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*Sabretache*



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Journal and Proceedings of the  
Military Historical Society of Australia

# SABRETACHE



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# SABRETACHE

Journal and Proceedings of the  
**MILITARY HISTORICAL SOCIETY OF AUSTRALIA**  
(founded 1957)

Vol XXII

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The Editor is eager to receive contributions to the Journal, which should be addressed to

The Editor,

*Sabretache*

P.O. Box 30,

Garran, A.C.T. 2605

I would like to remind members that any interesting piece of information, too short for an article, can be included in the Notes and Queries section of the Journal. Interesting photographs are especially welcome, and can be returned to the contributor unmarked after publication.

*Peter Stanley.*

## President's Report

Once again I find myself reporting on the results of the Society's activities. While 1980-81 may be described as a period of consolidation, I am confident that the Society is well placed for future progress.

Several matters occupied the attention of Federal Council during the year but none more so than the question of property held by Council. At last it seems that this has been finalised. After extensive enquiries all medals and memorabilia have been returned to their owners where these could be identified. Five decorations which were issued unnamed, and for which no owners have been located, will be offered for sale. The remainder, comprising a number of counterfeit and duplicated medals, will be destroyed under supervision with any precious metal content being recovered and sold. The proceeds of these sales will go to the Society publications fund. Federal Council decided on this latter course in order to avoid any possibility of these spurious medals coming onto the market to the confusion of collectors. This, I believe, is the only ethical course available.

*Sabretache*, now in the hands of our new editor Peter Stanley, was given a facelift. The new style has brought a number of complimentary responses and it is anticipated that it will be a more effective medium for promoting the interests of both members and the Society as a whole. There is, of course, a continuing need for contributions, particularly those relating to member's collecting interests. I might add that adoption of the new paper size was an economy measure which has helped to contain costs.

Over the course of the year membership increased slightly, mainly due to increased interest by public and defence forces libraries. I look forward to enrolment of more members by Branches and I hope that special attention will be given to this task.

The financial position disclosed in the statements presented by the Federal Treasurer, gives cause for some satisfaction but not complacency. I do not believe that, on present information, any variation in the rate of subscriptions is warranted.

You will be aware that a revised directory of members is being compiled. This will include the address and major interests of each member and will be produced on the same size paper as *Sabretache*. The directory will be distributed, at no charge to members, with the October/December issue of the journal.

Celebration of the Society's twenty fifth anniversary was given close attention throughout the year. The most significant event for which both planning and action are under way is an exhibition of militaria organised by the Albury/Wodonga Branch for the Queen's Birthday weekend in June 1982. This will be held in conjunction with the RAAOC Museum at Bandiana and 8/13 Victorian Mounted Rifles. This will also be the venue for a number of Society activities, including, perhaps the Annual General Meeting and seminars on topics of interest to members. Albury/Wodonga is not too far for members in New South Wales, Victoria, South Australia, A.C.T. and perhaps in other States to attend and exhibit material from their collections. Details have been sent to Branches and will be published in *Sabretache*. After personal discussion with those involved I am delighted at the extensive preparatory work already undertaken by Albury/Wodonga members and the high degree of co-operation being extended by the Army authorities. We look forward to an interesting and varied Society weekend.

Also to mark the anniversary we are considering production of a comprehensive index of the first quarter century of *Sabretache*. Cost will be a major factor and details will be announced as they become available.

In conclusion I would like to thank all members of Branch Committees and of Federal Council for their efforts during the year. Once again special mention must be made of the Federal Secretary. His untiring efforts and the amount of work with which he deals must be seen to be believed. My sincere thanks, on your behalf, to all of them.

My best wishes for the coming year to all members.

NEVILLE FOLDI  
Federal President  
20 June 1981

**Treasurer's Report  
For the Year Ended 30 June 1981**

Attached is the audited financial statement for the year ended 30 June 1981.

As disclosed in the Income and Expenditure Account the amount of \$3,611.01 shown as a balance includes:

|  |          |
|--|----------|
| a. The actual surplus for 1979/80 Financial Year brought forward | 1,896.97 |
| b. Subscriptions received in advance for 1981/82                 | 210.00   |
| c. The surplus for 1980/81                                       | 1,504.04 |
|  | 3,611.01 |

During the year an amount of \$2,000 was deposited in the Canberra Permanent Building Society. Total funds available to the Society are shown in the Cash Summary.

*R. WEBSTER Honorary Treasurer 1 July 1981*

*I have examined the financial records of the Military Historical Society of Australia. In my opinion the financial statements are a true and correct record of the financial transactions conducted by the Society.*

*R. WHITTON Honorary Auditor July 1981*

**Income and Expenditure Account  
For the Year Ended 30 June 1981**

| Income   |          |          | Balance Carried Forward                  |          |
|--|----------|----------|--|----------|
| <b>Balance Brought Forward</b>                     |          |          | Previous Surplus                         | 1,896.97 |
| 1979/80 Surplus                                    | 1,896.97 |          | Surplus 1980/81                          | 1,504.04 |
| Subscription in Advance                            | 633.26   |          | Subscriptions in Advance                 | 210.00   |
| Accounts Unpaid                                    | 1,110.10 | 3,640.33 |  | 3,611.01 |
|  |          |          |  | 9,261.19 |
| <b>Subscriptions Received</b>                      |          |          | <b>Cash Book Summary</b>                 |          |
| 1979/80  | 45.00    |          | For Year Ended 30 June 1981              |          |
| 1980/81  | 4,867.14 |          | <b>Cash Book</b>                         |          |
| 1981/82  | 210.00   |          | Balance brought forward from 1980        | 3,640.33 |
|  | 5,122.14 |          | Plus amounts credited                    | 5,500.20 |
| <i>Less Branch Capitation Fee</i>                  | 152.60   | 4,969.54 | <i>Less amounts debited</i>              | 9,140.53 |
| Advertising Received                               |          | 36.00    | <i>Balance carried forward</i>           | 7,650.18 |
| Sales of <i>Sabretache</i>                         |          | 206.85   | 30 June 1981                             | 1,490.35 |
| Publications Fund Donations                        |          | 177.50   | <b>Investment Account</b>                |          |
| Bank Interest Received                             |          | 110.31   | Amount Invested in Building              |          |
| Interest on Investment                             |          | 120.66   | Society                                  | 2,000.00 |
|  |          | 9,261.19 | Interest Received                        | 120.66   |
|  |          |          |  | 2,120.66 |
| <b>Expenditure</b>                                 |          |          | <b>Bank Reconciliation</b>               |          |
| <i>Sabretache</i> Publication Costs                | 5,027.05 |          | As At 30 June 1981                       |          |
| Postage and Stationery                             | 501.85   |          | Balance as Per Bank Statement            | 2,640.35 |
| Cost of Brochure – Australian War Memorial Seminar |          | 103.50   | <i>Less</i> Cheque unrepresented to date | 1,150.00 |
| Cost of Research – National Library Print          |          | 8.00     |  | 1,490.35 |
| Bank Charges                                       |          | 10.38    | <b>Total Funds</b>                       |          |
|  |          |          | Bank Account                             | 1,490.35 |
|  |          |          | Investment Account                       | 2,120.66 |
|  |          |          |  | 3,611.01 |

## A Secret Mission to France

### Australia's first casualties in World War II.

Jim Heaton

On 25 June 1980, at a small ceremony at the Australian War Memorial in Canberra, Sir Richard Kingsland, on behalf of No.10 Squadron, officially handed over a wing spar and engine cowling of the Walrus aircraft L.2312 which had crashed in France on 18 June 1940 killing the occupants. The families of the two Australian crew members who died, Flight Lieutenant John Bell and Sergeant Charles Harris attended the ceremony. For 40 years the events surrounding the death of these men had remained secret. It was only in 1977, when the history of No.10 Squadron was being compiled by Flight Lieutenant Kevin Baff, that he was able to piece together the events surrounding the tragedy.

At 11 o'clock on the morning of 3 September 1939, as no assurance had been received that the troops which had invaded Poland on 1 September were being withdrawn, the British and French governments declared war on Germany. In spite of determined resistance there was never any doubt about the outcome of this invasion and, by the end of September, Poland had been crushed. After the defeat of Poland, German armies were transferred to the west. By the end of November British intelligence estimated that they were faced by between 97 and 99 divisions. In spite of this buildup all remained quiet throughout the winter of 1939-1940. For the moment Hitler had other matters to settle. In April 1940 Denmark was overrun, Norway invaded and by early May resistance in both all but overcome.

The British, who had no intention of invading Germany, gradually increased the British Expend-

itionary Force in France to 400,000 well equipped troops. It took the Germans just over 5 weeks to defeat not only the British Expeditionary Force but also the armies of France, Belgium and Holland. The assault on the West opened on 10 May with Luftwaffe attacks on key supply position airfields and railways. In spite of assurances that Belgian neutrality would be honoured, German forces poured across the border into that country. Holland and Luxembourg, both neutrals were to receive the same treatment on the pretext that their government had allowed their countries to be used by the British. The Luftwaffe, having the advantage of complete surprise, destroyed half the Belgian and Dutch airforces on the ground.

By 12 May the Germans had crossed the Meuse River and the Belgian forces were falling back. Three days later the Dutch surrendered after suffering 100,000 casualties. Large parts of Rotterdam lay in ruins and the Dutch Royal family had fled to England. The Belgians fell back to a line from Antwerp to Louvain while the British Expeditionary Force held the sector from Louvain to Brussels. By 14 May the Germans had brushed aside French resistance in the Ardennes and in the crisis that followed, the British and Belgians were obliged to abandon Antwerp and Brussels. The Germans eventually reached St Quentin and the First World War battlefield of the Somme, on 18 May, and by the end of May Amiens had fallen and Boulogne and Calais had been captured.

The British Expeditionary Force, fell back to Dunkirk, abandoning most of its equipment to the advancing Germans. In all, some 340,000



men were rescued from the beaches between 26 May and 4 June of whom 120,000 were French. The evacuation from Dunkirk gave the French a short interlude to organise, yet in spite of this, though some units continued to fight bravely, no effective or co-ordinated resistance was offered to the Germans. Among the units which slowed the German advance was a tank brigade led by Colonel Charles de Gaulle.

On 27 May Belgium surrendered and after the end of the first week in June the French failed in their attempt to contain the German advance. Early in June, General Erwin von Rommel was instructed by Hitler to occupy the entire French coast as far as the Spanish border as quickly as possible. Rommel, who fully appreciated the urgency of the task, advanced with the XV Panzer Corps with incredible speed. On 16 June his tanks advanced 100 miles and captured Cherbourg after a short fight the following day. The next day a section was detached from the XV Panzer Corps which moved 200 miles deep into Brittany in the direction of Brest. On the same day the government of Paul Reynaud resigned and Marshal Petain headed a ministry which immediately approached the Germans for an armistice. This was duly signed on 2 June 1940.

The crisis, that had lasted little more than five weeks, had a dramatic effect on the career of Colonel de Gaulle. In early May 1940 he was commanding a tank brigade in determined resistance to the German advance at Bruyeres. Until the end of the first week in June he was involved in the battle for the Abbeville bridgehead, having been promoted to Brigadier General in command of the 4th Armoured Division. He was awarded the Croix de Guerre for the part he played in this battle. Immediately afterwards de Gaulle was summoned to Paris by the new Premier, Paul Raynaud, who appointed him Under Secretary for War.

De Gaulle was sent to London to talk to Winston Churchill in connection with the way in which the war might best be continued and, in particular, to plead for more aircraft to assist the fighting for France. However, it was the view of the British Government that the French had lost both the will and the ability to resist the Germans. In these circumstances it was decided that no aircraft could be spared particularly as it was realised that soon all would be required for the defence of Britain.

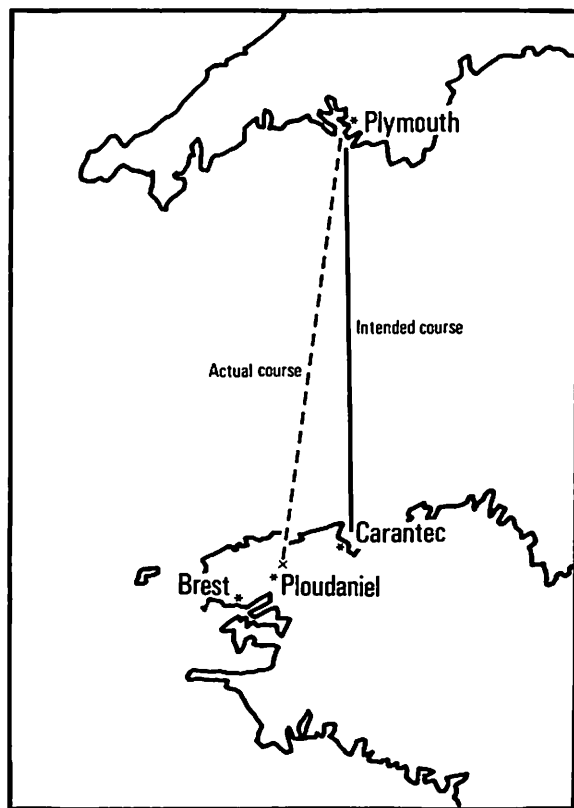
On 14 June when the Germans were entering Paris, de Gaulle was driving the 400 miles to

Brest. En route he made a detour to the little Breton coastal town of Carantec to visit his wife Yvonne and their three children. He would also have liked to have visited his mother who lived 100 miles away in the small village of Paimpont as he knew that she was seriously ill, but there was no time for this. As had been planned, he flew to Britain again on 14 June and this time, asked the British for assistance with the transportation of French troops to North Africa in addition to presenting the British Government with a declaration of united purpose to continue the fight against the Germans. The British agreed to both propositions.

Clearly, in his two visits, de Gaulle had made a great impression on Churchill as he was supplied with his personal aircraft, a de Havilland Dragon Rapide, for his flight back to Bordeaux. By the time he had returned it was clear immediately to de Gaulle that matters had deteriorated rapidly with the resignation of the Reynaud government. Reynaud's successor, the ageing Marshal Petain, had sued for peace and de Gaulle now realised that he could best serve the interests of France by continuing the fight from Britain. Accordingly, he made arrangements for passports to be issued to his family to travel to Britain and then, in the company of Sir Edward Spears, the British Liaison Officer to the French GHQ, he boarded the Dragon Rapide in Bordeaux and flew back to England. On 18 June he made his famous broadcast to the French nation in which he rejected both despair and defeat. He placed himself at the head of a new movement and organisation to carry on the War. To all who heard him and looked forward to the day when France once more would be free, de Gaulle was now both a leader and source of hope.

These events placed the de Gaulle family, who were still in France, in considerable danger. Churchill had realised that under no circumstances should the de Gaulle family be allowed to fall into enemy hands. It had therefore been planned that they should be evacuated on the last British destroyer to leave from Brest. However, plans had been prepared before news was received of Rommel's rapid advance through Brittany.

In these circumstances it seems likely that Churchill gave special orders for a contingency plan to be adopted. This plan was to be implemented alongside existing arrangements for evacuating the de Gaulle family by destroyer from Brest. It required an aircraft to be flown into the area by a highly trained crew using the shortest



The flight of Walrus L. 2312, June 1940.

possible route. As the situation in Brittany was fluid it was important that the aircraft be able to land in a field or on the sea, accommodate 5 passengers plus the crew and be able to take off in a short distance. A secret service agent was to accompany the flight and on landing near the town he was to confirm whether they had indeed already left.

It soon became clear that Churchill was fully justified in his fear that the de Gaulle family were in danger of being captured. On 18 June Yvonne de Gaulle, who was still at Carantec, learned that the last two ships were to sail from Brest for Britain that day, one soon after midday, the other at 9.00pm that night. She realised that not only did she not have time to collect her mother-in-law but that she would have to move quickly herself if she was to escape. All 5 people crammed into a little Renault and set off for Brest.

The car broke down on the way and by the time they arrived the first of the ships had already left. She was fortunate to be delayed as soon afterwards it was sunk by a bomb down the funnel and few survivors were rescued. Yvonne de Gaulle

and her family caught the last ship, a Canadian freighter, which zigzagged across the Channel through the night and landed her at Portsmouth on the morning of 19 June.

The previous day an RAF Walrus amphibian had crashed in fog in a field between the small town of Ploudaniel and Brest, killing all on board. Amongst the dead were two Australians, the first of the Australians to lose their lives in the Second World War.

The story of how flight Lieutenant Bell and Sergeant Harris came to fly in Walrus L.2312 to the field in Brittany began in 1934, when the Australian Government purchased, amongst other aircraft, 24 Walrus amphibian aircraft.<sup>1</sup> In 1935 Hitler had announced that the German airforce was already as large as that of Britain. This prompted the British Government to attempt to modernise and substantially increase the number of front-line aircraft. This growing anxiety was, to some degree, transmitted to the Australian Government and was in due course reflected in increased defence budgets in the three years before the outbreak of the Second World War. For the financial year 1936-1937 the Australian defence budget was the largest since the end of the First World War and as the European crisis deepened, the pace of the RAAF's expansion quickened.

In June 1939 the Australian Council for Defence called for reviews by the Chiefs of Staff of the degree of preparedness of the Australian armed forces. Amongst other recommendations they stressed the importance of the further expansion of the RAAF. The recommendation was accepted and as part of this expansion 20 Short Sunderland flying boats with Pegasus engines were ordered. The first of these machines was to be delivered to No.10 Squadron which had been formed at Point Cook on 1 July 1939. A number of the experienced pilots of the new Squadron had had considerable experience flying Walrus aircraft, the first of which had been delivered in Australia in March 1936.

As the first of the Short Sunderlands was to be delivered in September 1939 it was decided that crews should be sent to England for training some months before. Once the aircraft had been received they were to be flown back to Australia. Seven pilots, therefore, travelled to Britain by Qantas and Imperial Airways and arrived at RAF Calshot at the end of July. As the Sunderlands were not yet available the pilots were supplied with 4 engined Short Singapore III flying boats which had many features in common with them.

In the meantime it had been arranged that the crews for the first Sunderlands would travel to England by sea on the RMS *Strathaird*. They arrived at Southampton on 12 August 1939.

After their arrival, both the pilots and crews were transferred to RAF Pembroke Dock in South Wales where they trained on Sunderland aircraft loaned to them by the RAF. On 3 September, soon after they had arrived at Pembroke Dock, war was declared on Germany.

