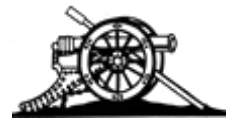


# CASCABEL

Journal of the  
ROYAL AUSTRALIAN ARTILLERY ASSOCIATION  
(VICTORIA) INCORPORATED

ABN 22 850 898 908



**ISSUE 124**

Published Quarterly in  
Victoria Australia

**OCTOBER 2015**



**The K-300P or Bastion-P** is a Russian mobile coastal defense missile system. The "P" letter in the designation denotes "mobile". This coastal defense missile system is known in the West as SSC-5 Stooze. Development began in the 1990s.

The main role of the Bastion-P is to engage various surface ships. It can also engage carrier battle groups, convoys or landing craft. In some cases missiles fired from this system can target surface targets.

## Article

## Pages

Assn Contacts, Conditions & Copyright	3
The President Writes (including the Annual General Meeting) & Membership Report	5
From The Colonel Commandant	5
A message from the Battery Commander	6
LIEUTENANT COLONEL PAUL MIDDLETON	7
From the Secretary's Table	8
The Kamikaze	9
Golf day	10
FIREPOWER: Lessons from the Great War	11
Editor's Indulgence and Letters to the Editor	12
Broome's ONE DAY WAR,	13
DID YOU KNOW! and Tony Orlando's "Tie a yellow ribbon" tribute	18
The Most Expensive Ship Ever	19
Veteran of Boer War, WW1 and WW2	23
Artillery lends dignity and two videos	26
REMEMBERING AUSTRALIA'S KOREA WAR VETERANS	27
Special Orders to No.1 Section 13/3/1918 (7 men)	29
Declassified plans for the WW II invasion of Japan.	30
YOU CAN LEAVE THE MILITARY -- BUT IT NEVER REALLY LEAVES YOU.	35
Long Tan rubber plantation trees removed.	36
History of Fort Rinella	37
The Longest War contains soldiers' accounts of their time in Afghanistan	38
RAA LUNCHEON	40
4 Regt RAA guns on fire in support of battlegroups	41
SOLDIERS of 2/10 Bty, 5/6RVR,	42
THE JERRY CAN	43
Bravery of the only woman in history to win a Victoria Cross	46
Jacka on the road to Hamel	48
The Afghan National Army's (ANA) 205th Corps	50
The Army in 2015	51
This is the air rifle that Lewis and Clark	52
National Vietnam Veterans Museum	53
Parade Card/Changing your address? See cut-out proforma	55

### Current Postal Addresses

All mail for the Editor of Cascabel, including articles and letters submitted for publication, should be sent direct to:

Alan Halbish

115 Kearney Drive, Aspendale Gardens Vic 3195

(H) 9587 1676 [alan.halbish@bigpond.com](mailto:alan.halbish@bigpond.com) **NOTE CHANGE OF ADDRESS**

# CASCABEL

## FORMER PATRONS, PRESIDENTS & HISTORY



### FOUNDED:

First AGM April 1978

First Cascabel July 1983

**COL COMMANDANT:** BRIG P Alkemade RFD

### PATRONS and VICE PATRONS:

#### 1978

**Patron:** LT GEN The Hon Sir Edmund Herring  
KCMG, KBE, DSO, MC, ED

**Vice Patron:** BRIG Sir William Hall KBE, DSO, ED

#### 1982

**Patron:** BRIG Sir William Hall KBE, DSO, ED

**Vice Patron:** MAJ GEN N. A. Vickery CBE, MC, ED

#### 1999

**Patron:** BRIG K. V. Rossi AM, OBE, RFD, ED

**Vice Patron:** MAJ GEN J. D. Stevenson AO, CBE

#### 2008

**Patron:** BRIG K. V. Rossi AM, OBE, RFD, ED

**Vice Patron:**

### PRESIDENTS:

1978 MAJ GEN N. A. Vickery CBE, MC, ED

1979 MAJ GEN J. M. McNeill OA, OBE, ED

1981 COL A. (Sandy) Mair ED

1984 MAJ P. S. (Norman) Whitelaw ED

1988 BRIG K. V. Rossi AM, OBE, RFD, ED

1991 MAJ M. Taggart RFD, ED

2004 MAJ N. Hamer RFD

### JOURNAL NAME:

**CASCABEL** - Spanish - Origin as small bell or Campanilla (pro: Kaskebell), spherical bell, knob like projection.

**CASCABLE** - English spelling.

### ARTILLERY USE:

After 1800 AD, it became adjustable. The breech is closed in large calibres by a CASCABEL(E) screw, which is a solid block of forged wrought iron, screwed into the breech coil until it pressed against the end of the steel tube. In the smaller calibres, the A bore tube is carried through to form the CASCABEL(E)

[Ref: "Text Book on Fortification Etc", Royal Military College, Sandhurst, by COL G. Philips, RE, 4th Ed, Ch-1, P9, para 28, 1884].

[Source: COL Alan Mason, Vic, May 1993].

### CASCABEL HISTORY:

The name was put forward by the first editor, LTCOL Rob Gaw, and accepted because of its unique and obvious Artillery connection.

### ASSOC LOGO: LAPEL BADGE:

Our Assoc Logo and Lapel Badge is the 1800 AD 9 Pdr Waterloo Field Gun. Copy is taken from Device, Badge and Motto of the Royal Regiment of Artillery, as approved in 1833, by HM King William IV.

The Badge is a copy of the left arm brass gilded gun once worn by GUN SGTS above the chevrons on each arm. Brassards worn by IGs at North Head were embroidered with this insignia. It differs from the logo in that the badge has been cast with the rammer in a different position and the end of the trail has been reduced in length. Selected by MAJ Warren Barnard, 1984 Assoc Committee.



## RAA ASSOCIATION (VIC) INC COMMITTEE

<b>President:</b>	Maj Neil Hamer RFD 03 9702 2100
<b>Vice President:</b>	Maj Merv Taggart RFD, ED 03 9773 3730
<b>Secretary:</b>	COL Jason Cooke 03 9705 1155
<b>Treasurer:</b>	Ssgt Reg Morrell 03 9562 9552
<b>Members:</b>	Ssgt Ernie Paddon Mrs R Decker
<b>Curator:</b>	Ssgt Brian Cleeman 03 9560 7116
<b>Ex-Officio:</b>	Col Comdt BRIG P Alkemade RFD
<b>Web Master</b>	Maj Carl Sarelius 0447 002 409
<b>Cascabel Editor:</b>	WO2 Alan Halbish 9587 1676
<b>BC 2<sup>nd</sup>/10<sup>th</sup> Light Bty</b>	MAJ Garry Rolfe RAA
<b>Honorary Auditor:</b>	Maj David J Osborne
<b>Association web site:</b> <a href="http://www.artilleryvic.org.au">http://www.artilleryvic.org.au</a>	

### VIC BTY CONTACTS

**2/10 Light Bty** 9526 4222

**38 Light troop** 9526 4222  
8 Chapel St  
St Kilda

**22 Light Troop** 8710 2407  
65 Princes Hwy  
Dandenong South

## CONTENTS AND SUBMISSIONS

The contents of CASCABEL Journal are determined by the editor. Articles or opinions of authors & contributors are their own, and do not necessarily represent or reflect the official position of the RAA Assn (Vic) Inc, Australian Army, the committee, the editor, staff or agents.

Article style, clarity and conciseness remain the responsibility of the article owner or author.

Submissions for the **January 2016** issue are required no later than **1 December 2015** unless otherwise arranged with the Editor.

**COPYRIGHT (C)  
RAA ASSOCIATION (VIC) INC -2000  
ALL RIGHTS RESERVED  
ISSN 1322-6282  
MEMBERS & KINDRED  
ORGANISATIONS ADF &  
ACCREDITED RESEARCH:**

Only Members, Kindred Organisations, ADF and accredited researchers, may copy without prior approval, ORIGINAL articles or items of interest, within this Journal, if the source and author are acknowledged. Based on goodwill.

Where the word "Copyright" or "(C)" appear with an article or where the material has been reproduced from a designated source, permission to copy should be sought from the Author or Source given.

### COMMERCIAL USE/PRODUCTS & BOOKS

Apart from members/kindred organisations/ ADF and accredited research, no part of CASCABEL is to be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying or recording by any storage or retrieval system without written permission from the RAA Assn (Vic) Inc, the authors or the referenced source. Reproduction in any manner in whole or part in English or any other language is prohibited.



## The President Writes

To ensure that each copy of Cascabel can be edited, printed and posted by mail or on the website the lead time required is fairly lengthy. This copy, which will be the last one for 2105, is due to be distributed in October. I am writing this article on 1st September. This means that a number of dates have yet to be finalised. This includes St Barbara's Day. 5/6 RVR in conjunction with the other RVR Associations is considering a family day late November- early December. As this is close to our traditional St Barbara's Day activity this may become a combined day. It is important that the traditions of the day are not lost.

Our best methods of communication are by email and the web page. I realise that this is an inconvenience to members who do not have access to a computer or some-one who does have a computer. Maybe it would be possible to register with the secretary to obtain information by Australia Post if you do not have a computer? Please let the Secretary know ASAP. (Maybe a job for the Assistant Secretary?).

**A reminder of the changes to dates in November. The Annual General Meeting will now be held on the 19th of November and the Golf Day will be held on the 20th.**

Although it is a bit early, I wish you all the compliments of the coming Festive Season and a happy and healthy 2016.

### Membership

As at 29 May 2015	281
As at 1 Sep 2015	
Honorary Members for Life	4
Ordinary Life	180
Ordinary Annual	36
Ordinary Annual Senior	12
Associate Life	2
Associate Annual	5
Affiliate	24
Library Affiliates	4
RSL Affiliates	4
Others	9
	<u>280</u>

Vale Captain John Crandell



Neil Hamer

MAJ (Retd)

## From the Colonel Commandant

### Brig Peter Alkemade RFD



This will be a short message as I'm overseas at present.

We approach the end of another successful year for the battery as it and the brigade move through the readiness cycle. Next year will provide an opportunity to see the culmination of the changes brought to the army by the Beersheba restructure. This will test the RAA fire control system to employ both mortars and guns to operate through the new computerised system.

I continue to be impressed by the artillery seminars and encourage more members to attend. The Gallipoli presentation was well researched and presented. The overall series of presentations are intended to remind and reflect on the sacrifices and successes that the Australian Forces made during the First World War and in particular to focus on the development made by artillery during this conflict.

I wish everyone all the best for the festive season and look forward to another challenging year in 2016.

Ubique Peter Alkemade Brig Colonel Commandant Southern Region



**A message from the Battery Commander**  
**2/10 Light Battery RAA**  
**5th/6th Battalion**  
**Royal Victoria Regiment**  
**Major Garry Rolfe CSC**



Once again I extend a warm welcome to all members of the Gunner family from all ranks 2/10 Light Battery. Training continues to be very busy time with commitment to Battle Group Jacka, public events of significance, support tasks, members attending trade courses, Battery level training and of course administration and governance which is vital to the achievement of capability.

During the year, the Light Battery welcomed two junior Officers straight from Graduation. LT Nicholas Bassett and LT James Levchenko. Both Officers have embedded themselves into the Battery with great enthusiasm and both Officers continue to make notable contribution to training while on a very steep learning curve themselves focusing on technical gunnery and Mortar Line procedures.

On Friday 18th September the Light Battery will be hosting a fun filled night of Trivia at the Monash Barracks, Dandenong South. The night will be filled with a trivia challenge, games and lots of fun with nibbles provided and drinks at bar prices. I can report the gauntlet has been thrown down with the Officers team being the team to beat! All Gunners past and present and partners are welcome to attend. Please contact the Light Battery for details.

An achievement worthy of mention is one of our Gunners, GNR Williams (Roscoe) has joined the 5th/6th Battalion Royal Victoria Regiment Pipes and Drums (in addition to being a member of the Battery). GNR Williams kept the Battalion in step with the Bass drum during the ANZAC Day March through the City and along St Kilda Road as it made its way to the Shrine of Remembrance. GNR Williams will again support the Pipes and Drums at the 70th Formation of the RAR Parade in Townsville in November. GNR Williams is an FO Ack posted to one of the Joint Fires Teams.

In September I will be attending the 2 Division Joint Fires Cell Light Artillery Seminar. This will be a terrific opportunity for BC's, IG's, BSM's and SMIG's to come together to discuss a variety of matters with a view to enhancing the capability of

the Light Batteries across the country and ultimately provision of Offensive Support to the ADF. A full report will be provided in the next edition of Cascabel.

The 2 Division Joint Fires Cell re-raised the Mt Schanck Challenge Trophy following the forming of the Light Batteries under Plan Beersheba. The Trophy is to be awarded to the most efficient Light Battery based on the Artillery Training and Evaluation Program (ARTEP) standards. It is anticipated 2/10 Light Battery and 6/13 Light Battery (Adelaide and Tasmanian Gunners) will form a composite Light Battery to contest the Mt Schanck Trophy in October immediately concluding support to EX Chong Ju (EX Chong Ju supports the Combined Arms Training Centre (CATC) firepower demonstration for the Combat Officers Advanced Course.

The celebration of the patron saint of most Gunners on St Barbara's Day is scheduled for Sunday 6th December at the Monash Barracks. This is a wonderful opportunity for the Gunner family to come together to celebrate this occasion and to acknowledge the achievements of individual members and the achievement of the Light Battery over the year. The RAA Association will be in attendance to present the Norm Whitelaw Award to the Officer and Gunner who made the greatest contribution during the training year. The Battery Commander's Award and Sergeant Major Instructor of Gunnery Awards are presented on this day. I hear there will also be a show of force by the Mortar Line and Joint Fires Team. We look forward to seeing you there on the day (details to follow).

I mentioned earlier it has been a busy time with members of the Light Battery continuing to gain vital trade qualifications and attend a diverse range of courses. To date this year eleven members attended a Radio Initial Conversion Communications Course, three members completed the Basic Mortar Course, one member attended the Supervisor Light Artillery Course and three members attended the Command Post Operators Course.

Three members attended the Joint Fires Team

Commanders Course, two members attended the Joint Fires Team Fire Planning Module and one member attended the Junior Leaders Course. Captain David Counsel completed the Snow Survival and Back Country Team Leaders Course in August. This will provide an opportunity in 2016 for members of the Battalion and Light Battery to participate in leadership training in a challenging environment.

During March members of the Joint Fires Team supported a live fire exercise with 53 Battery and fulfilled the roles of FO Ack and Signaller calling in fire onto targets using 155mm HE delivered by the M777 Howitzer. All reports indicate an excellent opportunity to work with a different weapon system to the 81mm Mortar with members acknowledging the timely, accurate and devastating effects on the target by the 155mm HE ammunition.

June saw the Battalion conduct EX Kokoda and qualify members of all ranks in a range of HE weapons systems including the F88 Austeyr, F89 GPMG, Grenades on the Assault Grenade Range, 9mm pistol, 84mm Anti Armour Weapon, Trip Flare, smoke grenade and 66mm Light Anti Armour Weapon. This exercise produced excellent outcomes with many members of the Light Battery gaining qualifications and experience in the full range of HE weapons.

Take care and stay safe. I look forward to meeting all our readers in the very near future.

Ubique

Garry Rolfe

Major

Battery Commander

**LIEUTENANT COLONEL PAUL MIDDLETON**

**COMMANDING OFFICER**

**5TH/6TH BATTALION, THE ROYAL VICTORIA REGIMENT**



## The Future is Combined Arms

With the completion of EX COURTNEYS post 5/6 RVR has continued to move forward on capability outputs aligned to the FGC (Force Generation Cycle). In June the unit took over 170 per to Puckapunyal for EX KOKODA on a very cold and wintery weekend for a live fire exercise focused on individual qualifications. Assisted by access to some weapons from 7 RAR, virtually every range qualified member was used to run ranges. The result was a well executed set of ranges and impressive number of individual weapon qualifications (over 480 individual qualifications). This marked the end of the RESET phase and our change to READYING brings a focus onto collective skills and capability.

Across July and August the unit conducted two exercises as a sequel to one another. EX POLYGON WOOD was a platoon level patrol, attack,

and ambush weekend aimed at providing a training experience to consolidate skills from EX COURTNEYS POST. For those unable to attend EX COURTNEYS post this was an opportunity to play catch-up on the necessary skills. Working with 4/19 PWLH as the OPFOR (Opposing Force) the weekend was well executed but due to both 5/6 RVR and 4/19 PWLH operating as free play but professional enemy for one another the contacts were low and some soldier may have walked away disappointed that they didn't get to pull the trigger. Nevertheless the training highlighted significant need for improvement in the use of communications equipment, the ability to operate in cold and wet conditions, and for company, battery and battalion to exercise C2 (Command & Control) over the exercise. This exercise also provided the opportunity for the Joint Fires and Effect Coordination Centre (JFECC) to integrate to the Bn Command Post main and work closer together than previous exercises had allowed.

EX AMIENS as the sequel demonstrated what can be achieved with scenario based training and the use of a combined arms approach to training. 5/6 RVR hosted a company from 8/7RVR, a section from 4/19PWLH a transport detachment from 4 CSSB, a platoon from 1 MP Bn, and a Liaison Officer from 22ER a total of 268 pers from 6 units (plus visits from students of officer courses from Puckapunyal and MUR). In doing so we executed Combat Team level manoeuvre within a weekend construct, delivering platoon and sub-unit level outcomes. The scheme of manoeuvre (SOM) saw 8/7 RVR establish block positions approx 2km to the west of the training village and defensive fire support weapons (DFSW) inserted to a support by fire with an FO-ack attached. 2/10 Lt Bty established the JFECC main with Bn HQ and deployed the mortar line north in order to provide offensive support coverage of the AO and designated routes. Once this was in place the 5/6 RVR Combat Team inserted to the South of the objective and conducted a company level clearance of an urban facility by night. While not quite perfect the successes markedly outweighed the improves/fixes.

