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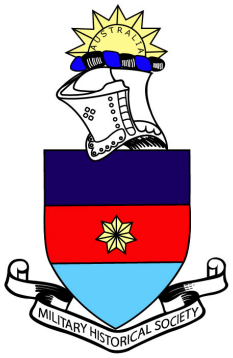

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SABRETACHE

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Contributions in the form of articles, book reviews, notes, queries or letters are always welcome. Authors of major articles are invited to submit a brief biographical note. The annual subscription to *Sabretache* is currently $20.

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SABRETACHE

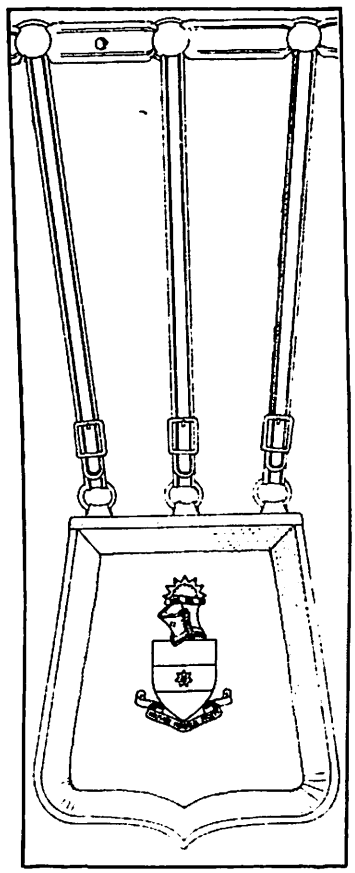
Media history Military historians may be interested in the comments of the General Editor of the *Australian Dictionary of Biography*, Dr Geoffrey Searle, contained in the ADB's newsletter of March 1986, on the treatment of historical subjects in Australian films and television:

I have the impression that many historians are perturbed by the treatment of historical subjects in Australian films and TV. There have been some deplorable recent examples such as the TV treatments of Kingsford Smith and of Tom Roberts and other painters of the Heidelberg school. 'The Anzacs' was an interesting case: there seems fairly wide agreement that it was good on the micro level, based as it was on very careful research, and bad on broad matters of context and interpretation.

What we are up against is the general assumption that anyone can be a historian or biographer. What should concern us most is how often devoted attempts by hard-working enthusiasts to get things historically right turn out so badly. The frequent deliberate historical distortions for the sake of the plot or for coherent presentation, with which we are so familiar, is a separate question, difficult but perhaps not so important.

If I am, in some limited sense, the custodian of national biography, how widely does my writ run? Historians in general need to be careful not to give any impression that there is any correct biographical or general historical interpretation which should be followed. But the case for condemning or trying to guard against stupid and shallow interpretations seems to me to be strong.

At all events, in the face of so much powerful popular miseducation, I have taken the view that historical organisations should be encouraged to state firmly that the record so far has on the whole been very disappointing, especially by British standards, and to encourage consultation with film and TV interests; and that the ADB is prepared to participate in relevant cases.



Cowra break-out medal At a quiet gathering at Willoughby in July 1985, eighty-three year-old Miss Beatrice Hardy handed over to the War Memorial the George Cross awarded posthumously in 1952 to her brother, Private Ben Hardy, for his gallantry during the Cowra POW break-out in August 1944.

Private Ben Hardy was on duty at Cowra on the night of the break-out as a member of a Vickers machine-gun crew guarding the compound in which were interned over 1000 Japanese prisoners of war. On the night of 4–5 August the prisoners, armed with knives, baseball clubs and other weapons, staged a mass break-out and stormed the machine-gun post. Private Hardy and Private Ralph Jones stood their ground and continued to work the gun until bashed to death. This break-out, the most serious experienced in Australia, resulted in the deaths of three Australian soldiers and 234 Japanese.

War Memorial bookshop Expansion of the Australian War Memorial bookshop to Australia's largest outlet for military literature is part of the long-term rebuilding program taking place at the Memorial.

Stocking around 4500 titles from Australian and overseas publishers, the shop presents the entire range of Australian military history from colonial days to the present. In addition to history titles, it carries publications on a variety of related subjects including biography and art, as well as popular and technical titles. An exclusive range of high-quality art prints, posters, figurines and souvenirs based on the Memorial's collections, together with video and audio cassette material and a wide range of popular model construction kits are also carried. Latest additions are official RAN and RAAF unit badges in silk on cloth.

An extensive Australia-wide mail order service is in operation and the bulletin *Shop News*, aimed at keeping subscribers up to date on recent releases, is available on request. If you would like to receive *Shop News* regularly, send your name, organisation (if any) and address to Stewart James, Commercial Operations, Australian War Memorial, GPO Box 345, Canberra, ACT 2601.

The Soudan We have received advice from the New South Wales Military Historical Society that they have joined with the Royal New South Wales Regiment to publish *Soldiers of the Queen—war in the Soudan*, by Colonel Ralph Sutton, to commemorate the centenary of the departure of the NSW contingent to the Soudan on 3 March 1985.

The book has been produced in a limited edition of 1000 copies. It has 352 pages including 12 illustrations in full colour and many in black and white. The recommended retail price is $34 but it is available to members of the MHSA at $27 plus packing and postage. Further details may be obtained from the Honorary Secretary of the NSW Military Historical Society, 12 Irvine Crescent, Ryde, 2112.

David Wilson

'Dash tempered with discretion'

CIRCUMSTANCES, deeds of valour or dedication build members of the armed services into public figures. A short period of public acclaim may be followed by relative obscurity and, in some cases, lonely death. Such was the case of Squadron Leader Grahame Pockley.

Harold Grahame Pockley was born at Graceville, Queensland, on 5 February 1913. The family moved to New Zealand in his youth and he received part of his schooling in that country before the family returned to Australia, to Mosman, NSW. Grahame completed his education at Sydney Church of England Grammar School prior to finding employment as a jackeroo in the Riverina district of southern NSW and, immediately before enlistment in the Royal Australian Air Force, selling Ford cars in Sydney. He had served in the militia for a year, attaining the rank of bombardier with the 1st Anti-Aircraft Battery.

Holding an 'A' Class civilian pilot's licence before enlistment would have helped Grahame gain an 'Above Average' rating at No. 1 Elementary Flying Training School, Richmond, NSW, where he undertook training after his enlistment as a cadet on 8 January 1940. In his own words, he 'was one of the last two batches of pilots trained under the cadet system just before the Empire Air Training Scheme began',[1] and was posted to No. 22 Squadron on 11 March 1940, before joining No. 3 Squadron two months later. He served with this squadron only until 17 June when he joined 'B' flight of No. 4 Squadron at Richmond. The training involved camera gunnery, photography, map reading and message retrieval. Whilst with these units, he flew single-engined Hawker Demon and twin-engined Avro Anson landplanes.

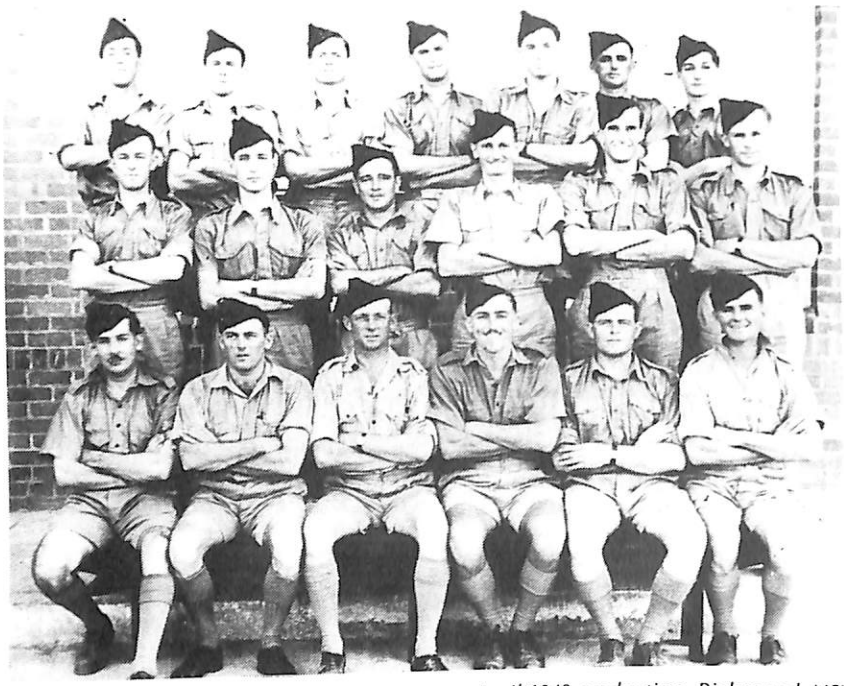
Commissioned as a pilot officer on 27 July 1940, Grahame celebrated by marrying Joyce Agnes Price before attending No. 9 Navigation and Reconnaissance course at the General Reconnaissance School, Laverton, Victoria, which he completed on 1 November. From this course, Grahame was posted to the Seaplane Training Flight at Rathmines, NSW, where he completed his conversion to Supermarine Seagull V amphibian aircraft on 10 December.

Posted to No. 10 Squadron, Grahame underwent embarkation proceedings at No. 2 Embarkation Depot before boarding the *Empress of Russia* on the 28th for the voyage to Canada. In common with other transient personnel, he would have enjoyed the Rocky Mountains scenery and the Canadian plains during the train trip to the east coast before onward movement to the United Kingdom by the first available convoy.

10 Squadron RAAF had been formed at Point Cook, Victoria during 1939. Crews were sent to the United Kingdom to ferry the unit's Short Sunderland flying boats to Australia but upon the outbreak of war in Europe, the Australian government offered the squadron for operations in that theatre. By the time Pockley joined it in 1941, the unit had established an enviable record within Coastal Command. During early 1941 the Command was under considerable pressure, with its very limited resources spread widely including Gibraltar, Iceland and the Middle East. 10 Squadron was one of the few Sunderland squadrons available for the anti-submarine campaign. Even so, these capable aircraft were called upon to undertake roles for which they were not entirely suitable.

As a result of losses from German submarines in early 1941, it was decided to route convoys 'north about' Ireland. To give air cover to these convoys, a seaplane base was established at Oban, on the Firth of Lorn, Argyll, Scotland. On 12 March 1941, Grahame left by train for this destination to commence his 'apprenticeship' with the 10 Squadron detachment based there. The first of his 47 flights as a first or second pilot was typical of the period. On 19 March, he was second pilot to Flight Lieutenant Costello on convoy escort duties. The convoy was contacted at 1010 hours, just after it had been attacked by enemy aircraft, which had sunk one vessel and damaged another which had to return to the Clyde for repairs.

The pattern of patrols was one of 8 to 15 hours of boring, uneventful hours of eye and nervous strain. The highlights of Grahame's apprenticeship were when he was detailed, as a second pilot to Squadron Leader I. Podger, to transport a Beaufighter squadron maintenance crew to Malta, via Gibraltar. The task commenced on 27 April



RAAF Intermediate Course, January 1940 entry—April 1940 graduation, Richmond, NSW.

Back row: Air Cadets Mason, Gulliver, White*, Wiesner*, Stumm*, Brown, Gabriel.*

Centre row: Air Cadets Birley, Stewart, Smith*, Dalkin, Yeowart, Beeston*.*

Front row: Air Cadets Fowler, Johnson, Pockley, Ross, Upjohn, Walsh*.*

** Killed in 1939–45 war (nine out of 19).*

and the aircraft did not return to Mount Batten until 4 May. The situation at Malta necessitated the Sunderland being hangared to protect it from the incessant air raids and these, combined with bad weather, delayed the return flight to Gibraltar, carrying as passengers a group of Fleet Air Arm pilots. Further excitement occurred when, on 27 May, whilst searching for the German battleship *Bismarck*, the Sunderland was intercepted by a Heinkel 115 floatplane. After some exchange of fire, the enemy aircraft discontinued the contest, leaving the Sunderland to complete its patrol. As they flew on a submarine was sighted but submerged before it could be attacked.

Grahame saw the personal tragedy of war in late May, when he attended the funeral, as the squadron representative, of Leading Aircraftman N. Raine at Holyhead. Raine had been a member of the crew of Sunderland T9075, which crashed at sea on 29 April.

On two occasions, Grahame was a member of a crew which sighted enemy submarines. On 4 July, flying as second pilot to Flight Lieutenant Costello, the crew spotted a submarine at 1.22 in the morning. The aircraft turned 'up moon' but the sighting was made too late for the submarine to be attacked. The second incident occurred on 29 September, when his captain, Flight Lieutenant Havyatt, depth charged a slow moving oil patch. One of the last flights made during his 'apprenticeship' was to Gibraltar on 19 October, the passenger list including H.R.H. the Duke of Gloucester and the Commander of Force 'H', Admiral Sir James Somerville.

The apprenticeship was typical of that undertaken by junior pilots of the squadron. It covered a time span of some twelve months, in which little action was seen, but many hard lessons relative to Coastal Command operations were learned. Subsequent events proved that the lessons had been learned well.

Grahame was promoted temporary Flight Lieutenant on 1 March 1942 and undertook his first operational patrol as a captain on the 9th. He had previously captained an aircraft on transit flights and on the delivery flight of W4004 from Short Brothers' works at Rochester.

It was on his third operational flight as captain that the chain of events commenced which was to give him publicity and fame. The weather was fine, with visibility of 10 to 12 miles off Biarritz, France where W3983 was flying on an anti-shipping patrol. At 0724, the crew sighted a fifty to sixty-foot launch. As the Sunderland flew past

the target, two enemy aircraft were sighted at 2000 feet. The Sunderland dived to sea level, the enemy aircraft disappearing into the cloud at 2000 feet. Graham returned to the launch, diving out of the sun from 1400 feet to 400 feet, his nose and tail turrets firing as they came to bear. Unfortunately, the depth charges 'hung up' on this pass and it was not until the third pass that four could be dropped, blowing the target forward on the wave caused by the explosion. Graham attacked again with three depth charges, the nose and tail turrets again scoring hits. As the aircraft was forced to dive to sea level by the approach of a low-winged enemy aircraft, survivors were seen to be hurriedly manning dinghies. The Sunderland was shadowed to within twenty miles of Plymouth, where Spitfires shot down the intruder. When Pockley left it the launch appeared to be settling by the stern but it was not, in fact, sunk.

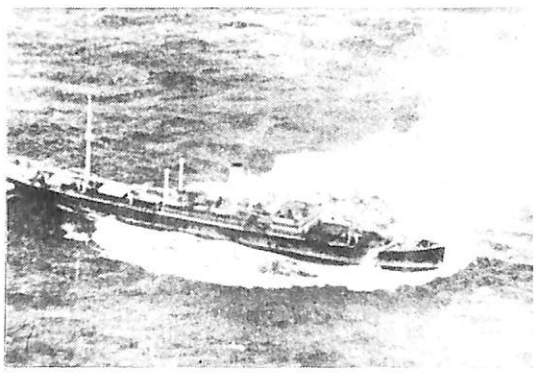
Ten uneventful patrols later, on 8 May 1942, an oil streak was sighted three miles astern of the Sunderland. Turning about, three depth charges were dropped from a height of fifty feet, 200 yards ahead of the oil bubbles. Following this attack, Grahame dropped four depth charges across the suspected submarine, which appeared to alter course, leaving an increasing trail of oil bubbles. Another Sunderland and a Lockheed Hudson joined the fray, the former attacking, but no further damage was observed.

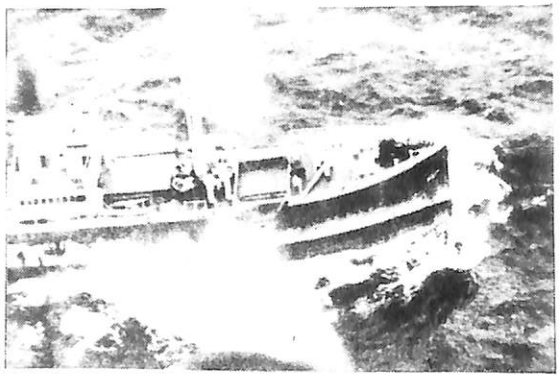
On 15 May, on a transit flight to Gibraltar in W4020, Grahame and his crew were flying off Cape Villano when they sighted a merchant vessel at a range of twenty miles. There appeared to be a submarine alongside this vessel, which was armed with a heavy gun forward and machine guns on the bridge.[2] On the aircraft's approach the submarine dived and a closer inspection of the merchantman did not elicit evidence of flags or colours. Grahame reported the sighting, but received orders not to attack at this stage. Flying some twelve miles away before returning, the Sunderland crew now found that the merchantmen was flying the British ensign and exhibited a large RAF cockade on the hatch. Grahame circled, signalling 'OK'. At 1235, he attacked, dropping two 300-pound depth charges fifty feet ahead of the vessel. The merchantman now went full astern, opening fire. The Sunderland gunners replied, raking the bridge. Graham circled before diving through a small amount of large calibre flak to strafe the vessel. The Sunderland attacked again from 300 feet, dropping two depth charges, which exploded to the front of the bows. During this attack intense light flak was encountered but the ship reduced speed significantly and commenced smoking from the funnel. Grahame attacked again on three occasions from 300 feet, the three depth charges falling within 30 to 50 feet of the target. The final bombing attack took place at 1301, and was followed by seven machine gunning passes from the beam, bringing all the Sunderland's guns to bear on the vessel's bridge. In all, some 3500 rounds of ammunition were expended.