The first three aircraft were ready for delivery on 11, 19 September and 3 October. The crews travelled by train to the Short factory at Rochester and after spending two days on inventory checking and testing, the aircraft flew them back to Pembroke Dock. Delays in the delivery of spare engines and equipment prevented them being immediately flown back to Australia as had been arranged.

In the meantime, as the British Government was desperately short of trained aircrews, an appeal was made to Commonwealth governments for help. Air Vice Marshal Goble, Chief of the Air Staff in Australia recommended to the Government that since part of No.10 Squadron was already in England, the whole of this Squadron should be immediately made available to the British. He insisted, however, that it should operate as an Australian unit. His recommendation was accepted.

Arrangements were now made to have the rest of No.10 Squadron, who were stationed at Point Cook, transferred to England as soon as possible. They travelled to England on the RMS *Orontes* where they were addressed by Air Vice Marshal S.J. Goble. The ship sailed from South Australia on 23 November with 2 officers and 183 airmen. They arrived at Colombo on 6 December and, after a short break in which they travelled to the town of Kandy in the centre of Ceylon, they sailed on to arrive at Suez on 16 December. Here they were met by the commanding officer of No. 10 Squadron, Squadron Leader C.W. Pearce.

Between 16 December and 14 January the Squadron, the first Australian unit to arrive in Britain since the outbreak of war, received more than its fair share of official inspections. These started even before they arrived in Britain when they were met at Marseilles by the Hon. J.M. Fairbairn, Minister for Air in Australia and Squadron Leader Home, the RAF Liaison Officer. The final inspection, on 14 January perhaps best illustrated British gratitude for the support they were receiving from Australia. They received an

official visit from the Rt Hon. S.M. Bruce, High Commissioner for Australia, Rt Hon. Anthony Eden, Air Marshal Sir Charles Burnett, Air Vice Marshal R. Williams and Group Captain McNamara.

No.10 Squadron's first operation, a convoy patrol, was flown on 6 February 1940. Flight Lieutenant John Bell flew his first patrol on 26 February. On 1 April the Squadron was transferred to RAF Mount Batten at Plymouth. By this time they had received 9 Sunderland aircraft with which regular convoy patrols were undertaken.

Flight Lieutenant John Bell, the pilot of Walrus L.2312 which crashed in France, had only been officially posted to No.10 Squadron from the beginning of April 1940 though he had in fact joined it in February of that year. Born at Farina in rural South Australia he had been educated at St Peter's College, Adelaide. He had joined the RAAF as a cadet in 1935 at the age of 19 years and had been appointed Pilot Officer a year later. Between 1936 and 1939 he had served with No.5 Squadron from Richmond and had built up over 1000 hours experience, flying mainly Walrus aircraft.

Bell had been posted to No.9 Squadron from the beginning of 1939. Just over a year later he flew to England to join No.10 Squadron and arrived in London on 2 February 1940. His first flight in a Sunderland with the Squadron was on 12 February and he qualified as First Pilot on 16 March. Between February and June he flew about 300 hours on convoy patrols and bombing missions. It is interesting to note that while with No.10 Squadron which was only equipped with Sunderlands, he had occasion to fly Walrus aircraft. Indeed on 20, 21, 23 May he flew the Walrus in which he was to crash.

Sergeant Charles Harris was born at Collarenebri, NSW, educated at Auburn Public School and Sydney Technical College and enlisted in the RAAF in December 1934 at the age of 26. He was initially employed as a fitter with No.3 Squadron. He served with a number of units as fitter, turner, air gunner and air observer before he joined No. 10 Squadron from No.22 Squadron in November 1939. It is interesting to note that he held a private pilot's licence. He embarked on the RMS *Orontes* at Richmond on 17 November 1939. Sergeant Harris was married and had one child, a son.

On 17 June Winston Churchill, who now had grave fears that de Gaulle's family would fall into enemy hands, contacted D Section of Special



The graves of the crew of Walrus L. 2312 at Ploudaniel.

Operations Executive (SOE) and requested that they immediately make arrangements to rescue his wife and family from Carantec in Brittany. On the evening of the same day the Duty Controller at RAF Mount Batten received the following message from the Staff Officer attached to Admiral Sir M. Dunbar-Nasmith VC., Commander-in-Chief, Western Approaches.

FORM GREEN

- A. PL/G12/17/6
- B. MOUNT BATTEN
- C. ONE WALRUS TO PROCEED WITH ADMIRALTY PASSENGER FROM PLYMOUTH SOUND TO NORTH COAST BRITTANY AT EARLIEST 16/6. PASSENGER WILL GIVE DETAILS OF DESTINATION ON ARRIVAL ABOUT 2359/17. AIRCRAFT TO BE FULLY ARMED AND TO KEEP DEFENSIVE WATCH AT ALL TIMES ESPECIALLY WATERBORNE. RETURN TO BASE ON COMPLETION.

According to Squadron Leader Pearce, the Officer Commanding No.10 Squadron, Flight Lieutenant Bell volunteered for the special mission. It is interesting to note that his logbook shows that he flew a mission in Walrus L.2312 to Brest on 16 June and had returned the following day. Sergeant Harris was unlucky to be on the mission as the Air Observer who should have been on the flight was unwell.

Preparations were made for the flight. Mr Ted Cocks, No.10 Squadron duty NCO, who was

responsible for calling Bell and Harris recalled that he had great difficulty in waking Harris. Some time after calling him he returned to see if he was ready only to find him back in bed asleep. He woke him again and stayed with him until he was dressed. Shortly before midnight on 17 June Captain Norman Hope, a British Intelligence Corps Officer who was working for the Admiralty arrived at Roborough Airport. According to Mr Cocks he was wearing civilian clothes for the mission, being dressed in a brown suit and hat and carrying a small tan attache case. The final member of the crew was Corporal Bernard Nowell, an RAF wireless Electrical Mechanic. It appears that he had had little experience in operating radio sets in the air as he had to be given a course during the night.

It was at 02.55 that the Walrus finally ran down the slip-way and took off into the night flying south towards the French coast. It is presumed that during the flight Captain Hope briefed the crew on the mission to rescue the de Gaulle family and instructed Bell as to where he should land. The exact details of what happened over the next hour and a half will never be known and a number of important questions remain unanswered. Did the aircraft drift off course and become lost in the fog or was it intended that Ploudaniel should be visited? Was the aircraft intercepted by German fighters or hit by ground fire or did it experience engine trouble? While researching the incident, Flight Lieutenant Baff interviewed two members of the village of Ploudaniel who remember the incident. These interviews only provide a partial answer to the question.

Madame Marie Pengam, who lived at that time at the little village of Keranou near Ploudaniel, recalled that at about 4am she heard the sound of an aircraft flying low over the village. On investigation she recalled that she saw that the aircraft was on fire and she later heard that it had been fired upon from the ground. Because of the thick fog Bell appeared to have considerable difficulty in selecting a suitable spot to land. After flying low over a number of fields he chose one that was cultivated and appeared to be level. Unfortunately the aircraft flew directly into a bank, broke up on impact and burned furiously killing all the occupants. Robert Kerbrat, who was 13 years old at the time, confirms the second half of the account supplied by Madame Pergam. He recalls that when he arrived at the scene of the crash the aircraft was broken in two and was burning. He commented that the undercarriage had

broken off and that had the aircraft missed the bank it would probably have landed successfully.

In 1946 the Mayor of Ploudaniel gave the following account of the incident in a letter to the Bell family.

*“On June 18 1940, at 4.40am the people in the district of Kerbiquet in Ploudaniel were awakened by the sound of the engine of an aircraft which seemed to be flying very low. The fog was very thick and the engine was not working properly. The machine flew over the area two or three times, low down, as if it was looking for a landing ground, and finally came down in a clump of trees 1½ miles away on the edge of a field. The aircraft caught fire at once. The rescue party was immediately organised, but the flames prevented the rescue party from going near the machine, and they could only bring out of the fuselage the burnt bodies of the unfortunate crew”.*

He went on to say that the bodies had been buried at the churchyard of Ploudaniel at a service attended by a large part of the local population and that, in spite of the occupation of the area by the Germans, the graves were well tended throughout the War and always covered with flowers.

*“It is for us, a duty to pay honour to those who gave themselves for the defence of our liberty, and to the ordinary people who care for the graves”.*

He wished to assure the families of those who died that they lay “not in a foreign land, but in friendly soil”.

Following the disappearance of the Walrus, and having received no information that the de Gaulle family had reached England, another member of Section D of SOE was sent to Carantec by Motor Torpedo Boat. They enquired about the de Gaulle family and the missing Walrus but were unable to obtain news about either as the town had just been occupied by the Germans. This is how the matter had rested nearly 40 years until Flight Lieutenant Kevin Baff decided to compile a detailed account of the wartime history of No. 10 Squadron. Inevitably his interest soon turned to the events surrounding the deaths of Bell and Harris.

Baff thought that it would prove to be a relatively simple matter to unearth the details and therefore contacted Air Commodore Charles

Pearce who had commanded No.10 Squadron for the first few months of the War. Air Commodore Pearce informed Baff that the mission was to drop an intelligence officer on the Loire and to collect a French Countess. Pearce had heard at the time that Winston Churchill had somehow been involved. By now Baff's interest was aroused.

In April 1978 Air Historical Branch of the British Ministry of Defence was approached for information but were unable to help. Baff did, however, manage to establish that the Walrus used on the mission was operated by No.15 Group Communications Flight which was also based at RAF Mount Batten. Accordingly the Public Records Office in London was approached for records of the operation of this unit. All they were able to confirm was the fact that the Walrus had been lost in an operation in France. Strangely, though, no record was made in the Duty Controller's Log, Mount Batten, in connection with the loss of the Walrus. The log did however indicate that the Commander-in-Chief, Western Approaches had somehow been involved. Baff contacted the Ministry of Defence Naval Historical Section who confirmed that the Cabinet Office Historical Section should be contacted. They were approached but were unable to help.

In March 1979 Baff had his first success. He was investigating 'Commander Pinson' who had been involved in the passing of the details of the mission to No.10 Squadron. The Naval Historical Section of the Ministry of Defence were unable to find any reference to Pinson in the 1940 Navy list, but discovered the name Commander Pinsent who served on the staff of the Commander-in-Chief, Western Approaches. It seems that Pinsent had been involved at that time with the evacuation of a number of prominent French citizens from France. It was suggested that an approach should be made to the Historical Section of the Foreign and Commonwealth Office in London. It was about this time that Baff received news from the Mayor of Ploudaniel that supplied information of the crash in a field outside Ploudaniel. He included with his letter two statements, one from Madame Pengam the other from Monsieur Kerbrat both of whom had witnessed the incident.

Meanwhile Baff had contacted the Foreign and Commonwealth Office once more and it had been recommended to him that he should look through published accounts of the fall of France. They referred Baff to three works, *The Men Who Saved France: Petain and de Gaulle*, by General

Sir Edward Spears, *War Memoirs*, Vol I, by General de Gaulle and *De Gaulle* by Edward Ashcroft. Spears, in his account of the period stated that Churchill was involved in the evacuation of prominent Frenchman from France while the works on General de Gaulle confirmed that the timing of the mission coincided with plans to evacuate his family. Baff contacted Professor M.R.D. Foot, the author of *SOE in France*, in 1976. He noted on page 150 of this work,

*"... just before the fall of France, section D sent a flying boat to collect de Gaulle's family from Carantec, on the north Breton coast near Morlaix; it disappeared. Early on 20 June a D staff officer reached Carantec by MTB, only to find that the Germans had arrived, after Mme de Gaulle had left; she reached England by more orthodox means"*.

While it had been many years since Foot had

seen the papers, he was sure that Bell and Harris had been involved in this mission.

Early in 1980 Baff contacted the Foreign and Commonwealth Office once more and asked that the SOE files for 17-20 June be inspected. These revealed that Section D had been involved in the evacuation of the family of a prominent French official from the village of Carantec. As the Germans were expected to arrive the following day an officer was despatched in a flying boat. The officer and aircraft had been lost and investigations on 20th proved to be fruitless.

After piecing together all the details of the mission, Baff visited Ploudaniel, where he met Madame Pengam and Monsieur Kerbrat, and saw the graves of the Walrus crew and passenger. He recovered the Walrus engine casing and a wing-strut, from the site of the crash and later donated them to the Australian War Memorial.

1 In Australia the Walrus was known as the Seagull Mk.V.

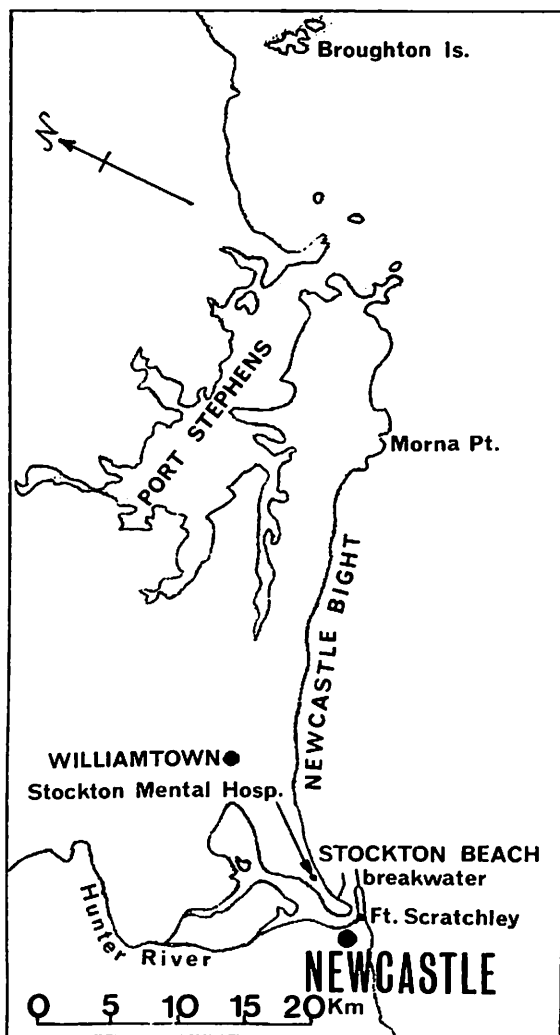
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## The Stockton Bight Disaster.

Chris Coulthard-Clark

Occasionally the perils of training for wartime approach those of such actual operations. Even while the risk of injury or death due to enemy action is absent, there are times – fortunately few – when chance and circumstances combine to produce a genuine risk of danger to life and limb. In the event of such accidents the demands of the moment summon forth acts of bravery no less remarkable for having been performed on other than a battlefield. An example of this can be found in March 1954, when disaster befell the 15th Northern River Lancers.

15th NRL was an amphibious armoured unit of the Citizen Military Forces centred on Newcastle, New South Wales. Raised in July 1948 as a squadron with the title of 15th Amphibian Assault Regiment (Northern River Lancers), the unit had its origins in the 1st Amphibious Armoured Squadron raised in late 1944 and disbanded at the end of the Second World War. Like its predecessor, which had an amphibious supply platoon attached, 15th NRL (its title was changed to this in 1949) also had a supply sub-unit: the 1st Tracked Amphibian Vehicle



Squadron, Australian Army Service Corps. The regiment was, moreover, equipped with amphibious tanks acquired from the United States for its wartime ancestor, LVT4s and LVT(A)4s – the LVT stood for “Landing Vehicle, Tank” – also known as “Alligators”. The AASC sub-unit – retitled 16 Company, RAASC – operated DUKWs, unarmoured landing vehicles for supply across open beaches.

A unit history preserved in the collection of the Australian War Memorial records the events of the regiment’s 1954 Annual Camp. A weekend bivouac at the unit’s Newcastle base on 6-7 March was, according to this account, to be followed by an exercise involving movement by water to a training area along the coast, named “Operation Seagull”. At about 2am on Monday, 8 March, 184 members of the unit in 20 vehicles – 8 LVT(A)4s, 5 LVT4s and 7 DUKWs – moved off from where they were

drawn up on the Wave Trap Beach at the rear of Camp Shortland. The night was fine and warm, the sky was clear and the sea moderate before a wind blowing at 8-10 mph as the convoy moved out of Newcastle harbour in line ahead formation.

The precaution had been taken to obtain a report from the Government Weather Bureau at nearby Williamtown and good conditions had been forecast, but within 45 minutes of the regiment setting off the wind changed direction and force, and the convoy was soon battling rough seas and large choppy waves. The lumbering vehicles were not suited to such conditions, having only about 45cm of freeboard while their weight caused them to go through waves rather than ride over them. Waves breaking over the vehicles soon drenched radio sets and made the problem of control of the convoy impossible. Vehicles soon began to sink, the first apparently going down just outside the Newcastle Heads. Three others sank in deep water three miles out to sea, their crews being rescued by the crews of accompanying vehicles, and other vehicles foundered trying to beach themselves through mountainous surf breaking 250 metres off shore.

Dawn broke to reveal the full extent of the disaster, with the NRL scattered along a broad expanse of the Stockton Bight coastline; one vehicle reportedly reached as far north as Morna Point before finally sinking. Of the convoy of 20 vehicles, 8 had been sunk (5 LVT(A)4s, 1 LVT4 and 2 DUKWs) and others were inoperable, so that only 8 vehicles had got through the ordeal without mishap. Worse still was the fact that in the dark two members of the regiment – Corporal N. Moran and Trooper N. Mornement – had been drowned. A third man, a member of 16 Company RAASC named Trooper R.A. Blackie, was missing, presumed drowned, but his body had not been found.

In the face of this debacle there had been moments of considerable gallantry which had helped prevent a greater number of fatalities. When one LVT(A)4 had foundered off Stockton and was abandoned, most of the crew had managed to reach the shore but one non-swimmer was caught in a rip beyond where the waves were breaking. Although supported by a life-jacket this crewman remained out of reach of attempts at rescue made by members of the Stockton Surf Club who had turned out to assist during the emergency. At about 5.30am a DUKW carrying the regiment’s second-in-command arrived on the scene and Corporal Jack Bowditch of the Regi-

mental Aid Post dived into the water and succeeded in covering the 200 metres to the man, bringing him through the breakers to where Surf Club members took out a line to assist.

