and circumstances. Thus we commemorate ANZAC not as one body but as many individuals and small groups. While not together physically we are bound by our friendships and shared experiences in PNG. On each Anzac Day we think of these friendships and for those who were lost during the war and our comrades who have marched ahead of us.

Anzac Day in Brisbane was a busy day with the march followed by the NGVR memorial service and Association reunion. All were held on a warm but very windy Brisbane autumn day. About 35 members and friends paraded for the march. We were a well turned out group and marched well, considering there were no bands near us. We thank the Harbeck family men for carrying the NGVR/PNGVR banner in the blustery conditions. The Association received good publicity during this period with at least four radio interviews, TV coverage and commentary. Please see page 13 for a selection of photographs covering these activities.

Following the march about 15 members and friends attended the NGVR memorial service. As the refurbishment of the Hall of Memories had not been completed, our service was held again in public at the Brisbane City Cenotaph where Bob Emery Junior played the last post. We then adjourned to the Royal Exchange Hotel for the reunion. About 65 members and friends were in attendance, with many

apologies from our usual attendees as a result of illness and fragility generally. Our Patron Maj Gen John Pearn was overseas and sent his apologies. Special guests included: relatives of ex-NGVR men Harley Armistead, Bob Emery and Peter Monfries; Susan Weare, daughter of recently departed member Ken Weare; Belinda Blake, daughter of member Charles Blake; and Andrea Williams, President PNGAA.

It was great to see regular attendees Lucy Harbeck and her family. Our Secretary Colin Gould's reunion arrangements were perfect and the finger food outstanding. We thank Paul Brown for collecting, setting up and removal of the various accoutrements used during the day. Paul was also the master of ceremonies for the memorial service and handled the sales of merchandise including books. Treasurer Doug Ng and his helpers Mike Griffin and Peter Rogers junior did sterling work overseeing the entry of members and collecting annual subscriptions, thank you.

Your President Phil Ainsworth took the opportunity during the reunion to launch our self published book *Keepers of the Gate*. The 37 stories of ex-NGVR men were written as told to Bob Collins over a 20 year period. We are indebted to Bob for his persistence and work in arranging these stories and the Association's committee who generously supported this project, a credit to all. The author was present to autograph copies sold. A review of the book is on page 12 of this issue. Anyone interested in this early phase of the Pacific war with the Allies' seemingly hopeless inferiority in numbers and equipment, the book is a must read. It is also a treasure of stories, told with humour, to be kept for your children and grandchildren. The stories are a legacy, and the book a memorial to the NGVR men for their sacrifice and service. A flyer advertising the book with a purchasing coupon is appended to this issue of Harim Tok Tok.

Another successful project which is coming rapidly to completion is the extension to our Wacol Museum. The photograph shows progress as at mid-May, with completion expected within four weeks. Our busy NGVR/PNGVR Military Museum Curator John Holland is not only

maintaining the Museum, he is also supervising the project, and its completion will signify the start of another project: rearranging the Museum and its exhibits and setting up new, particularly a special, significant NGVR display. John needs as much assistance as he can get, please help!

The completion and payment of these major projects will leave our Association's bank accounts rather threadbare. It is imperative that the marketing and sale of our books *PNGVR, A History* by Bob Harvey-Hall and *Keepers of the Gate* by Bob Collins is accelerated so our funds may be replenished - every sale is clear money to the Association's funds.

There are several activities which glue the Association together informing and communicating with our ageing and far flung membership: these are our newsletter *Harim Tok Tok*, our *NGVR & PNGVR Military Museum Face book* and Website www.pngvr.weebly.com. Thank you Bob Collins, Kieran Nelson and Trevor Connell for your ongoing reliability and work coordinating these activities respectively.

Phil Ainsworth, May 2016

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Samuel Bertram John COOKE (John)**NG2278**

John was born in Gloucester in the SW country of England in 1909. His father died when John was 13 years old and he and brother Philip went to live with his mother's sister near Bristol.

In 1927 he emigrated to Australia on the migrant ship *Esperance Bay* via Port Said, Aden, Colombo, Fremantle, Adelaide, Melbourne, Sydney then on to Brisbane. The Drednought Scheme under which he emigrated ensured that he would be looked after until a job was found on a farm in Queensland.

His first job was at Lockyer, 90 miles west of Brisbane where he worked at clearing new land, ploughing, planting, fencing, road making, fence mending and dam digging. After 12 months he and another emigrant from England purchased a Harley Davidson motor bike and travelled around S W Qld trying to obtain jobs as they went around. He obtained a job on a dairy farm at Nambour in what is now the Sunshine Coast. Starting work at dark in the morning and finishing after dark at night with plenty of hard work in between did not appeal to John so he applied for a permit to go to Papua.

John Travels to Papua and then New Guinea

He left on the *Machdui* in 1931 after having to lodge a Landing Bond of 40 pounds (\$80) with the Collector of Customs and arrived in Port Moresby with 10 pounds (\$20) in his pocket. At the time Port Moresby had a European population of about 450. Here he met the actor, Errol Flynn and stayed for a time at Errol's property on the road to Rouna Falls. Flynn had spent time in the Wau Goldfields and convinced John to apply for a job there. In due course he was accepted and his bond paid so he boarded the *Machdui* again after getting his 40 pound bond back and sailed for Salamaua, via Rabaul.

After flying to Wau from Salamaua in a single engined Junkers W33 with an open cockpit and sitting on a cargo of freezer goods, he commenced work as a barman at the Wau Hotel, owned by Mrs Stewart.

At that time the Wau goldfields were a series of small claims in the Bulolo Gorge, Edie Creek and along the roads and creeks in between. The only banking facility was the Commonwealth Bank Agency at the Post Office, and all gold was flown down to Salamaua. The prospectors regularly ventured out of Wau into the partly controlled surroundings and on a number of occasions, prospecting parties were killed by the natives.



Above. Junkers G31

Below. Loading a stripped down car through the cargo hatch of a G31

**Arrival of the Gold Dredges in Bulolo/ Wau**

In early 1931 the crated parts of the first two G31 Junkers aeroplanes from Dresden, Germany,



No 1 Dredge at Bulolo, March, 1932

arrived in Lae where they were assembled and Peter and Paul went into operation flying No 1 gold dredge parts into the Goldfields. On 23 March, 1932, the first dredge was completed and ready to go into operation.

John Commences work as a Timber Cutter Overseer

At Golden Ridge near Wau, there were large manganese deposits in which gold was located and a cyanide treatment plant was necessary to separate the gold. The heavy machinery for the plant was shipped to Lae from England and flown to Wau by Guinea Airways Junkers. The plant was completed in August 1932 and John was approached by the contractor to supervise the cutting of the wood required for the furnaces in the plant.



John L. with Terry Powell and Gusep on the steps of his residence near the Wau powerhouse

John assisted in the erection of housing and cooking facilities for about 50 labourers and himself at the timber stands near Golden Ridge. Working hours were 55 hours per week over a 5 1/2 day week.

He was here for only 3 months as New Guinea Goldfields discontinued this type of processing the gold. However his boss had secured another contract for cordwood to the Wau powerhouse. This meant setting up a completely new camp nearer the powerhouse, much bigger than the current one as more wood was required, subsequently a bigger labour line was necessary. His pay was 25 pounds per month.

A Change of job again.**This time as Overseer of a Carrier Line**

At the time a small road had been constructed from Wau (3,600 feet) to Edie Creek (7,000 feet) but it was narrow and not trafficable by vehicle. Everything that went to Edie Creek and the Bulolo Gorge had to be carried on foot, or by mule. It was not always easy to carry a variety of cargo made up of picks and shovels, machinery, lighting plants, food supplies and fuel in four gallon tins and a variety of methods were used, sometimes involving a group of carriers or mules for a heavy, long load. The trips usually took two days to reach their destination, stopping for the night at mining camps along the way, and after three trips the boys were given a day's rest. It was now late 1932. Pay for this job was \$30 per month.

It was at this time that John had his first attack of malaria. He spent 5 days in bed existing on muli (lime) drinks and very light meals and a daily dose of 15 grains of quinine. After this he always took a daily dose of 5 grains of quinine.

