



**Respect, Gratitude, Admiration**

# *TRIBUTE*

The Newsletter of the Military  
Historical Society Australia,  
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President: Neil Dearberg  
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As part of the commemorations of the formation of the Torres Strait Light Infantry 17 March 1942, Chief of Army LTGEN Simon Stuart honoured the battalion's history at a ceremony in Thursday Island and recognised the significant role the battalion holds as being Army's first and only indigenous battalion.

The Chief was joined by soldiers from the 51<sup>st</sup> Battalion, the Far North Queensland Regiment (51 FNQR) some of whom are direct descendants of soldiers of the Torres Strait Light Infantry Battalion.

(Source: Australian Army)

## President Report

Hopefully the spirits of good weather will come to Gympie airfield on Saturday 22 April. Ron Sutton and some of his mates from the Qld Military Jeep Club will bring their beasts to compliment the displays of warbirds, parachutists, other aircraft, food stalls, sausage sizzles, coffee and fruit juice van. Come along and share some military spirit and enjoy the displays and shows.

Our next "normal" meeting will be in May at a venue to be advised. I will be absent that day either flying overseas to get on a cruise ship to Iceland or on the ship.

The AGM will be in July and at that time I will stand down as President as its time for another to drive us forward. I will offer to stay on the Committee if needed if the decision is made to continue with the Military Spectacular next year when the ADF will have greater resources available.

Best wishes for Easter and stay safe and well

Neil

## From the Editor

Welcome to *TRIBUTE NO 22*. I thought it important to let everyone now that I will be standing down from my positions of Secretary, Treasurer and Editor at the AGM in July this year. Why? It has always been my wife Meg and my intention to do the Grey Nomad trip around Australia, but because we have spent the last 20 years supporting kids from PNG with their education in Australia this has not been possible. Young Benjamin, who some of you have met, is our fourth and last student and he will finish Year 12 this year. Meg and I are both now 70 years old and if we don't go now we never will. Please consider taking up one of the positions at the AGM. None are overly taxing in time. I would be very happy to support and conduct full handovers, in the second part of the year. I have enjoyed every moment over the last few years in my combined roles and thank you for your support.

In this edition we have the last of the three part series, A Band of Hero's, one more story from my growing collection of Queensland at War, and a special tribute to Norma Uhlmann WRANS. There has been so much news over the last month or so I have for the first time produced a second *TRIBUTE No 22 News* because of its size.

Finally, thank you to those members who sent me an email about our last edition. It was most appreciated.

As always, Enjoy the Read.

## QUEENSLAND RAILWAYS IN WW2

### **Ammunition, Troops and Stores trains then Civilian services.**

by Ian Curtis

#### **Introduction**

The contribution of the Queensland Government Railways to World War 2 was immense. In World War One some 2600 railwaymen enlisted in the AIF, one fifth of the workforce. Before the war ended 160 had died and many never recovered from the trauma of the front line.

In World War 2 rail transport was the main means of shipping service personnel and military equipment around the country. However, Australian railways were not up to the demands of war. Each state used a different gauge, much of the rolling stock was unsuited for the task, and not until early 1943 was rail transport centrally organised. And yet the demand for quick and efficient means of transport only increased as coastal shipping was diverted for use by the armed forces or reduced by losses to enemy action.

The rail network in Queensland was closest to the fighting. In 1942 the army had effective control of transport in northern Queensland. This led to the Queensland Railways Commissioner and the federal Minister for Transport clashing with the Minister for the Army, a dispute only solved through the Prime Minister's intervention.

By the end of the war hundreds of thousands of Australian and Allied soldiers, and even enemy prisoners, had travelled millions of kilometres on Queensland trains, leaving the railways in a very poor state.

#### **War**

In Queensland the Railways were declared an essential service, preventing many would-be volunteers from enlisting. Even so, 1487 employees enlisted, 77 of them being killed in action. Many of those who did enlist were members of Militia Units. The Queensland Railway Department at 30 June 1939 possessed 752 locomotives, 1334 passenger carrying vehicles (including rail motors) providing seating for 57,481 people, 15,903 goods wagons, 1723 livestock wagons and 1107 service wagons.

In mid-1939, one such Militia Officer Brigadier Gerry Moriarty, 4<sup>th</sup> Class Train Clerk (later Railway Commissioner) was appointed by the State Government to undertake an investigation along the North Coast Railway Line in respect to air raid protection and the selection of essential employees for the maintenance of the railways in the event of an emergency. He commenced in Cairns and progressed south to major railway towns. He stated that men and materials must be protected and employees will be taught first aid, fire-fighting, decontamination of gas and systems must be evolved for the speedy repair of damage. This early work would later in 1942 be put into action with air raid shelter constructed at stations along the North Coast Line, firefighting equipment was widely distributed. The railways formed first aid, rescue and demolition gas decontamination and repair squads.

In August 1940 six carriages were converted into recruiting trains for the Air Force, including facilities for medical examination. One carriage was converted for the Defence Department

as an X-ray unit. After work was completed at each centre, the carriages were normally attached to the rear of a regular train to move the next centre.

The war increased economic activity as resources were transferred from civilian to military sector. Total freight tonnage increased only slightly for the first two years of the war. Coastal shipping was greatly restricted. Thousands of troops were transported by rail to embarkation and to training locations.



Troops on their way to Caloundra at Roma Street Station in 1940

(Source: Qld State Library)

Men in camp were eligible for fortnightly season tickets costing three shillings enabling them to travel to the nearest town.

State railway workshops at Ipswich and Rockhampton were established centres of industry that played a vital part in Australia's war effort. In 1942 the Ipswich Railway Workshops, Queensland, was a major centre of wartime production. As well as constructing and maintaining the tracks, locomotives and rolling stock that were under increasing demand from military as well as civilian traffic. The workshops produced war material and provided the expertise and tools to test enemy weapons. Crankshafts for aeroplane engines, distilling and evaporating machinery for the navy and shell cartridge cases were made.

The much needed laboratory at Ipswich Railway Workshops was built just prior to the outbreak of the war. The Workshops expanded in 1940 when the federal government constructed a Tool and Gauge Room. A second story was added to the laboratory. Heavy castings up to 30 tonnes were produced for munition works. The skilled technicians at the railway workshop were able to provide support for the munitions factory at nearby Rocklea. Some track workers were drafted into the workshops until deterioration of the track made it essential to return them to maintenance work.

During the war, thousands of Allied troops passed through Wallangarra Railway Station on their way north or south. Due to wartime secrecy arrangements, railway staff were only given about 2 hours notice of the arrival of a troop train. This gave the dedicated railway staff enough time to cook and serve on arrival, hearty meals of sausages, mashed potato and gravy.



Transshipment platform at Wallangarra

- . Large numbers of workers were employed to tranship goods in the New South Wales section of the yard

At peak periods in 1944, anywhere up to up to 28 trains from NSW, and up to 30 trains from Qld, arrived at Wallangarra each day. The amount of ammunition equated to about 9000 ton per day. It was unloaded by hand, by the 'Employment Company', and moved by the two Sections of 'Horse Transport' (horse and wagon) from the Jennings Railway Siding to 1 Advanced Ammunition Depot. Those trains that went via the North Coast Line undertook their transshipment at Clapham Junction which was constructed by the Department of Main Roads for £88,000.

### **Japan enters the war**

The entry of Japan into the war in December 1941 totally changed the situation in Australia. It became apparent that the Queensland Railways would become of vital military importance in defending Australia. All recreation leave was suspended the same month, and numerous air raid shelters were built for the public and employees. Three examples remain today, at Maryborough, Landsborough and Toowoomba railway Stations. Much of the work that Brigadier Moriarty did, was put into action. To reduce the risk of loss of accounting information vital financial documents were placed in the safe whenever a station was unattended. Employees were required to report for work, despite air raids or invasion, until directed otherwise by a superior officer. Staff caught in an air raid unable to reach shelter or trenches were advised to lie on the ground, raising the chest on an elbow and keep their mouth open with a folded handkerchief between their teeth as a protection against concussion. If there was warning of imminent bombing of a town, all trains were to be moved out as quickly as possible.