The most tragic scenes of the night's misadventure took place some ten kilometres further along the bight, where several vehicles were swamped trying to land at Cemetery Point through terrific breakers. It was here that the three drownings occurred, and more lives might have been lost but for the efforts of Sergeant Don McHattie, who courageously re-entered the surf on four occasions to rescue others. The bravery of McHattie was subsequently acknowledged in April 1955 by the award of the George Medal, while Bowditch received the British Empire Medal and another member of the unit, Corporal D.H. Burns, was Highly Commended.

In the wake of the disaster, considerable attention was focussed in Federal Parliament on the events surrounding the mishap. In the House of Representatives the member for Shortland, Mr C.E. Griffiths (MHR 1949-72), persistently questioned the Minister for the Army, the Hon. Josiah Francis, on aspects of the tragedy and challenged the official account of events. Considerable doubt was cast on statements concerning the weather conditions actually prevailing at the time the exercise was undertaken and whether proper measures were taken as claimed to determine the safety of proceeding. Other matters raised touched on claims that alcohol was aboard the vehicle in which Trooper Blackie was lost, and on the adequacy and timeliness of compensation paid to the families

of the men who were killed. Much was made of the fact that the findings of a military court of inquiry into the disaster were not divulged publicly by the Minister, nor were these made available to a coronial inquiry held by civil authorities which concluded the disaster was an unfortunate accident.

Despite the tragedy the 15th NRL continued to function and, according to the unit history, suffered no shortage of recruits. Events of the 1954 Annual Camp were commemorated in 1955 with the launching of a new surfboat for the Stockton Surf Club named *The Lancer*; the seasoned cedar for the boat was donated by the CO of 15th NRL, Lieut.-Colonel (later Brigadier) J.A. James, who owned a timber mill at Mayfield West. In October 1956, however, the unit was disbanded in an army reorganisation and its traditions absorbed into the 1st/15th Royal New South Wales Lancers. Although the disappearance of the Northern Rivers Lancers from the CMF Order of Battle a quarter-century ago may have removed a visible reminder of the Stockton Bight disaster, the bravery of the men who responded to the demands of their ordeal is in no way diminished.

#### Sources

In compiling this brief account, the following references were consulted: R.N.L. Hopkins, *Australian Armour*, Canberra 1978; *Commonwealth Parliamentary Debates* (Hansard), 3 Eliz II, H of R 4 - 6; and V.J.L. Sharpe, "15th Northern Rivers Lancers: a brief history of the regiment 1885-1955", manuscript in the Australian War Memorial, Canberra (AWM file no.421/13/11).

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## A Gentleman's War:

### Major John Lindsay, M.C., (S.C.), 1908 - 1975

#### Part One.

##### Kimberley John Lindsay

John George Lindsay was born in Wollongong, NSW on 14 January 1908. His grandfather was Town Clerk of the Central Illawarra District, and had represented Australia at Bisley in 1903. John's father was to win the Military Cross with the AIF in France in 1918.

Educated at All Saint's College, Bathurst, he obtained satisfactory academic results and excelled in sports. After passing the Intermediate Certificate examination in November 1923 he joined the Bank of New South Wales on 22 January 1924, embarking on a career that was to last almost forty years.

In 1931 Lindsay was commissioned into the 53rd (CMF) Battalion; the same unit his father and uncle had served with during the First World War.

After evening studies at the University of Sydney, he received a Diploma of Commerce on 13 May 1933. Shortly after, he was posted to Crookwell as Relieving Accountant. It was here that he met the second daughter of the Rev. Sidney Davis, Florence Elizabeth Margaret Davis was nineteen and very attractive. They were married in Goulburn Cathedral by the Bishop of Goulburn in February 1935.

In that same year Lindsay resigned his commission; this being published in Army Orders on 30 April 1935. This step left him more time for his banking career and his young family (a son, Michael, having been born on 29 December 1936). However, it precluded any chance of gaining seniority in the coming few years.

At the outbreak of war, Lindsay gained a lieutenancy with the 20th/19th (CMF) Battalion – his father being a Lieutenant-Colonel on the Regimental Reserve List of this unit.<sup>1</sup> A rather elderly subaltern at thirty-two, Lindsay nevertheless volunteered for overseas service, and was seconded to the Australian Imperial Force on 13 October 1939.

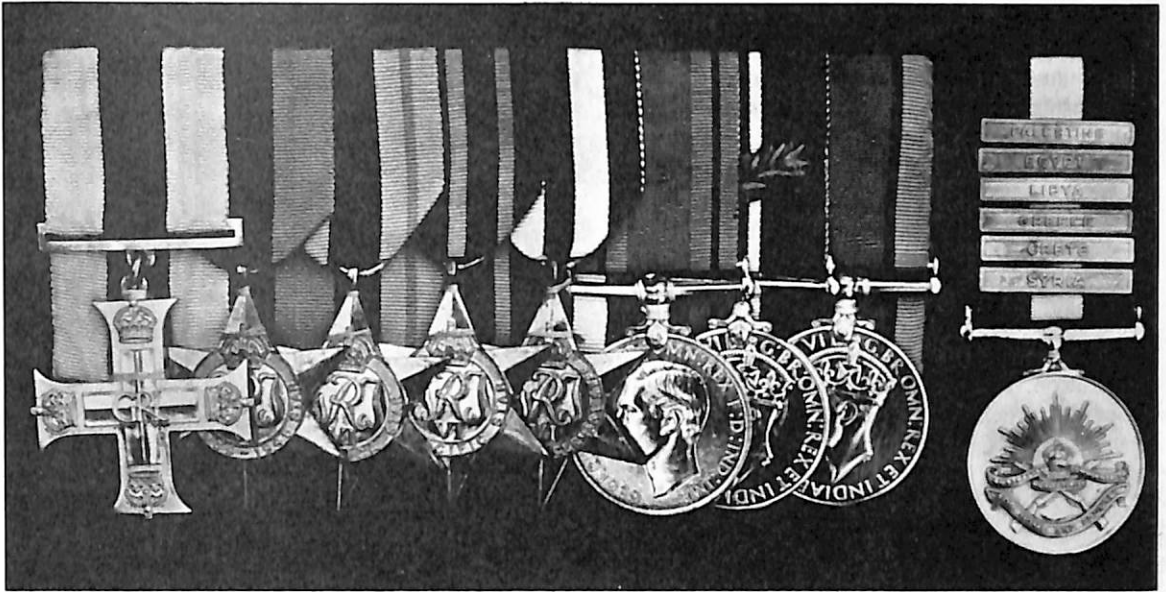
Now NX182, Lieutenant Lindsay was one of the original officers of the 2/4th Australian Infantry Battalion, being formed at Ingelburn Camp. On 10 January 1940, the 2/4th sailed for Palestine on the *Strathnaver*, the officers enjoying the luxury of First Class cabins.

The Battalion continued training in the Gaza area for the next nine months. On 22 August 1940, the thirty-three year old Lieutenant-Colonel Ivan Dougherty assumed command of the unit, which three months later moved to Egypt, before going into action in Libya.

Lindsay's first encounter with the Italians was at Bardia, on 3 January 1941, in which battle he took part as commander of 13 Platoon, "C" Company.

The next objective was Tobruk, where he led two patrols, describing one himself for the unit history:

*Our sector ran from the sea coast to a point several miles south and inland. It included some of the most difficult terrain and impenetrable wadis. Unfortunately a very bright moon provided near daylight conditions. Movement was easily seen and the*



Medals of Major J. G. Lindsay. Note the unofficial 2/4th Battalion medal at right.

*patrol soon came under enemy fire. After many rapid and exhausting movements from one vantage point to another, our patrol eventually came to a position overlooking enemy wire at the bottom of a very large wadi. Some of the patrol went down into the wadi and actually reached the wire before being discovered. In the face of heavy enemy fire the patrol withdrew and returned successfully to our own lines just as dawn was breaking.*<sup>2</sup>

In the Engagement at Wadi Derna Lieutenant Lindsay commanded C Company from the second day of the battle.<sup>3</sup> He wrote an account of the action – his role in which was subsequently rewarded with a Mention in Despatches: Derna, an enormous cut in the earth's surface. One platoon was positioned on the enemy side of the wadi for protection and to gain information. Very soon after first light it came under attack by enemy infantry.

*This attack was broken up by very accurate fire from the 2/1st Field Regiment's artillery, and by the platoon's own efforts.*

*Later, as part of the battalion attack on Derna, the whole of "C" Company crossed the wadi, supported by a machine gun platoon of the Royal Northumberland Fusiliers.*

*After a very difficult crossing of this most precipitous wadi the advance commenced under severe enemy fire. This ad-*

*vance was halted by orders from battalion headquarters to withdraw and re-cross the wadi near the position we originally occupied...*

*'At this stage, "A" Company retired through "C" Company, having been driven back by heavy enemy opposition, estimated to at least one brigade.*

*'Due to the length of time necessary to cross the wadi it was decided to leave "A" and "C" Companies on the enemy side, and these companies took up defensive positions.*

*'During this brief period "C" Company repulsed an enemy attack and captured an entire machine gun company together with its equipment. This was due largely to the efforts of the platoon on the left, rather more open flank, commanded by Lieutenant Peter Cohen.*

*'This additional equipment enabled the company to establish itself as quite a strong and formidable little fortress.*

*The next day "C" Company captured over sixty prisoners. Some of them were used to carry supplies across the wadi – a most unenviable task.*

*'Brigade headquarters was not pleased with this arrangement, as many of these prisoners were urgently required for interrogation'... 4*

According to Lieutenant Cohen, 'When the Italian battalion made a dawn attack, I rang John to let him know. He crawled up from company headquarters, when the Italians opened fire. John ducked down very smartly!

'I told my Bren gunner to give them a burst. John then ran to my dugout, arriving covered in dust. I laughed at his appearance, to which he replied, "What's so b\_\_\_\_\_ funny about it?"'

The unit history notes that, "No transport could cross the wadi, and large carrying parties would have been needed to keep up supplies of ammunition, and generally maintain the forward companies – hence the intelligent use of captured personnel by "C" Company, when they got the opportunity!"<sup>6</sup>

An enemy plane flew down the wadi on the morning of 28 January, and Bren gun fire brought it down. Nobody could decide whether the credit should go to "A" or "C" Company, though it was over "C" Company when it made its last run.<sup>7</sup>

The official army history also refers to Lieutenant Lindsay's part in the Engagement at Wadi Derna.<sup>8</sup>

The battalion made its triumphal entry into Benghazi on 8 February. Three days later the Australian Prime Minister, Mr Menzies, inspected the unit at Berka Barracks, and addressed the troops in glowing terms. That same day, the battalion was visited by General Blamey.<sup>9</sup>

On 29 February, the battalion moved to Tobruk, to carry out garrison duties. His friend and brother-officer, the QM Wally Capper recalls: 'A large PW cage nearby held some thousands of Italian prisoners and somehow John Lindsay had secured the services of a man who had been a barber. Each morning John's batman would awaken him with tea and the announcement, "Phillipo is here to shave you, sir". There would follow an elaborate shaving ritual.'<sup>10</sup>

On 27 March 1941, Lindsay was made Adjutant of 2/4th Battalion, succeeding Duntroon graduate Captain Lew Loughran. With this appointment came the promotion to Temporary Captain.

On 1 April, the 2/4th, with other elements of 6th Div., embarked on the Dutch ship *Pennland*, bound for Greece.

Shortly before the Germans attacked the Australian positions, the battalion commander and his new adjutant paid a visit to "B" Company positions on the right flank. The distances between companies were very great. When they were almost halfway between Battalion Headquarters

and "B" Company's positions, in a clearing in a delightful place in the Veve area, a reconnaissance plane (at least, Dougherty took it to be such) flew low overhead.

It was a small plane and made a noise like a chaffcutter. The battalion commander suspected its red, white and blue markings were possibly for deception. The two officers looked up at it, and Captain Lindsay remarked drily to his CO, "Some strange birds fly round these mountains".<sup>11</sup>

Sir Ivan Dougherty was to describe Lindsay some thirty-five years later, as being a true friend as well as being a loyal and capable adjutant; always calm and cool, showing no signs of fear at any time.

The opposing German forces, of battalion strength, attacked on 11 April, with great determination. Through "B" Company's efforts and supproting fire from 2nd Royal Horse Artillery, this attack was broken up after one and a half hours. The artillery was directed by OC "B" Company (Captain Conkey) and relayed through battalion headquarters, Captain Lindsay being on the line.

Eventually, the battalion was obliged to withdraw, or face being overrun. Orders were received that the 2/4th, with one company of the Rangers, were to hold the rearguard position south-south west of Sotir. Captain Lindsay managed to intercept the battalion at the rear of the position, and was able to hold all except four Bren gun carriers and the mortar platoon. These actions took place in an atmosphere of confusion, snow, enemy artillery and mortar fire, and a chronic lack of communication equipment – most orders being given by runner.

Major Harold Conkey recalled that during the withdrawal from Veve, the engineers had blown a bridge before all were across the river. He found himself – with Captain Lindsay – on the wrong side. Both were bone weary with every ounce of energy spent. They sat down in the snow, saying, in effect, "We're b\_\_\_\_\_d and can't go any further. Let's wait here for the Jerries". After a few minutes they regained a little strength and John Lindsay said, "Come on, let's cross this river somehow and find Capper, belt \_\_\_\_\_ out of him and we'll both feel better". Conkey: 'It doesn't sound like much, but it was just the right approach to revive our morale and give us the impetus to get up and go'.<sup>12</sup>

Prior to embarkation on small boats which would take the troops to the destroyer HMS *Hasty*, the adjutant was busy rounding up strag-



**Captain J. G. Lindsay, M.C., with his wife, August 1942.**

glers. As a result of this delay, Captain Lindsay found that his boat was already moving from the pier, and he had to run alongside and leap aboard to avoid being left behind.

After a short rest near Suda Bay, the unit was ferried to Heraklion, on board the destroyers *Hayock* and *Hotspur*. The CO briefed the men to prepare for a German airborne assault.

Dougherty sent Captain Lindsay to have a rest in the Hotel at Heraklion for a few days (as he had been working so hard). During the first night the Germans bombed the town. Lindsay was back with the unit the next morning saying, "The b\_\_\_\_\_y place jumped off its foundations – if I'm to have a rest in future it will be in a b\_\_\_\_\_y slit trench!"<sup>13</sup>

Lindsay's part in the Battle of Crete is well covered in his Military Cross Citation.

At 6.30a.m. on 28 May 1941, Colonel Dougherty and the adjutant, Captain Lindsay, attended a conference at 'West Wadi', the area headquarters, at which orders for the evacuation of Heraklion were received. At a company commander's conference in the afternoon the order for withdrawal was given to the battalion. Dougherty recalled the scene to the author.

*'I was issuing orders for the evacuation that was to take place that night. We were in a small dugout that Cretan civilians had excavated in the wall of a very wide wadi, and were seated round a table. German fighter planes appeared, and flying low, machine-gunned any places where we might have been "lying low". A couple of bursts were fired at the opening of the dugout, and hit the table, but we continued with and concluded our conference. I mention this incident because your father remained completely unperturbed.'*

The unit made its way to Sphakia: once again Lindsay found himself aboard a destroyer of the Royal Navy (probably *HMS Jackal*). It was his second evacuation in less than seven weeks, but was to prove a far more hazardous affair this time. Several British warships were sunk by German air attack, resulting in numerous casualties for 2/4th Battalion. The vessel that Captain Lindsay had been assigned to, but for some reason did not board, was also sunk.

The convoy reached Alexandria on the evening of 29 May 1941. After a brief rest, the unit was entrained for Palestine. They numbered only 386 of the battalion which had sailed on the *Penn-land* just two months before.

Rest camps were organised at Askalon beach, Palastine, and the battalion got down to the routine of camp life – which meant a great deal of work for the adjutant. Towards the end of June the unit moved to Julis Camp, so completing the full cycle, the battalion having set off from there fifteen months before.

On 11 July, the Battalion War Diary recorded: 'Decorations for Libyan campaign in Routine Orders'. These included a DSO for Lieutenant-Colonel Dougherty and a Mention in Despatches for two officers – Captain J. McCarty and Captain J.G. Lindsay. This would seem to suggest rewards for the Wadi Derna action.

On 1 October 1941, the adjutant was no doubt pleased to sign the Routine Order notifying the award of the Military Cross to his friend and brother officer Harold Conkey. They shared tents and huts on many occasions throughout the Middle East campaigns. According to Conkey,

*He was known amongst his fellow officers as "Dadda", no doubt because of his "great" age compared to the rest of us'. (He was nine years Conkey's senior, but junior in rank). He was not called that to his face,*

*and I invariably addressed him as "Lindsay" or "John". The fact that he was older in no way inhibited him, but he was a man with his serious side – even grave at times – who weighed up his views before expressing them. He accepted his responsibility with dignity and with competency, however, his puckish sense of humour was never far away. Of his civilian life he was reticent. I did not know if he was married, for example."*

The 2/4th Battalion then moved north to Syria, being reported at Ras Baalbeck on 11 October. Hostilities had ceased in the area, the battalion's task being the development of defences in the Anti Lebanon Range.

During this time, Captain Lindsay signed an interesting Routine Order, relating to the Australians' discipline: 'A most unfortunate habit of knocking off the puggaree turbans of Indian troops has been noticed in this area. Apart from being an insult to the religious feelings of our Indian allies, this is viewed most gravely by the Indian troops. All troops are warned that this must not be done or a very serious view of it will be taken'.

Of this time Major Conkey wrote: 'John could be working in the adjutant's office when suddenly he would pick up a "ping pong" ball he kept on his table and say, "B\_\_\_\_\_ the war Conkey, let's have a game of hand ball"'. Thereupon we two senior officers would take off our coats and belt this little ball up against the wall for ten minutes'. Major Conkey continued, 'He was without doubt the worst singer I've heard. To hear this tuneless old officer drawing out the last line of a popular song of the day, and at the same time trying to look lecherous, used to get us into fits of laughter'.

On 25 November 1941, he was promoted to the substantive rank of Captain.

A week later, the CO lectured the officers on the subject of Mountain Warfare. The last sentence ran: "Every man must understand that there is only one degree of resistance – *t o t h e e n d*.

No withdrawal from ground won by hard fighting is to be countenanced without orders".

The weather was extremely cold and unpleasant, as Major Conkey reported.

