Soldiers from the 9th Regiment, Royal Australian Artillery, fire an 81mm mortar for an artillery forward observer course.

(Source: Contact)

President Report

Saturday 22 April was a great day at the Gympie aerodrome for the Aviation and Military Jeep Club open day and display. Many thanks to Ron Sutton for arranging the jeeps and their owner/drivers in such fine form. Thanks also to David Geck for his Aviation Museum displays and everyone who brought their 'show n tell' items. Seven 'warbirds' including a Trojan, Wirraway and several Yaks (Russians)plus the gliders. Very windy stopped a few aircraft coming in but the overall displays were great and wonderfully supported by the 6-800 visitors who gave terrific feedback on what they saw. The next similar, but bigger day should be 19th November - come along for a bigger show that may include the Light Horse riders as well.

Ian has done another amazing job in this Tribute. Please note that statements and opinions expressed in articles may or may not be the opinion of the MHSA or MHSAQ and whilst they offer important information, that should be considered the opinions of the authors.

Anzac Day was another great success to commemorate our veterans and those who continue to serve. Let us also pay tribute to those who came home wounded or injured and who may continue to suffer with physical and psychological effects. Lets also pay tribute to the families of all who have served and supported their loved service men and women. And, let's remember those wonderful animals who have or continue to provide magnificent service - from pigeons, dogs, horses, camels, donkeys, mules and unit mascots.

I give you my apology for the May meeting as I will be overseas with Sandra so wish you well for that. See you in Maryborough for the July AGM.

From the Editor

It's May already and half the year is nearly gone. This year we recognise a number of milestones in our Military History. 70 years since the end of the Korean War, 50 years since the end of the Vietnam War, and 30 years since Somalia. We also this year recognize the War Widows who have3 been honoured with a day of commemoration and for the Royal Australian Corps of Transport they commemorate 50 years since they were formed. If you have any stories, or interesting titbits please send them to me for publication.

Why the front cover photo? I wish I could have taken this picture with the projectile so clearly shown.
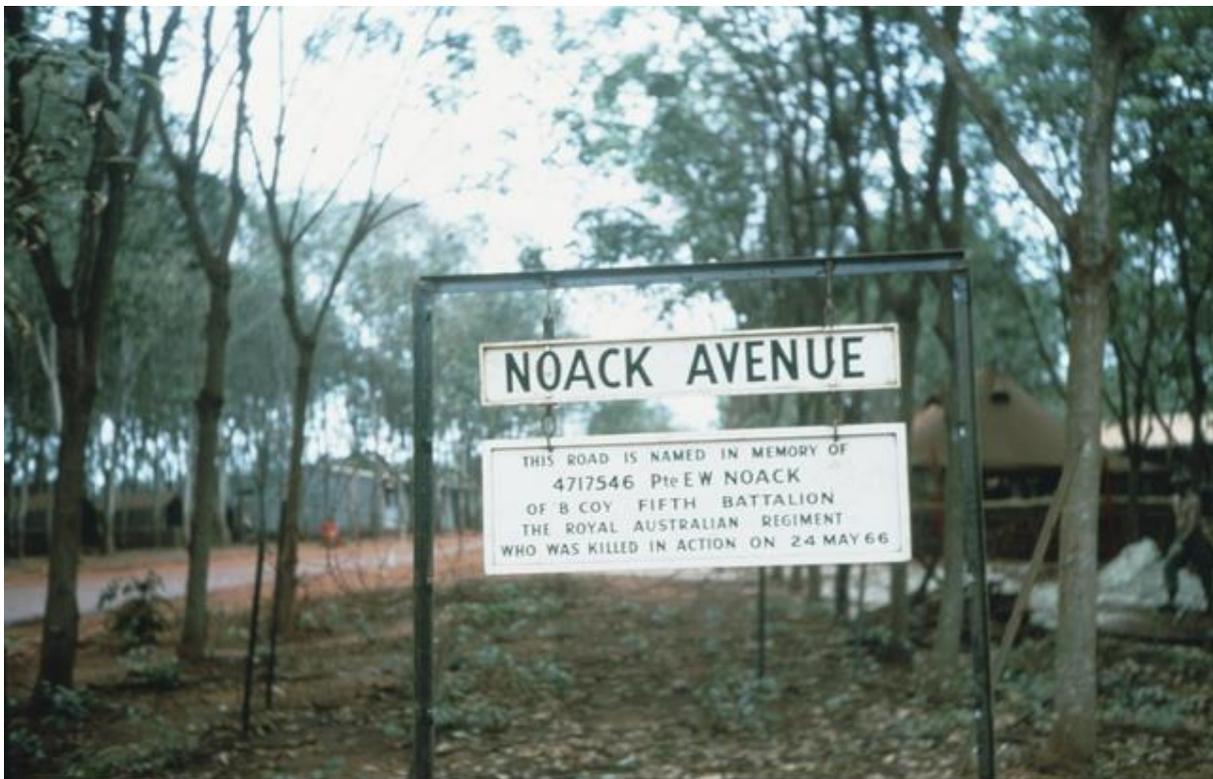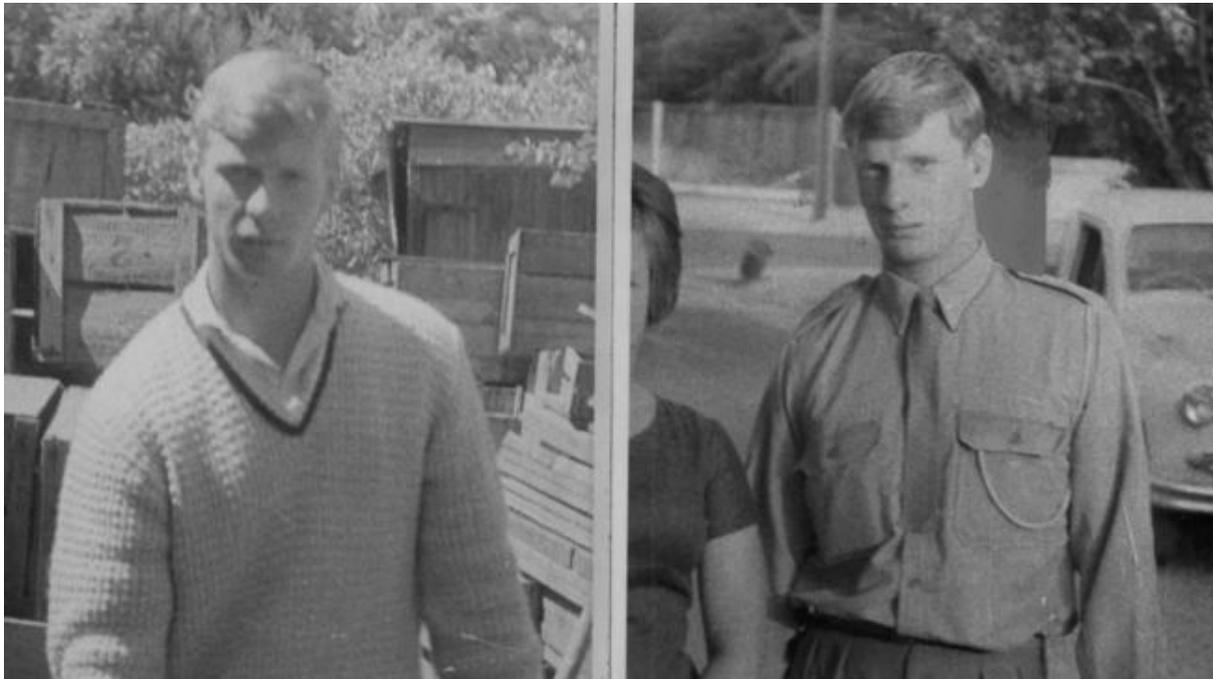
This month we feature Private Errol Noack the first National Serviceman to be killed in Vietnam, Lieutenant Colonel Charles Green CO 3RAR who was killed in the Korean War and an article about Chermside Army Camp along with our usual sections.

Enjoy the read.

Private Erol Noack 5 RAR

The First National Serviceman to be killed in Vietnam

Mick Kelly – AWM

NOACK AVENUE

THIS ROAD IS NAMED IN MEMORY OF
4717546 Pte E W NOACK
OF B COY FIFTH BATTALION
THE ROYAL AUSTRALIAN REGIMENT
WHO WAS KILLED IN ACTION ON 24 MAY 66

AUSTRALIAN WAR MEMORIAL

P01014.001

Errol Wayne Noack was born in Adelaide on 28 March 1945 to Walter and Dorothy Noack. When he was still an infant his mother left the family, leaving Walter to bring up his son. Aside from a brief period where he lived with his aunt and uncle, Errol grew up with his father.

Errol was brought up in the Lutheran faith. As he grew up he joined the staff of his local Sunday school and participated in many of the youth activities. He attended Concordia College at Highgate and gained his intermediate certificate in 1963. After school he worked as a driver at the SAFCOL cannery in Port Lincoln. He moved to Adelaide and briefly worked for Myer before returning home to work with his father as a fisherman.

Errol and Walter had been working together only four months when Errol's draft papers arrived. Noack told his local pastor and friend, G.E. Fischer: "***I don't want to go to war but I must obey the call to duty. I will go and do my best.***"

Even so, Errol didn't take to soldiering easily. After his enlistment on 1 July 1965 he was sent to the 2nd Recruit Training Battalion at Puckapunyal, Victoria, for basic training. He had several disciplinary infractions, but was rated a competent soldier. His mates gave him the nickname "Flex", referencing his large biceps.

He was posted to the newly raised 5th Battalion, Royal Australian Regiment, and was allotted to 5 Platoon, B Company. Owing to his height of six-foot-one, he was given the role of section machine-gunner. Further training followed, including at Canungra, where the men learned about operating in a jungle environment.

For his final leave Errol stayed with his father in their caravan at Port Lincoln, taking a final swim at nearby Kirton Point before driving to Adelaide. Here he took Holy Communion at the family's church before being taken to the airport.

In May Errol was flown to Vietnam with a number of his comrades. There he took part in several patrols and training exercises. On 24 May 5RAR was taken by helicopter from Vung Tau to a landing zone near Nui Dat. The battalion's A and B Companies were tasked with clearing to the north and north-east of where a future Australian base was to be built.