The road to Edie Creek was eventually widened and a special truck with the chassis cut down was flown into Wau and assem-



N.G.G. mining site at Golden Ridge. Machinery and equipment were hauled by bullock team from Wau airstrip. March 1932

bled with a tray. This truck made the journey with only inches to spare between the truck and a drop of several hundred feet. Eventually the track was widened to allow regular vehicle access between Wau and Edie Creek.

John changes jobs again on several occasions

One of the farmers near Wau approached John to build a water race from Big Wau Creek to his farm. John employed a line of 20 labourers to dig the race with pick and shovel. It started out 3 feet wide at the top, tapering to two feet at the bottom, with depth varying according to the contours of the land. To control the flow of water a solid frame held a heavy door which could be raised or lowered. This took only 3 weeks to complete and at the end of it John commenced work as an assistant in the Wau freezer rooms.

All meat was imported from Australia, precut and wrapped in cheese cloth bags with a hessian covering.



John with Police Bois in front of Wau Post Office, 1932.

This job lasted some three months and then John was approached to work as a barman at the Salamaua Hotel and he flew down to Salamaua.

Recruiting 1933-35

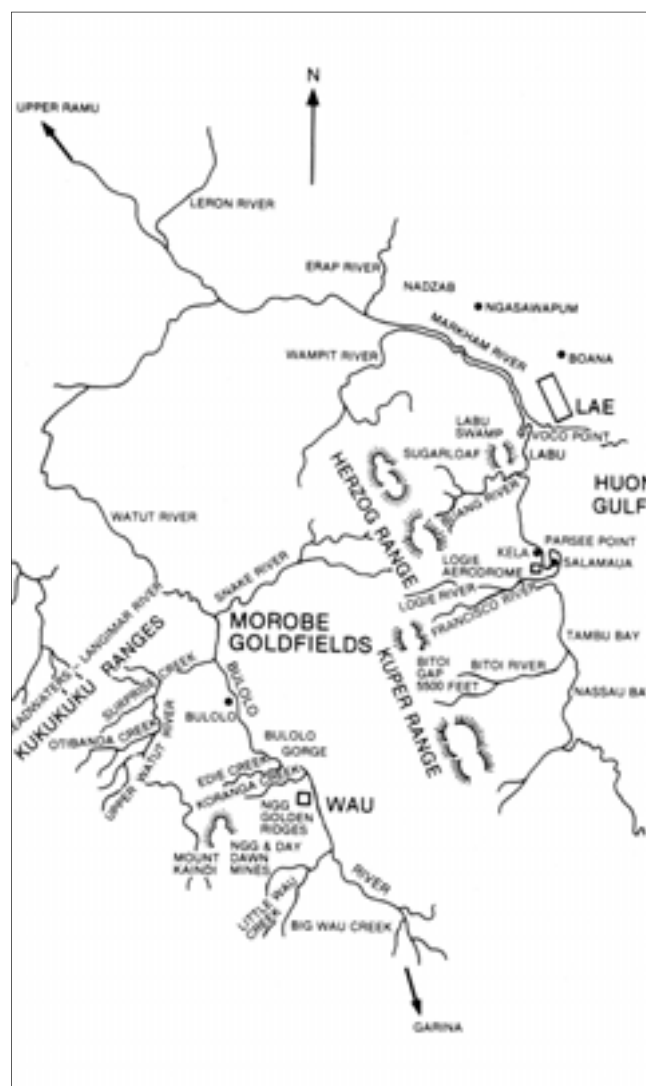
With shift work at the hotel John had spare time on his hands and used this to enjoy what was at Salamaua. He built a small sailing canoe for fun and fishing. At one stage he was offered the position of Assistant Baker at Kela, just across the harbour from the township, but could not see himself working indoors.

He often used to go aboard Tommy Wright's small ship the Pahee for drinks and a chat. Tommy was a recruiter, travelling up and down the coast and

the surrounding islands seeking native labour for the Government. At the time a recruiter received 10 pounds for a recruit indentured for 3 years and 8 pounds for a recruit indentured for 2 years.

He joined Tommy Wright on the basis that he would go inland from the Pahee and recruit while Tommy stayed on the boat recruiting. Profits after deduction of expenses would be shared. Recruiters had to be licenced but John was well known in the area by this time and received his licence without any problems.

Over the next few years John and Tommy carried out recruiting voyages, normally as far north as the area beyond Finschhafen and as far south as Morobe Harbour, with occasional visits to the Sio, Rai Coast, Madang and Sepik River areas. On these trips John would go ashore to visit villages within reasonable walking



distance from the sea, arranging to be met in a week or 10 days at another pre-arranged spot. As Papua and New Guinea were administered as separate territories at that time they were not permitted to recruit beyond the Papuan border located just north of the Mambare River.

John loved this time, it being his introduction to small boats on which he was very comfortable.

During 1935, with an increase in the number of recruiters operating on the mainland coast it became necessary to recruit further afield and they made a voyage to the Siassi Islands, between Sio and New Britain. They also made several voyages recruiting up the Sepik River. John was also dropped off at Madang and made the journey over the ranges up the Ramu Valley and down the Markham Valley to Lae.

This was in late 1935 and was to be John's last recruiting drive. On their next trip Tommy, who had been sick on and off for some time, died. John then spent the time between Tommy's death and the sale of the Pahee skippering her on charter voyages.

Work for Guinea Airways

On the sale of the Pahee to Bill Money John commenced work for Guinea Airways in Lae as the assistant in its cargo shed. Lae by this time, Christmas 1935, had an expatriate population of some 80 males and 15 females (mostly married). Guinea Airways had built a large engineering shed for the servicing of their aeroplanes and a cargo shed. Vacuum Oil had established a POL (petroleum, oil and

lubricants) stock and Bulolo Gold Dredging had built a large freezer.

When the Junkers G31 were chosen to carry the dredge parts they were unquestionably the most suitable aircraft in the world at that time. Being of all metal construction they did not require large costly hangars for neither rot or mildew attacked them. They were particularly suitable for heavy freighting as the low monoplane wing allowed heavy weights to be crane lifted through a fuselage hatch directly onto the cabin floor. The normal G31 had a normal payload of 5,800 lbs but, as the flying time from Lae to Bulolo and back was only 70 to 75 minutes the G31 could carry 7,100 lbs of cargo by reducing the petrol load but retaining an ample petrol reserve.

No radio equipment was carried on any aircraft although communication between Bulolo, Wau, Salamaua and Lae was by radio telephone. Before the pilots set out on the first trip of the day they received a weather report of conditions at their destination. Refueling of aircraft at Lae was by a hydrant system from two underground tanks operated by compressed air. The price of fuel at the time was one shilling and seven pence three-farthings per Imperial gallon. After WW2 John was asked to locate the two underground tanks. He did this and they were dug up. They had survived the many bombing raids on Lae and both still contained a quantity of clean aviation petrol. They were again used by Vacuum.

In March 1932 No.1 dredge was ready for operations. The second dredge was in operation in August and a third at the end of 1933 with Number 4 in August 1934. During this period an aerodrome was built at Bulwa and the township established, and a second hydro electric powerhouse was built at Baiune creek, east of Bulwa. In 1934 Lae and Wau were the busiest airports in the world and during that time Guinea Airways held a world record for airlifted freight, carrying more freight than the rest of the world's combined airlines.

The Gnair

The *Gnair* was built specially by Guinea Airways to tow lighters from ships unloading onto lighters at Lae to a floating pontoon jetty at Voco Point from which a steam driven crane operated on railway tracks. Several months after her arrival in Lae John was appointed skipper. When ships were in port the *Gnair* was busy towing lighters. At other times she travelled from Lae to Salamaua three times weekly, and on weekends was used as a pleasure launch for parties by Guinea Airways staff. Guinea Airways shoreline staff consisted of Norm Johnson, Duncan Boyd and Adolph Batze.

To be continued.

**The above story has been taken from John's book
'Working in Papua new Guinea 1931-46'
Mt Gravatt, Queensland: Lara Publications, 1983
ISBN: 0959315101**

THE LANYARD

The lanyard had a genuine purpose in war. It was originally a piece of cord, approximately one metre in length, used to secure a jackknife which was issued to both the artillery and the cavalry. The knife had a number of uses; the blade was for cutting loose horses that became entangled in the head and heel ropes of the picket lines, and the spike of the knife was used as a hoof pick for the removal of stones from horses hooves. A fuze key was also attached to the lanyard.

