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Sabretache



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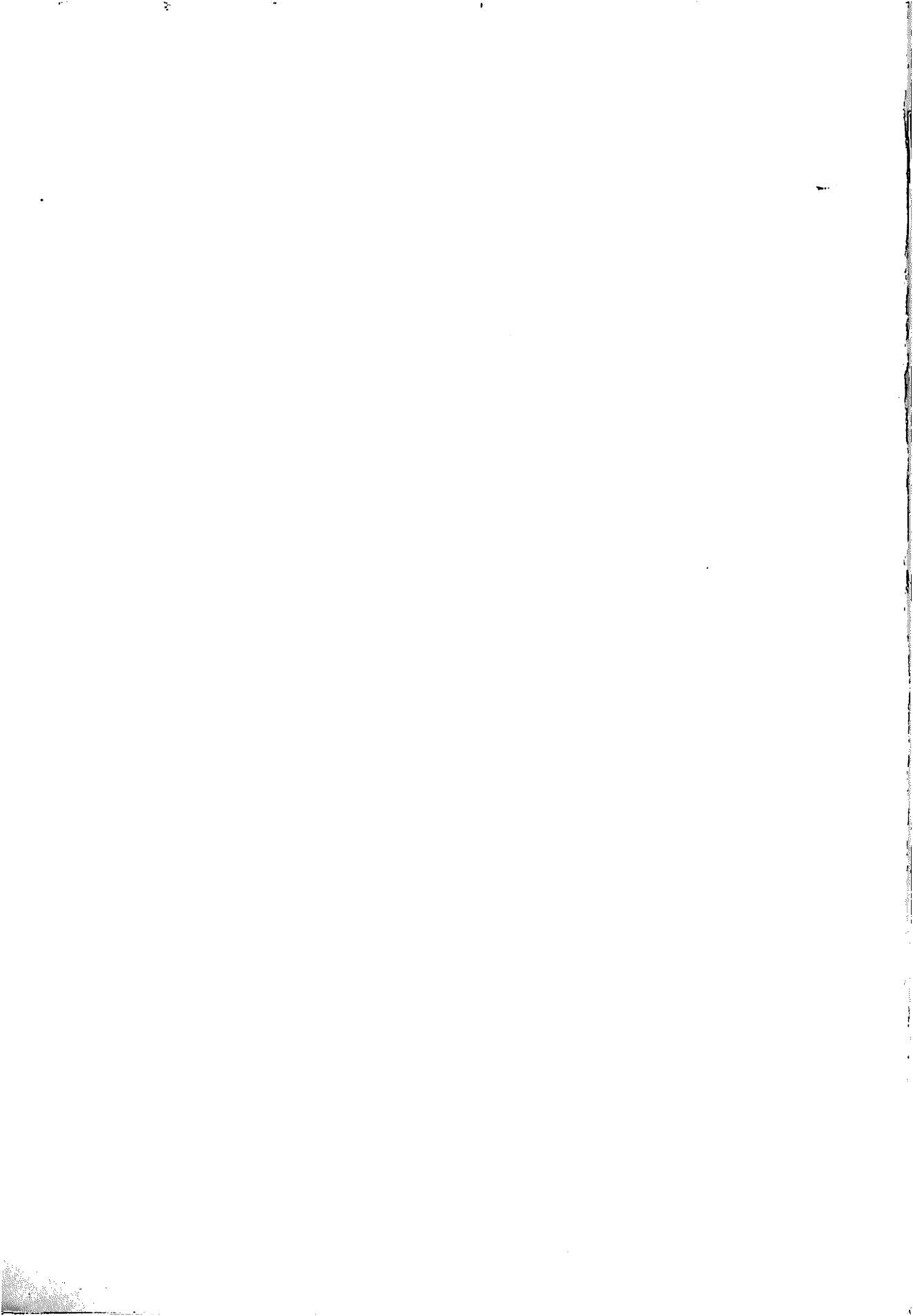
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Journal and Proceedings of the MILITARY HISTORICAL SOCIETY OF AUSTRALIA

SABRETACHE

Vol XXIV January-March 1983 Number 1



SABRETACHE



Journal and Proceedings of the The Military Historical Society of Australia (founded 1957)

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Published by authority of the Federal Council of the Military Historical Society of Australia. The views expressed in the articles in this Journal are those of the contributors and not necessarily those of the Society.



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New Army. The first General Officer Commanding the Commonwealth Military Forces was Major General Sir Edward Hutton. He had the difficult task of combining all State forces. His first aim was to make the new Army totally Australian in character and outlook. In 1909, Lord Kitchener of Khartoum was invited by the Prime Minister to assess progress and comment on the Army's adequacy. His report had far reaching effects and one of the results was the establishment of the Royal Military College at Duntroon, near Canberra, in 1911.

Tank graveyard. David Legg, from Wagga Wagga, recently came across a tank graveyard at Murrayville in Victoria, near the South Australian border. A.F.V. enthusiasts would be interested to know that he counted at least seven General Grant tanks and three Matilda's, as well as half a dozen WW2 vintage army trucks including a Blitz. The tanks lack turrets, but the cranks still have their 75mm hull guns. The vehicles are scattered over an area of about 1 acre behind the Scout Hall in the town's eastern limits.

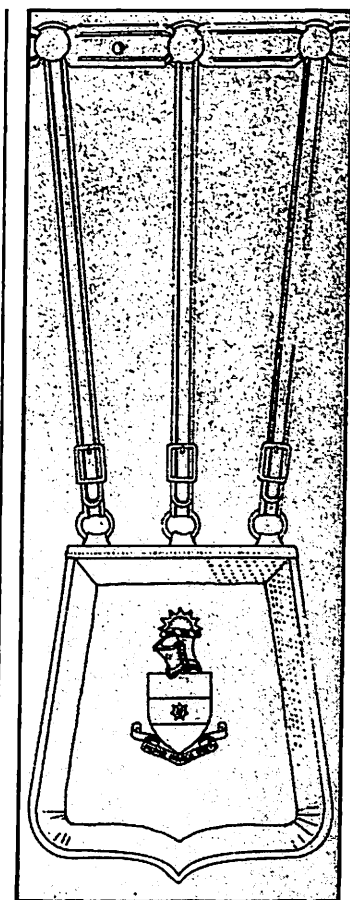
Old defences. Sydney's defences have been an integral part of its magnificent harbour ever since the arrival of Royal Marines with the First Fleet in 1788.

Gunpits and old military works are mute reminders of various danger periods from the pristine days of British Redcoats to the maelstrom of activity and battle-noise of World War

II. Foremost of these is the Royal Australian Navy's Garden Island complex which has a daily population of 6,000 including a work force of 3,500, and is the key establishment of the Australian Fleet.

North and South Heads, which today are military reserves and have services establishments on them, have continued to play important defence roles.

Earliest records of South Head's role show that in 1788 a gun from HMS Sirius was mounted there to signal the arrival of ships to the colony.



Edwards VC. The Australian War Memorial received the Victoria Cross and other decorations and medals of the late Air Commodore Sir Hughie Edwards, VC, KCMG, CB, DSO, OBE, DFC, K.St.J., on 22 November 1982. The presentation was made by Lady Dorothy Edwards, widow of Sir Hughie, one of Australia's highest decorated servicemen. The medals were accepted by Chairman of Council, Admiral Sir Anthony Synnot.

Air defence. In 1934 the RAAF, which had been ailing throughout the depression years through obsolescent aircraft and lack of funds, received a much-needed boost and a sharp rise in morale with the decision of the Government to purchase eighteen Hawker Demon fighters and twenty-four Supermarine Seagull V amphibians. Avro Anson bombers followed, and the creation of nineteen home defence squadrons was approved in principle.

Australian squadron. After the Napoleonic Wars ended in 1815, British warships were not stationed in Australian waters until 1821, when the Admiralty decided to maintain a man-o'-war permanently at Sydney. This was the genesis of the Royal Navy Australian Squadron.

Casualties. The first Australian to be killed in action was Midshipman Cymbeline A.C. Huddart who died on 25 November 1899 while serving with the Royal Naval Brigade as Graspan.

The first Australian soldiers to be killed in action were: 91 Private D.C. Mcleod, and 219 Private V.S. Jones, who died on 1st January 1900 while serving with the 1st Queensland Mounted Infantry at Sunnyside.

Research grants. The Australian War Memorial supports research into Australian military history through the Australian War Memorial Research Grants Scheme.

The scheme offers grants-in-aid of up to \$3,000 over one or \$5,000 over two years. Grants are provided over a calendar year in order to assist amateur and academic researchers working in the field of Australian military history to meet expenses such as travel, accommodation, typing or photocopying.

Applications for grants tenable in 1984 will be called in March or April this year. Applicants are required to submit a detailed explanation of their project accompanied by a full justification of the need for the amount requested. Applications are assessed by the staff of the Memorial and independent consultants but the final decision is taken in September by a committee of the Council of the Australian War Memorial.

Information sheets and application forms will be available in April. Intending applicants should write for further details to:

The Director
Australian War Memorial
P.O. Box 345
CANBERRA CITY ACT 2601



First DSO. The Australian War Memorial has received an important group of 1939-45 medals and the first DSO of this war with the donation of decorations and medals related to the career of the late Brigadier G.S. Cox, DSO, MC, ED.

The medals were donated by his sister, Mrs M. Fitzhardinge of Canberra.

While a Captain with the 2/1, Cox was awarded the MC for 'courage, calm bearing and devotion' for action at Eora Creek, New Guinea in 1942. He was awarded to DSO when he was a Lieutenant-Colonel commanding officer of the 2/4 for 'courage, leadership and skillful planning' during the advance at Wewak, on the north coast, New Guinea in May 1945.

Also included in the donation were the badges worn by Brigadier Cox, while he was Aide-de-Camp to King George VI and Queen Elizabeth II.

Mentions in Despatches. It was not until 1920 that an emblem was authorised to record outstanding or specially meritorious service in action. The emblem was in the design of a bronze oakleaf spray to be worn on (initially) the ribbon of the Victory Medal.

It is not possible to quote the number entitled to wear the bronze oakleaf, but official records indicate that 141,082 military 'mentions' were published in the London Gazette between 1914 and 1920.

Importantly MID's can be awarded for an act of gallantry or for continuous good service over a long period. However, they can only be awarded when an operational scale of awards has been authorised. This differs from other military awards which may be awarded at any appropriate time.

Convict recruits. In a secret despatch from the Duke of Portland, on 22 February 1797, Governor Hunter was commanded to increase the New South Wales Corps. In order to facilitate the speedy completion of the regiment to the establishment required Hunter was instructed to emancipate convicts whose good conduct since their arrival would make them suitable recruits.

Victoria Cross. The Cross has always been made from the bronze of Russian guns captured in the Crimea, except for a period during World War I, when the metal of captured Chinese guns was used. An ample stock of the Russian metal, melted into ingots, is held by the Royal Army Ordnance Corps, which uses it as needed.

It is general believed that the Prince Consort was responsible for the design of the VC which have always been manufactured by the same firm, Messrs Hancocks and Company of London.

Replica stamp. Centenary celebrations at Fort Queenscliff late last year had an added "stamp" of significance—for postal historians.

Now the home of the Australian Army Command and Staff College, the Fort was the original site of Queenscliff Post Office from 1869 to 1884.

To add to the spirit of the centenary, Australia Post re-established the Post Office on its original site and provided a special post-mark for the occasion.

It shows a replica of the Royal Australian Garrison Artillery (Militia) badge worn at the Fort from 1903 to 1912.

Star of Courage. An Army officer has been awarded the Star of Courage for his actions after a helicopter crash in 1981.

Capt. Wayne Bowen, Headquarters 3rd Brigade, was one of three men who became the first Servicemen to receive this bravery award since its inception in early 1975.

The others are Pilot-Offr Mark Eldridge, RAAF, and Flt-Lt Michael Holden, RNZAF, who were awarded the Star of Courage for their actions after the same helicopter accident.

Australia's second-highest bravery award after the Cross of Valour, the Star of Courage is earned for "acts of conspicuous courage in circumstances of great peril".

Ambon remembered. More than forty years ago the men of the 2/21st Australian Infantry Battalion landed on the small tropical island of Ambon in the Dutch East Indies to fight Japanese troops.

On 30 and 31 January 1942 Japanese warships unloaded troops on different parts of Ambon Island and within a few days Australia's allies, the Dutch, surrendered. The Australians took to the hills and fought fiercely, but within three days all those who had not been killed were marched into barracks as prisoners of war.

For many of these former POW's, Ambon is now once again their second home. They have formed a committee to help their former comrades, the Ambonese, and since 1967 have provided more than \$600,000 worth of aid, mainly for the hospital in the town of Arribon, out of gratitude.

First Soldier. The Australian Army has unearthed its first soldier.

Brigade Sergeant-Major Henry Thomas Green was given regimental number 1 when he enlisted in the NSW colonial forces in 1871, the first full-time soldier in the State's newly formed force raised to replace British garrison troops, who departed the previous year.

His first army task was to train recruits enlisted in an artillery battery raised along with two infantry companies for the defence of NSW.

Anzus Corridor. The Australian War Memorial recently provided a large number of relics, photographs and reproductions of art works for a special exhibition in Washington DC, which commemorates some seventy years of unbroken defence co-operation between the United States, Australia and New Zealand and marks the 30th Anniversary of the ANZUS pact.

The shipment of items from the War Memorial represents the largest group of relics and artworks the Memorial has ever sent overseas.



Major General Ronald Hopkins CBE

AMPHIBIOUS OPERATIONS IN THE S.W. PACIFIC

The experiences of an Australian soldier with a United States Amphibious Force in the South West Pacific during 1943.

After the first New Guinea campaign ended in January 1943, I worked on the Commander-in-Chief's staff for a short period and then was posted to the 7th Amphibious Force United States Navy which was forming in eastern Australian ports under the command of Rear Admiral Daniel E. Barbey USN for operations in the South West Pacific Area. My rank was Brigadier and I was to become Admiral Barbey's adviser on the land warfare aspects of his amphibious operations. Both Australian and United States land forces would be involved in these.

General MacArthur, supreme commander in the SWPA, had reached Australia nearly a year earlier when the Japanese had invaded the Philippines. This amphibious force was the result of his plans to drive the Japanese out of the South West Pacific Area which included Bougainville on the east, New Britain, Papua & New Guinea, the Admiralties and Morotai. The last-named looked a long, long way away when we—the 7th Amphibious Force—rendezvoused in Milne Bay with the 9th Australian Division to commence planning our first operation. We were to capture the airfields and harbour at Lae, over 500 km away.



Major General Hopkins graduated from RMC, Duntroon, in 1917 and served in both World Wars. He was closely identified with the organisation of armoured training and raising 1st Aust. Armd Div. in 1940-41. He commanded the Aust. Component of BCOF in Japan 1946-48 and subsequently was DCGS and Comdt R.M.C.



After Buna fell to the 7th Australian Division in January 1942, our forces had reinforced Wau where the enemy from Salamaua had been repelled late in 1942. We had followed them back down the mountains to gain a narrow footing on the coast. American Engineer Boat units reached Australia in advance of amphibious craft and began working up the coast north of Buna in mid-1943.

The 7th Amphibious Force had a small core of regular U.S. naval officers and a couple from the U.S. Marine Corps. The Admiral, of course, was a regular but, at the outset, did not even have a serving regular as his Chief of Staff. A succession of reserve officers and dry-land sailors seemed to pass through our headquarters but the Admiral got his way in the end and Captain 'Chuck' Noble, a Texan with almost Australian characteristics, became, and remained, a splendid Chief of Staff.

Most of our officers were reservists or else recently commissioned war-time types. We called ourselves 'the Drugstore Navy' from our very recent civilian background and this was no exaggeration. I remember visiting one of our ships one day and, during a discussion, taking out my tobacco pouch. Immediately I opened it to fill my pipe a middle-aged ensign stepped smartly across, took a pinch of tobacco, bit it, smelt it and announced 'Molasses-cured Burley'. I shouted with laughter; it was all so surprising and unexpected but he was quite unabashed and explained that tobacco was his livelihood. He grew it and was unable to resist a new brand.

Like any other allied nation, the war-time expansion was fantastic. It was no secret that amphibious force recruiting took place in the middle-west and all ranks were trained on the Great Lakes. Simultaneously, amphibious craft of all types went into production in many of the cities along the Mississippi. On completion of training, crews were formed and proceeded to take over their craft, LCI, LCT or LST, at the factory and sail them down to New Orleans. It was not far from the truth to say that there they were met by a superannated destroyer, given a map out of a school atlas and told to keep close to the destroyer during their voyage to Australia! The three types mentioned were all sea-going although the LCI and LCT were quite small. The LST was in a different category and would carry a squadron of medium tanks with all personnel, transport and equipment. Late in 1943 the first Landing Ship, Dock, arrived and was used in the Arawe landing. It carried a number of small landing craft (ship to shore) in what amounted to a small, mobile dry dock. The craft were floated in before the voyage and out again when close to the assault landing point. For the voyage, naturally, they rode dry.

Milne Bay was the beginning of our odyssey. Here our craft and crews began to assemble and continue training; and here was our headquarters ship to house the commander and staff of the amphibious force. 'Rigel' was a repair ship which had enough accommodation to provide for the modest Force Headquarters and its communications but did its repair work at a single location convenient to the fleet it served. 'Rigel' remained at Milne Bay for well over a year but by then we had acquired a fine new headquarters ship, complete with sophisticated communications and capable of cruising with the Force during operations. While our home was in 'Rigel' the Admiral, with a small operations staff, used one of the 7th Fleet destroyers during each landing operation.

I worked very hard at Milne Bay. Each day the naval planning staff and I went ashore where we met the 9th Aust. Div. planners and delved together into the intricacies of our first opposed landing. The naval staff refused point blank to sleep ashore. I quickly came to agree with them. No jungle, no mud, no mosquitos were solid advantages. During the planning I persuaded the Admiral that rehearsals were essential if only to let the troops try out various methods of unloading stores, ammunition etc. onto a beach. I felt concern also about the sketchy arrangements for ensuring that landing craft in darkness actually reached the correct point at which they were supposed to land. I expect the Gallipoli experience added strength to my argument but Admiral Barbey said his men had too much to learn as it was. He refused to test my idea of using *walkie-talkies* in leading assault craft and monitoring their progress by radar. Any tendency to deviate could be corrected by voice on the radio telephone.

While we were in Milne Bay the Australian destroyer 'Warramunga' (Captain Dechainaux RAN) patrolled the entrance some 20 km from the head of the bay where Amphibious Force ships were anchored. 'Dishy' was an old friend and every few days would take me aboard for dinner and a night at sea. It was a life-saver. 'Warramunga' always put on an act for the Americans although speed was highly important so as to resume guard duty with a minimum of delay.

At the appointed time the destroyer would roar up Milne Bay with a huge bow wave. All hands in 'Rigel' and the other ships would line the rails. 'Warramunga' would have a cutter and crew hanging in the davits; this would be dropped as she slowed to make a wide circle round 'Rigel'. The crew of the cutter would row smartly to our accommodation ladder where I would be picked up. The boat's crew would give way and we would be snatched from the water by the destroyer even then working up to full speed for her run back down the bay. It was fun, pleasant company and a welcome



change from American food to which I had not yet become accustomed. And talking of American food, during our first days in Milne Bay, the Army ashore cut down a large area of coconut plantation as part of their defensive plans. Our wardroom grew very excited with mouth-watering descriptions of 'heart-of-palm'—the millionaires' salad. It is the small green centre in the very top of each palm tree and it needs one palm tree per person. A number of us went ashore with machetes and provided the wardroom with several most delicious salads. An added bonus was the wardroom's Philippino staff who knew the only recipe for the dressing. Mouth-watering, indeed!

Our first operational exploit was in the nature of a rehearsal. It was intended to place U.S. garrisons on Woodlark and Kiriwina Islands which lay over 200 km NNE and were on a direct line to the Japanese air base at Rabaul some 400 km further on. We made a night approach from Milne Bay and left on the return journey in the early afternoon with many backward glances since it was not unlikely that the Japanese Air Force would attack the convoy before dark. General MacArthur made fairly sure of it by announcing the 'capture' of Woodlark and Kiriwina on the afternoon Australian radio. The United States Navy were livid but we were lucky and got back safely. A few days later a very pleasant USN Captain called Lake and I staged a rehearsal of loading and unloading stores across a beach in the d'Entrecasteaux Group. This seemed to help everyone and pleased the Admiral.

Our first real test came early in September 1943 at beaches about 12 km east of Lae. This was a forward Japanese airfield and defended area. Our landing with 9th Aust. Div. was the first of three concentric assaults. Nothing was being left to chance. 7th Aust. Div. was coming from the mountains west of Lae behind a U.S. paratroop landing in the Markham valley and Ray Monaghan's 29th Australian Infantry Brigade footslogged up the coast from Salamaua. In the outcome he claimed that he got there first; if he did, it was only a matter of minutes. All three forces met serious problems of terrain but very few Japanese.

The amphibious operation from Milne Bay to the chosen beach took well over 24 hours but the dangerous daylight period was given excellent cover by the 5th U.S. Air Force from Dobadura and we apparently escaped observation. We were all very tense and worked up over our first effort. It was to be a landing at first-light so that the early waves of assault craft were loaded and began their run to the beaches in darkness. Once away, the sky was split with flashes from a brief preliminary bombardment; the escorting destroyers used their 5-inch naval guns for this.

From then on, all went smoothly except for four hostile aircraft which bombed and strafed a group of LCIs as their infantry passengers were disembarking. One LCI was hit.

More excitement came after the troops were firmly ashore. In our destroyer, USS *Conyngham*, the Admiral and his small staff were chafing to get away at the moment the last soldier was landed. But there was a delay, to increase our worry, because an LST got stuck on the beach. I was new to the navy and the speed and efficiency with this elephant of a landing ship was coerced into leaving was incredible to see. When towing failed, several destroyers, nose to tail, circled astern of the stranded vessel. The waves they made heaved up the LST enough for a tug to pull it away into deep water. A fantastic sight!

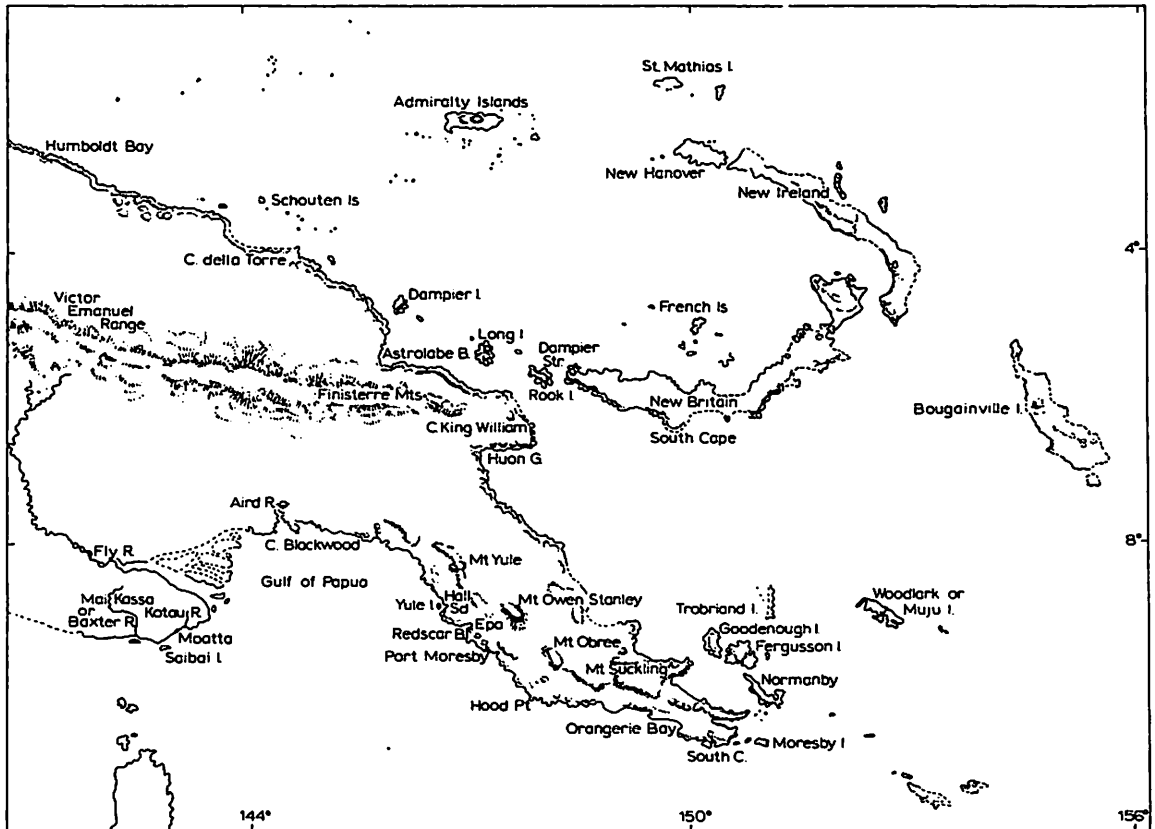
Our reason for wanting to clear out was that the re-supply convoy of LSTs, full of stores, was already some 30 km away and unprotected. Neither escort nor air cover had been available. Admiral Barbey intended using '*Conyngham*' to give protection. As we seethed along towards Morobe the ship reached well over 30 knots. It became more exciting when, ahead, we saw a tell-tale column of smoke which seemed to show that an LST had been attacked and hit.