Shortly before 6.30 pm Errol was part of a listening post sent forward to check for enemy troops when it came under fire from the front. Initially going to ground, he stood up to move positions and was immediately shot in the abdomen. Though his wound did not look serious, Errol knew he was dying and told his friend, "***I've had it.***" A medevac helicopter was called for and he was flown to hospital at Vung Tau, where he died shortly after arrival.

It was quickly realised that both companies had, unbeknownst to each other, approached the same creek junction from opposite directions, and A Company had fired on the B Company listening post. It was a terrible shock to all the men of 5RAR and an awful introduction to war. Private Errol Wayne Noack became the first National Serviceman to die in Vietnam. He was 21 years old.

Errol's body was returned to Australia for burial, and was given a funeral with full military honours. The service took place at the Bethlehem Lutheran Church in Adelaide, where he had been confirmed and had spent time as a youth leader. The grounds were packed with people paying respects, as was the road to Centennial Park Cemetery, where he was laid to rest.

Errol's father never recovered from the death of his only child and best friend. He passed away in 1996.

Private Errol Wayne Noack's name is listed on the Roll of Honour on my left, along with more than 500 others from the Vietnam War,

In death Errol became a symbol of the small but growing anti-Vietnam War movement in Australia. His uncle said the family wanted no 'propaganda…made out of Errol's death.' None he less, protests escalated. On Adelaide's Cross of Sacrifice the following was written in red paint;

ERROL WAYNE NOACK

Age 21

HIS WAS NOT

TO REASON WHY

References

AWM

Courier Mail

Advertiser 2 June 1966

Lieutenant Colonel Charles Hercules Green DSO

(Source : AWM)

AUSTRALIAN WAR MEMORIAL   095898

His first Battalion 2nd / 11th Battalion, 2nd Australian Imperial Force 1945
41st Battalion, Byron Bay Scottish, Citizen Military Forces 1948
3rdBattalion, Royal Australian Regiment, Australian Regular Army 1950

A man with only one year of high school behind him, undaunted , took on sub-contracting on the Pacific Highway at 16 years while studying at night and rose to become a highly qualified Commander of the Australian Army. May he always be an inspiration to the youth of the Clarence Valley.

The plaque located in Grafton NSW commemorates Lieutenant Colonel Charles Green, an officer in the Australian Imperial Force during World War Two who was killed in the Korean War in 1950. Lieutenant Green was born at Swan Creek in the Clarence Valley.

Lieutenant Charles Hercules Green DSO (December 1919 – November 1950) was a senior officer in the Australian Army. He served as a battalion commander in World War Two, and again later during the Korean War, where he was killed in action while commanding the 3rd Battalion, Royal Australian Regiment. He was the youngest battalion commander in the Second Australian Imperial Force (2nd A.I.F.), and was reputed to have been one of the Australian Army's better unit-level commanders.

Charles Green, only 30 years old when he served and was killed in Korea, made a big impression on all those who came in contact with him. His death was met with grief among Australian soldiers. Not only had the Australian army lost a respected and skilled commander, but a man that troops liked and admired personally.

Charles Green was described by his intelligence officer, Lieutenant (later Lieutenant Colonel) A. Argent as:

'a tall, dark, sinewy man with the bearing, and unhurried deliberateness one usually associates with men of the land. Pressure never seemed to bother him. He had a fine touch and the presence of a natural leader. His command in Korea was always firm and sure. He always gave good, clear and concise orders. He kept well forward, in fact immediately behind the leading company group. After six weeks he had moulded the battalion into a fighting unit.'

Born in 1919, and raised in Swan Creek, NSW, Charlie Green joined the militia at 16. During the Second World War he earned his reputation, beginning as an infantry officer of the 2/2nd Battalion, serving in North Africa and Greece. After the German conquest of Greece he escaped to Palestine. He then served as Commander of the 2/11th Infantry Battalion in the Aitape-Wewak campaign in New Guinea, and was said to be the youngest commanding officer of an Australian battalion during the Second World War. For his service in that war he received the Distinguished Service Order, at the age of 25.

After returning to Australia and working as a farmer, Charles married and had a daughter. When war broke out in Korea, he was appointed Commanding Officer of the 3rd Battalion, Royal Australian Regiment, in September 1950. Green replaced Lieutenant Colonel Floyd. S. Walsh, who had been CO of 3 RAR in the British Commonwealth Occupying Force (BCOF), Japan, but who did not have any operational command experience. Although he only had two weeks to train his men before they saw action in Korea, Charles made good use of this time, and created a cohesive bond within the battalion. He was a private but caring commander, and is remembered most for the respect he quickly earned from people, and his exceptional leadership.

Green led his men through battles at Yongju, Kujin, and Chongju. After the action at Chongju on 29 October 1950, the troops rested nearby. At 6.10 pm the next day, the Chinese attacked the area, firing six high-velocity shells. The only person wounded was the CO Charles Green, who was resting in his tent. He was badly wounded by shrapnel in his stomach

Private Claude Boshammer said '*My hand and arm were covered with blood as I held him. I remember very clearly that the CO was conscious and kept repeating things like, "Cal, is the battalion OK?" "are the boys OK?" "Look after them Cal, they are good men. Look after them Cal." I heard him still speaking as the [ambulance] drove off.'*

Charlie Green was initially buried in the Christian Churchyard at Packchon on the day of his death but his body was soon exhumed and buried in the United Nations War Cemetery in Pusan, South Korea. For his service in Korea, he was awarded posthumously the US Silver Star medal. Lieutenant Colonel Floyd Walsh returned to take command of the battalion.

Chermside Army Camp

By Ian Curtis

World War One

After the declaration of war on the German Empire on 5 August 1914, 120 Australian Light Horsemen, from northern New South Wales, encamped at the northern end of Marchant's Paddock but later shifted across Murphy Road to butcher Alonzo Sparkes paddock. This was the start of Military Training Camp Chermside, an Army establishment that operated out of both paddocks from 1914 to 1918. Marchant's Paddock was used as a Remount Depot for the Queensland-raised 2nd Australian Light Horse Regiment. Both it and Sparkes Paddock were ideal for the Light Horse as the land had largely been cleared of low scrub to allow both businessmen to use them as rest paddocks for their workhorses . After the departure of 2nd Australian Light Horse Regiment for overseas service on 14 September 1914, Marchant's Paddock remained a Remount Depot, with wild horses brought in by train to Zillmere Station and then herded up to the Camp.
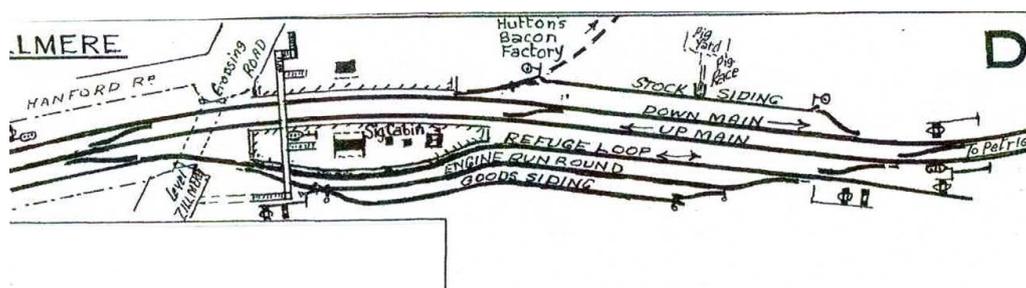
Zillmere Railway Station plan (It had a stock race)

As well, during World War I, Marchant's Paddock was used as a training camp for the Australian Imperial Force (1st AIF) artillery and machine-gun units. Some temporary buildings were erected in the Paddock including a gun park for the artillery's 18 pounder guns.

AUSTRALIAN WAR MEMORIAL   P02856.004

Cooks standing next to their makeshift kitchen at Chermside Army camp. Note the loaf of bread on top of the stacked dixies and the large bowls hanging behind the bench in April 1916

Soft-drink manufacturer and philanthropist George Marchant who had acquire the land in August 1899 to rest his horses that delivered his product to customers, first proposed Marchant Park for public use in 1917, and in 1921, after a German migrant, August Christian Vellnagel's blacksmith business agreed to move across Gympie Road to a new location, the park was officially opened. It contains a number of built heritage features including the Kedron Shire War Memorial Gates, opened in 1924, the Marchant Memorial, the cricket ovals constructed by the Warehouse Cricketers' Association in 1928, and the George Hastie Players Pavilion which was named after a founding member and long-serving secretary of the WCA. The park has continued to be a popular place for recreation and sporting events for successive generations of the Chermside and wider Brisbane community for more than 80 years.

World War Two

During World War Two, the Australian Army fielded dual forces. There was the 2nd Australian Imperial Force (AIF) that comprised volunteers who could serve anywhere

overseas. The Australian Military Forces (AMF) were the voluntary part-time militia that was the mainstay of the Interwar army. Constitutionally, the militia could only serve within Australian territory (including Papua & New Guinea). On 1 January 1940, conscription for all unmarried men aged 21 years or older into the AMF began. As a result, new militia training camps such as Chermside Army Camp were required. Chermside Camp operated from October 1940 to April 1946. It was the largest AMF camp built in Brisbane during the war.

On 7 August 1940, the Commonwealth used its National Security Regulations to requisition Alanzo Sparkes' paddock at Chermside for a military camp. At first he was offered an annual fee of £676 but Sparkes wanted £12,000 for the land. The Fe3deral Government offered £10,050. Sparkes would not budge on his price so the government contracted James Thorpe and Co to value the property (£9,973) but the government maintained its original offer. Wrangling continued until 12 June 1941 when the Commonwealth formally gazetted the compulsory acquisition of Sparkes Paddock.

 The plan was to erect a tented camp to accommodate 3,500 militia troops. Sixty-six huts were built by the end of September. Mr P R Ayre for a tendered price of £11,075 was responsible for the construction with work being undertaken by 100 members of the 3rd Workshop and Park and 16th Army Troop. They have had the assistance of a working party of about 200 infantry from Grovely. Work on water mains and drainage has been expedited. Already 11,500 ft of water and drain lines have been opened up, averaging in depth from 3 ft to 4 ft 8 in Excavations for mess huts, bath houses, ablution benches, and latrines were well advanced, and roads were being formed through the camp. Electric light installations are being made as soon as hutments were completed. Some of the mess huts were 80 ft x 40 ft. and were solidly constructed. Sparkes' Paddock, the camp site, covers 640 acres, and all the buildings were on elevated ground, where troops had the benefit of coastal breezes The first structure to be established was a Military Post Office (MILPO) that opened on 5 October. The first 200 recruits arrived on 7 October 1940.

