

Fact or fable: hunt is on

Rumours of the burial of war-surplus planes refuse to die

TED STRUGNELL

IT'S the Lasseter's Reef of warbirds — a rumoured stash of mint-condition Spitfires hidden underground in rural Queensland.

Many have searched for the legendary British fighters, reportedly still in their crates and hidden since the end of the World War II around the Queensland town of Oakey, but so far nobody has been able to lay claim to what would be a multi-million-dollar find.

They are the remnants of 656 Mark V and Mark VIII Spitfires that were delivered to the RAAF during the war.

RAAF records show that 544 aircraft — 232 of them Spitfires — were flown to Oakey to be sold to a scrap metal dealer.

That should have been the ignominious end of arguably the greatest single-place fighter ever built, certainly the most legendary and romanticised. But was it?

Opinions vary on the mystery and stories range from a high-level defence conspiracy among RAAF officers to a single leading aircraftman who hid or buried aircraft because he couldn't bear to see the magnificent machines destroyed.

If hidden aircraft do exist, there are three main possibilities: they are buried; stored in a hidden underground hangar; or secreted in a coalmine.

Not everyone believes they are there.

Toowoomba resident Laurie

Wenham, who was employed in breaking down the aircraft prior to melting in 1948, is sceptical there are any planes.

"I do not believe there are any hidden aircraft and various 'sightings' over the years were probably parts or partial aircraft pilfered or purchased as scrap," he said.

But a lifetime Oakey resident, who did not wish to be named, claims to be a reliable witness to the burial site of five aircraft in what may have been a trial disposal near the old Federal Mine.

He did not see aircraft going into the ground, but he saw contractors digging a trench, and a large crate in it.

The contractors claimed a quarter of a century later to have buried the aircraft but could not be contacted for this story.

However, this was enough to prompt Bungunya farmer and pilot David Mulckey to launch an excavation in 2001.

This was the best search undertaken.

It included aerial photographic surveys retrieved from the archives for the years before and after the alleged burial, which indicated substantial digging.

Late access to the eyewitness and misreading of aerial surveys were blamed for the venture's failure.

"As soon as I arrived I realised that we were in the paddock adjacent to, not on, the correct site," said Mr Mulckey, who did not have council approval to investigate the adjoining property.

That property still contained evidence of digging and heavy lifting, even after 60 years, he said, and his aim was to return to at least

eliminate this site as a possibility. More recently, another ex-World War II airman has claimed that during an exchange of confidences during an Anzac Day in the 1950s another airman, and lifelong friend, told him he and others had hidden aircraft in a hole in the side of a hill near Oakey.

The underground hangar story centres on reports of a squadron of 16 to 18 Spitfires, supposedly Mk XIVs in crates, hidden in underground storage, with spares and fuel, to be used in retaking Queensland in the event of a Japanese invasion forcing a retreat to the infamous Brisbane Line.

Believers of this theory say the Mk XIVs never saw service with the RAAF because they were specially imported to be hidden.

This version of the story appeared in the *Royal Air Force News* in the 1980s and British authorities thought it had sufficient substance to send an RAF group captain, wing commander and a technical NCO to Oakey to investigate.

A more likely possibility is that the underground hangar theory developed in the telling and retelling of rumours that a few aircraft had been buried, hidden or dumped in a disused coalmine.

There were plenty of opportunities to do this, because there are numerous abandoned mines within minutes of the airfield.

The number of aircraft and the persistence of the stories from disparate sources suggest it is likely that some aircraft remain.

Private pilot and vintage aircraft restorer Bill Martin, who has possibly done more research on this subject than anyone alive, be-



A Mark IX Spitfire at the RAAF

believes some aircraft exist in some form somewhere in the area.

Mr Martin has photographs of aircraft in the disposal lines at Oakey around 1945 that look like Mk XIVs, and has spoken to witnesses who had seen evidence that Mk XIVs may have been at Oakey possibly on loan from the RAF for trials.

The RAF had a squadron of Mk XIVs in Australia for the defence

n for buried Spitfires



MARK SMITH

useum; stories persist of the burial of Spitfires at Oakey

of Darwin and some of them could have been at Oakey for maintenance at war's end.

Other speculation includes the possibility that a small number of planes were fitted with classified equipment and could not be sold.

A common way of disposing of aircraft was to dump them at sea, but what if one of the drivers used his initiative to deposit his loads in a mine to spend a couple of hours

in the local pub rather than on the round trip to the Brisbane wharves?

Lester Reisinger, who has conducted a number of searches, subscribed to the underground storage theory.

"They're there, all right, under the Oakey drive-in theatre," he said. An old mine, The Federal, passed under the now-disused drive-in and was the closest to the

'They're there all right, under the Oakey drive-in theatre'

LESTER REISINGER

airfield. It closed in 1943 and two separate sources believed one driver was never away long enough to make the round trip to Brisbane.

It would not have been too difficult for one man to transfer a crated Spitfire from a truck to an old mine wagon, using the hand-operated gantry for transferring coal from mine carts to railway wagons.

Mr Martin and Mr Reisinger several times spoke to a man who swore he had been into an underground storage facility containing wooden crates on rail trolleys.

However, the witness could not tell whether the crates held complete aircraft, parts, or something else.

Both men believe the witness to be reliable, but because he was taken to the site at night by another man he was unable to pinpoint a location. However, it was only a short walk from the witness's house in Federal Street, near the mine of the same name.

Mr Martin also had an aerial photograph taken in 1945 clearly showing the portal to the Federal Mine still open, with rails, shiny from possible recent use, going into the tunnel.

The mine entrance was collapsed in the 1950s by the Jondaryan Shire Council, and the same aerial photograph clearly

shows large crates sitting beside the nearby airfield.

Australian Army Intelligence judged these to be the size of Spitfire crates, but they were not there by 1948. The Spitfire was the only aircraft disposed of at Oakey that was shipped in a single crate.

Ultimately, there are several possible motives, official and unofficial, for hiding aircraft.

There were almost certainly numerous opportunities to do so.

There are a lot of old stories and rumours, a lot of circumstantial, anecdotal and highly speculative evidence, as well as a little physical evidence.

The living witness located so far is testing a memory almost 60 years old.

If the aircraft exist, sufficient resources and modern technology could locate them relatively cheaply and easily, or at least eliminate the most likely place — the old Federal Mine.

It is also possible the planes have already been spirited out of Australia. Recently, another witness claimed to have seen a shipment from Sydney of three aircraft removed from a hole near Oakey in the 1980s and sold for big money in Britain.

Either way, and like Lasseter's elusive reef of gold, it remains a riddle waiting to be solved.

Ted Strugnell lives in Toowoomba, Queensland, and served 31 years in the RAAF, in Australia and abroad, and a further 21 years with the Department of Defence. Anybody who took part, or who has knowledge of, these or similar events is urged to contact him at eastrug@icr.com.au.

GOVERNMENT INTERVIEW:

A guy goes to the Government to interview for a job. The interviewer asks him, "Are you a veteran?"

The guy says, "Why yes, in fact, I served two tours in Vietnam."

"Good," says the interviewer, "That counts in your favor. Do you have any service-related disabilities?"

The guy says, "In fact I am 100% disabled. During a battle, an explosion removed my private parts so they declared me disabled, it doesn't affect my ability to work, though."

"Sorry to hear about the damage, but I have some good news for you. I can hire you right now! Our working hours are 8 to 4. Come on in about 10, and we'll get you started."

The guy says, "If working hours are from 8 to 4, why do you want me to come at 10?"

"Well, here at the government, we don't do anything but sit around and

scratch our balls for the first two hours. No point in your coming in for that."

FROM TED MEVOY.

THE SHORT ANSWER

Why did the British re-name the first four Australian flying squadrons that were fielded in World War I?

The squadrons were renumbered because of British bookkeeping, to avoid confusion with their own squadrons Nos 1 to 4. So Nos 1, 2, 3 and 4 AFC are often referred to in publications as 67 (Australian) RFC, 68 (Australian) RFC, 69 (Australian) RFC and 71 (Australian) RFC. The British updated their bookkeeping in line with Australian nomenclature in 1918.

Does the Air Force still have its original doctrine manual?

The original two-volume set is held in the ADFA Library. It was a training manual released in 1914 by the Royal Flying Corps in which a number of the basic tenets of air power were recorded. In 1990 the first edition of the Air Force's Air Power Manual was issued.

■ This feature appears monthly. Send your questions on Air Force history to raafnews@defence.gov.au.

History

| 17

THE SHORT ANSWER

This feature will appear monthly in Air Force News. Send your questions on Air Force history to raafnews@defence.gov.au. Answers provided by David Wilson, Executive Officer, RAAF Historical, Air Power Development Centre.

What was the first jet aircraft that the Air Force operated?

It was a Meteor F-3, A77-1 (EE427) – pictured right – and delivered to No. 1 Aircraft Depot during May 1946. The aircraft undertook tropical trials at Darwin, where it suffered a heavy

landing and was scrapped during February 1947.

What is the origin of the "A" number?

The "A" (for Australia) designation, followed by a number that denoted the

aircraft type, followed by another number signifying separate aircraft of the type, was proposed by Squadron Leader Percy

McBain, and accepted by the Air Board on August 12, 1921. There have been

three "A" Series. The first ranged from A1 (De Havilland DH9A) to A12 (Bristol Bulldog), the second began in 1935 and ranged from A-1 (Hawker Demon) to A100 (De Havilland Canada Otter), and the third started in 1961 with A1 (Bell Sioux) to the latest A37 (Challenger). Numbers have been allocated for administrative purposes.



AIR FORCE RANKS

The following explains the rank abbreviations, as featured in AIR FORCE NEWS

- ACM → Air Chief Marshal
- AIRMSHL → Air Marshal
- AVM → Air Vice-Marshal
- AIRCDR → Air Commodore
- GPCAPT → Group Captain
- WGCDR → Wing Commander
- SONLDR → Squadron Leader
- FLTLT → Flight Lieutenant
- FLGOFF → Flying Officer
- PLTOFF → Pilot Officer
- WOFF-AF → Warrant Officer of the Air Force
- WOFF → Warrant Officer
- FSGT → Flight Sergeant
- SGT → Sergeant
- CPL → Corporal
- LAC → Leading Aircraftman
- LACW → Leading Aircraftwoman
- AC → Aircraftman
- ACW → Aircraftwoman



RTFV/35 SQUADRON ASSOCIATION

The above Association has been formed in Brisbane and is seeking ex-members who served with RAAF Transport Flight, Vietnam or RAAF 35 Squadron from August 1964 to 1975 or who had an association with the above in South Vietnam to join our Association. For more information please contact: John Webster, Secretary/ Treasurer, RTFV/35 Sqn Assn, c/- 60 Glenmorgan St Keperra Q 4054 or Ph/fax 07 3851 2021.



RTFV/35 SQN ASSN

\$500m to create RAAF 'super base' at Amberley

AMBERLEY will become Australia's first "super" air base under a \$500 million revamp to be announced by the Federal Government today.