As we closed the convoy the situation clarified. The LSTs had been attacked and were heading towards Morobe. One had been hit and was obviously unable to keep up. At the speed we were making we quickly came up with the action. Our first intimation, while the LSTs were still a way ahead, was a Zero* on our tail. A couple of Marine officers and I, with nothing to do, had taken a position close to the wheel-house. Here we saw our destroyer captain give a magnificent performance. As one Zero dropped its bomb, it would swing away and another would take its place. Captain Ward stood quietly to one side of the structure watching the aircraft come into position astern. As it released its bomb, he would turn and walk through the wheel-house to the opposite side of the ship. Passing the helmsman he remarked almost conversationally, "Port fifteen" (or the direction he wished the ship to turn and its extent). Round would go the wheel, '*Conyngham*', still at top speed, would heel over until her gunwale was almost awash, and we would see the bomb drop harmlessly into the sea 100 or 200 metres away. Already the Captain was watching the next aircraft coming into position and the whole performance would be repeated. Throughout, every gun in the ship was firing its hardest. One could not help admiring some of these youngsters, in their first action, completely alone on a stretch of deck, fighting their hardest with a .50 calibre machine gun to down the Zero.

When the Japanese had run out of bombs and departed for home, we raced back to the convoy. But the LSTs were safe and I went aboard the one that had been hit. The bomb had gone through without

* 'Zero' was a generic name for Japanese attack aircraft





touching the edges, as a land-lubber might say. These ships consisted of a large hold with some bits of ship around it. I stood on the deck looking inwards and downwards, and there was nothing but the sea.

After Lae came Finschhafen. It was only another 120 km around the Huon Peninsula but the ground was held to be most suitable for airfields. Once established there, our forces would dominate Western New Britain and Vitiaz Strait as well as the New Guinea coast up to the Dutch border. In an endeavour to catch the enemy off balance another amphibious operation was ordered forthwith using Brigadier Windeyer's 20th Australian Infantry Brigade which was already in the Lae area. Fortunately I had prepared a typical landing plan for an Infantry Brigade with a suitable proportion of artillery and other arms included. Taking this, the Admiral, Commander Adair and I made a quick trip to Lae. With infantry co-operation we were able to launch the assault on Finschhafen within 72 hours.

It was to be a landing in darkness, shortly before first light. Four destroyers equipped with assault landing craft carried the infantry for the first waves.

The beach selected was in a wide bay. The only feature which promised a guiding mark was Sattelberg mountain about 600 m high and only 7 km from the shore. It was not good enough. Not only did the landing craft lose direction, but also cohesion, so that units and sub-units became tangled. Control inevitably suffered in the face of considerable hostile fire.

The Japanese had been alerted and there was stiff fighting on the beach until the Australian infantry drove them off. Admiral Barbey was most concerned for the safety of the large group of LSTs and other craft from Japanese air attack. This was the nearest we had come to their bases and we expected a rough passage. Unloading of the LSTs with supplies of every kind for 20 Brigade was slower than expected and the Admiral called them off the beach before they were fully unloaded. This, after the assault craft losing direction gave the 7th Amphibious Force a bad name with the 9th Australian Division. Events proved that the Admiral was right in his judgement. If the air attacks which we encountered on the way back to our base had hit us when we had a string of defenceless



LSTs discharging cargo on the beach our losses might have been very heavy, even heavy enough to cripple our effort in future operations.

The return voyage as we went south past Langemark Bay and out across Huon Gulf brought out the Japanese air force in strength. Our own air forces, US and RAAF, were conducting a battle with the enemy fighters above 20,000 feet. We saw little of it but an occasional aircraft, leaving a long trail of smoke plummeted into the sea. Our large LSTs and other craft were protected by the anti-aircraft fire of about eight destroyers only. Mainly, we were subject to high level, pattern bombing. It was kept high because of the fire of our destroyers. These circled the convoy continuously at high speed, weaving as they went. Their 5-inch guns were pumping out shells continuously. Fountains of water showed that bombs were still falling. Suddenly the public address system called "Torpedo attack to starboard". Four aircraft abreast and flying just above the waves could be discerned heading for the convoy and about 2000 metres away. Our destroyer, **USS Conyngham**, immediately swung towards them, as did the other ships, so as to run down the line of fire and avoid giving a broadside target. Every weapon in creation, it seemed, was firing; 5 inch, 40 mm quick-firing Bofors and deck mounted machine-guns, all engaged the enemy. Sharper eyes than mine actually saw the torpedos hit the water. Into this hail of fire the Japanese aircraft looked doomed. But all four escaped. No damage was done to the ships either. Later reports showed that in the general air attacks we owed much to our own fighters for our freedom from serious losses.

It was to be over two months before our next group of operations. Then came Arawe, Cape Gloucester and Saidor within three weeks from 15 December 1943 and 2 January 1944. Our planners learnt a lot at Arawe. The assault landing craft were floated out of the LSD quite successfully for the first time. But they encountered an adverse current in the 2000 m run to the beach. The covering bombardment came and went; the long string of landing craft got slower and the bombardment was re-timed and repeated. All to no avail. Luckily the sight of our armada must have horrified the enemy; when we finally seized the small airfield it was deserted.

Cape Gloucester was a different matter. It marked the western most point of New Britain. The only beaches were guarded by a double line of reefs which reduced the room available for manoeuvre of escort and bombardment ships. 1st U.S. Marine Division provided the landing force and opposition was expected to be strong. A short, steep-sided ridge dominated the landing beaches and I persuaded my admiral that the Japanese should be denied observation from this. Ship's armament would have been ineffective so we finally asked the U.S. Air Force to "smoke" it. I had an idea that they were unused to

being asked to help the USN! Inter-service jealousy was fairly close to the surface in those days. But no more whole-hearted contribution could have been given. Prompt to the second, a long string of Liberators swept majestically across the little ridge and blotted it out with a continuous deluge of white phosphorus smoke bombs. The Marine Division encountered less opposition than expected but, at an early stage, Japanese aircraft from Rabaul were reported to be approaching in strength. They were headed for Cape Gloucester and the escort vessels prepared for fireworks. We all began searching the sky but strangely nothing happened. When contact was regained it appeared that they had turned southwards only a short distance from our task force and flew down to the south coast somewhere near Arawe. Late in the afternoon, enemy bombers attacked. We were only just getting clear of the reefs but managed to keep them off in the last of the daylight.

In the ensuing six months the following assault landings were made by 7th Amphibious Force:

29 February 1944	Admiralties
22 April	Aitape
	Hollandia
	Tanahmerah Bay
17-27 May	Wakde
	Biak
2 Jul	Noemfoor
30 Jul	Sansapore

This ended Japanese opposition in New Guinea. The capture of Morotai on 15 Sep 1944 completed their clearance from the South West Pacific Area. General MacArthur's United States forces then headed for the Philippines and the Australians recaptured Tarakan, Balikpapan and North Borneo.

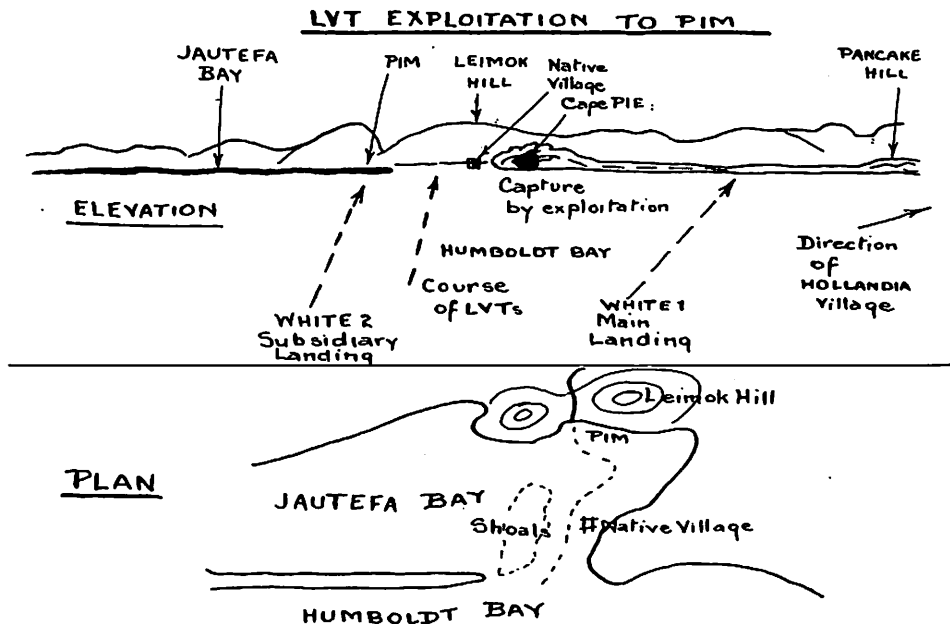
Capture of Cape Gloucester and control of the waters west of New Britain permitted an approach to the Admiralty Islands. These were Japanese occupied and on the northern flank of our further advances along the New Guinea coast. An attack on the Admiralties had been planned for early April. I was in Melbourne in February and was shocked to read one morning that U.S. forces had already captured the islands. The emergency arose with a report received at General MacArthur's headquarters that the Admiralties were undefended, or, virtually so. Special air reconnaissance appeared to confirm this. 'Go' said the General and Admiral Barbey mounted the expedition in record time. But when it reached its objective, the enemy were as strong as ever and the 1st U.S. Cavalry Division had a fight on its hands which took some days to win.

Hollandia seemed to be the last Japanese stronghold in the New Guinea region. It is true that there were enemy occupied areas further west but none of them provided the powerful air support which was available in the Japanese airfield complex at Lake



HOLLANDIA

22 Apr 1944



A rough panorama sketch used by Amphibious Force Staff to plan operation at Hollandia.

Sentani near Hollandia. The forthcoming operation was not only the longest approach yet attempted, it involved the largest concentration of troops and ships. For the first time, also, strong naval and air forces from the Central Pacific gave us support.

The Sentani Lakes group of enemy airfields was first attacked by carrier-based aircraft from the Central Pacific. Then came simultaneous landings at Hollandia and Tanamerah Bay which were fifty km apart on either side of the objective. A subsidiary landing at Aitape was to capture another Japanese airfield east of Hollandia; it was to be used by US fighters in further support of the main operation.

The devastation caused by the carrier aircraft made an end to enemy resistance for all practical purposes. There was some fighting around Hollandia; none at Tanamerah Bay. The operation was chiefly remarkable from my point of view for its deception of the enemy on such a grand scale. The assault forces were routed north past Cape Gloucester and the Admiralties and above the equator in order to conceal our objective until the last moment. The Japanese reconnaissance aircraft lost our huge convoy for more than three days!

The other important feature was the complete failure of the Tanamerah Bay section of the assault because of bad map and photo reading, reliance on untrustworthy natives and a refusal to face unpalatable facts. I had raised these matters with Admiral Barbey and predicted that the main landing beach was backed by chest deep swamps extending for several kilometres. In addition, it appeared that there was no passable track from the head of Tanamerah Bay to the Sentani Lakes and no possibility of joining the proposed landing beach to either place. I was able to deduce most of this from air photos and a comparison between the types of palm tree which grew in deep swamp at Buna to my certain knowledge and the similar vegetation growing behind the selected beach at Tanamerah Bay.

This was a shocking waste of effort which could have had very serious consequences. Upwards of 20,000 troops were landed in Tanamerah Bay with a large amount of heavy earth moving equipment and supplies for three weeks. Nothing moved off the beach until they were taken off again by amphibious craft. This large force exercised no influence whatever on the capture of the Japanese airfields.



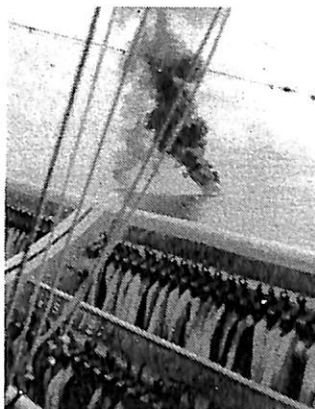
Anchored in Humboldt Bay after the operation we began to think that further raids by the enemy were unlikely and began evening movies for the ship's company. Chairs from the wardroom were brought for officers, overlooking the well deck where the crew gathered. A large notice was permanently displayed here which, in a naval ship, caused much amusement to visitors. It read "Two front rows reserved for Admiral, Brigadier and Captains." One evening, when half-way through the film, we had a red alert. As the call to General Quarters echoed through the ship with its "Parp - Parp - Parp - Parp" everyone rushed to his battle station. The cable was slipped and the ship began to move, increasing speed and heading towards the open sea in the pitch darkness of a tropic night. To the south appeared a string of parachute flares - a first indication that we were being hunted. Once clear of harbour the ship reduced speed so as to show no wake of white water at her stern. As we ghosted along one found it hard not to hold one's breath so great was the tension. Then, quite suddenly, a hostile aircraft appeared above our stern. It seemed scarcely more than mast high but someone told us it was probably about 200 ft. It passed diagonally across the ship but so slowly that it seemed to take minutes before it silently disappeared into the night. "Don't look up" whispered someone near me, "they'll see your white face."

He had been awarded the United States Legion of Honour after the Lae landing. The award was announced and the presentation made by Admiral Barbey on board our headquarters ship in Humboldt Bay. Major General Frank Berryman, who was with General MacArthur's planning staff at the time, came on from their location in the Cyclops Mountain to attend the ceremony. It was most thoughtful of him to appreciate his kindly act. He and McIntosh, my second man were the only Australians present.

The Japanese airfields we had captured near Hollandia proved too soft for our heavy bombers. These were already based 650 km behind our most positions and it became imperative that they should be moved before further advances could be made. Biak, an island 400 km west of Hollandia could provide rock foundations and therefore became our objective. One minor problem to be overcome was a Japanese fighter airfield on Wakde Island between Hollandia and Biak.

This had nuisance value and so, within three weeks of the huge Hollandia operation, 7th Amphibious Force attacked and captured Wakde Isl. Like the old days about big and lesser fleas, the Japanese had land defences covering Wakde Isl. including a battery and a preliminary to the preliminary had to be undertaken. This was all successful and we faced the main operation on 27 May 1944.

There was little opposition on the landing beach at Wakde but the US Army ran into determined opposition

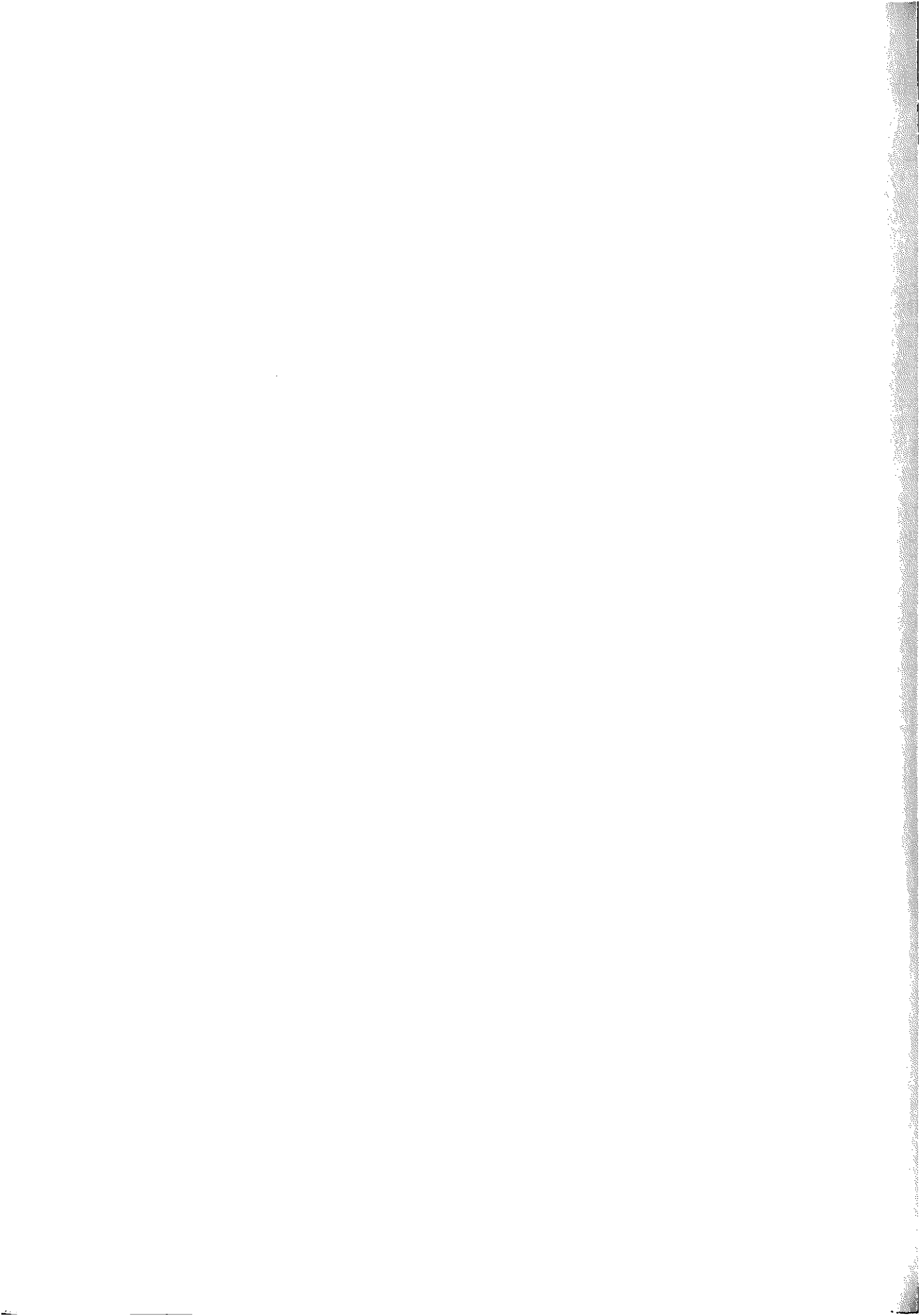


A Japanese aircraft crashes into the sea alongside USS Conyngham.

as they attempted to seize the airfields. In the final stages, enemy positions in cave entrances needed special measures such as assault with flame-throwers before they could be eliminated.

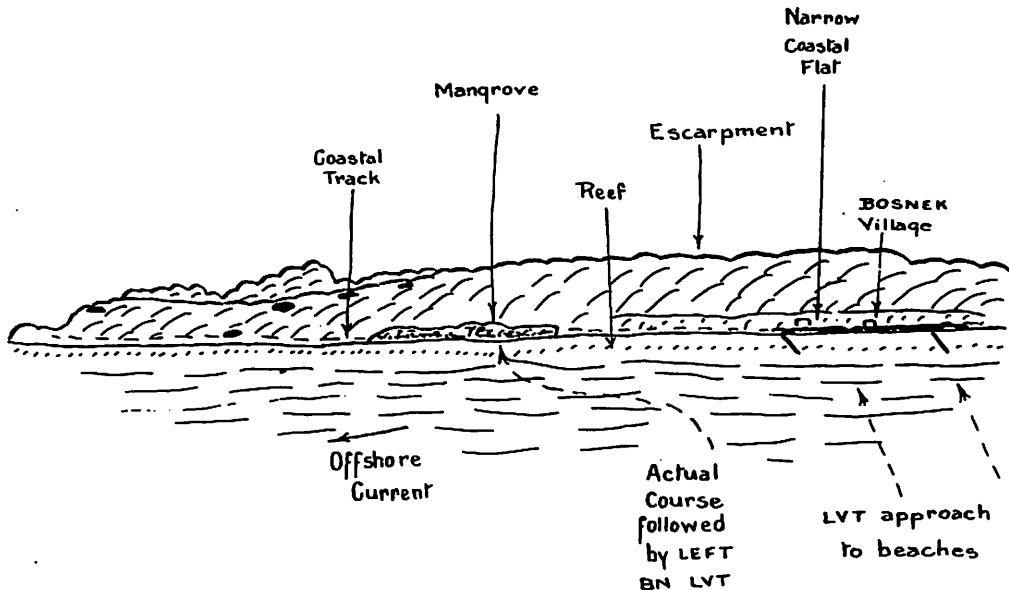
On the beach, a line of LST was discharging their cargoes when a sudden air attack developed. Admiral Barbey, as usual, had the small operation headquarters in **USS 'Conyngham'** which, together with other vessels of the escort, was lying about a kilometre offshore. Late in the afternoon, four large twin-engined enemy bombers flashed over the hills at the western end of the beach at a height of about 150-200 feet. As they flew along above the beach they were aiming to hit the line of LSTs under the fierce fire of several destroyers and the anti-aircraft weapons on board the LSTs themselves. We saw no bomb explosions and one bomber, obviously hit, swung to seaward and seemed to decide to take our destroyer with him before he crashed. At any rate he came straight for us with one wing on fire. A number of us were on deck, abaft the wheel house, watching the action. I had my small camera out and have two pictures of the Jap as he came towards us. He seemed to be a bit high when I took the second snap and hit the deck. But he was over and past us before he crashed into the sea on top of a small Subchaser whose crew dived for their lives. This was so exciting while I was taking the pictures that I found, when I instinctively dropped to the deck, that I was the only one left. The others had all scrambled behind one of the funnels.

Early in July we landed unopposed at Sansapore, not far from the western tip of New Guinea and then returned to Hollandia to load for a major move on General MacArthur's route back to the Philippines. This was Morotai, scheduled for mid-September, which lay close to the north-eastern tip of Celebes. This large island became the base for Australian operations to capture Tarakan, Balikpapan and North Borneo as well as support for General MacArthur's next move to Leyte. At Morotai



BIAK IS

27 May 1944



Operational sketch outlining approach route of LVT to Biak Island.

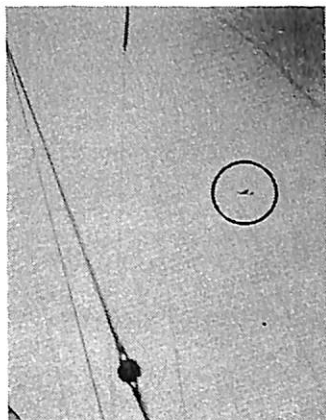
the largest problem was the coral reefs close to the proposed landing beaches. Otherwise, our force was more than capable of overcoming the Japanese resistance. Morotai was the end of my service with the 7th Amphibious Force.

The period had been of the utmost interest and I enjoyed the life and made many good friends. On an official visit to the United States in 1952 to convey Australian congratulations to the U.S.M.A., West Point, on its 150th anniversary, I asked that arrangements might be made for me to pay a call on the then Chief of the Naval Staff, Admiral W.M. Fechteler. We had been shipmates in 7th Amphibious Force where he became a Group Commander. This took some arranging, I gather, as it was unusual, in the least, for an Australian Army officer to occupy the time of the august head of the United States Navy. When I made my call, I was very warmly greeted and we yarned for a while; then Bill Fechteler pressed a bell and a number of naval officers were ushered in. Headed by Captain Adair, our head planner; all were old shipmates he had collected from far and wide to renew our old association. It was overwhelmingly kind of a very busy man and, of course enormous fun.

In Washington, and everywhere else I went, I found that United States army officers cherished a very great affection for their Military Academy. That Australia would send me across the Pacific to carry good wishes caught their imagination and I was most warmly received. I had arranged to pay a formal call on General Crittenger, commanding 1st U.S. Army, since West Point was located in his area. This proved to be a fantastic experience. Military Police, with sirens blaring, led our group of cars down 5th Avenue to Battery Point, the tip of New York Island. A short ferry trip took us to Governor's Island where I was given my first and only 10-gun salute. There was also a guard of honour, which I inspected, and a most pleasant greeting from the General who had been Armoured Corps in early days so we had plenty to discuss. At West Point, I stayed with Major General Irving, the Commandant, and his wife and was given a 'Brigade' parade, as they called it, which meant the whole Corps of Cadets in a full ceremonial parade. At the conclusion, I made a speech and presented a large replica of the R.M.C. Duntroon badge done in Australian woods to the U.S.M.A.

I also spent a few days at Fort Benning in Georgia






Japanese aircraft (circled) attacking
USS Conyngham at Biak.

working at officer training methods before flying off to Canada and the United Kingdom.