The site was chosen, as it was handy to Geebung Railway Station only 9 miles from Brisbane. It had good road access as Gympie, Hamilton, Murphy's and Geebung (later Newman) Roads were sealed.
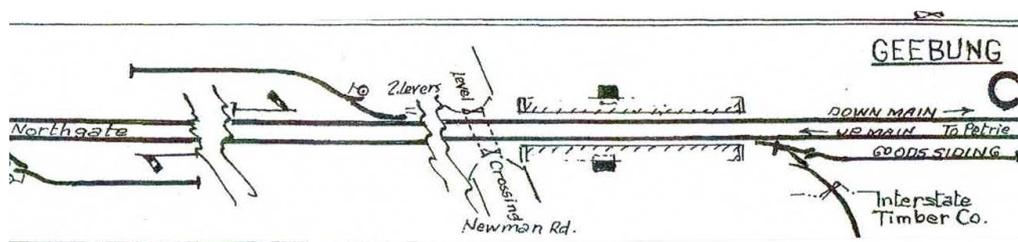
Geebung Station layout 1959

 By February 1941, new town water pipes were laid along Hamilton Road. The paddock was fenced with wooden posts and barbed wire. The site held three rented cottages in Banfield Street. The old cottages were of no use to the Army. They had no bathrooms, baths, sinks, washing tubs, gas electric light or town water and were dilapidated. The Army allowed the Frankham, Strange and Dawson families to remain in the cottages. The only civilians permitted to live on site. By February 1941, the army had spent £35,000 to build facilities. This amounted to £10 for each soldier then based at the site. The main gate was at Ellison Rd

(across from Danette St). On Sunday afternoon, the Changing of the Guard ceremony was conducted at the Main Gate, which was always popular with the public. On 12 June 1941, the Commonwealth gazetted the acquisition of Sparkes' Paddock comprising 401 acres and 31.8 perches of land bounded by Ellison, Murphy, Gympie, Hamilton and Geebung Roads. It became Chermside Army Camp.

Upper Camp

The area north of Downfall Creek became known as the upper camp. It was tent city, mainly using A-frame tents with a few huts for toilet and shower blocks. Later two permanent mess huts were built and electricity connected to the site. To aid self-sufficiency, a large vegetable garden, irrigated by sewerage and treated water, was established beside Downfall Creek. The irrigation water came from the army's sullage plant that was built beside the creek. At first, the Camp's ammunition magazine was a tin shed located beside Downfall Creek. Later, three ammunition storage sheds and a salvage and recovery shed were built.

The trading of Army foodstuffs with locals for fresh food was common.

7th Brigade

The first unit to enter the Camp was 7th Brigade, initially commanded by Brigadier John Hill who had been the Brigade commander since 1935. 7th Brigade was an all-Queensland militia force. It comprised;

9th Battalion (The Moreton Regiment)

15th Battalion (The Oxley Regiment)

25th Battalion (Darling Downs Regiment)

47th Battalion (The Wide Bay Regiment), and

61st Battalion (The Queensland Cameron Highlanders)

plus support units:

7th Brigade Headquarters

11th Field Engineers,

7th Field Ambulance,

106th Casualty Clearing Station, and

a transport section.

The units did not arrive simultaneously as they had to await the completion of facilities or equipment issues to new recruits. During 1941 and into 1942, 7th Brigade were primarily responsible for the defence of South East Queensland with battalions deploying to Caloundra, Maryborough and Cabarlah as well as undertook training. The battalions conducted day and night route marches in the district or further afield. A bagpiper or kettledrummer could accompany the marchers to help keep step. A common route was along Ellison Road, up Murphy Road, along Zillmere Road and then down Geebung Road to the Camp. Bilsen and

Robinson Roads and Railway Parade were also used. Bottlenecks occurred when soldiers had to pass through the local railway gates which was a pedestrian crossing and only allowed one man at a time.. Soldiers would often march with full kit including knapsacks, allowing them to camp overnight in the field. They fed from hotboxes trucked out from the Camp or from the rations they carried. Gradually modern equipment arrived. Broom sticks were replaced with rifles, Bren-guns replaced Lewis machine guns. Trucks and universal (Bren-gun) carriers replaced horses and civilian cars. Downfall Creek's banks were used as a testing course for the carriers.

Troops entrained at Geebung Station to go to Enoggera Army Camp's weapons ranges to live fire their rifles, machine guns and mortars. Small arms firing also occurred at the Virginia Brick and Pipe Works' clay pits. On military exercises, troops fired blanks. The local dirt roads' steep sides were utilized as impromptu trenches and farm fences as barricades. Sometimes soldiers would appear from camouflage and frighten civilians. In April 1942, 7th Brigade command changed to Brigadier John Craven, later to Brigadier Francis North. By May 1942, the 15th and 47th Battalions were removed and regrouped with the 42nd Battalion to form 11th Brigade. The 7th Brigade then consisting of 9th, 25th, and 61st Battalions left Chermside Camp for Townsville to act as the covering force with the 11th and 29th Brigades. On 11 July 1942, the Brigade's vanguard arrived at Milne Bay, Papua, where from 25 August to 7 September, 7th Brigade led by Brigadier John Field, helped inflict the first land defeat suffered by the Japanese in World War Two.

Post 7th Brigade

With 7th Brigade's departure, Chermside Camp changed to a training centre for specialist rear-echelon units and a staging camp for troops heading north. A camp inspection of 13 June 1942 listed a Motor Transport School, the 1st Australian Cookery School, an area signals unit and a bomb disposal and chemical warfare unit. Thereafter it held a variety of units under the overall authority of the 1st Australian Base Sub-area, including the Eastern Command's Land Headquarters, the 113th Transport Company, the 17th Personnel Staging Camp, the 2/1st Australian General Hospital and later the 2nd Camp Hospital. Northgate general practitioner Dr Gillies was Medical Officer in charge of the hospital. Kitty Dean was a matron there.

In October 1942 the 46th Battalion moved back to Brisbane from Tinana and camped at Chermside where they were disbanded. Some of the men were allocated to the 114th Light Anti-aircraft Regiment and immediately commenced training with the unit.

During 1943, Chermside Camp expanded across to Marchant Park. On 13 November 1943, a Kittyhawk plane on a training flight got into difficulties, tried to land on Hamilton Road but the road's heavy military traffic forced a diversion towards open ground inside the Camp. The aircraft hit the end of the officers' latrines and crashed, killing both men. The US Military Police were quick on the scene and sealed off the area but not quickly enough to prevent a local lad tqking a generator from the wreckage. There has be3en some conjecture about the aircraft type, however later research identified one of the two pilots who died in the crash as 2nd Lieutenant Sol S Sherr, Test pilot 317th Depot Repair Squadron.

Reveille was at 6 am, breakfast at 7 am, Sick Parade at 8 am held outside of the Headquarters Orderly Room. Administration Parade was also held at 8 am. Lunch started at midday, followed by a second Administration Parade at 1.30 pm. Troops wanting leave attended

Leave Parade at 4 pm. Lights went out at 10.30 pm. Parking vehicles next to tents or huts was not permitted due to the fire risk. A car park was set aside for all vehicles. The Camp Fire Officer was Q302902 Lieutenant Benjamin Merchant Platt (51 years old). He and his deputy Q119289 Sergeant W William James Herbert McGarry (47 years old) organized fire alarms and liaised with the nearest fire unit at Nundah Fire Station. The Camp boasted an open-air, amphitheatre cinema, an Officers' Mess (bar), a Sergeants' Mess and a wet canteen that served beer to the other ranks. A Salvation Army Red Shield hut provided tea and coffee, newspapers and letter-writing material. The local community was asked to donate games, magazines or other items to this hut. To combat VD, there was a Blue Light Tent where condoms were issued to the troops going on leave. To get to the City, the Camp ran a bus service from the Murphy Road gate to the tram terminus near Lutwyche Cemetery. For many homesick soldiers, the best outing was when they gained an invitation to visit one of the district's families' homes. Some would correspond with the families during and even after the war.

Many of the militia conscripts were married men. Some wives followed their interstate servicemen up to Queensland and boarded at homes nearby. Entry into the Camp for non-military personnel was by invitation only. The evening movies screened at the Camp theatre appeared to be the exception. Local families would bring along blankets and sit on the grass to watch the films shown to the troops. The cinema was popular with the locals as it was close and petrol rationing prevented many people from going further a field for entertainment. Civilian cars would park in the Camp. Some families would park so close to the amphitheatre that they could watch the films from their cars. But too many cars came into the Camp and restrictions were eventually placed on civilians attending the theatre.

Lower Camp

By March 1945, Chermside Camp accommodated 5000 troops. It had spread below Downfall Creek and across Hamilton Road to Pfingst Road. This area was known as the lower camp. It was connected to the upper camp by a narrow bridge over Downfall Creek. The lower camp's main gate was on Hamilton Road, at what is now Corrie Street. The upper camp, consisting of A, B, C and D Blocks, was used for troop accommodation and training. It included tennis courts, a boxing ring, a cricket pitch, two sergeants' messes, two vegetable gardens, horse yards, a medical laboratory, a dental hut, two barber's huts, four butcher's sheds, a Salvation Army recreation hut, a Church of England recreation hut, plus the theatre and the hospital both of which were in 'B Block'.

The lower camp comprised 'E' and 'F' Blocks housing accommodation and messes for vehicle maintenance units. 'Block F' held petrol bowsers and vehicle workshops including two igloos. Across Hamilton Road from the lower camp was the 20th Works Company in 'G Block' plus the 67th Australian Women's Army Service (AWAS) in 'H Block'. As the women's sleeping quarters were located in 'H Block', it was a restricted area.