In Brisbane suburban area, special sidings were constructed at locations such as Corinda and Dutton Park to stable suburban carriages so that a single hit at Mayne yards could not wipe out the bulk of the coaching (carriages) stock. The bowls of carriage lights were blackened, special electricity circuits were provided at stations to ensure enemy pilots on a bombing raid would see nothing, During a blackout the train guard and station staff were required to walk along the train calling out the station name. For fear of invasion, station nameboards were removed in coastal areas.

To handle the extra trains a programme of construction was introduced to build additional crossing loops. On the Main Line to Toowoomba, loops were built at Baanga, Magoon and Calobra by the end of 1941. However the biggest problem was the North Coast Line (which only had 40 miles of duplicated track) between Caboolture and Gympie which was a single line and other than at Nandroya on the Eumundi Range no additional loop could be built. Between Maryborough and Cairns thirty crossing loops were built between 1940 and the end of the war. Four new loops were built between Redlynch – Kuranda in North Queensland up to the Atherton Tablelands.

To avoid congestion at the usual transshipment stations at Clapham Junction and Wallangarra and between Brisbane to Gympie a large consignment of tanks were railed to Boggabilla-Goondivindi to Cooyar and then continuing their journey by road.

Running extra trains was possible by reducing turn-around times, running engines beyond the normal maintenance and overhaul programme and running locomotives in need of repair. Old locomotives stored during the depression were returned to service. Workshop staff worked additional hours and for running men, (drivers, fireman and guards) they often reached 70 hours per week. Promotion was swift for many young men, particularly firemen to drivers with little experience. Break downs became common and additional men would have to be sent out to rescue particularly on the North Coast Line to rescue the trains.

Thousands of Australian and United States troops had to be fed and housed. Besides providing supplies for the troops ,supplies and materials for the construction of capital works such as air strips and roads were transported. Orders for wagons came without warning and wagon movements could not be balanced. Empty wagons passed in opposite directions to meet multiple demands. In late 1942, fifty wagons per week were having to be re-consigned elsewhere when the military discovered it had directed them to the wrong destination.



During the war the Federal Government's powers were practically unlimited. In order to ensure it had adequate power in the transport sector, the Commonwealth Land Transport Board was created and Sir Harold Clapp (who became famous during his time as Victoria's Railway Commissioner) was appointed Director General. Clapp had to ensure the war effort was not impeded by bottlenecks in Queensland. Given that the southern end of the North Coast Line was saturated with no scope to build more crossing loops the obvious solution was to increase train size. By March 1943 the delays caused by single track between Caboolture and Gympie was more than equivalent to two trains standing idle every minute of the day.

Running two engines per train meant a crew of five but that would not solve the issue because of limitations on drawbars, hooks and couplings, the reason the maximum load in Queensland was 650 tons for decades. The through load to Gympie, even with two engines was limited to 520 tons.

Clapp's solution was to introduce Garratt locomotives (essentially two locomotives in one) without extra crew every train could handle the maximum load of 520 tons. However, the Queensland Railway Commission from February 1941, Mr P R T Wills had already recommended for immediate construction of more C17 engines which patterns were already available. In 1943 Wills secured Queensland Cabinet approval to build his own locomotives. He was then able to cancel the lease-lend order he had negotiated with the United States in 1941. Only when he cancelled the order did he learn that the Commonwealth had already cancelled the order. The Garratt's in Queensland were a failure for a number of reasons and were never suited to the Queensland Narrow Gauge system. Clapp and Wills had a number of run ins throughout the war.



AUSTRALIAN WAR MEMORIAL

ART25695

Cairns railway Station in during World War Two. Special toilets were built to handle the number of servicemen going through the station.

(Source: AWM)

Cairns and the Far North region was involved in World War II. It was a time of ration cards, restricted areas, censorship and backyard bomb shelters as the city was at the forefront of the Battle of the Coral Sea in 1942 and the general Pacific offensive during 1943.

Queensland rail traffic during the war jumped 66% and had the highest density of rail traffic in Australia. Similarly, in Cairns traffic greatly increased. Extensions to the main railway lines on the tablelands enabled troops and supplies to access the training camps. The Cairns – Kuranda section was so busy at one stage in one 24 hour period a record 43 trains chugged up the range.

When the Japanese started to make their way down the Malay Peninsula, the Commonwealth Government called for voluntary evacuation of the population. About half of Cairns 15,000 population dropped everything and headed inland to the Tablelands and Charters Towers or to the south, some selling everything they had for a pittance, and leaving very few women.

Full units and their equipment moved in convoys of 3 or more trains. Some travelled from Adelaide to Ravenshoe – up to 9 days. Floods cause the North Coast Line to be closed on two Christmas / New Year periods during the war. One of Queensland Railway Ambulance trains was located at Tolga which serviced the Atherton Tablelands.



AUSTRALIAN WAR MEMORIAL

086363

69 Bipod Platoon members awaiting Motor Transport to Redlynch Camp from the station. Delays through Landslides and flooding had caused the journey from Innisfail to Redlynch to take a week

(Source: AWM)

## Conclusion

Many railway staff at the end of their careers remembered their involvement throughout the war with pride, they had done their bit. One Senior Railway Official Mr James Hudson who was the General Manager Northern Division was one of them.

The greatest responsibility of his position as General Manager was undoubtedly the war years. After the fall of Singapore in February 1942, the question of the evacuation of the northern population was given serious consideration, apart from voluntary movement. Between 24 January and 5 April, 113 passenger trains were despatched south, carrying 25,373 passengers and 21 trains by the western route, (Townsville – Hughenden – Winton – Longreach – Rockhampton) conveyed 7100 passengers. In addition to the extra traffic, troops commenced to arrive in March. From March 1942 to December 1944 about 723,450 were carried, apart from civilian requirements. This demanded the running of 2667 trains. In March and April 1943, the 9<sup>th</sup> Division was carried in 51 trains to Redlynch, totalling 18,950 troops. The arrival of troops, of course, meant the transport of large quantities of war materials and stores. One movement was 28 trains in six days. Another was 28 trains in four days, including 14 trains on one day (nine goods and five passenger). These trains were dealt with at Partington Siding (outside Townsville), trains being sent away again, the moment they were unloaded. In one instance the turn around only took 27 minutes.

The mileages run within the Northern Division showed what a herculean task was accomplished by the staff and men of the North. They were;

- 1941 – 3,550,823
- 1942 – 4,065,894
- 1943 – 5,603,927
- 1944 – 4,716,887
- 1945 – 3,838,207.

The record month was July 1943, when the mileage was 504,248. It is also interesting to note that for most railway stations in Queensland outside the CBD they achieved their record passenger and tonnage records in the war years.

When the war was over the Queensland Government Railways were simply a mess. The long process to rebuild then needed to commence.



This Builders plate made in 1945 from the Ipswich Railway Workshops proudly proclaims 'War Finish'. As a result of incredible pressures on rail networks with the huge increase in rail traffic and the shortage of qualified tradesmen, the railway workshops at Ipswich themselves went onto a war footing, maintaining rolling stock that was under heavy use and in addition producing equipment for the war efforts. War Finish indicated the product was functional without unnecessary embellishments - the epitome of the austerity drives of World War II.

(Source: Queensland Museum)

Despite the enormous strain placed upon it the tremendous efforts of the staff, kept the wheels rolling and the task was completed to the everlasting credit of the department. It was achieved despite 98 percent of the 5,566 miles of railway lines in the state being single lines.