*One night we had pitched our tents in the Orantes Valley in Syria. A terrific wind blew up and the tents started to flap and come loose. All hands were up all night hanging on to guy ropes and anything that could*

*hold the tents down. Some tents blew away into the night and John's was one of them, despite our attempts to help him hold it. He simply said, "Well, that's that; I may as well go to bed now", and hopped into his bed clothes and all!*

On 6 January, 1942, word was received of awards which had somewhat belatedly come through from the Greek operations. The Battalion War Diary recorded: 'El Aine (Syria). Weather cold, snow still on the ground. Sunny. Information was received that the following awards had been made to the unit:—

Major J. McCarty MC  
 Captain J.G. Lindsay MC  
 WO II Short C. MBE  
 Sjt Falla J.St.H. DCM  
 Cpl McDougall R.F. MM  
 Pte Dean S. MM

C.O. congratulated recipients – photos taken by M. H. & I. photographer.'

These photographs eventually made their way into the Australian War Memorial archives.

The announcement of the Military Cross to 'Lieutenant (Temporary Captain) John George Lindsay (NXI82), Australian Military Forces' had in fact been published in the London Gazette on 30 December 1941. The Citation was an unusually long one . . .

*This officer whilst a platoon commander in 'C' Company led a patrol on two occasions, succeeding in determining the position of the enemy wire and returned with valuable information which enabled the commanding officer to take a line of action with certainty regarding the enemy dispositions.*

*Later, when this officer became Adjutant of the 2nd/4th Battalion he carried out his duties with tireless energy and high ability. As an instance of this, on 11 April 1941, during a period when 'B' Company was being strongly attacked on the Vevre front in Greece, with the aid of a line from 'B' Company, he interpreted 'B' Company Commander's wishes in regard to supporting fire, translated them into terms of map references, and then on another line to the artillery, succeeded in procuring such accurate defensive that the enemy attack was frustrated. This action on Captain Lindsay's part demanded quick and accurate thinking in order to obtain effective artillery support in sufficient time. Had the front*

given way in 'B' Company area it is highly probable that the Veve position would have broken 24 hours before it did.

This action was followed by further invaluable work on the part of this officer. During the withdrawal on 12 April 1941, the commanding officer received an order to take up a delaying position in the vicinity of Soter, and it was due to Captain Lindsay's efforts and movements between companies in the face of heavy enemy fire that the battalion was re-assembled and disposed on the ground, enabling it to hold the position until 0900 hours the following day, as ordered.

Later, on Crete, after a severe aerial bombardment, Captain Lindsay, during the height of a determined and intensive parachute attack on the battalion area, obtained and collated information from all company fronts, thus enabling the commanding officer to take adequate steps to successfully deal with the position. This action on Captain

Lindsay's part was performed during a period when a high state of confusion and excitement existed, and under conditions when accurate information was hard to obtain because of the intensive activities of the enemy parachute troops.

To be continued.

- 1 *White over Green*, Sydney, 1963, pp.341-342.
- 2 *Ibid*, pp.68-69.
- 3 *War Diary*, 2/4th Bn, Australian War Memorial.
- 4 *White over Green*, op. cit., pp.90-91.
- 5 Captain Peter Cohen to author.
- 6 *White over Green*, op. cit., p.91.
- 7 *Ibid*, pp.91-92.
- 8 G. Long, *To Benghazi, Australia in the War of 1939-45*, Series 1, Vol.1, Canberra, 1952. p.246.
- 9 *White over Green*, op. cit., p.99.
- 10 Major Wally Cooper to author.
- 11 Major General Sir Ivan Dougherty to author.
- 12 Major Harold Conkey to author.
- 13 *Ibid*.

## Australia's Old Regiments

### The Southern Tasmanian Artillery.

Peter Burness

The Southern Tasmanian Artillery had a long association with the city of Hobart. The Corps could claim to have descended from the old Hobart Town Volunteer Artillery which had been raised in 1859 and had survived for over a decade until the volunteers were temporarily disbanded.

The Tasmanian volunteers were revived in 1877. At a meeting in the Hobart Town Hall on 19 December 1877, it was decided to raise the Southern Tasmanian Volunteer Artillery and 122 names were submitted to the Colonial Secretary's

Office for enrolment in the proposed Corps.

There were many willing recruits in Hobart in the early years, though the 1885 Tasmanian Defence Act introduced more rigid efficiency requirements in the volunteers and a reduction in recruiting followed. Even so, the best of the men continued to serve. The word "volunteer" was eventually dropped from the Corps' title when it was placed on the Partially-Paid establishment.

The Southern Tasmanian Volunteer Artillery developed under the early guidance of Major



Helmet-plate of the Southern Tasmanian Volunteer Artillery.

E.L. Crowther. He was succeeded in command by Major Thomas M. Evans. Evans was commissioned in the Tasmanian artillery in 1878 and had already served eighteen years in the ranks of the volunteers. He was promoted to the rank of Lieutenant-Colonel in 1897 and had the distinction of commanding the STA for eighteen years.

The Corps drilled on a variety of guns, from the large 8-inch guns at Kangaroo Bluff Battery to the old 13-pounders which they took into camp. Later they worked with other guns including more modern 12-pounder field guns and were required to train in gunnery, "infantry movements", and horsemanship. The Commandant of the Tasmanian Forces reported in 1897: "The Southern Tasmanian Artillery are a good body of men, very well handled, a credit to their officers, but their scant numbers are practically useless for manning the forts".

The maximum strength of the Corps was reached in 1883 with 245 men. The lowest strength appears to have been in 1896 when only 56 names appeared on the rolls. There had been a strong revival in volunteering during the Russian war scare of 1885. Enlistments also rose during the period of the South African War (1899-1902), although this was off set by men leaving the unit to join the Tasmanian Contingents for overseas service.

Members of the Southern Tasmanian Artillery in camp.



Several men from the Southern Tasmanian Artillery gave notable service in South Africa – Major Richard C. Lewis commanded the 3rd Tasmanian Contingent and was awarded the D.S.O.; Lieutenant J.C. Walch was a Special Service Officer and was serving with “Q” Battery R.H.A. when he was wounded during the heroic action at Sannas Post; Captain Thomas A. Spencer was an officer with the 4th Tasmanian Contingent, and several men served in the ranks of the contingents.

Defence became the responsibility of the Commonwealth following Federation. Resulting from this reorganisation the name of the old Southern Tasmanian Artillery disappeared. The unit was split to form No.1 Tasmanian Coy. Australian Garrison Artillery, and No.2 Tasmanian Battery, Australian Field Artillery.



Second style helmet-plate of the Southern Tasmanian Artillery.

## Badge Identification.

### Part Four:

G. R. Vazenry

When I started my three previous articles I thought that that would be the end of it, but I have now realized that there is still more in it.

I have so far covered mottos, territorial titles and numerical titles of the cavalry and infantry, but forgot the means of identifying periods – Crowns and Cyphers, which are peculiar to the reigning monarch who may choose the design she or he desires.

The present Monarch, Queen Elizabeth II, uses as her Cypher “E II R” in squared letters. Her

two predecessors, George V and George IV, with the ‘V’ and ‘VI’ in the centre in small Roman numerals. Edward VII used a similar Cypher, a scrolled ‘ER’ with a Roman ‘VII’ in the centre. All of these cover the badges designed since Federation. Before 1902 the Cypher of Queen Victoria was used (as far as Australian badges are concerned) and any locally designed badges incorporating a Crown or Cypher would have shown hers.

Crowns are a slightly different problem. There



are said to be only two – the Queens and the Kings, but the explanation is not as simple as this. In theory there is only one Crown, the St Edward's, but in real life there are two – The Crown and a lighter version for actual wear.

During Victoria's reign, whoever designed her Crown failed to follow any rules resulting in a Crown not resembling the St Edward's. This resembled that of the present Monarch, but with the arches dipping very steeply into the centre. With the death of Victoria, Edward VII decided that the Crown should be more traditional, but no one knew precisely how it should look. The War Office had a sealed pattern for a crown for official military use and this was adopted for the design of Edward's Crown. This had the arches culminating in the centre, without dipping into the centre. It was also used by George V and George VI and appears on all badges designed since Federation until the death of George VI.

Elizabeth II adopted a modified version of Victoria's Crown which is now referred to as the Windsor Crown, while the St Edward's Crown is referred to as the Tudor Crown. Elizabeth's Crown has appeared on all badges designed since the death of George VI, and all badges existing at that time were recast to show the new Crown.

I now turn to another aspect of badges. In the past few years someone has been reproducing badges, using an original badge to form the mould. These reproductions are, from a distance, reasonable to look at but when inspected show many imperfections. Metals used vary from what appears

to be bronze to almost lead. I have been told that bouncing a badge on a table will produce a 'ring' for an original, but I have not yet perfected this technique. I prefer to inspect the badge visually. The good badge makers such as Gaunts and Stokes took pride in their work and in the earlier days had their names on the back of badges. These older, original, badges show fine detail in lettering, wattle leaves, Crowns, etc. Some badges, usually the officer's, were enamelled, again showing fine detail. The facimilies, reproductions, replicas, or whatever name is used for them are lacking in fine detail and usually show imperfections in casting.

Present day badges produced in bi-metal, or whatever the correct name is, are better than the reproductions, but only marginally. I now regret not having amassed all the badges that have passed through my hands over the years. I never realized until a few weeks ago how much sought after the original metal badges are. There seems to be a lack of pride in having to wear the new 'plastic' badges. When I was in RTB in 1951, our instructor, an ex-British Sergeant, 'flooded' a recruit for jumping on his slouch hat – not for damaging the hat, but for showing disrespect for the badge on it. Would that happen now with 'plastic' badges that no one likes?

I hope, in due course, to make some comments on the legality of the sale, ownership, manufacture, etc. of badges as I have some doubts on the interpretation given to the Defence Act, Section 80.

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An article on the Regulations governing medals and insignia by 'Hank' Vazenry will appear in the October/December issue of *Sabretache*.

# And the Band played God Save the Queen:

## One Man's account of the Sudan Campaign.

Jeff Williams

### Introduction

Very few primary source accounts of the service of the NSW Contingent in the Sudan still exist. The passage of almost one hundred years has been cruel to such a fragile substance as paper. One relatively full account of the Sudan Campaign of 1885 does, however, exist. The Mitchell Library is fortunate enough to have retained the diary of No.412, Private Robert McDougal Hunter of the NSW Infantry and formerly of the Royal Highlanders or Black Watch. Hunter was one of a large proportion of the Contingent who were born in the British Isles. That the ranks of Australian-born was thin, is not due to their reticence to enlist but rather to the desire of the authorities to secure the services of those with previous military experience. Many of the British-born volunteers had seen service with either infantry or cavalry regiments of the British Army and were considered more preferable to the untested, albeit eager, colonial 'part-timers'.

Hunter was obviously conscious of the importance of a substantial military heritage as he introduces his account of the Campaign with this short genealogical summary: "Robt. M. Hunter Son of Robt Hunter late of H.M. 26th Regiment of Foot "Scotch Cameronians" now First Battalion Scotch Rifles. He took part in the first Chinese War 1840-1-2 present at the taking of "Amoy" and stepson of John Walker late of the Royal Artillery present at the Battles of "Balaklava", Inkermann and Sebastapol in the Crimean War."

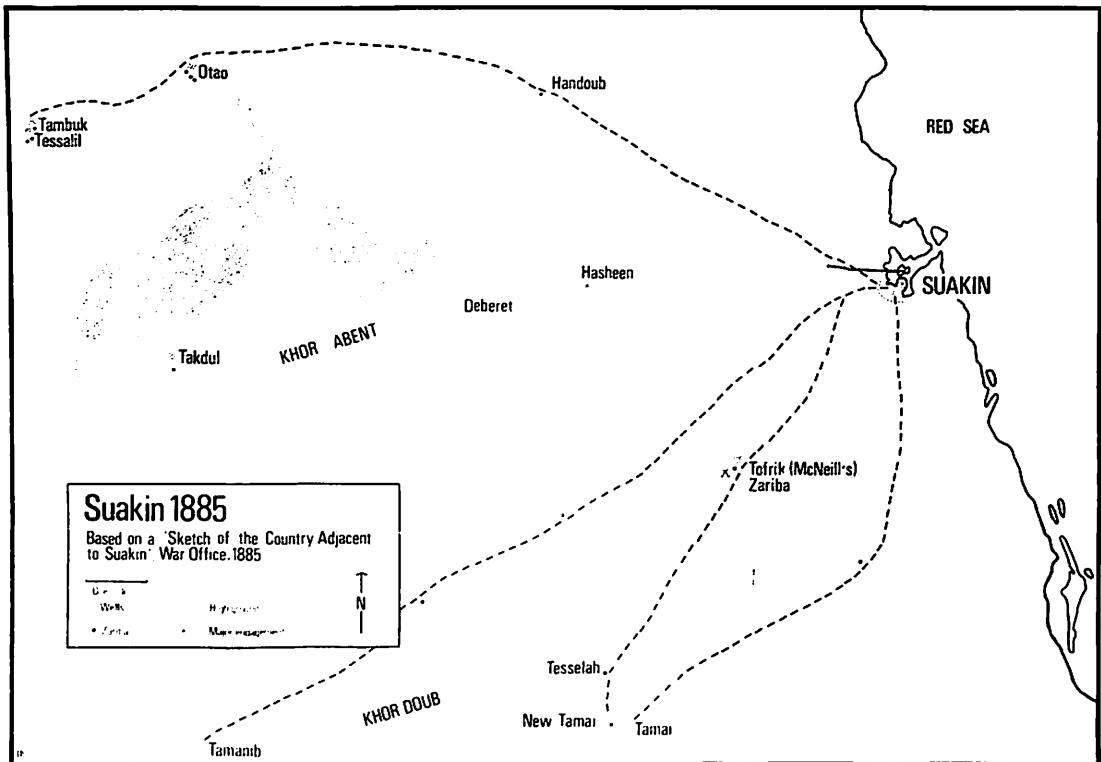
It is not intended to spell out details of the embarkation of the Contingent as many accounts of this event can be found. Hunter's account is valuable more for what it tells the reader of the activities of the Contingent from 29 March until their return to Sydney on 27 June 1885 and because it describes the lot of the common soldier.

The Contingent left Sydney on 3 March 1885 and was at sea for over three weeks. At 10.30am on 29 March the *Iberia* was piloted down the winding channel into Suakin harbour.

The first official Australian army force to venture overseas was given a tremendous welcome and aboard the British men-of-war" the Sailors like true Bulldogs manned the rigging" and "ringing British cheers rent the air . . . The band on our quarter deck played God Save the Queen and the other 'airs'." The soldiers went ashore in small boats and were landed at a makeshift jetty. After being formed into companies the Contingent marched behind their band towards the lines. They were met and addressed by General Sir Gerald Graham, Commander of the British force and then the Band of the Guards played the Australians to their new quarters. Hunter adds with the stoic reservation of a private under orders:

*I with my usual good luck was detailed as one of the Baggage Guard so I had to wait for the train with the others which would take up our baggage to the front.*

For a while he mused over the possibility of



meeting friends he knew in the British Regiments but his thoughts were interrupted by "The rumbling of the train coming for the baggage . . . I was on my feet with the others and the Sgt at once . . ." Tired and hungry, he eventually walked to the lines as the baggage train was held up until the following morning. "As officers servant I had lots of work to do before I got properly settled but here my early military training stood to me and I was at home in a short time". He spent much of the remainder of the evening searching for old friends in the British Regiments and observed that the British troops who roamed the Australian camp were surprised to find we were just like themselves.

### The March to Tamai Wells

General Graham had deliberately delayed his advance on Tamai Wells so that the NSW Contingent could participate. At 1.30am on the morning of 2 April the troops began to move. The first halt for breakfast was at McNeill's Zareba "where the fight and stampede took place on 12 March when the British troops were surprised before they had time to form. The corpses were laying in all directions and the smell was fearful".

A captive balloon was sent up to reconnoitre the enemy position and shortly after the march recommenced. Camp was made for the night at Tesela Hill where "the arabs made an attack . . . happily doing no harm as they were firing at too great a distance". One soldier was killed that evening when he failed to respond to a sentry's challenge. The next day the arabs were engaged as the troops drew close to Tamai. The engagement was brief and Hunter dispassionately describes the next acts.

*Before leaving the hollow the General ordered the huts etc. to be set fire to and destroyed. The Bengal Lancers performed that duty and in a short time afterwards Tamai was in ashes.*

Three Australians were wounded in the engagement. The others may not have been injured but were "quite knocked up with the late march". Hunter adds, however, that the Australians persevered as "they did not want the British soldiers to think us inferior to them".

The night spent at McNeill's zareba was punctuated by sporadic firing from the Arabs. The troops were on the move at 5.30 next morning.



**New South Wales Infantry and Artillery in the Sudan, 1885.**

The disposition of the enemy force and the tactics of the commanders were of no concern to Hunter who reflected on his daily lot:

*There was no camp tents to strike so our mornings work was not hard as each man had a blanket he had to sent it into stores in the morning and it was issued out again in the evening.*

### Suakin

On 5 April the NSW Infantry went with the Guards up to the start of the railway line being constructed from Suakin to Berber in order to give protection to the men working there. The Australians shared an experience common to soldiers in almost every soldiers, that of being 'kept in the dark'. Hunter remarks that after the enemy's reluctance to fight became evident at Tamai many of "our boys thought that work was at an end for the present at least. Many thought our services were not wanted".

The building of the railway line offered hope to the concerned Australians for as long as that project continued "our fears for being sent back to Sydney was banished for a time".