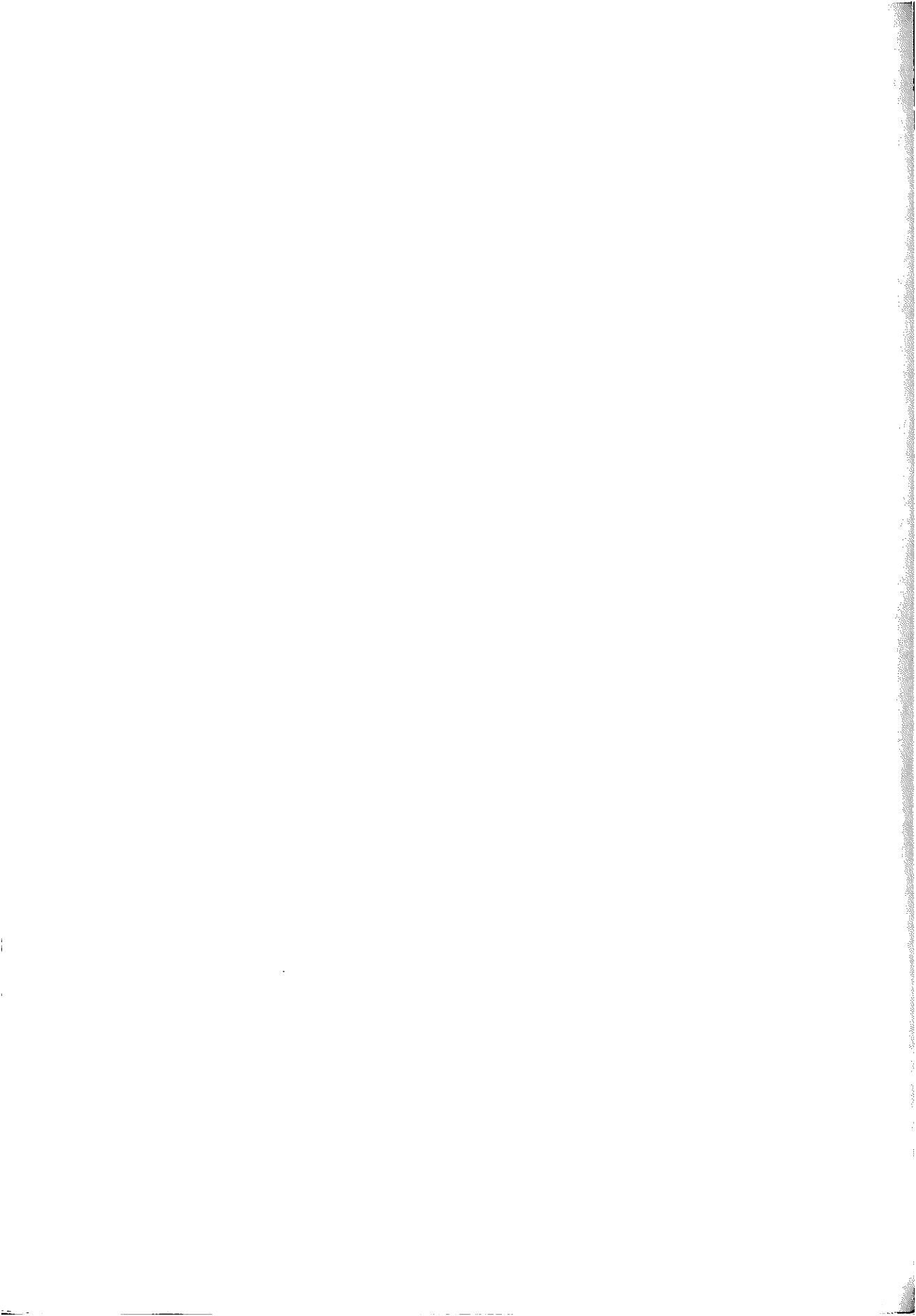
A final reminiscence of the 7th Amphibious Force concerned a jollification while we were in Humboldt Bay after the Hollandia operation. I had wanted to give a party for all my American friends. The idea took final form when I read a message from President Roosevelt to the American Forces that 24 May 1944, was to be observed as "I am an American" Day. That date had been known in the British group of countries as "Empire Day"; it was, in fact, Queen Victoria's birthday and also happened to be my own. I could not help feeling that the President's order was scarcely courteous to his British allies and went straight off to Admiral Barbey and invited him to a party on 24 May. Our Wardroom, of course, were the principal guests but I took a boat across to 'Australia' where my old friend Deschaineux let me buy some grog from his wardroom and he and his Admiral, Victor Crutchley,

promised to come. Likewise General Irving of the 24th (I think) U.S. Division whom I had known in earlier operations. I had planned to use a group of native huts built over the water nearby which were being used by some of our officers as a recreation spot but Irving invited me to stage the party at his HQ on the southern shore of the bay. To get a stock of beer, I borrowed the Admiral's little plane and flew to Lae where there was an Australian Canteen. I knew Admiral Berkey and some of his officers in our cruiser squadron but they were away in the Central Pacific. There seemed to be no way of getting in touch with them but good news travels quickly. I was surprised, a few days before the 24th, when a signal was handed to me from Admiral Berkey. "Please may we come to your party", it read, "Will be in port 24th."

We had arranged to cope with the very shallow water at the head of the bay by meeting the barges, gigs and launches of the guests with landing craft in about 5 - 6 feet of water. The landing craft would take their passengers to six-wheel drive trucks waiting some hundreds of metres out where there was about 3 feet of water or less and so get them to shore. "Oh ho" roared Admiral Crutchley, "First time I've been to sea in a lorry."

I had told any who enquired that the occasion for the party was my birthday but when everything was in full swing I explained that the day was also remembered as Queen Victoria's birthday which was kept up every year as 'Empire Day' in Britain and her possessions throughout the world. Everyone joined in most happily; in the general good-will the matter of 'I am an American Day' was never mentioned. 

Ronald Nicholas Camond Hopkins 1982



Robert Piper

ABANDONED JAPANESE BOMBERS: PAPUA 1942

Three Japanese 'Val' dive-bombers were discovered landed under mysterious circumstances on an allied beach in Papua during early September 1942. To this day conjecture remains as to their real intention. Were they a special reconnaissance group or merely "green" pilots off course, lost and short of fuel, who had alighted behind Australian lines.

In late 1942 the Kokoda Trail and Milne Bay campaigns were in full swing as Australians fought against the invaders for control of these strategic areas. Where the aircraft were abandoned was a remote position on the south coast of Papua, approximately mid-way between the two centres of dispute. The planned seaborne invasion of Moresby had been thwarted earlier in May with the Battle of the Coral Sea.

Signals were quickly flashed to the ANGAU (Australia New Guinea Administrative Unit) post nearest the sighting, which was 130 miles east of Port Moresby, at Abau Island. Major W.S. Lambden M.C. received and decoded the message then handed it to

WOII David Marsh, who had just arrived back from patrol. The words were brief and to the effect that there were three enemy aircraft on the sand at the northern end of Table Bay. As this area runs east-west for some thirty miles and clarification on the so called "northern end" was not forthcoming it was decided to take a small launch to the western end and search eastwards from there.

Limited by the size of the launch, the party consisted of Lieutenant K.W. Bilston, David Marsh and four native members of the Royal Papuan Constabulary; Sergeant Nikira and armed constables Dipora, Haila and Onewa. Also a local cook named Hitolo (Motu coastal language for hungry!). In charge

Robert Piper is the RAAF Historical Officer with Department of Defence in Canberra and enthusiastic writer on the South West Pacific during WWII. He has spent six years in Papua New Guinea exploring and studying at first hand its historic battlegrounds. His father served with the Australian Army in PNG during the war while his father-in-law served with the Japanese as a transport pilot.





of the boat was Corporal Joseph Dixon assisted by a trusted prisoner, who was in jail for life after committing wilful murder.

At Table Point the party left the launch and arranged a rendezvous with Dixon at Deba Point. Later the following day those on foot discovered the three aircraft, about 100 yards apart, not far from Deba Point. All were Aichi two seater naval dive-bombers, (code name 'VAL' by the allies), identical to those that had recently been attacking shipping and installations in the Milne Bay area.

Each had been partially burnt out in the centre around the cockpits by the crews who had ignited parachutes in an attempt to completely destroy their planes. Local villagers informed the search party that six Japanese had removed the rear mounted machine guns from each, as well as food supplies, and headed inland.

Documents consisting of maps, ships silhouettes as well as surplus rations were found buried at a nearby rough campsite and retrieved by the Army men. It was here as well that a note was brought to them from a native pastor of the London Missionary Society. It indicated that he was trying to lead the Japanese fishermen around in circles until the police could catch up.

After a hasty conference it was decided to bring in reinforcements and then go inland via Amazon Bay (a few miles further east) in an attempt to cut the enemy off at the pass on top of the main range.

Corporal Dixon was met at Deba Point and despatched on foot to walk back to Abau along the beaches and arrange for more men. The launch was retained so that the party could more easily reposition themselves should additional information on the Japanese movements come to hand.

A remarkable trek was made by Dixon and as luck would have it the *M.V. LAURABADA*, with Ivan Champion in charge, was at Abau when he arrived. Late the following afternoon the vessel pulled into Logobu Plantation at Amazon Bay with ten native police reinforcements.

No further news had been heard about the Val crews so the armed party, with David Marsh leading, moved steadily inland until dark. Early the following morning the searchers set out in earnest to reach the top of the main range.

During the day Hitolo the cook dressed himself as a local native and went into villages to obtain information while the police deployed on the outskirts. At that time the Papuans on the coastal plains were not friendly. However, those along the beaches and in the mountains were and gave what assistance they could.

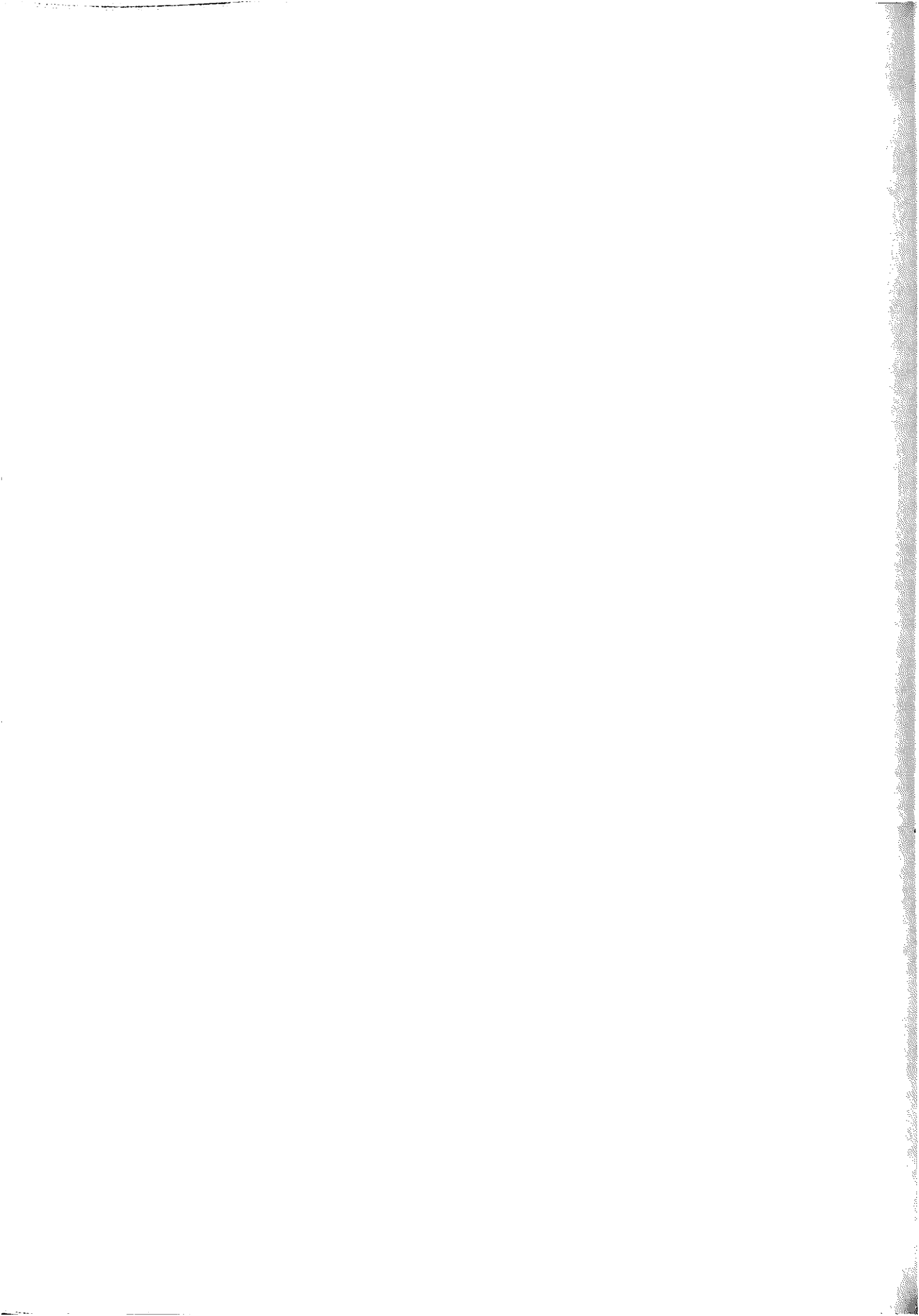


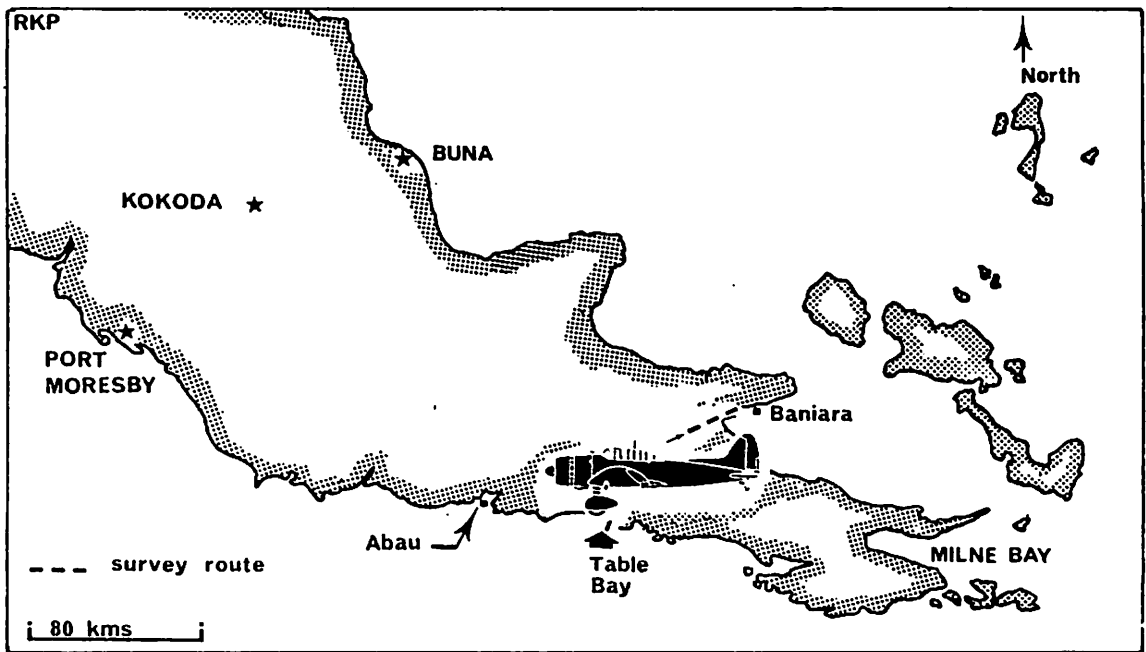
Lieutenant David Marsh of ANGAU.

Late in the afternoon of the second day, as WOII Marsh and his men approached a small hill settlement engulfed in cloud, word was received that the Japanese were in a hut across a creek from the village. Silently taking up positions the patrol fired a volley and called on them to surrender. All hell then broke loose as the opposition opened up with their three machine guns.

It was a baptism of fire for the police and one, Corporal Lapa, broke and ran right through the line of fire. Luckily he was not hit but didn't rejoin the others for some two days. The rest remained firm and the Japanese shortly thereafter ran into the jungle immediately behind their bush house. Quickly responding the police took a parallel course up the mountain and beat three of them to the top. Shots were exchanged, the airmen used pistols, and three were killed with the others escaping.

Three two man patrols were despatched to try and cut the remaining naval fliers off on the northern side of the range. One pair, Constables Haila and Onewa, eventually re-located the second group in an open





area with high grass. Strategically placed the police were on a small hill with the Japanese on a vulnerable slope below. Once again the pursuers called on the aircrew to surrender. Using pistols the aviators replied with shots. Having little respect for small firearms, the native police carefully counted off six rounds and then moved in. With their .303 rifles they retaliated and killed the three remaining runaways. During the brief engagement one of the police tunics was grazed under the armpit from pistol fire.

Lieutenant Bilston read a burial service over the first three killed and they were buried on a common grave close to where the action took place. The others were interred on the northern side of the range where they were killed. These encounters had taken place in the area known as DIMUGA.

Re-uniting, the various patrols did a long day's walk from the top of the main range back to Mogubu Plantation on the coast and arrived at 11 p.m., only to find that the LAURABADA had already departed. The launch was still there though so combining that with several large Mailu outrigger sailing canoes the exhausted party headed back to Abau.

One of the machine guns was later mounted as a memento on Abau Island. By sheer luck, it was discovered after the encounter, the police riflemen had hit one of the Japanese machine guns in the gas chamber and a second in the drum magazine effectively jamming it. Only the third had still been functioning when it was discarded as they fled. These

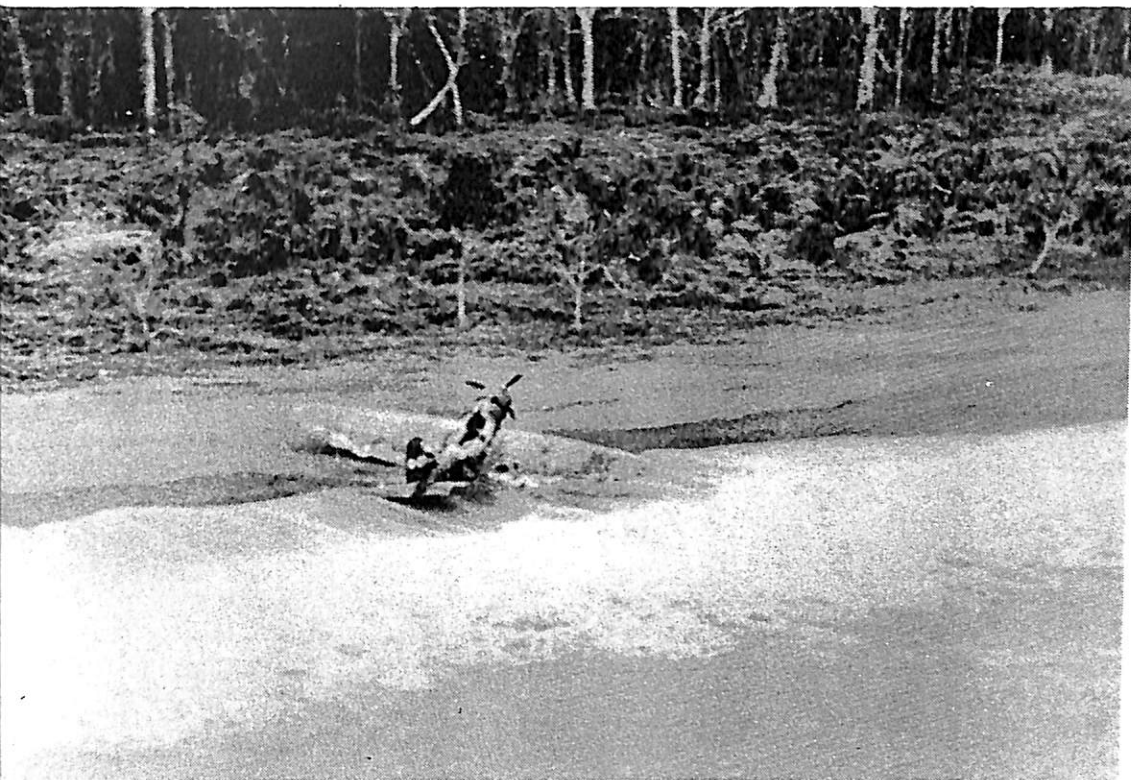
weapons were virtually identical to the British Lewis gun except the cooling system was not installed. A military unit later uplifted the least damaged Japanese aircraft by barge. A valuable prize for allied intelligence.

Discovery of the abandoned dive-bombers is attributed to Squadron Leader Wright (RAAF) who sighted them about midday on 5 September, while flying a Kittyhawk fighter from Moresby to Milne Bay.

A Tiger Moth flown by Group Captain Garing, with Flight Lieutenant Winten as observer, flew up to Table Bay the same afternoon. The slow flying fabric biplane was also able to land on the beach safely. Photos were taken and after a quick examination of the Vals the Australian airmen returned to their unit and confirmed the amazing find. It was falsely assumed at the time that the enemy bombers, which were identical to those involved in the heavy raid on Milne Bay nine days earlier (27 August), had been damaged by 75 Squadron's Kittyhawks in combat.

About 1960 David Marsh, then an acting District Commissioner with the PNG Department of District Administration, was once again travelling across Table Bay by sailing canoe close to the place of the 1942 dive-bomber incident. From behind the line of surf he engaged in a shouted conversation with a local native on the beach in front of his village. The Papuan said he had a letter to deliver to a person named Marsh and went off to his house to collect it. Coming back down the beach he tied the message to a stick





Abandoned Japanese "Val" dive-bomber on the beach at Table Bay, Papua—September 1942. (Photo from Wing Commander Atherton's P.40 Kittyhawk.)

swam out through the surf to deliver same.

The note was a second one from the same London Missionary Society pastor of WWII and had been given to the man to deliver in 1942. Further information was contained in the letter about the message and it also asked David to deal with a man in the village who had been challenging the minister's authority. Nothing strange was seen by the bearer in the eighteen year time lag!! Ivan Champion was later given the message for the PNG Historical Society.

Inquiries at Japan's War History Section in Tokyo in January 1982 finally solved part of the mystery. The Val dive-bombers of the 2nd Air Corps, commanded by six Zeros, had departed Rabaul at 12.30 on 2 September 1942 to attack a light cruiser and a port at Milne Bay. Three hours after takeoff they were in company with the fighters and were never seen or heard of again by their own forces.

Captain Sakae Yamamoto, then commanding officer of the unit, was to comment in his diary of the date that perhaps the three crews were still alive. Japanese records further revealed that the Vals were led by a former retired pilot Warrant Officer Ota with navigator Yamakado Matae. Ota had participated in previous attacks on Milne Bay. Those accompanying him were believed to be fairly

inexperienced and held junior ranks. Their names were Hori Mitsuo (pilot) and Tanaka Susumu as well as Maruyama Takeshi (pilot) and Iburi Hisao. All the Zeros later flew onto Buna and arrived safely at 1730 hours.

A flag recovered from the hut at the scene of the first encounter, and still retained by Mr Marsh, has been recently identified as belonging to the lead navigator Yamakado.

Australian Navy records confirm that on 2 September 1942 the destroyer HMAS ARUNTA and Dutch cargo ship TASMAR (4492 tons) had indeed entered Milne Bay. Neither reported sighting enemy aircraft on that occasion.

Royal Australian Air Force diaries as well as those of an American engineering unit located near the dive-bombers' nominated target also make no mention of any opposition planes entering that zone on that day.

In retrospect David Marsh, now of Sydney, believes the Japanese knew exactly where they were heading. Once over the range the men could have been picked up on the opposite coast or attempted following it up to their own lines at Buna. The heavily armed group was equipped for a jungle patrol and appeared to have landed with a deliberate plan in



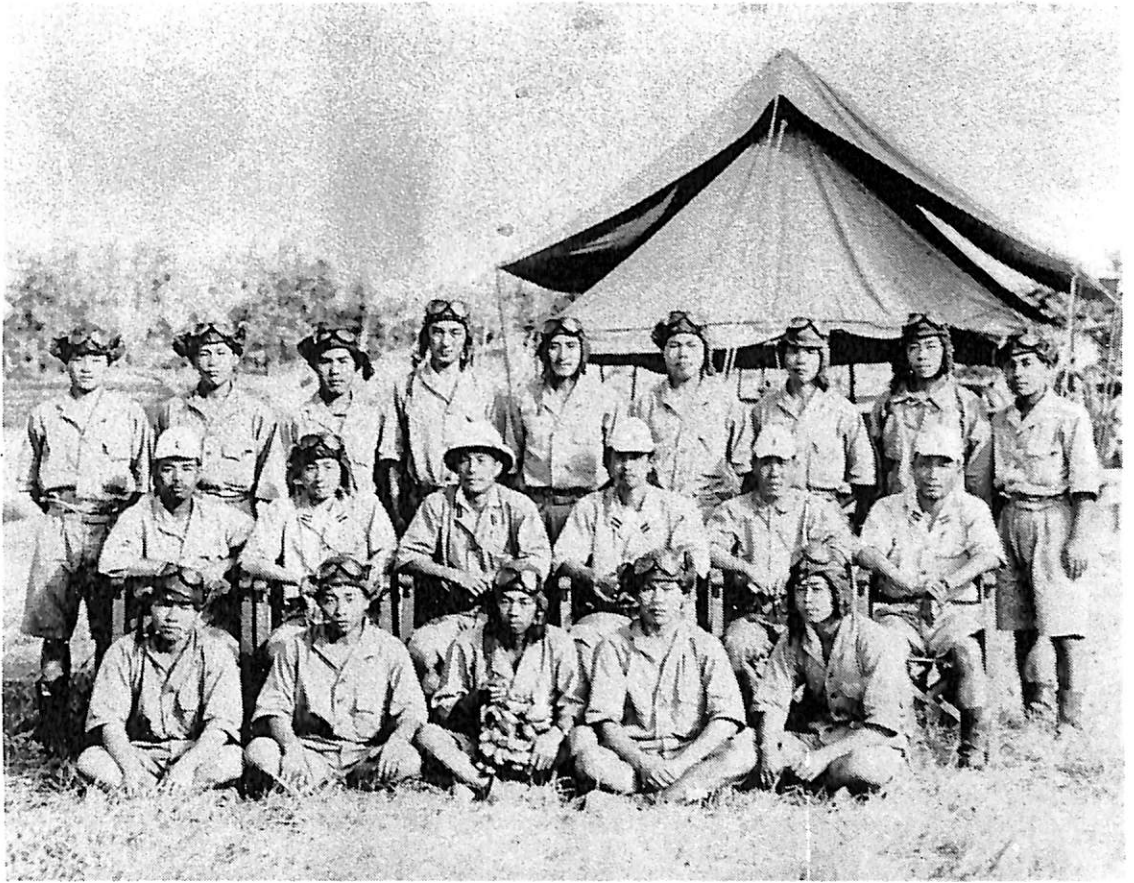


Photo possibly taken at Rabaul in 1942.