### References

1. Kerr J, Triumph of the Narrow Gauge
2. Australian War Memorial
3. Harvey J Y, Mercy Trains
4. Trove
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## **“A band of heroes” – part 3 (final)**

### **A very brief history of C Company, Rockhampton Queensland Scottish Volunteer Corps**

Compiled by Brian Rough.

Rockhampton, 31 January

A meeting of the Scottish Rifles was held this evening to consider the advisableness of passing by-laws. Representatives of the Press were refused admission by Captain Gavin, although their presence was much desired by the members. The proceedings were of a stormy character, and the whole of the corps have tendered their resignation.

Rockhampton, 1 February

A meeting of C Company, Scottish Rifles, was held last evening from which the Press was excluded by captain Gavin in opposition to the wishes of the men. A motion was proposed that Captain Gavin be asked to resign the captaincy of the company, but Captain Gavin, as chairman, declined to put the proposition. The mover then asked the men in favour of the resolution to stand, and all except Captain Gavin's brother stood up. There were nineteen present.

The Central Queensland Times of 2 February contained a rambling attack on the autocratic action displayed by Captain Gavin and other authoritative gentlemen who happen to have vested in the a certain command, which they are in the habit of pushing beyond authorised bounds. It called on the citizens of Rockhampton to resist any attempts to disband the local Company of the Corps.

Colonel French wrote to the Chief Secretary on the 3rd January 1889 on the same subject. He advised that the allowance earned by all the Companies up to 30th June 1888 had not been paid to them. The delay is due to the fact that I am not satisfied to hand over the amounts to Officers Commanding Companies without some guarantee the these officers will pay the amounts which they owe for uniforms &c. to the Officer Commanding the Regiment.

Captain Grant wishes that the Capitation Allowance should be paid to the Officers Commanding Companies, but does not explain whether he has made any arrangements for the recovery of the sums due by those Companies to the Regiments.

If I now pay Officers Commanding Companies direct, I very much fear that the debts to the Regiment will not be paid, and that Consequently a Sum of nearly £1,000 due by the regiment to this Department will be very difficult to recover.

Boyd Dunlop Morehead, at that time the Chief Secretary, did not act on the matter until the beginning of March. He then authorised the payment directly to the Officers Commanding, and six vouchers were subsequently passed to the QDF Paymaster on 6 March. As French predicted however, the debt was not paid.

At the Quarterly Muster parade of 30 March 1889, only two men are recorded as present with C Company, QSV. Nine men were absent with leave, while the remaining thirty-six were absent without leave.

The Figaro, 6 April 1889

“Arbitrary Captain; Huffy Volunteers.”

The C Company of the Queensland Scottish Rifles, stationed at Rockhampton, is not creditable as a spectacle. Its members may know full well and feel full sore about their own grievances, but they don't know how to set these right in the right way and they fail to secure the sympathy which outsiders would otherwise like to extend to them. They appear to think that, as they elected (in a sense) their own captain, so they can summarily depose him. Let them con over the military regulations to which they have voluntarily and volunteers should be doubly worth hirelings promised obedience. Volunteers don't elect, they only nominate, a captain, for approval by higher authorities. The Volunteers have not even the right to expel a private from their ranks, much less depose at pleasure an officer. These matters must be settled according to military law, which law they have volunteered to obey. It may seem manly to some to volunteer with a great flourish of trumpets, to contract with a free will to observe certain regulations; and then desire to climb out of these regulations and act on their first and perhaps wildest impulses just whenever they please. Such volunteers become only a rabble. Such volunteers hide their own grievances under the mullock heaps of their own disorderliness. They may have a thousand genuine grievances, but how on earth are those in authority to even know (much less remedy) those grievances, if recognised channels are ignored, if discipline is put on one side, and if the aggrieved ones act, as though they should say - “We are a private army of our own and acknowledge no headquarters and no rules except those palatable to us at the moment.”

There is a mistake in all this. There are faults on both sides. Captain Gavin must have shewn want of tact, and rather much officialism, but all his faults sprung from his zeal for the corps, and from his hearty desire to see it go ahead. On 31 January last a meeting of the Company was called, with the object of framing bye-laws. Captain Gavin laid a balance-sheet to date before the meeting, and there was much discontent about the item representing unpaid capital in allowances. (The Brisbane Scottish men have had similar troubles anent finances, but they mean to surmount those troubles in true volunteer fashion.) A motion was actually proposed - in civilian but not civil style- calling upon Captain Gavin to resign. This motion, he very properly declined to put. It was not only out of all order, not only was it quite an irregular way of initiating the change sought for, but it was insulting and impudent. Sergeant Kidston, however, was not up to be beaten, and so he called on all those to stand up who would vote for such a motion, if it were put. All present stood up, except Private H B Gavin. Of course, that meeting ended in an empty fiasco.

Captain Gavin forwarded all the documents relating to the dispute to Major Thynne, who recently replied in a memorandum, defining the relative position of the officers and men, and pointing out errors committed. Major Thynne hoped that the memorandum would act like an oiled feather on the lock. But he was mistaken.

Captain Gavin read Major Thynne's memorandum to his men at a meeting held early last week, and then said he would give the men a week's grace either to apologise, or to take responsibility of further proceedings.

A parade of C Company was called for last Monday night, 1 April fit date, All Fool's Day, for the subsequent proceedings! Three men only fell in. About 30 other members of the corps

went to the drill-shed, attired in civilian's clothes, and each carrying his uniform wrapped up in a bundle. After the 'parade,' these men handed in their uniforms to the commanding officer.

The whole affair is so ridiculous that one cannot help guffawing over it, even though it is so serious as to mean the collapse of C Company. Volunteers do not hold themselves up in an admirable light when they retire in such a huffy and irregular way. Could they not resign with more show of dignity and less of pique? I am sorry for Captain Gavin, but sorrier for the volunteers who have made me sorry for him. Can't Thynne wipe out the lot and start afresh? Rockhampton ought to stop producing oddities.

The Figaro, 6 April 1889

I see (writes a correspondent) the Commander-in-chief of the Queensland army (Major Thynne), has "fixed up" that little military revolt which occurred at Rockhampton about two months ago, and that Captain Gavin has come off with flying colours. Of course it showed a gross want of soldierly discipline for a common sergeant (a fellow who sells newspapers and trifles of that kind) to ask his company to stand up and vote that Captain Gavin should resign; for what would an army be without a head? As useless as a jug without a handle or a hat without its crown. Better by far, Kidson, had you moved that the corps resign en masse; then you might have been tried by court-martial, honourably acquitted, and made the hero of the hour, and FIGARO would have given you a place in his portrait gallery. Why didn't you take that tide at its turn which leads on to fortune? The Courier says Captain Gavin "is given power by the regulations to dismiss any member of the company who may be found guilty of misconduct, but it is thought probable that he will not feel ill-disposed to exercise this authority in connection with any of the other men who have acted wrongly owing to mistaken ideas rather than from wilful insubordination." Just so."

Queensland Defence Force General Order 839 of 9 May 1889, advised that No 13 Colour-Sergeant A McLeod and No 57 Acting-Sergeant W Kidston, were dismissed for misconduct.

The corps of the Rockhampton Division held four successive full-day parades between the 15th and 22nd April 1889 in place of attending the encampment at Lytton. Included with C Company QSVC were the Rockhampton Mounted Infantry, and the militia companies of A Company, Rockhampton and B Company Mount Morgan.

C Company, Rockhampton did not parade, and French noted it had been in a state of collapse since the previous October.

E Company, Ipswich was inspected by the DAAG on the 29 June. Thirty seven men paraded, sixteen were absent with leave, and three without leave. The DAAG found the company to be smart and well turned-out; drill fair; non-commissioned officers are backward in drill, books badly kept; no ledger or squad books.