Hanging loose, the lanyard soon became dirty and for the day-to-day barrack routine, it looked out of place on an oth-

erwise smart uniform. So for peacetime purposes, the lanyard was plaited and blanched white to match both the white bandolier and the white waist belt worn by the gunners of the day. The lanyard was worn on the left shoulder, with the end that contained both the knife and fuze key, tucked into the left breast pocket.

In 1920, the lanyard was moved to the right shoulder, simply to solve the problem of trying to remove the knife from the pocket behind the bandolier. By now the bandolier and the belt, worn with battle dress, had long ceased to be white, but the lanyard remained so. The knife was removed in 1933 and the lanyard then became a straight cord, worn purely as an ornamental item of dress. In 1955 it was, for a short time, re-introduced in the plaited style but it reverted to the straight lanyard currently worn today.

All corps' wear the lanyard on the right shoulder. However, both A Field Battery of the Royal Regiment of Australian Artillery, and the battalions of infantry regiments wear the lanyard on the left shoulder. A Field Battery just did not bother to change in 1920 (there is no truth in the story that the Prince of Wales authorised the Battery to wear the lanyard on the left shoulder for service to himself and the Empire), and the infantry regiments use different coloured lanyards on the left shoulder to identify their various battalions (for example, in the Royal Australian Regiment, the 1st Battalion wears a Garter Blue lanyard, the 2nd Battalion wears a Black lanyard).

As time has gone by, other corps' and units have adopted the lanyard as an item of dress, worn in their own appropriate corps colours. However, it is perhaps interesting to note that a good many gunners today still wear a lanyard in the field, to which is attached a modern version of the clasp knife.

There is another item of dress which is often confused with the lanyard, which is the aiguillette. The aiguillette was originally a piece of cord worn by the cavalry for the sole purpose of tying-up bundles of forage.

THE AIGUILLETTE

The aiguillette is a series of plaited cords worn over the shoulder and looped up to the breast with the ends capped by small metal tags. The origin was a piece of cord used for tying-up bundles of forage by cavalymen. In the course of time the aiguillette became increasingly decorative and decreasingly useful until they were worn only as a mark of distinction by officers on ceremonial occasions.

Today they are worn on ceremonial occasions by officers of the General Staff, their Military Assistants and Aides-de-Camp, and other selected officers such as escort officers for visiting foreign senior officers and military attaches.

Chris Jobson, former RSM Ceremonial ADHQ



THE JERRYCAN

During World War II the United States exported more tons of petroleum products than of all other war material combined. The mainstay of the enormous oil and gasoline transportation net-

work that fed the war was the ocean going tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks.

Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerrycans, as they came to be called, stored and ready when hostilities began in 1939.



The jerrycan had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and

rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerrycan to be used alternately for gasoline and water.

Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands. An American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had access to thousands of jerrycans stored at Tempelhof Airport. He simply took three and mounted them on the underside of the car.

The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerrycan's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia.

Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerrycans intact. Pleiss immediately sent

one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring.

That one jerrycan in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance.



The British first encountered the jerrycan during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of

course, the "Jerries"). Later that year Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerrycans flown to London. Steps were taken to manufacture exact duplicates of it.

Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-control officers posted to American refineries in the Mideast ran smack into the problems being created by ignoring the jerrycan. I was one of those two. passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerrycan, even though their only supply was those captured in battle. The British were bitter; two years after the invasion of Norway there was still no evidence that their government had done anything about the jerrycan.

Richard M Daniel, Retired US Naval Reserve Commander and Chemical Engineer stated "My colleague and I learned quickly about the jerrycan's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation. We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation.

We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling. Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local laborers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin." This was a square can of tin plate





that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem."

Allied soldiers in Africa knew that the only gasoline container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas. Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerrycans.

The British historian Desmond Young later confirmed the great importance of oil cans in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst. Whoever sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it, would be quite impossible. After my colleague and I made our report, a new five-gallon container under consideration in Washington was canceled.

Meanwhile the British were finally gearing up for mass production. Two million British jerrycans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V-E day some twenty-one million Allied jerrycans had been scattered all over Europe. President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940."

In Washington little about the jerrycan appears in the official record. A military report says simply, "A sample of the jerry can was brought to the office of the Quartermaster General in the summer of 1940."

Source Wikipedia.



Gallipoli
1915

COAST WATCHING ORGANISATION OR COMBINED FIELD INTELLIGENCE SERVICE SECTION "C" OF THE ALLIED INTELLIGENCE BUREAU

The Coast Watching Organisation of World War 2 was based on the original Australian Coast Watching organisation which started in 1919 when selected civilian personnel in coastal areas were organised on a voluntary basis to report in time of war any unusual or suspicious events along the Australian coastline. The concept was quickly extended to include New Guinea (but not Dutch New Guinea) as well as Papua and the Solomon Islands.

The Coast Watching Organisation (WW2) commenced in 1939 under the command of the Royal Australian Navy through the Naval Intelligence Division, Navy Office, Melbourne. Lieutenant Commander R.B.M. Long was the Director of Naval Intelligence at that time. Lieutenant Commander Eric Feldt, who was on the Emergency List, was personally selected by Commander Long, mobilised and appointed Staff Officer (Intelligence), in Port Moresby. He had operational control of the Coast Watchers in the north eastern area of defence of Australia. This included the Australian Mandated Territories, Papua, and the Solomon Islands. There were about 800 personnel in the Coast Watching Organisation in 1939.

Eric Feldt had resigned from the Navy before the war and was employed by the Government in New Guinea. He knew the Island people, the government officials and the plantation managers who all placed great trust in Eric Feldt. Because of Eric Feldt, many civilian Coast Watchers opted to stay in New Guinea after war was declared and other civilians were ordered to be evacuated. They volunteered to stay behind Japanese lines and risked being captured as a civilian spy by the Japanese.

The Headquarters for the Coast Watching Service moved from Port Moresby to Townsville staying there until November 1942. Messages were encoded and transmitted by telegraphy using the Playfair Royal Naval code. This code was later modified and eventually replaced by new codes. Messages reporting approaching Japanese aircraft were not encoded.

In 1942 the remaining Coast Watchers were mobilised into Navy service.

The Coast Watchers, such as Paul Edward Mason who was located on the southern end of Bougainville Island, would monitor Japanese activities and maintain radio contact with the Combined Operational Intelligence Centre (COIC) located



Coast watchers wireless radio, AWA Field Set 6 (FS6) Mk II
Type 245775
complete with power supply pack. Type IH6439, On display
in the North Queensland Military Museum at Kissing Point in

in a secret command centre inside Castle Hill in Townsville. COIC was part of the Area Combined Headquarters located at Green Street in Townsville.

The Coast Watchers included reliable persons such as:-

- Post Masters
- Harbour Masters
- Railway officials
- School teachers
- Local police
- Government servants and officials
- Missionaries
- Civilian airline pilots
- Patrol Officers
- District Officers
- Plantation owners

Many of the above government officials would have ready access to radio equipment as part of their normal public service role. They would report on:-

- unusual or suspicious events
- sightings of ships, aircraft or floating mines
- other matters of defence interest

The Navy would supply the coast watchers with Playfair Codes for their communications. Pedal radios were initially used for some of the remote coast watchers who did not have access to radios in their normal government job.

The radio stations run by the Coastal Radio Service under RAN control at Darwin, Thursday Island, Townsville, Port Moresby and Rabaul assisted the RAN coast watching scheme. They received and relayed information about enemy military activity to and from coast watchers who operated behind Japanese lines. These coastal radio stations had a dedicated receiver constantly tuned to a particular frequency in the 6 MHz band, which was known as "X" frequency. The coast watchers used Teleradios which were fitted with specially cut crystals which operated on this same frequency. The "X" frequency receivers at the coastal radio stations were left on loudspeaker 24 hours a day to ensure all messages were heard.

Darwin Radio Station provided the link between Naval Intelligence and the coast watchers around the north west coast. Thursday Island Radio Station covered the Torres Strait islands and Cape York Peninsula. The AWA radio stations at Port Moresby and Rabaul covered the islands of Papua and New Guinea.