Chermside Camp WWII
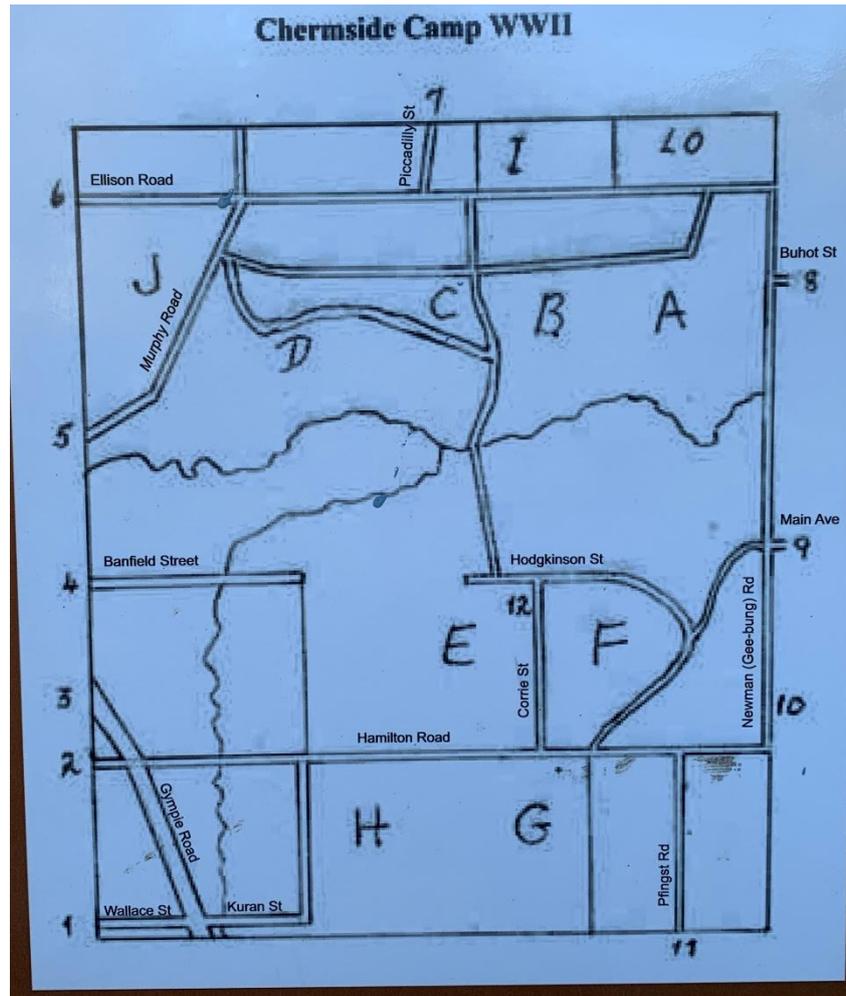
The camp in Sparkes Paddock was divided into blocks from A to J. Each one was more or less complete in itself, with facilities of sleeping quarters, mess huts, kitchens, latrines, ablution blocks, quard houses, workshops. Administration, stores, laundries, cloths lines, recreation huts etc. The exception was Block J (in Marchant Park) which was a petrol dump.

At the wars end in August 1945, Blocks A to F housed the Infantry which was training before moving to the north. Block H was the 67th Australian Women's Army Service Unit (AWAS). Block G was the location of the 20th Works Company, Block I located on the north side of Ellison Road, was the site of the Civil Construction Corps made up of civilian tradesmen who were engaged in military construction.

LO (on the map above) marks the Army Look Out which was a large gum tree, with a platform, since felled, in the present Geebung State School grounds.

Downfall Creek flowed from west to east, divides the Paddock into two parts whilst Somerset Creek flows in from the south coming in under Gympie Road near Wallace/Kuran Streets. The internal roads marked were of temporary nature and have all but disappeared.

Photo taken outside of the women's ablution block at Chermside. All these buildings were temporary and disappeared soon after the war ended. *(Diana Parker)*

The 15th Battalion Band AMF in August 1941 was located at the eastern end of the Chermside Camp on the corner of Ellison and Geebung (Newman) Roads. The 15th Battalion was then part of the 7th Brigade. *(Kath Ballard Archives)*

No 1 Canadian Special Wireless Group camped at Chermside from 15 February until 4 April 1945. The unit was inspected by General Sir Thomas Blamey on 5 March 1945. Many other units camped at Chermside, some for only one night.

There was a bomb and ammunition dump in Benekes paddock in the bush near the corner of Webster and Rode Road which was guarded by Negro Soldiers. There was also a petrol dump in Basnett's property on Hamilton Road, Chermside.

Chermside Army Camp converted to a demobilization centre. Known as the 17th Australian Personnel Staging Camp, it was commanded by Captain Herbert Ernest Evelyn Hopkins. From August to December 1945 who then transferred to Sellheim , Chermside Army Camp housed large contingents of returning Australian soldiers awaiting demobilisation. The Chermside Army Camp formally closed on 30 April 1946.

After the war some of the military buildings were demolished, others removed to be reused in different locations, some became temporary accommodation for returned servicemen and their families and some were turned into school classrooms.

The area remained parklands and was called Hamilton Park and later 7th Brigade Park as it is named today. Much of the camp site has been built on with housing, high rise apartments, a shopping centre and sporting facilities.

Memories of Ted Barber, 2017:

Ted Barber lived in Piccadilly Road, north of Ellison Road, and attended Zillmere state school. These are some of his memories of the camp:

"As a boy I used to deliver flowers to the camp hospital from my mother's garden, my father was the caretaker of the C of E hut and an ARP warden. My first recollections were of the Light Horse unit camped on Downfall Creek with horses, horse stables etc. As a boy I had freedom to roam the camp and remember quite well the arrival of the first Bren gun carrier. At the gate on Murphy Road was a large sign (See no Evil- Hear no Evil and Speak no Evil) with the three wise monkeys. I also recall a large tree on Gernses Hill used as a lookout with a view over Moreton Bay. Open days were held in Marchant Park with tent pegging displays and car displays with balloon busting, army bands etc. Our home was surrounded by tents at first but later buildings were erected on our land. There was a unit camped on our front paddock for some time which I believe was the 61st Battalion (Highland Regiment) which moved from our paddock to New Guinea with tragic results.

I could go on, the aeroplane that crashed flew low over our house and quite clear in my memory.

Entering from Ellison road there was a sentry box on the left, a guard house behind the sentry box with a couple of prison cells at one end. There was a high tank stand on the right with large water tanks as you moved into the camp there were wooden buildings on either side. I have a vague memory of a wooden sign board on the right in front of the buildings. Also, Sir Leslie Wilson visited the camp at some stage and entered off Ellison Road. Our belief that [the] Murphy Road gate was the main gate no doubt was because Murphy Road was a major road, more activities at that gate, all the main signs were there and the taxis lined up there in the evenings to pick those going on leave.

We frequently had soldiers sitting around our dining table of an evening either playing board games or listening to Tokyo Rose on shortwave radio. Tokyo Rose had a lot of information relating to the camp and the private citizens in close proximity. This led to rumours of people passing on information to the enemy and some finger pointing.

The 3c's [Civil Construction Corps] came and were installed in our back paddock and outside our kitchen window, causing concerns for my parents as I was the youngest of seven with adult sisters."

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Trove

Chermside Historical Society

www.ozatwar.com

www.nominal-rolls.dva.gov.au

From the News

After a very long wait and with the defence strategic review to be released in April the Australian government has named Lockheed Martin as the preferred tenderer for one of its most important space projects. JP9102 will deliver next-generation sovereign satellite communications for the Australian Defence Force.

At least two, and up to four, large military communication satellites will be deployed in geosynchronous orbit (GEO) 36,500 kilometres above the earth, supported by ground stations and other infrastructure. The preferred tenderer is required to collaborate with local small and medium-sized enterprises on the project. Lockheed Martin says it will work with a diverse team of Australian space and defence-related companies supporting the ground and control segments. The project will be headquartered in Victoria and is expected to create more than 200 space industry jobs.

The Lockheed Martin system will comprise the satellites, to be controlled and operated by the Defence Department; multiple ground stations, including two new satellite communications operations centres; and an integrated management system.

This will transform ADF communications, with the satellites providing high-bandwidth, high-speed digital connectivity across a vast region, from the central Indian Ocean to Solomon Islands, and from the Arctic to the Antarctic. This coverage will provide ADF operations across much of the Indo-Pacific region with robust command-and-control networks. Initial operating capability is due to be achieved in 2027, as the ADF transitions from the Wideband Global Satcom system it shares with the US.

It's crucial that the satellites are resilient against counterspace systems, including uplink and downlink jamming and cyberattack, as well as natural hazards such as space weather. The large satellites at the project's core need to be seen as the beginning of a transition to resilient space capabilities for the ADF.

A follow-on capability using small satellites in low-earth orbit (LEO) is the logical next step. Space is highly contested, and the large JP9102 satellites in GEO must be complemented by constellations of small satellites in LEO. The 'small and the many' provide enhanced survivability, making it more difficult for an adversary to attack ADF communications and trigger a systems collapse. Small satellites don't have the same capacity as a larger GEO-based satellite, but their greater number offers advantages, particularly in the rapid relay of information.

It is therefore interesting that Defence has issued a tender for a 'space-based data transport and relay network … envisioned to be a flexible and configurable global converged network in space'. It is intended to be 'resilient, enabling secure and rapid transmission and reception of multiple data types through an open systems architecture of satellites and ground assets'.

In adding a resilient network of small satellites, this will complement the large JP9102 satellites to provide global communications for ADF units on operations. The network should be scalable, rapidly deployable and able to be quickly replaced.

To improve resilience, the ADF will need complementary capabilities at LEO and GEO. The data transport and relay network, based on small satellite technologies, can more deeply leverage the contributions of Australian small to medium-sized companies, in terms of satellite development and construction and sovereign space launch, to ensure rapid replacement of lost capability in a crisis.

The JP9102 satellites may, if they are based on open-architecture design or software-based systems, take advantage of future on-orbit servicing technologies that could extend their operational life and enhance their capabilities over time. Lockheed Martin has hinted at this

kind of approach with its ASPIN interface, which has an open standard and supports third-party development of supplementary mission systems for use in orbit.

The company, its Australian commercial collaborators, and Defence have a golden opportunity to adopt a new paradigm for future space capability. Rather than seeing large GEO-based satellites as a capability that, once deployed, can't be enhanced to keep pace with technological innovation, JP9102 gives Australian commercial space companies the opportunity to embrace the next generation of in-orbit capabilities for satellite servicing. Lockheed Martin, Defence and the commercial space sector need to be innovative and bold in their thinking, both with the GEO satellites and by embracing small satellites in LEO to enhance resilience.