Front row second from right (bandaged ankle—Matae YAMAKADO (flag owner) lead navigator.

Second row second from the right—Warrant Officer (mission leader) Gengo OTA (pilot).

Third row first on the right Susumu TANAKA (gunner/navigator) fourth on right Mitsuo HORI (pilot) extreme left Hisao IBURI (gunner/navigator).

Front row second from the left Pilot Takeshi MARUYAMA.

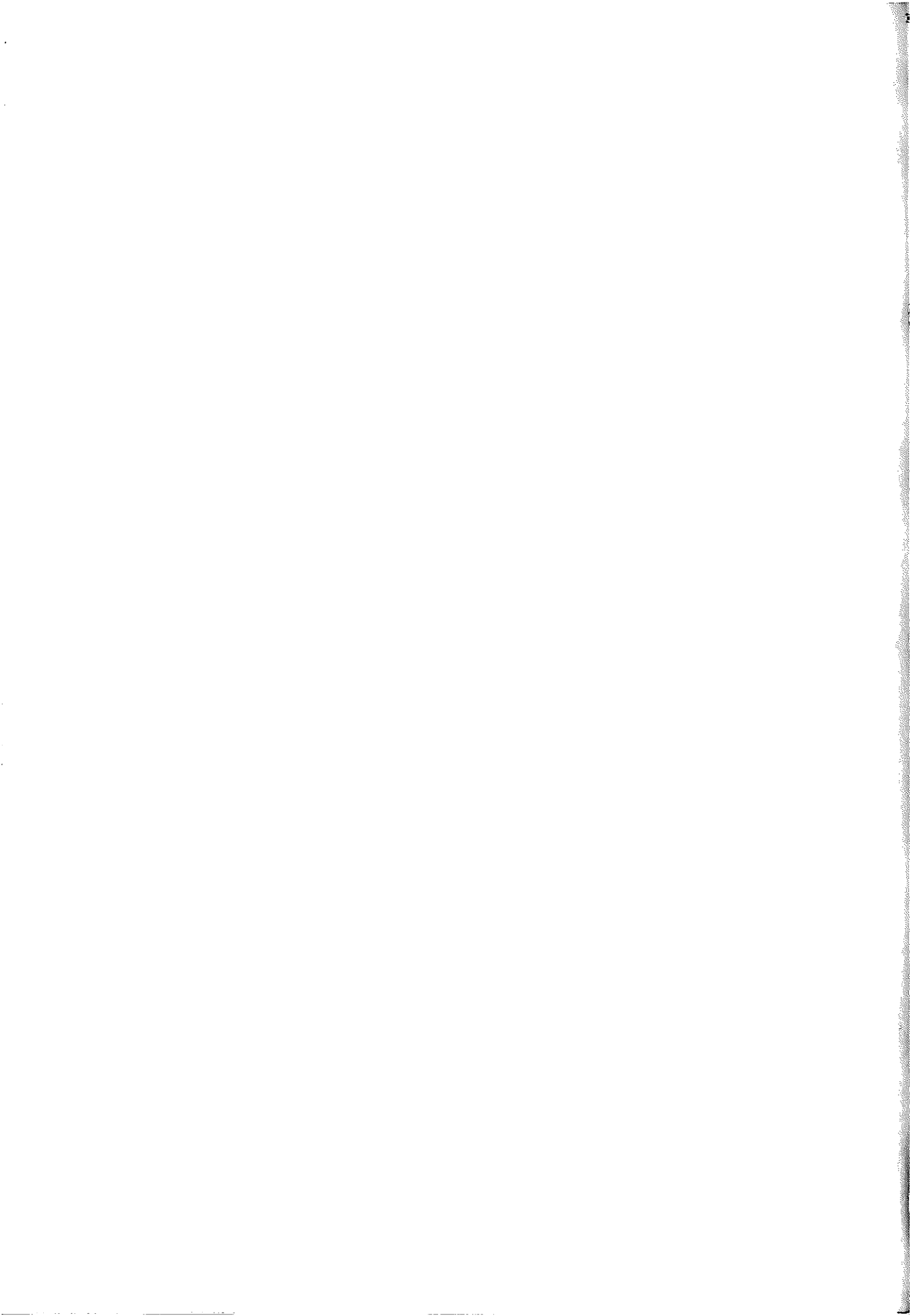
mind. Equipment included walking boots, whisky, invasion money, steel helmets and concentrated rations.

Was this then a special reconnaissance party to survey a second Kokoda type trail and surprise the Australians mid-way between their main bases??

Acknowledgements: To ex-District Commissioner David Marsh without whose patience and clear recollections of forty years ago this article would not have been possible.

Also to Professor Ikuhiko Hata of Tokyo for his invaluable assistance in locating and translating their side of this mystery.

Epilogue: *Research on this project by the writer first commenced in 1970 while he was employed as a field officer with an exploration company in the Table Bay area of Papua. It is hoped that it will culminate in the near future with the families of the missing airmen being contacted in Japan and perhaps the flag returned to Yamakado's relatives, some forty years after it left those shores.*



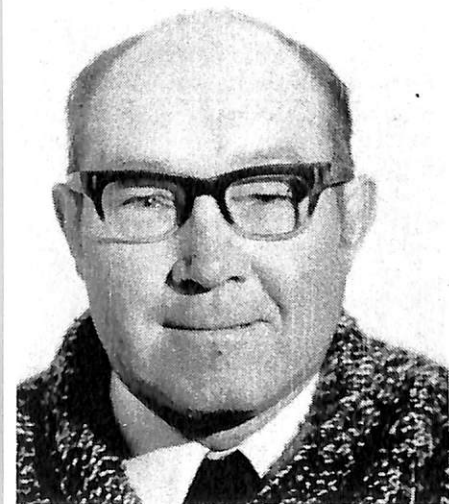
John Price

THE GREAT OCEAN ROAD: A War Memorial Highway

Some of Australia's most rugged coastline may be found along the blunted triangle which just into the Southern Ocean—from Torquay to Warrnambool—its apex is at Cape Otway which, together with Wilson's Promontory, forms the southern-most part of the Australian mainland.

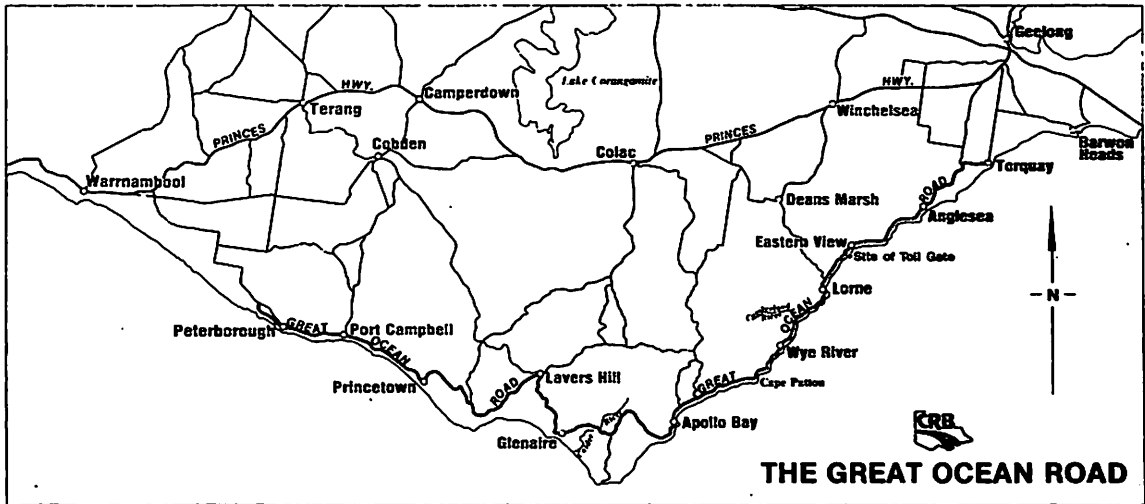
Until the first quarter of the twentieth century the sea was the only access to the region. Communities such as Anglesea, Apollo Bay, and Lorne were isolated from the main commercial centres of Melbourne, Geelong, and Portland. Their only contact with these cities, or their neighbours, was by ship. The need for a road, to service the area, was investigated as early as 1864, with surveys being undertaken and reports tabled. However it was not until 1916 that the construction of such a road was finally formulated. In that year the Chairman of the Country Roads Board of Victoria, Mr W. Calder, suggested to the State War Council that work could be ensured for returned servicemen by constructing

roads to sparsely populated areas of the State, and that funds should be provided for this purpose. As a practical example of what was needed, the Country Roads Board (C.R.B.) issued a list of eight such roads: including the South Coast Road (Western District), which was to run from Barwon Heads—just south of Geelong—through Torquay, Anglesea, Aireys Inlet, Lorne, Apollo Bay, Cape Otway, Glen Aire, Princetown, Port Campbell, terminating at Nirranda—some twenty miles east of Warrnambool. The suggestion prompted Cr. H. Hitchcock, J.P., then Mayor of Geelong, to found 'The Great Ocean Road Trust' (the Trust) which was formed at Colac on 22 March 1918. The Trust's primary aim was to



John Price, a retired Australia Post employee has a wide interest in all aspects of history. His fascination with military matters reaches back to his early childhood. Is Victorian Branch Secretary, with an absorbing interest in the Victorian involvement in the Boer War; has written a book on the topic.





employ returned soldiers and sailors on constructing a war memorial to their dead comrades. Other objectives included: A road for military purposes; to facilitate mail deliveries, to provide easy telephonic communication; to provide access to the lucrative timber country; in fact to open up the region.

The Trust commenced a promotional, and fund raising, programme in order to obtain £150,000, the bulk of which would be spent on wages for the ex-servicemen employed on the project. It was planned that the road would be completed in 'three to four years'. Prospective donors were informed that 'every one pound donated would build one yard of road'. It was added that the low cost was due to the fact that, in most sections, the necessary road making material was to be found on site. It was agreed that the first stretch of road was to be built between Lorne and Cape Patton, a distance of eighteen miles. The C.R.B., working on behalf of the Trust, appointed Warrant Officer J. Hassett—newly discharged from Caulfield Repatriation Hospital, after returning from the war—to lead the survey. He was to be paid four pounds a week, whilst his team of four—three chainmen and a cook—were to receive ten shillings a day. The survey was completed, after much hardships, on 18 September 1919. The next day the Victorian Premier, Mr H.S.W. Lawson, detonated an explosive charge to signal commencement of work upon the road. Before he could perform this task the Premier had to leave Spencer Street Railway Station, at 6 a.m., by train to Deans Marsh. There he had boarded a coach to convey him to Lorne, where he had been transferred to a timber-jinker. He made the final stage on foot, arriving at the site, selected for the ceremony, at 4.30 p.m. The 'Geelong Advertiser' described the ten and a half hours excursion as 'a journey to give every opportunity of understanding

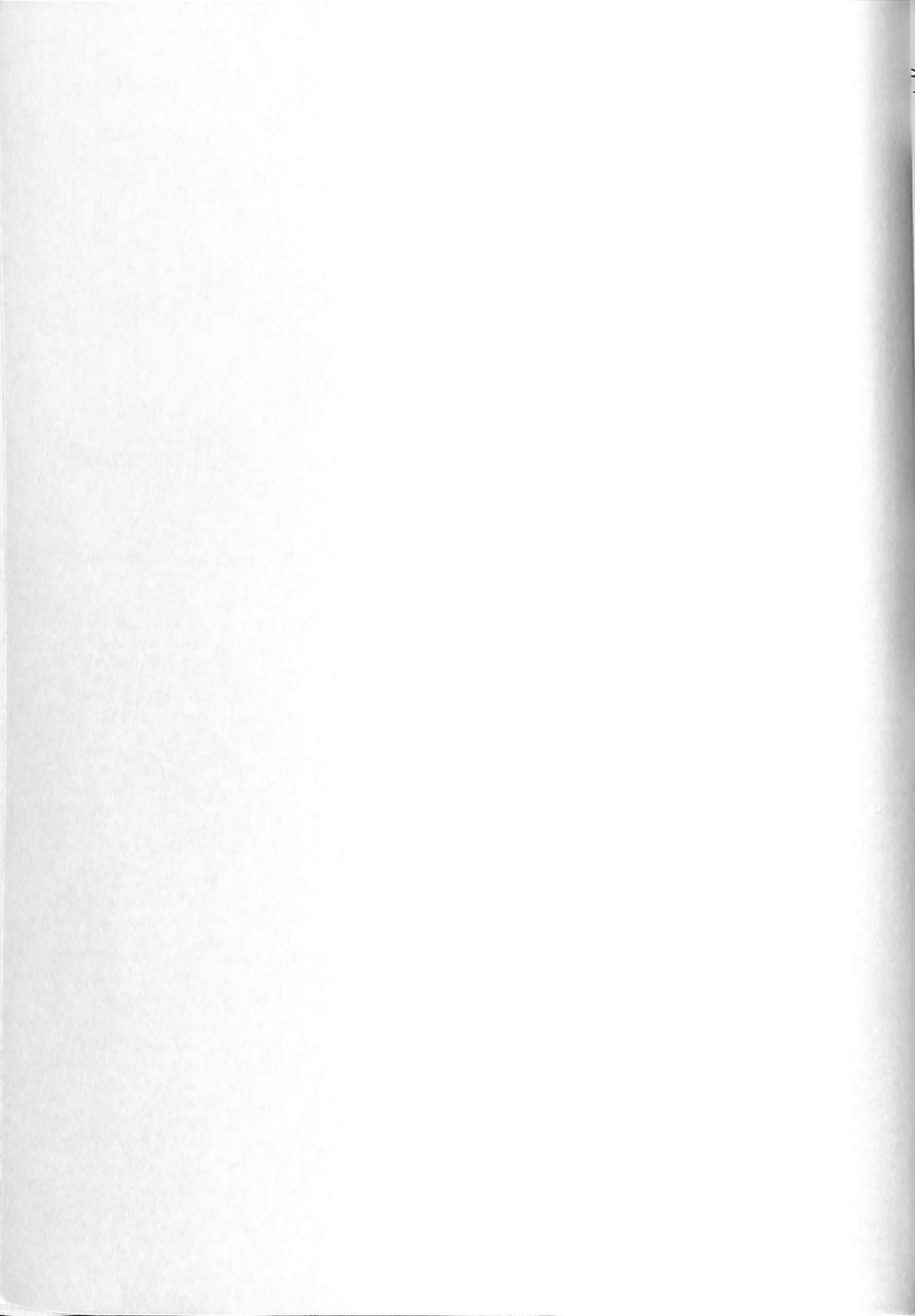
what a boon this road would be to Melbourne and Victorian people'.

The first stage of the road's construction was fraught with industrial strife. Workers walked off the job because of rough camp conditions and low wages. At the end of January 1920 Hassett, who had retired to become a grazier in Gippsland, returned to the area. He found the job in poor shape and reported thus to the C.R.B. Chief Engineer, Mr A.E. Callaway, who was so dispirited that he advised the closure of the workings and camp. So the first aspect of the Great Ocean Road ended on a dismal note. Much of the blame was put on themen doing the work: not being experienced, though *'with majors, warrant officers, captains, and sergeants running the work, better results might have been expected'*.

The appointment, in April 1920, of Mr W.J. Bridges as overseer, and the arrival of Government assistance to the Trust, caused a regeneration of enthusiasm. With Bridges in charge and Hassett making weekly inspections, work on the road continued successfully. The linking of Lorne with Eastern View was marked ceremoniously on 18 March 1922.

Over the next decade the Trust continued work on the Great Ocean Road, linking Lorne with Anglesea, whilst the C.R.B. built the Cape Patton to Apollo Bay section. With the blasting of the Mount Defiance segment—where a plaque was placed, later, honouring those who served in the 1914-1918 War—the route was open.

On 28 November 1932 the Great Ocean Road was officially opened by the Lieutenant Governor of Victoria, Sir William Hill Irvine, amidst a weekend of celebrations.





Underneath the Memorial Archway, at Eastern Way, Australians pay tribute to those who died in the First World War.

Travellers along the road paid a toll for the privilege of using it. A toll house was built at Fairhaven, but later moved to Shelley Beach where motorists were charged two shillings and sixpence per vehicle and driver, plus one shilling and sixpence for each passenger. On Friday, 2 October 1936 the Premier of Victoria, Mr A. A. Dunstan, received the key from the Chairman of the Trust, Mr C.R. Herchell, which unlocked the toll gate, thereby making the Great Ocean Road public property.

Throughout the fifteen years of construction some three thousand ex-servicemen were employed on the road, although from 1929 it provided work for the unemployed victims of the Great Depression.

From 1936 to 1946 a great deal of work was undertaken by the C.R.B. to improve the alignment of the road. During the 1950s considerable improvements were also made to the alignment and width. Timber bridges and floodways were replaced with concrete bridges. The concrete bridges of the 1930s were widened. In 1970 the road was reconstructed and realigned between Glen Aire and Lavers Hill.

As at September 1982, only thirteen kilometres of the road, between Apollo Bay and Calder River, remain unsealed. Completion is expected in 1984.

The Great Ocean Road rivals many of the world's coastal highways, for ocean views and spectacular cliff faces. It is possibly the only highway in the world that was constructed as a war memorial and so, on 26 November 1982, a huge throng, drawn from all sections of Victoria's community, gathered at the Memorial Archway, at Eastern View, to pay tribute to those who died in the First World War, and their mates who returned and built a road to their memory. Many of those old 'Digs' were present sadly, in many cases, their widows came to represent them. There was an ecumenical service with the re-dedication being given by the Anglican Archdeacon of Geelong, the Ven. Hugh Girvan, a prologue by the Rev. Graham Lehmann, of the Uniting Church, and prayers for the safety of those who travel the road by Mons. Rt. Rev. James Murray, of the Roman Catholic Church. A plaque was added to those already at the base of the Archway—these depicted early historic phases in the life of the road—this was unveiled jointly by Mr Tom Russell, Chairman of the Country Roads Board of Victoria, and Mr Bruce Ruxton, OBE., Victorian State President of the Returned Services League of Australia. Then the tape, stretched across the mouth of the Archway, was cut, four R.A.A.F. aircraft thundered overhead, a cavalcade of Vintage cars moved off in the direction of Lorne, so began a



weekend of festivities which, although somewhat more sophisticated, were not very far removed of the spirit of fifty years earlier.

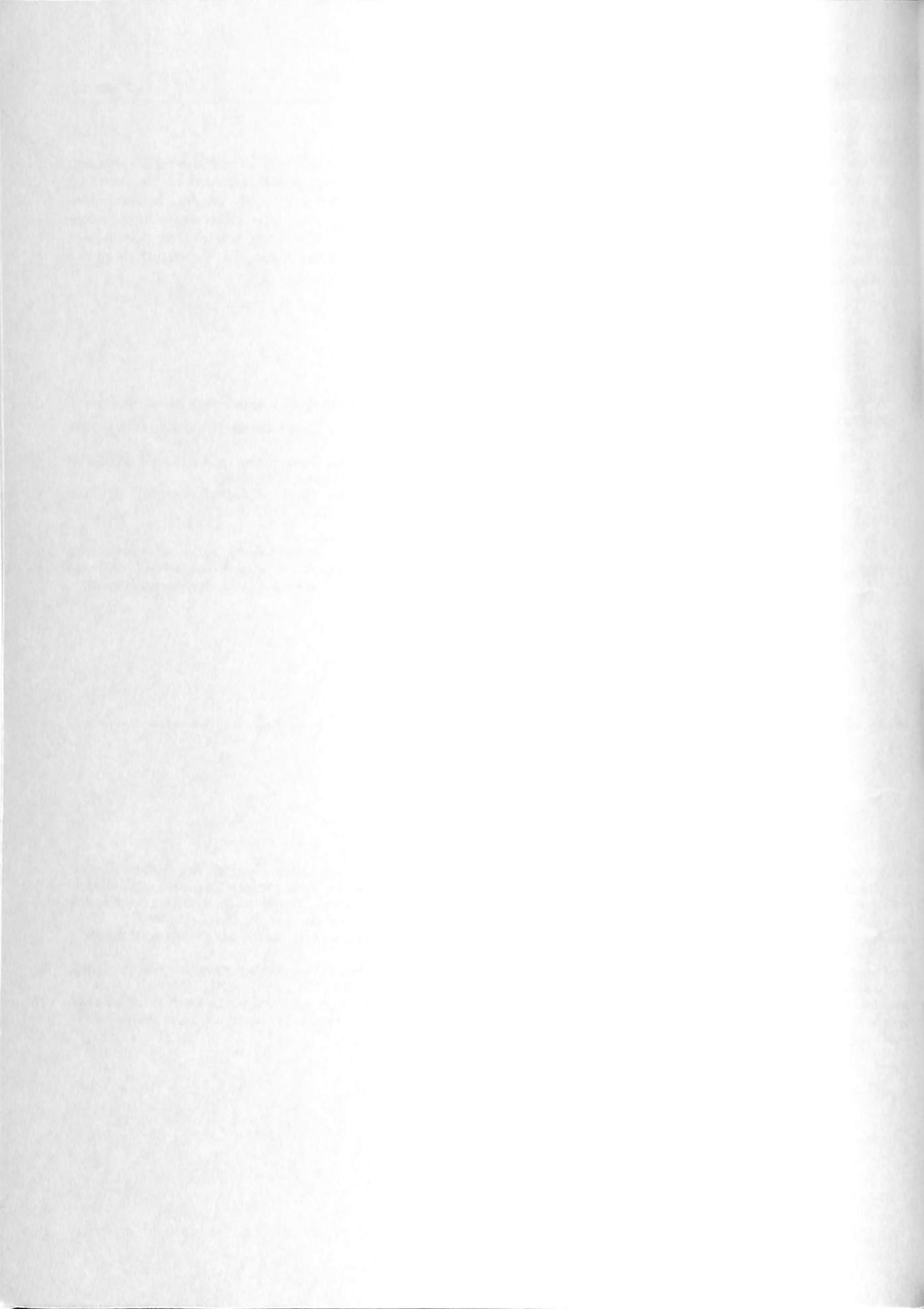
It is possible that the tens of thousands of tourists who travel along the three hundred odd kilometres of the Great Ocean Road, yearly, give no more than a passing thought to the construction work involved, or

the purpose for which the road was built—although many of the geographical features bear names which recall the Gallipoli campaign—yet they, and countless generations to come, derive pleasure by driving safely through every changing scenery of spectacular coastal and ocean views, or staying at delightful resorts.



1. All photographs are by kind permission of the Country Roads Board of Victoria.
2. 'Great Ocean Road' K.G. Stepnell, Rigby Ltd. Adelaide &c. published 1972. 'A History of the Great Ocean Road' Peter F.B. Alsop. published by the Geelong Historical Society 1982. 'The Great Ocean Road Appeal Brochure' H. Thacker, Printer, Geelong. c.1918. 'The Great Ocean Road 50th Anniversary Pictorial Souvenir' Colac and Coastal Telegraph. Geelong News, Geelong Advertiser, The Sun-News Pictorial (Melbourne), The Age (Melbourne). B.P. Australia Ltd. Road Map. Victoria.
3. I would like to acknowledge kindly assistance from:
The Country Roads Board of Victoria, 60 Denmark Street, KEW VIC. 3101.
The Victorian Government Tourist Bureau, 230 Collins Street, Melbourne, VIC. 3000.
The Geelong Regional Tourist Authority, 83 Ryrie Street, GEELONG, VIC. 3220.
4. Note to Editor:
All currency, measurements &c. are in Imperial (pre-decimal) up until the present date, when I have used metric. This is in keeping with the historical aspect.

Since the above article was written, the disastrous bush-fires of Ash Wednesday, 16 February 1983, have wreaked havoc the Great Ocean Roads scenery. During the conflagration residents, travellers, domestic pets, and even wild-life, took refuge on the beaches and in the cooling waters of Bass Strait. A television news-cameraman, in a helicopter, turned his lens towards the inferno that once was Angelsea and exclaimed 'If anyone is living down there, God help them!'. Hotels, mansions, holiday homes, bridges, timber and scrub — even the Memorial Arch, which was the proud focal point of the 50th Anniversary celebrations — all went. I recall thinking, as we speeded along the road towards the venue at Eastern View, 'What a tourist's paradise, what fantastic views!' Now everywhere is charred and blackened. However the spirit which built the road is still there, the aims behind the construction of the Great Ocean Road still survive. Nature has a healing hand and, gradually, the sylvan beauty will return. Soon, hopefully, the tourists again travel along its length and enjoy the beautiful scenery.



Clem Sargent

THE 1983 AUSTRALIAN WAR MEMORIAL HISTORY CONFERENCE

This year the AWM Conference was held at Burgman College, Australian National University, as the renovations being carried out at the AWM made it impossible to mount the Conference there. Accommodation for visitors was available at Burgman College and greatly eased the transport problems.