Key to the successes observed within EX AMIENS was the ever improving approach to combined arms training within 4 Bde. The exercise saw the establishment of Bn HQ main with the JFECC, the deployment of a Joint Fires Team (JFT) with the

5/6RVR combat team and the use of Protected Mobility Vehicle (PMV) and Unimog to execute a protected lift insertion/extraction and also the back loading and processing of prisoners to a military police field processing facility.

Considering the complexity of the task and to do it by night as a first attempt the capability demonstrated by our soldiers and junior leaders was impressive. I was particularly impressed by the closer operation of the Lt Bty to the Company group and DFSW elements. It was also interesting to experience first hand, the Fires Net providing me situational awareness often minutes ahead of the Command Net. Well done to LBDR Rob, his skill was directly visible, as most of the Bn HQ real-time situational awareness was his communications through the Fires Net.

As I look forward into the training year our next major exercise is EX POZIERES, which is another block period this time for 9 days involving live fire up to platoon attack. Overall we are expecting in excess of 500 participants in this live fire exercise from across 4 and 9 Bde. The Lt Bty will play a key role in the delivery of EX CHONG JU during this period, providing the demonstration of Mortars as part of the fire power demonstration. Based on the capability demonstrated during EX COURTNEYS POST I look forward to seeing a skilful and accurate demonstration of fire power once again.

## From the Secretary's Table

### COL Jason Cooke



The following report is a summary of our committee meetings since my last report in Cascabel. It will include an insight into what the committee gets up to at our regular committee meetings. Again I would offer that any member of the RAA Association would be more than welcome to attend our meetings held on the 3rd Tuesday of every month, commencing at 1530 in the JARKS Club room at Sargood Barracks.

So what has occurred over the past 3 months – a summary of these events are below:

**1. Retirement.** The committee would like to recognise the long and dedicated service that WO2 Lionel Foster has made not only to the RAA Assoc of Victoria but to the Victorian Gunner community as a whole. After 35 years of continuous service on the RAA Assoc committee, Lionel decided that he could not longer serve as a committee member



and notified that he was resigning. With much regret the committee accepted his resignation noting that it was his health that prevented him from attending our meetings. We wish him and his family all the very best for the future and look forward in catching up with him at social functions. On behalf of the committee and all members of the association – thank you Lionel for your dedication, passion and commitment over a long and distinguished service to the RAA community of Victoria.

**2. RAA Committee Room – JARKS Club.** If you haven't seen the JARKS Club in the past 6 months – you need to. We have regular working bees organising the memorabilia, equipment, library materiel and other general artefacts as we revamp all of the items on display. The boys have done an excellent job and they need to be commended – so come along and check out the JARKS Club as soon as you can.

**3. Notification.** MailChimp is still providing an excellent tool with which to inform our membership of all sorts of activities. Unfortunately this year, I have sent out far too many notices of fellow gunners commencing their posting to the great gun park in the sky. Of course not all the notifications are sad news so it would be great to hear back from you with your thoughts – so don't hold back – send them in as I'm looking forward to reading them.

**4. Website.** The website is attracting an ever

increasing number of hits from everyone across the world. I am receiving weekly updates and reports from MAJ Carl Sarelius, our WebMaster, with enquiries from people wishing help with their family history or information on artillery units within Victoria. You would be surprised by the amount of people interested in the history of artillery not only in Victoria but around Australia.

**5. Restoration of 12 Pounder Armstrong Gun #370.** This is hot off the press and only occurred last month but we have made a substantial donation towards the restoration of a 12 Pdr Armstrong Gun linked to the Chirnside family in Werribee that once restored will be displayed at the Werribee Manor. This is extremely exciting and I will provide more information in the next edition of Cascabel.

**6. Social Events.** The Gunner Symposium, the RAA Luncheon and other social events held throughout the year continue to be supported by a group of dedicated followers. But we would love to see more at these functions so I would encourage you to think about coming along in the future.

As you can see, the committee is hard at work in the monthly management of the association and I hope this report helps in providing more transparency in our decisions. I would be more than happy to receive any form of feedback you wish to give me or see you at the next committee meeting. Until then – stay safe – good shooting.



**The Kamikaze** were suicide attacks by military aviators from the Empire of Japan against Allied naval vessels in the closing stages of the Pacific campaign of World War II, designed to destroy warships more effectively than was possible with conventional attacks. During World War II, about 3,860 kamikaze pilots were killed, and about 19% of kamikaze attacks managed to hit a ship.

This video is a real heart-stopper. The sailors fought well, but there were just too many fighters.

Worst kamikaze attack in WW II (Okinawa).

Best naval footage ever shot by a navy cameraman. The camera was in the gun turret under attack !!

Click on the link. (Takes a while to load). Be patient. Click on the gun barrels to begin. Rather slow at the start, then plays well. This is actual war footage.

[HTTPS://www.dropbox.com/sh/4zkg7hvrghcd7gd/D-qPNsG9ym#lh:null-Laffey%20Enhanced%20vo%203.wmv](https://www.dropbox.com/sh/4zkg7hvrghcd7gd/D-qPNsG9ym#lh:null-Laffey%20Enhanced%20vo%203.wmv)



## ***14th ANNUAL SOCIAL GOLF DAY***

To Be Held at the Berwick Montuna Golf Club

Beaconsfield-Emerald Road, Guy's Hill

(Melways 212 C4)

On Friday 20<sup>th</sup> November 2015

Tee Time 0800 Hrs



**The cost** for golfers is \$30.00 which covers green fees for 18 holes and prizes.

**Caddies** and spectators are most welcome at no charge.

**The Competition of the Day** will be a Stableford Medley Competition.

(This means that Ladies and Men can play together in the same competition.)

**Minor Prizes** include: Nearest the Pin (3 Ladies and 3 Men), Straightest Drive (not the longest. Ladies and Men) and Balls Down the Line.

**Golfers** at ALL levels of expertise are invited to attend.

**If** you do not have a golf handicap a handicap will be issued at the end of the round using a one-round handicap system.

**Hire clubs, buggies and motorised carts** are available from the Golf-Shop. These items should be booked directly with the Golf shop on 9707 5226 at least ten days prior.

**Lunch** will be available in the Clubhouse at very reasonable prices.

**Trophies** will be awarded in the Clubhouse during lunch.

**So that** tee times and a number for lunch can be booked, please indicate if you will be attending whether either as either a player or a non-player to:.

**Maj Neil Hamer, 12 Marida Court, Berwick 3806;**

**Telephone: 9702 2100;**

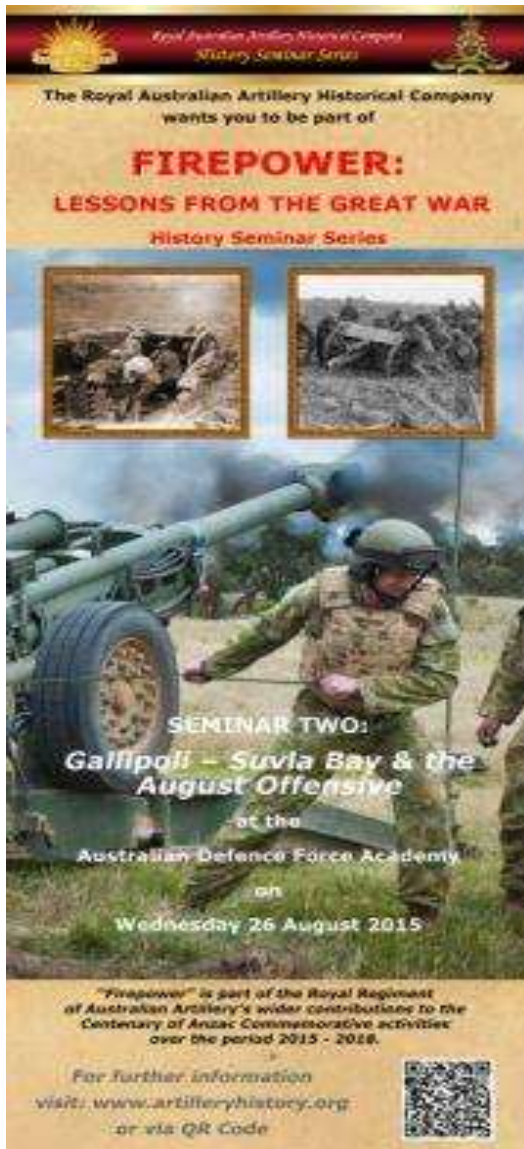
**Mobile: 0419 533 067**

**E-mail, [nhamer@bigpond.net.au](mailto:nhamer@bigpond.net.au)**

**Not later than 20<sup>th</sup> October 2015.**

**Please include: Your name and handicap, (if you have one) and the name and handicap of your playing guests.**

# FIREPOWER: Lessons from the Great War



The Royal Australian Artillery Historical Company is conducting the Firepower History Seminar Series over the period 2015 to 2018 in conjunction with the School of Humanities & Social Sciences, UNSW@ADFA, and with the support of the RAA Association of Victoria, Army History Unit and the United Services Institute (ACT). The Series will comprise presentations on the evolution of Australian firepower throughout World War One.

Each Seminar will broadly coincide with the centenary anniversary of a decisive engagement, from the Anzac landings in April 1915, to the final Hindenburg Line breaches in September 1918. The concept for each event sees the first hour allocated to the delivery of five short presentations exploring different aspects of the seminar topic, and a second hour for a discussion session with interaction among the audience and panel members.

An outline of the Firepower: Lessons from the Great War History Seminar Series and to view previous presentations click on [Seminar 1](#) or [Seminar 2](#).

If you wish to attend the next Seminar Series Event but can't then don't panic as due to the increasing support and patronage to these extremely informative and interesting evenings, we are investigating the ability to stream these seminars LIVE. However you can always find out what is occurring by clicking [here](#). Stay tuned – more to follow.

Our RAA Assoc of Victoria [Gunner Symposiums](#) are linked to the **Firepower History Seminar Series** as we support this national conversation about our profession. We have already had the privilege to receive presentations by LTCOL Michael Buckridge on Counter Battery Fire and more recently an outstanding summary of the Gallipoli Campaign by LBDR Stjepan Bosnjak plus a related presentation by CAPT James Eling on Lessons Learnt from an artillery perspective of the Falklands Campaign by UK forces.

These evenings are a great opportunity to renew old friendships, socialise in a relaxed and friendly environment, and meet current serving gunners who are keen to chat, plus be informed by presentations aimed at unlocking the myths, lessons learnt and experiences hard fought by gunners in previous conflicts. What more could you possibly wish for in an evening.

So the challenge is for you to get on board. Join us in either and all of these events above and get involved. It would be great to see you there. Emails will be sent as reminders when these events are on especially the LIVE streaming of the next national Seminar 3.

## Editors Indulgence

I hate winter, can't wait for the warmer weather ahead. Now in my 7th year as your editor. How much longer.....?? Hope you didn't miss my new email address on #2. It's **alan.halbish@bigpond.com**



Not much happening these days except that I must again express my disappointment that you didn't receive a journal for January. I couple that with the late arrival by snail mail of the July journal. Been a bad year, but both occurrences were completely out of my control.

## Letters to the Editor

This letter was sent to Reg and forwarded to me. I have edited it and included an article from <http://www.fortrinella.com/history.html> on #37

Hi SSgt Morrell,

Please find attached my subscription renewal, this was online transferred today. Give or take a day it will end up in the nominated account.

A large part of my overseas trip was researching my family history in Malta and visiting as many artillery sites as I could. My grandfather was an anti-aircraft gunner as well as a civilian constable of police.

I was fortunate enough to visit Fort Rinella, home of the only remaining 100 ton Armstrong gun. (of which I have attached links and photos) as well as observing a dual salute of our very own naval ship HMAS Anzac. This was a rare military occasion that consisted of Malta saluting by 8 guns and HMAS Anzac returning the 8 gun salute. (See #38. ed)

An exceptionally spine chilling occasion, and one to be proud of. I also came across some St Barbara history in the maritime museum.

The 100 ton Armstrong gun may be worthy of a Cascabel article. The volunteers dedicated to the gun are doing everything they possibly can to raise funds to restore the associated hardware, the gun itself is fully operational and they still blank fire on the 1st May each year with 50Kg of black powder. Live firing in its day was restricted to 4 times a year and a radius of 3 miles had to be warned and secured as the shock waves would shatter any windows of nearby buildings that were closed.

[https://en.wikipedia.org/wiki/Fort\\_Rinella](https://en.wikipedia.org/wiki/Fort_Rinella)

Enough for now, thanks again,

Regards,

Ray Dalli

**Although my name is shown below, the credit belongs to our web master, MAJ Carl Sarelius**

Allan,

Fabulous web site. Great to see the dedication of fellows like you that can stay ahead and compete with the "younger generation" who think we old chaps can't keep pace with technology.

I am really impressed with the current format, and the search for previous titles is absolutely magic.

I hope the overseas Arty organisations can link in to be informed of the wealth of knowledge that "you" fellows have contributed so much too. Do you advertise the publication?

Stay well,

Regards,

Geoff Addison

**BROOME'S ONE DAY WAR**, courtesy of the Broome Historical Society, continues with episode three.

### **DRAMA AT CARNOT BAY**

Lt. Miyano's Zeros had created havoc at Broome, and having left the scene for the flight back to their base, the pilots no doubt expected an uneventful flight home.

This was not to be.

At 1 am local time on Tuesday March 3rd 1942, a K.N.I.L.M. (Royal Dutch Indies Airlines) Douglas DC.3, registered PK-AFV, lumbered down the runway at Bandoeng, Java, headed for Broome Western Australia.

The captain of the aircraft was Ivan Smirnoff, a white Russian and Dutch citizen, and one of the airline's most experienced pilots. Also on board were Hoffman (co-pilot), Muller (radio operator), Blaauw (mechanic) and passengers Romondt (airline official), Maria van Tuyn (a Dutch pilot's wife) and her 18 month old baby, and five Dutch pilots - Lts. Cramerus and Hendriksz, and Sergeants Brinkman, Gerrits and van der Burg.

Just prior to take off, Smirnoff was handed a small brown paper wrapped package, slightly bigger than a cigar box, and told to take care of it until it was collected from him in Australia. None on board knew the contents of the parcel, but it was to spark many stories of mystery and intrigue in the years ahead. At the time those on board were only concerned with escaping from the rapidly advancing Japanese forces, (Bandeong fell to the Japanese 3 days later), and reaching the apparent safety of Australia.

The DC.3 flew steadily on towards the Australian coast, and while some distance north of Broome, Muller (the radio operator) called up for landing instructions. He received the strange reply that "the airstrip is O.K. for the time being". Within minutes they were to learn what that cryptic message meant, for three small specks appeared from the direction of Broome, and Smirnoff immediately recognised them as Japanese Zero fighters. The three aircraft were flown by the Broome raid commander Lt. Zenziro Miyano, and his wingmen Sergeant Takashi Kurano and Private Zempei Matsumoto, who were returning to Koepang after their successful mission to Broome.

Miyano ordered his two wingmen to attack.

On sighting the Zeros, Smirnoff immediately threw his DC.3 into a series of evasive manoeuvres in an attempt to evade the much more agile Japanese machines, but to no avail. Machine gun bullets ripped into the Allied transport plane, wounding Smirnoff in both arms and the hip, and also wounding Mrs van Tuyn and her baby, and Lt. Hendriksz. With the port engine blazing furiously, the wounded Smirnoff, displaying brilliant flying skills managed to set the machine down on a strip of beach at Carnot Bay (about 100 km north of Broome). At the end of his landing run, he slewed the aircraft around into the surf in an endeavor to extinguish the fire. In the meantime the two Zeros continued to strafe the DC.3 with machine gun fire.

Smirnoff ordered those fit enough to make a run for it in between the strafing runs of the fighters, and reach the safety of the sand dunes. Unfortunately, Blaauw mistimed his attempt and was shot through the legs.

As suddenly as they had appeared, and due to the rapid consumption of both their fuel and ammunition, the Zeros left the scene and continued on their northbound flight back to their base on the island of Timor.

Smirnoff then organised those not injured to help the wounded, and Muller dragged his wireless set out of the aircraft and endeavoured to contact Broome, but without success. Romondt was sent back to the machine to salvage the mail, the logbooks and the "special package", but by this time the aircraft was swinging about, due to the incoming tide. Just as he was clambering out of the door, Romondt was knocked over by a large wave, and the items he held were scattered in the surf. He snatched back what he could, but the "special package" was not amongst the salvaged items. He then made his way back up the beach, where the other survivors had made a camp under some parachutes, to protect themselves from the hot sun.

That night Mrs. van Tuyn died, and at dawn on March 4th, Lt. Hendriksz also succumbed to his wounds. Shallow graves were dug in the sand, and the two bodies were buried on the beach. Later that morning, the drone of aircraft engines was heard, and thinking their radio messages had been received the survivors raced onto the beach,



shouting and waving.

Their joy turned to horror when they saw the aircraft was a large four engine Japanese Navy Kawanishi "Mavis" flying boat, which was returning from a reconnaissance of Broome. On seeing the activity on the ground, the Japanese machine, under the command of Shigeyasu Yamauchi, made a pass over the DC.3 wreck site, and dropped a stick of five bombs. Fortunately most of these failed to explode, due to the soft sand.