The JP9102 selection provides a moment where Defence, together with the Australian Space Agency, must firmly open the door to a larger role for Australia's commercial space sector—much more than just supporting an overseas prime. To treat this as a traditional large defence project could represent a missed opportunity for Australia to demonstrate a true Space 3.0 paradigm delivering new defence capabilities rapidly and sustaining and enhancing the JP9102 capability in innovative ways that maximise resilience.

(Source: Malcolm Davis – Strategist)

AUKUS has a people problem

Unless Australia can develop its skilled workforce, it will struggle to acquire the advanced defence capabilities outlined in the AUKUS agreement. The limited pool of skilled workers is a problem affecting many industries and technology fields across Australia. More than that, it's a problem common to countries that are natural partners to Australia, including the United States and United Kingdom in AUKUS. It's something we need to address together to ensure AUKUS achieves its potential.

As US Senate Armed Services Committee chair Jack Reed acknowledged in a discussion with a Washington defence writers' group this year, 'We need skilled workers here in the United States and we also want to develop skilled workers in Australia, too … That requires training and in this labor market … it's very difficult to get workers for any type of activity.'

Last month's AUKUS 'optimal pathway' announcement outlined the beginnings of a solution with Australian investment in US and UK submarine construction and the training of Australian submariners, but the challenge is enormous. The workforce shortage was identified as a 'key vulnerability' in a 2020 report to Congress from the US Navy, with material engineers, marine electricians and tech-specific specialists in short supply. Despite increased funding and recruitment drives, the talent deficit is proving difficult to rectify because of the extensive training required for individuals to qualify in these fields.

For Australia and its partners, the skill shortage is particularly evident in advanced technology sectors, including areas of priority for AUKUS Pillar 2—the non-submarine component of the agreement that focuses on technology sharing in eight critical sectors, including artificial intelligence and quantum computing.

To support AUKUS and to maintain its strengths in advanced technologies, Australia will need to create an environment that discourages highly skilled homegrown talent from being drawn away by the global thirst for skills.

A key part of the answer lies in greater collaboration involving the Department of Defence, educational institutions and the private sector. Public–private partnerships are an avenue to nurture talent and begin addressing the skilled workforce challenges. They provide streamlined avenues for funding and education, while encouraging local and foreign commercial investment. Canberra needs to recognise its responsibility to provide sufficient government funding to facilitate the formation of public–private partnerships that benefit national security.

Australia already has public–private partnerships in the advanced technology sector that have demonstrated their viability and can serve as a scalable model for pursing similar arrangements under the multilateral framework of AUKUS.

Sydney-based startup Silicon Quantum Computing was established in 2017 out of the University of New South Wales, with $83 million in capital funding from a combination of public and private entities, including the federal government, the Commonwealth Bank, Telstra and the NSW government. The company is now a leader in quantum computing innovation largely because talented and visionary individuals were provided with a favorable innovation ecosystem facilitated through government-led and industry-supported investment.

Australia and its AUKUS partners should foster similar initiatives in a multilateral context and identify strengths in each other's industries across the technology areas of Pillar 2. In the US, an example of a cross-border public–private partnership is the microelectronics program partnership between Arizona State University and the Taiwan Semiconductor Manufacturing Company that is aided by the US CHIPS and Science Act. This is a successful model that in part addresses the skills gap and develops the semiconductor workforce in specific areas of deficiency. It demonstrates the importance of government-driven stimulus.

The AUKUS partners will need to address additional policy considerations to more easily facilitate this, including reviewing the notoriously restrictive export controls under the US International Traffic in Arms Regulations, creating skilled AUKUS visas and education pathways, and providing tax incentives for private companies to invest in AUKUS partners' industries where it might be more expensive than in other parts of the world.

Domestically, Australia has taken some positive steps to facilitate public–private partnerships and address the underlying education challenge. In June 2022, the government pledged to create an advanced strategic research agency, modeled on the US Defense Advanced Research Agency, to support AUKUS's and Australia's sovereign technology goals. The new agency's role in linking Australian industry and universities with AUKUS allies will be a practical step towards collectively addressing the limited talent pool available to execute collective security requirements.

But greater effort is required. The 13 March AUKUS optimal pathway announcement didn't touch on how Pillar 2 will be tackled by the partners. Nevertheless, Canberra can take proactive actions to champion public–private partnerships domestically and address domestic workforce challenges ahead of greater multilateral coordination under the AUKUS framework.

(Source: Bronte Munro – Strategist)

Citroen's WW II Sabotage

You're likely unaware that this year is the 100th anniversary of Citroën. While doing some research I happened to stumble upon a fascinating bit of wartime Citroën lore. It involves screwing with Nazis in a genuinely clever and subtle way that nevertheless had big repercussions. I'll explain.

So, when France was occupied by the Germans in 1940, major French factories like Citroën were forced to produce equipment for the Nazis. Citroën president Pierre-Jules Boulanger knew he couldn't just refuse to produce anything, but he also knew there was no way in hell he was going to just roll over and build trucks for a bunch of filthy Nazis. Pierre had a plan

John Reynold's book Citroën 2CV describes Boulanger's sabotage efforts. Of course, he instructed workers to set a nice, leisurely pace when building trucks (likely Citroën T45 trucks) for the Wehrmacht, but that's fairly obvious. What was brilliant was Boulanger's idea to move the little notch on the trucks' oil dipsticks that indicated the proper level of oil down just a bit lower.

By moving the notch down, the trucks would not have enough oil, but German mechanics would have no idea, because, hey, the little notch on the dipstick says it's just fine. Then, after the truck has been used for a while and is out deployed somewhere crucial, whammo, the engine seizes up, and you've got a lot of angry, stranded, vulnerable Nazis, balling up their little fists and madly barking curses in German.

It's such a fantastic act of sabotage: it's extremely cheap to implement, it's subtle, there's no way to see something amiss is happening as the trucks are being built, and it delivers its blow away from the site of the sabotage and when it will cause the most inconvenience and trouble.

That's some mighty good sabotaging, Pierre.

Happy 100th Anniversary, Citroën.

(Source: jalopnik.com)

Electrifying the ADF

There's a rapidly increasing awareness that the global future of energy is coming, ready or not. Recent contributions to *The Strategist* describe very different possible Australian responses to the emerging renewable energy transformation, from David Uren and from Grant Wilson.

How this develops will be fundamental to Australia's security, not just because it will determine the power of a future economy to support Australia's security agendas, but because Defence will inevitably be part of the energy transition, and the ADF will operate in this transformed environment.

As a central component of the energy transformation in grid scale and domestic energy storage and transportation, battery systems are now recognised as a dominant future industry and source of wealth. The government is preparing a national battery strategy and released an issues paper seeking public comment.

Projected world demand for electric vehicles alone over the next four years will require successive annual doublings of battery production. By some estimates the annual average revenue stream from the global battery industry by 2050 will be in the order of US$1,000 – $1,250 billion.

However, it's unlikely that the global battery industry will continue functioning as it does. Currently, China dominates global battery production with some 75% of world battery cell output.

Nonetheless, the neoliberal globalist model on which this position has been built is currently (and likely to remain) out of fashion with major Western nations.

Donald Trump began the trend in 2016, capturing the votes of those disadvantaged by globalised manufacturing. The Corona virus pandemic exposed the weakness of globalised systems facing crisis, reinvigorating local manufacturing policies. Following the pandemic, failures of global supply hubs have disrupted commerce and added to globalised inflation.

A neo-mercantilist approach is emerging as the preferred way of managing national renewable energy transformations. The US is promoting the development and adoption of renewable technologies under the Inflation Reduction Act, allocating around US$369 billion in subsidies for work undertaken in America. The European Union has replicated US policy by committing $9.6 billion to subsidise battery production through the Net Zero Industries Act.

Such actions are in part a response to the need to hugely invest in renewables, but the dominance of security concerns over market dynamics seems unlikely to abate soon. Current geopolitical competition and insecurity seems entrenched by America's distrust of China and the European Community's need for energy independence from Russia. An America so concerned about China that it would accede to the transfer of nuclear-powered submarine technology as a key part of the AUKUS agreement is unlikely to allow itself to be dependent on battery supplies from China.

Nonetheless, battery supply during the 2020s is likely to be insecure. Demand for energy storage is expected to increase from 34 GWh in 2020 to 1,028 GWh in 2030, requiring investment of some US$262 billion.

With high competition for batteries, a scramble by Western trading partners to secure supply will boost Australia's balance of payments but prices are likely to represent premiums for shortage rather than uncorrupted market signals.

The danger is that Australia might repeat past practice; selling raw product and failing to invest in the more substantial returns from manufacturing. This could end in the ultimate failure of policy, replicating Australia's current gas price increases, with Australia a global leader in minerals supply but failing through overseas production disruption to secure the batteries needed for its own energy transformation.

As a base line then, Australian policy should not rely on market-based approaches where the subsidies of other countries massively distort the market. Instead, policy should ensure that local manufacture can supply sufficient battery systems to allow Australia's own unimpeded renewable energy transformation.

Part of this will reflect the needs of Defence which will be a significant participant in Australia's energy transformation. Notwithstanding the AUKUS decision, electrification of ADF capabilities can be expected to proceed alongside civil and commercial technological developments.

More importantly, electrification will have specific relevance to the combat effectiveness of the ADF. In 2020, the UK defence R&D organisation, Qinetiq, published *Powering the Electrified Battlespace,* a study of the electrification of warfare, which concluded that 'the fundamental enabler for all future warfare is electric power'.

The ADF is increasingly deploying platforms and systems relying on batteries for their operation. Hybrid and EV versions of the Bushmaster troop carrier are being developed. They are understood to be short on range currently but with operationally significant rates of acceleration. The Navy is exploring battery powered autonomous craft such as the Bluebottle surface surveillance drone and the Ghost Shark uncrewed underwater vehicle, while the Army is evaluating high-performance electric bikes for stealthy scouting missions. In February, Australia announced it was sending $33 million worth of electrically powered aerial drones to Ukraine. No less significant are the logistics required to support the great number of batteries used in the field at individual and unit level.

Defence's strategy for exploiting the renewable energy transition is currently unclear. We have suggested organisational changes Defence needs to make to better understand and adapt to the electrified battlespace. Regardless, Defence will be major users of renewable energy systems, including batteries.

Consequently, government support for the development of battery manufacturing, at least underwriting the nation's renewable energy transition, appears unavoidable. This is not popular in policy formation but the decade of the 2030s is likely to be far from normal. If such times justify spending $300-ish billion on one aspect of maritime security, it seems more than justified to spend $17-23 billion to 2030 on a fundamental of national security—building a battery manufacturing industry.