The following papers were presented:

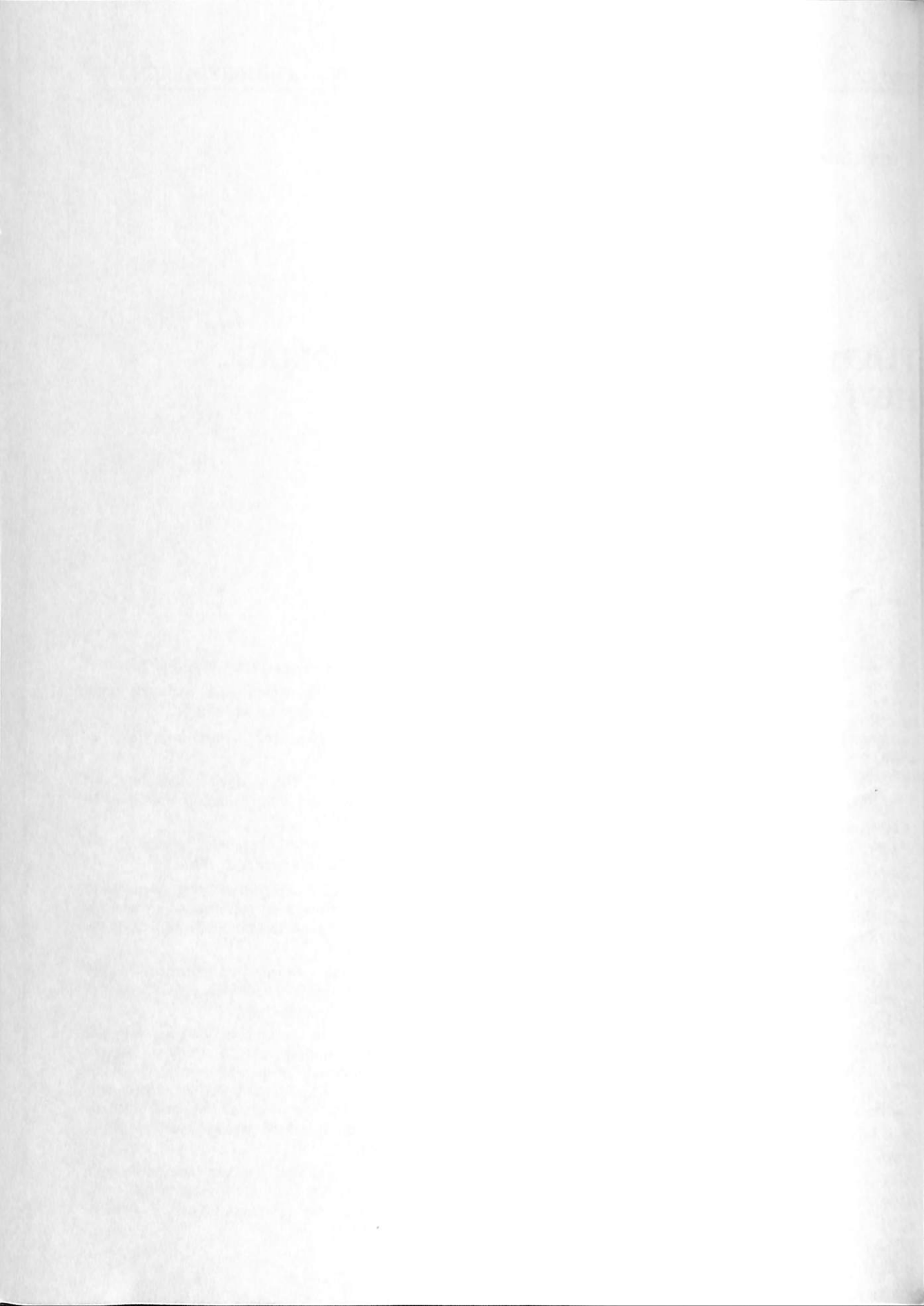
- Geoffrey Serle, 'Reflections on Monash and Australian military history'.
- Ian Jones, 'The charge at Beersheba and the making of myths'.*
- Jeff Williams, 'Debunking the myth: the first AIF overseas'.*
- Bill Stegemann, 'We will remember them: an examination of the significance of first world war memorials in south-eastern New South Wales, 1919-39'.
- Gerhard Fischer, 'The transportation of prisoners of war and civilian internees to Australia during the first world war'.*
- Michael McKernan, 'Clergy in Khaki'.
- Bob Hall, 'Aborigines and the army: the second world war experience'.*
- Brett Lodge, 'Lieutenant General Henry Gordon Bennett'.
- Alan Powell, 'The Darwin "panic". 19 February 1942'.

- Bryan Gandevia—The AWM Publishing Program.*
- Mike Sturma, 'The VD menace: domestic moral order during the second world war'.*
- Mary Smith, 'Mrs J.M. Vasey and the War Widows Guild'.*
- Arthur Davies, ' "Black Jack" Gallegan and "DPs"—Australian immigration and a modern major-general'.*
- Greg Pemberton, 'Australian-United States relations and south-east Asia, 1961-65'.*
- Peter Edwards, 'The official history of Australia's involvement in the Malayan emergency and the Vietnam war—some preliminary thoughts by the official historian'.*

Copies of those papers marked with an asterisk are available from the History and Publications Section of the AWM at \$1.00 each paper.

The presentations maintained the high standard established at the first two conferences but the papers were generally of greater interest to MHSA members than those previously given. Unfortunately it still appears that no researchers are working in the 1788 to 1901 period—there was not even one paper on that period.

It reflects on the growing interest and increasingly recognised importance of the Conference that some 220 registrations were received, including about 30 members of the MHSA.



In addition to the main papers, one morning of the Conference was devoted to short presentation on Work in Progress. This session was enthusiastically received by those who attended and stimulated a post-session exchange of ideas and sources of information. A summary of the papers presented in this session will be included in the next issue of *Sabretache* and members will be asked to contact researchers if they have information which they consider will be of assistance.

Over 100 members registered for and about 80 attended the MHSA Workshop on researching military history which was held on the Saturday morning following the Conference. This was a most rewarding morning with short addresses and discussion sessions led by:

Mr Peter Stanley, AWM staff and member of the ACT Branch MHSA—Researching military history, a practical guide.

WO2 Harry Wojtowicz, Central Army Records Officer, History Research Section—information which might be expected to be located at CARO, what access is available and the best approaches to use to obtain information.

Mr Bill Fogarty, AWM Library—as above but on the AWM Library resources.

Dr Chris Cuneen, Research Fellow, Australian Dictionary of Biography—ADB article requirements and hints on writing military biographies.

Following the Workshop discussions were held on topics which could be considered in workshops following future AWM Conferences. Further information will also be given on these in the next issue of *Sabretache*.

Again the MHSA expresses its gratitude to the Council and staff of the AWM for organising and conducting the Conference. Our particular thanks go to Dr Michael McKernan and his staff, Peter Stanley, Jeff Williams, Matthew Higgins and Megan Cook for their dedicated work and also to the staff members who organised the barbecues and refreshments.

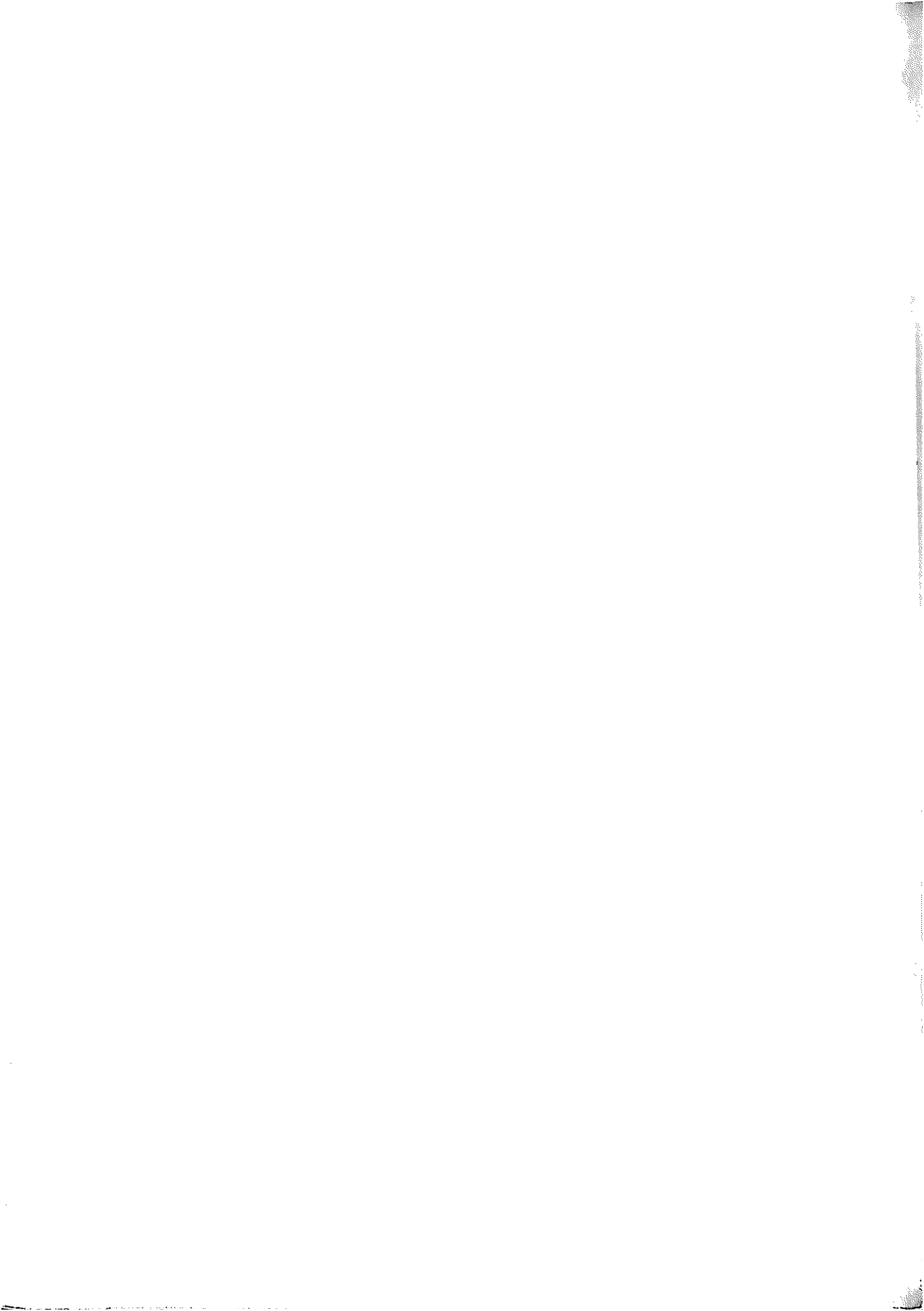
It was an enjoyable and stimulating four and a half days shared by members of the MHSA from Queensland, New South Wales, ACT, Victoria and Tasmania. We hope to see many more at the 1984 Conference.

GERMAN U-BOATS: 1914-18

On 5 September 1914 the Royal Navy light cruiser *Pathfinder* became the first ship "under-way" to be sunk by a submarine. On 22 September 1914 this same boat, U-8, commanded by Lieutenant Otto Weddigen sank the three British cruisers; *Aboukir*, *Cressy* and *Hogue*. This generated support for a German submarine blockade of England which began in early 1915 but was not successful. In the first three months only 33 ships were sunk. The sinking by U-boats of the British passenger liners *Lusitania* and *Arabic* caused worldwide condemnation and the Kaiser so restricted U-boat operations that the blockade was ended. A lifting of these restrictions in 1916 resulted in a U-boat attack on the French cross-channel packet *Sussex* with 436 on board. Again the world outcry caused the Kaiser to restrict U-boat employment.

So it was that U-boats did not enter the war in force until 1917. By then the German Naval Staff could send an initial force of 57 to sea and average 35 on station throughout the rest of the war. Unrestricted submarine warfare by U-boats began on 1 February 1917.

The results were devastating. February 1917 tonnage sunk was 540,000, March 1917 593,000, and April 850,000 tons. Convoys, the introduction of aircraft and the combination of intelligence and radio DF all helped reduce monthly losses as the war progressed, but the final tally was staggering. U-boats sank 5708 British, allied and neutral merchant ships in World War 1 to account for 8 per cent of the total 12,742,000 tons sunk by all causes. U-boats also sank 10 battleships, 18 cruisers, 21 destroyers and nine submarines.



NOEL JOSEPH FLANAGAN, A.O.



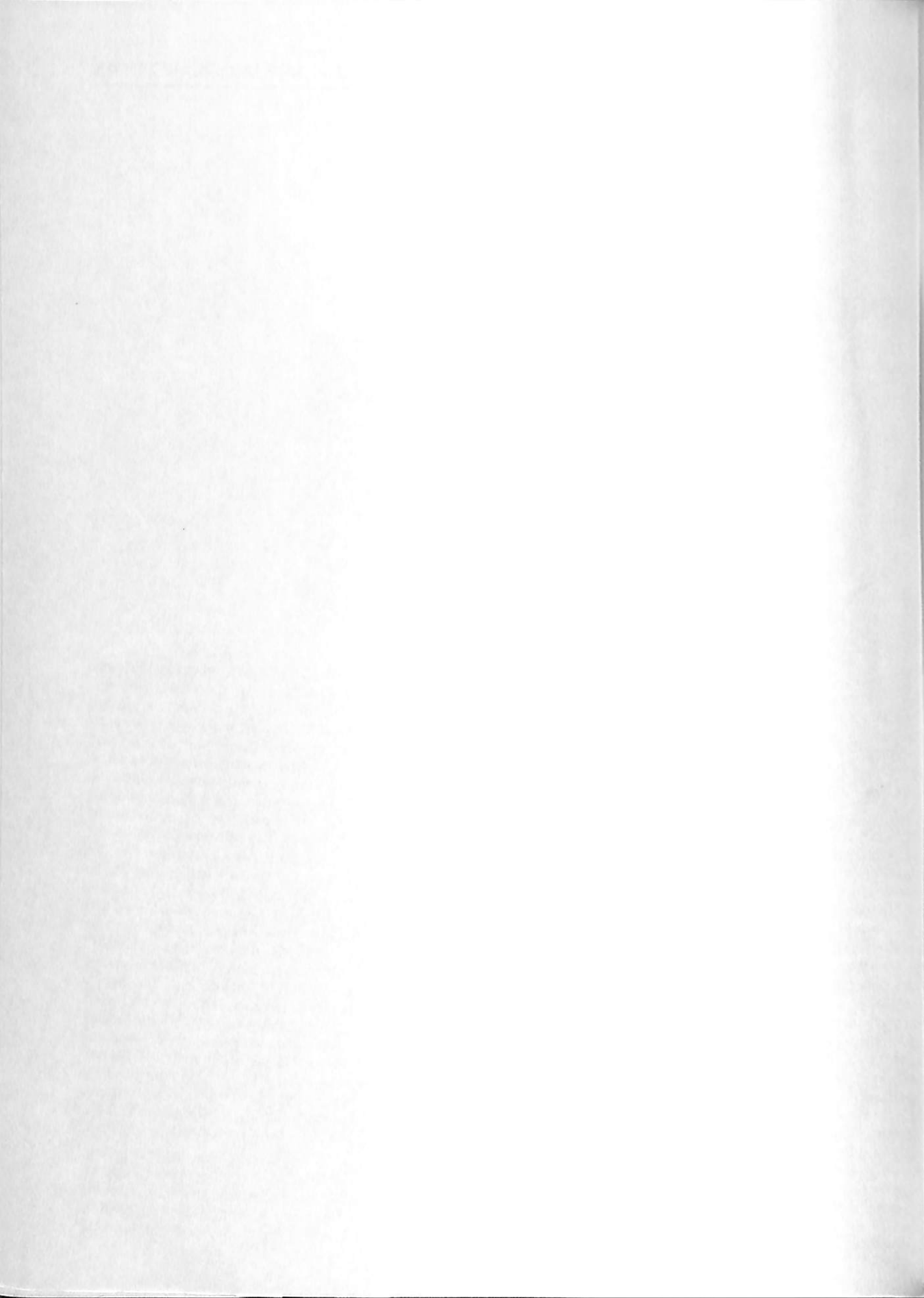
Noel Flanagan, A.O.

Noel Joseph Flanagan was appointed an officer of the Order of Australia on Australia Day, 1983. The Award was made for public service in many fields, and over a long period that commenced in 1937. The most outstanding part of that service was the period he spent as Director of the Australian War Memorial between 1975 and his retirement in December, 1982.

When Noel Flanagan became Director of the Memorial he saw, more clearly than most, that C.E.W. Bean's original concept, of a memorial that would commemorate by being a museum, was still as relevant as it had ever been, although through lack of government support and a pitifully small professional staff, it had not kept abreast of the museological developments that Bean's concept required for its expression to the public of the 1970s and 80s. Noel Flanagan set about making the War Memorial nationally and internationally known as a great museum of Australian military history that would commemorate the sacrifice of generations of young Australians in a worthy manner, and that the writings and objects that express that sacrifice would be preserved and used to the benefit of all Australians. As a nationalist he saw that the Australian War Memorial could focus national identity. He was determined that the War Memorial would become a great international museum. He was equally determined that its commemorative function would increase and could remain relevant to a growing number of Australians that had not known war themselves.

The years of Noel Flanagan's directorship were years of great achievement at the War Memorial. Ministers and Public Service Boards were persuaded and cajoled. The staff was increased by a wide range of historians, conservators, experts in fine art and display, computer specialists, librarians and so on. A new image emerged of an institution well-equipped to provide a service to the public and scholars of many kinds. It became an institution of international stature. A new Act of Parliament was passed giving the Trustees greater autonomy and removing the staff from departmental control within the Public Service. A new building to house conservation laboratories and valuable collections was planned and built at Mitchell. Plans were drawn up and adopted for extensions to the War Memorial building in ANZAC Parade. As its stature as a museum of military history grew, the War Memorial began also to play a considerable role overseas; its Director and staff became prominent members of international bodies while professional assistance and loans were given to institutions of former allies (and even of former enemies). Objects of historical importance have travelled from and to New Zealand, France, Belgium, Greece, the United Kingdom, Canada, the U.S.A., Poland, the U.S.S.R., Turkey, Germany and Japan.

Within Australia, exhibitions also soon began to circulate from the War Memorial outside Canberra. The media co-operated and public information on the War Memorial became widespread and resulted in great public support. Visitor numbers reached over a



million in 1982. Public facilities were improved, as were the displays. The initiative of a group of Canberra ladies to establish a service of voluntary guides was supported, with the result that a new warmth of welcome became a feature of visits.

In addition to his contribution through the War Memorial, Noel Flanagan has given remarkable service to the museum profession in Australia. Immediately upon his appointment to the War Memorial he developed an active interest in the Australian National Committee of the International Commission of Museums (ICOM). He has been elected its Chairman twice since 1978. He revitalised the Committee and placed it on a sound financial footing, re-establishing effective and regular communication between its members. The new vitality in ICOM Australia was expressed in the holding of the International Conference on Documentation in Museums of Developing Countries that was held in Sydney in 1982 with speakers from Indonesia, India, Papua New Guinea, U.S.A., Fiji, Vanuatu, Solomon Islands, and the United Kingdom.

Noel Flanagan also played a leading role in the Australian Museums Association. He has been President of the A.C.T. Branch since 1979, and its representative on the National Executive Committee. He has been a leader in the successful movement towards the merging of the Australian Museums Association and the Art Galleries Association; a merger that promises to bring great professional benefit in the future.

Before becoming Director of the Australian War Memorial Noel Flanagan had served with distinction as Deputy Commissioner General in charge of the Australian exhibitions at Expo 74 at Spokane, Washington, U.S.A. As host at Spokane he created enormous goodwill that is summed up in a letter written by Professor J.T. Barry of Gonzaga University, Spokane, to the Prime Minister (E.G. Whitlam).

"We observed the Flanagans meeting with Americans from all parts of the United States, and people from many countries of the World and the results were invariably the same; they established firm and lasting friendships for Australia."

The Award to Noel Flanagan is also specially appropriate because of his concern and involvement in developing the system of Australian Honours. As Director of the Honours Branch in the Prime Minister's Department, he played a determined part in bringing this about. On 21st February 1975, the Prime Minister wrote to him:

*"Dear Noel,
As you know, last Monday the Governor-General announced the introduction of a distinctively Australian system of honours and awards.*

In view of your early interest and initiative in this field, I thought you might like to have the enclosed copies of the documents which were signed by the Queen, as well as copies of the press release and statement made by the Governor-General on Monday last.

*Yours sincerely,
Gough Whitlam."*

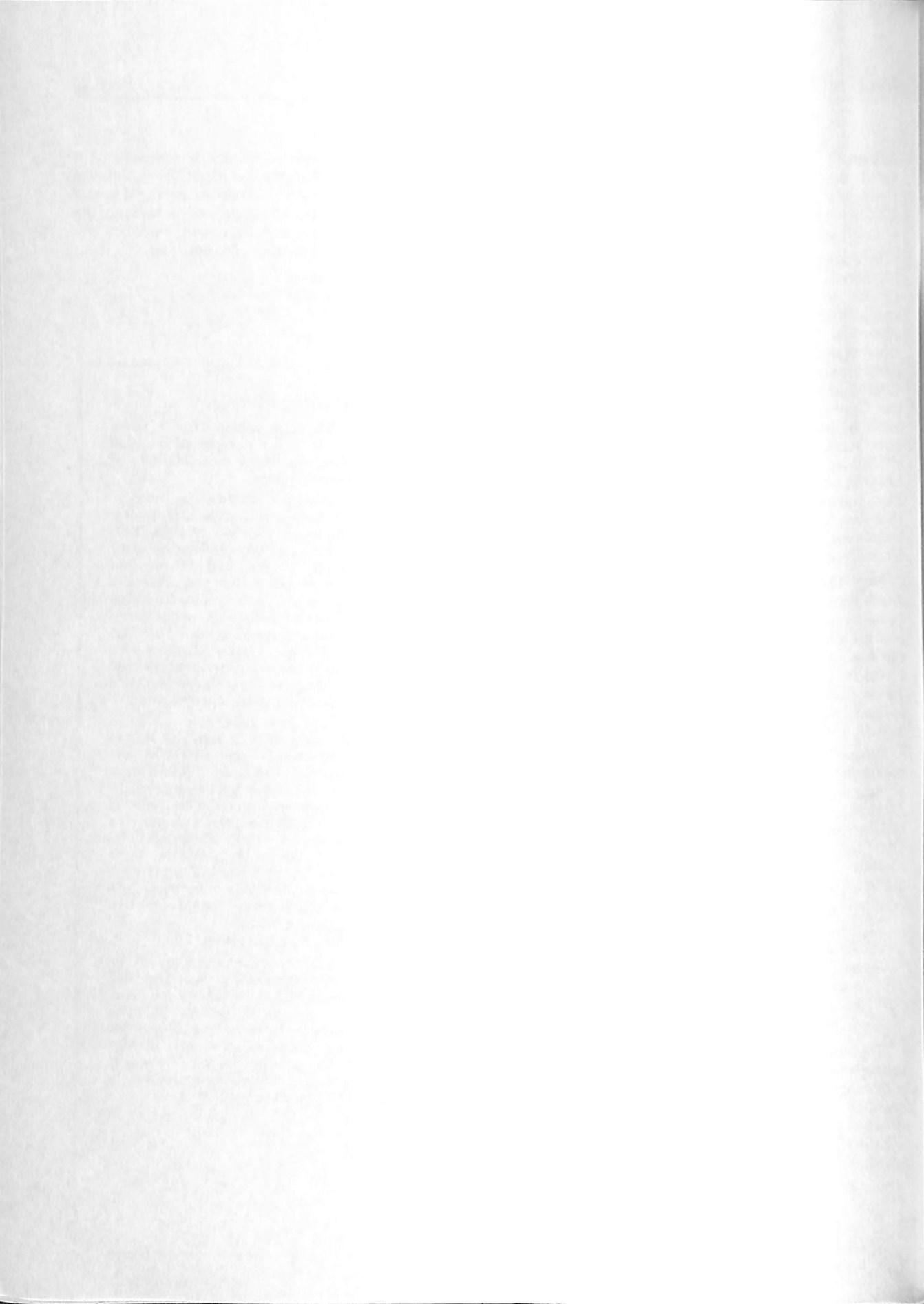
40th REGIMENT

We have recently had a query concerning the band of the 40th Regiment during its second tour of duty in Australia.

The query related to the history of the Cremorne Gardens of Richmond, Melbourne, 1853-1863 and specifically to Henry Johnson, bandmaster of the band of the 40th Foot, 2nd Somersetshire Regiment, who also conducted the band in the Cremorne Gardens. Known facts are that he was given a testimonial on 6 May 1856 (*Melbourne Weekly Herald* 9 May 1856) and had then been with the band for ten years. His son-in-law Mr Hearle was schoolmaster of the Regiment.

The 40th spent two periods in Australia, 1824 to 1828 and 1852 to 1860 when it went to New Zealand, where it served until 1866. There is very little mention of the service of the regiment in Australia in the history of 'The South Lancashire Regiment, The Prince of Wales Volunteers' by Colonel B.R. Mullaley (The White Swan Press, Bristol, 1952) but there may be more information available in the rare 'Historical Record of the 40th Regiment', Captain R.H.R. Smythies, (A.H. Swiss, Devonport, 1894).