As it appeared that rescue was not forthcoming, and drinking water was desperately short, Smirnoff sent off two of his more able-bodied men in an endeavour to find water. They were unsuccessful, and staggered back to camp later that afternoon in an utterly exhausted state. It became obvious that they would all die of thirst, if help did not come soon, and with this in mind Smirnoff sent off all those fit enough to walk, to find help, while he stayed with the sick and wounded. By that night they had not returned, and Blaauw died - it seemed to Smirnoff that before long they would all join him in the "long sleep".



*Smirnoff's crashed DC. 3 on the beach in Carnot Bay.*

On the morning of the 5th March, an aboriginal who had travelled overland from Broome reported to Bro. Richard Bessenfelder of the Beagle Bay Mission, that a plane had been shot down along the coast south of the Mission. With the approval of his superior - Bishop Raible - Bro. Richard, Army Warrant Officer Gus Clinch, and an aboriginal Joe Bernard, set off at 7.30 am that morning in search of the crash site. Some kilometres out they stumbled across two of the Dutchmen that Smirnoff had sent out in search of help. After tending to their needs, Bro. Richard instructed them to wait for the second rescue team, whilst he, Clinch and Bernard headed for the DC.3 crash

site.

Some distance further on, Bro. Richard came across another two Dutch aviators and they were able to give more precise details of the location of the crash.



*Part of the wreckage of Smirnoff's DC.3 (wing section) at Carnot Bay (photo taken in June 1979 by Stan Gajda)*

On the afternoon of the 6th, two R.A.A.F. Wirraway aircraft appeared over the crash site, and dropped supplies and a note to the effect that help was on the way - however that help would be too late for little 18 month old Johannes van Tuyn, who died that night. By 3 am on the 7th, Bro. Richard and his party reached the crash scene, and after tending to the wounded, and providing food and water, the rescued and the rescuers headed back to Beagle Bay at first light. Bro. Richard was to return to the scene on the 9th, to provide proper burial, on the beach, for those four persons killed in the incident.

After spending several days at the Mission to gather their strength, the survivors were then driven to Broome, where they were hospitalised for a few days, prior to later recuperating at the Continental Hotel.



*Relics from the raid in Broome are still around. A Dornier engine and propeller. Now on display at the Broome Historical Museum.*

## THE GREAT DIAMONDS MYSTERY

Following his recovery, Smirnoff was flown down to Perth and then to Melbourne, where on his arrival he was met by an official of the Commonwealth Bank, who asked for the “special package”. The official was informed of the DC.3 crash and how an attempt had been made to salvage the package, but to no avail. Smirnoff was then told that the package had contained diamonds to the value of \$600,000 (on present day values this would equate to perhaps \$30 to \$40 million). The diamonds, which had originally come from Amsterdam, to avoid being confiscated by the invading Nazis, were being conveyed on behalf of their owners N.V. de Concurrent Ltd., of Bandoeng, Java, to the Commonwealth Bank of Australia for safekeeping during the Japanese occupation of the Dutch East Indies.

The bank official was understandably concerned at the disappearance of the diamonds, and Smirnoff was later “grilled” by the C.I.B. until they were satisfied that he had no further knowledge of the location of the package.

The story now shifts back to Broome. About a week after the crash landing of the DC.3, local beachcomber Jack Palmer sailed his lugger into Carnot Bay, saw the aircraft on the beach, and went ashore to investigate. After salvaging what he could, he came across a small package tied with string, and sealed with special wax seals. He later showed one of the aboriginals who worked for him some of the diamonds he found, and told him “I needn’t work now, I’ll just sit down and smoke.”



*The Australian Army team investigating the diamonds mystery. Jack Palmer is the man third from left, wearing the singlet.*

Next day he sailed his lugger north to Pender Bay, and saw another vessel operated by his mates

James Mulgrue and Frank Robinson. Palmer showed his find to them, and gave them some of the stones, and more were given to an aboriginal woman named Connie. An argument developed when Mulgrue suggested that the diamonds be handed over to the authorities, and a reward be sought, and because of this Palmer took many of the gems back from him.

On April 14, 1942, Palmer called on Major Cliff Gibson, the Army commanding officer for the North West region, at his headquarters in Broome, and told him he wanted to enlist. “I’ve got these” he said, pouring a salt cellar full of diamonds over Gibson’s desk. Palmer claimed he had found the package in the sand near the DC.3 at Carnot Bay, but when he picked it up it had burst open and many of the stones were lost in the sand. Gibson then had Palmer taken back to the crash scene, with an Army investigation team led by Lt. Laurie O’Neil, but all he found was some torn wrapping paper, with string and seals attached. In the meantime, Gibson flew to Perth with the diamonds Palmer had given him, and handed them over to his superiors.

By now Gibson had heard of Palmer’s meeting with Mulgrue and Robinson at Pender Bay some weeks before, and arranged to have these two men brought in for questioning. They admitted that they knew where more diamonds were hidden, and agreed to bring them in. They were released for this purpose, but did not return to Broome as promised. However the evidence was insufficient to arrest them. It also appeared that more of the stones were given to other aboriginals that Palmer had befriended, and over the ensuing months small quantities of stones began to appear. The police then showed a greater interest in the case, and Det. Sgt. Bert Blight of the Perth C.I.B. flew to Broome to conduct further investigations. This action caused panic among certain aboriginals, and it is believed a number of them threw away the stones they had been given.

The situation calmed for a period, and then, acting upon information received, Det. Sgt Blight arrested a Chinese tailor Ching Loong Dep, as he disembarked from the Broome plane in Perth, on March 16, 1943. Dep was found to have \$1158 worth of diamonds in his possession, and he was charged with “possessing diamonds, reasonably suspected of being stolen or otherwise illegally obtained.” He admitted that he had obtained the

gems from an aboriginal in exchange for some clothing, but said he was unaware of the true value of the stones. On March 25, 1943, Dep was found guilty of the charge, was fined \$20, and the diamonds confiscated.

Shortly afterwards, Palmer, Mulgrue and Robinson were charged with offences relating to stealing or receiving the diamonds, and in May 1943 were committed for trial in the Supreme Court in Perth, before Chief Justice Sir John Northmore, and a jury of six. In one of the most celebrated trials of the era, with witnesses called from far and wide (Smirnoff flew in from Brisbane, and Gibson from Broome), the three men were acquitted. The stones recovered, valued at \$40,894, were handed over to the authorities.

It would appear that many of the stones may have been hidden away, and as can be imagined with a treasure of such magnitude, stories abound. One story relates to several diamonds being found in a

small package, in the fork of a tree in Broome, some years after the war. Another refers to an incident, also several years after the war, when a handyman offered to carry out some renovations to a house in Broome at a ridiculously low price - one that couldn't be refused. The householder left the house for a short time, and on returning, found the job incomplete, and a small hole in the fireplace, and the workman gone. The Police were fairly certain that the niche had contained a small parcel of diamonds, and the handyman (whoever he was) had evidently finally built up enough courage to come and collect what it seems he had hidden some years before.

Even with the stones recovered to date - some \$42,000 worth - a fortune in gems is still unaccounted for. But as over 50 years have now elapsed since the incident, it appears that the mystery of the Carnot Bay diamonds may never be solved.



*Initially many of the Dutch victims were buried in the War Cemetery in Broome (left). In 1950 they were exhumed, some repatriated to Indonesia, and the others being reinterred in a special section of the Karrakatta war cemetery in Perth (right).*

## THE HUMAN TOLL

There is no way of knowing exactly how many people were killed in the air raid of March 3rd, 1942, but a conservative estimate would be in the region of 100 persons. It is known that 19 U.S. servicemen were killed, five members of 205 Squadron Royal Air Force died, and an official Dutch report dated 25 March 1942, lists the names of 48 Dutch nationals killed at Broome.

The main reason for the uncertainty is due to the lack of accurate information as to the exact number of refugees aboard each of the flying boats, due in part to the chaotic conditions existing in Java at the time of their departure.

Another reason is the difficulty in establishing how many bodies may have been trapped in the burning and sinking hulks of the flying boats, and how many of the wounded may have drowned or been taken by sharks as they attempted to swim ashore. It is also possible that some of the bodies may have been washed up into the mangroves, and never recovered.

At least one body - that of a 12 year old Dutch girl Ina van Tour - was recovered from the mangroves by an old Malay, who buried her in a grave at Fishermen's Bend, near the spot where he found her. He first dug the grave, placed her body in it, and then placed an old door over the body "so

that no dirt would fall on her face”, when he filled in the grave. He then marked the site with old bottles and a wooden cross, and then placed flowers on the grave, which from time to time he would replace with fresh ones. In due course the authorities came to learn of the grave, and the body was then exhumed and then re-interred in the Broome War Cemetery.

From the official Dutch reports, it would seem about 50 Dutch personnel were killed on the flying boats on Roebuck Bay, and many of these bodies were recovered over a period of a few days. In addition, several of the more seriously injured died in the local hospital, and all of these bodies were buried in the Broome War Cemetery, which was located on a site adjacent to the jetty.

33 American servicemen were aboard the U.S.A.A.F. Liberator which managed to take off just as the raid began, but was immediately shot down and crashed into the sea 10 km off Cable Beach. All but two on board were killed in the crash or drowned, and of the two that managed to swim ashore after a day and a half in the water, only Sgt. Donoho survived the ordeal - Sgt Beatty dying soon after coming ashore.

A further four deaths occurred at Carnot Bay, when Capt. Ivan Smirnoffs DC.3 was shot down. A young Dutch woman and her baby, together with the aircraft’s mechanic, and a Dutch Air Force pilot all died on the beach through lack of adequate medical attention in the several days they had to wait for the rescue party to arrive. The four bodies were initially buried on the beach at Carnot Bay, but were exhumed in mid-April 1942 by the Army team investigating the “diamonds mystery”, and then reinterred at the Broome War Cemetery.

The other casualty was Warrant Officer Kudo - the Japanese pilot of the Zero which was shot down. There are unsubstantiated reports that his body was washed ashore at Roebuck Bay, and he was buried in an unmarked grave on the beach.

Several years after the War, a suggestion was made to the Dutch Consul in Perth, by relatives of one of the victims, to the effect that the remains of the Dutch personnel could be better cared for in Perth, rather than in far-away Broome. Although Broome residents did not agree with the suggestion, on January 23rd 1950, a Public Works Department work party comprising Bill Gregson, Peter Haynes, and several others exhumed the

bodies of the Dutch personnel. These were then placed in large double-thickness brown paper bags, and labelled with the name of the victim, if it was known.

The bags were then stored in Jack Pryor’s workshop in Broome, whilst awaiting shipment to Perth. On February 10th, 1950, twenty five of the bodies were re-interred in a special section of the Perth War Cemetery, whilst another four were repatriated for burial elsewhere.

This special section of the Perth War Cemetery has been specially set aside for the Dutch victims of the Broome air raid of March 3rd 1942, and a special bronze plaque was erected in their memory by the Australian Government.

## POSTSCRIPT TO THE RAID

The raid on Broome on March 3rd 1942, was the most devastating of the four Japanese air raids on the town during World War Two.

The Japanese were so elated by the success of this raid, that a second raid was flown the next day (4th March 1942), using 3 Zeros and an accompanying reconnaissance aircraft. Luckily for the inhabitants of Broome, the attacking force turned back only 80 kilometres north of Broome, due to bad weather.

The second raid occurred on March 20th, 1942, when 4 Zeros and 7 Betty bombers attacked the town’s airstrip, and destroyed the Stinson Reliant aircraft allocated to the Army commander Major Clifford Gibson. A Malay worker, Abdul Juden, who was walking across the airstrip at the time, was hit by a stray piece of shrapnel, and was killed. He was the only casualty of the second raid.

The third raid was carried out by a long range Japanese flying boat on 27th August 1942, when it dropped a stick of bombs along the foreshore near the town, however there was no damage or casualties. The fourth raid, on August 16th 1943, mirrored the third, and here again there were no reports of damage or casualties.

There are still many relics of the raid of March 3rd 1942 in existence today. The wrecks of seven of the flying boats can still be seen above the water line during king tides (the tide drops by 10 metres in Broome at certain times of the year), and many items have been salvaged from these wrecks and are displayed around the town. An engine, and a



propeller from one of the Dornier Do.24 flying boats and other items can be seen at the Broome Historical Museum.

Further afield, a comprehensive display of relics of the Broome raid can be found at the RAAF Association's Aviation Museum, in the Perth suburb of Bull Creek, and other relics are displayed in the Dutch Military Aviation Museum at Soesterberg, in Holland.

At Carnot Bay some traces of Smirnoffs DC.3 can still be found, and the bombs dropped by Yamauchi's Mavis have been turning up over the

years. An Australian Army team salvaged one of them in the mid - 1970's, and after dis-arming it restored it to display condition, and it is now on display at Karrakatta army barracks. Another of the bombs was discovered at Carnot Bay in June 1979, by aviation historian Stan Gajda, and was later destroyed by a Navy demolition team.

These relics serve to remind the observer of the grim and terrifying days in early 1942, when war came to Western Australia. In its utter surprise, and devastating results, the raid can truly be called "W.A.'s Pearl Harbour"

*To be continued*

---

## DID YOU KNOW!

THE riderless horse at a funeral is said to date back to Genghis Khan and is a symbol of the warrior who will ride no more. More recently, it has been a US tradition at military funerals for officers of the rank of colonel or above. The reversed boots in the stirrups are those of the horse's late rider and are meant to give the impression of him taking one last look behind at his family and troops. This honour was first given to Alexander Hamilton, Secretary of the US Treasury, in 1795. Abraham Lincoln's horse Old Bob and John F Kennedy's horse Black Jack both appeared riderless at their funerals. The horse at Ronald Reagan's funeral was named Sergeant York and seems to have had no personal connection with Reagan.



BOOY SALUTE: The horse at the 2004 funeral of President Ronald Reagan, right

*Courtesy Ssgt Ernie Paddon and the International Express*

---

Tony Orlando recognizes American military heroes!

By MSgt Rob Wilkins, USAF, Ret.

On Oct 11th, 2014, while visiting the Eisenhower Presidential Library and Museum, Tony Orlando shares the story of the first time he sang the song, Tie a Yellow Ribbon Round the Ole Oak Tree, to 70,000 people to include 580 former Prisoners Of War (POW). The purpose of the concert was to welcome our POW's home.

<https://www.facebook.com/video.php?&861025907261401&set=vb.114634691900530&type=2&theater>



# The Most Expensive Ship Ever

The United States is building its next generation of aircraft carrier, the FORD-class carriers. The U.S. Navy gave us access to photograph construction of the USS Gerald R. Ford at Newport News Shipbuilding, Virginia.

The numbers behind the USS Gerald R. Ford are impressive; about \$14 billion in total cost, 224 million pounds, about 25 stories high, 1,106 feet long, and 250 feet wide. But the sheer enormity of the ship and construction operation is hard to grasp until you're nearly face-to-metal with the massive military beast.

At Newport News Shipbuilding the power of new technology and 100 years of carrier design is built

into every facet of the new ship. The Ford will handle up to 220 take-offs and landings from its deck every day. Part of that quick turnaround is because, when aircraft like the new F-35 return for maintenance, the plane's network will already have alerted ground crews to what's needed so they can get the aircraft on its way faster than ever before.

The new FORD-class aircraft carrier will be the largest, most lethal ship ever when it joins the US fleet in 2016.

This bow alone is more than three



stories tall and weighs 116,000 pounds.

With its nuclear power plant and extraordinary size, the Ford is manufactured only here at Newport News Shipbuilding, VA.

Using "Big Blue" — the largest crane in the Western Hemisphere — towering 235 feet above the shipyard.

Big Blue can lift nearly 2.5 million pounds at a time and is essential for assembling the new class of ship.

Ships this big have to be built in dry docks like this; twenty-two-hundred-feet long and 250 feet wide.



Replacing the 50-year-old Nimitz-class carrier, engineers at Newport News Shipbuilding designed the Ford to accept technology that won't be seen for decades.

Regardless of what the future brings, all of it will require more power, which is why the Ford will generate three times the energy of Nimitz-class carriers.



Newport News Shipbuilding has learned a lot about building carriers over the years, like the wisdom of leaving the paint job until the ship is finished. This is done to save on repainting over welds and stresses caused during construction.

Raw steel exposed to salt air causes the rust, but the various other colours denote the thickness of the plates.



The paint applied to the Ford actually isn't paint, but a "high solids coating" that lasts longer and doesn't break down as quickly.

Newport News Shipbuilding rents acres of canvas to cover the hull when it applies the coating.

Moving the island house (the control tower) back further on the ship will accommodate an increased launch rate for the 75+ planes that will live aboard the carrier.

The Ford will be capable of launching and receiving up to 220 planes a day.

That increased rate comes in part from replacing the steam-generated catapult systems like those on the USS Abraham Lincoln, with an electromagnetic system that's more efficient and gentler on the multi-million-dollar jets.

Even with the extra fuel and weapons needed to keep that pace, the Ford is equipped to remain at sea without replenishment for months at a time.