(Source: Derek Woolner and David Glynne Jones – Stratagist)

A Royal Australian Air Force F-35A Lightning II aircraft conducts a flypast over HMAS Sydney during Exercise Tasman Shield

A major exercise that tested the ability of the Royal Australian Air Force and Navy to work together has concluded off the east coast of Australia. The two services conducted simulated air-maritime integrated missions as part of Exercise Tasman Shield, from 17 March to 3 April.

Aircraft from RAAF Bases Edinburgh, Amberley and Williamtown worked closely with the Royal Australian Navy's HMA Ships *Hobart* and *Sydney* to enhance and promote interoperability. RAAF's contribution included the F-35A Lightning II, F/A-18F Super Hornet, EA-18G Growler, E-7A Wedgetail, P-8A Poseidon, KC-30A Multi-Role Tanker Transport, Hawk 127 Lead-in Fighter and No. 3 Control and Reporting Unit.

Air Commodore Peter Robinson, Commander Air Combat Group and Officer Conducting the Exercise, said Tasman Shield was an important opportunity for RAAF and Navy to enhance their joint effectiveness. "Exercise Tasman Shield 23 provided both complex and realistic scenarios in order to challenge and develop understanding of air-maritime integration," Air Commodore Robinson said. "The involvement of the Royal Australian Navy's HMA Ships *Hobart* and *Sydney* were critical for developing and validating air-maritime integrated tactics, techniques and procedures. "The complexity of the flying was an excellent opportunity for our people to further develop their skills in providing air power as part of the joint force – critical to our air-force mission."

Commodore Flotillas Commodore Paul O'Grady said the exercise was a valuable opportunity to practise and refine Navy-Air Force integration. "Our ability to work together as a joint force, both in the air and on the waves, is critical to our ability to fight and win at sea," Commodore O'Grady said. "HMA Ships *Sydney* and *Hobart* delivered significant air-warfare capabilities to the exercise, including forward deployed command and control effects for airborne assets. "Tasman Shield has progressed our ability to provide a counter-air capability

at sea, as well as expanding our understanding of how to best use our integrated navy and air-force assets to jointly control the battlespace."

(Source: Contact)

Navy

Ship's company of HMAS Armidale line the upper decks during the decommissioning ceremony

Ship's company, VIPs and onlookers said farewell to the lead Armidale-class patrol boat, HMAS *Armidale,* as the 17-year-old vessel was decommissioned at HMAS *Coonawarra* in Darwin on 30 March
HMAS *Armidale,* the first of its class and the latest to be decommissioned, has conducted a wide variety of operations alongside Australian Border Force, Australian Fisheries and the Australian Federal Police. The vessel has sailed more than 571,000 nautical miles and visited a range of ports including Singapore, Solomon Islands and the Philippines.

In 2021, *Armidale* rapidly deployed to Solomon Islands to support the Royal Solomon Islands Police Force in managing civil unrest.

Armidale's final task involved the apprehension and detainment of a foreign fishing vessel. Last Commanding Officer of *Armidale* Lieutenant Commander Adrian Hicks said it had been a pleasure to take on the role. "Being Commanding Officer of *Armidale* and working with the magnificent people who have served on board the ship these past two years has been the most rewarding time of my naval career," Lieutenant Commander Hicks said. "I will deeply miss the family we created and the pride we have for our ship. "But, like all things, they must come to an end as we introduce new capability into the fleet."

Armidale sailor Able Seaman Timothy Adams reflected on the bittersweet moment.
"I've learnt and achieved a lot on board *Armidale* and will miss the boat and the team a lot," he said. "But all things end and I'm looking forward to my next posting."
Patrol boats are the primary enablers of the ADF's contribution to Operation Sovereign Borders and a key arm of Operation Resolute.

Navy is transitioning from the Armidale-class and Cape-class patrol boats to 12 Arafura-class offshore patrol vessels.

The new Arafura-class will provide a significant increase in capability over the patrol boats they will replace and will enhance Australia's capacity to patrol its maritime territory and near region. Patrol boats are the primary enablers of the ADF's contribution to Operation Sovereign Borders and a key arm of Operation Resolute.

(Source: Contact)

Able Seaman Joe Albert and Able Seaman Samuel Speakman secure a MH-60R Seahawk helicopter after conducting take-off and landing training on the flight deck of HMAS *Choules*

After an extended maintenance period of more than 12 months, HMAS *Choules* has now set sail to renew its authority to operate aircraft.

In mid-March, *Choules* embarked a MH-60R Seahawk to conduct first-of-class flight trials. The trials, conducted off the Queensland coast, facilitated the development of ship's helicopter operating limits (SHOLs) that ensure safe take-off and landing conditions for the aircraft to operate at sea.

Executive Officer Lieutenant Commander Shaun Baldwin said the trials were required after major changes were made to the ship's exhaust system. "This is the first time *Choules* has

flown since going through a major upgrade package," Lieutenant Commander Baldwin said. "A part of the package was upgrading the exhaust stacks which has changed the movement of air over the flight deck."

Lieutenant Commander Baldwin said when the ship has a full set of SHOLs, *Choules* will be able to support the rest of the fleet when they need to land, refuel or transfer stores. "The aircraft is like a Swiss army knife. In a warfare stance, we can be supporting other ships doing anti-submarine warfare and refuel their aircraft," Lieutenant Commander Baldwin said. "In an amphibious context, these new SHOLs can be used for other aircraft such as the Chinook, which can then facilitate the transfer of stores and even vehicles."

Lieutenant Commander Baldwin went on to say the trials had given his team some great aviation experience. They did their flight deck courses not long ago and now we can use these flight trials to consolidate their skills," he said. "Not just the flight deck team, but the bridge team, the operations room, the communications team and all the troops supporting those."

The flight trials were managed by Navy's Aircraft Maintenance and Flight Trials Unit (AMAFTU), but trial outcomes were achieved through a collaborative effort from a number of stakeholders, including the ship, the supporting operational squadron and AMAFTU.

AMAFTU's senior flight test engineer (FTE), Lieutenant Commander Nathan Softley, said the trial test pilots and FTE fly to a range of environmental conditions to assess aircraft performance limitations and pilot workload. "The test flying activities facilitate the development of a safe operating envelope for the aircraft operating with the ship," Lieutenant Commander Softley said. "This trial will develop a set of SHOL recommendations that support the commanding officers and flying crews in the safe operation of the MH-60R with *Choules*."

As well as using this period to conduct flight trials, *Choules* is also readying the ship's company for Exercise Talisman Sabre.
The crew will train with the sea boats and Mexeflote to ensure all the gear and personnel are ready for the tri-service exercise to be conducted off the east coast mid-year.

(Source: Contact)
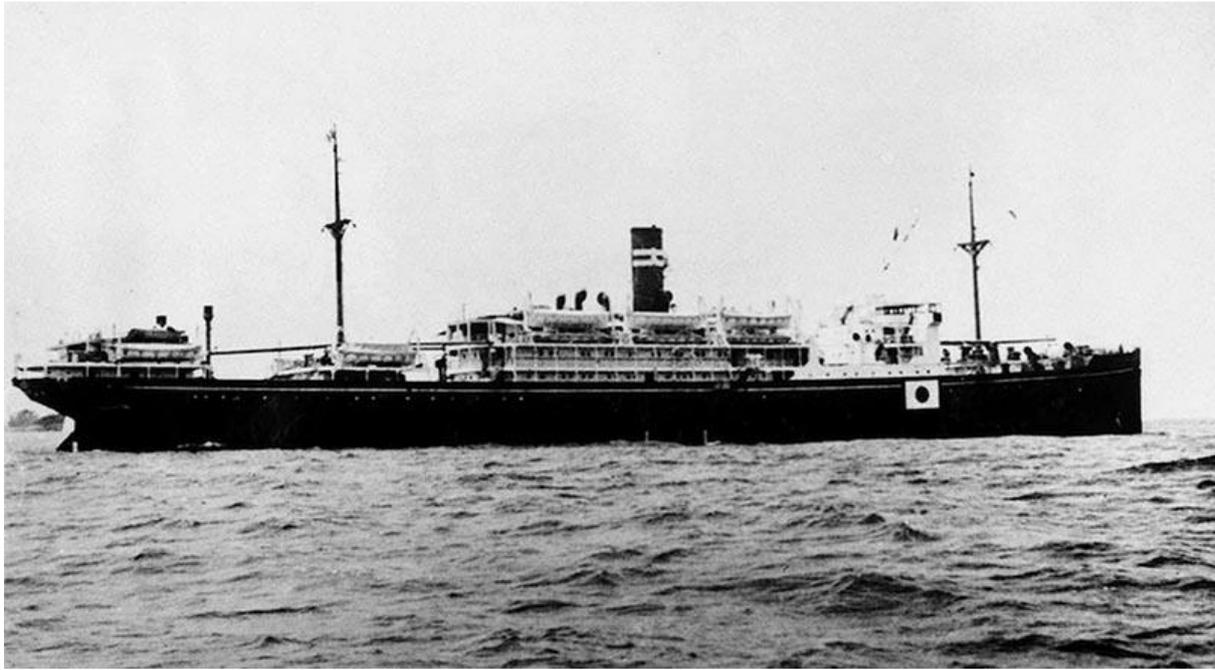
The shipwreck that represents Australia's largest loss of life at sea has been discovered more than 80 years after it was sunk by United States Navy torpedos.

Japanese merchant vessel the SS *Montevideo Maru* was sunk on 1 July 1942 off the coast of the Philippines after setting sail from the former Australian territory of New Guinea.

The ship was carrying approximately 1060 prisoners from around 16 countries, including 850 Australian service members from Rabaul. The ship was not marked as a prisoners-of-war transport when it was struck by four torpedos from the US Navy submarine USS *Sturgeon*. The number and identity of those on board the *Montevideo Maru* was not fully revealed until after the war, but the location of the shipwreck had remained a mystery.

  81 years after its final voyage, the resting place of the Montevideo Maru has now been discovered by a search team led by not-for-profit Silentworld Foundation, deep-sea survey specialists Fugro, and supported by Defence. At more than 4000m depth, the wreck is deeper than the RMS Titanic. It is hoped the discovery will bring relief to the families of the Australians on board. Prime Minister Anthony Albanese said he hoped today's news would bring a measure of comfort to loved ones who have kept a long vigil. "The extraordinary effort behind this discovery speaks for the enduring truth of Australia's solemn national promise to always remember and honour those who served our country," PM Albanese said.