Further information could be available from the British Army lineal descendant of the 40th—The Queen's Lancashire Regiment, Fulwood Barracks, Preston PR2 4AA. Generally very scanty information is available from regimental sources. An enquiry through a recognised researcher to the PRO would be worthwhile.



Christopher Fagg

THE QUEEN'S SERVICE ORDER (N.Z.)

The Queen's Service Order was instituted by Her Majesty, Queen Elizabeth II, by Royal Warrant dated 13 May 1975.

The Order is exclusive to New Zealand, but it also forms an integral part of the overall Royal honours system of the British Commonwealth.

The Order consists of the Queen, who is "Sovereign" of the Order, and those persons who are appointed to the Order. Such persons are "companions", and not more than 30 persons will be appointed in any one year.

The Governor-General of N.Z. is the "Principal Companion" of the Order, and the Clerk of the Executive Council is the Order Secretary and Registrar.

The Order consists of one class, with two subdivisions to recognise.

- a) valuable voluntary service to the community and,
- b) meritorious and faithful services to the Crown, or similar services within the public sector, whether in elected or appointed office in New Zealand.

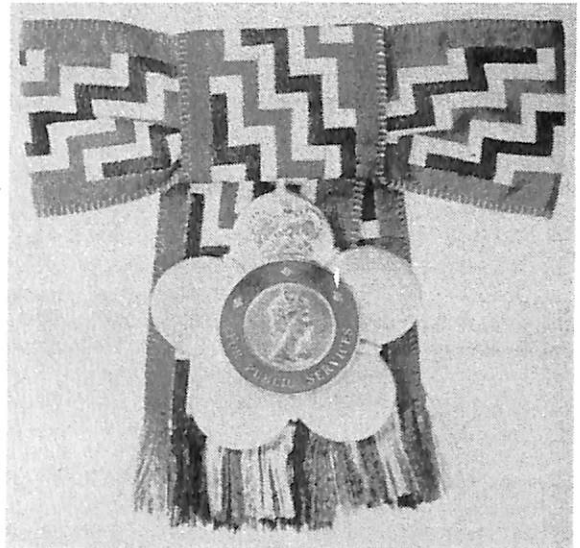
Members of the Royal Family may be appointed extra companions of the Order at any time.

Honorary companionship may also be conferred upon foreign personnel, and, citizens of Commonwealth countries of which the Queen isn't recognised as Head of State.

The Order is open to both men and women.

Recipients of the Order are entitled to place the letters Q.S.O. after their name.

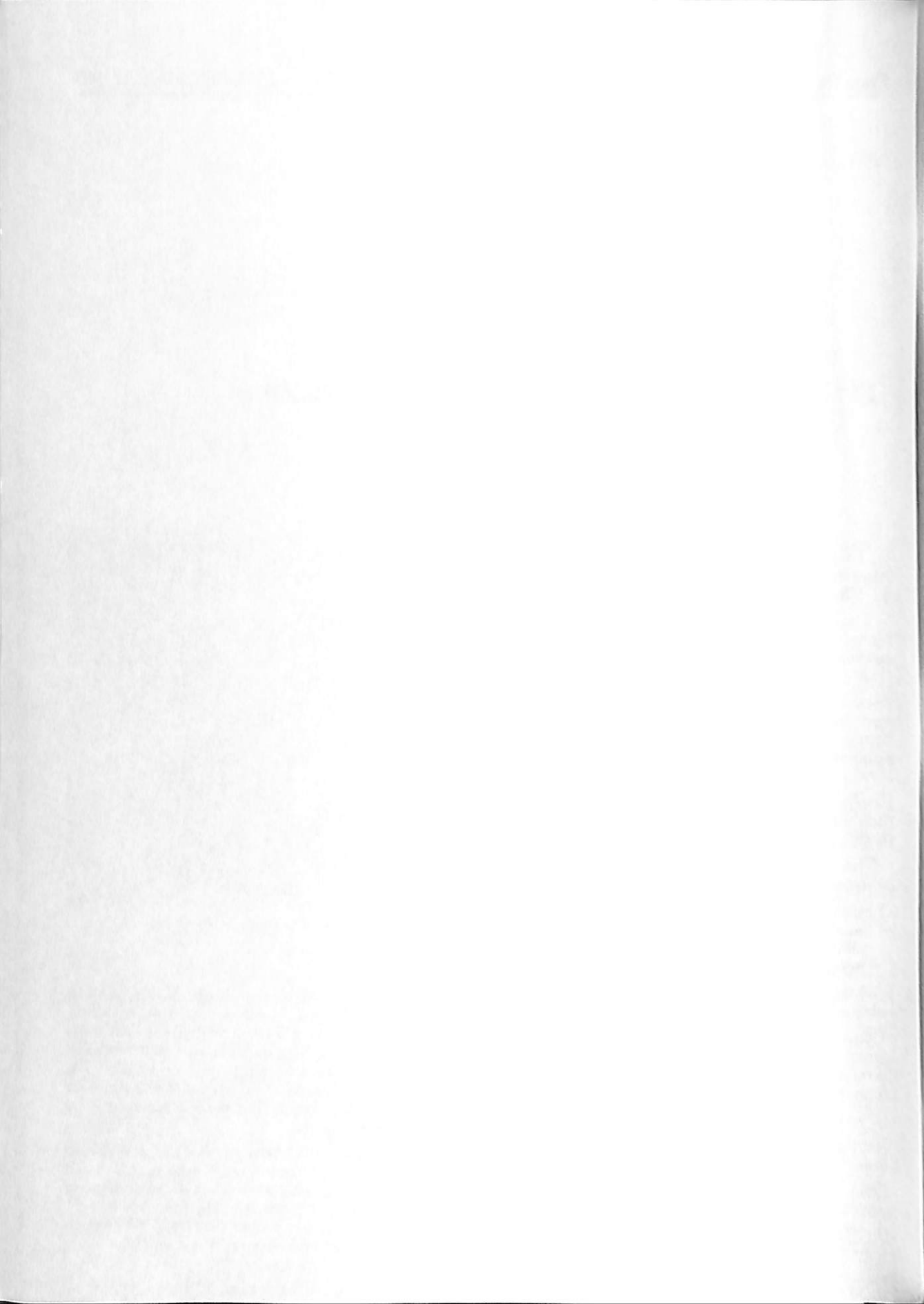
The order of precedence of the Queen's Service Order within N.Z. is immediately after the officers of the Most Excellent Order of the British Empire (O.B.E.).



Q.S.D. (female), Public Service (obverse).

The badge of the Order comprises 5 large and 5 small stylised flower petals in frosted sterling silver, representing the Manuka (MANUKA—tea tree) flower. In the centre of such there is a silver medallion bearing the crowned effigy of Her Majesty The Queen, within a circle of red enamel. Within this is the appropriate inscription. The whole is surmounted by St Edwards Crown.

The ribbon of the Order and that of the Medal are the same, being 38mm in width, with narrow ochre coloured edges, with alternating diagonal steps in ochre, white and black, running from left to right downhill, down the centre of the ribbon. When worn by a woman the ribbon is fashioned in a bow.



The ribbon design is based on the Maori Poutama (POUTAMA) decorative panel. In maori culture, this represents the "stairway to heaven". In this use it represents "steps of service".

Associated with the Order is a medal, known as the Queen's Service Medal. It is also of one class with the similar subdivisions as those of the Order. It may be awarded to those persons whose services rendered do not merit appointment to the Order.

Recipients of the medal may place the letters Q.S.M. after their name. The medal is open to both men and women.

The Medal's order of precedence within N.Z. is immediately after the Queen's Gallantry Medal.

The Medal is circular and made of silver gilt. The obverse bears the crowned effigy of The Queen; the reverse a representation of the New Zealand "coat of arms", surrounded by the appropriate inscription.

Both the badge of the Order and Medal are struck by the Royal Mint, London.

Both the Order and Medal were designed by Mr P.P. O'Shea FRNSNZ, FRNS (London) FRSA, advisory officer (honours) in the Cabinet Office, Prime Minister's Department.

Notes

1. Honours, Titles, Styles and Precedence in N.Z. by P.P. O'Shea
2. *New Zealand Herald* 1975
3. Notes from Secretary and Registrar of The Queens Service Order
4. The Statutes of the Queens Service Order S.R. 1975/200.

Robert Gray

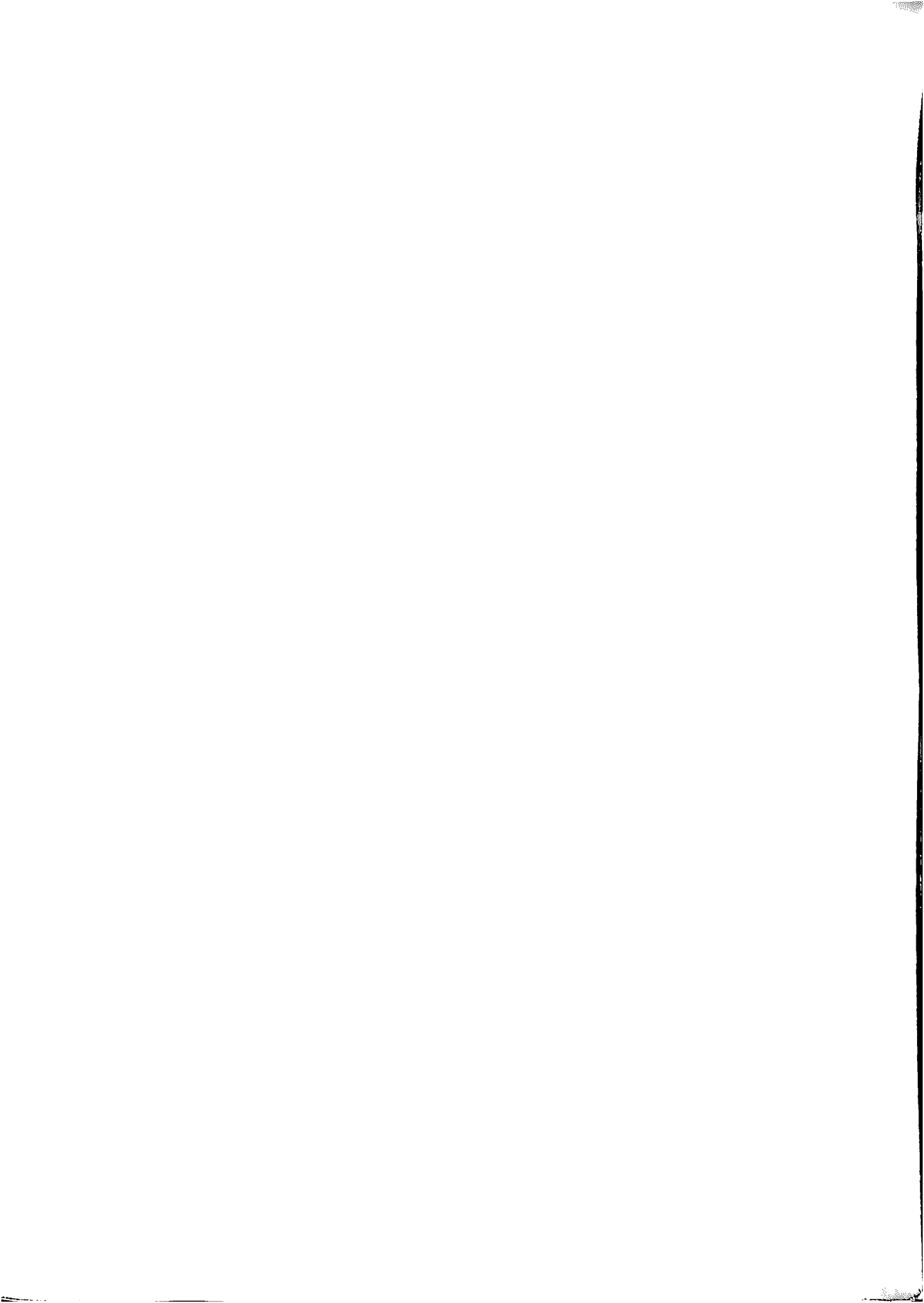
BADGES AND BUTTONS OF THE AUSTRALIAN CORONATION CONTINGENT 1902

Shortly after the Australian Coronation Contingent arrived in England for the Coronation of King Edward VII they were issued with a new uniform which was made by the firm of Hobson & Son. The hat badge being worn with this new uniform was the badge that was worn by the Australian Commonwealth Horse during the South African war, but it was on a rosette.

The collar badge was also the same as that worn by the Australian Commonwealth Horse. In some of the photographs taken of members of the Australian Coronation Contingent the troops are wearing the shoulder title A.C.H. The tunic buttons were of white metal with the cypher ERVII on them.



A member of the Australian Coronation Corps. King Edward VII 1902. Note hat and collar badge.



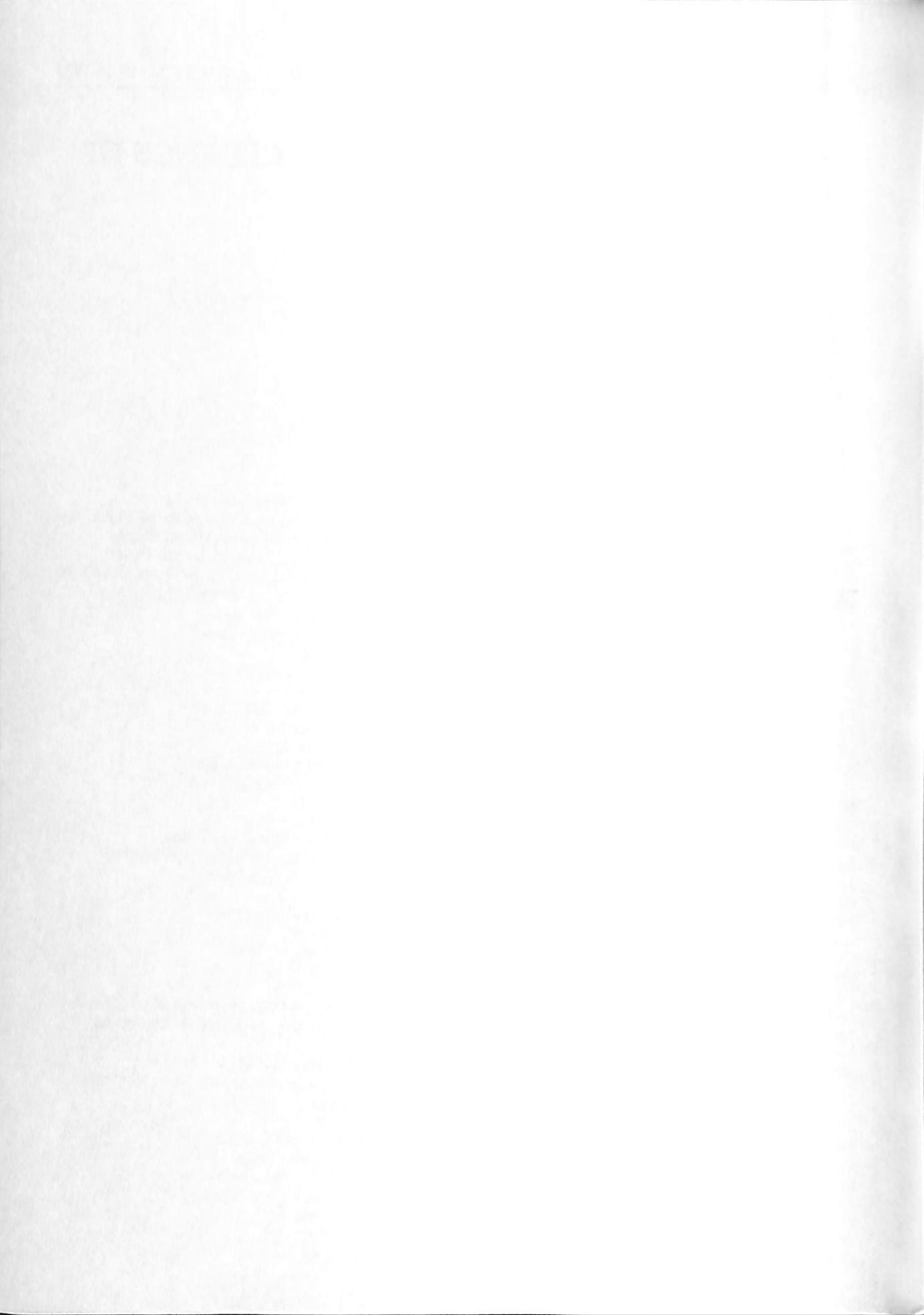
THE AUSTRALIAN ORDER OF PRECEDENCE OF HONOURS AND AWARDS

The following list shows the order of precedence in which Orders, Decorations and Medals should be worn. It is a consolidation of the list notified in *Australian Government Gazette* No. S104, dated 15 June 1977 as amended by *Commonwealth of Australia Gazette* No. S 186, dated 31 August 1982.

Victoria Cross
 George Cross
 Cross of Valour
 Knight of the Garter
 Knight of the Thistle
 Knight Grand Cross of the Order of the Bath
 Order of Merit
 Knight of the Order of Australia
 Knight Grand Cross of the Order of St Michael and St George
 Knight Grand Cross of the Royal Victorian Order
 Knight Grand Cross of the Order of the British Empire
 Companion of the Order of Australia
 Companion of Honour
 Knight Commander of the Order of the Bath
 Knight Commander of the Order of St Michael and St George
 Knight Commander of the Royal Victorian Order
 Knight Commander of the Order of the British Empire
 Knight Bachelor
 Officer of the Order of Australia
 Companion of the Order of the Bath
 Companion of the Order of St Michael and St George
 Commander of the Royal Victorian Order
 Commander of the Order of the British Empire
 Star of Courage
 Companion of the Distinguished Service Order

Member of the Order of Australia
 Member of the Royal Victorian Order (4th Class)
 Officer of the Order of the British Empire
 Companion of the Imperial Service Order
 Member of the Royal Victorian Order (5th Class)
 Member of the Order of the British Empire
 Royal Red Cross (1st Class)
 Distinguished Service Cross
 Military Cross
 Distinguished Flying Cross
 Air Force Cross
 Royal Red Cross (2nd Class)
 Medal of the Order of Australia
 Order of St John
 Distinguished Conduct Medal
 Conspicuous Gallantry Medal
 George Medal
 Bravery Medal
 Queen's Police Medal for Gallantry
 Queen's Fire Service Medal for Gallantry
 Distinguished Service Medal
 Military Medal
 Distinguished Flying Medal
 Air Force Medal
 Queen's Gallantry Medal
 British Empire Medal

Queen's Police Medal for Distinguished Service
 Queen's Fire Service Medal for Distinguished Service
 Commendation for Brave Conduct
 Queen's Commendation for Brave Conduct
 War Medals
 Polar Medal
 Royal Victorian Medal
 Imperial Service Medal
 Defence Force Service Medal
 Reserve Force Decoration
 Reserve Force Medal
 National Medal
 Long Service Medals



Peter Burness

QUEANBEYAN'S BOER WAR MEMORIAL

It would seem that almost every Australian town erected a war memorial following the First World War. These memorials are not unique to that war as the practice was also common after the Boer War. In New South Wales alone there are at least 37 centres outside of Sydney where a Boer War monument still stands recalling the service of local men.

One of these memorials is located in a side street in Queanbeyan, opposite the Post Office. It once stood prominently in the main street but eventually the heavy motor traffic forced its removal to a safer spot.

The memorial consists of a column surmounted by an electric light; originally it had been a gas lamp. Around the base of the column is a dedication, a list of battles, and the names of five local men who died during the war.

All of the men served in different New South Wales units. Little is known of Trooper Andrew Campbell of "E" Squadron, New South Wales Mounted Rifles. He had been born at Menindie and was only twenty years old when he was killed at Mandesfontein on 21 May 1901. Corporal William Smith served with the 3rd New South Wales Imperial Bushmen. He died of enteric at Middleberg on 11 December 1901. His name is also commemorated on a memorial in the town of Narrandera.

Private James Henry Swan had been born in Queanbeyan and worked as a labourer before going to South Africa with "A" Squadron, New South Wales Mounted Rifles. He fell victim to disease and was invalided to England in October 1900. He was eventually sent home to New South Wales but died in Sydney Hospital on 30 March 1901. Remarkably the two other men whose names are on the memorial were both to be the cause of some controversy.

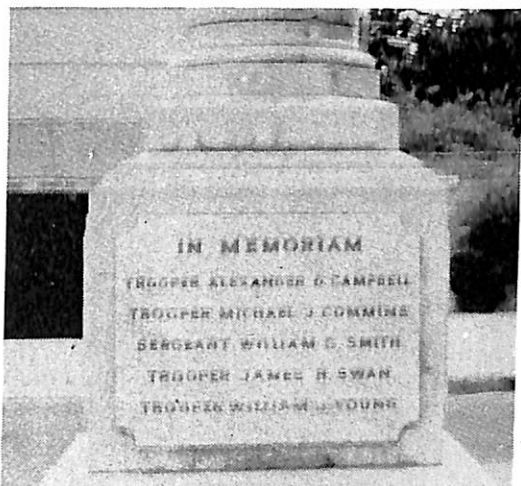
Michael Joseph Commins had been a member of the troop of the 1st Australian Horse raised at Michelago, near Queanbeyan. He was 27 years old when he went to South Africa with his regiment's service squadron. He took part in the battles at Paardeberg and Driefontein but at Bloemfontein he was admitted to hospital with enteric fever.

Trooper Commins was later discovered by Mr Burdett-Coutts, a member of the House of Commons whose reports published in the *London Times* were largely responsible for the appointment of a Royal Commission to enquire into the care and treatment of sick and wounded during the war.

Visiting Maitland camp hospital outside Capetown Burdett-Coutts wrote: "I found... a man in the Australian Horse with a very high temperature and a very quick pulse. He had enteric fever and bronchitis and spoke with difficulty. He had been at Wynberg for a few days and was then sent to Maitland camp. He was formerly at No. 9 General Hospital at Bloemfontein. After a conversation with the man on the floor I sent for a doctor for him, but the sergeant did not know whether he wanted one. I afterwards heard that he was dangerously ill". The unfortunate Commins died on 27 June and was buried in Maitland cemetery.

The controversy surrounding the remaining Queanbeyan casualty did not occur until 80 years later. It concerned Private William Young of "D" Squadron, New South Wales Mounted Rifles who had been born on his father's farm property on the site of what is now the city of Canberra. While in South Africa Young served at Poplar Grove and Driefontein before he too fell ill with enteric. He was invalided to Australia on 17 August 1900 but died in St





Vincent's Hospital, Sydney, several weeks later. His body was brought home and he was buried in St John's Church of England graveyard, not far from where the Australian War Memorial now stands. A small stone cross was placed on the grave: "In Memoriam. William F. Young. Died 4th Oct. 1900. Aged 23 years. A soldier, he gave his life for his country".

On 9 March 1980 *The Canberra Times* carried an article titled, "The Soldier that Canberra Forgot", drawing attention to Private Young's broken down neglected grave. Arising from this newspaper story the Minister for Veterans' Affairs announced on 19 March that the government would accept responsibility for the grave. The local R.S.L. branch also reacted quickly and undertook to restore the grave. A few days before Anzac Day 1980 the restored grave of Private Young was rededicated. The army chaplain conducting the service, Captain C.A. Cudmore stated, "as our presence here indicates, Private Young has not been forgotten and we continue to declare with pride, 'Lest We Forget'".

TRANSPORT MUSEUM

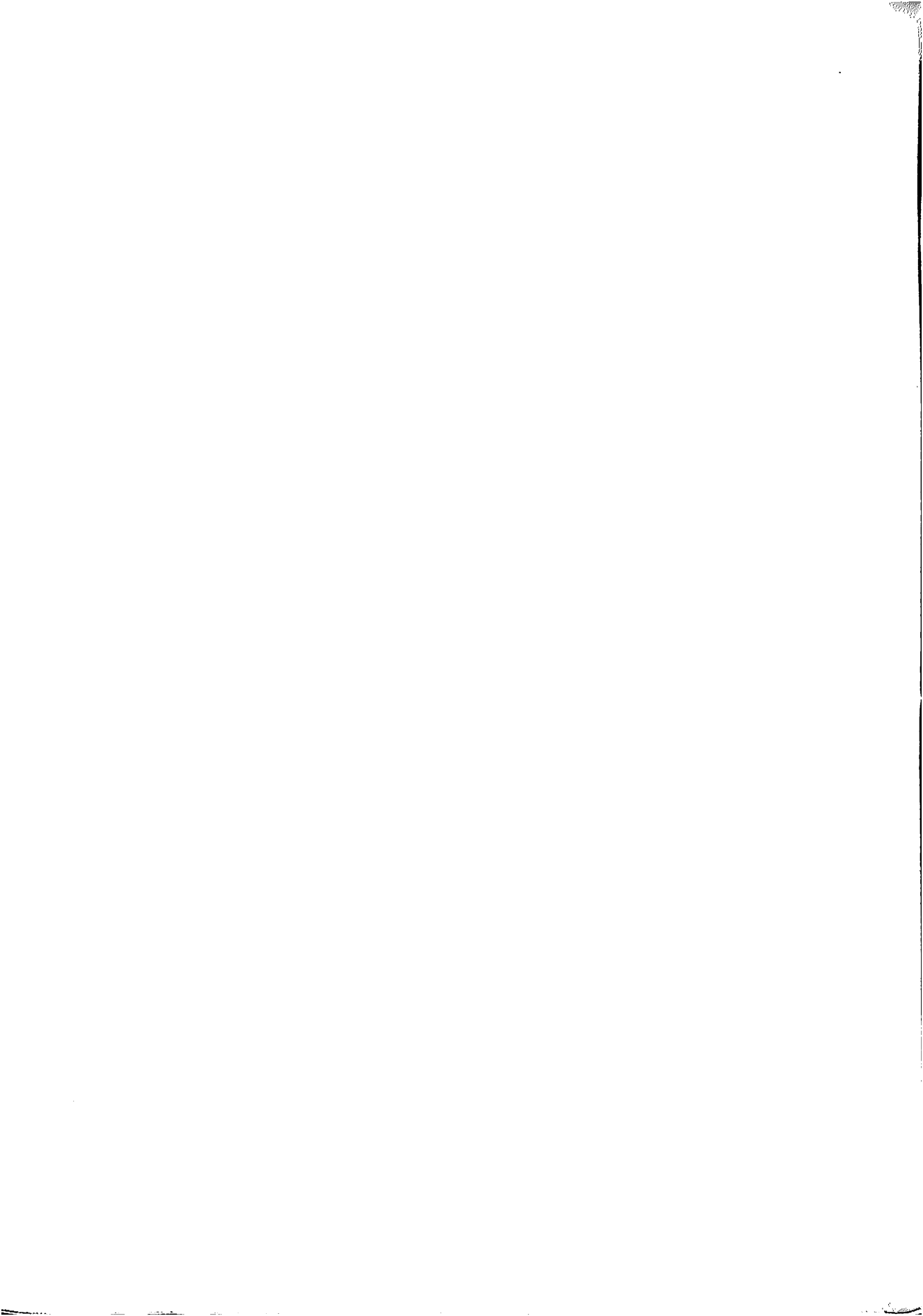
The RACT Museum is located in Tobruk Barracks at Puckapunyal, Victoria, just west of Seymour. Puckapunyal can be approached from Seymour or, if travelling from Melbourne, at a well sign-posted turn-off south of the town. The museum is dedicated to the preservation and conservation of the Australian Military Heritage with emphasis towards the history of the RACT and its predecessor Corps.