The camp was three miles from Suakin and Hunter was allowed to accompany his officer into town on mess business. His description of the port adds to the value of his narrative:

*Suakin is like any Eastern town with dirty and filthy streets where rubbish is thrown into the street to lay and decay there in a*

*tropical sun and the smell is fearful in some places.*

His low opinion of the town contrasts with the high assessment made on the same page of Major Norris, a Contingent officer who had previously served in the British army. The comments about the other officers which follow bear similarity to the sentiments expressed by many an Australian soldier in the wars of twentieth century:

*. . . if all the Contingent officers was like Major Norris life out here in the burning sands of the Soudan would be quite a happy one. I am sorrow [sic] to have to admit that most of our officers are failures as far as drill and military matters are concerned.*

The Contingent almost to a man was 'broke' and the pay of £1.10.0 which they received on 9 April 1885 was most welcome. The men, "in a terrible state now about getting it spent", probably wished to make use of the many wine stores run by the enterprising Italian population of Suakin. Our diarist does not inform us of the fate of the pay as his thoughts switch quickly to the tasks which face the NSW Infantry as they work along the railway line. Cutting scrub is better than inactivity and Hunter remarks perhaps sardonically:

*The work is hard but we like the amusement and we are only doing our share and we cannot expect to get out od doing our little.*

*To be continued.*

## Her Majesty's Colonial Sloop *Victoria*

Maurice Austin

As early as December 1851 Charles Joseph La Trobe, the Lieutenant Governor of Victoria, dealing generally with the discovery of gold, had urged upon the Secretary of State for War and the Colonies, Earl Grey, the necessity that "one or two Men-of-War should be dispatched for the protection of our port, and of Vessels leaving this Colony with the rich freights which must be now entrusted to carry home". He returned to this point the following April, referring to the robbery of the *Nelson*, commenting that there were forty seven fully rigged ships in port, deserted by crews or insufficiently manned, and there was nothing to prevent an armed vessel coming in and "committing any amount of outrage". By now Pakington had replaced Grey, and it was he who had to prod a reluctant Admiralty. There was little immediate satisfaction.

Writing in March 1853 La Trobe emphasized that little had happened as a result of his previous entreaties. HMS *Calliope* had made a brief visit in May 1852, followed by HMS *Fantome* in August. He attached no blame to this but again pointed out the large amount of shipping (40 000/50 000 ton) and gold (£4/5M) in Melbourne, which had no defence against a hit and run attack if a breach occurred between England and her maritime neighbours, by which he clearly meant the French. It was no doubt with some relief he announced the arrival of the fourteen-gun sloop HMS *Electra* two months later. (1)

Meanwhile in October 1852 the Executive Council of Victoria had agreed that a Quarantine Station be established at the Heads, which led

in due course to the inclusion in the 1853 Estimates of an amount of £4000 and a month later to an additional £3000 in the 1852 Supplementary Estimates, for the purchase of a 'Screw Steam Vessel'. As La Trobe informed the Legislative Council;

*Frequent communication with the Heads [was] necessary because of the establishment there of a Sanatory Station, [sic] and ports should be provided for; and it is proposed to appropriate sums sufficient to purchase and keep in commission a Government steam vessel; which if the Council think fit, can be procured from England without delay. (2)*

Present in the Colony at this time was Commander W.N.L. Lockyer RN whose previous command, the steam sloop HMS *Medea*, had been on duty in the East Indies during 1849, but had been laid up in September 1850. His ideas on the defence of Port Phillip, based on fortifying Port Phillip Heads, were circulated among the members of the Executive Council in May 1853, and the following month La Trobe laid before the Council correspondence from Lockyer on procuring a steamer from England, and an application for appointment to command, with authority to supervise the preliminary arrangements for fitting out the vessel preparatory to her voyage to Victoria. To which the Council agreed, provided the Home Government sanctioned the appointment. The Duke of Newcastle, now Colonial Secretary, was advised accordingly. (3)

Prior to leaving for England in July 1853 Lockyer had discussions on the tasks the vessel

would be required to perform and her general specifications to carry out those tasks. The ship was for the general service of the Colony, and the Harbour Master envisaged her carrying out duty as a lighthouse tender; conveying the Lieutenant Governor, Judges etc to various outposts; assisting rescue operations in case of shipwreck; towing off grounded vessels, and towing Government hulks from place to place. Against a general background of the possibility of a general European war, and the obvious reluctance of the Admiralty to provide anything other than HMS *Electra*, Lockyer provided the Colonial Secretary of Victoria in June with a list of alterations "if she is to have guns and . . . be available as a War Steamer". He suggested two 32-pounder, 56 cwt guns on pivots (one forward, one abaft), together with four 24-pounder brass howitzers for broadsides and two small guns for the boats, although this was subsequently modified to one 'long Tom' (9 feet 6 inches — 32-pounder and two quarter-deck carronades. The following month he was given instructions to superintend the building of the 250 tons) 80 horsepower (HP) steam vessel. (4)

There was some initial confusion at the Colonial Office when Lockyer arrived in England the following November, due to differing instructions given to him and the Agent General for the Colonies. Ultimately, however, it was decided, after Lockyer had been cleared by the Admiralty (he was personally known by one Board member), that he would proceed with his task under the general orders of the Secretary of State. (5)

Meantime in Victoria, Captain Ross RE had reported to the Victorian Government in January 1854 on the Defences of the Colony, strongly urging the use of two large, heavily armed, steam guard vessels rather than defensive works at Port Phillip Heads. This view was supported by a Select Committee appointed by the Legislative Council which suggested in March that an application be made for a war steamer similar to Her Majesty's Sloop *Devastation*. (6)

In England the costs of labour and materials had been steadily rising, and had reached a point where Lockyer felt constrained to suggest to the Agent General that perhaps the armament could be dispensed with. As the money voted fell short of requirements Newcastle early in March suspended further work, although he authorised Lockyer to continue supervising the construction of a steam tug, dredge and punts which had also been funded by the Colony. (7)

By April colonial eyes were no longer focussed on French activities in the Pacific, and the unsettled state of affairs in Europe caused La Trobe to briefly, but earnestly ask Newcastle for "any practicable augmentation of the naval force in this part of the globe". The suspension of work had already been discussed with Captain Sir Charles Hotham RN, who as a Colonial Office minute pointed out was "well aware what little means the Government have of rendering the colony the naval assistance required". The Colonial Office saw no further action being required on La Trobe's request since Newcastle had already written to Hotham sanctioning Lockyer's new appointment and was waiting the former's suggestions on the steam vessel. (8)

Hotham had already forwarded these when Newcastle's despatch arrived. The new vessel was almost twice as big in tonnage (500 old measurement or builder's tons) and horse power (150 HP) as the original but was designed to carry the same armament. Curiously Hotham informed Newcastle that he was acting on the advice of the Executive Council, although the question was not discussed at the first meeting of that body which Hotham chaired on 30 June, nor at the next meeting which was not held until 14 August, almost a month after Hotham had written to Newcastle. (9)

Shortly afterwards Hotham informed Lockyer that the ship was to be named *Victoria*. He then proceeded to inform him that if Captain Norman, commanding the *Queen of the South* (on which Hotham had travelled to Melbourne) desired to enter *Victoria* as Chief Mate for the voyage to Melbourne, he was to provide passage for him and his family. He was to enter Norman from the time he could be useful superintending the construction of the hull. Lockyer, somewhat taken aback, asked the Agent General for his opinion on this latter point. He felt himself fully competent to discharge this duty without assistance, and would not take it upon himself to appoint Norman until the vessel was being rigged, at which time Norman could take his proper responsibility as Chief Mate. He hoped his attention "to my duties hitherto will have convinced you that I am able to act without assistance in professional matters". He was perhaps less than impressed when he received the Harbour Master's specifications together with Hotham's comment that "as [La Trobe] selected you as an officer competent to undertake the duty [ of supervising the construction of the vessel] I am not disposed to throw

any doubt on his choice". Nevertheless Hotham gave Lockyer extraordinary wide discretionary powers, and strongly urged consultations with O.W. Lang the Master Shipwright at Her Majesty's Dockyard, Pembroke. The latter found it easier to start anew, rather than correct the Harbour Master's specifications, and as a result the final design was for a 580 ton vessel mounting two long 32-pounders and six medium length, 25 cwt guns, although only two of these latter weapons were mounted in January 1857. This armament was supplied by the Board of Ordnance on the authority of the Colonial Office. (10)

By late April 1855 Lockyer felt it was time to appoint Norman, and the following month the Colonial Office asked Hotham for his formal approval as Norman's appointment as Chief Officer had already been sanctioned. The *Blue Book* for 1867 shows Norman's first appointment under the Colonial Government as 19 May 1855; his appointment as commander of the *Victoria* by letter from the Secretary of State for the Colonies on 1 November 1855, which was confirmed by the Lieutenant Governor in Council on 23 July 1856. (11)

Lockyer could perhaps see that he had little chance of retaining command of the *Victoria* after she reached Melbourne. He had originally been authorised to sail her from England and there had been no guarantee of future employment after she had arrived. Hotham clearly preferred Norman, and Lockyer's offer to the NSW Government in June 1854 to supervise the construction and fitting out so a similar vessel to the *Victoria* would 'receive due consideration if at any time it was decided to arm and equip a vessel of the same description'. He probably could have insisted on bringing the *Victoria* to Melbourne, but doubtless with no future employment in view did not want to pay for his return passage to England. In any case it is unlikely that Lockyer's advocacy of forts for the defence of Port Phillip would have appealed to Hotham, who in South America had commanded Her Majesty's Steam Sloop *Sorgon* in 1844, and whose reduction of three heavy batteries at Punta Obligado on the Parana River in Argentina in 1845 had been rewarded with a KCB. (12)

The *Victoria* was launched on the Thames on 30 June 1855 and by 22 November the Agent General was able to inform the Colonial Office that she had been completed and would probably sail on 1 or 2 December. Three weeks later Lockyer took up Coast Guard duties at Queenstown. (13)

In spite of the forgoing the belief still persists that Norman not only supervised construction but also sailed the *Victoria* to Melbourne but also supervised her construction. Possibly this arises from Norman's evidence before the 1862 *Select Committee on the Defence of the Colony*, when in answer to a question he stated that 'I superintended the building of her and brought her out'. The *Argus* obituary in 1870 also states that Hotham gave Norman 'a commission to have such a vessel built'. Available evidence suggests otherwise. (14)

In the event the *Victoria* was delayed by a law suit in connection with a propeller patent and did not leave Plymouth until 8 March 1856, arriving in the Colony on 31 May. For a 'war steamer' her duties for the next seven months were rather pedestrian, although the Harbour Master was no doubt delighted that his forecasts had proved correct. By the end of 1856 she had been principally employed in assisting ships which had gone aground; taking off mails at the Heads; working with the Lighthouse Commissioners and helping to restore order among the convicts on the hulk *Lysander*. She had also taken the Administrator of the Colony on official visits to Geelong on two occasions and had carried fifty immigrants to Port Albert. (15)

Her Majesty's Colonial Sloop *Victoria* went to her rest in 1895. Before then however she had seen more interesting service – repatriating disappointed gold diggers from the Queensland fields in 1859; carrying two companies of the 40th Regiment from Hobart to the Maori War in 1860, returning from active service there in April 1861, and assisting in the search of the Burke & Wills expedition the same year, returning to Melbourne in March 1862. (16)

#### Notes

1. 3.12.51 La Trobe/Grey Colonial Office (CO) 309/2, Australian Joint Copying Project microfilm reel (R) 803 Folio (F) 281; 8.4.52 La Trobe/Grey CO 390/5 R805 F130; the *Nelson* was robbed of £30 000 in gold in Port Phillip Bay in April 1852; 18.3.53 La Trobe/Pakington CO 309/15 R811 F150; 12.5.53 La Trobe/Newcastle *ibid*, F291.
2. 3.11.52 Estimates for 1853 Votes and Proceedings Legislative Council Victoria 1852/53, Volume 1 (VPLCVIC 52/53-1-); 3.12.52 Supplementary Estimates for 1852 *ibid*, (much larger amounts were ultimately required); Message 34 *ibid*, F229.

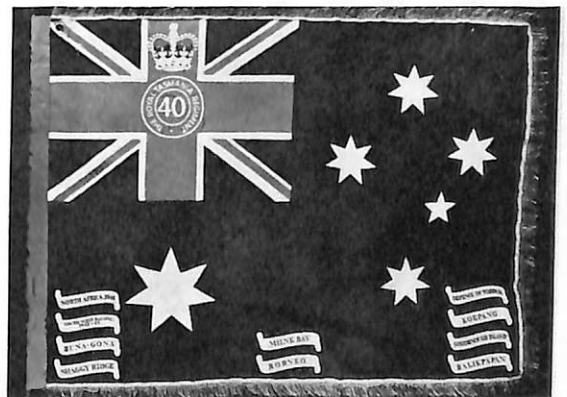
3. Royal Navy (RN) Lists 1849, 1850; 16.5.53, 29.6.53 Minutes Executive Council CO 311/2 R1281 F188, 204; 17.7.53 La Trobe/Newcastle CO 309/16 R811 F369.
4. 22.6.53 CO 309/16 R811 F395, 398, 399; 15.7.53 Colonial Secretary (Col Sec)/Lockyer *ibid*, F383.
5. 2.11.53 Lockyer/Newcastle CO 309/22 R814 F248, 251; November 1853 Admiralty (Adm)/CO CO309/20 R813 F16.
6. 26.1.54 La Trobe/Newcastle CO 309/23 R814 F212; 3.3.54 VPLCVIC 53/54-3-707. Ross had been sent to Victoria to construct the defences of Port Phillip as a result of a petition of the Legislative Council.
7. 27.1.54 Lockyer/Agent General CO 309/29 R818 F24; also Minute at F56.
8. 5.4.54 La Trobe/Newcastle War Office (WO) 1/578 R904 F85; 10.6.54 Newcastle/Hotham CO 309/29 R818.
9. 18.7.54 Hotham/Newcastle CO 309/26 R816 F56; Minutes Executive Council CO 311/2 R1281.
10. 19.7.54 Hotham/Lockyer VPLCVIC 54/55-1-1123; 21.7.54 Hotham/Lockyer CO 309/37 R822 F24; 19.10.54 Lockyer/Agent General *ibid*, F22; 23.11.54 Hotham/Lockyer VPLCVIC 54/55-1-1123; 8.12.54 Lockyer/Hotham VPLCVIC 54/55-2-471; 3.1.55 Lockyer/Hotham *ibid*, F1117; 7.1.57 Returns on Sloop *Victoria* VPLCVIC 56/57-2-323; 12.12.54 Agent General/CO CO 309/29 R818 F88.
11. 27.4.55 Lockyer/Agent General; 2.5.55 Agent General/CO; 13.5.55 CO/Hotham; 16.5.55 CO/Agent General – all CO 309/27 R882 F15, 17, 19, 21; VP legislative Assembly (LA) Vic 1868.3.307.
12. 1.9.54 Col Sec Sydney/Lockyer NSW Archives 4/3527; 25.2.54 Lockyer/Hotham WO 1/578 R904 F553.
13. The New South Wales counterpart to the *Victoria*, the 60 ton *Spitfire* was launched in Sydney on 4 April 1855; 22.11.55 Agent General/CO CO 309/27 R822 F44; *Navy List* 1856.
14. VPLAVIC 61/62-2-1215 (Answer to question 636); 22.1.70 *Argus*.
15. VPLAVIC 56/57-2-323.
16. Victorian Historical Magazine, July 1922, page 101.

## Guidons, Colours and Banners:

### Part Two: Infantry Regiments

The Ceremonial Section of the Directorate of Personnel Support, Department of Defence (Army) has kindly allowed *Sabretache* to publish an abbreviated version of their six-monthly return of Guidons, Colours and Banners of the Australian Army.

The Queen's Colour of the 40th Infantry Battalion (Royal Tasmanian Regiment). (New Style).





| Unit   | Date Presented | By Whom Presented              | Type | Date Laid Up | Where Laid Up                 | Remarks  |
|--|----------------|--------------------------------|------|--------------|-------------------------------|--|
| 1st Bn (The Sydney Battalion)                | 18. 5.61       | Lady Young                     | KR   | 1926         | St Andrew's Cathedral Sydney  | Colours decayed. Pikes now in War Memorial ACT.    |
| 1st/1st Australian Infantry Regiment         | 24. 5.06       | H.E. Lady Northcote            | KR   | 1926         | St Andrew's Cathedral Sydney  | " "  |
| 1st/2nd Australian Infantry Regiment         | 23. 8.08       | H.E. Admiral Sir H.H. Rawson   | KR   | 1926         | St Andrew's Cathedral Sydney  | " "  |
| 1st/5th Australian Infantry Regiment         | 13.12.11       | H.E. The Earl of Dudley        | KB   | —            | Town Hall Melbourne           | Small tear starting to disintegrate                |
| 1st/6th Australian Infantry Regiment         | 13.12.11       | H.E. The Earl of Dudley        | KB   | 1920         | Town Hall Richmond Vic        | —  |
| 1st Infantry Battalion (City of Sydney)      | —              | —                              | QR   | —            | St Mathais' Church Paddington | —  |
| 2nd/8th Australian Infantry Regiment         | 12.12.11       | H.E. The Earl of Dudley        | KB   | —            | Christ Church Castlemaine     | —  |
| 2nd Queensland and Wide Bay Burnett Regiment | 25. 8.87       | Colonel French                 | QR   | 29. 8.37     | St Paul's Maryborough         | —  |
| 2nd Inf Bn (The City of Newcastle Regiment)  | —              | —                              | KR   | 20. 1.57     | Christ Church Newcastle       | —  |
| 2nd Inf Bn (The City of Newcastle Regiment)  | 15. 4.56       | H.E. Sir William Slim          | QR   | 4.11.67      | Christ Church Newcastle       | —  |
| 3rd Inf Bn (Port Curtis Regiment)            | 8. 7.11        | H.E. The Earl of Dudley        | KB   | 1938         | St Paul's Church Rockhampton  | No trace of Banner. Suspected illegal removal      |
| 3rd Inf Bn (The Werriwa Regiment)            | —              | —                              | KR   | 10.11.57     | St John's Church Canberra     | —  |
| 3rd Inf Bn (The Werriwa Regiment)            | 12. 5.57       | H.E. Sir William Slim          | QR   | 12. 5.68     | St Paul's Chapel Duntroon     | —  |
| 4th Inf Bn (The Australian Rifles)           | 8. 7.11        | H.E. The Earl of Dudley        | KB   | 17.12.39     | St Anne's Church Strathfield  | —  |
| 4th Inf Bn (The Australian Rifles)           | 12. 3.27       | Lt. Col. S.L. Perry            | KR   | 31. 7.60     | Christ Church Cootamundra     | Transferred to St Anne's Strathfield on 14. 3.1970 |
| 5th Inf Bn (The Victorian Scottish Regiment) | 12. 5.57       | H.E. Lt Gen Sir Edmund Herring | QR   | 26.10.69     | Scots Church Melbourne        | —  |
| 5th Inf Bn (The Victorian Scottish Regiment) | —              | —                              | KR   | 25. 8.57     | Scots Church Melbourne        | —  |
| 6th Australian Infantry Regiment             | 13.12.11       | H.E. The Earl of Dudley        | KB   | 1920         | Town Hall Melbourne           | —  |
| 6th Inf Bn (The Royal Melbourne Regiment)    | 11. 7.25       | Maj Gen Sir William Glasgow    | KR   | 31. 3.57     | Town Hall Melbourne           | —  |