The Sunderland was now ordered to shadow the vessel, which was later identified as the *Munsterland*, a 6048-ton blockade runner. Grahame did so until 1414, when he was ordered to continue his flight. At 1710, he advised Gibraltar that he was short of fuel and at 1950 force-landed off Tarifa. From here, an RAF pinnace towed the Sunderland the 15 miles to Gibraltar.

Three appears to have been Grahame Pockley's lucky number. On his third anti-submarine patrol from Gibraltar, on 28 May, W4020 took off at 1040 and at 1344 an oil streak was sighted east-north-east of the aircraft, between Algiers and the Balearic Islands. Closing to investigate, a 600 to 850-ton submarine was sighted from a range of five miles.

The Sunderland attacked from 1000 feet, but the submarine turned sharply to port, using its heavy calibre forward gun and light anti-aircraft





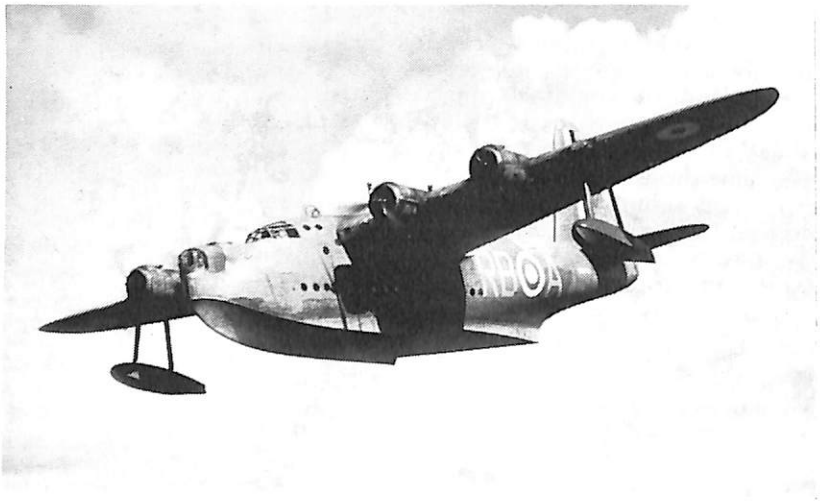
Attacks on the ***Munsterland***

weapons to put up a curtain of fire which forced the aircraft to take violent evasive action. Circling to work out his tactics, Grahame decided to attack at 1415. With machine guns blazing, the Sunderland was unable to position itself to release its depth charges. Two minutes later, with the submarine still turning to port, Grahame attacked from astern through intense light flak, dropping four 300-pound torpex depth charges from 40 feet. The charges exploded some 30 yards off the target's starboard bow. Only the DCs on the starboard racks had released and the charges from the port side were man-handled to the starboard side by Leading Aircraftman Bob Scott.[3] While this laborious task was being undertaken, the Sunderland orbitted the submarine which fired heavy calibre weapons at it when it closed to a range of less than three miles.

discharge on 11 July. Whilst in hospital, he received news that he had been awarded the Distinguished Flying Cross, the citation for which read:

> This officer has completed a large number of operational sorties against shipping both by day and by night, and has inflicted damage on both Naval and Merchant ships. His skill, tenacity and coolness under fire has set an inspiring example.[4]

Back on operations on the 19th, Grahame carried out three uneventful patrols. On his next patrol, flying W3983 at 1500 feet, an oil slick was sighted at 350 degrees, five miles away. After alerting a co-operating escort vessel, he dropped a smoke float before twice attacking. The escort vessel was now one mile north-east of the



Short Sunderland RB-A of 10 Squadron, RAAF. (RAAF Official)

At 1537, a message was received that assistance in the form of three Hudson aircraft was on its way. Not waiting for the Hudsons, Grahame attacked again at 1642. Again he approached from astern, releasing his remaining depth charges from a height of 30 feet. This pattern straddled the submarine, apparently denting the port side forward of the conning tower and the bow plates. The submarine reduced speed to 3 to 4 knots and appeared to have difficulty maintaining course. With no more offensive weapons, Grahame could only await the arrival of the Hudsons. Even then, gremlins which had caused the aircraft's tail guns to malfunction after each pass also claimed the wireless as a victim, forcing the Hudsons to be homed to the area by Very lights. The Sunderland departed the scene after the Hudsons' arrival, alighting back at Gibraltar at 2250, with slight damage caused by machine gun bullets.

Grahame had an enforced rest from operations from 15 June when he was admitted to the Royal Navy hospital at Devonport, Plymouth until his

suspected submarine, but at 1030 advised that it did not have an Asdic contact.

Three more uneventful patrols were flown before Grahame had a change of routine. Between 2nd and 9th August, he flew the Air-Officer-Commanding Coastal Command, Air Marshal Sir Philip Joubert de la Ferte to Stranraer and then to Invergordon before returning to Mount Batten.

On his very next patrol, Grahame attacked a surfaced Italian submarine, the *Reginaldo Guiliani*, which had earlier been attacked by Flight Lieutenant Wood of 10 Squadron. A radar sighting was reported to base at 1020, this being 30 degrees off the Sunderland's port bow at a range of eight miles. Grahame, in cloud, tracked the blip until it was sixty degrees and at four miles range. When the cloud cover evaporated, the Sunderland dived to force the submarine to do the same. The submarine opened fire at a range of two miles. Grahame orbitted at a range of one to two miles, and was joined by Wood, who attacked again. Grahame followed, diving from 1500 feet astern

dropping two 250-pound semi-armour-piercing bombs, which fell 100 yards to starboard of the target without exploding. The intense anti-aircraft fire from the submarine was answered by his gunners who were given every opportunity to show their skills. Repeated machine gun attacks were made by Grahame's aircraft from heights varying from 400 to 1500 feet. A second bombing attack was met by heavy flak, which his gunners silenced. Unfortunately the bomb fell 70 yards astern and the aircraft suffered several hits from light flak. A concerted attack was being organised between Pockley, Wood and Buls (from 461 (Sunderland) Squadron, RAAF) when they were all ordered to continue their tasked duties.

The effectiveness of the initial attacked may be judged from a plain language message intercepted from the submarine. It stated: 'Am being attacked by Sunderland. Captain killed. Killed and casualties among crew. Require immediate air protection. Viva. First Lieutenant'.[5] This same submarine was extensively damaged by a Wellington aircraft on the following day, and was forced to seek refuge at Santander, Spain.

Incident and Grahame were never far apart. On 7 September, whilst flying W3983, he was detailed to undertake a convoy escort. At 3.30 in the morning a signal was received from base, advising that 'you have carried away balloon. Return to base at dawn if necessary'.[6] It was not necessary, no damage having been done to the aircraft. At 9.07 the Sunderland met the convoy, which consisted of four destroyers escorting the torpedoed battleship, HMS *Ramillies*.

Grahame's coolness was exemplified two days later. On an anti-submarine patrol, a weak radar contact was received at 1435, at a range of 18 miles off the aircraft's port bow. Descending from 3000 feet through cloud, the crew sighted the wake of the suspected submarine five miles away. Ascending into cloud again, the Sunderland tracked the target by radar, breaking cloud for the second time within three miles of the victim, turning toward the submarine at 400 feet. From one and a half miles, it was evident that the submarine's crew was still on the conning tower. Intending to attack as the submarine dived, Grahame circled to starboard at a distance of one mile from the target. As the submarine dived, the Sunderland attacked at 45 degrees to the vessel's starboard bow, dropping six torpex depth charges from a height of fifty feet. The explosions straddled the boat's bow, two landing directly on the conning tower. The Sunderland made another pass, dropping a smoke float as a marker in the area now covered in heavy oil bubbles. Using standard 'baiting' tactics, Grahame flew away, returning to the scene 37 minutes later, but there was no more evidence of a sinking.

After an uneventful patrol on the 12th Grahame combined with Pilot Officer Tom Egerton and Flying Officer Kerv Beeton in forcing the Motor Vessel *Belgrano* into a Spanish port on 3 October. Grahame attacked from 4700 feet, diving through heavy multi-coloured flak to drop two 250-pound bombs and six depth charges. The bombs straddled the ship's bow and the DCs exploded to port. The *Belgrano* fought back, forcing Grahame to take violent evasive action and finally circle it at a range of three miles, out of anti-aircraft gun range.

Six more patrols were undertaken before Grahame completed his operational tour. The only incident of note was when a suspected periscope wake was sighted on 4 November. His last patrol was undertaken on the 12th. Three days earlier, Grahame had been notified of the award of a Bar to his Distinguished Flying Cross. On the 23rd he travelled to London to be presented with this decoration, the citation for which read:

> This officer is an outstanding pilot and captain. Within the last six months he has destroyed two and damaged three U-Boats, destroyed one R-Boat and a 6000 ton merchant vessel. His success has been achieved as a result of sheer hard work combined with great skill and determination.[7]

Grahame was now a public figure, being dubbed 'Pockley of Pockley's Corner' by contemporary newspapers. With the seriousness of the situation in the Atlantic, it is not surprising that a popular hero was required. Grahame's activities certainly provided material for the creation of such a hero. A typical story from a current newspaper, complete with exaggeration and wartime propaganda, follows:

Daily Herald — Tuesday, September 22, 1942.

They call him the U-Boat magnet.

Coastal Command now has more aeroplanes than the entire RAF possessed at the beginning of the war—and that means hundreds of aircrews, most of them employed in the war against U-boats.

But one pilot differs from most of the rest in his phenomenal luck on his patrols. He sights U-Boats so much more often than the others that his colleagues call him 'the U-Boat magnet'.

He is Flt-Lieut. H.G. Pockley, of Randwick, New South Wales, the captain of 'R for Robert', a Sunderland flying boat that hunts the U-Boats as they cross the Bay of Biscay on their trips to and from the Atlantic shipping lanes.

Pockley recently caught an Italian U-Boat on the surface, and despite the weight of the giant four-engined flying boat he attacked in a dive so steep that a Stuka would not have been disgraced by its angle.

Flight Lieutenant H.G. Pockley, DFC and Bar. (RAAF Official)

Gun Battle

The bombs must have damaged the submarine, for the Italians remained on the surface and fought a gun battle with the Sunderland, which scored many hits on the conning tower and deck.

The Italian guns ceased firing.

Another Sunderland and a Wellington came along, and after their bombs had fallen a number of Italians wearing only red and yellow bathing trunks, dived overboard. The U-Boat slid under at an angle which clearly showed it was not under control. A few days later 'Magnet' Pockley surprised a German submarine on the surface and scored bomb hits which sent it under amidst masses of air bubbles. These are but two of his attacks. In a few weeks he has made several.

A better balanced assessment of Pockley and his achievements is presented by John Herington in his Official History, *Air war against Germany and Italy, 1939–43:*

Pockley was overestimated by some of his contemporaries and underestimated by others. His engagements were magnified in popular accounts until he assumed the status of 'The U-Boat Magnet', while some of his fellows, perhaps influenced by his self-conscious itch for action, dismissed him as being lucky. Although not in all respects a great pilot, he was an outstanding captain of aircraft. He studied, and made his crew study, every aspect of the existing tactical and technical situation, and he had one of the best trained crews at that time serving in Coastal Command. He strove to master the difficulties of pilot-bombing under all circumstances and, although not one of his attacks was fully successful, he did show consistent judgement and accuracy. He represented a new tradition of well trained and single-minded aircraft captains, who, by taking full advantage of the increasing scientific aids available to them, were to bring great changes to the war against U-Boats.

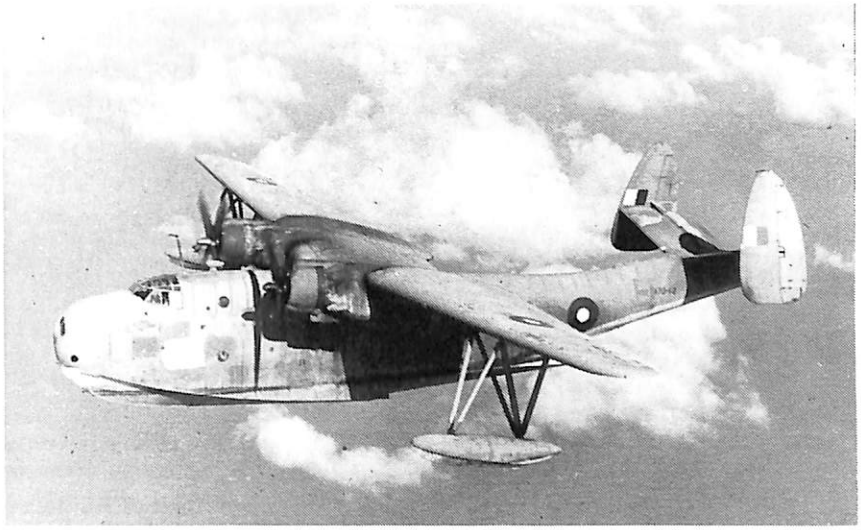
On 16 December 1942, Grahame was posted to RAAF Overseas Headquarters for embarkation to return to Australia.[8]

He returned to an Australia where the tide of war had turned. The anxiety felt by many servicemen during the dark days of 1942 had been supplanted by the sight of ultimate victory. The Japanese had been defeated at Milne Bay and the bloody battles of Buna fought to ultimate victory. Grahame found himself divorced from direct action as a member of the staff at RAAF Headquarters, before being posted as Staff Officer 'T' at Headquarters Eastern Area on 19 May 1943. At least his duties did, on occasion, give him the opportunity to leave his desk. Twice he is recorded as being on temporary duty at Coffs Harbour, NSW, and Lowood, Queensland.[9]

Promoted to Acting Squadron Leader on 1 December 1943, Grahame was posted back to flying duties. He joined No. 41 squadron on the 13th, being attached to that unit's detachment at No. 3 Operational Training Unit at Rathmines, to familiarise himself with the Martin Mariner flying boats with which it was equipped. It was not until 21 February 1944 that he gained his aircraft captaincy again, flying A70–12 from Rathmines to Rose Bay. However, he was appointed a flight commander on 12 August, his commanding officer being Squadron Leader S.R.C. Wood, his old comrade-in-arms from 10 Squadron.

Principal Medical Officer. He returned on the 19th but was instructed not to engage in flying duties until he had been examined by a specialist. Evacuated to No. 3 RAAF Hospital on the 22nd, he did not return to 41 Squadron, being posted to No. 7 Operational Training Unit, Tocumwal to undertake No. 8 conversion course to Liberator aircraft, which he completed to the 'required standard'.