Toowoomba's F Company was the main concern for the Commandant, who inspected the ten men who paraded on the 18th May, and found scarcely two dressed alike; arms in racks dirty, and had not been cleaned since last used in firing; no pretence at keeping books; informed officer commanding that I would inspect again; sent up Volunteer Adjutant on 12 June; he reported holding two parades on 13th and 14th in evening. Drill fairly well done, 36 and 41

being present. Inspected again on evening of 16 July, when a special parade was ordered for Major-General Edwards; only 13 members were present; weather, however, was very bad.

Charles Steel is appointed to be a Lieutenant, provisionally, in C Company, 13 November 1889.

The results of the shooting in the Annual Course of Musketry for the year ending 30 June 1889, were gazetted in December 1889.<sup>32</sup> 'C' COMPANY, No return furnished.

Although it has been possible to locate rules and regulations of the Volunteer Corps generally, it is rare to find any details of the internal workings of a Company. The discovery of a set of By-laws for C Company (Rockhampton) of the QSVC is therefore worth talking about. The By-laws, approved for the management of the civil affairs of the Company, were actually gazetted on 4 January 1890. Whereas the Bye-laws for Rifle Clubs were commonly gazetted, this was not the case for Volunteer Companies. The Rules are as recorded below:

1. The Corps shall be enrolled and serve under the clauses relating to "Volunteer Rifle Corps" contained in the Regulations under "The Defence Act of 1884," dated 24 February 1885, and any Regulations amending the same.
2. Members, who must be of Scottish birth or parentage, will be admitted subject to the approval of the commanding officer.
3. Honorary members may be elected by the committee on payment of two guineas. Such payment shall be annual; any membership shall cease when it has not been paid in any one year. In like manner honorary life members may be elected on payment of a minimum subscription of ten guineas.
4. Honorary and life members shall not serve in the Corps, but may wear the uniform and compete for such prizes as the committee may from time to time specify. They shall also have the same status as active members of the Corps at the general business meetings.
5. The management of the internal affairs of the Corps shall vest in an executive committee, to be composed of commissioned officers, one non-commissioned officer to be chosen among themselves, two privates to be chosen among themselves, and two honorary members to be elected by the members of the executive committee otherwise constituted.
6. It shall be distinctly understood that the functions of the executive committee shall be strictly confined to the private affairs of the Corps, and that they shall have no jurisdiction whatever in any matter of discipline or in the custody or disposal of the capitation grant, such matters being the prerogative of the commanding officer only.
7. The committee may from time to time raise such funds as may be deemed necessary either by voluntary contribution, a levy on each member, or in such other manner as may be agreed upon. But no member of the Corps shall be held responsible for any such contribution or levy until it has been sanctioned at a properly constituted meeting of the Corps.
8. All monies raised by members or friends of the Corps shall be under the management of the executive committee, and cheques for its disbursement shall be signed by the treasurer of the executive committee.

9. Subject to the approval of the commanding officer, a meeting of the Corps shall be held for general business in the month of August in each year, or as soon thereafter as may be convenient, of which due notice will be given by advertisement, at which meeting the elective members of the executive committee will be chosen, a secretary and a treasurer appointed, and two auditors elected to examine and certify the private accounts of the Company.

The resignation of Lieutenant D McIntosh, C Company, was accepted 25 January 1890. On 25 February 1890, Major Thynne put pen to Department of Justice paper and to produce a Memo re

Queensland Scottish V Corps.

The total liability of the Corps for uniforms &c indented is now over £1,000. Part of this, estimated at about £200 is for officers uniform to which this memo does not apply. The remainder say £800 and odd is for uniforms for rank and file and for this the Capitation Grant is liable.

On 25 November 1886 Sir Thos. McIlwraith guaranteed the Government for the cost of indenting these uniforms to the extent of £500. Sir Thos McIlwraith claims that he was released from this guarantee by W Dickson, late Colonial Treasurer. (See his letter to Col French of 27 Oct 1887). I have not been able to find any record of this release in either the Chief Secretary's or Colonial Treasurers departments.

I am satisfied that the Scottish Corps will not be able to liquidate this debt out of Capitation Grant. They will scarcely be able to pay the expense of clothing recruits &c from year to year out of Capitation on account of the expensive character of the uniform. If the guarantee be enforced (that is if found not dissolved or released) the corps will not cease to have the liability to Sir Thos McIlwraith and financially will not be able to carry on. The Government may possibly recover the £500 from Sir Thos. McIlwraith but as it will probably be found that the late Government committed itself to a release of that guarantee it is not safe to rely upon getting any part of this £500.

In any case the balance will be lost, probably the whole £800 will be lost and the Corps will cease to exist unless the Government see their way to remitting the whole and thus give the Corps an opportunity of recovering itself. It would appear to be politic to accept the loss at once in the hope that the Corps may thrive more successfully hereafter. The amount will need to be voted by Parliament before the liability can be completely wiped out. In the meantime, however, the intimation that the sum necessary to liquidate the debt for men's uniforms will be placed on next Estimates will answer all practical purposes so far as this immediate progress of the Corps is concerned.

The accounts of the Corps from the commencement are in great confusion & have never been kept properly until perhaps the last year or two. I understand there is a debt due to one of the Banks of some £400 or £500 still to be provided for by the Corps.

Baggage for the 1890 Encampment at Lytton was marked as follows. A and D Companies and Band, which left from the Adelaide Street drill shed, marked with a white band and the numeral 4. B Company, which left from the Peel Street drill shed, with a white band and the numeral 29. E Company, which departed from Ipswich had a white band and the numeral 24.

F Company had a blue band and the numeral 6, while C Company had a green band and the numeral 3.

The Camp of Instruction at Emu Park, near Rockhampton authorised C Company QSVC, A Company, Rockhampton, B Company Mt Morgan, and the Rockhampton Mounted Infantry to form as one battalion for the purposes of the camp. This camp operated from 31 March to 7 April 1890.

Private W Kidston is struck off the strength of C Company for non-attendance at drill.<sup>39</sup>

A return showing the greatest number of men of Corps on Active Duty on any one day during the Shearer's Strike, revealed to 13 June one Officer and 27 men of the Queensland Scottish had participated.

The story is perhaps not as dramatic or inspiring as Bannockburn, but the QSVC did go on active service in Queensland during the 1891 Shearer's Strike. On 29 March 1891, just one month after sections of the Defence Force had been called out under the provisions of the Defence Act to aid the Civil Power, the C Company QSVC at Rockhampton, was called out. One officer and twenty-six NCOs and men, the entire Company, proceeded to Barcaldine in a special train to join the military force already assembled there under the command of the QDF Commandant, Colonel GA French, RA. The duties of the military forces at the strike included patrolling; providing escorts to free labourers and in charge of prisoners; guards and picquets; reconnoitring parties, and scouting. The QS served as part of a total force of 1442 men called out for active duty.

In an interesting aside, one man who did not respond to the call out for Active Service was C Company's Private W Kidston. He was struck off the strength of the Corps early in May 1891 for non-attendance at drill. Kidston was a driving force behind Rockhampton's Workers Political Alliance and of course supported the actions of the Union movement. He became the principal Labor figure in the north during the 1890s and was elected to Parliament in 1896. A government minister for a number of years he served as Premier of Queensland from 1906 to 1911.

Lieutenant C Steel, C Company, is appointed a Captain, provisionally from 2 July 1891.

C Company's Captain Steele contacted Lieutenant Colonel Armitage, the Staff Officer Central District by letter of 20 January 1892. "Sir, I have the honour to request that you will accept of my resignation as Commanding Officer of the above Company, as the continued small musters show clearly that were the drills to be resumed, the attendance would neither be satisfactory to Head Quarters, or myself. I would further recommend the disbandment of the Corps, that being the unanimous opinion of the members whom I called together last Friday evening as the only thing to be done under the circumstances, also to request if possible that you have my name placed on the unattached list."