| Unit  | Date Presented | By Whom Presented                | Type | Date Laid Up | Where Laid Up   | Remarks                                |
|---|----------------|----------------------------------|------|--------------|---|--|
| 6th Inf Bn (The Royal Melbourne Regiment)                   | 4. 6.56        | H.E. Sir Dallas Brooks           | QR   | 16.11.69     | Town Hall Melbourne   | —                                      |
| 7th Australian Infantry Regiment                            | 13.12.11       | H.E. The Earl of Dudley          | KR   | 11. 8.29     | Christ Church<br>Castlemaine                                | —                                      |
| 7th Inf Bn (The Northern Regt)                              | 1936           |                                  | KR   | 6.12.69      | Civic Centre Mildura  | Possibly returned to 2RVR in 1969      |
| 7th Inf Bn (The North West Victorian Regiment)              | 10. 8.58       | Lt Gen Sir Edmund Herring        | QR   | 6.12.69      | Civic Centre Mildura  | —                                      |
| 8th Inf Bn (The North West Victorian Regt 8/7th)            |                |                                  | KR   | 22. 2.59     | The Shrine Melbourne  | Colour fading                          |
| 8th Inf Bn (8/7th North West Victorian Regt)                | 10. 8.58       | Lt Gen Sir Edmund Herring        | QR   | 2.11.69      | Town Hall Ballarat  | —                                      |
| 9th Australian Infantry (Moreton Regt)                      | 8. 7.11        | H.E. The Earl of Dudley          | KB   | 10.11.35     | St John's Cathedral<br>Brisbane                             | Not located                            |
| 9th Inf Bn (The Moreton Regiment)                           | 16. 3.25       | Brig Gen J.H. Cannon             | K    | 16.11.53     | St John's Cathedrak<br>Brisbane                             | —                                      |
| 9th Inf Bn (The Moreton Regiment)                           | 13. 5.28       | Lt Gen Sir H.G. Chauvel          | R    | 16.11.53     | St John's Cathedral<br>Brisbane                             | —                                      |
| 9th Inf Bn (The Moreton Regiment)                           |                |                                  | QR   | 23. 3.69     | St John's Cathedral<br>Adelaide                             | Not located at St Johns                |
| 10th Australian Infantry Regt (Adelaide Rifles) (1/10th Bn) | 13.12.11       | H.E. The Earl of Dudley          | KB   | 12. 6.32     | St Peter's Cathedral<br>Adelaide                            | Not Located at St Peters               |
| 10th South Australian Infantry (Adelaide Rifles)            | 13.12.11       | H.E. The Earl of Dudley          | KB   | 15. 3.25     | St Peter's Cathedral<br>Adelaide                            | Not identified                         |
| 10th Inf Bn (The Adelaide Rifles)                           | 15. 3.25       | Lt Gen Sir Tom Bridges           | KR   | 26.11.61     | Town Hall Adelaide  | Good condition [ ? ]                   |
| 157 Inf Regt (City of Perth Regt)                           | 24. 5.96       | Sir Alexander Campbell<br>Onslow | Q    | 7. 6.30      | City Council Chambers<br>Perth                              | Suitable condition                     |
| 157 Inf Bn 11th Australian Infantry Regt (11/44th Bn)       | 18. 2.11       | H.E. Sir Gerald Strickland       | KBR  | 7. 6.30      | City Council Chambers<br>Perth                              | Suitable condition                     |
| 11th Inf Bn (City of Perth Regt) (11/44th)                  | 2.10.20        | H.R.H. The Price of Wales        | K    | 20.11.64     | State Memorial Perth  | Fair condition subject to wall seepage |
| 11th Inf Bn (City of Perth Regt) (11/44th)                  | 7. 4.29        | The Mayor J.T. Franklin          | R    | 29.11.64     | State Memorial Perth  | Fair condition                         |
| 11th Inf Bn (City of Perth Regt) (11/44th)                  | —              | —                                | QR   | 29.11.64     | State Memorial Perth  | Fair condition                         |
| 12th Australian Infantry (Launceston Regt)                  | 13.12.11       | H.E. The Earl of Dudley          | KB   | 28. 2.70     | Town Hall Launceston<br>Tasmania/ or St John's<br>Cathedral | Missing first reported 1975            |

| Unit   | Date Presented | By Whom Presented          | Type     | Date Laid Up | Where Laid Up                    | Remarks   |
|--|----------------|----------------------------|----------|--------------|----------------------------------|---|
| 12th Inf Bn (The Launceston Regiment)              | Notknown       | Not known                  | QR       | 2. 3.68      | Town Hall Launceston Tasmania    | Good condition and display  |
| 13th Inf Bn (The Maitland Regiment)                | —              | —                          | KR       | 9. 2.58      | St John's Church Taree           |   |
| 13th Inf Bn (The Macquarie Regiment)               | 7.10.57        | Lt Gen Sir E. Woodward     | QR       | 30. 6.62     | St John's Church Taree           |   |
| 14th Inf Bn (The Prahan Regiment)                  | --             | —                          | KR       | 10.12.50     | St George's Church East St Kilda | Kings colour - pale purple;<br>Regt Colour - scarlet<br>Union in upper left canton<br>no emblazonment |
| 15th Inf Bn (Oxley Regiment)                       |                |                            | KR       | 11. 7.58     | St John's Cathedral Brisbane     | Falling aprt, holes in all Cantons  |
| 16th Inf Bn (The Cameron Highlanders WA)           | 28. 9.11       | H.E. Sir Gerald Strickland | KB       | 26. 4.26     | Municipal Chambers Kalgoorlie    | Very poor condition   |
| 16th Inf Bn (West Australian Cameron Highlanders)  | 15.10.33       | H.E. Sir James Mitchell    | KR       | 29.11.64     | State War Memorial Perth         | Colour cut up and devices transferred   |
| 17th Inf Bn (The North Sydney Regiment)            | 1923           | Maj Gen C.H. Brand         | KR       | 29. 5.60     | St Thomas' Church Nth Sydney     | —   |
| 17th Inf Bn (The North Sydney Regiment)            | 7. 6.59        | Lt Gen Sir E. Woodward     | QR       | 27.10.63     | St Thomas' Church Nth Sydney     | —   |
| 18th Inf Bn ( The Kuring-gai Regiment)             | 7. 6.59        | Lt Gen Sir E. Woodward     | QR       | 28. 4.68     | St John's Church Gordon          | —   |
| 18th Inf Bn (The Kuring-gai Regiment)              | 19.11.24       | Maj Gen C.H. Brand         | KR       | 11.10.59     | St John's Church Gordon          | —   |
| 19th Inf Bn (The South Sydney Regiment)            | —              | —                          | KB<br>RC | 10.11.70     | St John's Church Paramatta       | —   |
| 20th Inf Bn (Parramatta & Blue Mountains Regiment) | —              | —                          | KR       | 21. 5.68     | St John's Church Parramatta      | —   |
| 21st Inf Bn (The Victorian Rangers)                | 7. 9.24        | —                          | KR       | 8.10.50      | St Matthew's Church Geelong      | —   |
| 22nd Inf Bn (The Richmond Regiment)                | —              | —                          | KR       | 29.11.53     | The Shrine Melbourne             | Colour fading   |
| 23rd Inf Bn (The City of Geelong Regiment)         | —              | —                          | KR       | 8.10.50      | St Matthew's Church Geelong      |   |
| 24th Inf Bn (The Kooyong Regiment)                 | —              | —                          | KR       | 4.10.53      | The Shrine Melbourne             | Colour fading   |

Abbreviations: K Kings; R Regimental; C Colour: B Banners; Queen's.

**Twenty Fifth Anniversary Display  
Albury – Wodonga  
Queen's Birthday Weekend 1982**

In his Annual Report for 1980-81 the Society President announced that the Society would hold a combined display at Albury-Wodonga on Queen's Birthday Weekend in 1982 to mark the 25th Anniversary of the foundation of the Society in Melbourne in 1957.

Albury-Wodonga has been selected as the venue, with the Albury-Wodonga Branch as the host organisation, because of its central location. The twin cities – the Upper Murray Regional Growth Centres, are 306 kilometres by road from Melbourne, 381 from Geelong, 344 from Canberra, 588 from Sydney and 917 kilometres from Adelaide. Brisbane and Perth are 1249 and 3022 kilometres by air. Attendance at the Anniversary Display will give members a unique opportunity to take part in a Federal Society activity, to renew old acquaintances and to make new friends with a common interest in military history.

The display is being supported by local Army units and will be held in the RAAOC General Museum at Bandiana, about 4 kilometres from the heart of Wodonga. The Museum has a growing standing display which will be complemented over the weekend by displays from members collections.

The Albury-Wodonga and ACT Branches are already planning their displays and it is hoped that other Branches and Corresponding Members will be able to participate to make this occasion worthy of the 25th Anniversary. As well as the display, from mid-day Saturday to mid-afternoon Monday, plans are being made to develop the following activities:

Discussion Groups on medals, badges and military history.

A General Meeting of the Society.

A Federal Council meeting with Branch executives.

A social function.

Alternative activities for wives who may be less interested in medals, badges, military vehicles, military history and so on.

Participation by groups such as the Military Vehicle Corps, the 8/13 Light Horse Troop, and by the Albury and Wodonga Art Galleries.

From Albury and Wodonga visitors can drive to the historic towns of Beechworth, Yackandandah, and Chiltern the Hume Weir or Drage's Aircraft Museum. Queen's Birthday Weekend is Wineries Walk-about weekend in north-eastern Victoria and there will be tours of Australia's oldest wine growing region – to Rutherglen, Milawa, Corowa, Wahgunyah and Wangarratta.

In the October-December issue of *Sabretache* there will be a leaflet asking members whether they will be able to attend, whether they will be able to display part of their collections, and seeking their accommodation requirements so that suitable accommodation can be arranged or booked for members travelling singly or with wives and families.

**This will be your opportunity to show your interest  
and your support for the Society.**

## Book Reviews

Robert O'Neill, *Australia in the Korean War 1950-53*. Published by the Australian War Memorial and the Australian Government Publishing Service, Canberra, 1981, pp.i-xxi + 548 including index, photographs, cartoons and maps. Price \$A27.50.

Field-Marshal Sir William Robertson in his still important but now forgotten work, *Soldiers and Statesmen 1914-1918*, pointed out that:

*whatever may be the case with other countries, the supreme control in war must be civil, and since no one department of State should be allowed to wage war on its own account . . . there must be within the Government machinery a central point of union from which authority can be exercised over all departments alike. That point must be the Cabinet, or such portion of it as may be determined, or the Prime Minister himself – this latter probably being the best system of the three.*

Elsewhere in this work the Field-Marshal expanded this view by saying:

*the business of the civil chief is to formulate policy; to call for military plans to be made to suit the necessary variations of policy; and to ensure that the policy laid down and the means for carrying it out are kept in harmony. But it is no part of a Minister's duty to frame military plans for himself.*

These views are not in conflict with Dr O'Neill's treatment of the conduct of war in his *Australia in the Korean War 1950-53*. Indeed, this work shows clearly what Sir John Fortescue pointed out, earlier than Field-Marshal Robertson, in his *British Statesmen in the Great War, 1793-1814* that: "Generals with their armies and admirals with their fleets are mere weapons wielded by the hand of the Statesman" and that it is for the statesman "to decide when to strike and how to strike." When Sir John Fortescue wrote these words in 1911 the RAF and the RAAF were instruments of war of the future.

Dr O'Neill's book is the first of a two-volume official history of Australia in the Korean War of 1950-53. It restricts itself to those aspects of the war concerned with Strategy and Diplomacy and it examines the roles of and the relationships between Allied statesmen, civil servants, admirals, generals and air officers. It also brings out clearly the truth pointed out by Admiral Sir Herbert Richmond, in his *Statesmen and Seapower*, that the statesman has first to decide which object he wishes to attain and, having made that decision, he must then decide on the best means for its attainment.

This particular volume does not therefore deal with the Korean war at the regimental level. In this respect it differs from many books on warfare which have been placed at the disposal of Australian

readers in the past. These books have not always brought out the fact that a nation conducts a modern war on a number of different levels and that the action on each level must harmonise with the action being taken on all other levels, civil and military. *Australia in the Korean War 1950-53* is, in contrast, a study of the conduct of warfare at the top level, at the policy level. There one hears not the sounds of rifle-fire, of the loading, laying and firing of guns and of aircraft taking off on operational flights but of speeches in legislatures and elsewhere by ministers and discussions in conferences and elsewhere between Allied statesmen and between these statesmen and their civil, naval, military and air advisers. It was a scene where one visualises nothing more lethal than telephones, typewriters and the teleprinters and where one can visualise, in situations of great pressure and urgency, the drafting and re-drafting and then at last the finalising for signature and despatch of the last drafts of diplomatic notes and military appreciations.

In discussing Australia's role in the conduct of the Korean War the author has pointed out that relations between the Department of Defence and the Department of External Affairs were not consistently harmonious. But there is no infallible, yet practicable, remedy for this kind of eternal defect in the operation of government machinery by men not motivated by goodwill. Sometimes the need for consultation between these two departments also failed but this was due partly at least to the location of the Department of Defence in Melbourne and that of the Department of External Affairs in Canberra.

Some of the main facts of the Korean War, as set down by the author, can be mentioned here. The war began with the invasion of the Republic of Korea on 25 June 1950 by the North Korean People's Army. This undeclared aggression led to the intervention of the United Nations under US leadership. Contingents to the United Nations Force were sent by sixteen countries including Australia. In addition medical units were provided by five countries including India.

The military operations of the war may be divided into three phases. The first phase extended from 25 June 1950 to 25 November 1950 when the North Korean forces advanced rapidly southwards and on 28 June 1950 captured Seoul, the capital of South Korea. On 7 July 1950 General Douglas MacArthur was appointed C-in-C of the United Nations Command. On 26 July 1950 the Australian Acting Prime Minister, Sir Arthur Fadden, announced that Australian land forces would join the UN Command in Korea. On 28 September 1950 the UN Command recaptured Seoul. American patrols crossed the 38th parallel into North Korea on 7 October 1950 and this action brought China into the war on the side of North Korea. On 14 October nine Chinese armies – over 300,000 men – began to cross the Yalu River. The Eighth US Army captured the North Korean capital, Pyongyang, on 19 October 1950, and then on 24 November it launched its drive to the Yalu River.

The second phase of the war, which extended from 25 November 1950 to 8 July 1951, opened with a Chinese counter offensive which drove the UN Command Forces back from North Korea. On 28 November 1950 General MacArthur announced the opening of an "entirely new war". On 15 December 1950 the UN Command Forces withdrew south of the 38th parallel. General Walker, the Commander of the Eighth US Army, was killed in a vehicle accident on 23 December 1950 and he was succeeded by General Ridgway. From this point onwards events moved quickly for a time. On 2 March 1951 Prime Minister Menzies announced Sir Percy Spender's appointment to Washington as the Australian Ambassador. On 14/15 March 1951 General Ridgway's Eighth US Army re-captured Seoul. President Truman relieved General MacArthur of his command on 11 April 1951 and replaced him by General Ridgway. Soon afterwards, on 26 April 1951, Lord Casey succeeded Sir Percy Spender as Australia's Minister for External Affairs. Then on 29 May 1951 the Chinese advance southwards was halted and the UN Command Forces resumed the offensive. In the following month, on 23 June 1951, the Soviet Ambassador to the United Nations, Mr Jacob Malik, publicly proposed the opening of negotiations for an armistice.

The third phase of the war began on 10 July 1951 when negotiations between the UN Command and the Communist command began at Kaesong. During this phase, which extended until 27 July 1953, a period of static warfare set in along the 38th parallel while military representatives from the two opposing forces discussed proposals for an armistice. These discussions dragged on for more than two years. In the meantime, on 5 October 1951, Lieutenant-General Bridgeford replaced Lieutenant-General Robertson as C-in-C, BCOF, Japan, and on 12 May 1952 General Ridgway left Korea to succeed General Eisenhower at NATO in Europe. General Ridgway was succeeded as C-in-C, UN Command, Korea by General Mark W. Clark. Five months later, on 8 October 1952, armistice negotiations were suspended in Korea and they were not resumed until 26 April 1953. At last, on 19 July 1953, the negotiators reached

an agreement on all aspects of the armistice discussions. An Armistice Agreement was signed and it became effective later on the same day, 27 July 1953. This Armistice has lasted until to-day but a peace treaty was never signed.

The book is copiously illustrated with interesting and well selected photographs. These illustrations are, however, because of the reproductive process employed not aesthetically pleasing to contemplate. In addition it has ten fold-in maps which can be studied with convenience while reading the narrative. It also has nine useful appendixes which include: biographical notes on persons mentioned in the narrative; the text of the Armistice Agreement; a chronology of major events of the Korean War period from June 1950 to June 1954; and a chronology of the Armistice negotiations from June 1951 to July 1953. Indexes are often one of the slipshod elements of book production, but the index in this book is an exception, and it should be a useful and comprehensive finding-aid for readers.

The bibliography, which has been prepared by Mr Darryl McIntyre, is preceded by a short but important commentary. This commentary begins by saying that: "By the authority of a Cabinet directive the Australian Official Historian for the Korean War has had access to the official records of the Cabinet and the relevant Departments of State." Elsewhere, this commentary pointed out that: "The records of the Cabinet vary considerably in their utility to the historian"; that "The records of the Department of Defence constitute the most comprehensive collection concerning Australian involvement in the Korean War"; and that "This large body of material illuminates every major issue which faced the Australian Government and its Defence advisers, both civil and military." Like most bibliographies on Australian subjects it is dominated by works of overseas authors and publishers. Australia is still a land where the parliamentary and official classes, civil and military, are still reluctant authors and where academic writers tend to trudge along deepening a relatively few already well worn ruts in the nation's history which do not always lead to relatively important ends. The average cultural level produced by this situation makes Australian publishers, who have to operate and indeed survive in this kind of intellectual climate, generally cautious and unwilling.