Liberator training behind him, Grahame was posted to No. 200 Flight, Leyburn, Queensland, where he was appointed temporarily in command on 23 February 1945.[11] Even now, the activities of



Martin Mariner A70-12 of 41 Squadron, RAAF. (RAAF Official)

RAAF Mariners were transport aircraft, operating under the auspices of the Directorate of Transport. Based at Cairns, North Queensland, Grahame undertook flights to such ports as Karumba, Horn Island, Port Moresby and Hollandia. Although lacking the excitement of his previous flying, transport duties were no less exacting. Coupled with this were administrative duties which had been avoided in Europe, liaison visits with the Directorate of Transport, discussions concerning the slipways for the aircraft at Cairns and, on occasion, the commanding officer's responsibilities.[9]

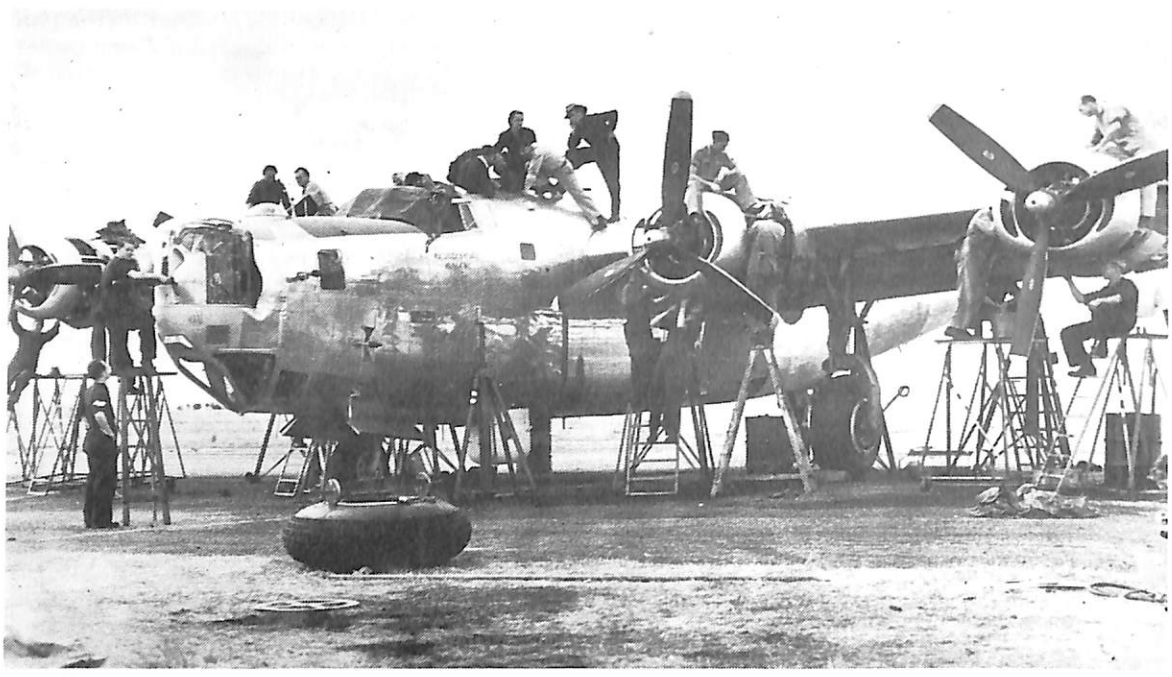
After leave between 18 July and 12 August 1944, Grahame undertook his final flight with 41 Squadron, leaving Cairns for Lake Sentani, Hollandia on 21 September. Routed through Port Moresby, the Mariner was delayed for a day due to extreme weather conditions over 'The Gap'. A70–4 was tasked to transport a maintenance crew to that picturesque lake, to facilitate the operations of the squadron in that area.[10]

This was Grahame's last operational flight in a flying boat. On 17 October, he proceeded to Townsville for a medical examination by the

this unit have not been publicised, as it was controlled by the Australian Intelligence Bureau, and was tasked with the insertion and supply of intelligence-gathering parties behind enemy lines. Secrecy was such that it was forbidden for crews involved in operations to speak about it at any time. It is only recently that this unit's records have been made available for public scrutiny.

The unit being special, the six Liberators on establishment were equally so. The ball and mid-upper turrets were removed, as was the armour plate and the normal radar. 'Rebecca' equipment was fitted to facilitate contact with ground parties. Only 50% of the remaining ammunition capacity was carried. At the rear of the aircraft, a special slide chute for the dropping of parachutists was installed. The dropping of men and supplies called for precise flying and teamwork by the aircraft crew.[12]

On 15 March 1945, three Liberators left Leyburn on the Flight's first operation. These were A73–191 (Pockley), A73–159 (Flight Lieutenant F.J. Ball) and A73–192 (Flying Officer C.I. Cox), and staged through Darwin and Pitoe, on Moratai, to be based at Maguire Field on the island of Mindoro in the Philippines, where they arrived on the 18th.



Servicing B24 Liberator aircraft 'Meddlesome Mattie' of No. 200 Flight, RAAF. (RAAF Official) This is believed to be A72-183 (NX-R).

On the 19th, Pockley and Frank Ball carried out a reconnaissance flight over the target area, code-named Semut 1, located in North Borneo. On the following two days, efforts were made to drop five army personnel into the area, but weather closing in over the target area caused both attempts to be aborted.

On the 25th, both attempted the drop again. Grahame's second pilot and navigator were indisposed so their positions were occupied by Flying Officer Cox and Flight Lieutenant L.F. Day. The other members of the crew on this fateful flight were Flight Lieutenant D.P. Gradwell, Flying Officer R.R. Farmer, Sergeants K.M. Lowe, C.K. Ponting, E.M. Litchfield, R.R. Hale, L.E. Tonkin and K.C. Wilmshurst and Major H. Ellis.

The two Liberators rendezvoused at Mantanani Island near the the tip of North Borneo and proceeded to Semut 1, where an initial reconnaissance was made from 1000 feet. Despite some communication problems between the two aircraft, the men and supplies were dropped successfully. On leaving the area, Grahame called Ball on the R/T, asking 'where to?' to which the reply was 'follow you'. Ball followed the commanding officer's Liberator to Brunei Bay, where the aircraft parted company in cloud, Ball independently navigating to the north.

Grahame's aircraft was seen by a US Navy Liberator at position 116 06'E, 07 19'N, five miles north of Jesselton. Both aircraft waggled their wings in greeting. Grahame's aircraft was flying at 5000 feet on a heading of 020 degrees. Liberator A73-191, and its crew, were never seen again.

Two days of fruitless searching was carried out before RAAF Headquarters were advised of its cessation on the 27th. A rescue craft investigated the possibility of survivors signaling from a beach at Siquijor Island in the Mindanao Sea but it proved to be natives flashing mirrors. On the 26th, three oil streaks were discovered two miles off the south-west of the southern coast of Balembangan Island in the Balabac Strait.[13]

Harold Grahame Pockley's disappearance may remain a mystery. It is known that there were several Japanese launches on the river off Brunei Bay, and it is possible that there were other small craft at sea below the Liberator's northward track. Given the Liberator's lack of offensive firepower and physical protection, it is possible that it was shot down without trace by a well armed Japanese small vessel.[14] Any offensive action he had taken, such as strafing a small well defended target, would have been foolhardy and contrary to standing orders.

There is no doubt that Pockley was a brave and dedicated man, who thrived on the tension and excitement of Coastal Command operations. He was made a popular hero, perhaps because he was typical of the crews of Coastal Command in 1942 and his exploits covered only a short time scale. At the time his exploits appeared

Pockley's normal crew, No. 200 Flight, RAAF, 24 March 1945.

Back row, L to R: Gradwell (WAG), 'Donk' Low (radio), 'Punchy' Ponting (WAG), Hale (nose gunner), Farmer (mid upper gunner), 'Anchor' Litchfield (tail gunner).

Front row, L to R: Pockley, 'Pinky' Gardiner (2nd pilot), Storer (third pilot), 'Barney' Wilmshurst (engineer), Thompson (navigator), 'Level' Tonkin (air bomber).

Gardiner and Thompson were replaced by Cox and Day for the final operation.

(Photograph J.K. Barrie per Phil Dynes. Barrie was one of the party dropped on 25 March 1945.)

spectacular; with hindsight they showed considerable skill and on at least two occasions might have been fully successful if his aircraft had been armed with more suitable weapons.

The operation on which he was lost was Grahame's first active operation since his return from Europe. In all he had flown only some 200 hours on Liberators. His disappearance might be seen as a result of the tensions of war and the frustrations of a man who sought the activity of former days.

When announcing his disappearance to the public, the Pockley myth was reinforced. *The Sydney Morning Herald* of 14 April 1945, carried the following story:

Anti-Submarine Ace of RAAF missing

Melbourne Friday—The famous RAAF anti-submarine ace, Squadron Leader Grahame Pockley DFC and Bar, of Randwick has been reported missing in operations in the South-West Pacific.

Squadron Leader Pockley was awarded the DFC and Bar for outstanding success against U-Boats in the Atlantic when flying a Sunderland with No. 10 RAAF Squadron.

'Pockley's Corner' in the Bay of Biscay was named as a tribute to Pockley's uncanny ability to nose-out U-Boats there.

Pockley's tally before he returned to Australia in 1943 was two enemy submarines destroyed, three others damaged, a small patrol vessel sunk, and a large anti-aircraft ship destroyed.

Pockley and his crew are commemorated on the Labuan Memorial To the Missing.

Semut 1 re-supply, 8 July 1945 by No. 200 Flight, RAAF. (RAAF Official)

Notes

1. 'Pockley of Pockley's Corner faces the press', *Wings*, Vol. 1, No. 2, 13 April 1943.
2. The First Officer stated that the ship had only two machine guns for defence. See Baff K.C. *Maritime is Number Ten*, K.C. Baff, Netley, S.A. 1983, page 211.
3. Scott was awarded the Distinguished Flying Medal. See Baff, *Op Cit* page 215.
4. Baff, *Op Cit*, page 212.
5. Number 10 Squadron RAAF Unit History Sheet.
6. *Ibid*, 7 September 1942.
7. Baff, *Op Cit*, page 250.
8. The foregoing has been extracted from Number 10 Squadron RAAF Unit History Sheets for the relevant period.
9. Eastern Area Unit History Sheets.
10. Number 41 Squadron RAAF Unit History Sheets.
11. Number 200 Flight RAAF Unit History Sheets.
12. 'Out of the Past' by Kevin Ginnane in *RAAF News*, June 1983.
13. This account is based on 'Narrative report 200 Flight 1945' AA1985/175, item AF 455/5/3. Copy supplied by Mr P. Dynes.
14. In his article 'Return to Mount 200' (*Borneo Bulletin*, 11 May 1985) John Briggs claims that 'on the flight home, they descended to attack a Japanese ship off the Borneo coast. The ship was a camouflaged anti-aircraft battery. The plane was shot down.' No information source is given.

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Australian Archives AA1982/175, item AF455/5/3, 'Narrative Report 200 Flight 1945'.

Sydney Morning Herald, 14 April 1945.

Daily Herald, 22 September 1942.

RAAF News, June 1983.

RAAF Form A50, Unit History Sheets for 3,4,10,22 and 41 Squadrons RAAF, Headquarters Eastern Area and Number 200 Flight RAAF.

Maurice Austin

The First Australian 'Digger'

John Cox of the New South Wales Corps

IN most nations positive identification of the first native son to serve on active service is not possible. In Australia's case, it has been possible, due solely to a combination of fortuitous factors.

From the Monthly Strength States it is apparent, commencing with the New South Wales Corps (102nd Regiment), that a steady trickle of local recruits flowed into all British garrison regiments until the last, the 18th, left Australia in 1870. In itself this is not remarkable and would do little to identify the first Australian to see active service. However, early in the nineteenth century, Description and Succession Books were introduced into regimental records, and from these it is possible to identify soldiers who were born in Australia. That for the New South Wales Corps was compiled on 1 September 1808, a little over seven months after the deposition of Governor Bligh, and gives a clear indication of the social composition of the Corps at that time.[1]

Local enlistments into the Corps during its service in Australia can be divided broadly into three classes—those who enlisted or re-enlisted from the original Marine garrison or from ships of the First Fleet; convicts who had served their sentences, and 'boys', usually the sons of soldiers or marines.[2]

The recruitment of 'boys' under the age of eighteen had been a feature of the British Army for some time before the New South Wales Corps commenced to arrive in June 1790 and it is no surprise, therefore, that those born in Australia and enlisted from the families of serving soldiers were classed as 'boys' on 1 September 1808. Some early recruits were born on transports of the Second and Third Fleets, well outside Australian territorial waters. For example, George Griffin was born on 11 December 1789 in the notorious 'floating brothel' *Lady Juliana* which arrived in Sydney in early June 1790; William Jamieson was born in *Queen* on 28 June 1791—still three months sail from Sydney—and he became the youngest soldier to be enlisted in Australia, on 6 December 1796—five years and 161 days later!

Governor Bligh was deposed on 26 January 1808, but it was not until two years later that Governor Macquarie arrived with the 73rd Regiment to replace the 'Botany Bay Rangers'. Only 38 per cent of the 102nd returned to England; others were discharged; a few were left sick in Sydney to follow later, while many volunteered into the 73rd to build that unit up to a strength of nearly 1,000. The remainder were drafted into a newly raised unit—The New South Wales Veteran Company, which was later disbanded in December 1818.[4]

The majority of the Corps' 'boys' joined the 73rd, and together with other Australians directly enlisted into the 73rd, were to see action later in Ceylon during the 'Kandian' (sic) War of 1815–1818. Only five accompanied the 102nd to England—William Mitchell, Thomas Hortle, Joseph Pitt, Daniel Ross and John Cox. Mitchell, the son of a marine, was born on 9 October 1788, and was the first Australian to join the Corps when he enlisted on 25 June 1800. However, he did not stay long with the 102nd after arrival in England and was transferred to the 97th Regiment on 9 June 1812, and as a result did not see active service. Hortle and Pitt died in England within a few days of each other in February 1811. Daniel Ross seems to be a special case as he appears suddenly on the Muster Rolls and Pay Sheets just before the 102nd sailed in May 1810; he is not listed in the Description Book and was discharged on 27 November 1811, leaving John Cox to soldier on alone.[5]

Who was John Cox? His parentage cannot be established with any certainty, although a Sergeant [Colour Sergeant] James Cox returned to England at the same time and it is more than possible that John was his son.[6]

John Cox was born in Sydney on 12 August 1797 and enlisted as a Drummer on 30 January 1810, a few months before the 102nd sailed in three of Her Majesty's ships around Cape Horn, thereby becoming the first British regiment to circumnavigate the globe. He is described as five feet one inch (155 cm) in height, of fair

complexion, with hazel eyes, fair hair and a round 'visage'. No doubt he grew taller during the next few years.[7]

The 102nd disembarked at Portsmouth late in October 1810 and moved to Horsham where it was reorganised. Many were transferred to veteran and garrison battalions, pensioned or discharged, even though they had only arrived as reinforcements in New South Wales between July and December 1808. Recruiting commenced and by mid-1811 the unit had moved to Guernsey where it was joined by its new commander, Lieutenant Colonel Charles Napier.[8]

With his usual vigour Napier commenced training his new command hoping to take it to the Peninsula, but in June 1812 it was ordered to Bermuda.

The causes of the war of 1812 between England and the United States probably were of little concern to John Cox at Bermuda, where Napier continued to train his unit until the middle of 1813. Nevertheless he was possibly one of those officers and men who, Napier said, sighed 'for Botany Bay; there every species of food was in perfection, carriages and horses in abundance and excellent brick houses; everything man could desire to make up for distance from England'.[9]

For the campaign season of 1813 the British Government decided to intensify the blockade of the American east coast by amphibious operations against selected points, thus assisting the land campaign in Canada. To this end a special force of about 2,000 men was organised under the overall command of Admiral Warren, with Sir John Beckwith in command of the land forces and Admiral Cockburn in command of the Chesapeake Squadron. Beckwith's instructions made it clear that occupation of any area was not intended. As soon as a particular operation was completed the raiding force was to re-embark. Selection of the points of attack was to be decided by Warren, although subsidiary instructions from the Admiralty directed him to select objectives which would cripple the American naval forces. The major part of Beckwith's force consisted of two battalions of Royal Marines, two companies of French prisoners-of-war who had been enlisted in the British service, and some 300 men from the 102nd. This force was divided by Beckwith into two brigades, one of which was commanded by Napier. John Cox was one of the party selected for what was described in the Muster Rolls and Pay Sheets as a 'secret expedition'.[10]

New London and New Orleans were both considered for attack, but finally it was decided to capture Craney Island at the mouth of the Elizabeth River, thereby opening the way to Norfolk—the centre of American naval resistance in Chesapeake waters.