"I very much regret having to do so but there is no other course open. Anticipating your instructions, I shall proceed with calling in all arms, & accoutrements belonging to the Brigade Office."

Lt-Col Armitage forwarded the letter on to the Brigade Major in Brisbane noting "I would suggest that this be left until after Camp, so that if there is a possibility of raising another company many of the men might join it."

Captain Chads, the Adjutant Volunteers requested a further report on the matter on 22 April 1892.

On 30 June 1892 the Staff Adjutant Volunteers wrote to the Staff Officer, Central District requesting a report on C Company Queensland Scottish. The report had been requested in April 1892. Lt Colonel Armitage, the Staff Adjutant Volunteers, noted he had cabled the Commandant in early May but had not received an official response. The text of his cable was : "I attended large meeting Queensland Scottish, they desire join Defence Force if permitted to retain their individuality as a Scottish Company of an Administrative Battalion. Captain Steele suggests Lieut Gavin (late Captain Scottish) should take Command. The men desire it. Captain Steele probably remaining as a Subaltern. Sincerely hoping Government will sanction. Please reply early whilst enthusiasm is strong." Armitage believed if the Company was broken up instead of being transferred from Volunteer to the Defence Force, it would not bode well for raising any other local company in the future.

Rockhampton 13th January

Lt Col Armitage Staff Officer Central Mil District

Sir,

As I find it will be impossible for me to devote sufficient time, preparatory to examination, I have the honour to request that you cause the Coy to be disbanded as early as possible.

I have the honour to be Sir, Your Obed Servant

C Steele

Act Capt

Q.S.Vol. Corps.

Notation: The Brigade Major Forwarded J A Lt Col 19/1/93 S.O.C.M.D45

From Commandant, QDF

To the Hon'ble the Chief Secretary

Brisbane

14 February 1893 Sir,

I have the honor to forward herewith correspondence with reference to "C" Company Queensland Scottish Volunteer Corps at Rockhampton.

The Officer Commanding the Corps recommends that it be disbanded and I forward his recommendations for your approval, thinking it advisable that the Corps should be disbanded at once.

On the 20 January 1892 the same Officer recommended the disbandment of the Corps on account of continual small musters, and the want of interest displayed by the members. His recommendation was not forwarded pending correspondence as to re-organisation of the Corps as a Defence Force Corps.

This proposal fell to the ground. At my recent inspection of the troops at Rockhampton, on the 19th November last, no members of this Corps attended the parade, nor have any returns been recently rendered by it. In fact this Corps is practically no longer in existence as an

organized military body and it is advisable that the arms and other Government property in possession of the O.C or members be at once returned into store, on the disbandment of the Corps.

I have the honor to be Sir, Your obedient servant

John F Owen, Maj. Gen. R.A.

Commandant Q.D.F.

Notation: Submit for His Excellency's approval and recommended. Approved (Initials)  
20.2.93

The disbandment of C Company, Queensland Scottish Volunteer Corps was duly proclaimed in the Government Gazette of the 25th February, 1893.

(Ed: A full referenced copy of the article is available on request from the Editor)

## Norma Uhlmann

By Chris Uhlmann



Norma Uhlmann's first step on a 30 year career in the Navy was marked by three red lines. They were struck through the words "Petty Officers and Men" at the top of her record of service. Above it is a handwritten correction, "Women's Royal Australian Naval Service". Norma would spend the rest of her working life crossing red lines drawn by men. The WRANS were born in the Second World War when the need to free up sailors to fight at sea forced the Royal Australian Navy to admit women.

On 28 April 1941, the first 14 female telegraphists arrived at the Royal Australian Navy Wireless/Transmitting station in Canberra, which was later commissioned as HMAS *Harman*.

By 1945, there were over 3000 WRANS, making up more than 10 per cent of Naval personnel. But the service was abolished with the declaration of peace and the last wartime WRANS were discharged in 1948.

The service was reborn in 1951 and two years later - as an aging record of service in the Australian Archives records a 23-year-old "window dresser" from the tiny Queensland hamlet of Woombye joined the ranks.

Her postings to HMAS *Harman* (Canberra), HMS *Terror* (British Naval base in Singapore) and HMAS *Melville* (Darwin) shine a light on the shadows of her career path. A former colleague Margie Gadd says Norma worked in support of the National Intelligence Collection effort, monitoring, analysing and reporting on foreign naval communications.

"She would have been receiving morse at 25 words per minute, operating specialist telegraphy equipment, and analysing target transmissions. A very prestigious and important role, surrounded by secrecy," Margie recalled.

In a 1975 article on Norma's career in Sydney's *Daily Mirror* she was asked about the many limitations the Navy imposed on the WRANS, including a separate rank and career structure. And the two hard ceilings: women could not serve at sea and those who married had to quit the service.

"I would have liked to have gone to sea but I was well aware when I joined up that I never would and I didn't expect that to change," she said.

"Marriage? I suppose you could say that I never married because of the Navy. Because whenever I had an opportunity to marry, what I was doing seemed rather more attractive than the offer."

What Norma was doing was working her way through the ranks of the WRANS and Australia's intelligence community.

She completed her WRANS officer training and was promoted to Third Officer in March 1961. From here her career is recorded in the routine Report on Officers form, filled in by her commanding officers.

The observations of male superiors range from the dismissive to champions of her cause. Overwhelmingly they recognise Norma as a woman of talent and determination.

She is "dedicated", "particularly zealous and reliable" and an officer of "great integrity and high standards and, in every way, a credit to the service".

Her determination is recorded in the lengths she went to improve herself through private study. In 1961 a captain records she is "currently taking a course in Indonesian which occupies a great deal of her time". By 1966 she had "completed all but one subject for matriculation". That done, she enrolled in an external arts degree through Queensland University.

Her progress through the ranks is marked by firsts. In 1969 she was the first woman to qualify as a linguist when she completed her Indonesian language training at the RAAF School of Languages, Point Cook Victoria. She was the first woman to attend the Joint Services Staff college.

In 1979 one Rear Admiral notes she is not just working for herself.

"She is quietly determined to demonstrate that there is a part for female officers to play in the middle ranks of the service," he wrote.

Norma rose to the WRANS rank of Chief Officer, equivalent to Commander, and then hit the ceilings imposed on her sex by the Navy.

In 1979, Norma wrote to her superiors to challenge the different rank structures for men and women. She notes a decision was made to align the two in 1975 but, four years on, nothing had changed.

"Not only does the difference in rank title serve to emphasise the fact that women are not fully accepted as members of the Service, it is also confusing for the public and the majority of male members who are never quite sure which female rank equates to which male rank", she wrote.

Her acknowledged mastery of Indonesian makes her a natural fit for a posting to the Defence attache's staff in Jakarta. She is recommended but never sent with one note saying "it is appreciated that certain social and country factors may preclude this".

Norma anticipated that her sex would be used against her and wrote in support of her application that the "general Australian perception of the Indonesian attitude to women" was wrong.

"In Indonesia there is a considerably greater proportion of women in the business, professional, diplomatic and political fields than is the case in Australia," she said.

Norma is recommended for promotion to Captain in several reports, with one Rear Admiral saying "I have marked her 'NOW' as she deserves this". But the offer never comes.

Norma Uhlmann paved the way for women who would go on to serve at sea, who did not have to choose between marriage and their job, who could aspire to fill more than just "the middle ranks" of a service that was cast just outside Navy's tent.

One male Navy Captain had a glimpse of the future in 1965 when he amended Norma's printed officers certificate (from "he" and "himself") to read "she" has conducted "herself"... "to my entire satisfaction".