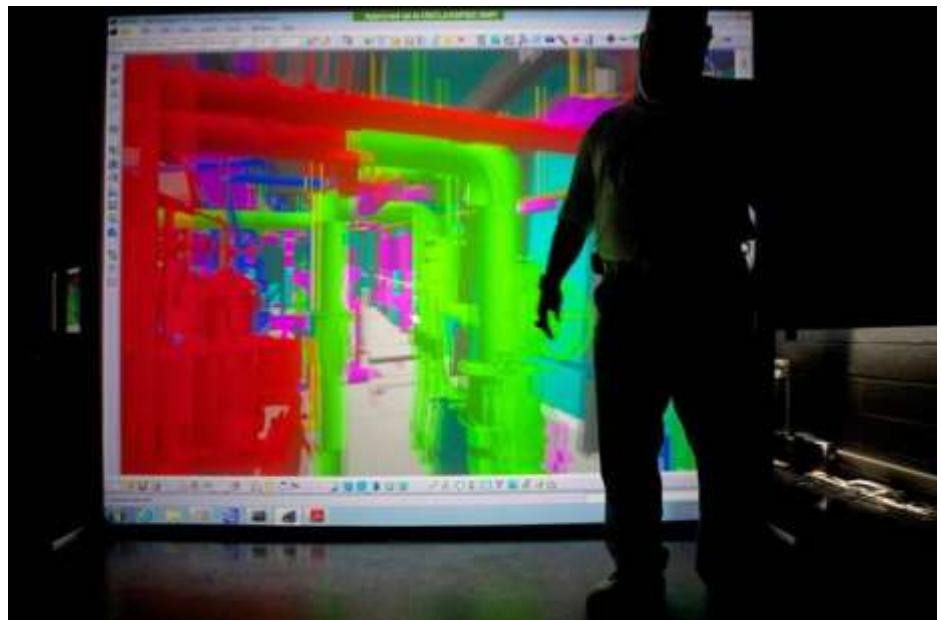


Before the FORD-class carriers, Newport News Shipbuilding needed to construct mock-ups of many ship sections to see how it would integrate in construction.

Now they use 3D design technology.

With a pair of these 3D glasses designers are able to see exactly how everything fits together in a virtual environment.

The 3D system also allows engineers to assemble the ship in modules. These modules can be exchanged and modified over the carrier's lifetime.



Inside a module like S/L3609, the electronic workstation could be removed and relocated along with the interior walls and floors. These were all permanent fixtures on previous carriers.

For the first time the Navy will have no urinals on this carrier. Gender neutral toilets mean berthing can be swapped between male and female without concern and one unit means fewer spare parts and repair.

The Navy is requesting larger pipes for the Ford to prevent blockage and unpleasant smells, which are common issues on carriers.

A carrier's effectiveness isn't judged by its plumbing, but by its ability to deliver lethal military force from these 4.5 acres of sovereign U.S. territory.



That lethality comes in many forms — like the weapons aboard the new F-35 Joint Strike Fighter.

The Sea Sparrow Missile also factors into lethality with its ability to fly four times the speed of sound, turn on a dime, and intercept anti-ship missiles more than 30 miles out.



Ford's lethality is also enhanced by the RIM 116 short-range defensive surface to air missile and the radar-guided, rotating 20mm Gatling Gun called the Phalanx CIWS (Sea-Wiz).

That lethality aims to help keep sailors safe and the enemy less so.

Facing a longer timeline for completion and burgeoning costs, Newport News Shipbuilding construction director Geoff Hummel says, "Problems are something we think about every day."

"There are going to be issues in a new class of ship," Hummel says. "The question is how big are they and how serious?"

Minimizing those problems are the Newport News Shipbuilding employees, out here every day of the year.

Newport News wants the Ford's eventual new sailors to know that "this is an awesome ship that they'll bring to life." When the Ford finally hits the water in a few years, it will look less like something from "Water world" and more like something from the future.

That's where generations of new tech will be used.



*Courtesy WO2 Max Murray*

## **Veteran of Boer War, WW1 and WW2 was wounded 9 times, and bit off his own fingers when a doctor wouldn't amputate them.**

In a military career spanning 1899-1947, Adrian Carton de Wiart fought in 4 wars, and survived being shot in the stomach, groin, head, hand, ankle, hip and leg; as surviving well as two plane crashes and five escape attempts from a POW camp. He lost an eye and a hand in 1915, but still won the Victoria Cross in 1916.

It is a war story that sounds far-fetched even by Hollywood standards, but Adrian Carton de Wiart really existed.

Adrian Paul Ghislain Carton de Wiart was born in Belgium in 1880 to an Irish mother and a Belgian aristocratic father (although it was widely rumoured he was the illegitimate son of the King of the Belgians, Leopold II)

When his mother died and his father remarried to an Englishwoman, his new stepmother sent Carton de Wiart to boarding school in England. From there he went to Oxford University in 1899, but dropped out after one term to join the British Army.

The Boer War had just started at the time and, after enlisting under the false identity of Trooper Carton, Carton de Wiart was sent to South Africa. However, he was seriously wounded in the stomach and groin early in the war and invalided home. As soon as he had recovered, he returned to action in South Africa in 1901 as a commissioned officer under his true identity.

When the First World War broke out in 1914, Carton de Wiart was en route to British Somaliland in the Horn of Africa, where the British were engaged in a low level war against the Mad Mullah. In an attack on an enemy fort, Carton de Wiart was shot twice in the face, losing his left eye.

He wore a glass eye for a short time after but, whilst travelling in a taxi, threw it out of the window and put on a black eye patch, which he wore for the rest of his life.

In 1915 he embarked on a steamer for France. As an infantry commander on the Western Front, he was wounded seven more times. Soon after his arrival he lost his left hand (biting his mangled fingers off when a doctor declined to remove them). He was later shot through the skull and ankle at the Battle of the Somme, through the hip at the Battle of Passchendaele, through the leg at Cambrai, and through the ear at Arras.





It was during the Battle of the Somme in July 1916 that he won the Victoria Cross, the British Empire's highest award for gallantry in combat. His citation read:

***For most conspicuous bravery, coolness and determination during severe operations of a prolonged nature. It was owing in a great measure to his dauntless courage and inspiring example that a serious reverse was averted. He displayed the utmost energy and courage in forcing our attack home. After three other battalion Commanders had become casualties, he controlled their commands, and ensured that the ground won was maintained at all costs. He frequently exposed himself in the organisation of positions and of supplies, passing unflinchingly through fire barrage of the most intense nature. His gallantry was inspiring to all.***

In his later autobiography, *Happy Odyssey*, he made no mention of his VC. Of the First World War itself, and despite the loss of various body parts, he said: Frankly I enjoyed the war

From 1919-1921, Carton de Wiart saw further front line action in Poland against the Red Army in the Polish-Soviet War. On one occasion, while out on his observation train, he was attacked by a group of Red cavalry. He fought them off with his revolver from the running board of the train, at one point falling on the track and quickly jumping back on. He even survived an aircraft crash which led to a brief period in Lithuanian captivity.

He retired from the Army in 1923 with the honorary rank of major-general, and spent the next 15 years shooting waterfowl on a friend's 500,000 acre marshland estate in eastern Poland, his home a converted hunting lodge on an island only a few miles from the Soviet border.

His peaceful life was rudely interrupted by the Second World War in 1939, when he was recalled as head of the British Military Mission to

Poland. When Poland was attacked by both Nazi Germany and Soviet Russia in September 1939, the estate was overrun and all Carton de Wiart's possessions were confiscated by the Soviets, then destroyed by the Germans in later fighting. He never saw the area again.

Carton de Wiart and his mission team escaped Poland by road convoy, with the Germans and the Russians in hot pursuit. Despite being attacked from the air by the Luftwaffe, the convoy made it across the Romanian border. Carton de Wiart then made it back to England by aircraft, travelling under a false passport.

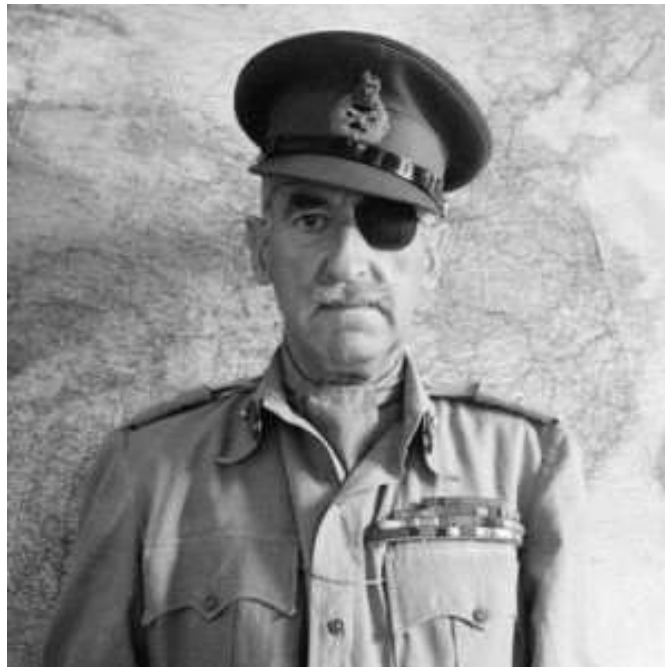
In 1940 he was dispatched to Norway, where he took charge of an Anglo-French force with orders to take the city of Trondheim. With few supplies

and little support, he managed to move his forces over the mountains and down to Trondheim Fjord, despite coming under frequent attack from the Luftwaffe, being shelled by German naval destroyers and machine gunned by German ski troops. Unable to effectively challenge the superior German forces, Carton de Wiart was eventually ordered to evacuate. Royal Navy transports got his men

away, but they were bombed severely on the way out. Carton de Wiart arrived back at Scapa Flow on his 60th birthday.

Even back on British soil, Carton de Wiart found himself on the frontline when his London home was bombed by the Germans during the Blitz. All of his medals and decorations were destroyed or lost and he had to apply to the War Office for official replacements.

In 1941 he was appointed head of the British-Yugoslavian Military Mission, just as Hitler was preparing to invade Yugoslavia. After negotiating with the Yugoslavian government in Belgrade, Carton de Wiart's aircraft was heading for Cairo when both engines failed. The plane crash landed



in the Mediterranean off the coast of Italian-controlled Libya. Carton de Wiart was knocked unconscious in the crash, but the cold water revived him. When the plane sank, he and the crew were forced to swim a mile to shore, where they were captured by the Italians.

Carton de Wiart was sent to a special prison for senior officers at in Italy. With his distinguished comrades, he five escape attempts, one of which including seven months of tunnelling. During one attempt, Carton de Wiart evaded capture for eight days disguised as an Italian peasant but his age, eye patch, empty sleeve, multiple scars and lack of Italian gave him away.

Carton de Wiart was released from prison in 1943 and taken to Rome, where the Italian government secretly planned to leave the war and wanted Carton de Wiart to act as messenger to the British government. He was accompanied by an Italian negotiator to Portugal to meet Allied contacts to facilitate the surrender. From Portugal, Carton de Wiart made his way back to England.

Carton de Wiart was immediately summoned by Churchill to be his personal representative in China, where he worked for the rest of the war and up to his retirement in 1947. On his way back to England, he stopped off in Rangoon as a house guest of the local army commander. Coming down stairs, he slipped on coconut matting, fell, broke his back and knocked himself unconscious. He eventually made it back to England and into

hospital where he slowly recovered. The doctors succeeded in extracting an incredible amount of shrapnel from his old wounds.



Painting by Sir William Orpen, 1919

Lieutenant-General Sir Adrian Paul Ghislain Carton de Wiart VC KBE CB CMG DSO finally settled in County Cork, Ireland, where he died in 1963 at the age of 83. The Oxford Dictionary of National Biography described him thus: With his black eye patch and empty sleeve, Carton de Wiart looked like an elegant pirate, and became a figure of legend.



Hardware Adrian Carton de Wiarts medals and decorations image by the Museum of The Royal Dragoon Guards

*Courtesy Sgt Eddy Evans*

## *Artillery Lends Dignity To What Would Otherwise Be a Vulgar Brawl*



If Infantry is the Queen of Battles, Field Artillery is the King who puts out the chastity belt of steel that keeps the Queen from getting raped...

Only the Poms can do this sort of tribute so respectfully.....

A short video clip, very moving and makes you really think.

Merry Christmas to you all

<https://www.youtube.com/embed/1JzYnmYQFtA>

Courtesy WO1 John Mottershead

Sainsbury's OFFICIAL Christmas 2014 Ad

Have a look at this for a great Xmas Ad

<https://www.youtube.com/watch?v=NWF2JBb1bvM>

Courtesy Sgt Eddy Evans



# REMEMBERING AUSTRALIA'S KOREA WAR VETERANS

Presented to Australian Veterans of the Korean War and their Families and Descendants, on the Eighth Annual Turn Toward Busan International Service of Honour and Tribute to the Korean War Fallen.

The core global service was conducted by Minister Park in the United Nations Memorial Cemetery in Busan at **11 a.m on Tuesday, November 11, 2014**. Veterans and others were invited to join in this service by facing toward Busan in their own communities and at local times that are synchronized with the 11 a.m. service in Korea.

How do we pay tribute to those brave sons from the great nation of Australia? The ones who saved our country in the dark years of the war?

How do we express our sorrow that so many of them fell?

We can rejoice and exclaim about their great valour; of their unflinching loyalty to their great Nation, and to the cause of freedom.

Yet the sorrow for the Fallen is always there.

The war they fought was the watershed for our modern Korea. The nation was devastated, in utter ruin.

But the victory we won together in Korea meant that the old feudal days were over.

The only way forward was the modern way – and we took it!

Each time I visit the United Nations Memorial Cemetery, where 281 of your brave sons are buried, my mood becomes very solemn.

I bow before the Australian Memorial, located among the graves of your comrades and loved ones.

I pause at the Commonwealth Monument to Those With No Known Graves. Names are listed there of 43 Australian soldiers, airmen and naval airmen.

I ask myself how the families of those who fell must feel. Their sons are buried so far from the pleasant homes they knew.

Are they forgotten by all others?

Does anyone but family care that they perished to save our Korea?

That they fell serving so vigorously, in the full bloom of youth or manhood, under the Flag of your great nation – the Great Australia, that we Koreans know so well, and hold dear to our hearts.

I swear to you that in my country, the Korean War is far from a Forgotten War! The sacrifices of all who came to our aid will never be forgotten!

Not in one hundred years; nor in one thousand years!

Each year, when Australian veterans return to Korea, some wear the khaki slouch hats that are known so well throughout the world.

The Korean people look at them in awe! They know the Australian soldier's reputation for bravery! Those of a certain age were witness to it many times, during the Korean War.

The Third Battalion of the Royal Australian Regiment was on occupation duty in Japan at the start of the war. Almost instantly, nearly every soldier there volunteered to serve in Korea.

Another thousand were raised through the voluntary K-Force for Korea, to augment and reinforce the battalion.

And the Third Battalion of the great Royal Australian Regiment was soon in the thick of the fighting.

They went into North Korea, pushed past the North Korean capital. They fought hard, like their allies around them, when enemy armies from a second nation joined with those of North Korea.

The brave Australians fought feverishly as the front was withdrawn southward.

Then they fought again through that horrid cold winter and pushed the enemy back toward North Korea.

In the enemy spring offensive of 1951, the Battalion held back many times its numbers near the crossroads city of Kapyong. Along with New Zealand, Canadian, British and American allies, they stemmed the enemy spring offensive, which was menacing Seoul.



The Royal Australian Regiment bore the brunt. Their Battle Honour was more than deserved.

The Royal Australian Navy fought and patrolled at sea throughout the war. A destroyer and frigate steamed for Korean waters within a few days of the enemy invading our country in June, 1950.

During the war Australia would commit four destroyers, four frigate ships and an aircraft carrier to the defence of our country.

The naval aviators flying fighter bombers from the aircraft carrier HMAS Sydney were seen in many theatres of operations. Their audacity, bravery, effectiveness was awesome.

The Royal Australian Air Force also made a new mark in the annals of their proud service.

The intrepid pilots and support airmen of the famous Number 77 Squadron were ready to return to Australia from Japan when the war began.

Instead, the squadron diverted to Korea. It flew the most harrowing ground support missions imaginable. Many of its brave pilots perished.

A squadron of Australian transport planes saw untiring duty in Korea, flying within the country and between Korea and Japan.

Australian doctors and nurses served in the Commonwealth Hospital in Kure, Japan. They did noble work in caring for the wounded.

But after the enemy was driven back into North Korea in 1951, they asked to begin armistice talks. The line stopped moving northward.

For two long years both sides wrangled at a conference table. On land and on sea and in the air, soldiers, sailors, naval aviators, airmen from Australia continued to suffer.

Australian doctors and nurses continued to treat the unending flow of wounded.

Yet the many allied nations whose sons were in battle were very cautious with their words. There was fear of inciting a great global war.

So Australia's sons were suffering in Korea, were fighting so bravely in Korea, yet not much was said about them... as though giving them their fair due would cause even greater conflict.

Not much was officially written about them or about the global importance of what they were doing.

The true story of what was being called a "police action," and "a conflict," *but not a war*, **began to slide into history's dark envelope.**

Today, we are trying to open up that envelope, and show its contents.

We are trying to show the entire world that the Australian soldiers and sailors and airmen who perished in Korea *are not forgotten!*

We are trying to show the world that the service of all who came to South Korea's aid *was not in vain.*

Along with their comrades in arms from other nations, the soldiers and sailors and airmen from the great Australian Nation changed the history of our world!

They very soundly defeated a menacing regime that would have enslaved our young and free nation.

The invasion of South Korea was meant to be prelude to ever greater conquest by the enemy and its sponsor; to the downfall and entrapment of many nations into the bleak world that existed behind their Iron Curtains.

*The invasion of Korea was the invasion of the free world...a test to see if it could be done.*

Volunteers from Australia, one of the greatest of all the democracies, came stolidly forward, ***and proved that they would not let it be done!***

Today, we all look toward the United Nations cemetery in Busan where many of your brave comrades are buried. We look beyond, far north, where others rest in unmarked graves.

As the surf strikes our beaches, we think of those brave hearts who perished at sea.

We all *Turn Toward Busan* on this day, and in our hearts, we remember Australia's brave Fallen sons.