The attack was launched on the night of 21/22 June 1813 and was a complete fiasco. The naval landing party grounded in the shallows, while the troops, landed on the mainland with the aim of outflanking the island, found the creeks too deep to ford; and some of the French troops deserted to the Americans. Somewhat discomforted, the two landing parties withdrew with the loss of three killed, eight wounded, and fifty-two missing. Lossing states that the Americans met with no loss.[11]

The small town of Hampton, Virginia, was attacked a few days later, with a British loss of five killed, thirty-three wounded, and ten missing. The main aim of the French companies during this action appears to have been rape, pillage and loot, and as a result the *Chasseurs Britanniques* were withdrawn from the campaign and returned to Halifax.[12]

Napier was highly critical of both actions. The attack on Craney Island was silly. 'Had Norfolk been decently attacked it would not have resisted ten minutes; had we landed a gun Craney was gone; had we attacked at high tide it was gone...' As far as the affair at Hampton was concerned Beckwith should have 'hanged several villains...every horror was committed with impunity...' Nevertheless he was proud of the 102nd 'for they were never let to quit their ranks, and they almost mutinied at my preventing them joining in the sack of that unfortunate town'.[13]

Further minor operations continued throughout July and August. One of these was a landing by the 102nd on Kent Island off the coast of North Carolina, which Captain Robertson of Beckwith's staff called an 'aimless enterprise', followed by a night landing on the mainland with the aim of capturing an American militia camp at Queen's Town. The commander of the advance guard disobeyed Napier's orders, surprise was lost, and in the darkness panic spread, with the main body 'in column, as they were, [firing], right and left, shooting each other. Beckwith ordered the band to play and resumed the march, but at every turn the American picquets fired and the panic returned. Then a fresh company was pushed in front, and Beckwith and Napier took the advance'. While John Cox and the rest of the band helped to dampen down the panic, Robertson believed that the 'projects of Sir J. Warren, at whose entire disposal Beckwith and the troops were placed, were now exhausted and he had done nothing'. In August operations ceased and the troops moved to Halifax.

In essence, Horsman believed that the problem of naval commanders choosing ground on which the army should fight continued to plague the British. Fortescue was slightly blunter—'Cockburn, an excellent sailor, tried to be a general, and Beckwith, an admirable soldier, attempted to play the admiral'.[15]

In September 1813 Napier transferred to the 50th Regiment hoping to lead it on the Peninsula. By the time he arrived in England the war with France was over, although the war with America continued. Meanwhile the 'secret expedition' returned to Bermuda and by December the 102nd was once more concentrated there.

Lieutenant Colonel Herries arrived to take command in June 1814. By now British strategy was directed towards the control of the land route from Halifax to Quebec and as a result orders were issued for the occupation of the islands in Passamaquoddy Bay. The 102nd was transferred from Bermuda to Halifax, and under the command of Admiral Sir Thomas Hardy captured Moose Island, on the boundary of Maine and New Brunswick, without a struggle. This was the last action in which the 102nd participated. Part of the regiment was withdrawn to St. Johns and it was there in June 1815 that John Cox was reposted as a private in 4 Company, although designated as 'Band' in the Muster Roll.[16]

By June of the following year, consequent upon the withdrawal of the Rifle Brigade from the Line, the 102nd was renumbered the 100th. The Napoleonic Wars had now ended and financial considerations became of paramount importance. Late in 1817 the 100th returned to England for disbandment early in 1818.

John Cox was discharged on 21 March 1818,[17] probably quite oblivious of his unique place in Australian military history.

NOTES

1. The monthly Strength States (War Office (WO) 17 Series) give the strengths of officers and other ranks of a particular command on the first day of each month, together with increases and decreases since the last return; WO 25—Returns: Description and Succession Books were kept on a regimental basis. They set out the men's names in alphabetical order or with an index, and give a detailed description of each man, his age, height, place of birth, civil occupation and military service.
2. The Marines were not then 'Royal'.
3. A. W. Cockerill, *Sons of the Brave; The story of Boy Soldiers.* Leo Cooper in association with Secker and Warburg, London 1984; Charles Bateson, *The Convict Ships 1787–1868*, Glasgow 1959, p.106.
4. During its service in New South Wales the Corps was never known as 'The Rum Corps', nor was the deposition of Governor Bligh known as 'The Rum Rebellion'.
5. The Hon. J. W. Fortescue, *A History of the British Army*, 13 Vols, Vol XI, London 1923, p.268. 'This is one of the obscurist campaigns I have ever handled. Were there not allusions to it in Moira's despatches, and were there not trophies of 1816 to be seen at Windsor Castle, it might altogether have escaped me'; The Muster Rolls and Pay Sheets are contained in the WO 12 Series.
6. Colour Sergeant Cox seems to have been finally invalided from the Army. The final Muster Roll is marked 'To Inv[ali]d Depot 18 May [18]'—WO 12/9906, Australian Joint Copying Project microfilm reel (R) 416, Folio (F) 289.
7. WO 25/642 R1302.
8. A total of 222 men arrived in the ships *Recovery, Sinclair, Speke* and *Admiral Gambier* between July and December 1808. Only 54 volunteered into the 73rd; 24 were drafted into the Veteran Company; 126 returned to England, while 18 were disposed of in other ways. Of those who returned to England 95 had died, been discharged or transferred to Veteran or Garrison battalions by the time the 102nd left Guernsey in 1812.
9. Lieutenant General Sir W. Napier, KCB, *The Life and Opinions of General Sir Charles James Napier GCB*, 4 Vols, London 1857, Vol 1, p.193.
10. Reginald Horsman, *The War of 1812*, London 1969, p.77; Fortescue, *op cit*, Note pp. 321/322; WO 12/9907 R416 F25, 88.
11. *Annual Register 1813*—Appendix to Chronicle, p. 187; B.J. Lossing, *Pictorial Field Book of the War of 1812*, New York 1868, p. 680, Note 4.
12. Lossing, *op cit* p. 676.
13. Napier, *op cit* p. 221.
14. *ibid* pp. 215, 216.
15. Horsman, *op cit* p. 79; Fortescue *op cit* p. 322.
16. *Gubbins' New Brunswick Journal 1811 and 1813*. Ed. Howard Temperley, Fredericton N.B. 1980, p. 47 'The etymology of Passamaquoddy is not as one might suppose of Indian derivation, but is a corruption of its old French appellation of "La Passe En Acadie" '; Horsman *op cit* p. 59; WO 12/9902 R417 F268.
17. WO 12/9906 R416 F294.

Clem Sargent

Some other soldiers of the New South Wales Corps

IN Brigadier Austin's article on John Cox he mentioned that many members of the New South Wales Corps—the 102nd Regiment—volunteered into the 73rd when that regiment arrived in 1810 to replace the 102nd.

During research at the Public Record Office, Kew, England, in 1985, into the 48th Regiment, which arrived in New South Wales in 1817, it became apparent that some members of the 102nd transferred not only into the 73rd but in succession into the 46th, 48th and even the 3rd in 1824, although most of those found appear to have been discharged on the departure of the 48th. The records of the following veterans of the 102nd appear either in WO97-622 to 624—Soldiers' Documents, 48th Regiment (Discharge papers of soldiers admitted for pension)—or in WO 25-404, Description Book 1812-1825, 48th Regiment.

The records are not consistent; the presentation of details varies. However the details relevant to seven old soldiers of the 102nd, who served eventually in the 48th, are shown below:

Fowler, Nathanial

102nd	8.11.1797—24.3.1810
73rd	25.3.1810—24.3.1814
46th	25.3.1814—24.8.1817
48th	25.8.1817—10.3.1821

Reason for discharge—debility, with 27 years and 123 days service after the age of 18 [it appears therefore that Fowler had service prior to joining the 102nd]
Born—Hamilton, County Down, Ireland
Civil occupation—shoemaker

Hamilton, Pte William

54th & 102nd	1.6.1770—24.3.1810
73rd & 46th	25.3.1810—24.8.1817
48th	25.8.1817— 7.7.1819

Reason for discharge—worn out
Born—Parish of Templemore, County Tipperary
Civil occupation—weaver

Lawson, George

16th & 102nd	
73rd & 46th	16.9.1796—24.8.1817
48th	25.8.1817—10.3.1821

Reason for discharge—debility, with 25 years and 240 days service.
Born—Parish of Catherine, Dublin
Civil Occupation—weaver

Platt, George

102nd, 73rd, 46th	22.11.1800—24.8.1817
48th	24.8.1817—24.6.1822

Reason for discharge—not given, age 51 years
Born—not given
Civil occupation—shoemaker

Reid, Richard

16th Light Dragoons,	
4 Garrison Battalion	
102nd, 73rd, 46th	7.3.1791—24.8.1817
48th	24.8.1817—21.6.1822

Reason for discharge—unfit for service, sent to England
Born—not given
Civil occupation—labourer

Ryley (or Riley), Pte Thomas

102nd	5.2.1801— 9.4.1810
73rd	10.4.1810—27.3.1814
46th	28.3.1814—24.8.1817
48th	25.8.1817—24.7.1818

Reason for discharge—worn out in the service, 45 years of age
Conduct—good
Born—Rochford, Essex
Civil occupation—basket weaver

Ternan, William

102nd	
73rd	1.8.1793—23.8.1817
46th, 48th	24.8.1817— 4.3.1824
3rd	5.3.1824—2.12.1824

Reason for discharge—length of service, at Sydney, pension 1/0 ½d.
Conduct—as a soldier has been good
Born—Plymouth, Somerset
Civil occupation—labourer
'Was enlisted for the Army at Sydney, New South Wales, in the County of Cumberland on the Twenty first Day of June 1793. At the age of Ten—for Unlimited Service.'

Tollis, Cpl Thomas

20th Light Dragoons,	
102nd	12.1.1796—24.3.1810
73rd	25.3.1810—24.3.1814
46th	25.3.1814—24.8.1817
48th	25.8.1817—30.4.1820

Reason for discharge—Inability and length of service, age about 43 years
Died—Sydney in the Regimental Hospital 25.6.1821
Conduct—good
Born—not given
Civil occupation—mason

Whelan, Sgt Charles

102nd	11.2.1793—24.3.1810
73rd	25.3.1810—24.3.1814
46th	25.3.1814—24.8.1817
48th	25.8.1817—30.4.1820

Reason for discharge—Inability and length of service, age about 42 years
Conduct—as a soldier has been good
Born—Parish of St Clements, Middlesex
Civil occupation—weaver

Whittle, Thomas

102nd	
73rd	14.1.1793—24.8.1817
46th	
48th	25.8.1817— 4.3.1824
3rd	5.3.1824—2.12.1824

Reason for discharge—length of service, 43 years of age, pension 1/2d.
Conduct—indifferent
Born—Cork, Parish of Kerrysale [?]
Civil occupation—labourer

The records given here throw an interesting light on research into the service of soldiers in the garrison regiments, particularly those soldiers who settled in the colony. It is possible that the details of their service, most often found in discharge documents, will not necessarily be found in the records of the regiment in which they came out to Australia but could be found amongst the records of some later-arriving regiment. Transfers can sometimes be traced through the pay muster rolls on microfilm in this country and the transfers are frequently endorsed in the regimental description and succession books which may be in the PRO at Kew. But not all the description books have survived.

Meritorious Service Medal

Referring to his article 'Meritorious Service Medal for Gallantry 1916–28', published in Vol. XXV, No. 4, October/December 1984, Chris Fagg has advised that research has revealed a further three Australian recipients of the medal:—

Green, W.E.	12	S/Sgt	Aust Post Corps	LG	19.11.1917
Horne, M.J.	9546	Cpl	71 Sqn Aust Flying Corps	LG	2.7.1918
Spike, E.L.	812	1/c AM	71 Sqn Aust Flying Corps	LG	2.7.1918

He believes these to be the final recipients, making the amended statistics:—

Gallantry	8	AFC (7 + 1 bar)
	24	Army
	32	Total awarded

J. M. A. Tamplin

The Darlings of New South Wales: Sir Ralph and his sons Sydney and Augustus

IT would be an impertinence for an English member of the Society to write about General Sir Ralph Darling, Kt, GCH (1775-1858) and his connection with Australia, and especially his time as governor of New South Wales (1824-1830), but the main purpose of this note is to illustrate attractive pencil and water colour portraits of his two sons, Sydney and Augustus. Augustus was an officer in the Bengal Artillery and my interest in this matter is that from 1959 his Punjab Medal 1848-1849 with two clasps, Chilianwala and Goojerat, has been in my possession.

Augustus' original Cadet Papers in the India Office Library in London show that he declared his father to be General Sir Ralph Darling, Governor of New South Wales. He was born on 3 October 1826 and baptized on the 17th in the parish of St. Philip's in Sydney. Commissioned as a second lieutenant in the Bengal Artillery on 14 June 1845, his number in Stubbs' *List* is 799.

Arriving in India, he was initially in 6 Battalion and was then posted to 2 Brigade, Bengal Horse Artillery, from 1847 to 1854. He served in the 3rd Troop. He took part in the Punjab campaign and was present at the battles of Sadoolapore, Chilianwala and Goojerat, receiving for his services the Medal with two clasps.

Darling was promoted first lieutenant on 10 March 1849 and 2nd captain on 27 August 1858. He was on furlough in 1856 and it seems because of this he was out of India during the Mutiny. Darling was promoted captain on 23 August 1861 and local major on 14 June 1865. He was promoted major, Royal (late Bengal) Artillery, on 5 July 1872 and retired on full pay with special annuity and a step in honorary rank of lieutenant colonel on 1 August 1872. He died on 21 May 1887 at Hartfield in Sussex, his wife Eliza surviving him.

Augustus' elder brother Sydney also served in the British Army, being commissioned an ensign in the 51st Foot on 30 May 1843. He subsequently served in the 9th Foot and was promoted an honorary major general on 24 April 1884. He died at Bath on 2 July 1902.

Henry Edridge, **Ralph Darling** *in about 1799 when on the staff. Miniature 2½". The tunic is scarlet, with blue facings and gold lace. (Author)*

Portraits of these two young men were painted by William Buckler and both are signed and dated — that of Sydney in 1843 and of Augustus in 1845. Just as thousands — indeed millions — of young men had their pictures taken when 'first in uniform', so too did the Darling sons. Each picture measures some 15½ inches by 12 inches. They both appeared in one lot in an auction at Christie's in London on 14 June 1983.

The vendor is not known but may have been a descendant as in two earlier auctions portraits of Sir Ralph Darling were offered. A portrait of Sir Ralph and another of Lady Darling were sold in the sale of 18 March 1983; these were by John Linnell and had been shown in the National Portrait Exhibition of 1868. A later sale on 13 July 1983 offered a 2½ inch oval miniature of Darling, painted by Henry Edridge.

Sir Ralph Darling had had an active career. Appointed an ensign in the 45th Foot in 1793, he then, in promotion by purchase — as was the custom — served in the 15th Foot, the 27th, the 4th West India Regiment, the 69th, and he became Lieutenant Colonel, 51st, on 8 May 1806. After service in Grenada in 1793, where he assisted in quelling an insurrection of slaves, and further service in Trinidad and Surinam, he took part in 1808 in the early campaign in Spain and was on the long retreat to Corunna. From 1818 to 1823 he commanded the troops in Mauritius and, as noted above, was appointed governor of New South Wales.

In addition to the GCH (Knight Grand Cross of the Order of the Guelphs), General Sir Ralph Darling received an Army Gold Medal for Corunna. Augustus held the Punjab Medal, but Sydney had no reward; he served in the Crimea but too late to qualify for the medals.

William Buckler, **Sydney Darling** *as an ensign in the 51st (Kings Own Light Infantry) 1843. Pencil and water colour 15½" by 12". (Author)*

William Buckler, **Augustus Darling** *as a second lieutenant in the Bengal Artillery, 1845. Pencil and water colour 15½" by 12". (Author)*

Arthur Bottrell

Australia's first two commissioned chaplains

THE first Australian clergymen to have any pastoral association with the military forces must be described as—to coin a term—'para-honorary' chaplains.

Regiments or elements of units that were stationed within the boundaries of a parish received pastoral oversight from the incumbent similar to that of the regular parishioners, assuming successful liaison between the priest and the commanding officer of the military unit. An extract from the journal of the Reverend John Watkins dated 18 January 1847 is an example of the practice then operative:

> To the English congregation I preached three times. In the morning the detachment of soldiers occupying Fort Richmond were marched to the chapel, permission to do so having been asked. The officer in charge, Capt O'Connell, is a Roman Catholic and his permission must have been obtained, I presume, for the Protestant portion of his men to attend.[1]

Watkins' journal contains no entry that can lead the reader to surmise that he was an honorary military chaplain. The British Army List of 1845 does not mention his name as a member of the Chaplains' Department nor does the roll of officers of the 96th Regiment of Foot. Also relevant to this point is a reference in the Ecclesiastical Return of New South Wales, 1848, to the Church of St Philip that 'the decrease [in numbers attending services] is occasioned by the removal of the military from the old to the new military barracks'. (p.535)

Van Diemen's Land and Norfolk Island present further evidence of this concern by the local clergy for the spiritual welfare of the garrisons. For this extra-parish service some payment was made to the clergy by order of a London authority.[2] When the Reverend George Fairfowl MacArthur was appointed to St James church, Sydney, in 1848, he was also appointed Garrison Chaplain at Victoria Barracks, yet not gazetted as an Honorary Chaplain. The Mitchell Library, Sydney, stated, 'We have searched the returns of the Colony of New South Wales for 1848 for both military and ecclesiastical establishments, but have found no reference to either a position of or a salary for an official chaplain'.[3]

Many more instances of clergy acting in the capacity of a 'para-honorary' chaplain could be given, but the fairly regular practice has been summed up by Professor Kenneth Cole, History Department, University of Sydney, who wrote me, '...the local Anglican parson became the temporary chaplain... It is worth noting that the title "Colonial Chaplain" ceased to operate in 1836 except for those clergy who already held it. Thereafter the Anglican clergy were not colonial officials except when they held office (usually part-time) positions as gaol or barracks chaplains'.