"I have found this WRANS officer to be the most dedicated officer, male or female, with whom I have served," he wrote.

Norma died in Brisbane on 22 January 2023 of heart failure having reached 93 years. She is survived by her brother Keith and nine nephews and nieces.

## **Defence capability and the 'not used since Vietnam' critique**

By Rodger Shanahan

(Source: Strategist)

One of the most used quotes in support of the argument that the Australia Defence Force has no need for tanks in future structures is that they're surplus to requirements because, in part, they haven't been deployed since the Vietnam War. This is an oft-repeated line run by commentators in two of our major newspapers, the *Sydney Morning Herald* and *The Australian*. It is also a factoid employed in articles hosted by SBS and a range of other media outlets.

At its heart though, it is a nonsensical argument. If we were to use the 'hasn't been employed since Vietnam' as the metric for the utility of defence platforms, there are a whole raft of other ones whose continued relevance would be open to discussion.

An anniversary marked this week provides a particularly good example of why the Vietnam metric is so lacking in intellectual rigour. Seventy years ago, on 27 March 1953, was the last time an Australian military aircraft was involved in air-to-air combat. If the half-century since an Australian tank fired a shot in anger is considered Exhibit A in the case against them, what are we to make of the seven decades and billions of dollars that we've spent on an air-to-air combat capability that we've never had to use?

And taking the 'use it or lose it' argument to its logical conclusion, what should the general public think about the eye-watering cost of our new nuclear submarines come April when it will be 108 years since a Royal Australian Navy submarine last launched a torpedo in anger? Yes, you heard correctly—108 years.

Of course, I'm not questioning the utility of submarines or combat aircraft or tanks as part of a robust ADF. Rather, this is an appeal to those who seek to influence public debate to avoid the pitfalls inherent in declaring capabilities obsolete simply because they were last used in the Vietnam War. Australian artillery hasn't fired a shot in anger since Vietnam (although Australian gunners served with UK gun batteries in Afghanistan), yet the US's use of artillery to support the Syrian Democratic Forces in defeating Islamic State in Syria and the difficulties in keeping up the supply of ammunition to Ukraine shows how critical tubed artillery remains on the modern battlefield.

Time alone doesn't consign a capability to the scrapheap. Technological advances may do so, or the nature of conflict itself. But often those facts are only known once a conflict has commenced and the adversaries' capabilities become known. Which is why predicting the obsolescence of a capability is so difficult, and why the various sages who seek to do so would do well to buttress their arguments with a deeper level of analysis about scenarios in which capabilities are, or are not, likely to be used. Of all the arguments as to why a capability is no longer required, temporal distance from the last time it was used is often the weakest.

So, when the defence strategic review is published and the impact on the defence budget of the AUKUS submarine project is better understood, it would be good if the commentariat could discuss the pros and cons of various capabilities that the ADF may require in the future without referencing the Vietnam War. Some capabilities, after all, retain their utility regardless of when they were last used.



**A giant “THANK YOU” to all who serve!**

This should be required reading in every school and college in our country. This Captain, an Army doctor, deserves a medal himself for putting this together. If you choose not to pass it on, fine, but I think you will want to after you read it.



I am a doctor specializing in the Emergency Departments of the only two military Level One-Trauma Centers, both in San Antonio, TX. We care for civilian emergencies as well as military personnel. San Antonio has the largest military retiree population in the world living here. As a military doctor, I work long hours and the pay is less than glamorous. One tends to become jaded by the long hours, lack of sleep, food, family contact and the endless parade of human suffering passing before you. The arrival of another ambulance does not mean more pay, only more work. Most often, it is a victim from a motor vehicle crash.

Often it is a person of dubious character who has been shot or stabbed. With our large military retiree population, it is often a nursing home patient. Even with my enlisted service and minimal combat experience in Panama, I have caught myself groaning when the ambulance brings in yet another sick, elderly person from one of the local retirement centers that cater to military retirees. I had not stopped to think of what the citizens of this age group represented.



I saw 'Saving Private Ryan.' I was touched deeply. Not so much by the carnage, but by the sacrifices of so many. I was touched most by the scene of the elderly survivor at the graveside, asking his wife if he'd been a good man. I realized that I had seen these same men and women coming through my Emergency Dept. and had not realized what magnificent sacrifices they had made. The things they did for me and everyone else that has lived on this planet since the end of that conflict are priceless.



Situation permitting, I now try to ask my patients about their experiences. They would never bring up the subject without my inquiry. I have been privileged to hear an amazing array of experiences, recounted in the brief minutes allowed in an Emergency Dept. encounter. These experiences have revealed the incredible individuals I have had the honor of serving in a medical capacity, many on their last admission to the hospital.



There was a frail, elderly woman who reassured my young enlisted medic, trying to start an IV line in her arm. She remained calm and poised, despite her illness and the multiple needlesticks into her fragile veins. She was what we call a 'hard stick.' As the medic made another attempt, I noticed a number tattooed across her forearm. I touched it with one finger and looked into her eyes. She simply said, 'Auschwitz.' Many of later generations would have loudly and openly berated the young medic in his many attempts. How different was the response from this person who'd seen unspeakable suffering.



Also, there was this long retired Colonel, who as a young officer had parachuted from his burning plane over a Pacific Island held by the Japanese. Now an octogenarian, he had a minor cut on his head from a fall at his home where he lived alone. His CT scan and suturing had been delayed until after midnight by the usual parade of high priority ambulance patients. Still spry for his age, he asked to use the phone to call a taxi, to take him home, then he realized his ambulance had brought him without his wallet. He asked if he could use the

phone to make a long distance call to his daughter who lived 7 miles away. With great pride we told him that he could not, as he'd done enough for his country and the least we could do was get him a taxi home, even if we had to pay for it ourselves. My only regret was that my shift wouldn't end for several hours, and I couldn't drive him myself.



I was there the night M/Sgt. Roy Benavidez came through the Emergency Dept. for the last time. He was very sick. I was not the doctor taking care of him, but I walked to his bedside and took his hand. I said nothing. He was so sick, he didn't know I was there. I'd read his Congressional Medal of Honor citation and wanted to shake his hand. He died a few days later.