This is the heart and the spirit of Lest We Forget."

Defence Minister Richard Marles said that for 81 years, hundreds of Australian families had waited for news of this shipwreck. "It is my great privilege to confirm their loved ones have been found," Mr Marles said. "Finding the Montevideo Maru has been a remarkable effort by a passionate team of researchers and the Silentworld Foundation, supported by dedicated Defence personnel. "I also acknowledge the generous support from Philippines authorities in permitting this search. "These Australians were never forgotten. "Lost deep beneath the seas, their final resting place is now known.

"This remarkable discovery is a reflection of who we are as a nation and remarkably close to our day of national commemoration – Anzac Day. "We will remember them.""

Chief of the Australian Army Lieutenant General Simon Stuart said the Australian soldiers, sailors and aviators who had fought to defend Rabaul met a terrible fate at sea on the Montevideo Maru. "Today we remember their service, and the loss of all those aboard, including the 20 Japanese guards and crew, the Norwegian sailors and the hundreds of civilians from many nations," Lieutenant General Stuart said

Director of Silentworld, John Mullen said the discovery of the Montevideo Maru closed a terrible chapter in Australian military and maritime history. "Families waited years for news of their missing loved ones, before learning of the tragic outcome of the sinking," Mr Mullen said. "Today, by finding the vessel, we hope to bring closure to the many families devastated by this terrible disaster. "I would like to express my gratitude to all of the dedicated Silentworld team involved in this expedition, to the outstanding crew and technical team on board the Fugro Equator, and to the Australian Department of Defence for their unwavering support. "I am proud to be the citizen of a country that never forgets or stops looking for those lost in the course of duty, no matter how many years may pass."

It has taken nearly five years of planning by Silentworld and 20 years of dedication from the Montevideo Maru Society to assemble the expedition team, led by Australian businessman, maritime history philanthropist and explorer John Mullen.

The search finally commenced on 6 April in the South China Sea, 110km north-west of Luzon. After just 12 days, on 18 April, a positive sighting was recorded using state-of-the-art technology, including an autonomous underwater vehicle with in-built sonar.

It took a number of days to verify the wreck using expert analysis from the project team, comprising maritime archaeologists, conservators, operations and research specialists, and ex-navy officers.

Andrea Williams, whose grandfather and great uncle died on the Montevideo Maru, and who is a founding member of the Rabaul and Montevideo Maru Society, was on board when the wreck was discovered. "Today is an extraordinarily momentous day for all Australians connected with this tragic disaster," Ms Williams said. "Having had a grandfather and great-uncle as civilian internees on Montevideo Maru always meant the story was important to me, as it is to so many generations of families whose men perished. "Being part of the Silentworld team that has found the wreck has been both hugely emotional, and also fulfilling."

The wreckage of the Montevideo Maru, sitting at a greater depth than the Titanic, will not be disturbed – no artefacts or human remains will be removed – out of respect for all the families of those onboard who were lost.

(Source: Contact)

Army

Army officers and soldiers from the School of Infantry conduct their freedom-of-entry parade through the streets of Singleton, NSW.

With bayonets fixed, drums beating and band playing, the School of Infantry marked its 50th year in Singleton with a freedom-of-entry parade on17 March 2023.

Singleton's population turned out in droves to witness and cheer on more than 300 soldiers as they paraded through the town centre.

On the way, local Indigenous elder Uncle Warren conducted a smoking ceremony, which the soldiers passed through, cleansing them and warding off evil spirits.

School of Infantry Commanding Officer Lieutenant Colonel Richard Thapthimthong led the parade before being stopped by the senior district police officer and two police on horseback.

The police granted the soldiers passage after Lieutenant Colonel Thapthimthong announced the school's right to enter. "Freedom of entry is a recognition and reaffirmation of the connection that a garrison's community has with its garrison soldiers," Lieutenant Colonel Thapthimthong said.

The Mayor of Singleton, after an inspection of the troops, handed the ceremonial scroll that detailed the right to freedom of entry to Lieutenant Colonel Thapthimthong.

The first freedom of entry in Singleton was held in 1966, seven years before the School of Infantry was moved there. This year's parade was the sixth to be held since then.

Tens of thousands of infantry soldiers have leopard-crawled, pack-marched, defended and assaulted through the school's training in its 50-year history.

Lieutenant Colonel Thapthimthong said the school was the hub of the infantry wheel, with every soldier and officer having called Singleton home at some time during their basic

training. "Over the past 50 years, Australia has seen a multitude of conflicts, domestic operations and international deployments," Lieutenant Colonel Thapthimthong said. "Every one of them involved infantry soldiers, and every one of those soldiers got their baseline training here at Singleton. "The job has not changed. So, in 2023, we continue to prepare soldiers and officers in world-class infantry skills."

(Source: Contact)

Air Force

Warrant Officer of the Air Force Ralph Clifton (right) along with the Chief of Air Force Air Marshal Robert Chipman presents the Enlisted Aviator of the Year Award to Corporal Jack Simpson at a reception commemorating the 102nd anniversary of the formation of the Royal Australian Air Force at the Australian War College, Weston, ACT.

Supporting the C-17A Globemaster III fleet at home and during critical Defence missions led to Corporal Jack Simpson being named the Royal Australian Air Force's 2022 Enlisted Aviator of the Year.

During Royal Australian Air Force anniversary celebrations in Canberra on 31 March, Corporal Simpson was announced as the recipient for his work as an aircraft technician with 36 Squadron.

Specifically, Corporal Simpson was cited for his resilience, adaptability, professionalism and dedication to safe and effective maintenance of the C-17A fleet, both at RAAF Base Amberley and during deployed operations.

This included deploying and leading the maintenance team for the C-17A's support to the non-combatant evacuation operation from Kabul in August 2021.

Corporal Simpson's award citation stated:

Having already endured 67 days 'on-mission' and 115 days in pandemic quarantine, Corporal Simpson willingly volunteered, illustrative of his strong-held value of service. Under extreme pressures and deployed conditions, Corporal Simpson provided unwavering support to deployed commanders, both in his capacity as technical team lead, and also more broadly as a proficient aviator providing accompanied maintenance support on multiple C-17A missions into Kabul while under direct threat from adversary ground fire. Corporal Simpson consistently performs above his worn rank and is trusted by Command to deliver operational and capability outcomes in the most challenging of circumstances. Corporal Simpson was also deployed to Europe with the first batch of Bushmasters destined for Ukraine in 2022.

His advice contributed to the ongoing safe, efficient, sustainable and repeatable deliveries by the C-17A to Europe.

Among other initiatives at RAAF Base Amberley, Corporal Simpson was instrumental in developing a training manual for 36 Squadron for new aviators arriving onto the C-17A.

The award citation read:

Corporal Simpson operates independently, innovatively and takes concerted action to identify and solve emerging problems.
Beyond his core role of training coordination, he conducts trend analysis and regulatory compliance activities to optimise system efficiencies, exemplified in his contributions to 36 Squadron training.
Now posted to RAAF Base Edinburgh with 10 Squadron, Corporal Simpson said the award was a big honour. "For me, it's the recognition of a year's work by me and my workmates and I am proud of the work we have done," he said.

Having grown up in Darwin, the opportunity to deploy internationally was one reason Corporal Simpson joined RAAF. "I realised that the Royal Australian Air Force was a career that I could enjoy, and the opportunity to travel was also pretty exciting," he said.

(Source: Contact)

Show and Tell

AUSTRALIAN WAR MEMORIAL   059926

Inside the AWAS other ranks mess at 13th Advance Ordnance Depot, Tolga, November 1943.

From December 1942 the headquarters of the Australian Army in north Queensland transferred from Townsville to the Atherton Tableland with the main administrative centre around the town of Atherton and the nearby settlement of Tolga. A huge schedule of construction work under the direction of the Allied Works Council commenced, involving the building of tent encampments, hutments, mess kitchens, hospitals and storage sheds.

Stores and equipment had to be provided for troops training on the Tableland, also replacement of lost or worn-out clothing, equipment and weapons for troops of the Australian Imperial Force units of the 6th, 7th and 9th Divisions returning from the Middle East and New Guinea. What was to become the largest Australian Army storage and repair centre on the Tableland was established on a hillslope west of Tolga, early in 1943. Known as 13th Australian Advanced Ordnance Depot (AAOD), the complex consisted of about 150 buildings, including 18 large igloo storage sheds, an attached vehicle park, salvage area and workshops. The centre of the site is located between present Griffin Road and Tate Road, Tolga.

Most buildings were removed after the closure of the depot in 1946 and the area reverted to farm and grazing land. Today the concrete slab floors of eight igloo storage sheds remain, with others having been removed recently to make way for an expanding housing precinct.

An early farm house which has been relocated onto a slab, was used during the war as a AAOD officers' quarters.

Poetry and Humour

Warrior Poet – Duty and Consequence

"March the guilty b—s in" was once said with much humour.

It referred to a weekly phase of administration in barracks when soldiers charged with a military offence were paraded with armed escort before their Commanding Officer to determine guilt or otherwise.

The beginning of such procedure was always referred to by soldiers with tongue in cheek as "march the guilty bastards in"

As once uninvited Political Correctness and WOKE slowly take their place in our increasingly troubled society, the saying with tongue in cheek no longer has the humour intended.

Presumption of innocence, the very base of our legal system has been tossed aside, particularly in the 'fog' of war, where the media has already made its judgement of alleged crimes yet to be proven.