RAN intelligence officers were stationed at Fremantle, Darwin, Thursday Island, Townsville, Rabaul, Port Moresby, Tulagai, and Vila to provide local supervision. All intelligence information was channelled to Naval Intelligence Division, Navy Office, Melbourne.

The coast watchers worked on a voluntary basis entirely without remuneration. The Naval Intelligence Division produced and distributed a document called "The Coast Watching Guide".

After General Douglas MacArthur came to Australia and was appointed Supreme Commander of the South West Pacific area, Commander Long called a conference in Melbourne of all the intelligence groups. Eric Feldt attended this meeting. Commander Long outlined a scheme to form a unit from all the different service units of the different countries which would report directly to General Headquarters (GHQ). This new unit would be funded by all the countries involved and would carry out activities behind enemy lines using resources from all of the countries involved. Not long after this meeting the Allied Intelligence Bureau (AIB) was formed in June 1942.

The Coast Watch Organisation or Combined Field Intelligence

Service then became known as Section "C" of the Allied Intelligence Bureau (AIB). The role of Section "C" was "obtaining all possible information about the enemy, his disposition, movements, strength, etc. through such agencies as the coast watchers, native agents and civilian operations".

The coast watchers in the South Pacific Area remained part of Australian Naval Intelligence. To avoid any confusion with the two line of command, Lieutenant Commander Eric Feldt was placed in charge of the coast watchers in both areas. He would report to GHQ, SWPA for the South West Pacific Area and to Naval Intelligence, Melbourne for the South Pacific area.

REFERENCE BOOKS "The Coast Watchers" By Eric Feldt
"Lonely Vigil: Coastwatchers of the Solomons"
by Walter Lord [Viking Press, 1977]

A little boy was waiting for his mother to come out of the grocery store. As he waited, he was approached by a man who asked, "Son, can you tell me where the Post Office is?"
The little boy replied, "Sure! Just go straight down this street a couple blocks and turn to your right."
The man thanked the boy kindly and said, "I'm the new pastor in town. I'd like for you to come to church on Sunday...I'll show you how to get to Heaven."
The little boy replied with a chuckle. "You're bullshitting me, right? You don't even know the way to the Post Office!"

The Corporal

For good reason, it is an accepted fact that NCOs constitute the backbone of the Australian army. Among their ranks are the overworked, often neglected but reliable and dedicated corporals who wear one or two stripes. Their duties and responsibilities are far from easy.

As junior leaders they too are called upon to make quick critical life and death decisions in the fog of war, particularly when the plan goes wrong or the unexpected occurs. In such circumstances they are often without support and direction. In simple terms, when in such isolation there is no time to seek guidance thus there is a need to decide, often instinctively, and act then and there. They're on the edge between life and death which includes those they command. The success or failure of that quick decision when confronting the unexpected could well determine the outcome of the overall battle at hand.

The corporal, be it man or woman at the sharp end of war is far distant from those who determine strategy and direction and yet it is the corporal and his or hers troops who more often than not, fire the first shots.

It follows that such corporals and the troops they command with very few exceptions are the furthest from the generals and at the far end of supply lines. Thus it is not surprising that there may be times when even basic every day needs are in short supply.

Given the chain of command where corporals are at the far end from where ever those orders filter down from, they have the least time to prepare to comply and of course even more vulnerable to sudden changes of plan. Thus the time frame between receipt of orders and execution can be dangerously short. Clearly such circumstances require a sharp mind, sound battle procedure and team work. Mind you, there are no excuses such as "we didn't have adequate warning time." or "insufficient resources."

Thus it is evident the corporal is burdened with immense re-

sponsibilities and may indeed have within his grasp the outcome of an operation if not expectation from seniors for the junior NCO to achieve the impossible or create miracles.

They're expected to maintain the highest standards of discipline within their small band and yet live and sleep with them, share rations, water, gauge their physical mental stamina and demand more of them and often push them to the very limit of endurance.

To add to the list, in dangerous circumstances they may have to order soldiers in their command, face to face, to carry out immediate tasks where injury and death are most likely to occur.

No matter where or when, they are both mother and father to those they command embracing both welfare and discipline. They welcome inexperienced young commissioned officers to the fold, obey them, offer advice and are very much an influence in how well that young officer develops.

If their seniors become casualties, they are expected to take command then and there, often in the heat of battle and get on with the task.

Like all good leaders, when confronting danger, exposed to cruel weather, hungry, tired, exhausted and fear of the unknown, there must always be that smile, never a frown and always going forward. Despite such physical and mental demands they are in the main, professional dedicated warriors who lead by example. They are indeed very much the pulse beat of the NCO Corp which in turn is the backbone of any Army.

I have been honoured to have known and served among them in peace and war. The least I can do is to put pen to paper to recognise them in a small way with some scribbles below. I do hope my words are sufficiently adequate to express in a small way the corporals lot in life. God bless them.

George Mansford June 2015.



One year after the D Day landings in Normandy German POWs landscape the first US cemetery at Saint-Laurent-sur-mer, near Omaha Beach.

"Battle of Britain" Facts

2015 commemorated the 75th anniversary of the Battle of Britain. You may find the following information interesting.

The Battle of Britain was the first major campaign to be fought entirely by air forces.

It was during the largest and most sustained bombing campaign attempted up until that date.

The failure of Nazi Germany to reach its objectives - to destroy Britain's air defence or to force Britain out of the war by forcing an armistice or surrender - is considered both its first major defeat and a crucial turning point in the war. Had it been successful, the planned amphibious and airborne forces landings in Britain of Operation Sea Lion may have followed.

As the Battle progressed, operations were extended to the strategic level: systematic destruction of aircraft production centres and ground infrastructure.

British historians date the battle from 10 July to 31 October 1940, which represented the most intense period of daylight bombing. German historians usually place the beginning of the battle in mid-August 1940 and end it in May 1941, on the withdrawal of the bomber units in preparation for Operation Barbarossa, the Campaign against the USSR on 22 June 1941.

Both sides received significant outside support during the battle.

Allied side

The Royal Air Force roll of honour for the Battle of Britain recognises 595 non-British pilots (out of 2,936) as flying at least one authorised operational sortie with an eligible unit of the RAF or Fleet Air Arm between 10 July and 31 October 1940. This included 145 Poles, 127 New Zealanders, 112 Canadians, 88 Czechoslovakians, 28 Belgians, 32 Australians, 25 South Africans, 13 French, 10 Irish, and single figures from the United States of America, Jamaica, the British Mandate of Palestine, and Southern Rhodesia.

Axis side

An element of the Italian Royal Air Force (Regia Aeronautica) deployed in support of the German Air Force (Luftwaffe) during the Battle of Britain. This expeditionary force was called the Italian Air Corps (Corpo Aereo Italiano or CAI) and first saw action in late October 1940. It took part in the latter stages of the battle but achieved limited success. The unit was redeployed in early 1941.

A Highway Policeman pulled alongside a speeding car on the highway. Glancing at the car, he was astonished to see that the blonde behind the wheel was knitting. Realising that she was oblivious to his flashing lights and siren, the policeman wound down his window, turned on the bullhorn and yelled "PULL OVER!" "NO!" The blonde yelled back "IT'S A SCARF!"

Ration Packs. Conclusion.

By Trevor Connell

To heat today's food pouches, you just put them in boiling water for a while, tear the top off and that is it... no washing cups (the



A US stove

soap pad is still there though) and it even suggests you use the water for your coffee! Very efficient.

American MRE's

Even though I have never had to consume the US MRE's, I had an occasion to compare them in 2014. A US Marine group were putting on a display for



13 Bde troops training for deployment.

"The RCB deployment is 13 Bde's most significant international engagement activity in many years" he said. "We will return to Australia better soldiers who are more

skilled in tactics and more confident at operating complicated equipment".

During their deployment to Malaysia the soldiers operated in unique and challenging environments.

"We will also learn survival skills from experts in the Malaysian Army. In Singapore the emphasis will be on urban operations at the Singapore Army's state of the art urban training facility",

He said reserve soldiers could be required to contribute to stabilization missions of regional domestic security tasks anywhere in Australia and the region, so they must be able to perform all types of operations - not just in jungle terrain, but also in urban environments.

This was of particular interest to Pte Jeremy Cullen, of 11/28RWAR.