We will never, never forget them!

From the bottom of my heart, I express my country's love and gratitude to every Australian sailor, naval aviator, soldier, airman, doctor and nursing sister, who served in Korea.

I express our profound sympathy and sorrow to all the survivors of those who perished, and for those the war marked forever.

Let us turn toward those who are buried in Busan, and make the world restore their brave deeds and great achievements to its history.



Let us bring light to those shining hours, when the brave sons of Australia fought so valiantly, and taught the world a great lesson about the tenacity of a truly free people.

How my heart bleeds for those who fell.

How my heart fills with pride at what they and their comrades achieved!

On this free day, let us all *Turn Toward Busan* and honour those who fought against aggression, and with their resolve and their courage and their blood, changed the future of the world.

Park Sung Choon

Minister of Patriots and Veterans Affairs

On behalf of the President and the People

of the Republic of Korea

---

### Special Orders to No.1 Section 13/3/1918 (7 men)

- (1) This position will be held, and the section will remain here until relieved.
- (2) The enemy cannot be allowed to interfere with this programme.
- (3) If the section cannot remain here alive, it will remain here dead, but in any case it will remain here.
- (4) Should any man, through shell shock or other cause, attempt to surrender, he will remain here dead.
- (5) Should all guns be blown out, the section will use Mills grenades and other novelties.
- (6) Finally, the position as stated, will be held.

Courtesy WO2 David Troedel

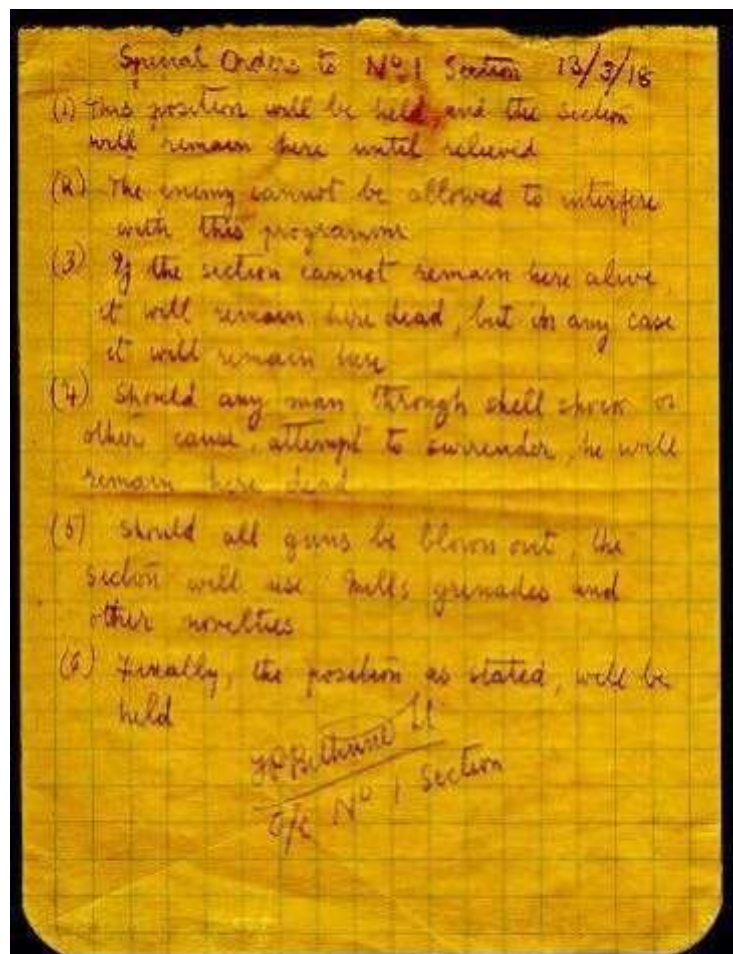
F.P. Bethune Lt

O/C No.1 Section.

Orders issued by Lieutenant F.P. Bethune (1877 - 1942) to his group of seven men in No.1 section, 3rd Machine Gun Company, Australian Imperial Force, when sent to defend an exposed position at Passchendaele in France in March 1918.

Bethune was a clergyman from Tasmania who had enlisted in the AIF in Hobart on the 1 July 1915. Interestingly, Bethune chose to enlist as a soldier rather than as a padre, seeing action numerous times, being wounded and also gassed twice.

After Bethune had issued the above orders, the unit repulsed repeated attacks over an 18 day period. They were also subjected to constant artillery barrages of high explosive, shrapnel and gas shells. All survived. The orders were later circulated throughout the allied armies in France and embodied in British Army Orders until 1940. Twenty-two years later, after the fall of Dunkirk, they were reproduced as posters under the caption 'The spirit which won the last war' and displayed throughout England.



## Declassified plans for the WW II invasion of Japan.

For those interested in WWII, it's a good short read. Now that the documents have been down graded I'm sure there are going to be many new books both pro and con on this subject.

Interesting!! The magnitude of the planning and operation is unbelievable!!

Deep in the recesses of the National Archives in Washington , D.C., hidden for nearly four decades lie thousands of pages of yellowing and dusty documents stamped "Top Secret". These documents, now declassified, are the plans for Operation Downfall, the invasion of Japan during World War II.

Only a few Americans in 1945 were aware of the elaborate plans that had been prepared for the Allied Invasion of the Japanese home islands. Even fewer today are aware of the defences the Japanese had prepared to counter the invasion had it been launched. Operation Downfall was finalized during the spring and summer of 1945. It called for two massive military undertakings to be carried out in succession and aimed at the heart of the Japanese Empire.

In the first invasion - code named "Operation Olympic"- American combat troops would land on Japan by amphibious assault during the early morning hours of November 1, 1945 - 61 years ago. Fourteen combat divisions of soldiers and Marines would land on heavily fortified and defended Kyushu , the southernmost of the Japanese home islands, after an unprecedented naval and aerial bombardment.

The second invasion on March 1, 1946 - code named "Operation Coronet"- would send at least 22 divisions against 1 million Japanese defenders on the main island of Honshu and the Tokyo Plain. Its goal: the unconditional surrender of Japan .

With the exception of a part of the British Pacific Fleet, Operation Downfall was to be a strictly American operation. It called for using the entire Marine Corps, the entire Pacific Navy, elements of the 7th Army Air Force, the 8th Air Force (recently redeployed from Europe ), 10th Air Force and the American Far Eastern Air Force. More than 1.5 mil-

lion combat soldiers, with 3 million more in support or more than 40% of all servicemen still in uniform in 1945 - would be directly involved in the two amphibious assaults. Casualties were expected to be extremely heavy.

Admiral William Leahy estimated that there would be more than 250,000 Americans killed or wounded on Kyushu alone. General Charles Willoughby, chief of intelligence for General Douglas MacArthur, the Supreme Commander of the Southwest Pacific, estimated American casualties would be one million men by the fall of 1946. Willoughby 's own intelligence staff considered this to be a conservative estimate.

During the summer of 1945, America had little time to prepare for such an endeavor, but top military leaders were in almost unanimous agreement that an invasion was necessary.

While naval blockade and strategic bombing of Japan was considered to be useful, General MacArthur, for instance, did not believe a blockade would bring about an unconditional surrender. The advocates for invasion agreed that while a naval blockade chokes, it does not kill; and though strategic bombing might destroy cities, it leaves whole armies intact.

So on May 25, 1945, the Joint Chiefs of Staff, after extensive deliberation, issued to General MacArthur, Admiral Chester Nimitz, and Army Air Force General Henry Arnold, the top secret directive to proceed with the invasion of Kyushu . The target date was after the typhoon season.

President Truman approved the plans for the invasions July 24. Two days later, the United Nations issued the Potsdam Proclamation, which called upon Japan to surrender unconditionally or face total destruction. Three days later, the Japanese governmental news agency broadcast to the world that Japan would ignore the proclamation and would refuse to surrender. During this same period it was learned -- via monitoring Japanese radio broadcasts -- that Japan had closed all schools and mobilized its school children, was arming its civilian population and was fortifying caves and building underground defences.

Operation Olympic called for a four pronged assault on Kyushu . Its purpose was to seize and control the southern one-third of that island and establish naval and air bases, to tighten the naval

blockade of the home islands, to destroy units of the main Japanese army and to support the later invasion of the Tokyo Plain.

The preliminary invasion would begin October 27 when the 40th Infantry Division would land on a series of small islands west and southwest of Kyushu . At the same time, the 158th Regimental Combat Team would invade and occupy a small island 28 miles south of Kyushu . On these islands, sea-plane bases would be established and radar would be set up to provide advance air warning for the invasion fleet, to serve as fighter direction centres for the carrier-based aircraft and to provide an emergency anchorage for the invasion fleet, should things not go well on the day of the invasion.

As the invasion grew imminent, the massive firepower of the Navy - the Third and Fifth Fleets -- would approach Japan . The Third Fleet, under Admiral William "Bull" Halsey, with its big guns and naval aircraft, would provide strategic support for the operation against Honshu and Hokkaido . Halsey's fleet would be composed of battleships, heavy cruisers, destroyers, dozens of support ships and three fast carrier task groups. From these carriers, hundreds of Navy fighters, dive bombers and torpedo planes would hit targets all over the island of Honshu . The 3,000 ship Fifth Fleet, under Admiral Raymond Spruance, would carry the invasion troops.

Several days before the invasion, the battleships, heavy cruisers and destroyers would pour thousands of tons of high explosives into the target areas. They would not cease the bombardment until after the land forces had been launched. During the early morning hours of November 1, the invasion would begin. Thousands of soldiers and Marines would pour ashore on beaches all along the eastern, south eastern, southern and western coasts of Kyushu . Waves of Helldivers, Dauntless dive bombers, Avengers, Corsairs, and Hellcats from 66 aircraft carriers would bomb, rocket and strafe enemy defences, gun emplacements and troop concentrations along the beaches.

The Eastern Assault Force consisting of the 25th, 33rd, and 41st Infantry Divisions, would land near Miyaski, at beaches called Austin, Buick, Cadillac, Chevrolet, Chrysler, and Ford, and move inland to attempt to capture the city and its nearby airfield.

The Southern Assault Force, consisting of the 1st Cavalry Division, the 43rd Division and Americal Division would land inside Ariake Bay at beaches labelled DeSoto, Dusenber, Essex, Ford, and Franklin and attempt to capture Shibushi and the city of Kanoya and its airfield.

On the western shore of Kyushu, at beaches Pontiac, Reo, Rolls Royce, Saxon, Star, Studebaker, Stutz, Winston and Zephyr, the V Amphibious Corps would land the 2nd, 3rd, and 5th Marine Divisions, sending half of its force inland to Sendai and the other half to the port city of Kagoshima.

On November 4, the Reserve Force, consisting of the 81st and 98th Infantry Divisions and the 11th Airborne Division, after feigning an attack on the island of Shikoku, would be landed -- if not needed elsewhere - near Kaimondake, near the southernmost tip of Kagoshima Bay, at the beaches designated Locomobile, Lincoln, LaSalle, Hupmobile, Moon, Mercedes, Maxwell, Overland, Oldsmobile, Packard, and Plymouth.

Olympic was not just a plan for invasion, but for conquest and occupation as well. It was expected to take four months to achieve its objective, with the three fresh American divisions per month to be landed in support of that operation if needed. If all went well with Olympic, Coronet would be launched March 1, 1946. Coronet would be twice the size of Olympic, with as many as 28 divisions landing on Honshu .

All along the coast east of Tokyo , the American 1st Army would land the 5th, 7th, 27th, 44th, 86th, and 96th Infantry Divisions, along with the 4th and 6th Marine Divisions.

At Sagami Bay , just south of Tokyo , the entire 8th and 10th Armies would strike north and east to clear the long western shore of Tokyo Bay and attempt to go as far as Yokohama . The assault troops landing south of Tokyo would be the 4th, 6th, 8th, 24th, 31st, 37th, 38th, and 8th Infantry Divisions, along with the 13th and 20th Armoured Divisions.

Following the initial assault, eight more divisions -- the 2nd, 28th, 35th, 91st, 95th, 97th, and 104th Infantry Divisions and the 11th Airborne Division -- would be landed. If additional troops were needed, as expected, other divisions redeployed from Europe and undergoing training in the United States would be shipped to Japan in what was

hoped to be the final push.

Captured Japanese documents and post war interrogations of Japanese military leaders disclose that information concerning the number of Japanese planes available for the defense of the home islands was dangerously in error.

During the sea battle at Okinawa alone, Japanese Kamikaze aircraft sank 32 Allied ships and damaged more than 400 others. But during the summer of 1945, American top brass concluded that the Japanese had spent their air force since American bombers and fighters daily flew unmolested over Japan .

What the military leaders did not know was that by the end of July the Japanese had been saving all aircraft, fuel, and pilots in reserve, and had been feverishly building new planes for the decisive battle for their homeland.

As part of Ketsu -Go, the name for the plan to defend Japan -- the Japanese were building 20 suicide takeoff strips in southern Kyushu with underground hangars. They also had 35 camouflaged airfields and nine seaplane bases.

On the night before the expected invasion, 50 Japanese seaplane bombers, 100 former carrier aircraft and 50 land based army planes were to be launched in a suicide attack on the fleet.

The Japanese had 58 more airfields in Korea , western Honshu and Shikoku , which also were to be used for massive suicide attacks.

Allied intelligence had established that the Japanese had no more than 2,500 aircraft of which they guessed 300 would be deployed in suicide attacks. In August 1945, however, unknown to Allied intelligence, the Japanese still had 5,651 army and 7,074 navy aircraft, for a total of 12,725 planes of all types. Every village had some type of aircraft manufacturing activity hidden in mines, railway tunnels, under viaducts and in basements of department stores, work was being done to construct new planes.

Additionally, the Japanese were building newer and more effective models of the Okka, a rocket-propelled bomb much like the German V-1, but flown by a suicide pilot.

When the invasion became imminent, Ketsu-Go called for a four-fold aerial plan of attack to destroy up to 800 Allied ships.

While Allied ships were approaching Japan , but still in the open seas, an initial force of 2,000 army and navy fighters were to fight to the death to control the skies over Kyushu . A second force of 330 navy combat pilots was to attack the main body of the task force to keep it from using its fire support and air cover to protect the troop carrying transports. While these two forces were engaged, a third force of 825 suicide planes was to hit the American transports.

As the invasion convoys approached their anchorages, another 2,000 suicide planes were to be launched in waves of 200 to 300, to be used in hour by hour attacks.

By mid-morning of the first day of the invasion, most of the American land-based aircraft would be forced to return to their bases, leaving the defense against the suicide planes to the carrier pilots and the shipboard gunners.

Carrier pilots crippled by fatigue would have to land time and time again to rearm and refuel. Guns would malfunction from the heat of continuous firing and ammunition would become scarce. Gun crews would be exhausted by nightfall, but still the waves of kamikaze would continue. With the fleet hovering off the beaches, all remaining Japanese aircraft would be committed to nonstop suicide attacks, which the Japanese hoped could be sustained for 10 days. The Japanese planned to coordinate their air strikes with attacks from the 40 remaining submarines from the Imperial Navy - some armed with Long Lance torpedoes with a range of 20 miles -- when the invasion fleet was 180 miles off Kyushu .

The Imperial Navy had 23 destroyers and two cruisers which were operational. These ships were to be used to counterattack the American invasion. A number of the destroyers were to be beached at the last minute to be used as anti-invasion gun platforms.

Once offshore, the invasion fleet would be forced to defend not only against the attacks from the air, but would also be confronted with suicide attacks from sea. Japan had established a suicide naval attack unit of midget submarines, human torpedoes and exploding motorboats.

The goal of the Japanese was to shatter the invasion before the landing. The Japanese were convinced the Americans would back off or become so



demoralized that they would then accept a less-than-unconditional surrender and a more honourable and face-saving end for the Japanese.

But as horrible as the battle of Japan would be off the beaches, it would be on Japanese soil that the American forces would face the most rugged and fanatical defense encountered during the war.

Throughout the island-hopping Pacific campaign, Allied troops had always outnumbered the Japanese by 2 to 1 and sometimes 3 to 1. In Japan it would be different. By virtue of a combination of cunning, guesswork, and brilliant military reasoning, a number of Japan's top military leaders were able to deduce, not only when, but where, the United States would land its first invasion forces.

Facing the 14 American divisions landing at Kyushu would be 14 Japanese divisions, 7 independent mixed brigades, 3 tank brigades and thousands of naval troops. On Kyushu the odds would be 3 to 2 in favour of the Japanese, with 790,000 enemy defenders against 550,000 Americans. This time the bulk of the Japanese defenders would not be the poorly trained and ill-equipped labour battalions that the Americans had faced in the earlier campaigns.

The Japanese defenders would be the hard core of the home army. These troops were well-fed and well equipped. They were familiar with the terrain, had stockpiles of arms and ammunition, and had developed an effective system of transportation and supply almost invisible from the air. Many of these Japanese troops were the elite of the army, and they were swollen with a fanatical fighting spirit.

Japan's network of beach defences consisted of offshore mines, thousands of suicide scuba divers attacking landing craft, and mines planted on the beaches. Coming ashore, the American Eastern amphibious assault forces at Miyazaki would face three Japanese divisions, and two others poised for counterattack. Awaiting the South eastern attack force at Ariake Bay was an entire division and at least one mixed infantry brigade.

On the western shores of Kyushu, the Marines would face the most brutal opposition. Along the invasion beaches would be the three Japanese divisions, a tank brigade, a mixed infantry brigade and an artillery command. Components of two divisions would also be poised to launch counter-

attacks.