The spending spree will include \$331.5 million to build new accommodation, offices and fuelling facilities, and more than \$170 million to ready the RAAF base in Ipswich for the C-17 heavy-lift aircraft.

It is understood the runway itself at Amberley will need to be strengthened to accommodate the heavier aircraft.

Defence Minister Brendan Nelson yesterday said the redevelopment was needed to support Amberley's growing base population following the arrival of the No. 36 Squadron, and the planned relocation of the 9th Force Support Battalion later this year and No. 33 Squadron (Multi-Role Tanker Transport) in 2009.

"RAAF Base Amberley is the largest operational air force base in Australia and is one of the key super bases of the future," he said.

Subject to parliamentary clearance, Dr Nelson said work would start next year. Member for Blair Cameron Thompson said the project would turn the air base into the "biggest construction site" in southeast Queensland.

Lachlan Heywood

CURIE MAIL
MAY 30th 2007

Upgrades for state defence facilities

Kim Sweetman

QUEENSLAND'S defence bases will be upgraded, strengthened and expanded under an long list of spending initiatives approved yesterday.

Overall, the state's bases will receive \$239.5 million for improvements, including major upgrades at Lavarack in Townsville and Enoggera in Brisbane.

Across Queensland, the upgrades will be made at:

- **Amberley**, where the 9th Force Support Battalion and the Multi Role Tanker Transport will be shifted and the base's truck engineering services will be improved.

To make sure the 9th Force Support Battalion's move is accomplished without problems, specialist facilities will be provided at Amberley including workshops, administration buildings and vehicle shelters.

There will also be airfield upgrades and the construction of basics such as water, stormwater and sewerage. Construction is expected to be complete by the end of the year.

- **Enoggera**, with new and upgraded facilities for the Tactical Unmanned Aerial Vehicle Capability to continue with completion likely early next year.

- **Canungra**, where mess and training facilities will be upgraded along with working accommodation and living quarters.

The Kokoda Barracks will also have their basic infrastructure upgraded.

FLYING THE RAN AND RAAF FLAGS

As a naturalised Australian, who also served on loan to the Royal Australian Navy (1970-1973), I take great pride in flying the Australian National Flag at my home in Kooralbyn.

As Australia's foremost national symbol, the Australian Government encourages the Australian community to use and understand the significance of the Australian National Flag (ANF).

For example, all schools are asked to fly the ANF as an important and recognised symbol of our country's democratic heritage and values and the government has directed that the ANF be flown on its buildings during normal working hours... However, special written permission must be obtained from the Minister of Defence to both purchase and fly the flags of the Royal Australian Navy (the White Ensign), and the flag of the Royal Australian Air Force (the RAAF Ensign), these two flags generally may only be flown from ships, shore establishments and military airfields.

To fly them without special permission is a federal offence with the associated penalties. It has been observed that here in Kooralbyn, some ex-service members are apparently unaware of these stringent rules regarding the ensigns and in all probability are unknowingly breaking the federal law by flying these two ensigns.

Gordon Hunt
Kooralbyn



“Passing the Port” By Rodger (Hap) Pryor

Customs and Traditions

“Passing the Port” is a Tradition enacted at dining in nights (Sergeant’s and Officers messes) and at formal dinners where there are military overtones e.g. R.S.L. Organisations etc.

It is believed that passing the Port was derived and later refined from procedures that were used in Olde England before Stuart times – early 1600’s.

The land owners or “Lords of the Manor” would call in their overseers periodically for reports on the productivity of his crops, herds, etc., and for them to pay their rents and taxes.

At the ensuing feast, the wine (of dubious quality) would be passed from one to another in Gourds, while ensuring that it not be allowed out of sight or to touch the table or ground.

This ensured that no one in the assembly could poison the wine and therefore gain extra land grants or promotion.

In Jacobite times – mid 1700’s- passing the port was refined somewhat, for official dinners and banquets and the ritual of circling the glass with the decanter was a silent toast by officers who were sympathetic to the exiled King Charles 1 who was languishing in France.

In more recent times, this is seen as a toast to lost or missing comrades.

The Port is passed after dining and the tables have been cleared.

A decanter of Port is placed in front of the C.M.C. (Chairman of Mess Committee – Sergeants) or P.M.C. (President of mess Committee – Officers).

He then removes the stopper and without serving himself, passes the decanter to the person on his left. The decanter then continues clockwise around the entire assembly (Stewards follow with full ones for when the original one becomes empty) until it returns to the C.M.C or P.M.C.

He then fills his glass and replaces the stopper.

After a short time the toasts then begin.

The Port is always passed to the left although the reason for this is lost in the mists of time. One belief is that it allowed the right handed people (the majority) to keep their sword hand free!!

Although it is strongly argued that the Navy were the first to implement “Passing the Port”, it has since been adopted by all three services, as a tradition that still continues to this day.



A Toast to our Women



Ladies and Gentlemen, in accordance with the time honored tradition, I would like to propose
"A TOAST TO OUR WOMEN".

I have in my hand a glass of Port.

In England, hundreds of years ago.....In medieval times, Warring battles were not uncommon, and when the turmoil and fighting was over, their swords put aside,

It was time to eat.... drink.... and be merry. The drink of those times was a type of Mead.

Towards the end of the feast ... Goatskin bladders filled with this special wine like mead, were passed clockwise around the tables.

Everyone paused.... filled their cups, and remained silent.

It was time to reflect, of comrades killed in battle, Deeds of great valor,

And of those who supported their forces.

Great Toasts were made with this Red Wine like drink.

This ceremony has carried on for centuries in the highest of military traditions.

One of the many toasts that are made at such occasions as, "mixed" Dining in Nights is,
"A TOAST TO OUR WOMEN".

In later years, this wine was replaced by the Spanish, "EL PORTO" or Port for short.

Today, drinking or passing the port is carried out at Formal Military Dining in nights

Today is no exception

We have toasted great deeds,

We have toasted absent friends

We have toasted fallen comrades.

We now drink to our wives,

Our women,

Who waited.... Who tended our wounds Who supported us,

Who stood behind us in all our needs.

Gentlemen, pick up your Port.

I Toast OUR WOMEN



WORLD RECORDS: PISTON-ENGINEED AEROPLANES

ALTITUDE:

17,083 metres (56,046 ft.)
Aircraft: Caproni Ca 161 bis
Pilot: Mario Pezzi
Date: 22 October 1938
Location: Italy

SPEED IN A STRAIGHT LINE:

832.12 km/h (517.06 mph)
Aircraft: modified North American P-51D Mustang
Pilot: Frank Taylor
Date: 30 July 1983
Location: Mojave, California

DISTANCE IN A STRAIGHT LINE:

18,081.99 km (11,235.6 miles)
Aircraft: Lockheed P2V-1 Neptune
Pilot: Cdr. Thomas D. Davies, USN
Date: 29 September–1 October 1946
Location: Perth, Australia to Columbus, Ohio, USA

ABSOLUTE WORLD RECORDS: AEROPLANES

DISTANCE IN A STRAIGHT LINE:

20,168.78 km (12,523.3 miles)
Aircraft: Boeing B-52H
Pilot: Major Clyde P. Evely, USAF
Date: 10–11 January 1962
Location: Okinawa to Madrid

ALTITUDE:

37,650 metres (123,523 ft.) – reached transiently in zoom.
Aircraft: E-266M (MiG-25)
Pilot: Alexander Fedotov
Date: 31 August 1977
Location: Soviet Union

SUSTAINED ALTITUDE:

25,929.031 metres (85,069 ft.)
Aircraft: Lockheed SR-71A
Crew: Capt. R. C. Helt and Maj. L. A. Elliott, USAF
Date: 28 July 1976
Location: Beale AFB, California

ALTITUDE FROM AIR LAUNCH

95,935.99 metres (314,750 ft.)
Aircraft: North American X-15A
Pilot: Maj. R. White, USAF
Date: 17 July 1962
Location: Edwards AFB, California

SPEED IN A STRAIGHT LINE:

3529.56 km/h (2193.17 mph)
Aircraft: Lockheed SR-71A
Crew: Capt. E. W. Joersz and Maj. G. T. Morgan, USAF
Date: 28 July 1976
Location: Beale AFB, California

CE:
m (5208.67 miles)
gas balloon Double
✓
L. Abruzzo, L. M.
un, R. Aoki, and R.
2 November 1981
Nagashima, Japan to
, California

IN A STRAIGHT

h (222.9 mph)
Mil A-10 (Mi-24)
Karapetyan
September 1978
near Moscow

CE IN A STRAIGHT

n (907.7 miles)
Schleicher ASW 12
ns D. Grosse
April 1972



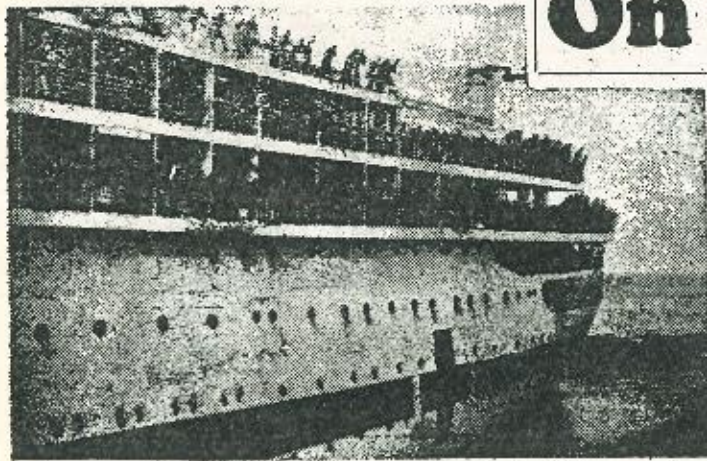
TABLE TOPS

No. 75

Issued Daily By The Australian Military Forces Abroad

Fri., 17 August 1945

Japanese Forces Fighting On In Manchuria And Burma



Back From The Wars: Eager for the first sight of Melbourne, walking wounded line the decks of the hospital ship, Orange, when she arrived at Port Melbourne bringing wounded Australians and New Zealanders back from England, the Middle East and Burma.—Sun Pic.

Party Leaves Australia To Retrieve PW's

CANBERRA.—A party of Australians has left to assist in the rehabilitation of Australian PWs and internees in Jap hands. Many of them in the party are mates of men taken by the Japs in 1942. Some had escaped from Timor and Singapore and all have first-hand knowledge of the Japs. Their job will be to arrange the speedy rescue of Australian PWs in Singapore and Malaya. However, the return of these men will not be as soon as some people expect. A great many will need hospital treatment and it would be unwise to shift them home too quickly. Arrangements have been completed to receive them at hospitals in the north. Once they are ready to return they will have the highest travel priority.

List Jap War Criminals

LONDON, Thurs.—The War Crimes Commission has begun preparing a long list of Jap war criminals.

RAID FLEET AFTER SURRENDER

GUAM, Thurs.—The Japanese had attacked the combined Allied fleet off Japan after Tokio had announced the surrender, said Admiral Nimitz in a communique this afternoon.