"I am really interested in the history of Vietnam and WW11 and want to see the battlefields, so when I heard about this trip I grabbed it" he said.

"I am also looking forward to the training, teamwork and mateship".

The soldiers joined 70 of their compatriots from Queensland to make up the 110 strong contingent. They arrived in Malaysia on November 1 and will return to Australia in February 2010. 13 Bde last deployed soldiers to RCB in 2009.

Source. Army Newspaper.

Copy of PNGVR History presented to last CO

Bob Harvey-Hall presenting a signed copy of his PNGVR: A History 1950-1973 to the last commanding officer of the Papua New Guinea Volunteer Rifles, Colonel Peter Cole at Palmwoods on the 29th of April 2015. Bob served as battalion second in command to Peter.



Peter Cole graduated from Duntroon in 1953 and was posted to 4 Battalion at Ingleburn. He served as a platoon com-

mander with 3 RAR and 1 RAR in Korea; as a staff officer in HQ British Commonwealth Force Korea (BCFK) in Japan; as Adjutant of 2 Battalion, the City of Newcastle Regiment (CMF); as a weapons instructor at Duntroon; as a Company Second in Command, Adjutant and Company Commander with the PIR; attended the Australian Staff College; was a staff officer in Canberra and served with 5 RAR and 1 Australian Task Force in Vietnam. In Vietnam Major P G Cole as Operations Officer, planned the first cordon and search operation carried out by the Australian Task Force. Peter Cole also attended Staff College in the USA and was at AHQ Canberra as Director of Army Recruiting, before becoming CO of the PNGVR on 28 December 1971. Prior to taking early retirement, Peter Cole was director of planning at Canberra.

Fuzzy Wuzzy Angel Dies

Faole Bokoi died in the early hours of the morning of 3rd March 2016



Faole was the last surviving "Fuzzy Wuzzy Angel" from Manari village on the Kokoda Track. Faole was a long-time friend of Kokoda Track Foundation, spending time with them over the years in Australia and always welcoming them with open arms into his home and community.

Faole passed away peacefully surrounded by family and loved ones.

Rest in peace.

HMAS Melbourne Returns from Middle East

Royal Australian Navy frigate, HMAS Melbourne was welcomed back to her homeport of Sydney today after 203 days away from home, on operations in the Middle East.

Around one thousand family and friends were dockside at Garden Island to welcome the ship's company home from duties as part of Operation Manitou.

Minister for Defence Marise Payne and Commander Australian Fleet Rear Admiral Stuart Mayer were also there.

Minister Payne said the 223 men and women on board HMAS Melbourne had made their families and Australia proud.

"Melbourne made a significant dent in the profits of smugglers running drugs for terrorists," Senator Payne said. "The frigate seized 977kg of heroin valued at approximately \$390 million. Removing these drugs from circulation curtails funding to terror-



ists."

Commanding Officer HMAS Melbourne Commander Bill Waters said his crew did a fantastic job under difficult circumstances.

"From the boarding teams scouring suspect vessels, to the aircrew being our eyes in the sky, right through to the cooks who served over 100,000 meals, every member of the crew showcased what they can do and worked very hard for our successes," Commander Waters said.

"We patrolled vast tracts of ocean, with operations encompassing the Indian Ocean and Arabian Gulf.

"It was a huge job but we were well supported by our task group commander, coalition ships, the support agencies back here in Australia and forward deployed in the Middle East."

HMAS Melbourne was operating within Combined Task Force 150, which is one of three major task forces operated by the Combined Maritime Force, a 30-nation coalition based in Bahrain.

One of several task groups assigned to the combined forces, Combined Task Force 150 undertakes maritime security patrols in the region to counter maritime-related terrorism and to intercept the trafficking of drugs and illicit cargoes that help fund international terrorist activities.

This was the Australian guided missile frigate's eighth deployment to the Middle East region and the 61st rotation of a Royal Australian Navy vessel in the region since the first Gulf War in 1991.

Sister ship, HMAS Darwin, took over from Melbourne.

This could equally apply to Plumbers, Solicitors or Accountants

An electrician dies in a car accident on his 40th birthday and finds himself at the Pearly Gates.

A brass band is playing, the angels are singing a beautiful hymn, there is a huge crowd cheering and shouting his name and absolutely everyone wants to shake his hand.

Just when he thinks things can't possibly get any better, Saint Peter himself runs over, apologizes for not greeting him personally at the Pearly Gates, shakes his hand and says, "Congratulations son, we've been waiting a long time for you."

"Totally confused and a little embarrassed, the electrician sheepishly looks at Saint Peter and says "Saint Peter, I tried to lead a God-fearing life, I loved my family, I tried to obey the 10 Commandments, but congratulations for what? I honestly don't remember doing anything really special when I was alive. Is it because I'm an electrician?"

"Congratulations for what?" says Saint Peter, totally amazed at the man's modesty. "We're celebrating the fact that you lived to be 160 years old! God himself wants to see you!" The electrician is awestruck and can only look at Saint Peter with his mouth wide open. When he regains his power of speech, he looks up at Saint Peter and says "Saint Peter, I lived my life in the eternal hope that when I died I would be judged by God and be found to be worthy, but I only lived to be forty."

"That's simply impossible son," says Saint Peter, "We've added up your time sheets."

2016 Montalto Sculpture Prize won by James Parrett with the sculpture on next column.

There are over 20 permanent sculptures sensitively sited throughout the Montalto grounds, monumental works sited in open spaces, through to more intimate pieces to discover



Above Work M-twenty four which won the Montalto Prize.

Left. The Rabaul & Montevideo Maru Memorial at the AWM, Canberra.

amongst the wetlands and vines.

The abundant birdlife, wetlands and gardens add to the experience as you meander the Sculpture Trail. Montalto is located at Red Hill South, Victoria.

From January through to May, this permanent collection is joined by at least another 20 works which form the annual Montalto Sculpture Prize

James Parrett was the artist who created the sculpture at the Aust War Memorial in Canberra for the Rabaul and Montevideo Maru Memorial.

In July 2012 the memorial was dedicated in the grounds of the Australian War Memorial to commemorate those Australians who died in the defence of Australia, and those who later died as prisoners, military and civilian personnel in the sinking of the Montevideo Maru.

Note the similarities in the sculptures.



Army Ball, Goroka 1967. Held at the Goroka Hotel. Sgt Gil Harvey-Hall, ?, Pte John Carpenter, Daisy Taylor, Marina Scheelings, Judy Greathead & Gerry Chan, Ben Scheelings standing.



Burning B29 after emergency landing, WW2.



This is the Tile Donation Board which will be displayed in the new section of the Museum currently under construction. The extension will be devoted to displays on the New Guinea Volunteer Rifles exclusively. (Excuse the light reflections)



Photo of Russian sniper Liudmyhla Pavlichenko whose confirmed kills were 309 Germans including 36 snipers

*A girl was visiting her blonde friend who had acquired two new dogs, and asked her what their names were.
The blonde responded by saying that one was names Rolex and one Timex.
Her friend said "Whoever heard of someone naming dogs like that?"
"They are watch dogs!" answered the blonde.*



The photos above are of the ongoing extensions to your museum at Wacol as at 5 May 2016. It is intended to use the extensions as a memorial to the NGVR. Completion is scheduled by 30 June 2016.



Phil Ainsworth's review of the book "Keepers of the Gate" April 2016

Who were the Keepers of the Gate? The New Guinea Volunteer Rifles (NGVR), whose number never exceeded 500, was one of the few Allied military units engaging the Japanese in New Guinea in early 1942. A company of NGVR, as part of Lark Force, participated in the ill fated defence of Rabaul and New Guinea islands, suffering 70% casualties. On the mainland of New Guinea from the start of the Pacific War until early 1943, NGVR kept the gate to the New Guinea Goldfields and central range south to Port Moresby and Australia closed to the enemy, using aggressive patrolling and reconnaissance tactics.

Armed with WWI light infantry weapons, no air or artillery support, few rations, minimal ammunition supply, meagre medical services and limited communications, this poorly-trained militia force was used to exhaustion and disbanded. Many of the men never served again due to the deprivations suffered; others, after rest returned to New Guinea and served in the Australian New Guinea Administrative Unit (ANGAU) and units which needed their PNG knowledge and experience.