If not needed to reinforce the primary landing beaches, the American Reserve Force would be landed at the base of Kagoshima Bay November 4, where they would be confronted by two mixed infantry brigades, parts of two infantry divisions and thousands of naval troops.

All along the invasion beaches, American troops would face coastal batteries, anti-landing obstacles and a network of heavily fortified pillboxes, bunkers, and underground fortresses. As Americans waded ashore, they would face intense artillery and mortar fire as they worked their way through concrete rubble and barbed-wire entanglements arranged to funnel them into the muzzles of these Japanese guns.

On the beaches and beyond would be hundreds of Japanese machine gun positions, beach mines, booby traps, trip-wire mines and sniper units. Suicide units concealed in "spider holes" would engage the troops as they passed nearby. In the heat of battle, Japanese infiltration units would be sent to reap havoc in the American lines by cutting phone and communication lines. Some of the Japanese troops would be in American uniform; English-speaking Japanese officers were assigned to break in on American radio traffic to call off artillery fire, to order retreats and to further confuse troops. Other infiltration with demolition charges strapped on their chests or backs would attempt to blow up American tanks, artillery pieces and ammunition stores as they were unloaded ashore.

Beyond the beaches were large artillery pieces situated to bring down a curtain of fire on the beach. Some of these large guns were mounted on railroad tracks running in and out of caves protected by concrete and steel.

The battle for Japan would be won by what Simon Bolivar Buckner, a lieutenant general in the Confederate army during the Civil War, had called "Prairie Dog Warfare." This type of fighting was almost unknown to the ground troops in Europe and the Mediterranean. It was peculiar only to the soldiers and Marines who fought the Japanese on islands all over the Pacific -- at Tarawa, Saipan, Iwo Jima and Okinawa.

Prairie Dog Warfare was a battle for yards, feet and sometimes inches. It was brutal, deadly and dangerous form of combat aimed at an under-

ground, heavily fortified, non-retreating enemy.

In the mountains behind the Japanese beaches were underground networks of caves, bunkers, command posts and hospitals connected by miles of tunnels with dozens of entrances and exits. Some of these complexes could hold up to 1,000 troops.

In addition to the use of poison gas and bacteriological warfare (which the Japanese had experimented with), Japan mobilized its citizenry.

Had Olympic come about, the Japanese civilian population, inflamed by a national slogan - "One Hundred Million Will Die for the Emperor and Nation" - were prepared to fight to the death. Twenty Eight Million Japanese had become a part of the National Volunteer Combat Force. They were armed with ancient rifles, lunge mines, satchel charges, Molotov cocktails and one-shot black powder mortars. Others were armed with swords, long bows, axes and bamboo spears. The civilian units were to be used in night time attacks, hit and run manoeuvres, delaying actions and massive suicide charges at the weaker American positions.

At the early stage of the invasion, 1,000 Japanese and American soldiers would be dying every hour.

The invasion of Japan never became a reality because on August 6, 1945, an atomic bomb was exploded over Hiroshima . Three days later, a second bomb was dropped on Nagasaki . Within days the war with Japan was at a close.

Had these bombs not been dropped and had the invasion been launched as scheduled, combat casualties in Japan would have been at a minimum of the tens of thousands. Every foot of Japanese soil would have been paid for by Japanese and American lives.

One can only guess at how many civilians would have committed suicide in their homes or in futile mass military attacks. In retrospect, the 1 million American men who were to be the casualties of the invasion were instead lucky enough to survive the war.

Intelligence studies and military estimates made 50 years ago, and not latter-day speculation, clearly indicate that the battle for Japan might well have resulted in the biggest blood-bath in the history of modern warfare.

Far worse would be what might have happened to

Japan as a nation and as a culture. When the invasion came, it would have come after several months of fire bombing all of the remaining Japanese cities. The cost in human life that resulted from the two atomic blasts would be small in comparison to the total number of Japanese lives that would have been lost by this aerial devastation.

With American forces locked in combat in the south of Japan , little could have prevented the Soviet Union from marching into the northern half of the Japanese home islands. Japan today could be divided much like Korea and Germany .

The world was spared the cost of Operation Downfall, however, because Japan formally surrendered to the United Nations September 2, 1945, and World War II was over.

The aircraft carriers, cruisers and transport ships scheduled to carry the invasion troops to Japan , ferried home American troops in a gigantic operation called Magic Carpet.

In the fall of 1945, in the aftermath of the war, few people concerned themselves with the invasion plans. Following the surrender, the classified documents, maps, diagrams and appendices for Operation Downfall were packed away in boxes and eventually stored at the National Archives. These plans that called for the invasion of Japan paint a vivid description of what might have been one of the most horrible campaigns in the history of man. The fact that the story of the invasion of Japan is locked up in the National Archives and is not told in our history books is something for which all Americans can be thankful.

I had the distinct privilege of being assigned as later commander of the 8090th PACUSA detach, 20th AAF, and one of the personal pilots of then Brig General Fred Irving USMA 17 when he was commanding general of Western Pacific Base Command. We had a brand new C-46F tail number 8546. It was different from the rest of the C-46 line in that it was equipped with Hamilton Hydromatic props whereas the others had Curtis electrics. On one of the many flights we had 14 Generals and Admirals aboard on an inspection trip to Saipan and Tinian . Notable aboard was General Thomas C. Handy, who had signed the operational order to drop the atomic bombs on Japan . President Truman's orders were verbal. He never signed an order to drop the bombs.

On this particular flight, about half way from Guam to Tinian , a full Colonel (General Handy's aide) came up forward and told me that General Handy would like to come up and look around. I told him, "Hell yes, he can fly the airplane if he wants to, sir".

He came up and sat in the copilot's seat, put on the headset and we started chatting. I asked him if he ever regretted dropping the bombs. His answer was, "Certainly not. We saved a million lives on both sides by doing it... It was the right thing to do".

I never forgot that trip and the honour of being able to talk to General Handy. I was a Lt at the time. A postscript about General Irving; he was one of the finest gentleman I ever met. He was the oldest living graduate of West Point when he passed on at 100+.

He was one of three Generals who had the honour of being both the "Supe" and "Com" of West Point . I think the other gentleman were BG Sladen, class of 1890 and BG Stewart, Class of 1896.

I am very happy the invasion never came off because if it had I don't think I would be writing this today. We were to provide air support for the boots on the ground guys. The small arms fire would have been devastating and lethal as hell to fly through... Just think what it would have been like on the ground.....

\*\*\*As I have mentioned to many, had Truman not dropped the A-bombs on Hiroshima & Nagasaki , I would not be . Any of you who had fathers serving in the military in 1945 probably wouldn't be here either. For all of the historical "second guessers" who try to indict America & Truman as criminals for dropping the bombs, this proves their ignorance.

*Courtesy WO2 David Troedel*

## **YOU CAN LEAVE THE MILITARY -- BUT IT NEVER REALLY LEAVES YOU.**

This article sums it up quite well.

By Ken Burger,

The Charleston Post and Courier

Thurs, March 4, 2010

Occasionally, I venture back to NSA, Meridian, where I'm greeted by an imposing security guard who looks carefully at my identification card, hands it back and says, "Have a good day, Chief".

Every time I go back to any Navy Base it feels good to be called by my previous rank, but odd to be in civilian clothes, walking among the servicemen and servicewomen going about their duties as I once did, many years ago.

The military is a comfort zone for anyone who has ever worn the uniform. It's a place where you know the rules and know they are enforced -- a place where everybody is busy, but not too busy to take care of business.

Because there exists behind the gates of every military facility an institutional understanding of respect, order, uniformity, accountability and dedication that becomes part of your marrow and never, ever leaves you.

Personally, I miss the fact that you always knew where you stood in the military, and who you were dealing with.

That's because you could read somebody's uniform from 20 feet away and know the score.

Service personnel wear their careers on their sleeves, so to speak. When you approach each other, you can read their name tag, examine their rank and, if they are in dress uniform, read their ribbons and know where they've served.

I miss all those little things you take for granted when you're in the ranks, like breaking starch on a set of fatigues fresh from the laundry and standing in a perfectly straight line military formation that looks like a mirror as it stretches to the endless horizon.

I miss the sight of troops marching in the early morning mist, the sound of boot heels thumping in unison on the tarmac, the bark of drill instructors and the sing-song answers from the squads as they pass by in review.

To romanticize military service is to be far removed from its reality, because it's very serious business -- especially in times of war.

But I miss the salutes I'd throw at officers and the crisp returns as we criss-crossed with a "by your leave, sir".

I miss the smell of jet fuel hanging heavily on the night air and the sound of engines roaring down runways and disappearing into the clouds. The same while on carrier duty.

I even miss the hurry-up-and-wait mentality that enlisted men gripe about constantly, a masterful invention that bonded people more than they'll ever know or admit.

I miss people taking off their hats when they enter a building, speaking directly and clearly to others and never showing disrespect for rank, race, religion or gender.

Mostly, I miss being a small cog in a machine so complex it constantly circumnavigates the Earth and so simple it feeds everyone on time, three times a day, on the ground, in the air or at sea.

Mostly, I don't know anyone who has served who regrets it, and doesn't feel a sense of pride when they pass through those gates and re-enter the world they left behind with their youth.

I wish I could express my thoughts as well about something I loved -- and hated sometimes.

Face it guys - we all miss it..... Whether you had one tour or a career, it shaped your life.

*Courtesy WO2 Craig Cook*

---

### **Long Tan rubber plantation trees removed.**

I am advised that the landowners of the rubber plantation at Long Tan determined that the trees had suffered damage resulting from recent Cyclones (perhaps even back to Durian in 2006) and that they would remain stunted and undersized and thus under-productive, and so needed to be replaced.

The plan is to plant new trees in the next month. It will be five or six years before they even start to resemble the plantation which hosted the battle of Long Tan. Pity about the timing, with the 50th anniversary in Aug 2016 bound to draw a significant crowd, but the plantation is, after all, a working plantation and needs to remain profitable.

We can expect some site restrictions around the Cross in the next few years including the ANZAC Days and LT anniversary days as the trees will be young and susceptible to damage.

I have updated my "Long Tan Cross" website:

<http://www.sabben.com/longtantrek/VN%20Long%20Tan%20Cross.html>

Cheers to all, Dave.

*Courtesy WO2 Max Murray*





## History of Fort Rinella

Fort Rinella is one of a series of four coastal batteries built by the British in Malta and in Gibraltar between the years 1878 and 1886. The purpose for building these forts was for each of them to house an Armstrong 100-ton gun. The building of these forts was necessitated by Britain's fear of losing her naval superiority in the Mediterranean to Italy, who was at the time rebuilding her navy to an unprecedented strength.

In 1873 the Italian navy launched a class of two very powerful battleships: the *Duilio* and the *Dandolo*. These battleships were protected by 22 inches of steel armour, and four Armstrong 100-ton guns were mounted on each ship. Once completed, these battleships out-classed anything which other navies possessed.

The British were always sensitive to naval developments in the Mediterranean, more so since the opening of the Suez Canal in 1869. By maintaining her supremacy in the Mediterranean, Britain could make sure of the vital route to India via the Suez Canal. In the light of all this the emerging of a powerful Italian Navy was regarded as a potential threat to British interests in the Mediterranean.

In order to better assess the situation a military commission was sent to Malta and Gibraltar to investigate the preparedness of the coastal defences of these two important naval stations in the light of the threat posed by the Italian navy. The recommendation of this commission was that two 100-ton guns be placed at Malta and another two at Gibraltar.



In Malta two sites, at the mouth of the Grand Harbour, were identified to mount the 100-ton

guns. Two batteries of a standard pattern were built. One of the batteries was built at Sliema and the other was built at Rinella. The overall design of each battery was that of an irregular pentagon surrounded by a deep ditch, which was enfiladed by three caponiers and a counter-scarp gallery. The forts were built on two levels – underground were the magazine and two loading-chambers; at ground level were the accommodation area and machinery chambers.



The 100-ton gun presently at Fort Rinella arrived in Malta from Woolwich on 10th September 1882. After some months the gun was ferried from the Dockyard to Rinella Bay from where it was transported to Fort Rinella. The gun had to be manhandled all the way to the fort. The operation, which involved about 100 men from the 1st Brigade Scottish R.A. Division, lasted three months. Finally in January 1884 the gun was brought into position and was ready for use. The gun was mounted en barbette on a wrought-iron sliding carriage. In this position the gun fired over the top of the parapet of the emplacement without the need of exposing the gun-crew to enemy fire. Given its massive proportions the gun could not be worked manually, therefore an ingenious hydraulic system was used to traverse it and to load it. This makes Fort Rinella the first battery to have had a gun worked by mechanical means.

After the fort was completed in 1886, War Department inspectors visited the fort and found that the design needed alteration in order to render it more effective against bombardment. Consequently most of the masonry riveting within the emplacement was removed and two musketry positions on the roof were completely filled in with earth. Modifications were also carried out to the



gun's machinery so as to render it more efficient.

In 1906, after just twenty years in service, the 100-ton guns in British service were declared obsolete. As a consequence of the 100-ton gun being phased out, Fort Rinella was stripped of all its machinery and abandoned. The 100-ton guns had never fired a shot in anger.

Up till the mid-1930s Fort Rinella served as a Position Finding Station for nearby Fort Ricasoli.

Thereafter the fort was handed over to the Admiralty who surrendered the property to the Government of Malta in 1965.

Further detailed information may be found at: [https://en.wikipedia.org/wiki/Fort\\_Rinella](https://en.wikipedia.org/wiki/Fort_Rinella)

*Thanks to Lbdr Ray Dalli for the link. Ed*



## THE LONGEST WAR contains soldiers' accounts of their time in Afghanistan

IN NOVEMBER 2001, Australia joined the US-led coalition to disrupt the use of Afghanistan as a terrorist base of operations, to remove the Taliban from power and to defeat al Qaeda in Afghanistan.

There was no indication at the time that this would be Australia's longest war.

For the Australian Army, the mission in Afghanistan was a test of our people and our capabilities and a monumental achievement.

For our soldiers, it was time to put the skills for which they had been trained into practice.

Afghanistan is a land of contrasts and extremes - blistering deserts and blinding cold, with fertile fields in between.

Tile mine and improvised explosive device threat was ever present and the enemy was firmly hidden among the people.

Our soldiers faced a resilient enemy immersed within an ancient culture that had survived war on its land for centuries.

More than 26,000 Australian soldiers served in Afghanistan on Operation Slipper from 2001-2014. For them and their families, this was a time of joy and grief, pride and loss.

In more than a decade of operations, 41 Australian Army soldiers died in Afghanistan, while many more were wounded physically and mentally.

We saw countless acts of courage and bravery and our soldiers received commendations, medals and awards for gallantry, including four Victoria Crosses for Australia, the first in almost 40 years.

The Longest War: The Australian Army in Afghanistan is at <http://army.gov.au/the-longest-war/>

*Further information is on the next page. ed*

# THE LONGEST WAR

## The Australian Army in Afghanistan

[LS](#) Jayson Tufrey

THE ARMY has released a graphic and realistic account of its 12 years in Afghanistan in a series of online videos.

Defence Minister Kevin Andrews launched 'The Longest War: The Australian Army in Afghanistan' at the Australian War Memorial on May 7.

The videos show what Army did in Afghanistan and how our soldiers lived and worked.

They are powerful and sometimes emotional accounts of our soldiers' experiences in their own words.

With more than three hours of video, some of which has never been seen before, interviews with soldiers and their families, and more than 1000 images, The Longest War provides an unprecedented insight into the lives of soldiers in a harsh and uncompromising environment.

It all started as a vague idea from CA Lt-Gen David Morrison who wanted to find a way for the Army to tell its story of its time in Afghanistan to the Australian public.

"We've introduced a contract with Australia; it talks about our values and the fact that we protect this country, not just its geographic land mass but also its interests and its values all around the world," he said.

"This work is done by our soldiers, sailors, airmen and women, and almost completely it is done out of the public eye, with almost no recognition of individual service and action. This is an attempt to tell their story, in their words, often with their video footage.

"This is not a history or a documentary that will be shown on TV with commentary from those

who weren't there - this is our Army telling our story about our war."

Mr Andrews said he was pleased and privileged to launch the comprehensive story of the Army's contribution to Operation Slipper's Afghanistan mission.

"For the 26,000 Australian soldiers who deployed to Afghanistan and their families, The Longest War is a story of joy and grief, of pride and loss," he said.



**It's the soldiers' stories, it's what they saw, felt and experienced. It is quite untainted, it's raw and it's how it was.**

"In more than decade of operations we should never forget the Army lost 41 Australian soldiers."

He said it was appropriate to launch the videos during the Centenary of Anzac.

"The centenary is about our opportunity to shed a light on the support that our contemporary veterans and their families need in an ongoing way," he said.

"We must also remember the 1600 Australian service men and women who continue to serve



our nation's vital security interests in the Middle East today."

The story is structured into nine chapters. Each has a theme, but the narrative is fluid, designed to enable the audience to create their own journey through the material in their own way and their own time.

"It is going to reach out and affect a lot of families and a lot of these families may not have heard their members talk about these sorts of things in such a way."

Describing his vision of The Longest War, Lt-Gen Morrison said his only stipulation was for the story to be told without gloss.



Cpl Mark Donaldson VC said the concept was fantastic.

"From my perspective as a serving soldier I think it's great the Army has finally had a chance to tell our story through our eyes," he said.

"It's the soldiers' stories, it's about what they saw, felt and experienced. It is quite untainted, it's raw and it's how it was.

"The beautiful thing is it covers from 2001 all the way through to 2013 so it really gives a time-line of the Army and the ADF in Afghanistan.