The Acting Chaplain, so commissioned, gazetted and designated by Australian military forces, had a military status unknown to the lengthy role of clergymen who acted as chaplains to the garrison troops posted within certain parish perimeters.

The commissioning of Australian military chaplains post-dated the raising of the first Australian Army Corps by some years in each colony.

Four years after the Parliament of Tasmania had passed 'An Act to authorise the Formation of Volunteer Corps in Tasmania, and for the Regulation thereof', and three years following officially constituted Army units of two batteries of artillery and twelve companies of infantry, Tasmania acquired the honour of being the first colony in Australia to appoint chaplains to the Volunteer Forces, in 1862. The Venerable R.R. Davies, BA, Archdeacon of Hobart Town, examining chaplain to the Bishop, and incumbent of St David's Church, was commissioned as Chaplain to the Volunteer Force in 1862 and posted to the Second Rifles, Southern Division. In the same year, and again in an honorary capacity, he became chaplain to the City Guards Unit, Hobart. (However, the name of R.R. Davies is listed in the War Office, May records, ser. 17, as having served on chaplaincy duties since 1855 but in a 'para-honorary' capacity.)

Sharing pride of place as an original Australian military chaplain, the Rev. John Storie, MA, of the Church of Scotland, also received his commission as an honorary in 1862 and, with Davies, served in the City Guards Unit. Both chaplains remained attached to the unit for some time. Davies probably served his units beyond 1864 as

suggested by the War Office, recording him as a 'para-honorary' chaplain. His status at the War Office, London, has no relationship to his commissioning in Tasmania.

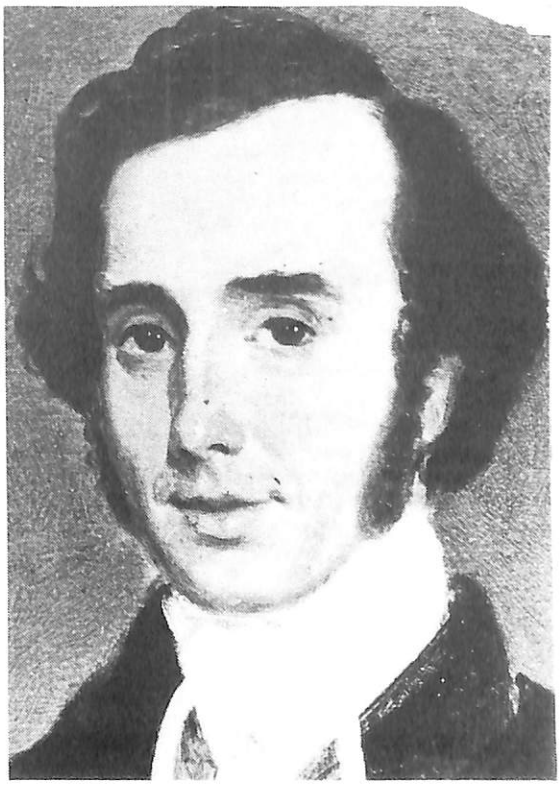
Holding as they do the pre-eminent position of being the first clergymen commissioned as chaplains for service in a military force indigenous to Australia, we can be allowably expansive on the background of the men engaged.

The Reverend R.R. Davies, BA (C of E)

Rowland Davies was born at Canterbury, England, on 15 September 1805, from a line of churchmen—one ancestor had been chaplain to William IV. Following Davies' ordination as deacon in 1828, he accepted the curacy of Killerin/Listowel, Ireland. The next year he was elevated to the priesthood and appointed to serve as a colonial chaplain in Van Diemen's Land. Arriving at Hobart Town on 11 April 1830, the young priest proceeded to his new parish of Norfolk Plains. Davies married Maria Lyttleton, daughter of the Police Magistrate of Launceston District and an ex-member of the English 73rd Regiment.

Akin to what most of the colonial chaplains proved to be, Davies was eminently practical and showed consistent interest in the total life of his charges. As a clergyman he is probably unique in founding a Savings Bank. As a man with a strong social conscience he expressed his convictions on the wrongfulness of the practice of deportation by petitioning the Queen to cease such as punishment for English subjects. His all-round accomplishments embraced the spheres of education, literature, agriculture and horticulture. As an academic and ecclesiastic, Davies took an active part in the fuller life of the Church, wherein the hierarchy recognised his amalgam of talents with a steady progression of promotions.

In 1843, Rowland Davies was made Surrogate of Tasmania, Rural Dean of Longford in 1844, Vicar-General in 1846 and Archdeacon of Launceston in 1854. The year 1862 saw a further elevation of office as Commissary of the See, which position he retained until he left the incumbency of the Cathedral on retirement in 1866 (two years after ceasing military duty?). For fourteen years he enjoyed the uncommitted leisure and died on 13 November, 1880.[4] From a chaplain's point of view the highlight of the career of Robert Rowland Davies was his posting to an Army unit in 1862 at the age of 57 years.



The Reverend John Storie, MA (Pres)

While the minister of Castlemaine church, Victoria, John Storie accepted a call to St Andrew's church, Hobart, into which charge he was inducted on 25 October 1860. Early in his Tasmanian ministry Storie figured as an influential member of a committee appointed in 1861 to deal with doctrinal issues of his denomination that required 'an exposition or interpretation of the standards' of the church. Associated with this task and other subjects concerning St Andrew's were issues that gave rise to contentious angles that intruded uncomfortably into Storie's life.

In spite of the difficulties that existed between himself, some of the Church's dignatories and an element in the congregation at St Andrew's in the 1860s, Storie exercised a significant ministry there for nineteen years. On a number of occasions both he and Mrs Storie were the recipients of goodwill gestures from the congregation.

John Storie retired to Scotland in 1879 on a pension of 300 pounds at the hands of the public service. He died on 15 August 1901.[5]

Most fortunately, the photographs of both these chaplains are to hand.

* * * *

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References

1. Mitchell Library, 4835 p.84.
2. War Office ser. 17/2333. M-film R919.
3. Mitchell Library, Ref. CY/281, 1848.
4. P.R. Hart in *Australian Dictionary of Biography*, ed. D. Pike.
5. J. Heyer, *Presbyterian Pioneers of Van Diemen's Land*, 1935.

Medal theft

Notice to collectors and others

A collection of medals and badges was stolen from the Naval and Military and Air Force Club, Adelaide, on 17 March 1986. It includes combat medals dating back to the Napoleonic wars and Indian and South African campaigns. United Adjusters (SA) are offering a substantial reward for information which leads to an arrest and recovery of the stolen items. Any information can be telephoned, reverse charge, to the Manager on (08) 332 9222.

The Military Historical Society of Australia

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As in previous directories members' interests have been coded in accordance with the key shown below. Where members have not advised a specific coding their interest has been shown as Military History—General.

Members wishing to amend the coding of their interests may do so in the January-March 1987 issue of *Sabretache* by advising the Federal Secretary of their desired amendments before 1 January 1987.

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MH01; B01; UE01

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Military History MH

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	13	Australian Army—post Federation
	14	RAN
	15	RAAF
	20	British, Empire and Commonwealth—pre 1900
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	60	Post WWII
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Badges and Insignia B

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UE	01	General
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B.J. Videon

S.P.F.—war efforts of the children of South Australia

ON 7 December 1946, His Excellency, Sir Willoughby Norrie, KCMG, CB, DSO, MC, Governor of South Australia, wrote:

> ...South Australia was the one State which organised the grand effort of its children—from the outbreak of War until the final surrender—and organised it as a combined effort through its own Fund. As His Majesty's Representative in this State and Chief Patron of the S.P.F., I thank all those children who made this contribution possible—I thank all those Fathers, Mothers and Teachers who inspired the young by example and by encouragement...

The SPF of which he spoke was the Schools Patriotic Fund, organised in South Australia by a well-known South Australian lady, Miss Adelaide Miethke, OBE, who had raised, in the first world war, The Children's Patriotic Fund, which was the forerunner of the SPF.

The idea behind these organisations was simply that, as it was impossible to isolate children from all the realities of wartime, it was desirable to give them a sense of involvement and responsibility which would, in turn, be educational in terms of teamwork and community effort. War service encouraged initiative, and many of the children displayed resourcefulness and industry in achieving the results that provided so much support to the fighting forces throughout the war.

The initiative for the SPF's formation must be credited to the Director of Education, Dr Charles Fenner, who formed a preliminary committee, and invited Miss Miethke to organise and direct the new movement, as she had done so ably in the previous war. A tentative constitution was drawn up and an executive committee appointed.

The State was divided into 14 regional and one general division, and these were each divided into Districts, each with a District Secretary. The districts, in turn, were divided into groups. One hundred and five District and Group Secretaries took part in this organisation; and it was left to the schools to decide whether they wished to be involved. It is to their credit that not one school in the state system chose to remain outside the organisation. It is noteworthy, too, that denominational schools in the Anglican, Lutheran and Seventh Day Adventist educational systems also participated and had a representative on the Executive Committee.

The headquarters of the Fund was established at the Education Building. The only space available was in its basement, where a small office and storeroom were established. Larger depots were located at the Grenfell Street Gift Shop and at the Waste Product Depot at the Mile End Railway Yard. Functions carried out in these premises comprised the receipt of contributions, storage, sorting and sale of waste products, dispatch of wool to schools and the return and packing of knitted comforts, sock repairing, receipt of gift shop stocks, war savings handling, Service Honours Department and the general administration of the Fund.

A small permanent administrative staff was aided by voluntary helpers, who were rostered for duty as needed. While all planning came from the HQ, teachers were involved, through their representatives, in the achievements of the scheme. The Executive Committee of 20 members met in conference with the Honorary Organiser each month; and the Consultative Council, comprising the Administrative Board, members of the Executive, the Inspectorial Staff and representatives of the teachers, met annually to receive the annual report and to participate in the planning processes.

The Administrative Board was responsible to determine the policy of the Fund, to allot donations and to make major decisions. It comprised the Director of Education (as President of the Fund), superintendents of primary, high, technical and rural schools, the Principal Medical Officer, the Staff Inspector, and the Honorary Organiser.The war effort involved fund-raising, salvaging materials in short supply, knitting comforts, assisting war loans, handwork for sale at the gift shop, provision of ARP equipment and production of hospital aids. Schools could elect to take on the work that was most appropriate to their circumstances; the manufactures of ARP equipment and hospital aids were workshop crafts, obviously suited to the technical schools.

During the war, the total value of the SPF's contribution amounted to £402,133.7.4, a very large sum in those days. At the end of the war, a complete and detailed statement was published, showing how funds had been raised and distributed; and credit was given to those children who had performed with distinction during their time with the Fund. The list of donations shows

South Australian Schools Patriotic Fund—Badges

Membership badge, worn by all children participating.

War Service Medal 1940–41 and Service Bars. Value of effort 10/-d., each Service Bar 5/-d.

War Service Medal 1944/45 and Service Bars. Value of effort £1, each Service Bar 10/-d.

War Service Medal 1942/43 and Service Bars. Value of effort £1, each Service Bar 10/-d.

Service Medal 1918.

Aeroplane Award. Value of effort £5. (Flight of three aeroplanes—value of effort £15.)

Sketch of Distinguished Service Ribbon, awarded to those who had contributed £50. A silver star could be added to the ribbon for each additional £25 earned.

that funds were utilised for practical and worthwhile purposes and that the efforts of the children were not betrayed by frivolous dissipation of the results of their labours. Older children who, by war's end, were in the services, could feel pride at the contribution which they, and their successors, had made.

Membership of the SPF was signified by the wearing of an oval blue enamelled brooch bearing the letters SPF. These were proudly worn by the children; but even more pride was evidenced when they achieved the various Service Awards that were instituted to stimulate keenness and effort.

'Service points' were awarded for specific efforts and were allocated for either work or for fund-raising, so that all children had a reasonable chance of being able to earn them. An accurate recording and reporting system was maintained, so that no child was in doubt that his or her efforts had been duly recorded. On achieving a required number of points, the appropriate Service Award was given. Although some children earned a great many awards, the majority found that a great deal of effort was involved in raising what, to us, seem now to be very minor amounts of money.

The Service Awards were, initially, in the form of enamelled brooches, or pin-on medals, with rings to which up to six service bars could be added. The first of these, instituted in 1940, was of circular shape, displaying the South Australian emblem of the Piping Shrike, with the letters SPF and the word SERVICE beneath. The blue bars displayed the word SERVICE; the basic award was valued at ten shillings, and each bar five shillings.

By 1942, it was found that new awards, of higher value, were needed, and new Basic Awards, valued at one pound, with bars valued at ten shillings, were produced. The awards for 1942–43 were circular, blue-edged gilt and white brooches with white service bars, and those for 1944–45 were red-edged gilt and blue, with red bars. Some of these medals with bars are still available in South Australian antique/bric-a-brac shops.

For children who achieved higher values of service, a blue and silvered aircraft brooch was produced, to signify a value of £5, and a flight of three aeroplanes signified £15.

Eventually a Distinguished Service Ribbon was awarded to those who had contributed £50 — this was suspended from a bar showing the SPF badge flanked by the words DISTINGUISHED SERVICE. The first of these ribbons, known as the DSR, was awarded to Frank Fenn, of Kingoonya, by radio, in 1941, at a gathering of SPF-ers in the Adelaide Town Hall; and by war's end, 247 DSRs had been awarded. Additional silver stars could be added to the ribbons for each additional £25 earned, and a DSR with 5 Stars was representative of £175 value. A roll of honour of DSR recipients was recorded in the final report of the SPF.

As the war dragged on, it was decided to introduce intermediate awards, to encourage the children to go on to earn the next large award after the flight of planes. These were the First, Second, Third, Fourth and Fifth Step Badges, increasing from £25 by £5 increments, and these had to be returned when the next higher badge was earned. As a result, these badges do not appear to be as available to collectors as are the other awards (apart from the DSR).

An award that represented the months and years of effort involved in collecting ONE TON of waste paper was the red and gold Aeroplane Award, also a very rare item.

It is interesting to note that a somewhat similar (although less complex) award system seems to have existed in the first world war, as there are available still a few of the Service Medals of that war, which comprised a red painted cross intertwined in a blue painted circle, with the words S.A. CHILDRENS PATRIOTIC FUND and WAR SERVICE; from the bottom of this hung painted bars bearing the words WAR SERVICE. Another award, of heart-shaped format, bearing similar wording, has also been seen.

While the preoccupation with insignia and awards may now seem to be somewhat old-fashioned, it is a fact that children, and even adults, often react very favourably to some visible symbol of their involvement in some worthy activity, and the cost involved in the production of these awards seems to have been adequately justified by the results, not the least of which was the pride in achievement felt by each child, in the knowledge that his/her efforts were so well appreciated. The insignia now represent, in an interesting and decorative way, the involvement of South Australian children in the war efforts of their times.

Footnote

A similar stimulus to war service existed also in the Boy Scouts, at least in South Australia, in the form of two cloth patches of different values, for wear on the breast of the uniform shirt. One was the red/khaki National Service Badge—which the writer earned, but never received for, I think, 100 hours of war service—and a blue/red/gold version for about 250 hours. No doubt, other youth groups had similar systems. The school children in Victoria were organised in a somewhat similar fashion to the SPF-ers, and their story may be told in a later article.

Reference

Adelaide L. Miethke, OBE, *S.P.F. Story 1940–46*, Adelaide, 1946.