The narrative of *Australia in the Korean War 1950-53* has been written with skill in a flowing style and, although it is a masterpiece of compression and completeness, it suggests a "reserve of knowledge behind each word." But because the subject is a big one the book itself is also physically a big one; and because the subject matter of the book is complex and its events widespread and numerous in time and place, its study is a task which demands much mental labour. It is a book for statesmen and their civil, naval, military and air advisers to study if they wish to draw lessons from experience for future application. The book is not therefore one to attempt to master either during a holiday at the seaside or during a tram-ride home after a gruelling day at the office.

Two further comments may be entered about the book. First, it was a pleasure to see that the author has probably been strong-minded enough to prevail on the publishers to insert footnotes instead of end-notes. Second, it has been a disappointment to observe that that elusive historical figure, Sir Frederick Shedden, has again, as in life, escaped from the limelight.

WARREN PERRY

*The Sharp End of War*, John Ellis, David and Charles, London, 1980, 396pp, \$29.50.

From many aspects this is a most important contribution to military historiography, with an adequate bibliography and index, and many illustrations. It is one of the few studies directed towards discovering the main ingredients which make up that spiritual bond of camaraderie known to Australians as 'mateship'. A bond which is only too evident each year on Anzac Day, when those unique threads which tie diverse personalities, more often than not from quite disparate backgrounds, into that close-knit clique of those who have shared the distinction of serving together at the 'sharp end'. It could not have been written perhaps by one of these select few. The memories go to deeply, resurrecting events from the past which cause pain and anguish at the sense of loss of those 'cobbers' who shared our joys, triumphs and disasters, but who paid the supreme sacrifice. As it is, John Ellis, 'a young military historian' has been able to stand back and objectively assess that 'unique brotherhood of the damned which

embraced all front line soldiers . . . highlighting the absolute distinction between those who put their lives on the line and the vast majority who only catered to their needs'.

This is not a short treatise, but a book written particularly of American and British front-line troops who served in a large variety of climatic extremes – from flooded Holland, through the depths of winter in Central Europe and along the rocky spine of Italy, through the Western Desert to the jungles of Burma, and the Island Campaigns of the Pacific. To say the least this is a monumental achievement detailing human experiences under a wide variety of circumstances in many theatres of war. Regrettably the author only occasionally touches on the attitudes and experiences of Australian troops.

Initially John Ellis deals with the problems of induction and training. The drain off of those with special skills; the efforts required to acquire a high level of physical fitness, and the difficulties of adapting a training programme to fit as closely as possible actual battle conditions. He then proceeds to describe many theatres of combat in all parts of the globe. Conditions which makes Dante's *Inferno* seem like a Sunday school picnic.

From this point the author proceeds to the work of the infanteer, gunner and 'tankie' in combat, where the forward troops must lay their lives on the line. How trite and inconsequential appears to be the media phrase that 'routine patrolling continued' against the actual participation in that most dangerous game, or the painful experience of being directly or even passively involved in a 'bombardment' or a 'barrage' where the 'infantryman is a fly inside a drum'. The increasing size of the 'tail' of the modern army has only accentuated the difference in the number of casualties borne by the sharp end, particularly the infantry, as compared with the rest of the army. Casualties which are not only caused by direct enemy action but also by that ever-present silent enemy-disease. We are indeed fortunate that the progress of medicine and improvements in the means of medical evacuation have improved casualty survival rates.

Finally John Ellis deals with discipline and morale, battle fatigue, panic and mutiny, rations, rest, relaxation, patriotism, politics and 'comradeship'. Parts of these latter subjects will appeal to some readers more than to others, depending largely on their own particular moral philosophy, ingrained environmental factors and social attitudes, and their own experience as leaders or led in various campaigns. The emphasis placed by Australian leaders on the many aspects of morale are not necessarily the same as that applied by the leaders of other nations, and these differences were perhaps as marked in the Second World War, as they were in the First.

Mention has already been made of the few references to Australian troops, and it must be regretted that some of these are inaccurate. For example, mention is made on pages 165, 166 to the casualties suffered by the *Australian* 126th Regiment – a formation in fact of 32 US Division. Likewise most of the 8th Australian Division would be surprised to read on page 278 that they retreated from Rabaul, and for that matter were reduced to 'a daily diet of a scrap of bully beef, a biscuit, and a few ounces of native food all mashed together and cooked in a tin hat'. Although some of the unfortunate garrison, mainly from the 2/22 Battalion (admittedly belonging to 8th Division, but not under its command) at Rabaul, some 48 degrees of longitude east of Singapore were lucky to escape and survive on such meagre fare. The mind boggles, moreover, at the 'peculiarities of the *conscription*\* system (which created tensions' in the Australian Army on page 332. Most people know of the AIF and the 'Chockos' but who were the *Rainbows*\*\*? Unfortunately no reference is given, but the souls of Prime Minister John Curtin, not to mention Gavin Long the overall editor of the Australian Official History of World War II must be somewhat surprised.

While in Australian eyes there are errors of detail this does not detract from the overall worth of this book, which captures the fundamentals of 'mateship' and for this we are all in John Ellis' debt.

*Does a woman forget her baby at the breast  
Or fail to cherish the son of her womb?  
Yet if even these forget,  
I will never forget you.*

*Isaiah 49:15-19*

\* my emphasis



P.J. Haythornthwaite, *Uniforms of the French Revolutionary Wars 1789-1802*: Blandford, Poole, 1980. 194mm x 254mm, Hard cover, 147 pages, Index, Bibliography, 64 colour plates, 6 black and white plates. Review copy by A.N.Z. Book Co. Pty Ltd. Recommended price \$32.50.

Phillip Haythornthwaite will be well known to the Napoleonic enthusiast for his various books on uniforms of the period. Despite the deluge of books now available on the Napoleonic era this is a welcome addition as it covers a specific period important in any study of the Napoleonic wars but up till now virtually ignored: that is from the Storming of the Bastille in 1789 to the Peace of Amiens in 1802.

In the first part of the book Mr Haythornthwaite describes the military organisation of the period, the development of military dress and explains French military policy and how it led to Napoleon's meteoric rise; and all in 19 pages. The rest of the book consists of uniform plates and descriptions. Although concentrating mainly on the French army of the period and the Egyptian Campaign it also describes the uniforms of France's adversaries and includes information on some of the lesser known exotic regiments; British Fencible and Volunteer Units and many of the British Emigre units disbanded after the peace of Amiens. The illustrations are excellent, being mainly from contemporary paintings and drawings, and unlike many other uniform books care has also been taken to make sure the weapons and accoutrements are correct.

Though not cheap and obviously not able to cover in detail the 13 years and 23 armies mentioned, the book does give a concise look at Napoleon's rise to power in relation to the happenings of other countries around France. It clarifies a period racked with battles, political intrigues and manoeuvrings, and civil uprisings, and provides many avenues for further research.

ANDREW PRINCE

Several years ago anyone interested in military uniforms and insignia had considerable difficulty in obtaining good published references. Today we seem very well catered for in this area.

Blandford Press have now produced *Naval and Marine Badges and Insignia of World War 2* by Guido Rosignoli to add to the series on Army and Air Force badges already produced.

This publication is in the familiar Blandford style and contains 64 pages of clear colour illustrations. This is accompanied by over 100 pages of text. Unfortunately only Great Britain, USSR, Denmark, France, Italy, USA, Japan, Poland, Netherlands, and Finland are represented.

Naval fashion and insignia has never attracted the close study usually found with the other Services. This new book should help to overcome this deficiency.

Another new book from Blandford Press is *German Uniforms of the Third Reich 1933-1945*, by Brian Leigh Davis. This work approaches a very broad subject with illustrations of 240 different uniforms ranging from the fighting services through the political and government organisations to include coal miners, bus conductors and a variety of other uniformed organisations.

Naturally the author makes no claim of this work being exhaustive. However, it does provide a very valuable guide to the enormous variety of uniforms worn during the Nazi era.

I was particularly pleased to see that the illustrations in the book are taken from contemporary photographs which Pierre Turner has cleverly worked on to provide excellent colour reproductions. This style was originally used so well by Blandford on *Army Uniforms of World War 2*. Over 100 pages of useful text accompany the illustrations.

A third publication from Blandford Press is *Army Uniforms Since 1945*. This book features 48 pages of colour plates and illustrates and describes a wide range of military uniforms, weapons, and equipment. A brief description of some of the wars fought since 1945 is included.

This book is certainly useful although it does appear to suffer from having tried to include too much. The standard of illustration is not as good as I would have liked and Australian readers will be disappointed by the illustration and description of the only Australian figure represented.

The three books reviewed were all supplied by the ANZ Book Co. Pty Ltd and all retail (recommended) at \$15.50 each.

PETER BURNES

Max Hastings, *Bomber Command*, Michael Joseph, London, 1979. 399 pages, illustrated, bibliography, glossary and index. Recommended price \$23.50.

Much was written during the 1950's and early 1960's of Bomber Command's strategic air offensive against Germany. Taken as a separate campaign it was often claimed that strategic bombing was a success, but Max Hastings places the campaign into a different perspective, considering its contribution to the whole war effort. Using recently released files from the Public Record Office, personal accounts from key figures, and interviews with members of six squadrons, used to illustrate front line conditions at six different periods of the offensive, the author reassesses the achievements of Bomber Command, probing the gulf between policy and reality.

Bombing was not a novel experience for England or Germany; Zeppelins and Gothas had bombed England, and British bombers had retaliated during the First World War. In the inter-war period theories on the potential of bombing were developed. The most influential was Guilo Douhet, who believed victory could be achieved by flying over the enemy's army and attacking the civilian morale. With this in mind, despite government cutbacks on military spending, the RAF's hierarchy concentrated on building a force of bombers to prove the theories at the first possible opportunity. The policy of building bombers was to dominate Britain's war economy.

The early part of the war saw a major concern about the killing of German civilians. The question of the morality of bombing civilians led to a policy of dropping leaflets, and attacking military targets away from populated areas, usually in daylight. The German blitz of England dispelled the moral considerations, but failed to break British morale. Mass-Observation had recorded the reactions of the British to bombing (see Tom Harrison, *Living Through the Blitz*, Penguin, 1978) and this information was known when the British night attacks began.

However, it is significant that, as early as 1917, Churchill doubted the effectiveness of bombing breaking public morale. Why did he sanction the all out aerial assault on German cities? Max Hastings argues there were two concerns; a concession to bolster home morale, particularly 1941-1943, and to buy time before opening the Second Front, thus avoiding another Somme as the German Army broke itself on the Russian Front. When the Allies landed at Normandy, they did so with overwhelming superiority.

The major claim of historians of the campaign has been the disruption to German war industries. The author refutes this claim. Although Bomber Command became more technically sophisticated, the methods of assessing damage remained primitive and inadequate. Loss of production was consistently overestimated and optimistic. Buildings could easily be damaged without necessarily damaging the machinery. Priority of targets remained as haphazard as the bombs that fell upon them. The only concern caused to German industry was the attack upon oil production, but the losses on these raids made Bomber Command seek easier targets. Without oil the German war machine would have come to a halt.

The introduction of the Pathfinder Force and improved bombing techniques did not move Bomber Command away from area bombing, which in reality became more concentrated upon the target. Air Chief Marshall Harris allowed his jealously guarded command to be used on tactical targets for a brief period before the Normandy landings, and Bomber Command was never directly controlled by SHAEF. The attack upon German cities remained the first priority. Bomber Command became little more than a terror weapon, and with raids such as that on Darmstadt, 11/12 September, 1944, the morality and validity of bombing civilians becomes questionable.

My only criticism of *Bomber Command* is that oral history is not used to its full effect; the scope of the book tends to exclude it. Well researched, clearly argued, logically arranged, easy to read, *Bomber Command* explores new interpretations of the most controversial campaign of the Second World War.

S.J. WILLARD

Alfred N. Festberg, *Heraldry in the Royal Australian Navy*, 1981 Silverleaf Publishing, 499 St Kilda Road, Melbourne 3004, 195 pages, A4 size, card covers.

The Heraldic Badges of the Navy are hard to collect, for they are not worn on uniforms, and only in rare cases are they manufactured in such a way that they can be worn on clothing of any sort. For this reason, little is known about them, and they are largely ignored by military badge collectors.

The history of the Royal Australian Navy is not long, dating only from 1991, although there were Australian naval vessels in the Colonies prior to Federation, in 1901, and these had carried on, where needed, under Commonwealth control, pending the arrival of the Australian Fleet in 1911.

In the First World War, the eyes of the world turned to Australia when HMAS *Sydney* sank the German ship *Emden* in 1914, establishing a tradition that was maintained thereafter by all ranks of the R.A.N.

One hundred and thirty-eight ships' Badges are illustrated and described in Mr Festberg's book, along with the Badges of the Naval Squadrons, and the various establishments connected with naval activities on land, at sea, and in the air, at home and overseas. For each ship or establishment, Battle Honours and a brief history are given, while Naval Flags and Colour, Battle Honours, Foreign Awards, and specification drawings for the Badges are all dealt with in detail in separate chapters.

The format of this book is similar to that for Mr Festberg's books on Australian Army badges, to which it is complementary. Not really a "reading" book, this nevertheless is an important addition to the library of the historian interested in Australian military history. It should also appeal to a great many former members of the Royal Australian Navy, who, no doubt, will be pleased to read the details given of the ships in which they have served. Like the Army Badges Books, it is certain to be much in demand when all copies are sold out.

Priced at \$16, and available from the publishers, this is a cheap book, when one considers the labour of research, sorting and checking of details, as well as the cost of producing this type of publication in small quantities.

B.J. VIDEON

*Coloured Postcards of the Argyll and Sutherland Highlanders*, Mathew E. Taylor K.St.J., F.S.A. Scot.

This set of full colour postcards represents uniforms of the Argyll and Sutherland Highlanders from 1788 to 1921. There are 16 cards in the set, 14 as I have described and 2 relating to other units connected with Stirling Castle. They are very well produced and are recommended to all interested in Scottish regiments, particularly at the price of two pounds sterling for the complete set.

They may be obtained from Mr Taylor at 11 Horselethill Road, Kirklee, Glasgow G12 9LX, full remittance and address label with orders. If payment is not made in UK currency 60 pence is to be added to the price.

NEVILLE FOLDI

A.F. Harris, *The South Australian Braendlin-Albini Rifle*, 18pp, photographs and line drawings, soft cover, available from A.F. Harris, 29 Jervois Avenue, Magill, SA, 5072.

This booklet has been well researched using primary source materials held in the South Australian Archives. It explains in detail the issue of the South Australian Braendlin-Albini rifle, the first breech-loading rifle to be purchased by South Australia to arm its volunteers.

The chapters cover a period from 1866 to 1970 and include the initial inquiries of the Agent-General in Britain, patent details, the acquisition, government markings, its use and eventual disposal.

At \$3.50 this professionally printed publication is well worth buying and is heartily recommended to both the colonial enthusiast and the firearm specialist.

R.C.H. COURTNEY

The Editor,

I am currently researching Foreign Honours, Decorations, Awards and Medals to Australians.

It is my intention to cover civilian as well as military personnel. Should any members of the MHSA have any information on the subject or care to suggest sources of information I would be most pleased to hear from them.

Research will cover official Foreign awards from the 1939 to the present.

I further seek views, interpretations, comments and opinions on the rules and regulations which govern Australian citizens in the accepting, receiving and the wearing of foreign awards.

It is also my intent to devote considerable time to the anomalies and problems which occurred in the Republic of Vietnam, affecting our military personnel in the awards made to them – some it is believed unofficially – by Allies such as Cambodia, the Republic of Vietnam and the United States.

*Frederick Kirkland  
9/46 Harriette Street,  
Neutral Bay, N.S.W. 2089*

The Editor,

I read, and read again, John McLeod's interesting and somewhat provocative comments on "Who are 'the Anzacs' " in *Sabretache* Vol.XXII No.2.

My first reaction was that his use of Anzac is too restrictive and my second was broad agreement with his proposition. I then realised that he has probably described a process of linguistic evolution not uncommon in the English language.

For example, take the word 'gentleman'. Originally a gentleman was a man entitled to bear arms but not included in the nobility. He possessed property or had an income not derived from his own labour. He was expected to abide by a code of honour and in more recent times any man conducting himself in a similarly honourable fashion was referred to as a gentleman. The appearance has replaced the substance to the extent that on several buildings available for the public convenience gentleman has become synonymous with male. No doubt readers can find other examples.

For good or ill this is a sign of a living language but whether the process should be hastened is another matter.

There are now very few original ANZACs, just as economic conditions have thinned the ranks of original gentlemen. But does this mean that the name should be allowed to recede into history? I believe that for a tradition to maintain its validity it must be a living tradition. Are many now inspired by the deeds of Caesar's legions?

In short, I have come full circle and believe that John McLeod is being too restrictive and that a wider use if now appropriate, provided that we keep in mind the special origin and significance of ANZAC.

Finally, Mr McLeod seems unsure as to whether or not ANZAC should be capitalised. Because of its origin as an acronym I have always written it in capitals, although this course is not followed in my Concise Oxford Dictionary. Any comments?

*Neville Foldi*

The Editor,

I recently sent an enquiry to Ronald D. White relating to his article "The Kyneton Volunteers 1860-1900" which appeared in *Sabretache* 1975 Vol.XV1, No.4, p.271-273. I am interested in the photograph used in the article; it was entitled "Skirmishing Team – Ballarat Volunteer Regiment 1874 (Rangers)".

I am currently researching the Ballarat Rangers and would be interested to know where the original of this photograph is held. Mr White informed me that the photograph was put in by the editors to fill the space.

I hope you may be able to help me in this matter.

*Yours sincerely,  
Barbara Cooper  
Sovereign Hill Goldmining Township Post Office,  
Ballarat, Victoria 3350.*

# Notes and Queries

## Who were the Buglers of the fifth?

In reference to the article on page 6 of *Sabretache*, Volume XXI, No.3, July-September 1980, I should respectfully like to point out some inconsistencies in the references to Buglers in the Fifth Victorian Contingent to the War in South Africa.