"That's why there's footage of our soldiers being wounded, because they were. That's why there are interviews with men and women who have been deeply affected by their operational service, because they are," he said.

"This is what your Army does and I couldn't be more proud.

"For all of you that have served in Australia's longest war you have done this country proud, now and into the inter-determinate future. Well done and thank you for telling your story."

---

## **RAA LUNCHEON**

The next RAA LUNCHEON will be held at the RACV Building in Melbourne on Wednesday 2<sup>nd</sup> March, 2016.

A notice will be circulated in the next Cascabel Journal.





## 4 Regt RAA guns on fire in support of battlegroups

Cpl Mark Doran

EXPLOSIONS were non-stop as 4 Regt RAA gunners fired close to 1500 rounds, including danger-close missions, during 3 Bde's CATA at the TFTA.

The gun crews from Townsville's 109 Bty supported the battlegroups from 3RAR and 2 Cav Regt during their live-fire assaults and exposed the attacking troops to realistic battlefield effects generated by artillery fires.

Nearly 450 rounds were fired in support of 3RAR and around 800 were fired in support of 2 Cav Regt during their attacks. Most of the rounds were high-explosive.

Reservists from 11 and 13 Bde's Battlegroup Canan also experienced danger-close action as they walked the ground only 350m from the point of impact and felt the shock and blast from the

155mm high explosive shells.

Joint fires observers from 4 Regt RAA provided co-ordination and control of aircraft, such as the RAAF Super Hornets from 6 Sqn, as well as the fires provided by the regiment's guns and 3RAR's mortars

Battery Commander Maj James Casey, of 109 Bty, said the gunners of the regiment had worked hard in the lead-up to CATA to reach the level where they could reliably and quickly engage targets at danger-close distances to friendly forces.

"This is an advanced practice for artillery," Maj Casey said.

"Throughout the first six months of this year and previous exercises we have ensured all our procedures and drills are correct and our level of training was to a standard that would be acceptable to

expose troops to a manageable but increased risk of being within 350m of high explosive rounds fired from a gunline 12km away.

“We also had the opportunity to involve the APCs from 2 Cav Regt where we were able to bring the troops to within 175m because they were under armour.

“This requires accurate and timely fire, and a well-drilled and a highly skilled gunline.

Harassment and interdiction (H&I) missions were conducted on two nights into the early hours of the morning, which meant sleep deprivation was experienced by most exercise participants across the TFTA.

Maj Casey said H&I fire plans were used to shape the enemy and restrict or deny their schemes of manoeuvre or avenues of approach.

“We might use a mixture of illumination or high explosive rounds to shape them into doing something we want them to do,” Maj Casey said.

“They can also be used as a form of deception.

“If we weight our fire in one place it could give the impression that will be our focus, but with surprise we might attack at a different time or place of our choosing.

“The timing between H&I fires can be calculated on how long it takes the enemy to stand-to and remain ready for an attack.

“After some time they are lulled into a sense of security and return to a relaxed state, only to then receive another artillery barrage.

“It contributes to undermining their morale and starts them second-guessing our intentions.”

LBdr Christopher Gray, of 109 Bty, said CATA became tiring over the last few days, especially with the night firing, H&I fire plans and the day-time live-fire assaults.

“The gunners didn’t get a lot of sleep,” LBdr Gray said.

“The H&I missions lasted until 3 am, so we only had time to grab a couple of hours sleep before we were back into it.

“We use the work/rest ratio between the guys, ensure they are well fed and that they get plenty of water.

“We definitely had to get a lot of rounds down range in a small amount of time.

“I think we did pretty well - we worked hard and we achieved the mission.”



**SOLDIERS of 2/10 Bty, 5/6RVR,** fired a 21-gun salute at the Shrine of Remembrance in Melbourne in honour of the Queen’s Birthday on June 6. Gun Position Officer (GPO) Capt David Counsell said it was a good opportunity to engage with the public, particularly during the Centenary of Anzac. “I am also particularly proud to be the most junior GPO in the state and to have been chosen for this activity,” he said.

Once part of an artillery regiment, 2/10 Bty is now part of 5/6RVR in line with Plan Beersheeba. Now training primarily with mortars, getting an opportunity to practise with artillery guns strengthens the soldiers’ connection with the RAA.



- Maj Terry Kanellos

*Courtesy Army News*

# THE JERRY CAN

During World War II the United States exported more tons of petroleum products than of all other war material combined. The mainstay of the enormous oil-and gasoline transportation network that fed the war was the oceangoing tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks



An American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had access to thousands of jerrycans stored at Tempelhof Airport. He simply took three and mounted them on the underside of the car.

Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerrycans, as they came to be called, stored and ready when hostilities began in 1939.

The jerry can had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerry can to be used alternately for gasoline and water.

Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands.

The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerry can's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia.

Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerrycans intact. Pleiss immediately sent one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring.

That one jerry can in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded



circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance.

The British first encountered the jerrycan during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of course, the "Jerries"). Later that year Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerrycans flown to London. Steps were taken to manufacture exact duplicates of it.

years after the invasion of Norway there was still no evidence that their government had done anything about the jerrycan.

My colleague and I learned quickly about the jerrycan's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation. We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation.

We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling.



Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-control officers posted to American refineries in the Mideast ran smack into the problems being created by ignoring the jerrycan. I was one of those two. passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerrycan, even though their only supply was those captured in battle. The British were bitter; two

Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local laborers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin." This was a square can of tin plate that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem.

Allied soldiers in Africa knew that the only gasoline



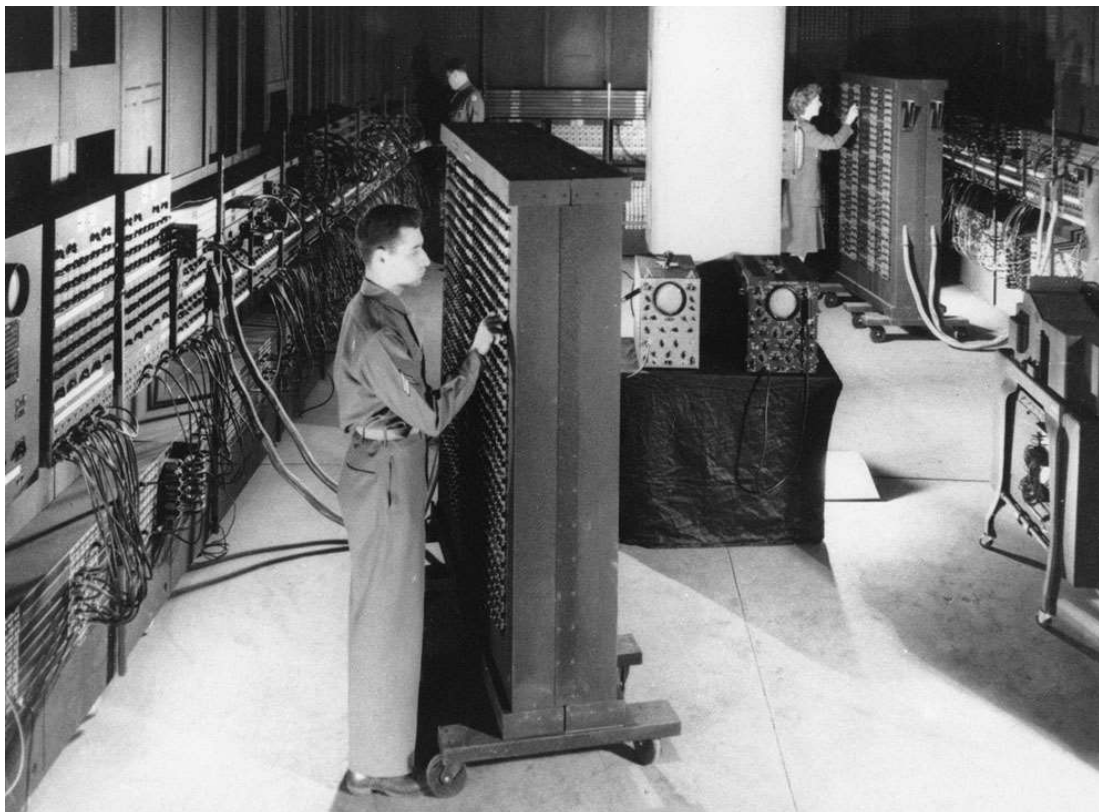
container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas. Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerrycans.

The British historian Desmond Young later confirmed the great importance of oil cans in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst. Whoever sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was

almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it, would be quite impossible. After my colleague and I made our report, a new five-gallon container under consideration in Washington was cancelled.

Meanwhile the British were finally gearing up for mass production. Two million British jerrycans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V-E day some twenty-one million Allied jerrycans had been scattered all over Europe. President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940."

*Courtesy Sgt Eddy Evans*



This 1946 photograph shows ENIAC (Electronic Numerical Integrator And Computer), **the first general purpose electronic computer** - a 30-ton machine housed at the University of Pennsylvania. Developed in secret starting in 1943, ENIAC was designed to calculate artillery firing tables for the United States Army's Ballistic Research Laboratory.

## Bravery of the only woman in history to win a Victoria Cross

HER bravery astounded an entire regiment and to this day she remains the only woman in history to be “awarded” the Victoria Cross, Britain and the Commonwealth’s most prestigious award for gallantry.

Now the decoration awarded to Elizabeth Webber Harris for her courage in colonial India is to go on display - and the moving story of her bravery will be brought to a wider audience.

The second daughter of a couple from Bexleyheath, Kent, seemed destined for a dutiful role as an Army officer’s wife until circumstances conspired to present her with an opportunity to show her heroism.

In 1869 a cholera epidemic swept across India,

**LORD ASHCROFT tells the remarkable story of Elizabeth Webber Harris who risked her life to save soldiers struck down by cholera in colonial India**

the regiment’s depot in Peshawar on the country’s troubled North-west Frontier.

It was not long before members of the regiment and their families became infected and many died. On September 17, and in order to try to contain the disease, the remainder of the regiment marched into the countryside.

Mrs Harris was the only woman to go with them, despite having recently recovered from a fever herself, and she spent three months among the soldiers as they moved through the Indian countryside.

A pattern soon emerged whereby they set up camp each night, buried their dead in the morning and then the survivors moved on. Mrs Harris spent



day after day tending the sick men and keeping up their spirits as scores fell ill from the disease, which is contracted from infected water supplies and causes severe vomiting and diarrhoea. On one night alone 27 men died from

where Mrs Harris was living with her husband of 10 years Colonel Webber Desborough Harris, who was commanding the 104th Regiment (Bengal Fusiliers, latterly known as the Munster Fusiliers).

By August that year, the month of Mrs Harris’s 35th birthday, the cholera epidemic had reached

cholera but, Mrs Harris later wrote how she had, on that occasion helped to save the life of one man. “I saw a soldier fall to the ground. I called my servants, we picked him up and sent for the doctor,” she recalled.

“While waiting I got some mustard, tore my handkerchief in half and put on two mustard plasters

and, the doctor arriving, he was sent off to hospital and am thankful to say he eventually recovered.”

The North-west Frontier in the aftermath of the Indian Mutiny of 1857-8 was a dangerous place and at one point Mrs Harris was attacked at night by two tribesmen who seized her horse in what she later described with typical understatement as “an alarming incident”.

When the regiment returned to Peshawar after the end of the epidemic Mrs Harris was widely praised for her selfless devotion to the men and for her endurance and tenacity.

The regiment’s officers felt that she had lived up to the traditions of the Victoria Cross, which had been instituted by Queen Victoria in 1856 during the Crimean War. However, at that time women were not eligible for the VC and, in any case, her bravery had not been, as was required by the Royal Warrant, “in the face of the enemy”.

Yet after obtaining “special permission” from Queen Victoria the officers commissioned a gold replica VC to be made for Mrs

Harris, a tribute that reflected the overwhelming admiration they had for her tireless endeavours.

Being an unofficial VC, the decoration could not bear the words “For Valour”. Instead its affectionate tribute read: “Presented to Mrs Webber Harris by the officers of the 104th Bengal Fusiliers for her indomitable pluck during the cholera epidemic of 1869.”

IT SHOULD be remembered that this was only 12 years after the presentation of the first VC by Queen Victoria to the “bravest of the brave” and the officers’ choice of gift to Mrs Harris reflected just how quickly the decoration had assumed its place in the national psyche as Britain’s premier award for bravery.

Although women became eligible for the VC in 1921 no female has received the award and so this honorary VC presented to Mrs Harris remains the only one ever “awarded” to a woman.

The presentation was made to her in India by General Sir Sam Browne, himself a VC recipient for bravery during the Indian Mutiny, and commander of the British garrison at Peshawar.

Mrs Harris certainly treasured her “VC”, declaring: “It is a most beautiful ornament and will always be

my most cherished possession.”

Predictably enough her husband, who reached the rank of major general, took huge pride in his wife’s courage and that his officers were so generous towards her.

He once said of her bravery: “My wife has been my helpmate during the whole course of my command and none of those who were with the regiment during the awful cholera season in 1869 will ever forget Mrs Harris’s devotion to the sick.”

Mrs Harris, who did not have any children, died in London in July 1917, aged 82. Her ashes were buried next to those of her husband who had died 14 years earlier.

I purchased Mrs Harris’s replica VC, which came with a delightful portrait miniature of the recipient, privately last year after learning that her descendants had decided to sell it.

I was hugely taken with her courage and grit and with the regiment’s magnificent gesture in “awarding” her such a tribute. There is no doubt that Mrs Harris put her own life on the line in order to save the lives of ordinary British soldiers as well as their officers, and boosted their flagging spirits at a time of utter misery.

I am delighted to say that, after a sterling effort by a lot of people, Mrs Harris’s replica VC will go on display in the gallery bearing my name at the Imperial War Museum in London in a few weeks’ time. The gallery is home to the largest collection of Victoria Crosses and George Crosses in the world, including the 189 VCs that I have amassed.

I feel privileged to have played a small part in ensuring that the courage of a truly exceptional Victorian heroine will become better known and therefore appreciated by thousands of visitors to the gallery in the future.

- *Lord Ashcroft KCMG PC is a Tory peer, businessman, philanthropist, author and pollster. His VC and GC collection is on display at IWM, London. For information visit [www.iivm.org.uk/heroes](http://www.iivm.org.uk/heroes) or go to [www.lordashcroftmedals.com](http://www.lordashcroftmedals.com) for details on Lord Ashcroft’s VC collection. [www.lordashcroft.com](http://www.lordashcroft.com) or follow him on Twitter: @LordAshcroft*

*Courtesy Ssgt Ernie Paddon*



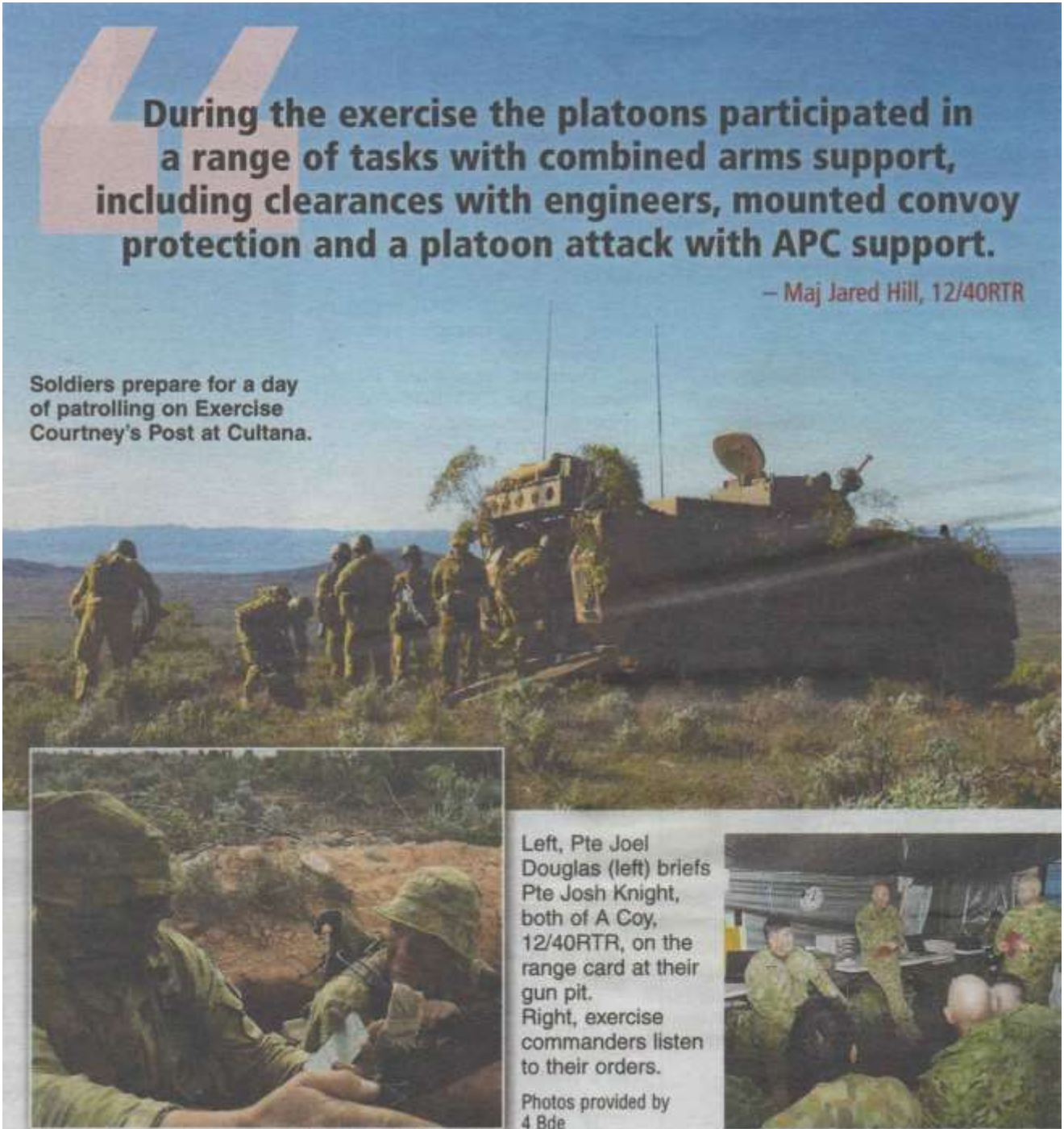
# Jacka on the road to Hamel

Soldiers from South Australia, Tasmania and Victoria exercise together for the first time in years, putting Battlegroup Jacka on a path to success, Maj Terry Kanellos reports.