British and American warships flying victory and "cease fire" flags had to go into action. They shot down 16 planes.

Attempting to explain Japan's defeat, Baron Suzuki, who is carrying on as Premier for a time, said Japan's difficulties began with the US capture of Saipan.

WASHINGTON, Thurs.—Japanese forces in Burma and Manchuria have not received any order to cease operations and have fired on British and Russian forces.

Only explanation from Tokio was that it had not been possible to contact all Japanese forces. No indication was given when contact could be made.

SPEAKING FROM MOSCOW, THE RUSSIAN CHIEF-OF-STAFF SAID FIGHTING WAS CONTINUING IN MANCHURIA AND WOULD CONTINUE UNTIL THE JAPANESE LAID DOWN THEIR ARMS.

Japs Silent On Order To Send Envoy To Manila

WASHINGTON, Thurs.—The Supreme Allied Commander (Gen MacArthur) has received no reply from Tokio to his radioed order to the Japanese Government to send an emissary with full authority to sign the terms of surrender.

IT IS UNDERSTOOD, HOWEVER, THAT THE JAP SURRENDER DELEGATION WAS TO LEAVE THIS MORNING.

Gen. MacArthur ordered the emissary to fly in a specially marked plane to an island near Okinawa, where he would be transferred to a US plane and flown to Manila.

Gen. MacArthur's HQ at Manila is in constant radio touch with a Jap station in Tokio. He ordered that the Jap emissary be accompanied by officers representative of the service chiefs and that the emissary carry the full authority of the Emperor. He told Japan that he would dictate the terms of surrender.

Previously he had radioed an order to the Japs to cease hostilities immediately.

As the Allies waited for the next move from Japan, Tokio radio said the people were calmly awaiting their fate, confident in the knowledge that the sun always appeared from behind a dark cloud. The broadcaster said

there were no signs of emotion.

The Chinese have named the head of their Military Board as the Chungking representative on Gen. MacArthur's staff.

A Chungking spokesman said Chinese troops would participate in the occupation of Japan. Meanwhile, a dispute has developed between Chungking and Communist HQ in central China as to who should take over certain provinces from the Japs.

Petaín's Fate In De Gaulle's Hands

PARIS, Thurs.—The fate of Marshal Petaín is in the hands of Gen. de Gaulle, the man who was sentenced to death in absence by the Vichy Government. Petaín on Tuesday was sentenced to death by a jury, but the court recommended life imprisonment. Gen. de Gaulle, as Chief of State, will decide.

LATE NEWS

RANGOON, Thurs.—British Command in Burma trying to establish direct contact with the Jap commanders to arrange surrender of their forces.

2 Suicide Planes Interrupt Revels

GUAM, Thurs.—While US troops on a small island off Okinawa were celebrating the Jap surrender, 12 hours after the official announcement, 2 Jap suicide planes hurtled down on the island.

The Allied Commander for Asia (Admiral Mountbatten) said the Japanese had fired on RAF planes and British ground forces. He had issued the "cease fire" order and his troops would not fire unless they were first fired on by the Japs.

A Dornier broadcast said the Emperor had issued orders to all armed forces to cease hostilities immediately, but added that it may take days before the order reached the front-line on islands and in mountain areas. The Government would issue a communique soon.

While waiting for the Japs to lay down their arms Red Army troops converging on the central Manchurian rail centre of Harbin overcame Jap resistance.

The Jap radio said it would do its best to make sure there was no further violation of the surrender, but asked the combined fleet waiting off Japan not to approach too close to the coast until the surrender was effected.

Bomb Falls Near British Carrier

A correspondent on board a British carrier off Tokio said the cease fire signal was about to be hoisted soon after the official announcement of the surrender when a bomb whistled down from nowhere.

A smoking plane then hurtled down and behind it a parachuting pilot.

British naval pilots were over Tokio when the "cease fire" was given. They turned for their carriers and were immediately attacked by a squadron of 12 planes. They shot down 6, probably shot down 2 more and damaged the others.

US pilots were attacked about the same time and some US planes were lost. The men on the carrier to which they belonged did not celebrate victory.

A Dornier broadcast intercepted today said the Emperor had called on one of the princes to form a new Cabinet.

CAPTURE JAP COMMANDER ON MOROTAI IS.

MANILA, Thurs.—Rated the highest ranking Japanese captured in the area, Colonel Kisou Ouchi, commanding officer of the Japanese garrison on Morotai Island in the Halmaheras, was caught by a daring American patrol in a dashing raid.

Ouchi, a lanky Japanese Junker military academician and a highly trained officer, is 40, has been 20 years in the Japanese army and on Morotai since January, 1945.

Typical Texan Harry Johnson, general commanding the 83rd US Division, told a patrol, "Bring him back alive—we want him." The patrol located the Japanese HQ in the heart of Morotai and attacked, yelling to the Japanese to surrender or be killed.

Three Japanese ran for it and another Texan, Lieut.-Col. Jack C. Mackenzie, divisional operations officer shot down the first, missed the second and shot the third. The three men fell to the ground, the second feigning death. Mackenzie smelt a rat, and had him lifted from the mud where he lay between the 2 dead bodies face down in the ooze, barefoot and clad in rags.

"Where's Ouchi?" demanded Mackenzie, carbine in hand. The "dead man" stumbled to his feet, snapped to attention, folded his hands on his breast, bowed and replied in excellent English: "Kill me, I am Colonel Ouchi."

The patrol told him he was lucky—Gen. Johnson wanted him brought in alive. Ouchi was entirely scathe-

less. He was manifestly relieved at the news he was to be spared.

Landing from a boat in an enemy occupied area, the American patrol shot one Jap on the beach, left him with food and water and cut their way through 3 miles of dense jungle for 2½ days. Once he located the Japanese HQ, Mackenzie placed his men with meticulous care, surrounding the camp. The Japanese, meanwhile, quite unsuspecting, were chopping wood within 25 yards of their guns, one of them waiking less than 2ft. away from Maj. Mayer.

The party held their fire for 1½ hours; then for 5 minutes poured in fire from Tommy-guns, carbines and rifles and threw grenades. They killed 9 Japanese, and some who escaped were wounded.

One of those who escaped made a desperate attempt to kill the guard who was holding Ouchi. He was already wounded in the stomach, but viciously attacked the American, who promptly shot him dead. Another was shot immediately. There were no American casualties.

Boxer Charged; Forged Coupons

SYDNEY.—Ronald Heron, 24, professional pugilist, one of 5 men charged with conspiracy, told Judge Barton at the Quarter Sessions that his ring earnings in the past 15 to 18 months amounted to £1500.

Asked by Judge Barton to name some of his opponents, Heron said he had fought Tommy Burns and Jack Daniels, respective lightweight champions of Queensland and Victoria.

Those charged with conspiracy, in addition to Heron, are: Abraham George Brindley, 42, solicitor; Robert Cecil Marlborough, 30, industrial chemist; Richard Gabriel Reilly, 35, electrician; William James Sedgewick, 44, engineer. All have pleaded not guilty.

Cross-examined by Sir Henry Manning (for the Crown), Heron said that while police were searching his room in Victoria St., King's Cross, on January 8, Det. James produced a parcel containing forged ration cards.

Heron said that he had never seen the cards before in his life, but told the police they were his in order to shield a girl named Mary Richardson, who was in the room when the police called. (Part heard).

RACING BAN MAY BE LIFTED

Present restrictions on horse racing in NSW would probably be lifted after a conference between the AJC and State Government in September 1 and AJC officials said yesterday.

Fined For Singing In Rail Carriage

ADELAIDE.—Under a new Railways by-law it is an offence to sing in a SA railway carriage. First to be charged with the offence is an 18-year-old halfcaste aborigine, Terrance Proctor Wilson of McClaren Vale, who was fined 5/ at Adelaide Police Court for having sung a song in a railway carriage at Goodwood railway station. Detective-inspector Headerson, who prosecuted, said the song Wilson was singing wasn't obscene and no complaints had been made by other passengers in the compartment.

GRACIE FIELDS AT TOROKINA

TOROKINA, Thurs.—Gracie Fields and her husband, Monty Banks, arrived at Torokina, Bougainville, yesterday afternoon on the first stage of Gracie's battle-field tour. She travelled from Townsville in a special Lodestar manned by an RAAF crew.

She was in time to attend a special V.P.-Day thanksgiving service at which the GOC 2 Aust Corps (Lt.-Gen. Savage) read a special address. Gracie sang the Lord's Prayer at the service which was attended by more than 3000 men, some just back from action.

Gracie will visit the 106th CCS and the 2/1 Aust General Hospital. She and her husband occupied Gloucester House, a thatched two-roomed hut built for the Duke of Gloucester.

Cigarettes Worth £2000 Stolen

SYDNEY.—In Sydney's biggest tobacco robbery, thieves took 460,000 cigarettes, valued at approximately £2000, from stores occupied by the Netherlands East Indies Government, in Gardener's Road, Mascot.

Police investigations show that the thieves made 2 trips in a car or lorry to take their booty away.

It is considered by the police that an immediate attempt will be made to dispose of them on the black market.

Poll Shows People Want Price-Control

CANBERRA.—A recently held Gallup poll reveals that all States, with the possible exception of Q'land, favour the continuance of price control. However, many favour a 3-year period instead of the 5 years asked for by the Government.

Asked if they wanted war-time prices to continue to prevent rises in wages and costs, 56 pc voted yes, 37 pc no and 7 pc undecided. However, a percentage of the 56 pc wanted control for only 2 or 3 years.

TONIGHT'S PICTURES

BOOMERANG—Lost In a Harem (Abbott and Costello); Coloured Cartoon.

LOST

SHIRT, j.g., mkd. J. Thompson, contg. money, between old weapon pits and an air-strip on route 4. Return T.C.R., c/o T.T.

WALLET, contg. personal papers, etc. Left in truck Sunday, T.C.F., c/o T.T.

FOR SALE

MINIATURE CAMERA, with case, F35 "Radionar" lens, Compur shutter, speeds 1 sec. to 1/300th, 16 exp. on 127 film. Apply D., c/o T.T.

The banking legislation passed by Parliament during the present session is expected to be gazetted today, and to come into operation on Monday. The Banking Act regulates all forms of banking in Australia.

Queensland Railways expected a loss of £1,500,000 on the current year's working, the Commissioner's representative (Mr J. P. O'Malley) told the Industrial Court. He was replying to claims by the combined railway unions, for margins exceeding the increases recently granted.

Mr John Symonds, 80, Pine-st., Hobart, was admitted to Royal Hobart Hospital suffering from burns to the arms, received when a primus stove exploded. His condition is critical.

A man who alleged that a workmate bought him a quarter share in a casket ticket for some work done, and then got it back by a trick when it won first prize, claimed £1000 of the prize money in the Supreme Court at Brisbane. He was William Leo Young, electrical mechanic, of Fairfield, who brought an action against P Nudd, crane driver, of Ascot (Part heard).

The building by Brisbane Council, subsidised by the Queensland Government of homes for old people is to be recommended to the council by the co-ordination committee.