The book is over 400 pages and contains an overview article explaining the role of NGVR, maps of the areas covered by the stories and photographs of the story tellers. The book's graphic cover photograph is of Jim Birrell's post on Vickers Ridge south of Salamaua was taken by Damien Parer.

This book is not a history of NGVR. These are the stories of thirty-seven NGVR soldiers. The stories are told from different perspectives as the men were drawn from different states of Australia with different educational backgrounds and skills, which reflect the economic and social strata levels of the pre-war depressions years in Australia. Their motivations to be in New Guinea are explained and their thoughts about the place are reflected. Their wartime experiences were intense, varied and in many cases lonely, and to most life changing. Their post war lives in New Guinea and Australia give glimpses into how they were affected by these experiences. This book is a vibrant social history as well as a history of the time.

The stories were written as told to Bob Collins over a period of two decades between 1990 and 2010, some 50 years after the events. Bob travelled Australia wide to collect and collate these stories. Bob served in PNGVR, the post-war Australian Citizen Military Force unit in Papua New Guinea where he met many ex-NGVR men and saw many areas where NGVR operated on the frontline.

For anyone interested in the social history of that time or this

Phil Ainsworth, April, 2016

Title: Keepers of the Gate, Personal stories by NGVR Soldiers, New Guinea Volunteer Rifles 1939-43

Author: Major Francis James 'Bob' Collins RFD (Retired)

Publisher: NGVR & PNGVR Ex-members Association Inc.

Year: 2016

ISBN: 978-0-9925855-7-0

Pages: 400, softback only

Notes: Overview, 37 Personal stories, 13 Maps 79 Photographs (6 colour, 73 b&w), Important Dates, List of Abbreviations, General Index.

Category: Australia. Army, New guinea Volunteer Rifles. World War. 1939-1945- Australia-Personal narratives. Soldiers-Australia-Anecdotes.

Available from: NGVR & PNGVR Ex-Members Association, PO Box 885, Park Ridge, QLD, 4125.

Payable either by cheque to NGVR & PNGVR Ex-Members Association, or by electronic bank transfer to NGVR & PNGVR Ex-Members Association,

BSB: 064006 A/C: 10001126 giving your name and email/telephone number. If paid by eft please send email or SMS to the Association so the payment may be tracked

Cost: \$50 plus \$20 postage Australia-wide. Overseas purchasers extra for postage



At the reunion after the Brisbane Anzac Day March. Bob Emery, Phil Ainsworth, Bob Collins and Jim Monfries. Both Bob and Jim's fathers won Military Medals in New Guinea in WW2, Bob Emery with the NGVR in the Markham Valley and R.B. (Peter) Monfries with M Special Unit as a Coastwatcher on New Britain. Bob and Jim came from Adelaide specially for our Anzac Day Service.



Bob Emery playing "The Last Post" at the Association Service at the Brisbane Cenotaph after the Anzac Day March.

The Hall of Memories at the Cenotaph is the usual venue for the service but renovations to the area were not completed in time for Anzac Day and the service was held at the Cenotaph.



I bought a vacuum cleaner six months ago and so far all it's been doing is gathering dust

My wife got 8 out of 10 on her driver's test -- the other two guys managed to jump out of her way.

*My wife told me to go to the doctors and get some of those tablets that help you to get an erection.
You should have seen her face when I came back and tossed her some diet pills!
I'm still looking for a place to live.*

ANZAC DAY, BRISBANE.

A fine but windy day in Brisbane saw 35 members and family march. The numbers marching now caused the RSL to commence the march at 9.30am instead of the usual 10am and this will be the case in future. A good indication of numbers is that we were Association 105 in the March and with the Army in last place our Association did not step off until 11am.

A number of visitors joined us, Bob Emery and Jim Monfries from South Australia, the Blake and Harbeck families and Susan Weare.

Grant and Neil Harbeck always turn up to carry our banner and this year we were fortunate to have two strong, young banner carriers as, with the strong wind blowing, it would have been a struggle for any of us oldies to manage it.

The usual memorial service was held at the Cenotaph this year as the Hall of Memories restoration had not been completed, and Bob Emery played "The Last Post" on his trumpet at the service.

Then followed the gathering at the Royal Exchange Hotel and we had some 75 there for a wonderful get-together. President Phil Ainsworth gave an address and also launched the Association's new book "Keepers of the Gate" which tells the story of 37 individual NGVR men who were in New Guinea when the Japanese invaded in 1942.

The usual toasts were proposed and overall a wonderful time was had.

Thanks go to John Holland for arranging the Jeeps for our members who could not march, Colin Gould for his work in ensuring we had a great venue for our reunion, Paul Brown and Doug Ng for their work in selling memorabilia and arranging the service at the Cenotaph and Mike Griffin and Peter Rogers for their manning the door to ensure no gate crashers.



VALE Maj. Keith William LONG RFD
(Ret). 10.5.45 - 10.11.15
Keith was President of the Australian Commando Association, Qld Branch. Reinforcements originally for the 2/1st Independent Coy and then the 2/5th Independent Coy were the first reinforcements to reach NGVR in the Bulolo Valley in 1942.. The Independent Coys later

VALE: Lt Col Alfred William SCALES (Alf) PNGVR

No.159330

14.7.1930 - 4.12.2015.

Alf served in PNGVR in 1951, He was one of the earliest enlisted into the PNGVR. He was transferred in his job at the Commonwealth Bank to Maryborough Qld where he served



PNGVR members from the Commonwealth Bank 1951. Alf Scales R rear.



with 42 Bn, later to become 47 Inf Bn.

He was promoted to Major in Taree, NSW. He then served with 2RQR in Mackay, Qld. Later transfers to Mareeba and Innisfail saw him transferred to Command and Staff Training Unit (CSTU) and he also worked with 51 RQR.

He became CO of 25 RQR in Toowoomba and in 1973 he moved to Hobart where he became part of the Training Group. He then spent 6 months at the Joint Services Staff College. Regular Officers spent 12 months at the JSSC but, at the time, Reserve Officers spent only 6 months.

He then transferred to Sydney where he served with HQ Communication Zone as SO1 Training. (Ed note. I served with Alf as SO2 Training on HQ Comm Zone when he was SO1 Training and later we became SO1 and SO2 Operations. He was a true gentleman and a delight to serve with). He went on the Reserve of Officers in 1980.

He retired to Nelson Bay, NSW, and happily played his golf.

Alf was aged 85 years on his death and had 13 grandchildren and 22 great grandchildren.

LEST WE FORGET

VALE: Shui Hong WONG. NGVR

NG 2448 3.6.1918 - 8.4.2016 Aged 98.

Shul was born in Madang, New Guinea and had 5 brothers and 3 sisters. When he left school he had various jobs in Rabaul until he became an assistant cook for Bulolo Gold Dredging in Bulolo.

After the Japanese invaded Rabaul he joined the NGVR and served as a cook.

His reasons for joining were:-

- i) His family was still in Japanese occupied Rabaul.
- II) He wanted to do his bit for his adopted King and country.



Shui with his family in Rabaul, 1946.

At the time Chinese were not supposed to be accepted into NGVR, however the four Chinese living in Bulolo were all enlisted.

He served as a cook at Mumeng, Buang, Lae, Camp Diddy and Wampit where he came down



Shui with the Welcome Back Australia group

with Blackwater Fever. He lay on a stretcher for 14 days having nothing but tomato soup and tomato juice.

He was then evacuated to Port Moresby and Brisbane and, on recovery, cooked at 101 Convalescent Depot,

Coorparoo, and Burleigh Heads, then to the 112 Aust General Hospital at Greenslopes, again as cook.

After the Japanese surrender Shui believes that he was the only soldier in the Australian Army who actually applied to go to New Guinea - all the others wanted to come home, and in late 1945 he was posted to 118 Aust General Hospital at Nonga, Rabaul. He was discharged in 1946.

NGVR was officially disbanded in 1943, however Shi's discharge Certificate states that he served in the New Guinea Volunteer Rifles for 1,535 days, in Australia for 1,174 days and outside Australia for 361 days.

After the war he married and operated trade stores at Rawuvu, near Bita Paka War Cemetery in Rabaul, then in Port Moresby.

He and his family moved to Australia in 1977.

Shui Hong Wong's full story can be read in the book "Keepers of the Gate".