Peter Stanley

The Soldiers on the Hill: the defence of Whyalla 1939–45

Part 5: 1942 *'Young and in the pink of condition'*

NOT surprisingly, servicemen were popular in Whyalla throughout the war, but early in 1942 (perhaps because they represented Australia's defence against invasion) they were particularly well received. In February, for instance, a naval rating was fined £7 for resisting arrest after a disturbance in a cafe; the proprietor patriotically refused to prosecute the seaman for the damage he had caused. The sand-bagged emplacements of 26th Heavy Anti-Aircraft Battery, which were plainly visible from the main street, were a comforting reminder to the town's residents that they were to be defended.[1]

The gunners first attracted attention in the local press in March when the *Whyalla News* conveyed Captain Moorfoot's thanks to the locals' donation of bottles to enable his men to buy razor blades. The battery had been able to fund a canteen on the proceeds of the bottle drive and later in the year earned the thanks of local smokers by using their bottle-funded canteen to obtain tobacco through military sources. The article also mentioned that the 'men in the military unit up on the hill' needed an iron as they did their own laundry and would be able to appear more presentable if they could press their clean uniforms. Within a week the employees of Whyalla's three hotels—which had of course already gained considerable custom from the unit—presented two new irons to Captain Moorfoot. With the following issue of the *Whyalla News* came the thanks of 'the soldiers on the hill' to their benefactors and further gifts of jam pots and ice chests followed.[2]

In May, battery orders referred to gunners performing 'garden duty'. The *Whyalla News* soon heard of Moorfoot's plans to supplement army rations by the cultivation of vegetables. Jack Edwards reported that Moorfoot had selected a site at the foot of Hummock Hill, using soil from the old dairy (now the grounds of Whyalla High School) and water from the camp kitchen. Edwards noted that

> the residents of Whyalla, if asked to select a place to plant vegetables, would not have hesitated to reject the ground at the foot of the hill.

Edwards hoped that the hot winds of summer would not be too severe on the tender plants and—rather condescendingly—wished the men well. In September he reported that the first of the soldiers' vegetables had been picked and tasted: the men voted the experiment a great success. The next year the *Whyalla News* reported that the battery garden had successfully produced silver beet, red beet, onions, cabbages, tomatoes, beans and melons, and that the men kept a black ewe.[3]

By far the most obtrusive indication of the presence of the battery on Hummock Hill was its practice shoots. Although adults mistakenly recall that noisy practices occurred 'almost every night', anti-aircraft training appears to have had the greatest impact on the children of the town. In November Mr Ronald Michelmore recorded in the school journal how practice firing had disturbed his pupils' revision: 'An ideal day, clear, moderate heat and no wind'. The gun-fire was, however, 'disconcerting'. After a particularly distracting shoot in 1943 the *Whyalla News* asked:

> How can any normal boy sitting in a class-room concentrate on Maths I or II...when gunners are trying to hit something? Even men cannot resist the temptation to cease work and watch the results.

Jack Edwards recommended that practices be held on Saturdays, which would allow everyone to sit on the beach and watch.[4]

Later in the war the five-year-old Peter Jeffrey and his sister were taken to watch the Volunteer Defence Corps light anti-aircraft guns firing at a target towed behind a launch in False Bay. He remembers that

> the unpredictability of the flashes and the shattering effect of the detonations in the quarry where the guns were sited were too much for my sister and me. Ignominiously, we had to be taken home.

For many children growing up in wartime Whyalla such occasions must have been their few memorable encounters with the war.[5]

Whyalla was, and has remained, a town in which participation in and support of sport was of major

importance in the life of the community. In 1942 the Whyalla Football Association consisted of three teams, rather unimaginatively known as Norths, Souths and Centrals. At the beginning of the season the battery proposed to form a team to compete in the league. This move, as much as any other activity, brought the men of the battery into close contact with the people of Whyalla, and led to one of the most enduring reminders of its service in the town.

The *Whyalla News* reported the gunners' proposal late in March, later commenting that, 'as they are young and in the pink of condition they should be able to field a strong side' but warned that the oval would be different from those they had been used to. Whyalla's town oval was 'hard and dry...when a powerful wind is blowing...they'll have to be tough to enjoy their game'.[6]

A week later the Army team played its first game, against Souths. The gunners were handicapped, wearing their military boots and playing as a team for the first time. They were soundly defeated 13 goals 17 behinds to 7 goals 2 behinds.[7]

A fortnight later Army played its first league game, defeating Norths, the 1941 premiers, 16–9 to 10–7. Gunner Ian McKay, who after the war won a Magary Medal playing for North Adelaide, scored ten of the team's goals. In its second game Army defeated Souths, apparently as a result of its greater fitness. Norths were victorious in its third game, played early in May, but a week later Army once again defeated Souths, 15–9 to 10–10. The *Whyalla News* was moved to excuse the military victory, explaining that the soldiers were

> Too big and strong for Souths, several of [South's players] had completed a long shift just prior to the start of the game.[8]

In June the *BHP Review* publicised the team, reporting that it had already attracted a large following in Whyalla, particularly among the town's young women. The *Whyalla News* was correct in predicting that the Army team would have to be tough: one Monday morning one of Whyalla's doctors was treating the injuries of the men hurt in the weekend football match. He called out 'Moorfoot—where's Moorfoot? This is not sport, it's war'.[9]

Despite its promising start the team did not prosper, and although Gunner McKay's goal kicking made him the best scorer in the league, with twice as many goals as his nearest rival, Army finished its first season at the bottom of the table. In October the battery celebrated its honourable, if not successful, debut at a dinner attended by representatives of the league at the Bay View Hotel. The menu printed to commemorate the occasion indicates how successfully the men of

Men of 26th Heavy Anti-Aircraft Battery, AIF, photographed on Hummock Hill, Whyalla, in 1942. (Photograph courtesy of Barry Mebberson)

The Kelly Street Community Church, the location of the Reverend Maurice Tremewan's recreation room for soldiers and sailors in 1942. (South Australian Archives)

the battery had become a part of Whyalla's sporting circles. Toasts were drunk to 'The King', the 'Whyalla Football League', 'Kindred clubs', '26th Anti-Aircraft Battery' and the 'Staff', following a meal which, if the souvenir menu is any guide, would have been offered in few countries at war in 1942.

The dinner opened with creme of tomato soup. An entree of curried eggs was followed by the main course, roast seasoned turkey and ham with vegetables. 'Sweets' of apple pie and vanilla ice cream ended the dinner, after which the company enjoyed cheese, greens and biscuits and tea and coffee. Each course was accompanied by an epigram: for the dessert it read, 'Can one desire too much of a good thing?' Evidently one could not.

The football club's dinner indicates the extent to which Australia in general and Whyalla in particular did not suffer to anything like the degree of privation endured by civilians in Britain, not to mention occupied Europe or Russia. Even though Australia was in the midst of an 'austerity' campaign in the spring of 1942, Whyalla, along with the rest of Australia, was deprived of few of the comforts which its people had come, at least since the end of the depression, to expect to enjoy.The battery dinner occurred barely a month after John Curtin's appeal to the services appeared in battery orders. 'It is necessary', the prime minister wrote, 'that service personnel should set an example of spartan living and that all privileges of which the public is being deprived should be strictly reviewed'.[10]

Relations between the people of Whyalla and their defenders can most characteristically be seen in the establishment and activities of the Cheer-Up Hut. Servicemen began to appear in Whyalla in 1941 as drafts of seamen arrived to commission the four corvettes that were launched at the shipyard from May 1941. Before the arrival of the battery in February 1942 the need for a place of recreation for the seamen had been recognised, but it was not until that time that anything was done. The Presbyterian minister, the Reverend Maurice Tremewan offered the Kelly Street kindergarten as a hall for the use of men on leave from the battery camp, and sought co-operation in furnishing it. The town's response was warm; within a fortnight the Kelly Street hall offered ping-pong, a radio, writing materials and a piano. By July it had acquired a radiator and apparently suited the soldiers who used it.[11]

Reverend Tremewan's recreation room was, however, soon replaced as the focus of the servicemen's off-duty hours by the opening of a branch of the Adelaide-based services charity, the Cheer-Up Hut, in Horewood Street. The Hut was established in April 1942. A committee of prominent local citizens, including Charlie Anderson, the commander of the local Volunteer Defence Corps company, and Mr Michelmore, the

head teacher, found a building and raised money through dances and button days. The Hut—actually some rooms above a shop—became a popular place of entertainment.[12]

Men from the battery and the young people of the town mixed there two or three times a week, with dancing on Mondays and Thursdays and community singing on Sundays, but the Hut was open every night to give the gunners and sailors somewhere to go while on local leave. It was very popular with servicemen. The commanding officer of 69th Anti-Aircraft Searchlight Company explained that 'there were plenty of girls to dance and talk with, a taste of home cooking and special functions such as...card nights and the like'. Those who attended the Hut remember it as being a social, friendly place; it was not unusual for the young women who went to the Hut to be engaged to civilians in the town, for instance, and on community singing nights the soldiers and the girls reportedly enjoyed singing old songs rather than new numbers, and none more than 'Three Blind Mice'.[13]

There is some reason to believe that the townspeople who made such an effort to entertain the gunners at the Cheer-Up Hut were drawn largely from those who had lived in Whyalla since before the war, or were involved in business, but the success of the Hut was typical of Whyalla's response to its defenders, and is still warmly remembered by both hosts and guests.

In October 1942 the Cheer-Up Hut committee decided to provide Christmas dinner for the men of the battery. A committee was formed and £60 raised. The days before Christmas were as uncomfortably hot as Whyalla can be, but on Christmas Eve a cool change arrived and the weather became bearable. Christmas dinner—poultry, pudding, fruit salad, ice cream and a bottle of beer for each man—was served by a group of women who volunteered to give up dinner with their own families. The soldiers gratefully voted the meal 'to be one of the best they had ever had'. That afternoon the soldiers who were off duty slept in contentment.

Notes

1. *Whyalla News*, 27 February 1942.
2. *Whyalla News*, 27 March 1942; 11 September 1942.
3. *Whyalla News*, 12 June 1942; 11 September 1942; 29 October 1943.
4. Whyalla Higher Primary School Journal, 13 November 1942; *Whyalla News*, 28 May 1943.
5. Letter, Dr Peter Jeffrey to author, 28 January 1981.
6. *Whyalla News*, 27 March 1942.
7. *Whyalla News*, 17 April 1942.
8. *Whyalla News*, 24 April 1942; 1 May 1942; 15 May 1942; 22 May 1942.
9. *BHP Review*, June 1942, p.16;
10. AWM 54, 4/16/29, War Diary, 26 HAAB, Battery Orders, 7 September 1942.
11. *Whyalla News*, 23 January 1942; 27 February 1942; 13 March 1942; 17 July 1942.
12. *Whyalla News*, 6 February 1942; 13 March 1942; 2 April 1942; 3 July 1942; *Advertiser* 17 April 1942; 20 April 1942.
13. Letter, Miss Joan Criddle to author, 6 October 1981; Letter, Mr Stuart Nash to author, 2 February 1981; Interview with Mr Lloyd Penglase, 4 May 1981; *Whyalla News*, 28 August 1942.
14. *Whyalla News*, 1 January 1943.

Review article

P.A. Pedersen, *Monash as military commander*, Melbourne University Press, Melbourne, 1985. pp. xv + 363, illus, maps, index. $29.90.

This book is an outstanding one in the study of Command—a study inseparable from that of military training. It should enjoy widespread professional interest in military circles and popularity among other educated classes interested in military literature. It is difficult to name any comparable work, apart from Lord Wavell's *Allenby*, unless it be Nigel Hamilton's *Monty* which is also an outstanding work on command and military training.

Monash as Military Commander is not a biography in the sense of Dr Serle's *Monash* and it does not therefore supplant Serle's superb general biography. These two works stand together rather as complementary studies of a pre-eminent Australian soldier. The author has brought to his task good qualifications, namely, the professional training and experience of a regular officer, combined with academic training to an advanced level.

At the outbreak of war in 1914 Colonel Monash was commanding the 13th Infantry Brigade in Victoria. He had attained this rank and appointment in the previous year after almost 30 years of service in Australia's military forces. It is therefore misleading to describe him as having been at the outbreak of war in 1914 'only a civilian'. This fact upsets a popular myth that in 1914 Monash was no different from Bill Smith or Joe Blow who left their civil employment and enlisted in the AIF. Such a mythical description of Monash in 1914 might have fitted Cromwell in 1642 when he entered the Civil War; but it did not fit Monash in 1914 when he was seconded to the AIF. Monash's peacetime military service before August 1914, and the manner in which he trained himself and his troops, are ably described by the author. Like his later Canadian colleague, General Currie, Monash began his commissioned service as a gunner officer.

Monash sailed from Melbourne in December 1914 in command of the 4th Infantry Brigade of the AIF and in Egypt came under the command of Godley's New Zealand and Australian Division. Monash and his brigade served throughout the Gallipoli campaign in 1915 as part of this division. At the close of the campaign, Monash returned to Egypt with his Brigade and there the AIF was expanded and re-organised for active service in Europe and elsewhere.

That part of the AIF which was to move to Europe was re-organised into Birdwood's I Anzac Corps and Godley's II Anzac Corps and in this re-organisation Monash's brigade remained under Godley's command. Monash and his brigade arrived on the Western Front in Europe in June 1916. In July, during the very early stage of the long drawn out Battle of the Somme, Monash was promoted to major-general and appointed to command the 3rd Australian Division. It was then assembling in England and Monash's task was to form and train it for active service. In due course the Division was mobilised and on 21 November 1916 began its movement from England to France.

In France the division came under the command of Godley's II Anzac Corps. Monash commanded his division with success; General Sir W.N. Congreve, VC of the British Army described Monash as the best divisional commander he met on the Western Front (p.215).

On or about 1 June 1918 Monash assumed command of the Australian Corps vice General Birdwood, commanding the Corps with outstanding success until the cessation of hostilities.

His next and last appointment in the AIF was Director-General of Repatriation and Demobilisation with headquarters in London. No adequate record of his work in this post has yet been published. A pleasing feature of the writings of Field-Marshal Lord Wavell was that he seized any opportunity to stress the importance of administration which he said in his *Allenby* 'is not a showy quality' and 'is apt to receive scant attention in the writing of military histories'. Although the author has said much about Monash's abilities in organisation and administration (and he said it with much more understanding of the nature and significance of these two skills in the exercise of command at all levels than Bean ever displayed) he did surprise at least one reader. He took the traditional line of saying almost nothing about Monash's great organisational and administrative achievements in the post of Director-General of Repatriation and Demobilisation in 1918–19.

It would be platitudinous to say that *Monash as Military Commander* is based on painstaking research. It is doubtful if the author has overlooked any known source of substance. Moreover, the information he distilled from these sources has been written into a narrative in a manner which displays a mastery of his subject uncommon in books on military subjects. Lord Macaulay, in his essay 'History', said: 'A great historian should remember that he writes for distant generations'. The author has certainly done this.

This study in command shows clearly that Monash had not neglected to do in peace what General von Bernhardi had prescribed in his book *On War of To-day*, namely: 'In war the mental labour cannot be retrieved that was neglected in peace'. But not all Monash's colleagues, superiors and subordinates were of the same intellectual calibre as himself. Some were what von Bernhardi described as 'routinists' when he said: 'The mere routinist fails...the moment he is confronted by the great and difficult problems of modern warfare. He will always try to solve them with the inadequate means afforded by his limited experience' (v.2, p.221). In this quotation may be found a possible explanation for the tendency in Monash, in delicate situations, to work out for subordinates their plans because he distrusted their theoretical and practical experience. A good example of Monash's centralisation in these circumstances is recorded in Wanliss's *The History of the 14th Battalion, A.I.F.*, p. 114.

The author's last chapter, 'Reputations', is an interesting and skilful piece of writing. Monash's estimate of Birdwood is important (p.298) as are his comments in other chapters on Coxen (p.219) and on Godley (p.204). In the few scant remarks about Monash Godley made in his autobiography *Life of an Irish Soldier*, the most laudatory read: 'He had written me grateful letters on his successive promotions saying that he owed them to what he had learnt when he had served under me' (p.241). This autobiography was published eight years after Monash's death. One might search in vain for remarks as mean spirited and ungenerous.