PRAYS FOR POLITICIANS

A woman Salvation Army major prayed for the welfare of 4 Labour MLA's in the main street of Condoblin (NSW). She had approached them to ask for contributions and on receiving a shilling from each, announced that she was better at prayer than cagging. She began to pray while Condoblin's citizens looked on and politicians in the middle of the street removed their hats.

Masquerading as a doctor and a Lieutenant-commander of the Royal Navy, Berwyn Rieckaby, 27, no fixed abode, obtained board and lodging at a house in East Perth and Victoria Park. In the Perth Police Court Rieckaby was sentenced to 3 months gaol for vagrancy. On a further charge of having committed bigamy at Victoria Park on July 24, Rieckaby was remanded.

Transcontinental Brevities

The Liberal Party intended to disband all unnecessary boards and commissions, and reconstitute essential ones. Mr V. H. Treatt, MLA, said at Cabramatta, Sydney. He said necessary boards would be reconstituted by appointing a producer-elected chairman with equal producer and consumer representation.

Dr Phillip Jacobs Alpers, of Greenhill road, Linden Park (SA), was fined £4 in Norwood police court for having failed to give a signal at least 100 ft. before making a right-hand turn in a car at Marratville on June 9.

RACECOURSE FOR HOUSING?

Residents of the Essendon (Vic.) municipality are determined to secure Ascot racecourse for housing. If the State Government fails to act on the first petition of more than 6000 signatures, asking that racing be abolished at Ascot, a further petition of 30,000 signatures will be presented.

A Sydney man who was granted a decree nisi against his wife because of her non-compliance with a restitution order, said her wardrobe was valued at £1000. He is Thomas Gilchrist, 40, master mariner, of Double Bay, who petitioned against Mrs Dorothy Josephine Gilchrist, 44, formerly Wheeler.

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William John Allen, of Kalgoorlie (WA), is a man who packs a punch like the kick of a mule.

On the night of August 2 he floored 5 men, a couple of them twice. When he faced 5 charges of unlawful assault, he was sentenced to a total of 6 months' gaol by the magistrate.

Partially destroyed by fire 4 years ago the South Casino Hotel has since been jocularly known as "Charcoal Inn," because of the charred state of the building. Mr Berry, the licensing magistrate, now has agreed to an application by the licensee for permission to change the name to "Charcoal Inn."

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The SA Tourist Bureau Director (A. J. Baker) will visit England shortly to investigate all phases of tourist activity in Britain, and will see what steps should be taken to encourage tourists to SA.

The SA Governor (Sir Willoughby Norrie) told South-East people at the big welcome to him that his brief visit there had already convinced him that Mount Gambier and the District had a wonderful future.

Forty-six township names have been eliminated from the official map of the West Torrens (SA) Council area. Many of the sub-divisional names were little used, and the SA Nomenclature Committee has now approved the reduction of township names from 66 to 20.

A Chinese merchant seaman, charged under the Merchant Shipping Act with continued disobedience of a lawful command, was sentenced to 4 weeks' gaol by Mr Mohr, PM, in the City Court. The dialect spoken by Wong Ah Sing, the defendant, made the services of 2 interpreters necessary.

Mountbatten Was Poised For Massive Invasion

RANGOON, Thurs.—British forces in South East Asia were about to launch a massive invasion when the Japs accepted the surrender terms of the Potsdam declaration, revealed the Commander in Chief SE Asia (Admiral Lord Louis Mountbatten).

Now, he added, his troops would have the tremendous job of clearing Malaya, Burma and adjacent islands. These areas would have to be occupied, Allied PWs and internees released and Jap garrisons rounded up.

Admiral Mountbatten said he had ordered the "cease fire." His troops would not fire unless they were fired on by the Japs. Then they would merely take precautions to ensure their own safety.

Correspondents say that for months Admiral Mountbatten had been painstakingly preparing for the liberation of Malaya and Singapore. He was anxious to undertake the campaign he had been prevented from launching when the craft promised him were diverted to Europe for the invasion of France.

After congratulating British forces in his command Admiral Mountbatten yesterday paid tribute to US naval, army and air commanders who had held posts in SEAC.

In a message to Admiral Mountbatten the King said that for nearly 2 years his forces had sustained a campaign which had tested the skill, daring and courage of every man, and to which no parallel could be found in the history of the war.

10 Years' Gaol For Wife's Death

MELBOURNE. — Harry Ernest Mills, 31, miner, of Wonthaggi, who was found not guilty of murder, but guilty of manslaughter of his wife, Linda Marian Mills, 26, on March 29, was sentenced to 10 years gaol by Mr Justice Macfarlan in the Supreme Court yesterday. He shot his wife with a Winchester rifle.

His defence was that the rifle had gone off accidentally while he was testing it.

The judge said the verdict meant the jury was satisfied that Mills had not intended to shoot his wife, but that he had been guilty of criminal negligence.

KING APPEALS TO EMPIRE TO MAKE PEACE ENDURE

LONDON, Thurs.—The Empire must make sure by the action of every man and woman that the peace that had been so hard-won was not passed away, said the King in his Empire peace broadcast last night.

It was to this great task, he said, that he asked the people to set themselves. He knew he would not call in vain.

"At this moment," he added, "I would ask you to remember those who have laid down their lives, or who have endured the loss of those they loved. I would also ask you to remember the suffering of those in the hands of the enemy or those who have had their homes overrun."

In these days of celebrating the future, he declared, men and women everywhere were now turning industriously to the task of rebuilding.

Making special reference to his subjects in Japanese hands the King said, "The Queen and myself have



SGT. RATTEY, VC, hero of Bougainville, yawns with high officers at a ACF lunch-hour rally in Martin Place, Sydney. From left: C-in-C British Fleet (Admiral Sir Bruce Fraser); Sgt Rattey; Col Marsh, US Army; Capt. McLaughlin, Royal Navy.—D. Tele.

KING'S TRIP TO OPEN PARLIAMENT IS TRIUMPHAL VICTORY DRIVE

LONDON, Thurs.—The procession of the King and Queen to Westminster for the state opening of Parliament yesterday was, in fact, a world victory drive. Countless thousands gave the Royal couple a tremendous welcome as they drove through the streets in their carriage, the King in the uniform of an admiral and the Queen in blue.

BRITISH TROOPS SERVED IN CHINA

CHUNGKING, Thurs. — It can be disclosed that groups of British troops have been operating with Americans and Chinese in some parts of the Chinese theatre. They have also been partly responsible for the training of Chinese troops.

Buckingham Palace and the route to Westminster were the focal points of the immense London crowds which thronged the beleaguered streets by day and the floodlit streets by night to celebrate peace.

Thousands of revellers sang and danced outside Buckingham Palace. They included Australian servicemen.

Throughout the day and night the King and Queen, sometimes accompanied by the Princesses, appeared on the balcony of Buckingham Palace. When in response to continued shouts of "We want the King," the King and Queen appeared shortly after the King had broadcast to the Empire, they received the greatest welcome ever accorded them.

The Princesses mingled with the crowd outside the palace and waved when their Majesties appeared on the balcony.

The King received the Prime Minister (Mr Attlee) and later Mr Churchill. Both were given a rousing welcome as they arrived and left the Palace.

As the crowd was looking for fresh excitement, a car drove towards Lambeth carrying a high-ranking officer wearing a beret. The crowd surged towards the car and the familiar face of Field Marshal Montgomery appeared at the window.

As his car could go no further Field Marshal Montgomery got out and spoke to the crowd. He was on his way to receive the Freedom of Lambeth. When he eventually arrived it took the mayor 10 minutes to force a way into the packed hall. Field Marshal Montgomery smiled and waved continuously.

The night's revels continued unbrokenly this morning, when long queues were formed up outside railway sta-

Getting Back To Pre-War Living

WASHINGTON, Thurs.—The first steps have already been taken in the great task of restoring the nation to peacetime conditions. Censorship of the press, radio and international communications has been lifted and petrol restrictions cancelled. Rationing of many foods has also ceased, but meat and fats will be rationed until stocks are built up. Shoes are also still rationed.

tions. Many, however, could not get home and slept in the parks.

In his address at the State opening of Parliament the King said his Government intended at the earliest possible moment to ratify the United Nations Charter, nationalise coal-mines, and control the Bank of England. It intended immediately to implement social legislation already approved and bring about the realisation of full self-government for India. The housing problem would be treated with the utmost urgency.

WASHINGTON, Thurs. — Considerable damage has been done by victory revellers in many parts of the US. In San Francisco alone £20,000 worth of damage was done last night. Considerable damage was also reported in London.

SECRET NAVAL BASE DISCLOSED

LONDON, Thurs.—The existence of another secret naval base was disclosed by the Admiralty yesterday.

It was built in the Cocos Islands shortly after Japan's entry into the war and it was built in a hurry.

Apart from naval use it has also been used as an RAF base and staging area between India and Japan. It is big enough to be used by the greatest airliners.

The Japs tried to shell the base on only one occasion, and were unsuccessful.

101-Gun Victory Salute On Borneo

BALIKPAPAN, Thurs.—Manggar and Sepping-gang airfields, near Balikpapan, which six weeks ago heard the thunder of the Australian Army, today reverberated to a 101-gun victory salute.

In the jungle areas inland and along the coastal sectors from the western side of Balikpapan Bay to the most distant eastern areas, troops attended unit thanksgiving services.

The service at Divisional HQ was attended by Maj.-Gen. G. J. Milford (photo), Commander of the Seventh Division, and his staff.



Using as his text the fourth verse, second chapter of Isaiah "They shall beat their swords into ploughshares and their spears into pruning hooks," Padre C. L. Reeding said swords and spears were weapons of war and ploughshares and pruning hooks implements of peace. Swords and spears spoke of destruction, ploughshares and pruning hooks of growth and development, but the metal was the same. It was for us to take the manhood that God gave us and had been used so unstintingly to bring

about victory, and use that same manhood to build righteous and lasting peace.

"Men who came back from the first World War in 1919 said in effect, 'We've done our job, now it is up to someone else to bear the burden and govern the country. But the job was not done. Neither is our job done today. The lessons of war must be carried into the building of the peace,' he said.

Padre C. W. Cunningham, assisted by Padre G. Smyth, conducted Holy Mass and thanksgiving for peace and victory at Divisional HQ.

The 101-gun salute was fired by 2/1 Composite AA Regt commanded by Lt.-Col. A. N. W. Hitcham, of Mosman, Sydney, No. 4 Heavy AA Bty, under Major J. H. Donaldson, of Geelong, commenced firing its full complement of 3.7's at 11 am. The shells were fired out to sea and burst in the air at a height of 10,000 feet at 30-second intervals. Fifty-two of the shells were fired from Manggar, where Australian infantry and artillery had knocked out heavy Jap guns in one of the many actions which made this victory possible.

Subject to minimum maintenance requirements, today and tomorrow are being observed as holidays in the Seventh Division area.