Shui Hong Wong was the last living of the New Guinea Volunteer Rifles soldiers known to our Association,

With his death a generation of brave and resourceful men who responded as required when necessary, has passed.

LEST WE FORGET.

VALE: Cpl Kenneth Charles WEARE, PNGVR

No. 860069

14.5.32 - 18.4.16

Ken was born in Herberton, Qld., the eldest of four siblings. He met his future wife Daisy at the famous Cloudland Ballroom in Brisbane, now no longer in existence. Their courtship was mostly by mail as Ken was working in PNG and she was in Brisbane. They married on 7th July, 1955. Their oldest child, Susan, was born in PNG in 1957 and their son in Brisbane in 1961.



The native materials depot at North Goroka 1959. Ken Weare



Ken's retirement function from C Coy, PNGVR, Goroka, 1965. L-R. Karl Aschhoff, Ken Weare, Bob Collins, Dick Hart. It was



Ken and Daisy at Lone Pine, Brisbane, with

Ken worked as a mechanic for McGrath Transport, later Goroka Transport in PNG and spent a lot of his time out of town getting a vehicle that had broken down back on the road and serviceable again.

Ken joined 7 Pl C Coy, PNGVR, in Jan 1958 and was sworn in at the Goroka Sports Club, as there was no drill hall at that stage. The drill hall came later when the Platoon, together with

local natives, built a native materials depot at North Goroka. He was discharged from PNGVR in 1965.

His children recall Ken singing the song "Daisy, Daisy, give me your answer do" to Daisy in Pidgin - "Meri, Meri, mipela likem yu".

The education of the children and Daisy's ill health caused the family's returned to Australia in 1966 where Ken worked for International Harvester at Rocklea, Brisbane, until he retired. He was a loyal employee, usually first at work and last to leave and a diligent worker.

Daisy died in the mid 1990's and Ken never really recovered from his loss.

He is survived by his two children, 5 grandchildren and 11 great grandchildren.

LEST WE FORGET

VALE: Sgt Michael AHMAT, PNGVR

No. 870095

Died 3/2016

In 1964 when PNGVR was altered from a European unit only to allow for the enlistment of indigenous, Chinese and mixed races, Michael was one of the first two to enlist in A Coy, Lae. Both he and Jesse Chee had unsuccessfully applied to join PNGVR some years earlier.

He was promoted to Sgt and by the time PNGVR was disbanded had completed his examinations for Warrant Officer. He later moved to Australia where he was one of the early members of our Association.

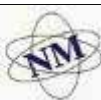
LEST WE FORGET.



Both these plaques can be ordered from your Association. The one above with a plain brass plate costs \$85 plus postage. The one on the left costs \$50 plus postage. Orders may be placed through the Secretary, Colin Gould MBE, whose contact details are shown opposite.



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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 Bn.

For correspondence contact Secretary, Colin Gould, email pngvr@optusnet.com.au, phone 0424 562 030

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Membership fee payments to Treasurer, Doug Ng, email douglasng@inet.net.au, phone 0413 014 422

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

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

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

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

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Commemorating the 75th Anniversary 2017 Montevideo Maru and the New Guinea Islands

WE NEED YOUR STORIES! STORIES ABOUT THE 'LOST BATTALION', STORIES ABOUT CIVILIANS WHO REMAINED BEHIND AND WERE NEVER SEEN AGAIN. STORIES ABOUT ESCAPE, STORIES ABOUT EVACUATION, STORIES ABOUT THOSE WHO LATER RETURNED TO NEW GUINEA ISLANDS AND STORIES ABOUT HOW WWII IN THE NEW GUINEA ISLANDS AFFECTED YOUR FAMILY AND LIVES DURING AND AFTER WWII.

ABOUT THE PROJECT

To acknowledge the '75th Commemorative Anniversary of the sinking of the Montevideo Maru and the fall of the New Guinea islands', we are collecting short stories including photographs, by the families & friends of the men, which will be published as a book for the 75th Anniversary in 2017. The book will be about both the soldiers of the 2/22nd Battalion - Lark Force & the 1st Independent Company as well as the Civilians at Rabaul and New Guinea islands during WW2. We are looking for engaging and well-researched stories using a creative non-fiction technique rather than a 'facts and figures' story that links to the soldiers and civilians to their home communities, including their family life prior.

We want to get a picture about these men that were essentially deemed 'lost' by our Government for more than three years; we want to know how their families survived during this unknown time - did they go to the marches in the capital cities? Did they receive help from Legacy? Did the family visit the camps at Trawool or Bonegilla before they departed? Did they knit socks for the Red Cross? Did they attend the Christmas parties or Fete arranged by 2/22nd Welfare Auxiliary? Were any of your family members part of the 2/22nd Welfare Auxiliary and what was their role? Or did they just not talk about the missing family members? Do you have any special items at home that were sent back from Rabaul? Did your family member escape and how? Was your family member listed in the massacres at either Tol or Kavieng and how did your family handle this tragic news? What happened after the War if they were one of the few that escaped? Did they befriend any special Papua New Guineans whilst escaping? Were they a POW in Japan and how did they survive that? With civilians - what happened when they were evacuated? Did they have a home to go to? How did they manage for food and winter clothing? What support did they receive? How did losing their homes and nearly all they knew - affect them and their children? How did they find out what happened to their men? The variables are endless.

The book is to give families the opportunity to tell their story and to let others know the tragic loss that both Australia and the New Guinea Islands suffered by the disappearance of these special men onboard the Montevideo Maru as well as those that never left the New Guinea islands, and those that managed to make extraordinary escapes home.

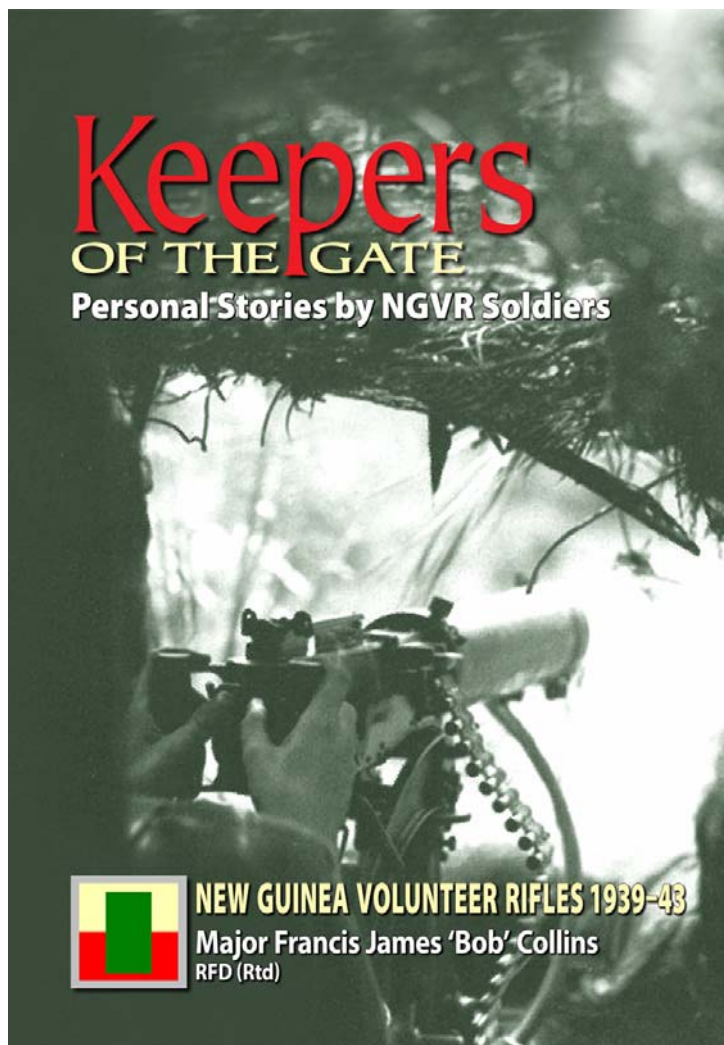
SUBMISSION CONDITIONS

Email entry is preferred. Email: stories@memorial.org.au or Dropbox : Gayle Thwaites Postal Address: Mrs G. Thwaites, PO Box 153, Lilydale, Victoria, 3140