The Museum is open from Tuesdays to Sundays from 10.00 am to 4.00 pm. An entrance fee of \$1.00 is charged for all visitors over 14 years.

Collection and restoration of transport vehicles began in 1977 and the museum was officially opened by Major-General B.A. McDonald AO, DSO, OBE, MC in June 1981. The museum operates on the principles that all vehicles for display must have some military connection and that it will be restored to its original operating condition. Fifteen vehicles, ranging from a 1916 GS Wagon and a Furphy's Water Cart to amphibious vehicles are on display. More vehicles and WWI horse drawn transports are waiting restoration.

Also featured are two railway wagons used by the Army. One of these is being converted to house an indoor display of military railway history. There are static supporting displays of weapons and relics relating to the operations of military transport units from the Boer War to Vietnam. A library and archive section is being developed and the resources are accessible to both military and civilian researchers.

The RACT Museum is a must for all interested in military transport. Visiting members of the MHSA should make themselves known to WO2 Wally Halamba who will usually be found at the Museum during its open hours. The Museum is a subscribing member of the MHSA.



BOOK REVIEWS

Messenger, Charles: *The Tunisian Campaign*, Ian Allan Ltd, 1982. Recommended Price \$24.50

The Tunisian Campaign of the Second World War has long been regarded by many as little more than the finale to the move of Montgomery's victorious Eighth Army across North Africa leading to the defeat of Rommel. In fact it was rather more than that, a campaign in which Eighth Army was but one of the Allied components. The campaign heralded the first major amphibious operations to be carried out by the Allies. Operation TORCH was the invasion of French North Africa.

Eisenhower was given a directive by the Combined Chiefs of Staff to "gain, in conjunction with the Allied Forces in the Middle East, complete control of North Africa from the Atlantic to the Red Sea". A simple aim but a vast task. TORCH was to be a part, and was designed to gain control of French Morocco, Algeria and Tunis, and then to destroy the Axis forces facing the British in the Western Desert.

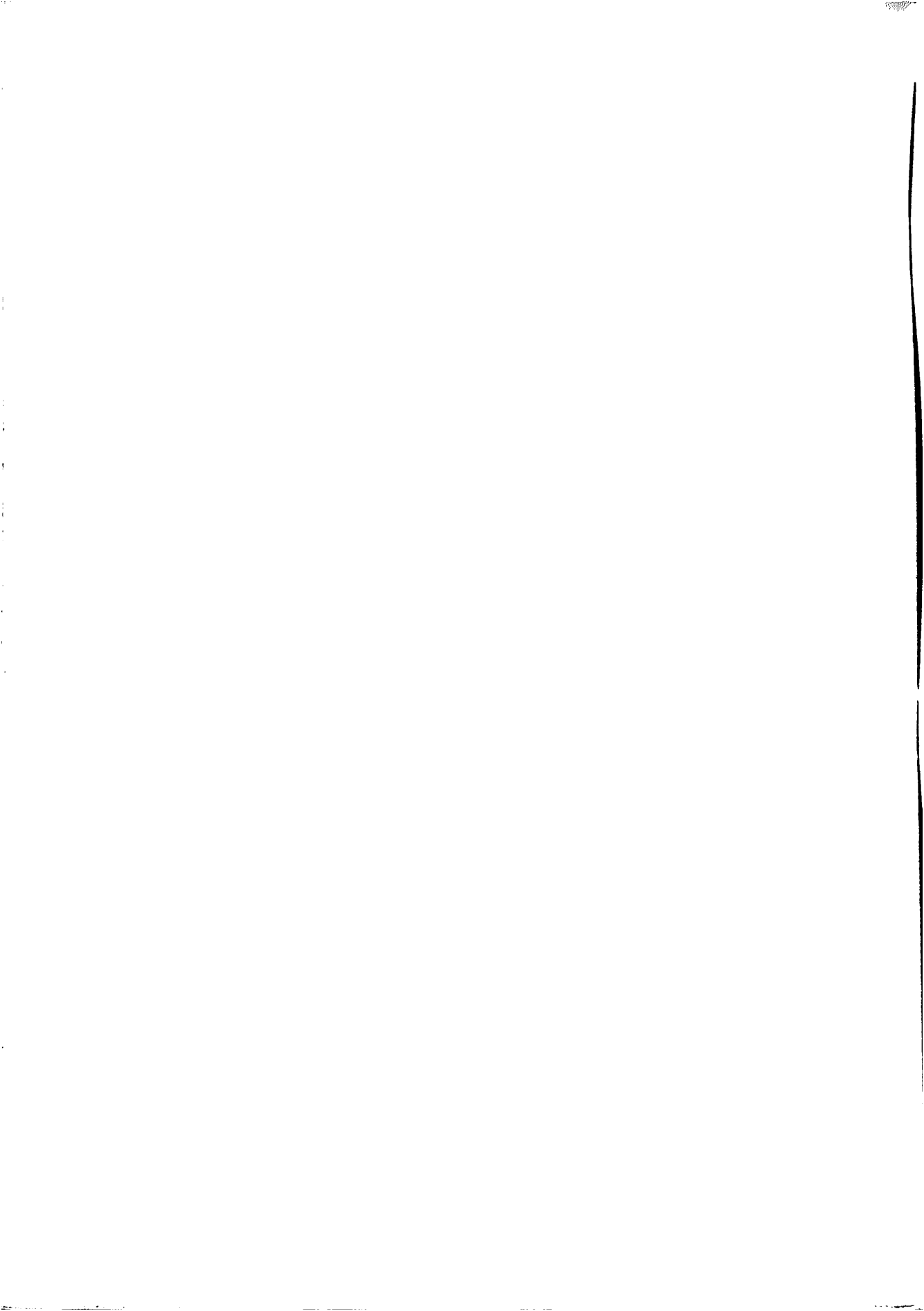
The plan involved the assembly of a large force of Allied troops travelling not only from Scotland but also from the Continental US. Some 43,000 Americans would land at Casablanca and Oran, forming the US Fifth Army under Clark, while a further 20,000 British would land at Algiers, becoming the British First Army. The latter, commanded by Anderson, would then in turn combine with the Eighth Army to form the 18 Army Group under Alexander. Eisenhower would remain as Commander in Chief. It was hoped to persuade the French in North Africa, at an early stage to join the Allied cause to supplement the Allied forces.

The campaign proved to be a tough one being fought over difficult terrain against an experienced and determined enemy. The Allies also had to tussle with the thorny problems of welding differing national Staff, operational command and control procedures into a combined cohesive whole. The campaign "blooded" the Americans in the European theatre, but not without substantial cost. It allowed the French to regain their self respect, while at the same time providing an essential prelude to iron out problems prior to the invasion of Normandy. At the same time, it reduced the Axis forces by some 270,000 experienced men, not an inconsequential total.

Charles Messenger has portrayed this Campaign in a highly readable form. This excitement is encouraged by reminiscences of many of the men who were there, and in fact opposed each other in battle. His use of the anecdotal style does not detract from the campaign history, but enhances it. The book is well illustrated both with detailed maps and pictures which graphically augment the written word. It does, however, for my part, have a few minuses. It would have been most useful if a large fold-out map had been included. This would have allowed easier orientation of the smaller battle maps to the campaign as a whole. The book was lacking an index, something again which is useful in such a publication, and finally the Appendices, while being very useful, should also be comprehensive. Appendix 2, which deals with organisations, would have benefitted from expansion to include "wiring diagrams" showing unit/formation subordinations in much greater detail. After all, a great deal of the strength and readability of the book comes from the detail of sub-unit and unit actions, and a "ready reckoner" for such units would have aided clarity. Appendix 3, which deals with weapons, is not as comprehensive as it could be. For instance, the CHURCHILL tank, which featured in the latter stages of the campaign, is omitted from the data listed.

In spite of the criticism, Charles Messenger has produced a very readable book and well worth a place on the bookshelf.

Major W.P. CONN





THE OFFICIAL HISTORY OF AUSTRALIA IN THE WAR OF 1914-1918

by C. E. W. Bean

SERIES EDITOR: Dr Robert O'Neill



The good and the bad, the greatness and smallness of their story will stand. Whatever of glory it contains nothing now can lessen. It rises, as it will always rise, above the mist of ages, a monument to great-hearted men; and for their nation, a possession for ever.

C. E. W. Bean

When Volume I was first published in 1921 it heralded the advent of one of Australia's greatest historians. *The Official History of Australia in the War of 1914-1918*, of which C.E.W. Bean was not only editor but author of six of the twelve volumes, became one of the best known and internationally acclaimed historical works on war.



C.E.W. Bean was Australia's official correspondent during World War I. At Gallipoli from the landing on 25 April until December 1915, he was wounded in action but refused to be evacuated. He acted as a messenger and brought in wounded under fire. Indeed, he was even recommended for the Military Cross but as a civilian was ineligible to receive it. At the end of the war Bean returned to Turkey to again study the battlefield. When he actually came to write his histories he used not only his own notes but information from soldiers which he had gathered both during the war and later when he checked his research from many points of view. Complex military manoeuvres were presented in a way readers could quickly grasp. Rarely before had official military history been so readable. Bean's work became a model for war historians and is studied in military academies and colleges throughout the world.

- | | |
|------------|--|
| Volume I | The Story of Anzac: From the outbreak of war to the end of the first phase of the Gallipoli campaign, May 4 1915, by C.E.W. Bean, introduced by K.S. Inglis. |
| Volume II | The Story of Anzac: From May 4 1915 to the evacuation of the Gallipoli Peninsula, by C.E.W. Bean, introduced by A.J. Hill. |
| Volume III | The Australian Imperial Force in France: 1916, by C.E.W. Bean, introduced by P.A. Pedersen. |
| Volume IV | The Australian Imperial Force in France: 1917, by C.E.W. Bean, introduced by Bill Gamage. |
| Volume V | The Australian Imperial Force in France: 1918, by C.E.W. Bean, introduced by L.C.F. Turner. To be published April 1983 |
| Volume VI | The Australian Imperial Force in France: During the Allied offensive, 1918, by C.E.W. Bean, introduced by A.G. Serle. To be published April 1983 |

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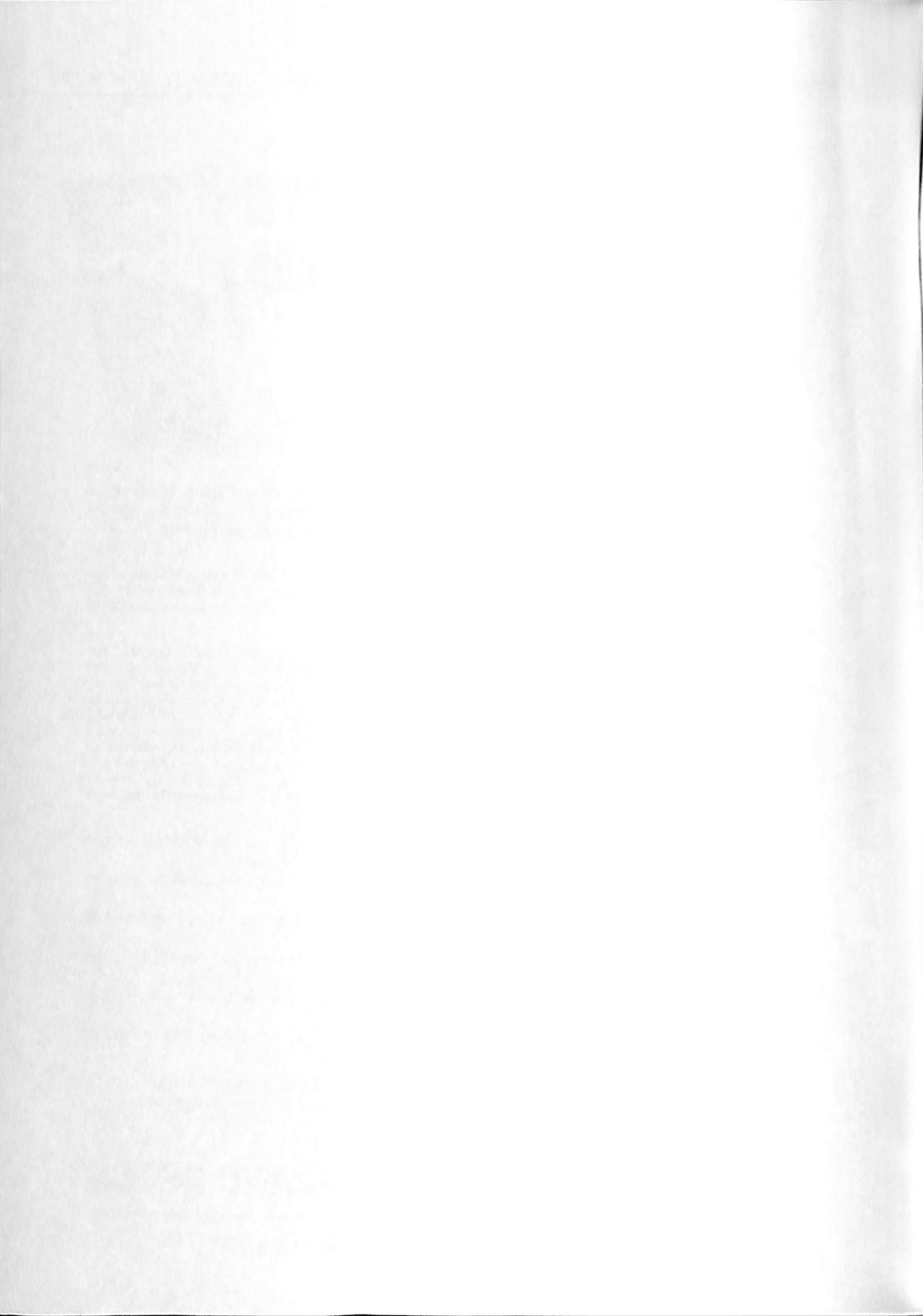
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Michael Donne and Squadron Leader Cynthia Fowler, *Per Ardua Ad Astra: Seventy Years of the RFC and the RAF*, Fredk. Muller Ltd., London. 191 pp., bibliography, index, illustrated. Our copy from A & NZ Book Co. Pty. Ltd. Price \$37.50

Packing seventy years of history of a highly technical and innovative military force which during that time engaged in two world wars and many smaller conflicts, the fiercest of which was a long fight with the Navy and the Army, into a neat 180 pages of about A4 size, well over half of which are taken up with photographs, can hardly do full justice to the subject. So the story is pretty much condensed and that means that the contents must be generally accepted history. There is little space for comment upon or discussion of the official versions of policies and events, although some attention is paid to criticisms of the strategic bombing offensive of World War Two. Here the book adheres to the official view that it paid off despite its immense cost in lives and resources. Apparently there wasn't room to give us the meaning of the book's title *Per Ardua Ad Astra*, which is also the RAF's motto. This is usually translated as 'By hard work to the Stars'—but perhaps everybody knows that?

All this is not to say there is not a lot of useful and interesting material. For instance, there is a chapter on the RAF's involvement in the Schneider Trophy races, illustrated with some good photographs.

One of the authors is a WRAF officer and I expected some sort of women's view on things but regrettably there are only a few pictures of members of the WRAF and WAAF and brief references to the formation of those services. Cynthia Fowler did select all the photographs and wrote the captions, a few of them wrong, but made a good selection, including some previously unpublished. One shows a young lady of 1918 vintage holding up a large and legible poster-size copy of 'Standing Orders for the WRAF' which, inter alia, forbids members to loiter about barracks or camps when off duty or to consume alcohol except under medical advice.

Harry Hawker (experimental test pilot), Arthur Longmore (naval air commander) and Donald Bennett (Pathfinder chief) are mentioned but not identified as Australians. Indeed, there is no mention at all of the massive manpower contributions of the Dominions and Colonies to the RFC and RAF in the world wars. A welcome omission (to me) from the Battle of Britain section was any reference to the Park/Leigh-Mallory wrangle and the showmanlike involvement of Douglas Bader in that. (I am glad I did not serve under Leigh-Mallory or Bader.) But it is not a book of personalities, although Trenchard, the 'father' of the RAF, who was also its saviour from fatal dismemberment by the admirals and generals in the twenties and thirties, is highly praised.

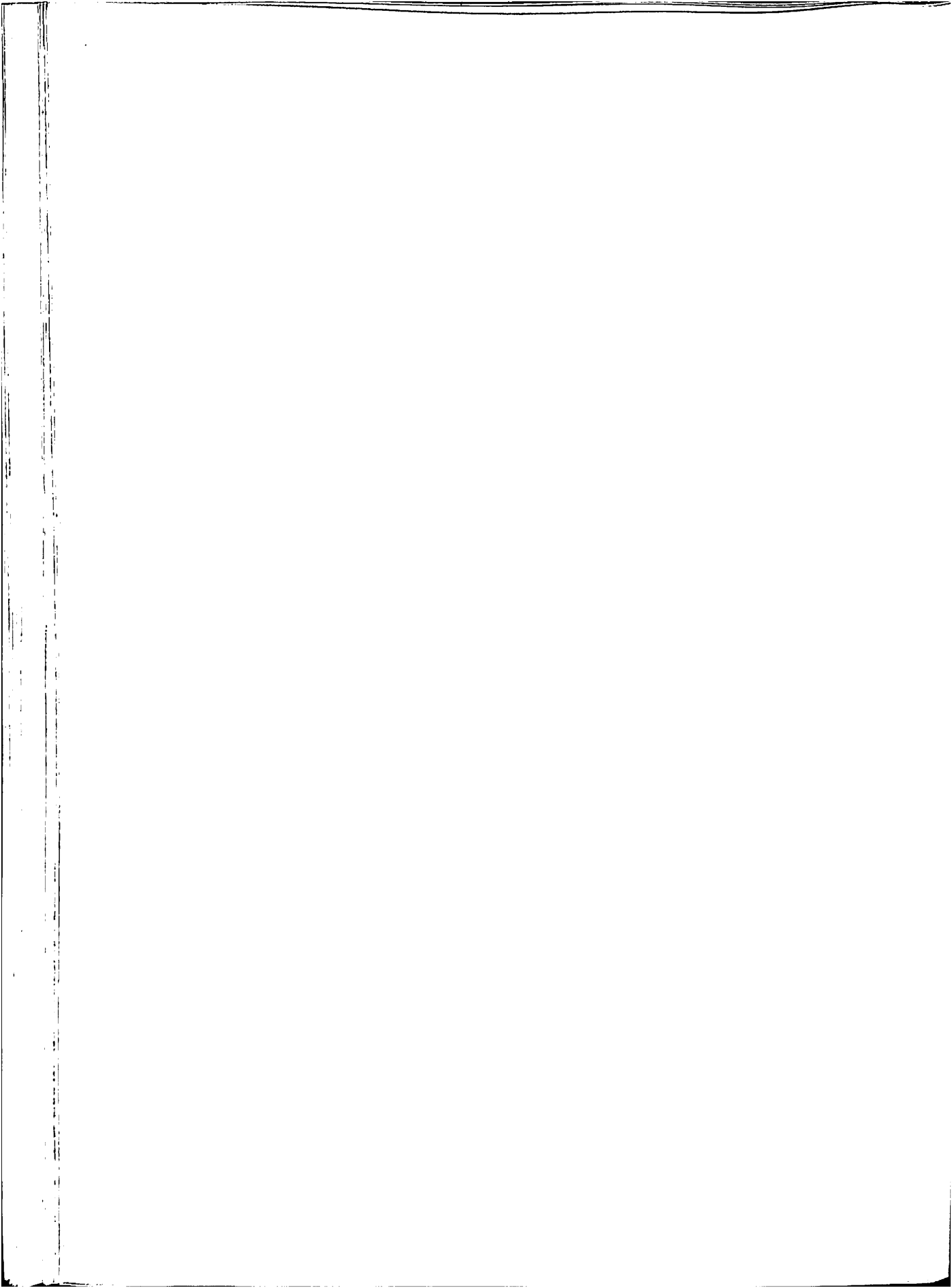
There is nothing on the Falklands conflict, too recent for this book which was apparently published in early 1982, but the RAF aircraft which took part appear—Harriers, Vulcans, Nimrods, etc.—as well as a rundown on current RAF capabilities and policy, by which some judgements of the RAF Falklands operations might be made.

Well read military aviation buffs will not find a lot that is new in this book but it is a useful reference which I would like to see readily available in libraries.

ALAN FRASER

The James Flood Book of Motorcycling in Australia 1899–1980, Grant and Harold H. Paynting (eds), James Flood Charity Trust, C/- Western General Hospital, Gordon Street, Footscray, VIC. 3011. 320 cms x 270 cms. Hard cover in presentation box. 272 pages including index and list of Subscribers. ISBN 0 9500953 6 2. Price \$90.00 (plus \$6.00 postage).

Sight unseen, the price of this book may seem excessive, yet when one realises that it relates the complete history of motor-cycling in Australia, with 855 pictures—233 of which are colour plates—many that are seldom seen: except in private collections. Also the sales of the book benefits a charitable cause. Then this volume—the fifth in the James Flood 'coffee table' series of historical motoring books—weighing some 3 kilos, is a good buy. It is the Genesis of Australian motorcyclobilia. For the technical minded there are excellent reproductions of sales catalogues of the 1930's, quoting all the mechanical data down to the smallest detail. It is interesting to



see the many types of number plates which, even in the early days, were a compulsory appendage to those lovingly owned 'bone-shakers'. For the nostalgia buff there are photographs of motorbikes, with riders, in front of buildings or scenery which, through the relentless march of progress, no longer exist. Even the admission price on a poster, advertising a Speedway racing event, belongs to history.

However it was in the military historical field that this Reviewer was at home. Here was a wealth of information. From the photograph of the motorcycle used by the Royal Naval Division at Antwerp, in August 1914, also a beautifully restored roadster, originally built in Britain—during 1916—for the Imperial Russian Army. On to a Zundapp KS 750 ridden by Rommel's Afrika Korps, in 1941. Whilst these do not, technically, come under the titles umbrella, the last two vehicles may be seen in the collections of local enthusiasts.

The editors have attempted to trace the history of the military motorcycle back to the Boer War and tell, with the aid of a War Artist's sketch, how motorized machine-gun cycles were used by the English (sic) troops during the Defence of Ladysmith. Although the text deviates, slightly, the state how South African and British cycle—later motorcycle—units were utilised in war. Australia was not very far behind.

Most of the motorcycles used by the Australian Army, in the First World War, were donated by their owners who, in many cases, rode them on active service. There is a listing of several patriotic donors. Eight short engrossing chapters, superbly illustrated, tell the story of the motorcycle at war: from the early days of the 1914-1918 conflict up until the U.N. peace-keeping force in Cyprus.

There are numerous photographic details of the motorcycle detachments of every Australian Police Force, from the New South Wales Police mobile patrols, in 1916, through the nicely posed two man Tasmanian Police patrol of the 1920's, right up to the modern Suzuki's used by the South Australian Police Force.

I found this book compelling reading, from start to finish. A worthy member of the James Flood 'stable'. From an investment aspect a sound purchase, for the other books, in the series now command much higher prices than when they were originally purchased. The book is limited to 5,000 copies so, if you are keen on motorbikes, this book is for you.

JOHN PRICE

The Falklands War

Society members may be interested in obtaining some of the many books which have recently appeared in Britain on the Falklands war. All of the following titles are available from The History Bookshop, 2 The Broadway, Friern Barnet Road, London N11, 3DU, United Kingdom. Prices include postage, though rates may vary for overseas customers.