JAP WHITE FLAG AWAITED

TOROKINA, Thurs.—General opinion is that a Jap envoy bearing the white flag on behalf of enemy troops on Bougainville will appear today. An Australian party waited beside the Mivo River until dusk last night but the Japs did not appear.

However, this is not thought to indicate the Jap intention to fight on, as pamphlets ordering Lieut.-Gen. Kanda to send an official to the Mivo river were not dropped until about 11 a.m. yesterday. The Jap HQ is several miles below the Mivo.

There was sharp fighting at several other points in Bougainville. Between 50 and 60 Japs clashed with a Papuan infantry patrol near Kingori and 12 were killed. About 190 well armed Japs were reported near Kingori but they offered no fight and were not molested.

Amazing scenes were witnessed on the southern front after the surrender announcement was picked up by radio sets in Australian Matilda tanks. D Company of 15 Bn was manning the Mivo ford area, and although the Japanese were only a couple of hundred yards away, they sked their hats and whooped like Red Indians.

The Company Commander, Major G. Strom, of Bendigo, immediately set up a listening post only a few yards from the Mivo force, with a commanding view of the area through which a Jap envoy probably would advance. A friendly Jap serving with the Australians then broadcast to Kanda's men through powerful loudspeakers, calling on them to cease hostilities.

Hi Mark's Close Win

Starting at 6 to 4, Hi Mark beat Craftsman by a head in the main event at Albion Park, Brisbane, yesterday. Adoration was third. Rep-shot, who would have started a hot favourite, was scratched. Other winners included Middle Ages (7/2), Meritor (2/1), Wise Gain (3/1).

Wholly set up and printed by 1 Aust Press Unit, AIF.

Harbour Searchlights Topped Celebrations

CANBERRA.—THE TUMULTUOUS SCENES THAT BEGAN ALL OVER AUSTRALIA ON WEDNESDAY AS SOON AS PEACE WAS DECLARED ROSE TO A CRESCENDO AT NIGHT AND CONTINUED UNTIL EARLY YESTERDAY MORNING.

A round-up of celebrations in all States revealed that the most brilliant scene of all was the mass searchlight display over Sydney Harbour. Myriads of lights cast reflections in the harbour, while searchlights from Allied warships, and shore defences punctured the sky, forming a halo of light.

More than 150,000 people crowded to the shores of the harbour to watch the display while another immense throng gathered in the Domain for community singing and dancing. Spectators embraced, exchanged greetings and kissed in gay abandon as the celebrations rose to their highest pitch.

The focal centre for crowds in Melbourne was the Town Hall, while thousands packed into Albert Park to see a fireworks display organised by the Army. The streets were choked with masses of laughing and singing people.

When the last of the Melbourne revellers left the streets they were walking ankle deep in paper. By morning street cleaners had restored order.

Huge crowds continued to flood to Brisbane on Wednesday night and sang and danced in King George's Square. City bands added to the revelry.

As the day passed the tempo of celebrations in Adelaide rose until a seething mass was gathered in the main city streets.

In honour of peace a salute of 101 guns was fired in Melbourne yesterday.

Races and football fixtures were held in Sydney yesterday, but not in Melbourne. Many people went for picnics or attended private celebrations.

Canberra was deserted yesterday after the celebrations of the previous day. All Government offices were closed and many officials drove into the country for picnics.

Police allowed plenty of latitude but order prevailed throughout the Commonwealth.

Jap Bombardment After Peace News

WEWAK, Thurs.—Until the Japs lay down their arms it cannot be said that the war has ended for Australians in the Wewak area. Eight hours after a signal flash of the war's end was received, the Japs shelled and mortared Brandi plantation and Mandi, E. of Wewak.

Australian artillery at once replied with a heavy 25-pounder barrage extending far into the night.

After days of patient waiting the men received the surrender news quietly. In frontline positions men dug in deeper in preparation for Jap night harassing tactics which the enemy had pursued on the 2 previous nights.

More Japs have wandered in during the past few days, but the main force is still bottled up inland. It appears that the luck of Gen. Adachi, the Jap commander, will hold as final defeat was very close to him.

SHINING NIGHT IN FORM IN SYDNEY

By "AJAX"

Shining Night, one of Sydney's best handicap horses, returned to form in the STC Handicap, main event at Canterbury, Sydney, yesterday. In a good finish, he beat Wellesley and Gauntlet. Shining Night was heavily backed down to 7 to 4.

Closest finish of the day was in the Clissold Handicap, in which the promising Gay King finished best to beat Grand Prodigie by a head, with Twice Royal a head away third.

Jockey W. Cook rode 3 winners—Lisp, Gay King and Mt. Howitt.

ST. FAIRY LIKELY FOR M.V.

St Fairy, who won brilliantly at his last start which was his first since spelling, is expected to be too solid for the class horses, Counsel and Simmering, in the Tullamarine Handicap at Moonee Valley tomorrow.

The meeting is being held tomorrow instead of V.P.-Day (yesterday).

Acceptances:—
Morong Maiden Plate, 6f. First Div. (1.45 Aust. time).—Aleric, Antans, Blank Spec, Castle Hill, Coroman, Dervish, Ethics, Fig Leaf, Geronimo, Hoyle, Kimbolton, Luminary, My Bachelor, Orchestral, Phar Wind, Reveille, Royal Banner, Star of India, The Sirdar, Vind, 8.7.

Morong Maiden Plate, 6f. Second Div. (2.15).—Anstey, Bindoro, Cable News, Comparison, Demaratus, Edward Jenn, Exclais, Four Freedoms, Hand Grenade, Kerry, Flynn, King O'Brien, Mardi Gras, Omonia Square, Padre, Prince Charles, Royal Atterton, Scotland, St. Orkney, Timpal, Windsor Laddie, 8.7.

Alisa Hcp., 8f. (2.50).—Old England, 9.1; Durzee, Navarro, 7.13; Leryhen, 7.12; Herward, 7.10; Big Shot, Gay Hpa, 7.9; Keep Smiling, 7.8; Ban-kura, 7.13.

THREE-YEAR-OLD NOVICE HCP. (colts).—MT. HOWITT (9/4), 1; Strathfield (33/1), 2; Bobnic (10/1), 3. Scratchings: Yalta, Sluma, Stunz, Sergeant Major.

THREE-YEAR-OLD NOVICE (fillies).—LISP (5/2), 1; Volley (5/2), 2; Invest (3/1), 3.

THREE-YEAR-OLD NOVICE (Second Division).—CARENOT (20/1), 1;

Lilbet (3/2), 2; All Crag (3/1), 3. CLISSOLD STAKES.—GAY KING (5/1), 1; Grand Prodigie (9/2), 2; Twice Royal (12/1), 3. Scratchings: Sir Nelt, Star Gold, Vermell, Recka Oka.

S.T.C. HCP.—SHINING NIGHT (7/4) 1; Wellesley (9/2), 2; Gauntlet (3/1), 3. Scratchings: Cordale, Fire Chat.

THREE-YEAR-OLD HCP.—CHAYTOR (6/4), 1; Don Giovanni (7/1), 2; Souvenir (7/2), 3.

WELTER HCP.—FIRE CHAT, 1; Philgita, 2; Davinia, 3. No prices available. Scratchings: Gauntlet, Lord Kagal.

Balmain Enters RL Final Four

Balmain entered the final four in Sydney Rugby League's competition by beating North Sydney 9-5 yesterday. Both teams were equal in points in fourth place and the match was played to decide which team should contest the finals. The other finalists are Eastern Suburbs, Western Suburbs and Newtown.

The NSW Rugby Union team to play Queensland tomorrow has arrived in Brisbane and will have a run this morning. All players are fit.

The Melbourne football draw for tomorrow is: League: Geelong v. Essendon, Richmond v. Carlton, Colingwood v. St. Kilda, S. Melbourne v. Fitzroy, N. Melbourne v. Melbourne, Footscray v. Hawthorn. Association: Brunswick v. Williamstown, Prahran v. Sandringham, Brighton v. Port Melbourne, Coburg v. Oakleigh.

Tullamarine Hcp., 8f. (3.25).—Counsel, 9.8; St. Fairy, 9.7; Simmering, 9.5; Evidence, 7.9; Approve, 7.8; Codical, 7.5; Lunar Lynx, 7.0.

Ngarero Highweight, 10f. (3.55).—Evidence, 10.5; Pickway, 9.12; The Trapper, Kindervale, 9.7; Parana, 9.5; Camouflage, 9.3; Reynard, 8.12; Belle Patrol, 8.7.

Plenty Maiden Plate, 6f. (4.23).—Amourette, 8.2; Ayah, Bon-Bibi, Dame Dorrie, Donatello, Dual Enterprise, Early Love, Ericcen, Flying Moth, Futuria, Golden Emblem, Lady Wyn, Land Star, Moroccan, Mintbire, Duralis, Panes, Rosewood, Triumph Wayuni.

Macedon Hcp., 6f. (4.50).—Drum Net, 9.11; Kintore, 8.9; New Yorker, Reperto, 8.6; Ava, Minanalacs, 7.9; Audacity, Valline, Whizbeu, William Tell, 7.8; Altice, 7.7; Labrador, Mountjoy, 7.5; Lady Magnus, 7.4; Ironheart, 7.3; Carruca, 7.2; Kindergold, Ben Hope, Coat of Arms, Terracena, Bold Scout, 7.0.

12. Tokyo Airline

The Japan couriers

While the POW airlift was happening, Australia assembled a regimental Army force of 5000 men with Navy and Air Force support to join the Americans, British and other Allies in a five-year occupation of defeated Japan. The Australian force had to have a military air service supporting it from its homeland. First flights began in a self-generating kind of way by flights of 36 and 34 Squadrons from Morotai to the Philippines extending by the end of 1945 through Okinawa to Japan. They gained some frequency in the early months of 1946, flying to Iwakuni on the Inland Sea near Kure, where the Commonwealth Occupation Force had been installed. The waterfront of Kure, a city backing up large Japanese Navy installations and shipyards, had been almost wrecked by Allied bombing. Untouched Iwakuni was next town south on the Inland Sea coast after Kure and for the fast Tokyo-Nagasaki express trains, then called 'Bullets', now Shinkan San.

No. 37 Squadron was flying couriers from Melbourne to Morotai via Darwin when the war ended and 38 Squadron was flying three a week from our Brisbane base, so that a loose-ended air contact between Australia and Japan came into being. 38 frequently flew through-flights from Brisbane to Iwakuni and Tokyo as well. The squadron had then 20 C47s, 250 aircrew, 800 engineering and barracks staff. We occupied the whole of Archerfield Aerodrome and its superb, former US Air Force, engineering facilities. Squadron Leader Ron Cornfoot AFC, a veteran of the RAAF Hudson squadrons in the battle for South East Asia in 1942 and commander of 38 from late 1944, went back to 'civvy street'. I followed him into the command chair, which privately we both knew used to tip over backwards very easily with a little encouragement, not only unexpectedly but intentionally at times when we felt an upset would simplify the course of an unwanted situation. We sat very gingerly through serious sessions.