Duty and Consequences

What strange rules for combat wrapped in white flags we use
To placate political masters far distant from arenas of win or lose
Blind to cruel reality and reluctance to raise clenched fists of war
Constant "ifs, buts, ums" and gentle nudges to signal what for?
Suits seeking victory with timidity, naivety and swollen empty heads
Armed with appetites for self- praise and prepared tears to mourn the dead

Safe In an opulent Special Place far distant from fields of death and despair
Where war weary Space Age ANZACS standing tall, still go forward to dare
A soldier accused of war crimes in headlines, bold, black and white
A bloody arena with a thin invisible line between wrong and right
Photographs galore of enemy dead on the same page, readily seen
Frozen images falsely hinting what gentle citizens such foe had been
The accused, already a hero before this split second survival need
Had been presented proud ANZAC laurels for previous brave deeds
For grit In combat against ruthless foe who never, ever showed mercy
Thugs and murderers now converted to martyrs with sly pen for all to see
So much easier to bury heads in the sand in which injustice thrives
Yet where is *presumption of innocence* until proved otherwise?
Such irony in assumptions of guilt of a soldier pre – trial to determine sin
Echoing from ages past, I can hear
"Sar- Major, march the guilty bastards in"
George Mansford © March 2023

Important Date

The Noosa U3A Military History talks schedule is detailed below. The are held between 12 – 2pm. For more details see www.U3Anoosa.com.au

Day	Date	Presenter	Subject
Monday	17-Apr-23	Alan Roberts	Ukraine Special Update
Monday	24-Apr-23	Ken Lynn	Battle of Midway
Monday	1-May-23	Public Holiday	
Monday	8-May-23	Jerry McBrien	Putins Wars
Monday	15-May-23	Darrell Roche	Trojan War
Monday	22-May-23	Paul Ryan	Wellington, Napoleon and Waterloo
Monday	29-May-23	Paul Ryan	Wellington, Napoleon and Waterloo
Monday	5-Jun-23	David Manning	Curse of the Land Mines
Monday	12-Jun-23	Simon Klapish	Mission 101
Monday	19-Jun-23	David Garwood	Cold War Reflections
Monday	26-Jun-23	Semester Break	
Monday	3-Jul-23	Semester Break	
Monday	10-Jul-23	Greg Passmore	Blitzkrieg
Monday	17-Jul-23	Anthony Staunton	Australian Honours
Monday	24-Jul-23	Geoff Gill	War in the Pacific
Monday	31-Jul-23	David Manning	Lion of Africa

Monday	**7-Aug-23**	**Diane Melloy**	**World War 1**
Monday	**14-Aug-23**	**Jerry McBrien**	**Operation Torch**
Monday	**21-Aug-23**	**George Huise RAE**	**Australian Military Working Dogs**
Monday	**28-Aug-23**	**Kathie Mitchell**	**Commemorating our War Dead**
Monday	**4-Sep-23**	**Rod Elsworth**	**Tanks**
Monday	**11-Sep-23**	**Darrell Roche**	**Ten Crucial Battles of History**
Monday	**18-Sep-23**	**John Le Mare**	**Pluto and Mulberry**
Monday	**25-Sep-23**	**Alan Roberts**	**Stalingrad**
Monday	**2-Oct-23**	**Alan Roberts**	**Stalingrad**

MAY

1 May 1945 – 26th Brigade, 9th Division troops invade Tarakan

1 May 1999 – Submarine HMAS Sheean launched by Teddy Sheean sister Ivy Hayes

2 May 1945 – Soviets take Berlin

3 May 1917 – Second Battle of Bullecourt began

4 May 1915 – Australian attack on Gaba Tepe, Gallipoli

4 May 1942 – Battle of Coral Sea began

4 May 2002 – Commissioning of HMAS Diamantina (11)

5 May 1915 – Australians and New Zealanders on Cape Helles

6 May 1917 – Corporal G J Howell VC – 1st Battalion was awarded the VC for actions in the fighting near Bullecourt

6 May and 11 May 1969 – Warrant Officer 2 R S Simpson VC – was awarded the VC for actions at Kontum Province South Vietnam

7 May 1945 – Germany surrender

8 May 1915 – Second Battle of Krithia

8 May 1945 – Separate surrender of Germany to the Soviet Union

8 May 1970 – Anti-war demonstration (up to 200,000 Australians participate) in Australia

10 May 1900 – NSW Mounted Rifles in action at Zand River, South Africa

11 May 1945 – Wewak captured

12 May 1917 – Lieutenant R V Moon VC – 58th Battalion awar4ded VC for his actions in fighting at Bullecourt

12 May 1945 – Corporal J B Mackey VC – 2/3rd Pioneer Battalion awarded VC posthumously for his actions in fighting on Tarakan.

13 May 1943 – Axis surrender in Tunisia

13 May 1968 – Fire Base Coral attacked

14 May 1943 – Centaur sunk

14 May 1956 – 2 RAR attack communist terrorists near Sungei Siput, Malaya

14 May 1974 – Parachute Training School

15 May 1915 – Major General W T Bridges wounded at Gallipoli (died 18 May)

15 May 1942 – Prisoners of Japanese transported to begin work on Burma-Thailand Railway

15 May 1945 – Private E Kenna 2/4th Battalion awarded the VC for actions in fighting near Wewak, New Guinea

15 May 1998 – Commissioning of HMAS Huon (11)

16 May 1901 – Lieutenant F W Bell, 6th Western Australian Mounted Infantry, was awarded the VC for actions at Brakpan, South Africa

16 May 1968 – Dam Buster Raid

16 May 1968 – Fire Support Base Coral attacked for a second time

18 May 1885 – Sudan contingent departs Suakin

18 May 1966 – HMAS Anzac (111) Commissioned.

18 May 2020 – Commissioning of HMAS Sydney (V)

19 May 1915 – Turkish counter-attack on Gallipoli

19 May 1918 – Sergeant W Ruthven 22nd Battalion awarded the VC in fighting at Ville-sur-Ancre, France

19 – 20 May 1915 – Lance Corporal A Jacka was awarded the VC (first during World War One) for fighting at Courtney's Post. He would later be awarded a MM and Bar

20 May 19141 – Germans invade Crete

20 May 2000 Lance Corporal Shawn Lewis 145Sig Sqn died in Bougainville PNG from a driving accident

21 May 1968 – HMAS Sydney leaves Brisbane with 4 RAR for Vietnam

22 May 1940 – Decision to form 8th Division made

23 May 1942 – Kanga Force moved to Wau, New Guinea

23 May 2011 – Sergeant Brett Mathew Wood, MG 2 Cdo Regt – died from an IED Explosion during Operation Slipper Afghanistan

24 May 1915 – Formal truce on Gallipoli

24 May 1966 – Pr4ivat Errol Noack 5 RAR was the first National Serviceman to be killed in the Vietnam War.

24 May 1969 – Warrant Officer Class 2 K Payne was awarded the VC for actions in fighting in Kontum Province

26 May 1968 – Fire Base Support Base Balmoral attacked

27 May 1965 – HMAS Sydney first voyage to Vietnam

27 May 2000 – Commissioning of HMAS Leeuwin

27 May 2003 – Commissioning of HMAS Melville

28 May 1968 – Fire Support Base Balmoral attacked for a second time

28 May 1968 – D Company 6 RAR receives United States Presidential Unit Citation

28 May 1970 – Australian Army Training Team Vietnam awarded United States Meritorious Citation

29 May 1915 – Turkish attack on Quinn's Post, Gallipoli

29 May 1941 – HMAS Perth damaged

30 May 1942 – RAAF participates in 1,000 bomber raid

30 May 2011- Lieutenant Marcus Sean Case 6 Avn Regt – died in a helicopter crash during Operation Slipper Afghanistan

30 May 2011 – Lance Corporal Andrew Gordon Jones 9 FSB AACC – died of small arms fire during Operation Slipper Afghanistan

31 May 1902 – Boer War Ends

31 May 1918 – Monash made commander of Australian Corps

31 May 1942 – Three Japanese midget submarines raid Sydney Harbour

31 May 1973 – RAASC disbanded and replaced by RACT and RAAOC

The Australian Armour and Artillery Museum Presents
AUSARMOURFEST

24 AUGUST, 2023 11:30 PM - 27 AUGUST, 2023 6:30 AM THE AUSTRALIAN ARMOUR & ARTILLERY MUSEUM

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	

IMPORTANT EVENTS AND DATE

- 14 May – Bi-Monthly Meeting
- 8 July – AGM
- 9 September – Bi-Monthly Meeting
- 11 November – Remembrance Day
- 18 November – Bi-Monthly Meeting

FELLOWS of MHSA

- John Meyers (Deceased)
- Anthony Staunton
- Donald Wright

NEW MEMBERS

- Andre Maertens

VALE

Contact details

Honorary Secretary / Treasurer:	Editor: Ian Curtis
Ian Curtis	Editor: Neil Dearberg
Phone: 0437303969	Phone: 0437303969
Email: qldsec@mhsa.org.au	Email: qldsec@mhsa.org.au
Website: www.mhsa.org.au	
Address: MHSA Qld PO Box 243 Maleny, Queensland 4552	Annual Membership Fees Ordinary Member $50 Family Membership $55

MILITARY HISTORICAL SOCIETY OF AUSTRALIA

Australian Business Number (ABN) 97 764 781 363

Membership Application

Queensland Division

Membership Fee Ordinary Member $50, Family Member $55 (ie 2 or more domiciled at the one address)

Name/s …………………………………………………………………………………

Postal Address ……………………………………………………………....................

…………………………………………………………….....................

Telephone ……………………………………………………………………………

E-mail ……………………………………………………………………………

Date/year joined the Society…………………………………………………………………..

Military Interests ……………………………………………………………....................

I understand the above details will only be used by the Qld Division and the Federal Secretary of the Military Historical Society of Australia to maintain correct records of my membership and for general branch or administrative business, and by the Journal editor to assist with editorial planning. I understand that the Society's Constitution requires the Federal Secretary to maintain a membership register (including the Journal mailing list).

In addition to information kept for these purposes:

OPT IN I agree to my email details being included on the Federal Secretary's contact list which will be used solely to distribute Society business and convey items of interest to members (including members' notices) **YES /NO (cross out whichever does not apply)**

OPT IN I wish to be included on the members' interests register and give permission for my military interests and my phone/email/address contact details to be included on it (cross out whichever does not apply). **YES/NO (cross out whichever does not apply)**

I understand that I can revoke permission for inclusion on register and contact lists at any time

As part of your membership you will receive a quarterly edition of Sabretache, the journal of the MHSA**. I require a hard copy (mail) / electronic (via email) version. (circle your option)**

.**Cheque/Money Order: Military Historical Society of Australia, Qld Division** - **Please send this form and your membership fee to**:

Treasurer, Qld Division

Military Historical Society of Australia

PO Box 243

MALENY Q 4552

Email: curtisir131@gmail.com

Or,

Direct deposit to the Qld Division MHSA Westpac Account at Maryborough, Qld.

BSB No. 034-128 Account No. 23-3618

If paying by Direct deposit, reference your name and forward the application form as well.