- Please register your subject interest and Soldier's /Rabaul Civilian name with our Project Manager - Gayle Thwaites via email : stories@memorial.org.au
- Submissions are due 30 July, 2016 @ 5.00pm; they must include a Submission Form and Release Forms (photos) if applicable
- There is no entry fee
- Submission is not a guarantee of publication
- Open to age 14 and over
- Limit of two stories per person
- Stories must be the author's own work
- Stories must not exceed the word limit of 3000 words
- You are encouraged to include photographs with your story. These must be in JPG format and scanned at least to 300 dpi. A release form will be required for each individual photograph.
- Photos should not be embedded in the text file. Please submit images as separate files from the written work
- Hard copies of photos can be scanned and returned to you by arrangement
- Stories should include a list of sources at the end
- Entries must be typed on A4 paper, single sided in 12pt font double- spaced, with page numbers; no other formatting please
- By submitting a story, the author grants the Rabaul and Montevideo Maru Group/Papua New Guinea Association of Australia (PNGAA) the rights to publish the story in print and online.
- Once published, the rights revert back to the author.
- Stories will NOT be returned
- Publication is scheduled for Mid - 2017

FURTHER ENQUIRIES

Project Team Manager – Gayle Thwaites:
Email - stories@memorial.org.au or Mobile: 0477 000 771
PNGAA President – Andrea Williams: Email - president@pngaa.net
Stay up to date with the project via Facebook at
www.facebook.com/RabaulandMontevideoMaruSociety



SPECIAL BOOK OFFER...

Who were the Keepers of the Gate?

The New Guinea Volunteer Rifles (NGVR) —one of the few Allied military units engaging the Japanese in New Guinea in early 1942.

With aggressive patrolling and reconnaissance the gate to the New Guinea Goldfields and central range south to Port Moresby and Australia remained closed to the enemy.

Armed with WWI light infantry weapons, no air or artillery support, few rations, minimal ammunition supply, meagre medical services and limited communications, this poorly-trained force was used to exhaustion and disbanded.

Many of the men never served again due to the deprivations suffered; others, after rest returned to New Guinea and served in the Australian New Guinea Administrative Unit (ANGAU) and units which needed their PNG knowledge and experience.

This is not a history of NGVR. These are the stories of thirty-seven NGVR soldiers—stories which reveal why they were in New Guinea as civilians at that fateful time, their wartime and postwar experiences and the effect on them and their families.

The stories were written as told to Bob Collins, who served in PNGVR, the postwar CMF unit in Papua New Guinea. He met many ex-NGVR men and saw many areas where NGVR operated on the frontline. We are grateful to this small band of courageous and adventurous men, the Keepers of the Gate —our front line of the Pacific War —and these stories are a legacy these outstanding men deserve.



To: **NGVR & PNGVR Ex-Members Association, PO Box 885, Park Ridge QLD 4125**

Purchase before 25 April 2016 at the discounted price of \$45.00 per copy

(Retail price after the book launch will be \$50.00)

Please send me copies of **KEEPERS OF THE GATE** at the pre purchase price of \$45.00/\$50.00 plus \$20.00 p&h each (more if overseas)

If you also buy the companion book "PNGVR: A HISTORY" the price is \$90 for both plus postage of \$35

☐ Enclosed please find my cheque, made payable to NGVR & PNGVR Ex-Members Association, for \$..... **OR**

☐ I have transferred \$..... to NGVR & PNGVR Ex-Members Association, BSB: 064006 A/C: 10001126

Name: Email or Phone No.:

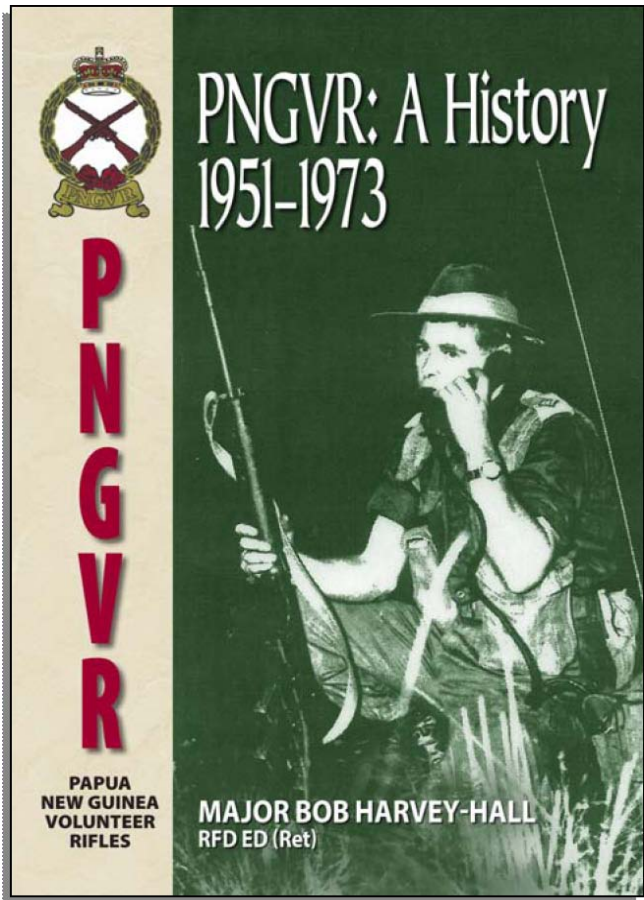
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For more information, please contact Phillip Ainsworth—p.ainsworth@kingco.com.au (email)—0418 730 348 (mob.)

Kieran Nelson: kierannelson@bigpond.com (email)—0412 236 013 (mob.)



BOOK OFFER TO.....
PURCHASE THE HISTORY OF PAPUA NEW GUINEA
VOLUNTEER RIFLES#

PNGVR was the successor unit to the WWII New Guinea Volunteer Rifles Militia Battalion. It was the only Australian post WWII Militia (CMF) Battalion which was:

- formed, served and disbanded overseas
- never served in Australia
- always on the Australia's Order of Battle
- always commanded by a regular army officer
- from 1964 actively enlisting Papua New Guineans (non-Australians)
- from 1964 a fully-integrated unit comprising Australians and non Australians in all ranks

The colourful story of this unique Australian Militia Battalion unfolds in this detailed telling by Major Bob Harvey-Hall RFD ED (Ret), the second-longest serving PNGVR soldier/officer/ Company Commander and Battalion 2/1C, from the unit's earliest days until near when it was disbanded.

The story reveals how expatriates thought and lived in PNG from the early 1950s just after the war; how the battalion provided the initial defence of the country and assisted to

re-establish the Pacific Island Regiment. As the country's development

process increased, the battalion's role was expanded and Papua New Guineans were welcomed enlistments into the PNGVR military community.

The battalion played an important role during the anxious time the governing of West Papua was transferred to Indonesia from the Dutch. As the country rapidly moved towards its own independence there was no need for an Australian CMF unit in PNG and the unit was disbanded. Many of the expatriate Australians remained in PNG after independence and further assisted the country in its development. Read how the bonding created by the unique shared experiences within PNGVR remains strong today and is exemplified whenever a group of former PNGVR soldiers meet.

PURCHASE ORDER

To: NGVR & PNGVR Ex-Members Association, PO Box 885, Park Ridge QLD 4125

Please send me copies of **PNGVR: A History 1951-1973** at the purchase price of \$50.00 per copy Plus \$20.00 for postage and handling for any purchase in Australia Note: Overseas purchasers should include sufficient to cover the postage costs to their selected destination. As a guide, the book is A4 size 20mm thick and weighs 1318 grams.

If you also buy the companion book "KEEPERS OF THE GATE" the price of \$90 for both plus postage of \$35

☐ Enclosed please find my cheque, made payable to NGVR & PNGVR Ex-Members Association, for \$..... **OR**

☐ I have transferred \$..... to NGVR & PNGVR Ex-Members Association, Commonwealth Bank of Australia BSB:064006 A/C:10001126

Name: Email or Phone No.:.....

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If transferring funds electronically, please be sure to include your name with your transfer, then either post this form or email details of your order

For more information, please contact Phillip Ainsworth—p.ainsworth@kingco.com.au (email)—0418 730 348 (mob.) Kieran Nelson: kierannelson@bigpond.com (email)—0412 236 013 (mob.) #