Several matters arise from Major Pedersen's study in command which can with advantage be highlighted for purposes of reference:

- There emerges the need to train commanders at all levels to approach their duties scientifically, as Monash did. Nowadays instinct, intuition and the 'magic eye' alone are unacceptable.
- Much has been said in the past about the military value of the civil training and experience which some non-regular officers bring to the discharge of their military duties. But these claims have usually been presented in forms too superficial and otherwise unsuitable for further development. Now, however, the author has come to grips with the problems and has provided a suitable basis upon which to measure the military value of civil training and to make possible thereby more realistic comparisons between the training of regular officers and what may be described as equivalent training of non-regular officers, for the attainment of common objectives.
- Much too much has been said, uselessly, about the value of practical experience; but not enough has been said about how to extract lessons scientifically from this experience. It is only in a scientific way, as Monash's achievements have shown, that lessons can be drawn from it for purposes of military training. By this scientific means experience can educate and thereby improve performance.
- The author has described how Monash trained himself to draw lessons quickly from mistakes, to amend his plans in the course of their execution in order to cope with unforeseen breakdowns, and to deal with unexpected obstacles. But these processes of drawing lessons from experience were, it should be noted, intellectual and not mechanical.
- Monash's contribution to scientific warfare was not so much a contribution from a particular science; rather it was a contribution of another kind to the conventional warfare of his time. This took the form of a stern application of scientific method to all aspects of his command duties. By this, Monash provided against probabilities and left nothing to chance.

In this scientific distillation of lessons from experience, Monash's own training and experience was a confirmation of what Viscount Haldane of Cloan, in another capacity a great Secretary of State for War, pointed out in his *Human Experience*. In that, he said 'experience does not arise out of any merely mechanistic putting together of unconnected sensations'. The foundations of experience are, on the contrary, 'system' and 'the systematic activity of our minds'.

When the author has given readers so much it seems ungrateful to ask for more. But in ascending the ladder of fame few men do it alone. Therefore, more could probably have been said about

Monash's indebtedness before August 1914 to McCay and to Bruche, and, during the war of 1914–18, to White. An examination could also have been made of the extent to which Monash was influenced by the example, the deeds, and the writings of Field-Marshal Count von Moltke (1800–91). Moltke was probably the first senior officer in Europe to employ the electric telegraph in military operations in Europe, and to exploit railway transport for military purposes as his victorious campaigns demonstrated. He also directed his attention to mobilisation. If he did not invent the word *Mobilmachung*, he certainly gave it its modern significance in warfare. The author has of course pointed out Monash's pre-war interest in communications, railways and mobilisation. Archibald Forbes' *Memories and Studies of War and Peace* suggest other resemblances between Monash and Moltke. Moltke's motto was 'First weigh then venture'; the keynote of his strategical doctrine was 'separate for the march and concentrate for the battle'; and he did not hesitate to incur greater casualties than estimated to attain his ends. Readers would probably accord readily the first and second of these two features to Monash. But some may be surprised to learn (p.296) that on occasion Monash was no more solicitous than Moltke about heavy casualties.

While the author has not neglected the importance of personality in command, Monash's personality does not exactly pervade the whole narrative. Some adverse glimpses given of it, in accordance with the 'warts and all' requirement, may have been abnormal symptoms caused by prolonged stress and strain.

The book is physically attractive; it is well illustrated with pictures and maps and it has a nine-page index. Its price makes it a bargain.

Warren Perry

Book Reviews

J.K. Cossum, *Australian Army badges—A collector's reference guide—Part 3*, pp.56, Ye Olde Curiosity Shoppe, Holbrook, NSW, 1985. PB $19.95.

Collectors have no doubt welcomed the news that Jeff Cossum has produced his third collector's reference guide to Australian badges. This new book covers the period from 1948 to the present day and is presented in a similar format to his earlier publications. An added bonus is the half dozen pages devoted to some of the cloth insignia, including the old distinctive formation signs, worn during the period.

The book's contents are divided into three periods: 1948–53; 1953–60 and 1960–85. Evident are the various army reorganisations, the change from the King's to the Queen's crown, the virtual destruction of some of the old territorial titles and traditions inherited by the Citizens' Military Forces and the emergence of the regular army.

The post war period is indeed an interesting one. Some of the badges introduced were copied or influenced by earlier designs or those worn by the British army. New units appeared; Commando Companies, the SAS Regiment, Australian Army Aviation Corps, the Royal Australian Corps of Transport and the Australian Army Band Corps. The disbandment of the famous regiments of light horse saw the emergence of armoured and cavalry regiments while the Vietnam war and national service saw the creation of the Australian Army Training Team Vietnam and the Officers' Training Unit (OTU).

Many of the badges illustrated in the book do not fall neatly into any one of the date periods nominated. This, and the fact that, as the book is dealing with the second half of the twentieth century, many collectors will have had the experience of wearing some of these badges, will ensure some lively discussions. Regardless of this, Mr Cossum has again done a good job and his coverage of the Australian army's badges is now up-to-date.

Like the previous books in the series there is minimal text. This is an area where I would like to see some expansion and improvement and, in the case of the brief preface, some correction. However as the book is aimed most specifically at collectors my views are probably in a minority. Most collectors will probably feel that this form of book is precisely what they want. It certainly deserves the same success as the two previous books attained.

Peter Burness

G. A. Burgoyne, *The Burgoyne diaries*, Thomas Harmsworth Publishing, London 1985. pp 218 + pp 28 of Army Summaries of Information, 12 sketches by author and 1 map. HC £10.95.

This diary records the experiences of a reservist infantry officer from his arrival in the Locre/ Wyschaete area of Flanders with the British Expeditionary Force in early December 1914 until his evacuation wounded in May 1915, a period about which relatively little has been written as personal record or reminiscence, possibly because few of the fighting soldiers of the time survived the ensuing four years.

The diarist, Gerald Achilles Burgoyne, was a descendant of 'Gentleman Johnny' Burgoyne who, as the dust cover blurb puts it, 'turned the course of history by losing the Battle of Saratoga in America during the War of Independence'. Gerald Burgoyne had served with distinction with the 3rd Dragoon Guards in the South African war and in 1914–15 he was, perhaps, a little old (he turned 41 during this period) for the rigours of warfare in the Flanders cold and mud and the responsibilities of a company commander with the Royal Irish Rifles. However, he kept going until May 1915 when a minor wound during an attack in support of operations on Hill 60 led to his evacuation with a bad case of nerves.

The static warfare of the winter months in low-lying country, where a 'trench' might be no more than one or two feet deep with a parapet built up from the ground making up the rest of the depth but providing the most meagre protection against sniper fire and no cover, created great difficulties in movement and supply which are well covered in the narrative.

The diary is liberally sprinkled with references to the poor quality of many of the men, including NCOs, described variously as too old (some had no teeth), lazy and spiritless, dishonest, drunken, selfish and 'scrimshanking' or cowardly—Belfast and Dublin corner boys (whatever that means). These men appear to have been largely special reservists, the immediate replacements of those regulars who became casualties in the early fighting. Burgoyne had his own method of dealing with them. 'It is no use', he wrote, 'punishing a man on active service as one does in peace time; the only thing is to hit him at once and hard'. Hence, 'I...punched him twice under the jaw' and 'I lifted him a couple of the best and kicked him till he ran... It is the sort of discipline they're used to in civil life, and which they understand; any appeal to their better feelings they regard as weakness'. There were apparently many cases of desertion in the British army at the time and there are a number of references to courts-martial and death sentences. As well as his own unit, Burgoyne is strongly critical of the state of many others, their lack of spirit accounting, perhaps, for his references to fraternization and tolerance, particularly where they were opposed by Germans similarly lacking in enthusiasm for fighting, including Saxons and Bavarians, but not Prussians.

Burgoyne reports that in his final action his company did splendidly, well making up for the bad state of the battalion during the winter. Drafts from February 1915 onwards had been improving both in quality and training and they had got rid of all their 'wasters'. This review's emphasis on aspects of discipline and morale reflects similar emphasis in the diary. It is the most interesting and unusual feature of a book covering a period during which the state of the British army must have been at its lowest.

Much of the record is not, in fact, very different from personal records of later war years although, if anything, the effects of material shortages and deficiencies in staff work seem to have been worse. In his six months in Belgium, Burgoyne wrote, on only one occasion did a member of the brigade staff visit the trenches and not once did he hear of any of the divisional staff coming near them.

This is an interesting book, a worthwhile addition to the many personal records of the 1914–18 war. Burgoyne was himself an interesting character. He died, aged 62, bombed by the Italian air force while he and his mules were convoying a Red Cross unit in Ethiopia in 1936.

Alan Fraser

Michael O'Connor, *Australia's defence policy—to live in peace.* Melbourne University Press, Melbourne, 1985, pp viii + 176. Our copy from the publisher. Recommended retail price $9.50.

This book, although somewhat outside the scope of military history, except for chapter 1, is very important. It is nothing less than a concise overview of Australia's defence policy and defence force. The criticisms of the current situation in Australia are admirably summed up on page 112...the Australian Defence Force...is plagued by uncertainty, a cumbrous administrative and command system and a preoccupation with status on the part of top-level management'. The book begins with a discussion of the impact of history on Australian defence policy and in turn addresses itself to geographic and economic factors as they impinge on Australia's defence, to the political pressures and Australia's alliances and regional security. A chapter is devoted to public and not so public attitudes to defence. Obviously, one of the longest chapters deals with the development of the defence force. It is here that trenchant criticisms of top-heaviness are made. In twenty years the total strength of the defence force has increased by 21%, yet the number of starred officers, senior executive public servants and colonel equivalents have risen by factors of 2.1, 3.1 and 1.9 respectively (p.111). What O'Connor fails to point out is that this top-heaviness is by no means peculiar to the defence area, and when he indicates more by inference than anything else that decision-making is bedevilled by a plethora of committee structures and other buck-passing devices, he fails to stress that this aspect of our society is due to the prevailing inability to give orders and ensure their implementation, mainly because very few people in all walks of life have never learnt how to take orders and obey them.

The only relatively low spot of this book is the somewhat superficial treatment of the defence infrastructure. For instance, no mention is made of the need for research and development to be carried out in Australia, something this country is very good at and where it has scored several international 'firsts'. Jindalee and Ikara are cases in point. However, in a small volume like this something has to give.

O'Connor's 'Blue Print for the Future' (chapter 10) is based on the 'concept of deterrence...A potential aggressor must be persuaded that resort to armed attack on Australia *and Australian interests* (italics by this writer) will be resisted by force' (p.140). The blue print envisages fairly sweeping changes in the command system and structure and equipment acquisition policies.

Our Patron recommends this book 'as important reading to everyone who considers security of this nation whether under threat or not to be a matter of high priority' (p.viii). This reviewer considers the security of the nation as *the top priority;* therefore anybody who feels likewise should have a copy of this book in his home. At a price of $9.50 this should present no problem.

H.J. Zwillenberg

Edwin Ride, *BAAG* [British Army Aid Group] *Hong Kong resistance 1942-45.* Oxford University Press, Hong Kong, 1981. Illus, index, bibliography, biography.

This is the story of a distinguished Australian medical soldier, Colonel Lindsay Ride, commander of the British Army Aid Group (BAAG) in southern China. Dr Ride was a man of many parts. He served with the 38th Infantry Battalion, AIF during the battle of the Somme, in which he was wounded. Rhodes Scholar for Victoria in 1922, he became Professor of Physiology at the Hong Kong University in 1928 and after service in south Asia in World War II returned to the university, of which he was vice-chancellor from 1949 to 1964. He was knighted in 1962 and died in Hong Kong in 1977.

Hong Kong fell to the Japanese in December 1941 and shortly afterwards, Colonel Ride and a group of companions escaped from prison and made their way to free China. There Ride suggested that an organization be established to assist prisoners of war and internees. The unit smuggled escaped prisoners out and smuggled drugs, food and messages back into Hong Kong, doing much to support and maintain the morale of those in captivity. BAAG soon became the chief source of military intelligence for the Allies fighting in southern China.

The author is Colonel Ride's son, Edwin Ride, AM, currently Australian Consul-General in Houston, Texas. The story of BAAG falls outside the mainstream of military history and might never have been written but for the younger Ride's dedication. He writes with clarity and economy of style and displays a professional approach to historical appreciation and political analysis. In the early post-war years he served in the Hong Kong Regiment (The Volunteers) and writes of his father's colleagues from extensive personal association.

So that the reader may understand the political climate which tempered BAAG's operations, the author has provided an account of China's internal situation during the period. He has also described BAAG's links with the Special Operations Executive, also known in the Far East as South East Asian Force 136. The author goes fully into the complex politics of the war BAAG had to wage with Headquarters in order to progress its real war against the Japanese. An understanding of the administrative difficulties BAAG had to surmount is essential to a realistic assessment of the organization's contribution to the war effort. BAAG survived, and thrived, in spite of the strictures imposed upon its operations. Those who have read of Stilwell's problems with Chiang Kai-Shek will leave this book with some sympathy for Colonel Ride.

Wavell in India much appreciated BAAG's regional intelligence input, but the organization's effective system was subjected to encroachment and 'friendly' penetration, with much of its intelligence work sacrificed to the monopolistic aims of others. BAAG had to fight for its survival but was not strong enough to prevent institutional forces from affecting its efficiency. It limped on, to be disbanded on 31 December 1945.

The effectiveness of BAAG's role may be judged by its extraction of over 1000 British, Chinese and other allied servicemen and civilians from Hong Kong, the planning and supervision of the expenditure of British funds for famine and refugee relief and its food and hospital services which saved the lives of thousands in famine, epidemics and air raids. Some 50 pages of intelligence material were compiled each week.

In 1944-45, the main task was recovery of US pilots brought down in southern China — something BAAG achieved with almost total success. The daring of its agents is shown in one account of a US airman shot down over Kai Tak airfield who landed in the hills over Kowloon. He was repatriated from and through enemy territory, a notable feat made the more remarkable by the help of a local communist unit which would, in normal circumstances, have had little wish to liaise with nationalist units.

BAAG operated with rudimentary skills in that wireless and ciphers were not used. Japanese counter-intelligence was efficient and ruthless yet, in most cases, BAAG was able to outwit them. The work had a lighter side; social life on the home front is described in some detail and both the Japanese and Allies appreciated the need for 'happy houses'.

Overall, Edwin Ride's account of his father's work is a significant contribution to the history of World War II — a worthy adjunct to Kirby's official history. Perhaps the most fitting accolade comes from the words of Major General W.J. Cawthorn:

> It is a melancholy experience of most special 'I' organizations that while the war is on and Commanders-in-Chief are writing dispatches the demands of secrecy preclude adequate tribute; and after the war memories are short and people in authority forget.

Mike Fogarty

Larry H. Addington, *The patterns of war since the eighteenth century*, Croom Helm, 1984, pp.318. Our copy from Croom Helm Australia Pty Ltd. Recommended retail price $57.50.

The author, professor of history at The Citadel, an American university, has set himself the ambitious task of tracing on the basis of about 360 secondary sources the history of warfare as 'a process of war's social, political, technological and organisational aspects' in all spheres of war—military, naval and air. He begins his discussion with the period 1775 to 1815, from dynastic to national warfare and explains the changes caused by the revolutionary events that had taken place in France and in America. From the viewpoint of tactics, this section is the best of the book; it shows the transition from the rigid and virtually inflexible tactics of Frederick II to the beginnings of fire and movement. From a 'philosophical' aspect, the second section of the book spanning the period 1815 to 1871 is outstanding because of its clear exposition of the military doctrines of Generals Antoine de Jomini and Carl von Clausewitz. In addition, the discussion of technological developments in that period (armaments and transport) is concise and useful, as is the description of general staff developments, particularly in Prussia/Germany. The chapter dealing with the period 1871 to 1914 does not add a great deal to the knowledge of matters military except, perhaps, for the observation that the accurate Boer small arms fire so impressed British military authorities that from that time onwards British small arms training created the best infantry in Europe (p.113). The author's treatment of the succeeding periods is, in this reviewer's opinion, somewhat superficial.

Addington describes the campaigns in each of the seven periods to illustrate the change in patterns of warfare. Needless to say, in 200 or so pages allocated for the campaigns, his treatment is not very satisfactory. He might have been more successful had he been selective rather than endeavouring to be exhaustive. There are a number of errors of fact and some misleading statements. To quote but a few. It was Frederick William I and not the second of that name who enshrined the principle of the nobility serving as officers, not as a privilege but as a compulsory duty (p3). On the same page a cavalry squadron is equated to an undersized battalion. The diagram of the battle of Tannenberg, 1914, is quite misleading (p.132). The statement on page 158 that the 'second global war (was) worse than the first' must surely raise eyebrows. The military reader would take issue with some of the statements on page 164. Russian armament was not all that inferior to the German equipment and in some cases superior; the T34 tank is a case in point. Also, Guderian was not general-in-chief of the German armoured corps, but rather its inspector-general, a very different appointment. The reference to General von Blomberg on page 180 is misleading; he was dismissed on the insistence of the German senior officers because of his marriage to a prostitute. The reference to Guadalcanal on page 231 is confusing as is the assertion on page 234 that 'American and Australian troops (beat) back the Japanese drive over the Owen Stanley Mountains...' There were no American troops in the Owen Stanleys.