Those early postwar flights by several squadrons doing their

own thing, flying their sectors and schedules in their own ways, while they forged the origins of an air link with Japan constituted an untidy arrangement that meant, more or less, 'all change at the borders'. A flight to Japan involved something like the border changes that dogged passengers on Europe's early Orient Express trains when some countries ran the service through their sectors and if they did not have trains, took the passengers by road.

There was no way that individual squadron flights would ensure the continuity or frequency that couriers would have to sustain to the Occupation Force. Air Board commanding the RAAF consequently established an integrated and managed airline which would have to be military until Allied occupation settled Japan deeply enough into peace to allow civil airline entry. The Board recalled 36 Squadron from its island stations to the mainland and disbanded 34 Squadron, which had been through the Borneo and Philippines campaigns, on Morotai since March 1945 and was worn in equipment and morale. 34's network had linked Morotai eventually with Biak and Noemfoor Islands, Manila, Palawan, Leyte, Mindoro and Borneo. 33 and 35 Squadrons also were disbanded.

Air Board then formed 36, 37 and 38 Squadrons in April 1946 into a co-ordinated 86 Transport Wing, gave it Schofields Air Base near Sydney and a task to establish and operate the world's longest twin-engined air courier service, three times a week to Japan for two years. Two couriers a week were scheduled to Iwakuni and the third to Tokyo. Iwakuni courier crews spelled there for three days and Tokyo crews had a week in the capital. By having maintenance teams at Iwakuni and Darwin, and exchanges of aircraft at those points, through schedules were flown unbroken. Each incoming aircraft went into maintenance and its overhauled predecessor continued the flight with the load exchanged.

Group Captain R. F. M. 'Red' Green DSO, Red because his name was Redmond — his hair was black — moved into overall 86 Wing command. He was permanent Air Force, a man for all occasions, with a fine record. Wing Commander David Vernon DSO, went into household command of the base. The squadrons' ground crews were integrated into a special maintenance squadron. Each flying squadron kept its identity, aircraft, aircrews and commanding officers: Squadron Leader C. C. 'Hank' Henry AFC in 36, Ken Selby Brown AFC in 37, myself in 38. We had our own squadron Flight Commanders — chief pilots in effect — and our own operational and training

to New Guinea. The squadron quickly proved to the Americans to be a consistently effective transport facility. A close relationship developed with the 5th US Air Force, which loaned the squadron an initial five DC3 aircraft. They were the first DC3s to enter the RAAF and preceded an inflow soon afterward of new C47s. The new aircraft multiplied 36 Squadron's effectiveness. They flew daily to Moresby throughout 1943 and 1944 and achieved spectacular flying results in all Allied-held battle areas of New Guinea. The squadron's commander was one of pre-war Australia's senior airline captains flying Douglasses and Lockheeds, Squadron Leader G. H. 'Harry' Purvis, AFC.

A special detachment of the squadron's crews, aircraft and servicing teams was based at Moresby's Ward strip for most of 1943. It flew aircraft daily to the forefront of the highland and north coast fighting for Buna, Milne Bay and Moresby. Afterwards it flew constant support when Australians and Americans pushed back the Japanese along the north coast or left them trapped in their garrisons as the campaign hopped past them.

* No. 35 Squadron formed next at Perth, Western Australia, with Fox Moths and Dragons. It flew regionally throughout the State and to Darwin and completed the opening quartette of transport squadrons.

These squadrons' flying with C47s rather than their initial makeshift aircraft began Australia's singular air transport achievement in the war with Japan, and after.

The four squadrons were followed in mid-1943 by No. 37 Squadron, formed at Melbourne, and No. 38 at Richmond Air Force Base, NSW. Both had to settle at first for Lockheed Hudsons and Venturas, aircraft not really suited for military transport. They were re-equipped with C47s in October 1944. Cornfoot and I were posted into 38 Squadron from 36 with the new aircraft.

The start of war in the Pacific caught Australia unprepared in the air as indeed war caught every democratic country unprepared. Democracy, which is about peace, stood to be caught whenever aggression came along. A philosophy loosely spoken of in the Australian squadrons was that 'we always lost the first battle and won the last,' a thought from yesteryear that would be a kiss of death in today's nuclear age.

The measure of Australia's airlift for the Allies along the Pacific's bloody path to peace was in its total of 4.9 million tonnes that the six C47 squadrons ultimately transported. They flew for 120 000 hours in the last year of the fighting, as an

illustration, and covered in that time 32.2 million kilometres, most of them in the tropics, with a fleet of 120 aircraft. An average 1800 fighting men were flown somewhere daily over the total lift. Another 8.3 million kilometres, 33 000 tonnes and 3550 passengers were added to the figures in the first two years after the war while the RAAF flew regular airline services to Japan.

In the squadrons we gave little thought to these totals as they climbed, except to strive for peak results. Our interests were in the areas we flew, in the airlifts and in the air power of the enemy. We were not able to see the magnitude of the transport effort going on nor to realise the extent of the Allies' new-found strength, even when it turned the tide of battle into advance. We saw that things were moving in an overall sense and that the Jap was being pushed back or trapped and we saw real signs by mid-1943 that he was disappearing from New Guinea skies while we were flying in greater and greater freedom. The weather over the longer distances became our enemy as much as the Japanese had been before and we knew that there were battles still to be fought with both. The demon weather was what much of RAAF transport flying was about. It cost us more aircraft and killed more of our men than anything else.

Military operations and air routes that the C47 squadrons flew in the late months of 1944 grew by Spring of 1945 to encompass Australasia and the Western Pacific and far into South-East Asia. The squadrons had won their spurs after flying their early years like groomsmen walking the horses on the outskirts of the main RAAF effort. They had lived then by their wits in comparative Dickensian poverty, more suffered than encouraged except by those Americans in contact with their flying. Since the war, the squadrons have gone on and become a support force fully integrated into the Air Force operational equation. Their role will undoubtedly expand as the technology of Australia's defence advances. Wartime occasions repeatedly illustrated what semi-integration meant to us.

C47s averaged 10 supply-drop sorties a day in the inland New Guinea fighting before and after the Japanese were driven out of Wewak and on Bougainville in the Solomons. The drops were to the battle lines, often to Australian patrols in enemy territory. While the transports dropped from 150 metres, RAAF combat squadrons bombed the enemy 250 metres away. The same ground fire came back at both. The bombers' flying was logged in combat hours, top status, the C47s' hours were non-

THE LAST ORIGINAL "MERCHANT CAPTAIN KEVIN
DONNELLY"

MOTOR VESSEL
"KRAIT"

THIS IS THE STORY ABOUT A "FAIR DINKUM AUSSIE"

I used to be employed at The Harbour & Marine Department, Maryborough, Queensland. However, in 1969 I resigned from this Department and built my own Landing Barge, to be the first landing barge carrying vehicles to and from Urangan to the northern part of Fraser Island. However, one day I was loading my barge at Urangan when a person walked up to me. As I had loaded the barge and tied it up to the jetty, he began to talk to me. He was a nice person to be talking with, he introduced himself as Jack Guyder and asked me about Fraser Island and did I know where a place called "MacKenzie's" was located as he and his Army friends from the "M & Z" Force Association were trained there before going to War. I answered Jack and said "Yes, I know where MacKenzie's Beach is located, Why don't you come aboard the barge and I will point out the landmarks after I have taken off the vehicles at Fraser Island".

Jack came on board and during our conversation on the barge he said "I would like to get all the Australians over here who were with me in "M & Z" Force Association, and some of the boys who were training for particular War Ventures on the motor vessel "Krait" belonging to "Z Force. Jack continued, "I can certainly get hold of some of the old boys, and I'll see if I can arrange a trip over there to "MacKenzie's" to see our old training area". I then replied to Jack "I have a cargo truck and I would take all the men over to Fraser Island at no costs on the barge, but I would require petrol for my truck". Also I added, "I'm not sure what date we are talking about, when we could do this trip, but I am sure it would be sometime in November 1969".

However, I left all the arrangements to Jack Guyder.

During the year when I was carrying a cargo truck on my barge (called 'The Waylily') which in Island language means "Laughing Waters", I had a contract to supply cargo and fuel to Orchid Beach Resort where I would motor my barge up to Fraser Island to Wathooba Creek where we would take our loaded truck off the barge and drive across the Island to Orchid Beach where I met Sir Reginald Barnswill, who used to be another "Z" Force old-boy. When I informed Sir Reginald that I had been approached by the "Old M & Z Force Association" Secretary, Mr Jack Guyder, he said it would be a good idea if I could drive up the beach when I bring them over to Fraser Island and they could come to his Resort to see him and have a drink.

During 1970, I was again contacted by Mr Jack Guyder who informed me he had arranged for about 30 of the Old Members of "M & Z" Force from all around Australia who would like to do this trip. They would arrive on a special charter bus from Brisbane to rendezvous with my barge for the trip to Fraser Island sometime in 1970. I think it was about mid-Winter when all the final arrangements were made. At approximately 0900 the bus full of old Commandos from "M & Z" arrived at Urangan Jetty at Hervey Bay. They all stepped out of the bus and walked down the

said "Aw, come on, you can give me more than that". My reply was "No sorry, you can ask our Father here". He then turned to the Father and said "Father, what about \$5.00?" Father then said "No, Kev will give you the \$1.00, and I will help you by giving you three Hail Marys". The disgusted seaman walked away, it was the talk of the Union.

Later on, early in 1976, I was still Master of different ships on the Barrier Reef and "The Commandos" with a foreign going Master came up to Cairns for a reunion with the "M & Z, Krait Force" at The House on The Hill, where they trained during the War.

My wife and I were invited to an Official Party in the Main Town Hall and then later on to a Dinner Party at The House on The Hill itself. There Jack Guyder and Friends were all speaking together with me so I invited a Norwegian, an ex-Commando, to join the crowd. Jack and his Commando Mates thought it was great to meet up with an Overseas Commando who was delighted to meet fellow Australian Commandos.

All the talk that night, was that the Commandos and their wives were looking forward to going on the 'Krait' for a run over to the Barrier Reef. I had an idea so I walked over to The Board Chairman, Mick Borse, whom I knew, and said "Mick, what about giving your Million-Dollar-Boat a run so the Commandos would have a good trip". Later on during the speeches, Mr Borse said "I would like to loan my boat 'The Halvaston' to the Commandos, wives and friends, to go over and visit Green Island and The Reef". Mr Jack Guyder accepted the offer of the Million-Dollar-Boat and sincerely thanked Mr Mick Borse. Then Mick said "You will be well looked after, our Kev Donnelly will be your Captain". (I was CAUGHT and had to take the job).

Next day I went with Bert Jensen who used to run the Harbour Board Boat, and stayed near him. When on the "Halvaston", a fellow off 'Krait' asked us if we knew where there was a spare prop. That night, Bert who is a good diver, got a spare prop for the 'Krait' and everyone had a good time aboard the "Halvaston" the following day.