**During the exercise the platoons participated in a range of tasks with combined arms support, including clearances with engineers, mounted convoy protection and a platoon attack with APC support.**

— Maj Jared Hill, 12/40RTR

Soldiers prepare for a day of patrolling on Exercise Courtney's Post at Cultana.



Left, Pte Joel Douglas (left) briefs Pte Josh Knight, both of A Coy, 12/40RTR, on the range card at their gun pit. Right, exercise commanders listen to their orders.

Photos provided by 4 Bde

RESERVE soldiers from 4 and 9 Bdes conducted Exercise Courtney's Post in late May at the Cultana Training Area, simulating the deployment of Battlegroup Jacka into a regional conflict.

Assistant Commander Training Col Doug Laidlaw, of 4 Bde, said the deployment harnessed an expeditionary mindset and focused on building

austerity and physical endurance with-in soldiers.

"While the training was aimed at the platoon level, the additional training opportunity was taken to establish and maintain an effective command post at the combat team and battle-group levels," he said.

Battlegroup Jacka was organised with a light



artillery battery, engineer squadron, combat service support team and an APC section from D Sqn, 1 Armd Regt. The enemy party was provided by 7RAR. Validation of foundation skills at the infantry platoon level was conducted by observer trainers drawn from both brigades.

The battlegroup reported to an exercise control (EXCON) established at Camp Baxter, 60km north of the exercise area. Support was provided by 108 and 144 Sigs Sqns. Also located at Camp Baxter was the additional enabling element, which was drawn pre-dominantly from 9CSSB and provided reception, staging, onward movement and integration, fresh rations, a medical ward and an additional evacuation team, as well as RAEME capabilities.

The battlegroup was on a very steep learning curve to bring a new team together from so many disparate parts. One of those elements was the combined light battery drawn from **2/10 Lt Bty in Victoria** and 6/13 Lt Bty from Tasmania and South Australia.

**Battery commander 2/10 Lt Bty Maj Garry Rolfe** said Cultana was an excellent training area enabling the team to achieve technical and tactical objectives.

"The integration both at the joint fires team and on the mortar line was strong," he said.

"The two sub-units complement each other on manning and skills very well."

The light battery achieved a number of technical competencies using the 81mm mortar. This included firing high explosive missions, adjustment of missions using night fighting equipment (NFE), infra-red illumination and coordination, illumination missions adjusting with the aid of NFE and the execution of a final protective fire mission.

**CO 5/6RVR Lt-Col Paul Middleton** said he was happy with the technical skills tested and the focus on safety among the JNCOs.

"We have a good standard of operator and an excellent depth of knowledge across the battery," he said.

OC 22ER Maj Scott D'Rozario said this was the first time engineers from Victoria and South Australia had worked together as part of the reinforcing battlegroup under Plan Beersheba.

"One of my biggest challenges was ensuring that we quickly integrated with our South Australian

counter-parts," he said.

"Any differences in our procedures needed to be quickly identified and a new squadron identity established. I was pleased that after the first day we had already started referring to ourselves as the 'Jacka' engineer squadron."

The Jacka engineer squadron comprised elements from 22ER and 3 Fd Sqn and was involved in a number of tasks ranging from providing advice on the IED threat, route clearance tasks, support for convoy escorts, development of defensive positions and assisting in the rehabilitation of sites at the end of the exercise.

One of the combat team OCs, Maj Jared Hill, of 12/40RTR, also acknowledged the support of the engineers.

"During the exercise the platoons participated in a range of tasks with combined arms support, including clearances with engineers, mounted convoy protection and a platoon attack with APC support," he said.

"While the exercise provided a good opportunity to refresh basic dismounted tactics, the greatest benefit was for junior leaders and soldiers to work with and understand the capabilities of our combined arms assets."

Much of this coordinated activity would not have been possible without a well-functioning EXCON.

EXCON commander Maj Scott Davison, of HQ 4 Bde, provided some insights into what it was like operating out of Camp Baxter.

"To establish our communications with the battlegroup, we immediately deployed a liaison officer equipped with a radio, vehicle, map and a plan," he said.

Communications were established via two retransmission stations. EXCON coordinated a number of casualty evacuation rehearsals with progressive reductions in the ready reaction time of the primary health care team, such that on day five the response was "golden".

"One of our biggest challenges involved negotiating over competing use of available range space," he said.

*Edited article courtesy of Army News*

**The Afghan National Army's (ANA) 205th Corps** in Kandahar province continues to strengthen its capabilities in line with the ongoing efforts of the Australian-led advising mission there.

The 205 Coalition Advisory Team (CAT) which provides advice to senior Corps ANA members comprises 17 Australian Defence Force officers and senior non-commissioned officers (SNCOs), bolstered by American and Bulgarian military staff.

G3 (Operations) Advisor, Lieutenant Colonel (LTCOL) Glenn Mackenzie advises the 205th Corps' Chief Operations Officer and says he's seeing the progress.

one of the more important roles of any of the corps within Afghanistan for the simple fact that it sits on the seat of power of the Taliban forces."

205 CAT Regimental Sergeant Major (RSM) and 205 Corps Command Sergeant Major (CSM) advisor, Warrant Officer Class One (WO1) John Stonebridge said he finds the role challenging but rewarding.

"I find on a daily basis when giving advice to the CSM it's the interaction that's most rewarding," he said.

"The CSM is also in charge of the promotion of all the soldiers within the Corps itself so he's got a



"They're integrating well the enablers such as armour, aviation and artillery into the tactical fight that the Afghan infantry are engaged in on a daily basis," LTCOL Mackenzie said.

"And it includes the integration of the Afghan National Police at a number of levels."

205 CAT provides advisors across a range of functions including operations, intelligence and planning as well other enabling functions.

"205th Corps looks after four provinces in Southern Afghanistan," LTCOL Mackenzie said.

"In particular, Kandahar is the heartland of the Taliban insurgency, so the role of 205 is probably

fairly big task and I find that by talking with him about that I actually learn a fair bit myself."

The Australians have consistently received positive feedback for their mentoring and advising roles both in previous years and now under the NATO led Resolute Support train, advise, assist mission.

WO1 Stonebridge said there is no special reason for this, but some typical Aussie attributes do help.

"One of the key attributes that I believe is important for advising is to listen," he said.

"It's all well and good to give your opinions and your answers to their questions but I think you need to be a pretty good listener.

# The Army in 2015

CA is proud of what has been achieved and excited about changes on the way



CA Lt-Gen David Morrison is proud of what Army personnel are achieving, such as training the Afghan National Army (pictured below).

## **W02 Andrew Hetherington**

THERE will be no challenge Army's people will face in 2015 they will not be able to overcome, according to CA LT-GEN David Morrison.

"Australian soldiers have an almost 114-year proven track record of over-coming challenges," Lt-Gen Morrison said.

"I think at the moment we are the most capable Army Australia has ever had."

CA's priorities for Army this year will allow it to continue to modernise and deploy on operations, while at the same time looking after its people.

"First and foremost I'm to ensure the provision of fully trained, well equipped, focused individuals and units for operations, which is my primary job as the Chief of Army. This will remain unchanged until the second I hand over to my successor," LT-GEN Morrison said.

"The second is to make sure our Army is as robust and relevant to the security needs of this country well into the third decade of this century, as we can possibly make it.

"The third is to care for the health and wellbeing of our people, but also the culture that sustains them."

He said Army had to continue to improve during operations this year and beyond to be able to fight

in a modern battlespace.

"We know we need to extend our-selves to do this," he said.

"We need to be better enabled, need to have a more like structure within our brigades and need to be part of joint and coalition forces.

"We can do this now, but it's a continual evolutionary path to being a more capable military force."

Domestically, he said he was "continually heartened by how everyone tackles their tasks".

"I think the Army is in great shape," he said.

"We do need to continue to work hard at the cultural issues, but I get great responses from people about what we are already doing. I don't have to bring up the subject of Army culture, people mention it first to me."

LT-GEN Morrison said the work Army personnel were performing in Afghanistan and Iraq was not just valuable, but was also critical to the overall success of the two missions.

"The teams in Afghanistan are continuing to provide levels of individual training which are world-class and are at the core of how we want to help with the development of the ANA," he said.

"Our embedded officers and other ranks are also doing a fantastic job, and I've received tremen-

dous feed-back from a number of sources inside Afghanistan about the quality of our people, which is terrific.

"In Iraq we're doing some great work too, and the mission there is continuing to develop.

"The Special Forces group who are there are providing world-class assistance to the Iraqi military."

The plan to reorganise and revolutionise Army, Plan Beersheba, is progressing on schedule.

"We are in really good shape at the moment and the plan is going very well," LT-GEN Morrison said.

"We have just moved 2 Cav Regt to Townsville and are now looking at how we develop 3 Bde further, with an Armoured Cavalry Regiment (ACR) as an integral part of it.

"The journey we're on now, with great support from the previous and the current government, is to make the three combat brigades more alike.

"We will then embed the enabling and reserve brigades into an effective and efficient force generation cycle."

He said 1 and 7 Bdes were also being given attention as part of the plan.

"We're restructuring 1 Bde, and while 7 Bde will have the ready brigade responsibilities in the middle of the year, there are already plans to build an ACR in 7 Bde in south-east Queensland in 2017-18," he said.

"So there's a lot of work being done and I've got government agreement to continue with the changes Plan Beersheba requires of us. I'm very confident we will carry out all we want to achieve with the plan within the next four years."

After his speech at the Global Summit to End Sexual Violence in Conflict in London in June last year, LT-GEN Morrison was labelled a feminist by the civilian media. He reasons his standpoint from

a common sense perspective, which Army will ultimately benefit from in the future.

"If being a feminist means that you recognise there are gender imbalances in our society or work force and we are not getting our best from 52 per cent of the population, then we should do something to ensure women who join our Army get every chance to reach their potential and make the Army a better place as a result, then I'll happily sign up to the moniker," he said.

"But people shouldn't read into it anything other than the fact that I am about delivering a capable Army.

"It's what all of this is about. It's not about pandering to some politically correct direction coming from someone.

"It's about making the best use of talent. This attitude has been the history of our Army.

"If that makes you a feminist then I guess I am one, but first and foremost I'm a general in the Australian Army and I'm the Chief of Army and I want it to be more capable."

He sees Army as being different and more competent than most other Australian organisations because of the selfless way people become members of its workforce.

"Everyone who joins our Army is a volunteer and everyone who volunteers has made a conscious decision they will, as a result of their commitment, put service before self," he said.

"This sets us apart from many other institutions in Australia.

"This year we will commemorate the 100th anniversary of the landing at Gallipoli, which will be an important milestone for our Army and an affirmation of who we are in the broader Australian community and I think we take intense pride in the role we play."

---

This is the air rifle that **Lewis and Clark** took on their expedition and AMAZED the Indians!!! Very interesting. It takes 1500 strokes to pump this rifle to full pressure, after which it could shoot more than 400 .46 cal. round balls, each of which can blast a clean hole through a 1 inch pine board at 100 yards.

This is a VERY interesting gun! O.K. How many of you very gun knowledgeable folks out there even knew that a rifle like this ever existed, especially way back then? I hope you enjoy this like I did.

This video is with sound and great on full screen.

Click here

<http://www.network54.com/Forum/451309/thread/1296928404/>





## Look what's new at the National Vietnam Veterans Museum

*Courtesy The Waterline News*

The arrival of the former Royal Australian Navy Grumman Tracker aircraft at the National Vietnam Veterans Museum in February of 2014 was a special day for the museum; this aircraft represents one of only two that are on display in Australia and is representative of Australia's front line anti submarine operations during and after the Vietnam War.



The aircraft was a gift to the Museum when its life as an instructional airframe finished at KANGAN Institute Broadmeadows. Since its arrival at the

museum the Oceania Aviation Museum volunteers have been working to reinstall much of the equipment that was removed when used by the students at KANGAN, by far the most difficult has been the inspection repair and servicing of the complex hydraulic system that operates the folding wing mechanism. In some very trying conditions the volunteers have worked solidly towards the day in which we could extend the wings to their full span. The project was accomplished on the morning of Thursday May 7th 2015.

In concert with the work on the aircraft a similar amount was required in the workshop in preparing a mobile hydraulic test and service unit, the full extension of the wings requires 3400 pounds per square inch of hydraulic pressure and a systems test pressure of 4000 pounds per square inch. It must be said that there was some trepidation as we had been warned by Navy engineers familiar with the Tracker systems that there a was "any number of various valves, pistons levers and actuating rods that could go wrong if the exact sequence of operations was not pre-set correctly".

Not knowing quite what to expect as the wings did begin to move we were a very happy team of individuals when the Port side wing gracefully rose to the vertical and lowered into perfect position.



The Starboard side went equally as well but with far less trepidation on our part.

The acquisition of the Grumman Tracker S-2G is somewhat of a coup for the museum as it is only the second of its type on display in Australia and represents the height of Naval anti submarine technology available at the time of the Vietnam conflict. The Tracker squadrons flown by the Royal Australian Navy provided the bulk of Australia's aviation maritime security until the aircraft were retired from service in 1984.

As an asset to the museum it fills a niche that would not be able to be filled under normal circumstances. Over several months of negotiation with the then holder of the aircraft, KANGAN Institute in Broadmeadows and the US State Department, the nominal owner of the aircraft both organisations agreed that the NVVM would best suit the requirements for housing the aircraft in an appropriate place.



For the museum the uniqueness of the aircraft brings kudos as its historical value as a leading aircraft of its

type during the era of the Vietnam conflict, adds significantly to the value of the museum collection over all and adds significantly to our Royal Australian Navy collection. The museum is proud to be able to display and tell the story of the aircraft and the men who served her in Australian service. The museum volunteers, with technical support from the Fleet Air Arm Museum at HMAS Albatross in NSW and practical support from Gows Transport and Crane Hire of Archies Creek over several months, undertook the difficult tasks of the disassembly of the aircraft, over the road transport to Phillip Island and equally difficult reassembly of the airframe structure.

The work to complete the reassembly goes on as electrical, hydraulic and other systems are slowly reconnected and put into operation, the wing extension being the first of many complex operations. The NVVM is not a war museum but a museum that tells the story of the Veterans themselves and is the "Spiritual Home" of all Vietnam veterans. The museum boasts the finest collection of Vietnam conflict artefacts in the Nation and within its walls a fine Research library, archive centre and restoration workshop. Visitors are very welcome, there is an emphasis on education hence schools are regular visitors. Our Veterans make regular pilgrimages to the museum and through our Garden of Reflection record their service during the Vietnam conflict with reunions, laying of plaques and holding remembrance services in the garden.



Colin L. Grey OAM  
Curator of Aircraft  
National Vietnam Veterans Museum  
25 Veterans Drive  
Newhaven Vic, 3925  
[email colin.grey@vietnamvetmuseum.org](mailto:colin.grey@vietnamvetmuseum.org)

**PARADE CARD**  
**As at 8 September 2015**  
**July 2015 to June 2016**

<b>January 2016</b>	<b>May 2016</b>	<b>October 2015</b>
4. Cascabel Issue 125 Released	17. Committee Meeting	5. Cascabel Issue 124 Released
26. Australia day Salute	27. Gunner Symposium	20. Committee Meeting
		30. Gunner Symposium
<b>February 2016</b>	<b>June 2016</b>	
16. Committee Meeting	1. Reservist Luncheon	<b>November 2015</b>
19 or 26. Gunner Symposium (Fri)	21. Committee Meeting	17. Committee Meeting
	<b>July 2015</b>	19. Annual General Meeting
<b>March 2016</b>	6. Cascabel Issue 123 Released	20. Golf Day
2. RAA Luncheon	21. Committee Meeting	
15. Committee Meeting	24. Gunner Symposium	
		<b>December 2015</b>
<b>April 2016</b>	<b>August 2015</b>	6. St Barbara's Day
4. Cascabel Issue 126 Released	18. Committee Meeting	6. 2/10 Bty Family Day
19. Committee Meeting		
25. Anzac day (Mon)	<b>September 2015</b>	15. C'ttee Xmas Breakup
	15. Committee Meeting	
	18. Trivia night at Monash	
	24. Visit to Cerberus (Thu)	
<b>Note: This Parade Card is subject to additions, alterations and deletions.</b>		

**Change of Personal Details**

<b>Rank</b>	<b>Surname and Post Nominals</b>	<b>DoB</b>
<b>Address</b>		
<b>Telephone Mobile Email</b>		
<b>Additional Information</b>		

ROYAL AUSTRALIAN ARTILLERY ASSOCIATION  
(VIC) INC

12 Marida Court BERWICK VIC 3806

Reg No A13889Z

Print Post Approved

PP 320418/00029

**PRINT  
POST**

PP 320418/00029

**POSTAGE  
PAID  
AUSTRALIA**