The Melbourne *Argus* of 19 January 1901 states that the parade of applicants took place on the previous day (the 18th, and not the 15th as mentioned in the article), at Victoria Barracks (not Langwarrin Camp). It refers to 39 (not 38) applicants. The 13 successful men were given medical, riding and shooting tests on 19 January (not the 16th). The *Argus* of 22 January indicated that all passed the medical, but six failed the riding test. On the 23rd it reported that these were being given daily practice at riding to regain their form before the final choice was made.

As the Fifth Victorian Contingent ultimately consisted of six companies (having absorbed what would have been the Sixth Victorian Contingent), there was a requirement for eight Buglers (not four). The Muster Roll<sup>1</sup> lists nine, and two other publications<sup>2</sup> containing the Roll list eight, though curiously not the same eight. The comparative lists are set out below.

### MUSTER ROLL

| No.  | Rank   | Name             | Occupation     | Year of birth | Previous Service |                                 | Rank in other ref. |        |
|------|--------|------------------|----------------|---------------|------------------|---------------------------------|--------------------|--------|
|      |        |                  |                |               | Rank             | Corps                           | (2)                | (3)    |
| 735  | Bugler | Watson, H.E.     | Soldier        | 1882          | Boy              | Vic Regt                        | Bugler             | Pte    |
| 886  | "      | Birmingham, F.J. | Surveyors Asst | 1884          | Tpr              | R.A.A.<br>Harbour<br>Trust Arty | "                  | Bugler |
| 1021 | "      | Tickell, W.H.    | Farm Hand      | 1882          | —                | —                               | "                  | "      |
| 1022 | "      | Lewis, J.        | Drover         | 1870          | —                | —                               | Pte                | "      |
| 1128 | "      | Wilson, E.       | Bootmaker      | 1883          | Bugler           | 3 Bn.<br>Infy Bde               | Bugler             | "      |
| 1281 | "      | Gavagan, C.J.    | None           | 1883          | —                | —                               | "                  | "      |
| 1282 | "      | Carolin, J.P.    | Clerk          | 1868          | Bugler           | 1 Bn.<br>Infy Bde               | "                  | "      |
| 1283 | "      | Whitford, T.E.   | Plumbers Asst  | 1884          | Bugler           | "                               | "                  | "      |
| 1314 | "      | Ellsworth G.     | Mechanic       | 1881          | Tpr              | Field Coy<br>Engrs              | "                  | "      |

Note that although the article referred to six Buglers, only five names and numbers appeared, and the number 1128 should have been 1281. This error suggests that the mistake was made by the typesetter. Perhaps someone can clarify who the Buglers of the Fifth actually were?

#### References

- <sup>1</sup> *Muster Roll of the Fifth Contingent for Service in South Africa.*
- <sup>2</sup> Murray, Lieutenant Colonel P.L., RAA (Ret), *Official Records of the Australian Military Contingents to the War in South Africa, 1899-1902*, Department of Defence, Melbourne, 1911.
- <sup>3</sup> Mac Donald, Donald, *The Australasian Contingents in the South African War*, (Bound with Harding, William, *War in South Africa*, The Australian Publishing Company, Melbourne, n.d.).

MAX CHAMBERLAIN

## A Subaltern of the 13th Hussars, 1875

The accompanying photograph, which is reproduced by kind permission of The Staffordshire Regiment (The Prince of Wales's), shows Philip Kavanagh Doyne as a Lieutenant of the 13th Hussars in 1875. Doyne was commissioned into the 38th (1st Staffordshire) Regiment of Foot as an Ensign on 14 March 1868, being promoted to Lieutenant on 16 March 1870. He exchanged to the 13th Hussars on 16 December 1874 and advanced to Captain on 9 February 1882, transferring to the 4th (Royal Irish) Dragoon Guards on 3 August 1887.

In the picture Doyne wears the dark blue hussar tunic with a buff<sup>1</sup> collar and gold chain gimp cording, which replaced the light dragoon tunic in April 1862 (the light dragoon tunic had buff cuffs and five rows of cord across the front in place of the hussars six). The gold lace around the top and down the front of the collar, the silver embroidered collar star and the plain Austrian knots on the cuffs indicate the rank of Lieutenant.



Lt P.K. Doyne, 13th Hussars, 1875.

The pouchbelt was faced with gold lace edged and with a central line of buff. It had silver chains and pickers and six silver scrolls with the honours *Peninsular, Waterloo, Alma, Inkerman, Balaclava* and *Sevastopol*. On the right breast the cap lines end in gold acorns. The dark blue overalls have double buff stripes and are worn over Wellington boots with brass(?) curve necked spurs.

The 1821 pattern light cavalry officers' sword has a gold swordknot and hangs from two gold laced slings. Three similar slings (the gold lace had a narrow central buff line) supported the sabretache with its buff face edged with gold lace with a central buff line. On the face of the sabretache was embroidered a crown over a V R cypher with below in the angle of a laurel spray, a circle with the motto *Virtute Aeternum* enclosing 13 over H. Across the laurel spray were scrolls with the same six honours as on the pouchbelt.

On the pedestal we see Doyne's white gloves and busby. The latter had a white egret plume arising from a gilt holder, a gold lined buff bag, gold cap lines and a gold netted boss at the top front.

Source: *History of the XIII Hussars*, C.R.B. Barratt, Vol.II, 1911.

1 The "buff" of the 13th was in fact white.

## NSW Sudan Contingent Honour Roll

- 1214 Coburn, Thomas. Driver.  
British-born regular soldier of the NSW Artillery (formerly a plumber).  
Died at Colombo on 3 June 1885 aged 25 years.
- 150 Collister, John Douglas. Private.  
British-born carpenter, member of the Infantry contingent.  
Died at Colombo on 10 June 1885, aged 22 years.
- 183 Guest, Martin. Private.  
A blacksmith, born at Milton NSW. A member of Infantry contingent.  
Died at Suakin.
- 719 Lewis, Edward. Driver.  
A regular soldier of the NSW Artillery (formerly a groom). Born Singleton NSW, enlisted in artillery in July 1880 aged 20 years.  
Died at Suakin on 12 May 1885.
- 74 Perry, R. Private.  
Member of Infantry contingent.  
Died in quarantine on 23 June 1885 after return to N.S.W. Buried in Rookwood Cemetery.
- 1226 Robertson, James. Driver.  
A regular soldier of the NSW Artillery (formerly a bootmaker). Born Hobart Tasmania, and enlisted in artillery in February 1885.  
Died at Colombo on 31 May 1885, aged 26 years.
- 392 Weir, Robert. Private.  
Member of Infantry contingent.  
Died at Suakin on 1 May 1885.
- Willows, Anthony. Vet-Surgeon.  
Died at sea 9 June 1885.

Peter Burness

## Abbreviations

The following list of abbreviations is provided in order to assist those readers who have been following Hans Zwillenberg's articles on the history of the South Australia defence forces. Major Zwillenberg's article has been held over for lack of space.

|              |                             |                                    |                          |             |                      |         |
|--------------|-----------------------------|------------------------------------|--------------------------|-------------|----------------------|---------|
| A            | <i>Argus</i> (Melbourne)    | C of A                             | <i>Commonwealth of</i>   | CSC/O/      | Outwards             | Corres- |
| AAJ          | <i>Australian Army</i>      | Gazette                            | <i>Australia Gazette</i> |             | pondence             |         |
|              | <i>Journal</i> (Canberra)   | CO                                 | Colonial Office          | CSC/O/. . . | Outwards             | Corres- |
| Adel Tim     | <i>Adelaide Times</i>       |                                    | Records (London)         | (F)         | pondence (financial) |         |
| Aust Jnl Pol | <i>Australian Journal</i>   | C/PP                               | Commonwealth of          | C/wealth    | Commonwealth of      |         |
| Hist         | <i>of Politics and His-</i> |                                    | Australia Parliamen-     | Arch        | Australia Archives   |         |
|              | <i>tory</i>                 |                                    | tary Papers              | Governor of | South Australia      |         |
| ADCG         | Assistant Deputy            | CSC/G/                             | Chief-Secretary of       | GD/I/       | Inwards Dispatches   |         |
|              | Commissary Gen-             |                                    | South Australia          | GD/O/       | Outwards Dispatches  |         |
|              | eral – Letter Book          |                                    | – Correspondence         | /circ       | Circular             |         |
| BB           | Statistical Returns         |                                    | with other Colonial      | /conf       | Confidential         |         |
|              | of the Colony of            |                                    | governments              | /sec        | Secret               |         |
|              | South Australia             | Chief-Secretary of South Australia |                          | /sep        | Separate             |         |
|              | ( <i>Blue Books</i> )       | CSC/GRG                            | Special Series           | /suppl      | Supplement           |         |
| Chr          | <i>Chronicle</i> (Adelaide) | CSC/I/                             | Inwards Correspon-       | /tel        | Telegram             |         |
|              |                             |                                    | dence                    |             |                      |         |

|                         |   |         |  |                        |  |
|-------------------------|---|---------|--|------------------------|--|
| GG                      | <i>South Australian Government Gazette</i>  | LC      | Legislative Council of South Australia                                 | SA Gaz & Col Reg       | <i>South Australian Gazette and Colonial Register</i>      |
| HA                      | House of Assembly of South Australia – <i>Hansard</i>                               | MF      | Microfilm  | SAA                    | <i>South Australian Almanach</i>                           |
| HSANZ                   | <i>Historical Studies of Australia and New Zealand</i>                              | NS      | New series   | SA Statutes            | <i>Acts of Parliament of the Colony of South Australia</i> |
| Jnl Mil Hist Soc Aust   | <i>Journal of the Military Historical Society of Australia (Sabretache)</i>         | O       | Observer (Adelaide)  | SMH                    | <i>Sydney Morning Herald</i>                               |
| Jnl and Proc USI of NSW | <i>Journal and Proceedings of the United Service Institution of New South Wales</i> | PP (UK) | Parliamentary Papers – Great Britain                                   | Suppl Tas Hist Res Ass | Supplement Historical Research Association of Tasmania     |
| L                       | Letter  | R       | <i>Register</i> (Adelaide)   | US Mag                 | <i>Colburn's United Services Magazine</i> (London)         |
|                         |   | RUSI    | <i>Journal and Proceedings Royal United Service Institute</i> (London) |                        |  |
|                         |   | SA      | South Australian   |                        |  |

## Army Museums

Society members have watched with interest and in some cases have been actively involved in the establishment of Army Museums. They will be pleased to know that a recent Defence Instruction has been issued to rationalise Army historical activities and particularly to provide guidelines for the management of Army museums which for so long have owed their existence to the enthusiasm of a small number of soldiers with an interest in the preservation of the history and relics of their Corps, assisted frequently by locally organised voluntary groups. These activities have always been at risk through postings, not only of the enthusiasts, but also of those who view such activities through different eyes.

It is regrettable that the Army is unable to provide full time staff for the museums but this difficulty is well understood. Nevertheless the Instruction gives museums an authorisation on which to operate and clearly defines their management. Any Society members, and there are several of them, who are members of museum committees, boards of trustees and so on, need to make themselves conversant with the provision of Defence Instruction (Army) Admin 34-1 – Army Historical Activities.

The Instruction distinguishes between an Historical Collection, which is material pertaining to a particular organisation, usually relevant to the history of a unit, and Military District or Corps Museums. The later are authorised by the Army Historical Committee and are located in specifically designated accommodation under the control of curators. Each museum operates under a charter and property which is not of Commonwealth or regimental origin is controlled by a trust deed.

A number of museums were authorised in the Instruction (February 1981). They are:

### Queensland

|                                      |                                |  |
|--------------------------------------|--------------------------------|--|
| Museum of Australian Army Flying     | Oakey                          | Army Aviation Centre                                 |
| Australian Intelligence Corps Museum | Canungra                       | School of Military Intelligence                      |
| North Queensland Military Museum     | Jezzine Barracks<br>Townsville | Headquarters District Support Group North Queensland |

### New South Wales

|   |            |                                       |
|---|------------|---------------------------------------|
| Royal Regiment of Australian Artillery Museum | Manly      | Directorate of Artillery              |
| Royal Australian Engineers Corps Museum       | Casula     | School of Military Engineering        |
| Royal Australian Infantry Corps Museum        | Singleton  | Infantry Centre                       |
| Victoria Barracks Museum                      | Paddington | Headquarters Second Military District |



**Victoria**

|   |                  |  |
|---|------------------|--|
| Royal Australian Armoured Corps Tank Museum                       | Packapunyal      | Armoured Centre  |
| Royal Australian Survey Corps Museum                              | Bonegilla        | School of Military Survey  |
| Royal Australian Corps of Signals Museum                          | Watsonia         | School of Signals  |
| Royal Australian Corps of Transport Museum                        | Puckapunyal      | Army School of Transport   |
| School of Army Health Health Museum                               | Healesville      | School of Army Health  |
| Royal Australian Army Ordnance Corps General Museum               | Bandiana         | 31 Supply Battalion  |
| Royal Australian Electrical and Mechanical Engineers Corps Museum | Bandiana         | Royal Australian Electrical and Mechanical Engineers Corps Committee |
| Fort Queenscliff Military Historical Society                      | Fort Queenscliff | Australian Staff College   |

No doubt further museums will be added to the list.

No information is currently available concerning the hours during which the museums are open, or if, in fact, they are open to the public at all. Anyone wishing to visit a museum must contact the governing body to ascertain the opening times so that a lengthy journey need not be made in vain.

*T.C. Sargent*

**Society Notes****Federal Council Elections**

There being no nominations for Federal Council other than for the serving members no elections were conducted and the following were declared reelected at the AGM on 20 July 1981:

|                |                             |
|----------------|-----------------------------|
| President      | Mr N. Foldi                 |
| Vice President | Maj. H. Zwillenberg ED (RL) |
| Secretary      | Lt Col. T.C. Sargent (RL)   |
| Treasurer      | Sqn Ldr R. Webster          |

**SA Branch Elections**

At the Annual General Meeting of the South Australian Branch on 10 July 1981 the following Office Bearers were elected for 1981-82:

|              |                     |
|--------------|---------------------|
| President    | Mr Barry Montgomery |
| Secretary    | Mr Brian D. Banbury |
| Treasurer    | Mr Ken Stanley      |
| Committeeman | Mr B. Reader        |

**ACT Branch Elections**

The following Office Bearers were elected unopposed at the Annual General Meeting of the ACT Branch on 20 July 1981:

|                     |                |
|---------------------|----------------|
| President           | Mr R. Towns    |
| Secretary-Treasurer | Mr A. de Totth |
| Federal Councillor  | Mr R. Courtney |

### Duntroon Archives

Members of the Society may not be aware that the Royal Military College, Duntroon, maintains an Archives section.

The custodian was of great assistance to the editor of *Sabretache* recently, providing a photograph of our late Patron, Sir John Wilton, KBE, CB, DSO. I am sure that the Duntroon Archives will be able to assist Society members interested in the careers of graduates of RMC.

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## Members' Sales and Wants

### Wanted

Egypt medal bar "Suakin 1885" named to 238 Pte. W.H. Newland NSW Infy together with any other associated items or information.

P.B. Murphy, P.O. Box 1548, Cairns Qld, 4870.

25 Pounder Gun Limber and a 4 x 4 Field Artillery Tractor Chev or Morris Commercial (Quad).

W. Bell, 150 Casuarina Drive, Nightcliff, Darwin, NT, 5792. Telephone Bus. (089)85208, Home (089)854189.

I am trying to locate the King's South Africa Medal awarded to CSM L.B. Brumby of the Tasmanian Imperial Bushmen, or possibly the Tasmanian Mounted Rifles. I have his Queen's South Africa Medal and would like to see them united. Can any member of the MHSA assist me?

*A.O. CHAFFEY,  
29 Laura Street,  
West Launceston,  
Tasmania 7250.*

### THE MILITARY HISTORICAL SOCIETY OF AUSTRALIA

The aims of the Society are the encouragement and pursuit of study and research in military history, customs, traditions, dress, arms, equipment and kindred matters; the promotion of public interest and knowledge in these subjects, and the preservation of historical military objects with particular reference to the Armed Forces of Australia.

#### ORGANISATION

The Federal Council of the Society is located in Canberra.

The Society has branches in Brisbane, Canberra, Albury-Wodonga, Melbourne, Geelong, Adelaide and Perth. Details of meetings are available from Branch Secretaries whose names and addresses appear on page 2.

#### SABRETACHE

The Federal Council is responsible for the publication quarterly of the Society Journal, "Sabretache" which is scheduled to be mailed to each member of the Society in the last week of the final month of each issue.

Publication and mailing schedule dates are:

Jan-Mar edition mailed in the last week of March.  
Apr-Jun edition mailed in the last week of June.

Jul-Sept edition mailed in the last week of Sept.  
Oct-Dec edition mailed in the last week of Dec.

#### ADVERTISING

Society members may place, at no cost, one advertisement of approximately 40 words in the "Members Sales and Wants" section once each financial year.

Commercial advertising rate is \$4.70 per Column inch.

Advertising material must reach the Secretary by the following dates:

1 January for January – March edition.  
1 April for April – June edition.

1 July for July – September edition.  
1 October for October – December edition.

#### QUERIES

The Society's honorary officers cannot undertake research on behalf of members.

However, queries received by the Secretary will be published in the "Queries and Notes" section of the Journal.

#### SOCIETY PUBLICATIONS

Society publications advertised in *Sabretache* are available from:

Mr K. White, P.O. Box 67, Lyncham, A.C.T. 2602.

Orders and remittances should be forwarded to this address.

### THE MILITARY HISTORICAL SOCIETY OF AUSTRALIA

Please address all Correspondence to:

The Federal Secretary, P.O. Box 30, Garran, A.C.T. 2605. Australia.

#### APPLICATION FOR MEMBERSHIP

I / We .....of .....  
(Name, Rank, etc.) (Address)

.....  
hereby apply for membership of the MILITARY HISTORICAL SOCIETY of AUSTRALIA. I/WE agree to abide by the Rules, etc., of the Society and wish to be admitted as a Branch member of the.....  
Branch/Corresponding Member/  
Subscriber to Sabretache.  
(Strike out non applicable alternative.)

My main interests are .....

I/We enclose My/Our remittance for \$15.00 (Aust). being annual subscription, due 1st July each year.

.....