In general, it is difficult to assess the value of this book to the casual reader who could get the wrong idea about changes in campaign patterns because the treatment quite often is oversimplified. The student of military history is likely to be disappointed by the way the ambitious aim of this book is not achieved. The ancillary features of the book are quite good. The half-tone reproductions from other sources and the line diagrams are clear. The index is satisfactory. The recommended retail price of $57.50 is quite unjustified for this book.

H.J. Zwillenberg

The Australian honours system — new awards

ON 26 January 1986, the Prime Minister announced that the Federal Government had agreed on a number of new awards to enhance and develop the Australian honours system. A slightly abridged version of the official announcement follows:

The new awards will be established to enable recognition of outstanding service by particular groups in the community and members of the Defence Force in operational and non-operational service.

They will be in addition to other awards already available within the Order of Australia, the Bravery Decorations system and the National Medal instituted in 1975 and the Defence Force Service Awards instituted in 1982.

The establishment of the new awards will build on the existing elements of the Australian honours system to give Australia, for the first time, its own comprehensive indigenous system of honours and awards. The Government has made no recommendations for honours and awards in the Imperial system.

The Queen has agreed in principle to the Government's recommendations for the new awards.

There will be a new range of awards for Defence Force personnel which will be common to all ranks and services.

In view of the historical importance of the Victoria Cross to Australians, the decoration will remain as the highest award for gallantry in action. The Victoria Cross will be established within the Australian honours system by the issue of Australian Letters Patent for the award by The Queen of Australia.

Future recommendations for the decoration will be made by the Australian Government direct to The Queen for her approval as Queen of Australia.

Other Defence awards will be available in war-time to recognise gallantry and outstanding service. Awards

for non-operational service and another for nurses in the Defence Force will also be established.

Several other awards will be introduced for particular service within the community and to the nation. They will include medals for distinguished service by members of Australian Fire Services, for extraordinary service by Antarctic expeditioners and for outstanding public service.

A new award for distinguished service by members of Australian Police Forces was announced in May 1985.

The formal criteria for the new awards will be announced when The Queen approves the relevant new Letters Patent and Regulations governing the various medals and decorations.

The regulations for the National Medal will also be extended to allow members of the Australian Protective Service and Correctional and Emergency Services to qualify. Members of Police Forces, Fire and Ambulance Services are presently eligible for the National Medal after completing 15 years diligent service.

A number of amendments to the Constitution of the Order of Australia will also be made, including:

- removal of the provision to appoint Knights and Dames. (This will not affect existing appointees at this level);
- a substantial increase in the annual allocation of awards available from about 400 to 700.

Australia will also move to have its own regulations governing the acceptance by Australians of foreigns awards.Some other matters affecting the administration of the Australian Honours system will also be introduced.

A schedule of the new awards is set out below.

A. Schedule of New General Awards

1. Police Service
   - For distinguished service—
     An Australian Police Medal
     (announced on 31 May 1985)
2. Fire Service
   - For distinguished service—
     An Australian Fire Service Medal
3. Polar Expeditioners
   - For extraordinary service in the Antarctic Region—
     An Australian Antarctic Medal
4. Public Service
   - For outstanding service—
     An Australian Public Service Medal

B. Schedule of New Defence Force Awards

1. For Operational Service
   - For gallantry in action—
     Victoria Cross
     An Australian Star of Gallantry
     An Australian Gallantry Medal
     An Australian Commendation for Gallantry
   - For distinguished service in operations—
     An Australian Distinguished Service Cross
     An Australian Distinguished Service Medal
     An Australian Commendation for Distinguished Service
   - Unit citations for operational service—
     An Australian Unit Citation for Gallantry
     An Australian Meritorious Unit Citation
   - For service in minor campaigns—
     An Australian Active Service Medal
     (In accordance with established tradition, separate medals will be struck for each major campaign to recognise service in major conflicts, if and when the need arises in the future.)
2. For Non-Operational Service
   - For service in peacekeeping and other military, but non war-like operations—
     An Australian Service Medal
     (announced on 23 September 1985)
   - For outstanding achievement or devotion to duty (non-operational)—
     An Australian Conspicuous Service Cross
     An Australian Commendation for Conspicuous Service
   - For champion rifle shots—
     An Australian Medal for Champion Shots of the Defence Force
3. Nursing Award for Operational and Non-operational Service
   - For outstanding service by nurses in the Defence Force in both operational and non-operational situations—
     An Australian Nursing Service Cross

All of the above awards will be established by new Letters Patent issued by The Queen of Australia.

* * * *

Designs for the new awards have not yet been established. It is understood that a competition will be held for designs of the new Defence Force awards. (Ed.)

Hopkins Barracks opening

Readers may be interested in these official photographs of the march and drive past at the opening by HRH the Prince of Wales of the new armoured centre (Hopkins Barracks) at Puckapunyal in October 1985. These were received by *Sabretache* too late to be published with the account of the event in the October/December 1985 issue.

Tanks from the past including an M41 (leading), an Australian-designed armoured recovery vehicle from WW2 and a Centurion drive past the saluting dais during the parade. The tanks form part of the display at the new Armoured Corps Museum. (Army official)

The Royal party was escorted to the parade ground by troopers from 8/13 VMR dressed in the uniforms of the original light horse. (Army official)

Alan Fraser

Australian War Memorial History Conference — 1986

THE sixth annual Australian War Memorial History Conference in Melbourne on 10–14 February 1986 was the first to be held outside Canberra. As in the past, it attracted a large audience including a number of Victorian historians and members of the MHSA who had been unable to attend previously.

Eleven formal papers of social, operational and political history were presented in the morning sessions and the afternoon programs comprised a range of symposia, seminars and workshops and a work-in-progress session. This followed the pattern of the previous year. An optional tour of the RAAF Museum at Point Cook was well attended during a 'free' afternoon.

A feature of the conference was the stronger representation of women, both as speakers and audience. Of the eleven formal papers, six were delivered by women including a paper which not unnaturally attracted attention from the Melbourne mass communications media, titled 'The four evils: morality and entertainment in Melbourne in 1942', by Kate Darian-Smith. The paper examined the tarnishing of Melbourne's reputation for respectability by the four evils—drunkenness, immorality, gambling and non-observance of the Sabbath, claimed to be direct consequences of the war including the arrival of American forces.

Other notable contributions were from Glen Barclay on the 'insurance' aspect of Australia's military commitment to Vietnam, Peter Burness on the factors behind the disastrous charge at the Nek on Gallipoli and Marilyn Lake on government policies aimed at warding off discontent by returned soldiers of the 1914–18 war.

John Mordike offered an interesting paper on attempts by Britain to arrange military co-operation with the colonies around the turn of the century. This included attempts to induce Australia to concede, through its constitution, control of Australian military forces by the British parliament.

The somewhat less formal afternoon gatherings covered a number of topics including symposia interpreting the prisoner-of-war experience (speakers Hank Nelson and Gavin Ross, 'Spud' Spurgeon and Hugh Clarke), and Australian women at war, 1939–45 (Helen Taylor, Ria de Groot, Lyn Davis, Sue Hardisty), a seminar on Victorian colonial fortifications (Michael Kitson-Smith—South Channel Fort; Jim Tate—Fort Queenscliff; Stuart Robinson—Point Nepean fortifications; Colin Jones—naval defences of Port Phillip Bay).

A well attended session was a seminar on Australian naval aviation, coinciding with the 75th anniversary of the foundation of the RAN and RANR. Commander Ray Jones delivered two papers on RAN aviation up to 1944 and on the Fleet Air Arm from 1948 to 1983 and Rear Admiral Neil Ralph spoke on the Fleet Air Arm in Vietnam and its evolution in the absence of a carrier.

Of particular value to historians was a workshop on sources for military history in Melbourne, including participation by representatives of Central Army Records Office, Royal Historical Society of Victoria, Latrobe and State Libraries and Australian Archives.

The usual work-in-progress session enabled eight historians to speak briefly on their current projects. This covered a wide variety of subjects, speakers including MHSA members George Ward (Defence in Victoria, 1803–1902), Jim Shelton (military music) and Peter Stanley (air war over Europe: personal sources). A less familiar history source, 'the Australian War Memorial oral history programme' was addressed by Bryan Butler.

Altogether, to this observer, it was a successful conference, rather more interesting and valuable than some of the subject titles had suggested. The 1987 conference is planned to be held in Canberra.

Notice to Members and Subscribers

1986-87 Subscriptions

Federal Council, at its last meeting on 6 March 1986, considered recent advice by the editor of a substantial rise in the cost of typesetting and printing *Sabretache*. It was obvious that the current rate of annual subscription will not allow continued production of the journal at its present standard.

In considering its responsibility for producing a quarterly journal, as specified by the Society Constitution, Council examined several alternatives and concluded that the maintenance of *Sabretache* at its current standard of presentation and content was the most appropriate action to meet the interests of members and subscribers. In reaching this decision Council felt supported by a number of Australian and overseas comments reflecting the status which *Sabretache* enjoys in military historical circles.

Council also recognised that there has been no increase in subscription rates over the past four years during which rising costs have been met by rationalisation of paper size, reduction of type size and the forbearance of the typesetter and printer in containing price increases below normal economical commercial levels.

It is therefore necessary to advise members and subscribers that the rate of subscription for 1986-87 will be A$26.00, payable 1 July 1986 to Branch Secretaries or to the Federal Secretary, as appropriate.

Since reaching this decision Council has been advised of an impending increase in the cost of postage and that Australia Post will be conducting a review of the concession for registered publications, starting in August 1986, with the aim of introducing new charges by March 1987. On first indications the new charges may entail substantial rises in cost of postage. An increase in membership in 1986-87 could help to reduce the unit costs of production of the journal. All members are urged therefore to bring the Society and its publication, *Sabretache*, to the attention of individuals and institutions with an interest in the military history of Australia.

T. C. Sargent
Hon. Federal Secretary

Members' wants

Peter M. Thomas, GPO Box 89, Darwin, NT 5794 recently came into possession of an Australian Service Medal 1939–45 with the following unusual naming impressed on the rim:

F.B. HALE N.A P

There is no number, no full stop between A and P and there is no sign of alteration or erasure. The medal came as a single but for all Peter knows it may have formed part of a group. He would like to know what 'N.A P' represents. (This puzzled *Sabretache's* advisers, too, and we would also be interested to know—Ed.)

Christopher Fagg of Pollards Road, Rocky Cape, Tas, 7321 asks if any member can assist him in establishing conclusively the total number of Australian recipients of the Military Order of the Dragon, issued for service during the Boxer Rebellion, China, 1900. Contemporary sources all quote 21 recipients but do not state the establishing authority for this figure. Chris holds a copy of the Order's Medal Roll, dated 1912, but it only verifies 17 recipients, all from the NSW contingent. Those from Victoria and South Australia are not listed.

Wanted by G.E. McGuire, 12 Bernice Avenue, Underwood, 4119:

1908–12 Royal Australian Engineers hat badge (brass).

Australian Commonwealth Edward VII button (18 lines) in brass.

Royal Australian Engineers button oxy (26 lines) with bombburst in centre, worn during the 1930s.

Australian Engineers khaki bombburst worn above chevron (1900–1920 period).

Victory medal to 2875 Pte C.B. Badnall, 48th Bn, AIF—T.C. Sargent, PO Box 30, Garran ACT, 2605

Society Notes

Election of Officers to Federal Council — 1986–87

In accordance with the Constitution of the Society, Part I 10 (1) and Rules for Elections -Part I, nominations for the following office bearers are called, to take up office at the Annual General Meeting of the Society to be held in Canberra on 21 July 1986:—

President
Vice President
Secretary
Treasurer

Nominations are to be in the hands of the Federal Secretary no later than 1 May 1986.

Nominations may only be submitted by financial members of the Society and those nominated must also be financial members.

Nominees must indicate their acceptance on the letter of nomination.

T.C. Sargent
Hon. Secretary

Notes on Contributors

David Wilson served as a technician in the RAAF for six years, after which he joined the public service. He is currently employed within the Department of Defence (Air Force Office) in Canberra. He holds an Arts degree from the Australian National University and has a life-long interest in aviation in general and in RAAF history in particular. He is also a keen photographer. His study of incidents, units and air force personnel is a serious hobby which has brought him into collaboration with other enthusiasts.

Brigadier Maurice (Bunny) Austin, DSO, OBE died in October 1985. He was a noted military historian and writer and a long-standing member of the MHSA, contributing many articles and reviews to *Sabretache*. His last contribution, in this issue, 'The first Australian digger', was made available to *Sabretache* with the request that it be published as close as possible to Anzac Day.

Lieutenant Colonel Clem Sargent, RL is Federal Secretary of the MHSA, whose particular interest is the Peninsula War. He recently returned from an extensive tour of the United Kingdom and Europe, including the Iberian Peninsula.

John Tamplin, TD, has been a member of the Orders and Medals Research Society since 1949 and editor of that Society's journal since 1973. He served in the Royal Artillery from 1945 to 1948 and in the RA (TA) from 1947 to 1967. His chief interests, on which he has published material, are in the RA, the Bengal, Madras and Bombay Artillery and in long service awards, both military and civil. In 1965, he wrote the history of his Territorial regiment, the Lambeth and Southwark Volunteers. He is now with the Army Museums Ogilby Trust.

Chaplain Arthur Bottrell, ED, RL was commissioned in the CMF in 1940 and joined the AIF in 1941, serving in the Middle East and returning to Australia with the 9th Division in 1943. He later served in New Guinea on special service with the Commando Squadrons. He was placed on the Reserve of Officers in 1946 but joined Central Command CMF chaplains in 1951, serving as Senior Chaplain (Methodist) from 1952-63 when he retired. He left the active ministry in 1964 due to ill health. He has contributed several articles to *Sabretache* and to other journals.

Barry Videon is one of the founder members of the Society, and served for a number of years as the first editor of *Sabretache*. He filled various committee positions in the early years of the Society and assisted in the creation of several Branches, and of the Federal Council, being involved later in the transfer of the latter to Canberra. He has been interested for over 40 years in promoting military collecting and history; has been involved in the production of several military books, and has an interesting private collection, now predominantly of uniforms and insignia of world air forces. Recently retired from public service and from the command of the Victorian Squadron of the Air Training Corps, he hopes now to be able to devote more time to the hobby.

Peter Stanley is well known for his contributions to Australian military historical literature including *Sabretache*, of which he was formerly editor. With Doctor Michael McKernan, he is about to publish *Anzac Day: 70 years on*, a photographic record of how Anzac Day 1985 was celebrated.

Letter to the Editor

The Editor,

Early this year I wrote to a British researcher with a query associated with the subject of a publication on which he is currently working. A copy of a recent issue of *Sabretache* was sent with my query. Although unable to help me, he did have some comments on *Sabretache* which may be of interest to Society members.

He wrote—

Maybe the military historians will come up with the answers. I must confess to having been disappointed with Regt Hists. Someone once said 'History is about dead kings'. I started ploughing through the histories but, with very few exceptions, regimental histories are about dead officers (except for the cavalry, when they are about dead officers and dead horses!).

What a pleasure it was, therefore, to start browsing through *Sabretache* when I was away for a few days last week. I thought it would be a quick look, not much concerned with 'my' period of history. But I found it so compelling I read it from cover to cover. Great stuff. Knocks most UK output into a cocked hat — or should that be a slouch hat?

Congratualtions to the Editor, the Editorial Committee and the contributors. Keep up the good work.

Clem Sargent

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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 the title page.

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 last week of March
Apr.-Jun. edition mailed last week of June
Jul.-Sept. edition mailed last week of September
Oct.-Dec. edition mailed 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 April for April-June edition
1 July for July-September edition
1 October for October-December edition

QUERIES

The Society's honorary officers cannot undertake research on behalf of members. However, queries received by the Secretary will be published in the 'Notes and Queries' section of the Journal.

THE MILITARY HISTORICAL SOCIETY OF AUSTRALIA

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