The *Sunday Times* 'Insight' Team,
The Falklands War. 256 pages, 16 pages of photographs.

One of the best accounts published, covering all events from the Argentine invasion, the diplomatic and political confrontations, the British task force and sea, air and land operations.

Card £3.50

John Laffin,
Fight for the Falklands, 215 pages, map.

An early, hastily written and very 'popular' account which is useful primarily for its lists of British servicemen killed in action.

Card £2.00

Brian Hanrahan,
I counted them all out and I counted them all back, 139 pages, 28 photographs, map.

An eyewitness account by a BBC reporter accompanying the task force whose bulletins formed the basis of the BBC series *Task Force South*.

Card £2.50

The London Gazette, Friday 8 October 1982, 16 pages.

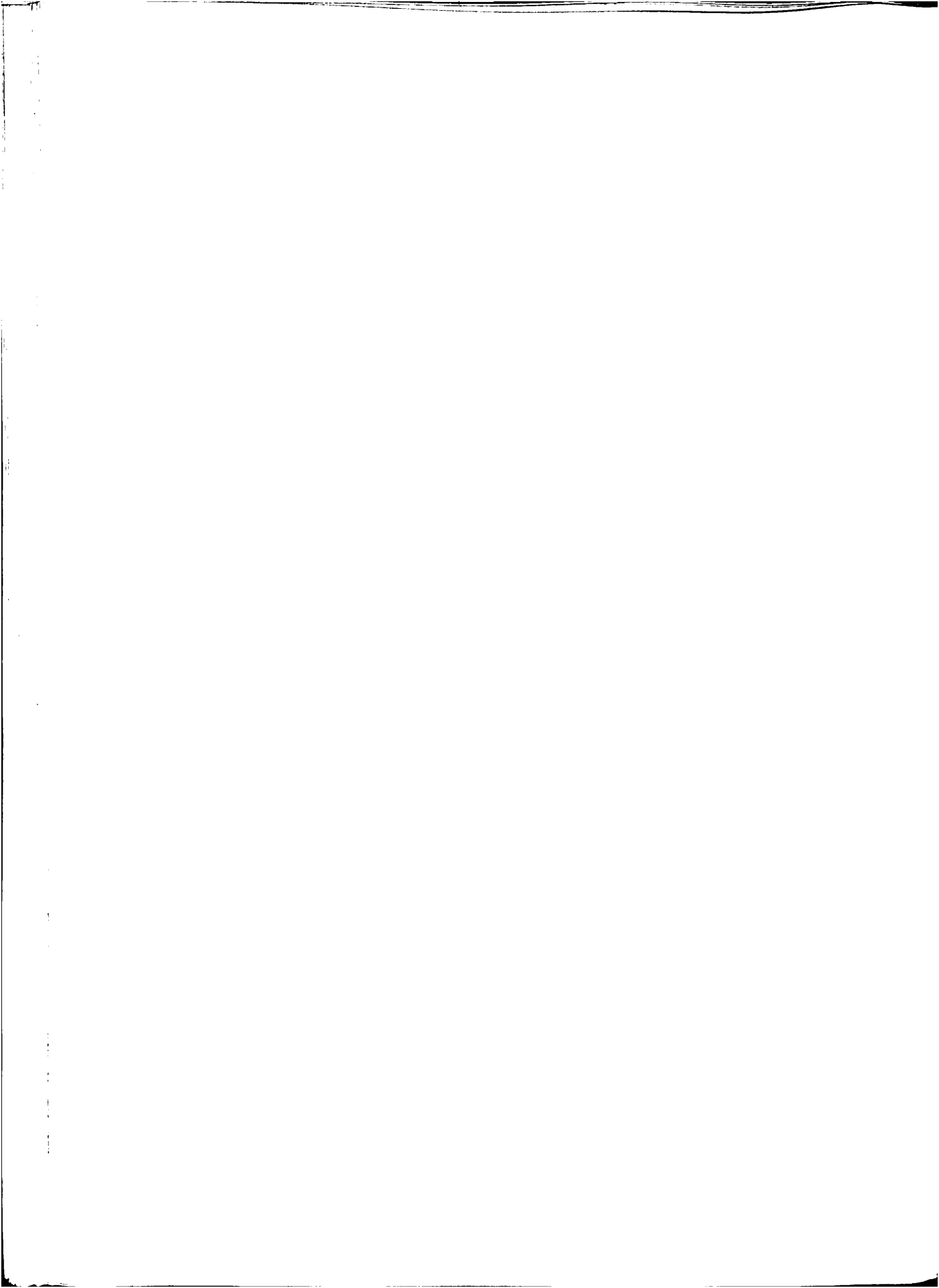
Lists the honours and awards for the war, including citations for gallantry awards and lists knighthoods, mentions and other awards.

£4.40

War in the Falklands, 160 pages, 100 colour photographs, 50 black and white photographs.

Comprises photographs taken by the troops involved.

Case £8.95



M. Hastings and S. Jenkins

The Battle for the Falklands, includes 16 pages of photographs and 12 maps.

Hastings, a newspaper reporter, was present at most of the significant operations in the campaign. Jenkins provides background on the political and diplomatic manoeuvring.

Case £10.95

Robert Fox

Eyewitness Falklands

Fox, a BBC radio reporter was one of the few reporters who covered the land battles. This book contains eight pages of photographs which have not appeared previously and includes much material censored from his broadcasts. He comments on the performance of Argentine as well as British troops.

Dobson/Miller/Payne

Falklands Conflict, 213 pages, 32 photographs.

Published too soon after the surrender of Port Stanley to be of much value, this account relies heavily on newspaper reports and is very much a 'popular' work.

Card £2.00

B. Bishop and J. Witherow

Winter War, 160 pages, 8 photographs.

This work covers the major actions and contains a detailed account of the 3rd Battalion The Parachute Regiment's attack on Goose Green and the involvement in the campaign of the shadowy Special Air Service and Special Boat Service.

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A. Preston

Sea Combat off the Falklands, 160 pages, 16 pages of colour photographs, 40 black and white photographs, drawings.

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A history of the islands and background to the dispute.

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A Message from the Falklands, 203 pages, 5 photographs.

This remarkable book comprises the letters of Lieutenant David Tinker, RN, who served aboard HMS Glamorgan and was killed two days after the Argentine surrender. It contains Tinker's opinions on what he described as an 'unnecessary war'.

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The Falklands War: A visual diary, 128 pages, over 100 illustrations.

The record of an official war artist including anecdotes, £10.95.

PETER STANLEY



SOCIETY NOTES

Election of Officers

Nominations are called for the following positions on Federal Council which become vacant on 1 July 1983:

Federal President

Vice President

Secretary

Treasurer

Nominations should be in the hands of the Federal Secretary no later than 30 April 1983. Financial members only may be nominated.

Annual General Meeting

The Annual General Meeting of the Society will be held at the Australian War Memorial at 8 pm Monday 18 July 1983. The incoming Federal Council will take office at this meeting.

Members' Wants

The following medals to complete groups:

- 1939-45 Star, Pacific Star, 1939-45 War Medal, Aust Service Medal to H 1010 MC CAMERON RANR
- 1939-45 Star, Africa Star, Pacific Star, Defence, 1939-45 War Medal, ASM to 11000 PJ HYDE RAN
- Pacific Star, War Medal, ASM to WJ HONEYBUNN RAN
- 1914-15 Star to 1125 PO LADHAMS RAN

Details to AO CHAFFEY, PO Box 1381, 7250 TASMANIA

Letters to the Editor

The Editor

Sabretache

Sir

Further to Hank Vazenry's letter in Sabretache, October-December 1982, Vol XXIII, Number 4 regarding the correct spelling of Private Stuart's name in the N.S.W. Contingent to the Sudan I would suggest that Stuart not Stuard is correct.

In all the lists published in the Sydney Morning Herald prior to the departure of the Contingent he is listed as Private George Graham Harry Stuart. The official medal roll held by the War Office also lists him as G.G.H. Stuart.

Michael Downey

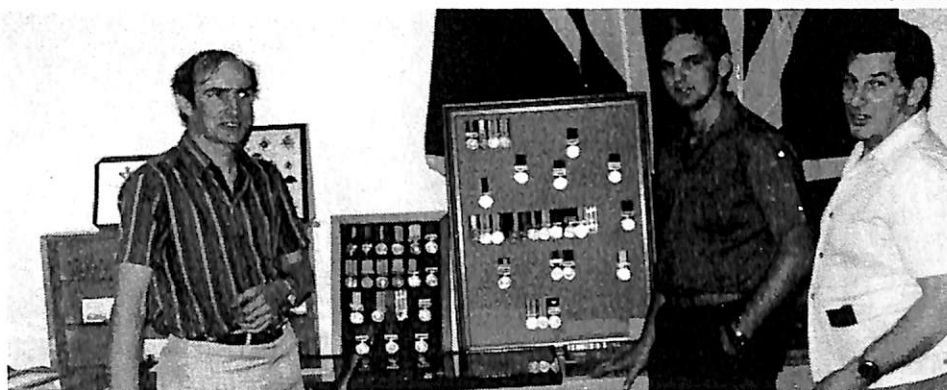


Sir,
In "The Australians In Macedonia" (Sabretache, July-September 1982, Vol XXIII, Number 3) it was stated that Lieut. R.N. Cohen, of Sydney, was not mentioned in official records. Subsequent advice (from the Australian Jewish Historical Society and Major-General Paul Cullen) has provided an explanation. Ralph Neville Cohen changed his name to Cullen when he enlisted and was commissioned in the 5th Bn Royal Irish Fusiliers.

Second Lieut. Cullen was killed in a Bulgarian bayonet attack on a rocky peak on Kosturino Ridge near the Greco-Bulgarian border north of Lake Doiran at dawn on 6 December 1915. He thus became the first Australian killed in action in Greece (Lieut. D.H. Glasson, shot down in the air over the Greco-Serbian border in March 1917, was the second).

You may also like to note that Lieut. Cecil Weaver, of Sydney, also served in the Macedonian Campaign, in 7th Bn the Royal Berkshire Regiment, 78th Bde, 26 Div, and that Lieut. Cecil McAdam, RAMC, of Melbourne, served there with the 27th CCS, attd 79th Bde, 26 Div. The current total of 39 identified Australians is, of course, not complete.

Yours sincerely, Hugh Gilchrist



Western Australia Branch members with some of their exhibits: left to right, P. Shaw (Branch President), S. Danaher and A. McGrath.

Report on 25th Anniversary Display Held By Western Australian Branch

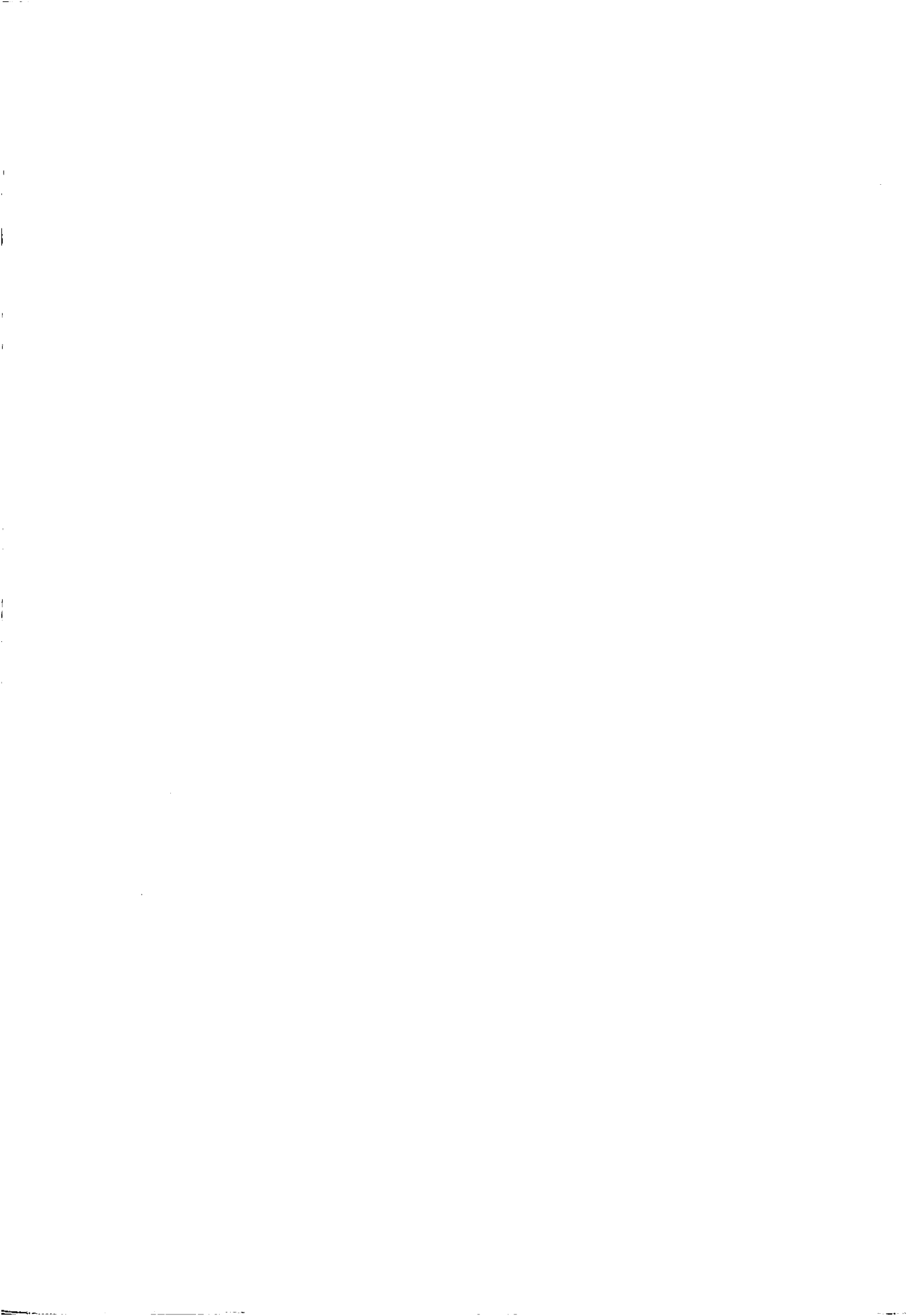
The Western Australian Branch indicated to Federal Council in 1980 that it would mount some form of display to help mark the Society's 25th Anniversary in 1982. During 1981 further discussions were held within the Branch and it was decided to approach the Army Museum of Western Australia to seek their co-operation in participating in the display.

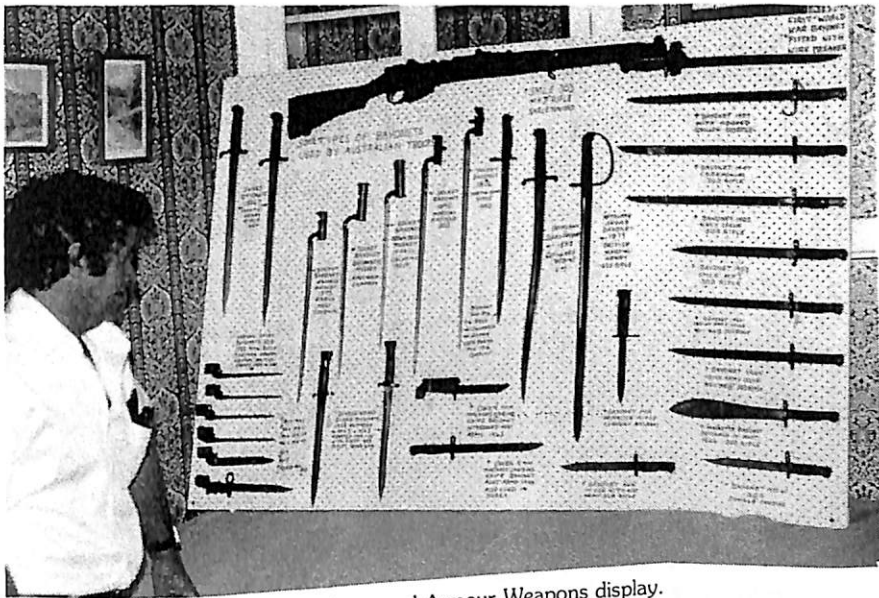
The Museum agreed to participate and to allow its facilities to be used for the display and the W.A. Branch formed a small sub-committee under the chairmanship of the Branch President to carry out preliminary planning. Two other organisations were invited to participate in the display and sent representatives to a sub-committee meeting held at the Army Museum early in 1982. These organisations were:-

- The Western Australian Arms and Armour Society
- The Australian Military Vehicle Collectors Society (W.A. Group).

The target date set for the display was the weekend of 30-31 October 1982 and it was decided that this should be in the form of a Museum open weekend, with the main attraction being the Military Historical Society 25th Anniversary display.

The representatives of all participating organisations were asked to canvas their members for those willing to put on exhibits from their own collections, and to help man the displays. As time drew closer a final register of all proposed exhibits was compiled in order to ensure adequate display space would be available and to avoid duplication of similar exhibits or items where possible. The Army Museum indicated it would be able to assist in obtaining additional tables for the display purposes and these were requested in advance from the Army. The Museum Library together with one other small office on the ground floor of the building was earmarked for display purposes and the Museum managed to acquire the use of an additional room on the first floor of the building for exhibitors to set up their displays. No attempt was made to integrate various member's displays with the fixed displays belonging to the Museum itself, thus allowing full use of the available space in the building to be made. The wheels were therefore set in motion and the major tasks left to the sub-committee were the finalisation of the exact times and format of the display week-end itself and the publicity and advertising.





Part of the Arms and Armour Weapons display.

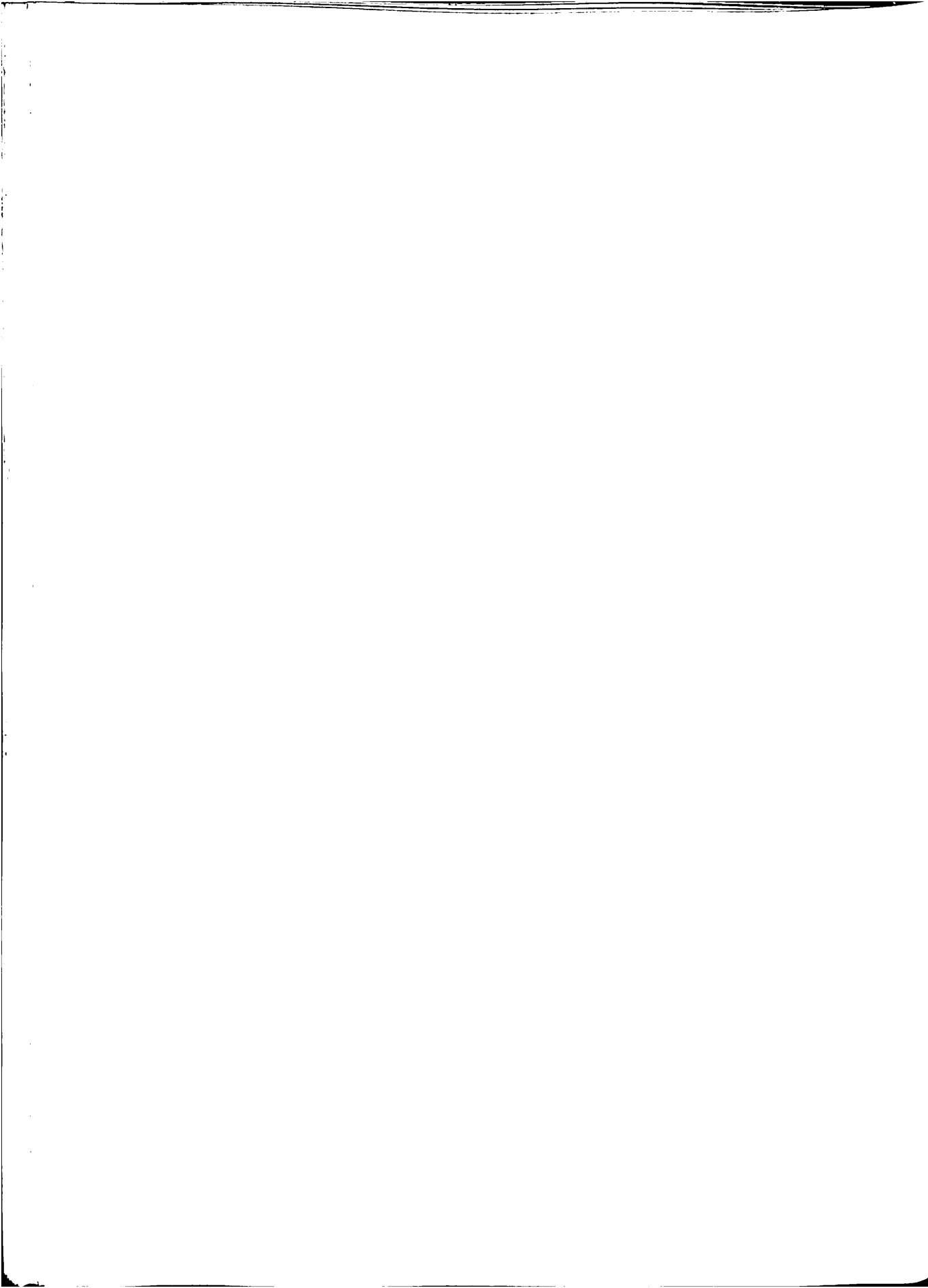
An approach was made to the Commander of 5th Military District, Brigadier R.F. Lloyd, OBE, MC to officially open the display on the afternoon of Saturday 30 October, and the Western Australian branch was delighted at his acceptance of this invitation. The Brigadier and his wife spent over an hour viewing the various exhibits mounted by members of the Military Historical Society and the W.A. Arms and Armour Society, ranging from campaign medals, badges, uniforms, helmets to revolvers, bayonets and rifles of various vintage. (The support given to the display by the Military Vehicle Collectors Society was somewhat disappointing, with only one member's vehicle entered in the display in the Museum's outside grounds.) They showed considerable interest in a number of the exhibits and were quite surprised at the degree of specialisation and knowledge that members of the participating organisations showed in their own areas of interest. Also among the official guests were the President of the Army Museum of Western Australia, Lt.-Colonel R. Everington, ED, and his wife, together with other members of the Museum's Board of Management.

A total of six W.A. Branch members mounted exhibits for the display mainly covering medals and badges, with one member putting on show his great-great-Uncle's Yeomanry sword and a helmet and Sabretache belonging to his Grandfather who served in the 2nd West Yorkshire (Prince of Wales' Own) yeomanry Cavalry from 1868 to 1886. A selection of military models supplied by two members helped to add variety to the exhibits. The Western Australian Arms and Armour Society gave tremendous support with a total of eight members mounting exhibits of edged weapons and firearms.

Advertising for the display was limited to some newspaper coverage, ABC Radio announcements and the distribution of circulars to members of participating organisations, some Army units and ex-service organisations. A total of between 250 to 280 people attended over the weekend, with approximately 60 to 70 present at the official opening on the Saturday afternoon. Not what one may call a large crowd, however considering the limited advertising and the fact that militaria was the only draw-card, the participants felt that their efforts were worthwhile. It was felt that with a more intensive and earlier organised publicity campaign, the display could have drawn larger crowds of the general public.

As part of the 25th Anniversary display weekend the W.A. Branch of the Military Historical Society with support from the Army Museum of Western Australia, put on a wine and cheese evening on Saturday 30 October at 6.30 p.m. for members of participating organisations, the Museum Board and Staff and wives and friends. This proved a very successful evening and helped bring members of all participating organisations together on a social basis. In conclusion the display can be rated as a success and the Western Australian Branch has felt that it played its part in helping the Society celebrate the 25th Anniversary of its foundation during 1982.

PETER SHAW



WAR & SOCIETY

WAR & SOCIETY is a new historical journal published by the Department of History, University of New South Wales at Duntroon. It aims to attract articles dealing with the causes, experience and impact of war in all areas and periods of history. While articles dealing with operational and technical aspects of war will be considered for publication, the joint editors intend to stress a broader approach to the study of war rather than narrow military history.

WAR & SOCIETY will be very much an international publishing venture. Articles have been received from leading scholars in France, West Germany, Britain, Canada and the United States, as well as from historians in Australia and New Zealand. Each issue will reflect both the international character of the journal and the range of subjects covered by the journal's title. Thus the first issue (May 1983) contains articles on changes in warfare in fourteenth century Tuscany; new ways of looking at the battle of Volparaiso, 1814; suggestions for further research on the 1930s policy of appeasement; as study of the different treatment afforded various ranks while prisoners of war; and an overview of the dilemmas posed to the United States by the nuclear arms race.

The journal will be published twice a year, in May and September. Subscription rates are \$12.50 for two copies; \$24.00 for four copies. A limited number of complimentary copies of the first issue will be available. All enquiries should be addressed to the Joint Editors, **WAR & SOCIETY**, at the Department of History, UNSW at Duntroon, ACT 2600.

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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. Jul.-Sept. edition mailed in the last week of Sept.
Apr.-Jun. edition mailed in the last week of June Oct.-Dec. edition mailed in the last week of December.

ADVERTISING

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

Commercial advertising rate is \$120 per full page; \$60 per half page; and \$25 per quarter page. Contract rates applicable at reduced rates. Apply Editor.

Advertising material must reach the Secretary by the following dates:

1 January for January-March edition 1 July for July-September edition
1 April for April-June 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:

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