The gentleman who served with Merrill's Marauders,



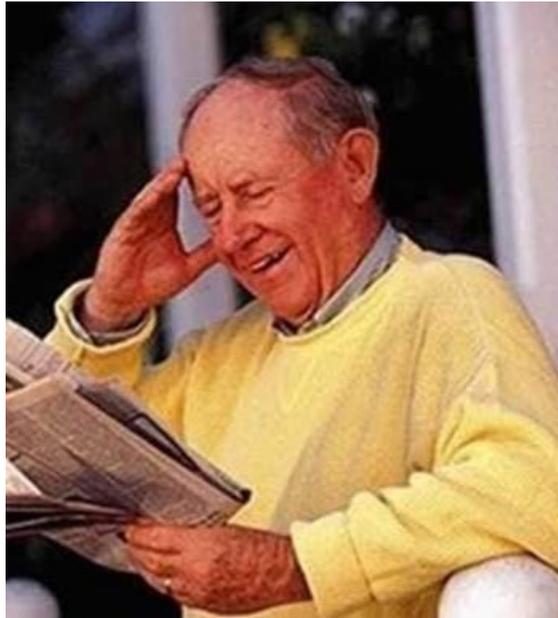
the survivor of the Bataan Death March,



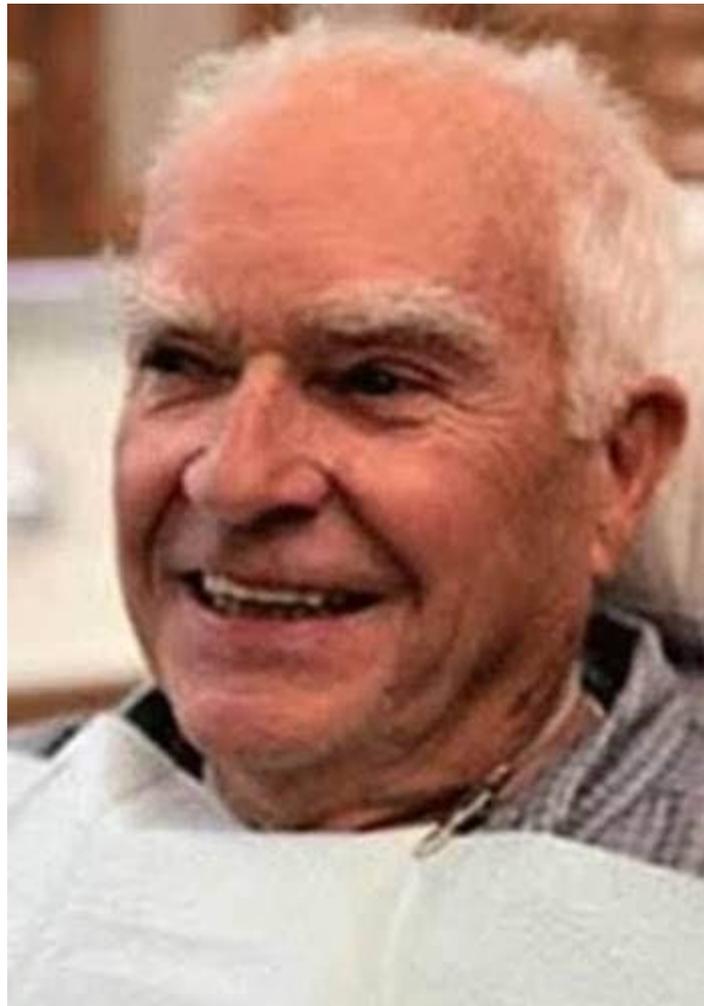
the survivor of Omaha Beach,



the 101 year old World War I veteran,



the former POW held in frozen North Korea,



the former Special Forces medic - now with non-operable liver cancer,



the former Viet Nam Corps Commander.

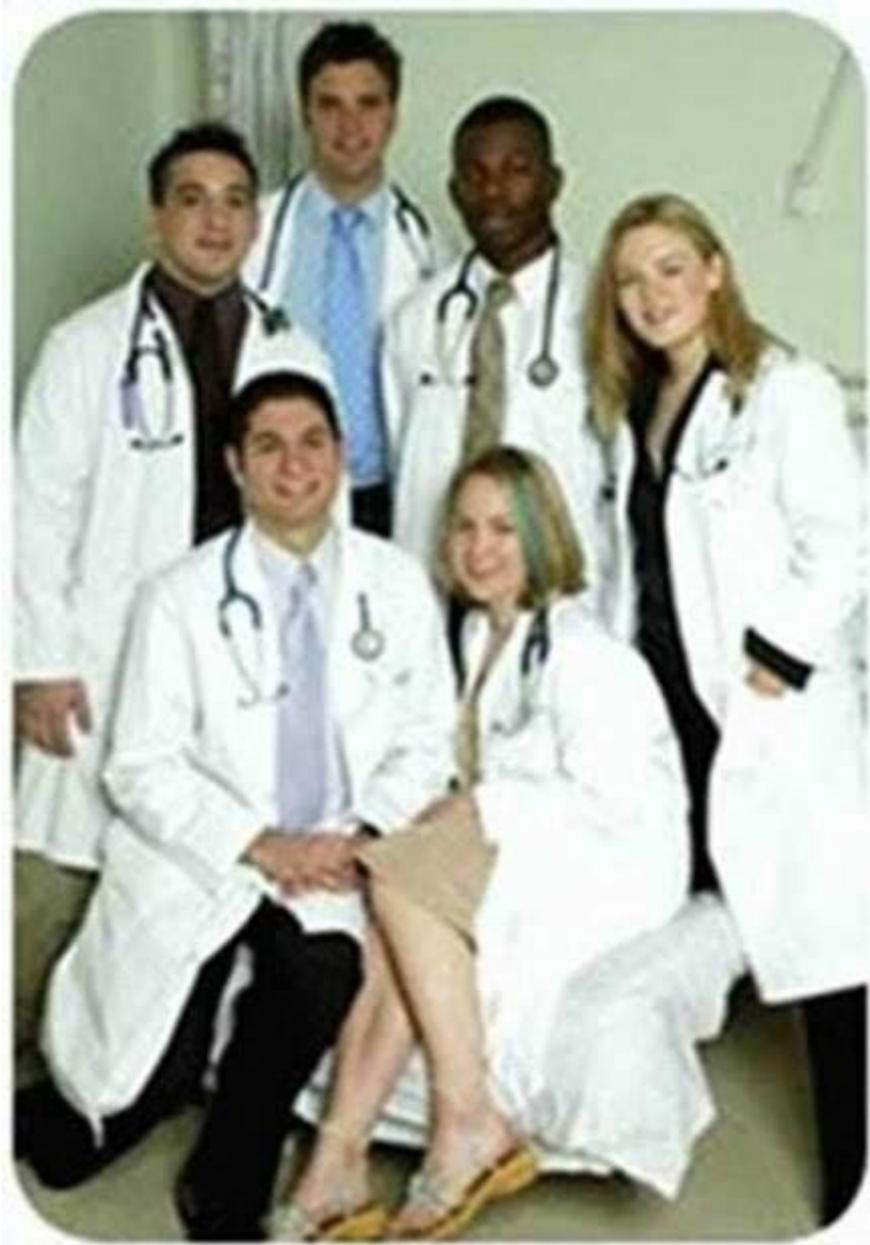


I may still groan when yet another ambulance comes in, but now I am much more aware of what an honor it is to serve these particular men and women.



I have seen a Congress who would turn their back on these individuals who've sacrificed so

much to protect our liberty. I see later generations that seem to be totally engrossed in abusing these same liberties, won with such sacrifice.



It has become my personal endeavour to make the nurses and young enlisted medics aware of these amazing individuals when I encounter them in our Emergency Dept. Their response to these particular citizens has made me think that perhaps all is not lost in the next generation.



My experiences have solidified my belief that we are losing an incredible generation, and this nation knows not what it is losing. Our uncaring government and ungrateful civilian populace should all take note. We should all remember that we must 'earn this.'



If it weren't for the United States Military, there'd be NO United States of America!

And now as you have finished reading this, our Congress enjoys their free medical care, are in the process of charging these people for their medical care and at the same time possibly reducing their retirement pay. A typical political "Thank you" for their Service.

If you choose not to pass it on, fine, but I think you will want to.  
In God We Trust!

## Important Date – April

1 April 1921 – First AIF disbanded

1 April 1974 – OTU Scheyville closed

2 April 1917 – Private J C Jensen 50th Battalion was awarded the Victoria Cross at Noreuil, France

2 April 1984 – ADFA opens

2 April 2005 – Leading Seaman Scott Bennet, Sergeant Wendy Elizabeth Jones, Petty Officer Stephen Slattery, Lieutenant Mathew Davey, Lieutenant Mathew Goodall, Lieutenant Paul King, Flight Lieutenant Lynne Elizabeth Rowbottom and Squadron Leader Paul Stuart McCarthy were all killed in a Helicopter Crash on Nias Island Indonesia during Operation Sumatra Assist 11.

2 April 1993 – Lance Corporal Shannon McAliney 1RAR accidentally discharged of weapon on patrol in Somalia

3 April 1885 – Tamai was the largest and most significant engagement in which the 770-man NSW contingent to the Sudan were involved in.