As I arrived in Brisbane I was approached by Mr Jack Guyder to attend a Special Meeting in Mr Bill McLean's Clarence Corner Hotel Lounge, in 1982. At the meeting, there was a Mr Doug Burns, a "Z", and about another six people whom I did not know. The people there asked me if I would be interested in being the Captain of 'M.V. Krait'. My reply was "Yes, I could handle it, a Great Honour". Not only that, I could have some relieving Captains for the whole visit of 'Krait' also. I don't know if I would become Captain, as you will have Army, Navy, small-ships Captains and Admirals, who go for Captain of 'Krait'. Then Jack Guyder spoke "Now we know you are interested, we will find out how all the other States feel about you being Captain, We will know within a month".

A month later on, I was again approached to come to Bill's Pub where the Secretary Mr Jack Guyder said, "I would like to read out all the correspondence from the Australian Commandos - they all agree that you, KEVIN DONNELLY, become MASTER of 'Krait'".

I thanked all the Commandos and then added "I have been in touch with two other Captains who would help in the navigation of 'Krait'":

No.1 - Mr Robin Fraser an ex-Navy Captain of a Queensland Tourist Vessel.

No.2 - Mr Ray Mills, ex-Navy Captain of Queensland Tourist & Cargo Ships.

These men are two very good Captains and Members of the Merchant Service Guild. We would be in charge of 'Krait' from Tweed Heads to Maryborough and return. In 1982 I was taken down by car with Frank Croning, one of the Engineers, to take over the 'Krait' in the company of the "M.Z." Secretary, Jack Guyder and "M.Z." Force Captain, W. McLean. When we arrived at the Council Wharf where the 'Krait' was tied up, and got out of Jack's car, he gave us some white 'Krait' T shirts to wear.

wharf and came aboard my vessel where I was introduced to them. The TV people from "Today Tonight" accompanying us.

They were going to do a film on this reunion and their trip to Fraser Island. When all the people were on board, I took my barge into the vehicle loading area and loaded the vehicles which were to go to Fraser Island. We sailed out of Urangan and unloaded the vehicles and then sailed down to "Mackenzie's" at Fraser Island. I unloaded my truck and the Commandos unloaded themselves. Some of the boys ran up off the landing barge up the beach, and the sand dunes. Then two of them saw an old steel tank on the beach, walked up to it and inspected the tank and said "Boy I didn't think I'd ever get back here". They then made camp and my eldest son, Michael and myself anchored the barge and rowed back to shore, and joined the "Z" Force men in their camp. After, as we were all sitting around the camp fire, I heard some very exciting stories about what they had done during the War and how they had done the parachuting jumps into "MacKenzie Lake", and taken "Fold boat Canoes" and carried on their practice and war activities up the Mary River.

A couple of them rowed up to Maryborough, broke into the Army Store etc etc and left notes saying "Z" Force have been here. Also some of them decided they would raid an American Destroyer anchored off Fraser Island, They did this and helped themselves to the food on board and left a note "Aussie "Z" Force has been here, keep your ship more guarded against the enemy".

I met a Chinese man, Mr J Sue, who spent a lot of time during the War behind enemy lines, giving reports to "Z" Force. There were some Commandos on the trip, Captain Bill McLean, Jack Guyder and Horrie Young off the "Krait", also Morris Berryman off the "Krait", Captain Bill Dwyer, and Arthur Jones. They were all enjoying themselves indeed.

After our night camp, I put the Commandos into my truck and drove around Fraser island. we went over to the beach, but did not have enough time or enough low water to drive up to see Sir Reginald at Orchid Beach. So after showing the Commandos over Fraser island and the ship wreck "Maheano", we returned to "Mackenzie's" and then 'all aboard my landing barge' to return to Urangan. All the Commandos went ashore to their bus and decided to return to Hervey Bay to visit the R.S.L. Club for a few drinks. When the bus driver wanted them to go home some of the Commandos sat in front of the bus and wouldn't move until a local policeman talked them into boarding the bus.

In 1971, I happened to obtain a Cargo contract from Amagraz to carry prawns in the Gulf Area. So I moved with my family into Cairns then sailed my barge to Cairns and then took the barge to the Gulf of Carpentaria to the town of Kurumba where I carried out my contract during the Prawn Season. After that I went Barramundi fishing. Later on, I sold my barge when in New Guinea, returning to Cairns where I became a partner in a Shipping Company where I was Mate on the Ship in charge of Cargo Loading and Discharging. This ship sailed from Cairns to Thursday Island fortnightly.

One of the times I shall never forget was when I was loading the ship in Thursday Island and I used to carry a lot of gear and things. Father McSweeney came down to see me and I gave him some correspondence I had in my cabin which I had carried up from Cairns as a goodwill gesture for the Church, as I used to carry many things in my cabin for the Church of England, Salvos, the Matron from the Hospital, etc. I arranged I would meet Father McSweeney in the Torris Strait Hotel when we had finished unloading and then loading on cargo.

Later on, about 5.30pm I met Father McSweeney in the Northern Pub, and we were having a couple of beers when up came one of the seamen, Gossy. He said "Hey Donnelly, can you loan me some money" and I replied "No, sorry, all I can give you is \$1.00" and he

I was glad I had not brought my Captain's uniform down with us. As we went on board 'Krait' I was introduced to several people who were all dressed up in their 'Coast Guard Uniforms'; they looked like Queen Street Sailors. Then I placed all my gear on a bunk downstairs. The Krait was tied alongside a wharf in a Terrible Manner, neither fore, aft, up-stream, or down-stream. So I went out to speak to a seaman saying, "When I take 'Krait' out I want you to let go, Forward Line First, then Aft Line. Please don't touch the Main Springer as I will go out ahead on it and when we are out from the wharf I will come astern and let Springer go". His reply was "Kev, that is a good way to get out". Just then, a fellow in full Coastal Guard Uniform arrived very cocksure, "Donnelly, I am taking 'Krait' out, it is N.S.W. Waters". I began to talk to this Pommy "I am taking over 'Krait' for The Australian Commandos 'M.Z.'". He said "I know you are a Full Master, you are taking 'Krait' out in escort to the Queen's Ship 'Britannia', I am not, we will change over at sea".

My next advice was "If you take her out be careful of the planks sticking out from the wharf, you could damage the Ship's Aft Awning". Then Jack came over to me and said "Let them take 'Krait' outside". Frank, the Engineer said "Kev, you will have to sing out loud to me when you want to speed up etc etc, as we have NO SHIPS TELEGRAPH". So I replied "Alright, you can have her till we get outside". His reply was that he would let their Engineer take over and I answered "Yes Jack, I will do whatever you require". So then I went a walking, and stayed on the Aft Deck. Then Bill Cockbill took over, I should not tell you what happened. He let go ALL LINES at once and 'Krait' RAMMED into the planks that were sticking out from the wharf, damaging Port Side Awning, then slid past the wharf. I could not believe it.

As we proceeded over the Tweed Heads Bar and out to sea, about six miles, Mr Bill Cockbill came to me and said "I would like you to sign the 'Krait' Log. My reply was "Alright and I also want you to sign where you damaged 'Krait' when you were trying to 'SAFELY' get her from the N.S.W. Wharf this morning". At last he did sign the Log.

As we were on our way up the Queensland South Coast, we passed the South Coast Beaches; at that time the Life Savers came out in their rubber dinghies and surf skis to escort the 'Krait' on her voyage up to Brisbane. At Surfers Paradise, out came a large speedboat with escort people aboard. And now being Captain of 'Krait' I slowed down and this vessel came alongside and we were able to see Mr Brian Cahill and these friends wanted to shout the "M.Z. Commandos" a few drinks.

So I stopped 'Krait' and they delightedly came aboard. The M.Z. Force Commandos were very pleased to see Brian Cahill, they had a couple of drinks with him and then he sang some songs for them and then placed on some Army singing tapes,

This went on for about half an hour. The two Army Vessels came up near 'Krait', one Army Landing Barge on the Port side, and then an Army Tug Boat on the Starboard side. I turned on my 2-way-radio where I was speaking to an Army Captain Ted Fisher who was in charge of the escort of 'Krait'.

We headed along the northern side of Stradbroke Island up to the Point Lookout area, where we proceeded with the ships through different passages through the rocks and reefs and headed up towards Cape Moreton. These were some short cut routes which I knew. Then we came in on the western side of Moreton Island for a good night anchorage where the Army Barge came alongside of us on the Port side and the Army Tug Boat came in alongside on the Starboard side. I informed the Mate of 'Krait' to contact the Captain of each vessel to run their anchors Fore and Aft so we all would have a good nights anchorage. Later on I was very pleased to meet the Captains and Crews of the two Army Vessels, and we all had a few drinks and chat.

At 0600 hours next morning we proceeded to Brisbane with our Army Barges as Escorts. When we were coming towards Fishermen's jetty we were able to see a

number of waterside workers and "M.Z. Commandos" waiting for the Warship 'Krait' to come in and we were able to hear a number of bands playing in the background.

WHAT A WELCOME TO US ALL.

Just at that time, after we had taken aboard the Commandos and a few waterside workers who were Commandos during the War, and some small property and businessmen aboard 'Krait', I was informed to travel behind 'Britannia' in the escort of 'H.M.S. Torres'. As I was steering 'Krait' along the Brisbane River I found I was unable to hold the ship as she was going to Starboard AT ALL TIMES and could possibly hit the 'Britannia'. I informed my First Officer Fraser I was going to inspect the steering of the ship and going down to the Starboard side of our ship I found there were businessmen standing on the wire and chains of the Steering Deck. Informing the men who were concerned THEY MUST KEEP OFF THESE CHAINS at all times.

I proceeded back to the Wheel house and again within 10 minutes the ship began to go to the Port side. We could not control the steering. Going outside again, I explained to the people concerned they would be much better off going forward than standing Aft where they were now. Passing by one of the Commandos, Mr Ron Bariner (nickname is Butch), he said "Kev, you are having a bit of a rough-trot". "Yes, I can't keep these men from standing on these Steering Wires and Chains". Butch had a good reply, "Don't worry, I will handle this situation myself".

After entering the Wheelhouse I could hear these remarks "Now listen all you bloody fellows here, keep off the Chain and Steering where you DON'T BELONG. If I catch any of you bastards on top of these chains etc, I don't know who will be the first bastard to GO OVER, but I will throw the bloody lot of you overboard, MY NAME IS BUTCH".

Martin Clancy, the Engineer, was standing next to me in the Wheelhouse and we couldn't stop laughing at the famous words of Butch. We proceeded up the river and went over to the Royal Yacht 'Britannia' and all the Commandos and businessmen thought they were going to be given a FREE DRINK off the 'Britannia', but they were in for a big shock, the Government Pilot Boat had just come on the Ships Radio, and informed me that the 'Kraits' position in Brisbane was to go up to 'HMAS Moreton' at New Farm and moor alongside the Naval Patrol Boats at the wharf. Later on we went up to The Naval Officers Club where everybody was talking about the BUTCH BARINER and THE EPISODE (until he walked into the Club).

During the week, Captain Ray Mills took over 'M.V. Krait' and on board there were a few members of the 'M.Z. Commandos' relations. Also Mr Martin Clancy who was relieving Mr Fran Croning the Chief Engineer. Ray departed with a party to visit Bribie Island and later returned to 'H.M.A.S. Moreton'—plus a few Brisbane River trips the following day. At the end of the week, Captain Robin Fraser took over this position as relieving Master of 'Krait'. The next step, the "M.Z. Forces" old and new, departed on at 'HMAS Moreton' and went down to Moreton Island to Readers Point. Later on in the day they proceeded to Redcliffe and Scarborough and tied up 'Krait' at the main Jetty.

I proceeded to Scarborough to the boat harbour to take over 'Krait'. Also on board was Clancy the Engineer, R.S.L. People from Kuranda, Mr G Ritchie, the Mate, the President of the Geebung R.S.L. Mr John Mulgrew, Inspector Carl Farrah of the Queensland Police, Bill McLean, "M & Z Force" Secretary Mr Jack Guyder, Butch Bariner and a few other Commandos. We departed Scarborough with Captain Donnelly proceeding through a short cut via Pearl Channel, out to Cape Moreton, then on the N.W. Channel. Mr Mulgrew then took over as Navigator and we proceeded

outside Bribie Island and Caloundra and arrived at Mooloolaba, at 4.00pm and tied up to the main Yacht Club Jetty.

That night we were all invited to a Yacht Club Dinner where the Commandos of 'Krait' were able to mix with the Yachting People. Later on we all went back to bunk on 'Krait' and to say 'Hallo' to Inspector Farrah who stayed on-board 'Krait' to care-take. We also noticed that some flowers, wreaths, etc had been purchased and laid on different bunks. However, we were informed by Inspector Farrah that he had to do 'some duties' while we were up there greatly enjoying ourselves. Unfortunately, three people had boarded 'Krait' without permission and Inspector Farrah had to "order them off ship".

At 0800 next morning we all proceeded in 'Krait' outside Mooloolaba approximately five miles stopped the engine on 'Krait' as informed by "M & Z" Secretary Jack Guyder, the Commandos and people on board standing beside him as he prayed and they distributed the flowers and wreaths across the waters on behalf of the Rimau Operations with 'Krait'. We then proceeded further north to a popular fishing spot known locally as "The Gardiner Banks"—the boys tried to catch some good fish.

We had been fishing there for five hours and the weather was becoming "Troublesome". I spoke to the Secretary "My Barometer is rising, and I don't like this change in the weather. Within the next hour we had best proceed to pass over the Wide Bay Bar which is known as a very rough bar". As we proceeded I informed the Engineer (as we had no Ships Telegraph) "When we reach the rough area I will let you know what speed to give us by hitting the deck with a hammer". This would mean "full speed ahead". As we headed towards The Bar I had the Mate distribute the Life Jackets to everyone on board, the fifteen people, five go FWD., five MID and Five AFT and to stand-by, wearing their life jackets.

Then I contacted the Engineer to stand-by the engine as there were some very big waves behind us. As we proceeded in over The Bar a very large wave hit the Starboard side of the Ship causing it to broach. Immediately, with the hammer, I hit the deck. This caused the ship to go "flat-out", and run with the waves into the calmer area of Tin Can Bay.

The next day I had a discussion with the Members of Hervey Bay Boat Club. They had brought their boats all the way up to Tin Can Bay, which is the end of the Sandy Straits. Some of the boys recognised me from my landing barge days at Urangan in the 1970's and we all agreed that some of the 'Krait' "Z Force" men could take a run in their speedboats as we knew they would be safe under the control of the Hervey Bay Boat Club.

I would have no problems controlling the 'Krait' in Sandy Straits. We arrived at Urangan at 1600 hours (4.00pm). Lots of people were standing by and our old friend Frank, the "Z Force" man who lived at Hervey Bay, he was pleased to see all his old mates on the 'Krait' and so I arranged eats and drinks on 'Krait' as we still had our good Cook Stan Waye of "Z Force" of South Australia.

Next morning we had a "Z Force" discussion with Captain Bill McLean, the Secretary Mr Jack Guyder, also the Engineer Mr Frank Croning, who was to take over from my Engineer Martin Clancy. Butch was going to give myself and Marty a lift home as we had been away for 14 days and we had raised an amount of Seventy-Three Thousand Dollars (\$73,000) for the 'Krait' Appeal. Captain Bill McLean, Captain Bill Haynes, Engineer Frank Croning, Secretary Jack Guyder, and other "Z Force" men stayed at Urangan until the weather improved, while Marty and myself accepted the car lift home with Butch and his wife back to Brisbane. I believe the 'Krait' left early next morning via Sandy Straits and the Wide Bay Bar with a good Sea to Brisbane, except at midnight the Gardiner main engine broke down, due to fuel trouble outside Maroochydore.

As Mr Frank Croning was a good engineer, it did not take him very long to have it going again and 'Krait' proceeded to Brisbane for a break of a few days. Then Captain Rob Fraser took over, taking 'Krait' through the South Canningpa passage to Southport over The Southport Bar, down the New South Wales' Coast to Tweed Heads where Krait was handed back to the Australian Coast Guard.

At a later date on Monday 22 April 1985, I was forwarded an Invitation to attend a gathering at the Australian War Memorial, Canberra, with Sir Ninian Stephen, A.K., GCMG, GCVO, KBE, His excellency The Governor General of Australia and listened to a few members of the 'Kraits' crew and asked further questions from "Z Force" attendants.

I was given a special present of the Book "The Heroes" signed by Mr Horrie Young 'Krait' N.S.W., Mr Allan Jones 'Krait' W.A., Mr Morris Berryman 'Krait' S.A., Mr R Morris 'Krait' England, the last four members of 'Krait'.

Again in 1986, my wife and myself were invited to a special "Z Force" Unit Dinner at the Bellevue Hotel, Brisbane, where my wife and I had the pleasure of personally meeting His Excellency Sir Walter Campbell D.C., Governor of Queensland, Patron of Queensland Commandos.

I was also informed that one of the Governor's family was killed on 'Krait' in the Rimau War Raid on Singapore.

My wife and myself enjoyed the dinner as I was the last Civil Captain to say cheerio and thank all the remaining "Krait" and Commando Crew.

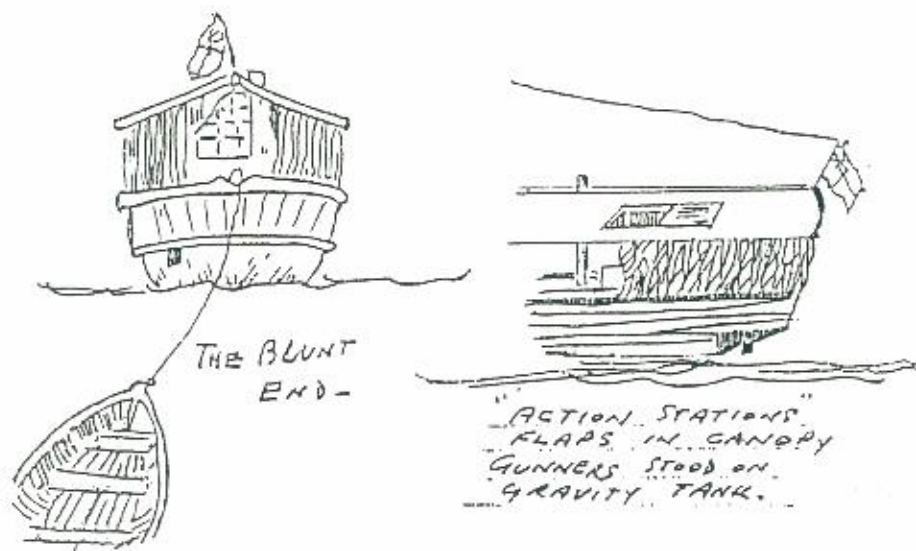
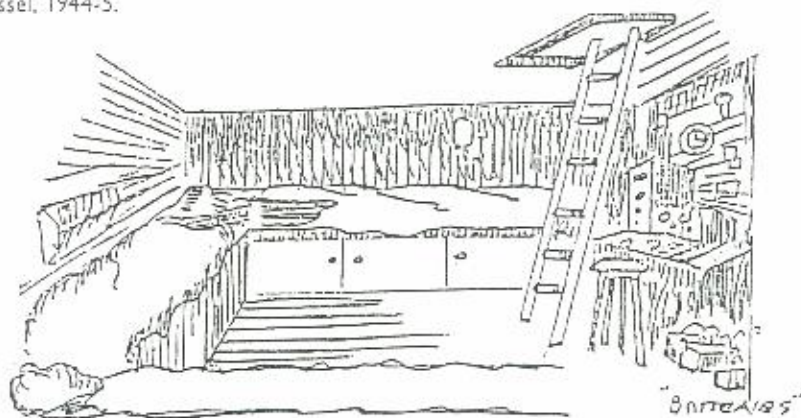
H.M.A.S. KRAIT

THE OP'S NERVE CENTRE

NO 3 HOLD.

3 BUNKS & HORRIE YOUNG'S WIRELESS.

Sketch plans of Krait's wartime configuration, by Sid O'Dwyer, a crew member on the vessel. 1944-5.



Did you know?

- Australia was fighting against Germany, Italy and Japan at the same time
- German, Italian and Japanese soldiers were held in Prisoner of War camps in Australia
- Japanese and German submarines attacked more than 50 ships along the south eastern Australian coastline from 1942 - 1944
- Australians soldiers were the first to defeat the Japanese in a land battle when they fought them at Milne Bay in August and September, 1942
- 39,366 Australians lost their lives during the Second World War
- Australia's allies against Japan included Papua New Guinea, United States of America, New Zealand, United Kingdom and the Netherlands.
- Sydney Harbour attacked 31st May, 1942
- Japanese and German ships laid mines around the southern coast of Australia



Timeline

7th December 1941	Japanese attack Pearl Harbour, invade Malaya and Hong Kong
7th January 1942	Bombing of Rabaul
23rd January 1942	Invasion of Rabaul
3rd February 1942	Japanese commence air raids on Port Moresby, PNG
15th February 1942	Surrender of all Allied forces in Malaya and Singapore
19th February 1942	Air raids on Darwin commence
20th February 1942	Japanese invade Timor
1st March 1942	Sinking of HMAS Perth
4th March 1942	Sinking of HMAS Yarra
5th March 1942	Japanese invade Lae, PNG
8th April 1942	Sinking of HMAS Vampire
18th April 1942	General Macarthur, US Army, appointed Commander of all Australian forces
5th/8th May 1942	Battle of Coral Sea
31st May 1942	Japanese mini subs attack shipping in Sydney Harbour
8th June 1942	Japanese submarine shells Newcastle
21st July 1942	Japanese land at Gona, PNG
25th August 1942	Japanese land at Milne Bay
17th September 1942	Japanese attack along Kokoda Track, halted at Imita Ridge
2nd November 1942	Kokoda recaptured
12/15th Nov 1942	1942 Naval battle at Guadalcanal
9th December 1942	Australians capture Gona

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