4 April 1918 - First action at Villers-Bretonneux

5 April 1951 – 3<sup>rd</sup> Battalion RAR involved in Operation Rugged , Korea

6 April 1952 – 1<sup>st</sup> Battalion RAR arrived in Korea

7 April 1916 – Australians reach the Western Front. The first units of the 2<sup>nd</sup> Division arrived and were introduced to fighting.

7 April 1918 – Lieutenant P V Storkey 19<sup>th</sup> Battalion was awarded the Victoria Cross at Bois de Hangard

7 April 1967 – Major P J Badcoe Australian Army Training Team Vietnam was awarded the Victoria Cross for a series of actions on South Vietnam between February and April 1967.

8 April 1917 – Captain J E Newland 12<sup>th</sup> Battalion was awarded the Victoria Cross for actions on 8 April and 15 April 1917 at Lagnicourt.

8 April 1917 – Sergeant J W Whittle 2<sup>nd</sup> Battalion was awarded the Victoria Cross for actions at Boursies and Lagnicourt on 8 and 15 April 1917

8 April 1918 – Repatriation Department established

9 April 1917 – Private T J B Kenny 2nd Battalion was awarded the Victoria Cross at Hermies, France.

9 April 1942 – HMAS Vampire sunk by Japanese bombers off Colombo in the Bay of Bengal

9 April 1968 – HMAS Sydney arrived at Vung Tau – 1<sup>st</sup> Battalion RAR disembark and 7<sup>th</sup> Battalion RAR embark

10 April 1941 – Siege of Tobruk, Libya begins

- 10 April 1941 – 6<sup>th</sup> Division engage the Germans in Greece
- 10 April 2021 – Commissioning of HMAS Supply (11)
- 11 April 1917 – First battle of Bullecourt, Western Front
- 11 April 1951 – General MacArthur dismissed from Command in Korea
- 11 April 1970 – HMAS Venetta returns to Sydney it was one of three Australian Daring class destroyers to serve on the gunline in Vietnam
- 12 April 1918 – Battle of Hazebrouck, Western Front
- 12 April 1941 – ANZAC Corps reformed in Greece by General Blamey
- 13 April 1916 – Jifjaffa – A Squadron of 9<sup>th</sup> Light Horse Regiment captured this Turkish outpost in the Sinai.
- 13 April 1941 – Corporal J H Edmondson 2/17<sup>th</sup> Battalion was awarded the Victoria Cross at Tobruk posthumously
- 13 April 1983 – Dedication of the Rats of Tobruk memorial on Anzac Parade
- 14 April 1941 – Second attack against Tobruk by Afrika Korps fails
- 15 April 1917 – Lieutenant C Pope 11th Battalion was awarded the Victoria Cross at Louverval, France posthumously
- 17 April 1917 – Second Battle of Gaza
- 18 April 1941 – Tempe (or Pinios) Gorge, Greece
- 18 April 1942 – General Thomas Blamey appointed to command Allied land forces in South-West Pacific Area.
- 18 April 1943 – Admiral Yamamoto Imperial Japanese Navy, killed
- 19 April 1968 – Dedication of the Desert Mounted Corps memorial on Anzac Parade
- 20 April 1915 – First half flight Australian Flying Corps, sailed for the Baghdad expedition.
- 20 April 1941 – ANZAC Corps withdraw to Thermopylae Line, Greece
- 21 April 2006 – Private Jacob Bruce Kovco 3 RAR – was killed in Iraq from a gun-shot wound during Operation Catalyst
- 22 April 1941 – Evacuation of Greece begins
- 23 April 1918 – Ostend and Zeebrugge Belgium, raided by eleven volunteers from HMAS Australia
- 23 April 1951 – Battle of Kapyong, Korea
- 24 – 25 April 1918 – Second battle of Villers-Bretonneux, Western Front
- 24-25 April 1918 – Lieutenant C W K Sadlier 51<sup>st</sup> Battalion was awarded the Victoria Cross at Villers-Bretonneux

25 April 1901 – Naval contingent return to Sydney from China. Sailors from NSW, South Australia and Victoria were sent to China to assist in quelling an anti-western rebellion by Chinese secret societies.

25 April 1916 – First commemoration of ANZAC Day

26 April 1944 – Alexishafen, New Guinea occupied

26 April 1952 – Ceasefire talks resume in Panmunjong, Korea

27 April 2008 – Lance Corporal Jason Marks 4 RAR Cdo died from small arms fire during Operation Slipper in Afghanistan

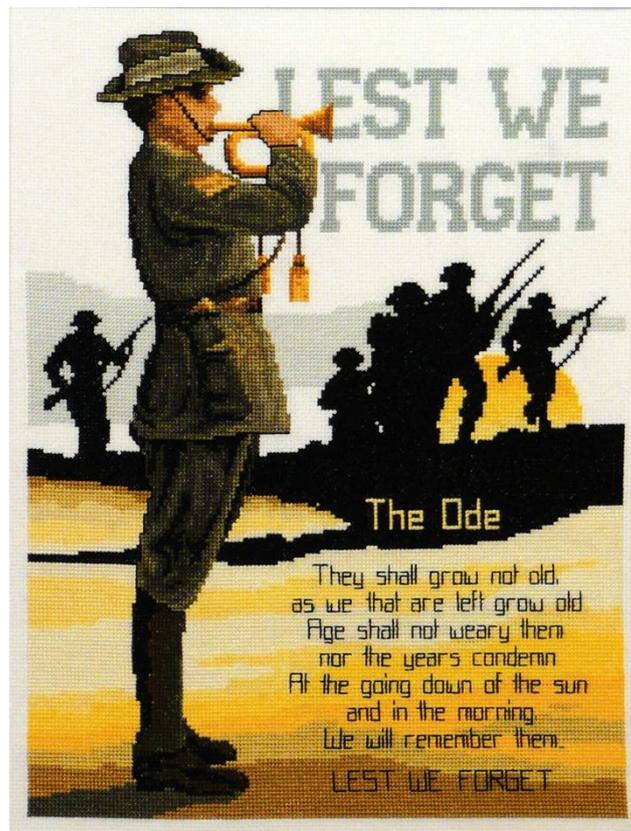
28 April 1952 – Australia ratifies peace treaty with Japan and official ending of the British Commonwealth Occupation Force (BCOF)

29 April 1915 – HMAS Submarine AE2 sunk in the Sea of Marmara

29 April 1965 – Prime Minister Menzies announces the commitment of an infantry battalion to Vietnam

29 April 1988 – 1<sup>st</sup> Commando Regiment

30 April 1941 – Last evacuation ship leaves Greece



## Military Historical Society of Australia, Qld Division Committee 2022 – 23

President	Neil Dearberg
Vice President	Russell Paton
Honorary Secretary	Ian Curtis
Honorary Treasurer	Ian Curtis
Committee Member	Scott Meares
Committee Member	

<p style="text-align: center;"><b><u>IMPORTANT EVENTS</u></b> <b><u>AND DATE</u></b></p> <ul style="list-style-type: none"> <li>• 22 April – Gympie Air show</li> <li>• 25 April – ANZAC Day</li> <li>• 13 May – Bi-Monthly Meeting – Fort Lytton</li> <li>• 8 July – AGM</li> <li>• 9 September – Bi-Monthly Meeting</li> <li>• 11 November – Remembrance Day</li> <li>• 18 November – Bi-Monthly Meeting</li> </ul>	<p style="text-align: center;"><b><u>FELLOWS of MHPA</u></b></p> <ul style="list-style-type: none"> <li>• John Meyers (Deceased)</li> <li>• Anthony Staunton</li> <li>• Donald Wright</li> </ul> <p style="text-align: center;"><b><u>NEW MEMBERS</u></b></p> <p style="text-align: center;"><b><u>VALE</u></b></p>
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Date/year joined the Society.....

Military Interests .....

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