

THE VOICE

April 2010 Edition

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Korean Picnic Day

The small but vibrant Korean community held its annual picnic on 13 February on the grounds of the Whitehorse Aqua & Leisure Centre. Last year the weather reached 40 degrees in the shade and the day remained windless. This year, conditions were much better, cooler but rain constantly threatened to interrupt the festivities. Fortunately, it stayed away.

Some of the activities for the younger set included an arm wrestling contest and a race involving hauling a large sack of rice from one end of the field to another, during which much sweat (and rice) was split. One unusual event was suspending biscuits from string and having enthusiastic younger children race to eat them. Or it might have been an unusual way of feeding rambunctious, messy children. Either way, it was cute and amusing and a great photo opportunity.

Oddly, the only traditional costume in evidence was worn by two young girls, one of which was the distinctly *non-Korean* red-headed blue-eyed, Monique, the grand-daughter of Don Scally.

The sizeable KVAA contingent did well in the raffles later in the day, winning a number of prizes.



The KVAA contingent gathers



Don Scally with grand-daughter



Associate Member

International Federation of Korean War Veterans
Korea & South East Asia Forces Association of Australia
Sister with Korean War Veterans Association Australian Chapter
Twinned with the South London Branch British Korean Veterans Associations
Twinned with the Korea Veterans Association of Canada

Affiliated Associations

Association of Queensland Korea Veterans Inc.
Korea Veterans Assoc. Sunshine Coast Inc.
Korea War Veterans Association of NSW
Australian Korea Veterans Association Inc.

Allied Associations

Australian Peacekeepers and Peacemaker Veterans' Association Inc.



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Merchandise Available

KVAA Inc. pocket badge	\$10.00	\$	Kapypong battle print	\$ 5.00	\$
KVAA Inc. lapel badge	\$10.00	\$	RAN print: Ships in Korea	\$ 5.00	\$
KVAA Inc. windscreen decal	\$ 5.00	\$	Tie (with KVAA inc. logo)	\$20.00	\$
Korean War bumper sticker	\$ 2.50	\$	Korea Veteran caps	\$10.00	\$
Korean War map (laminated)	\$ 6.00	\$	Car number plate surrounds (set)	\$10.00	\$

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President's Report

We're closing in on Anzac Day, and this year will mark the 60th anniversary of the start of the Korean War. While it does mark an historic occasion for us, we should always remember our comrades who paid the supreme sacrifice. They, together with our MIA, should always command our respect. There has been quite a fanfare (and rightly so) about Australian MIA from other wars being recovered this past year but we need action from Government departments, indeed any source possible who can assist us, to start some movement in finding our MIA. Ian Saunders whose father went missing on January 25th 1953 needs our help and assistance as he battles for answers as to "where are they?" The 'too hard basket' excuse is wearing rather thin.

On 10th March, Tom Parkinson and I attended Fountain Gate Secondary College and took part in their leadership assembly. We were asked to present certificates and badges to selected students. Over 1100 pupils from 40 nationalities go to this school. **Those members/wives/widows who wish to attend the school's Anzac Day Memorial Service, it begins at 9am on April 23rd at the College in Josephine Avenue, Narre Warren.** [See Page 7 for details]

At the second meeting of the Advisory Group, held in Canberra on Tuesday 16th March 2010, Western Australia and Victoria were locked into June 25th as the Korean War anniversary date (as is the wish of the Korean Nationals and the decision of the first meeting of the Advisory Group, as detailed in the last issue of *The Voice*).

Since then Queensland has opted for July 10th. NSW, SA and Tasmania are still undecided. Because of the weather in Canberra at that time of the year it is quite possible that the OFFICIAL National Ceremony could well be held in October. Thus all Veterans/Wives/Widows may wish to attend their own State Ceremony and also the National Service in Canberra.

Contacts in the other States are – Queensland: Mr Jim Blake 07 5593 5750; NSW, Mr Michael Kohlhoff 02 9451 7603 or Mr Harry Spicer 02 4257 1375; South Australia, Mr John Jarrett 08 8382 1816, and Tasmania, Mr Tony

(continues on page 4)

The First Anzac Day

To prolong the weekend period of rest and recreation, Australians have acquired the habit of moving most public holidays to a Monday. But not so Anzac Day. This always is celebrated on the day on which it falls – April 25th. And with good reason. The day commemorates the first great action of the A.I.F. – the Gallipoli landing – and has become symbolic of Australians and their way of life.

Anzac Day was celebrated for the first time in 1916, the first anniversary of the landing, and by those very troops whose valour made Anzac Day a date not to be forgotten.

The celebration took place not in Australia but at Serapeum in the Suez Canal Defence Zone, where the forces, returned from Gallipoli, were still stationed. General (later Sir) John Monash himself participated in the organization of the festivities that marked the first Anzac Day.

The event had been looked forward to with much anticipation. Manning of the Canal's defences could not be neglected and there was much disappointment among units and officers whose duty it was to do this. The rest of the troops, however, made it a real holiday.

Every man who had served on Gallipoli wore a blue ribbon on the right breast, and every man who had taken part in the historic landing wore a red ribbon as well. Writing home, Monash regretfully noted: "Alas, how few of us are left who are entitled to wear both."

A short, dignified service was followed by *The Dead March in Saul*, played by massed bands, after which all buglers joined in the *Last Post*. The rest of the day was free and all work ceased. The morning was spent at cricket or taking part in other amusements. In the afternoon the whole Division went down to the Canal to swim and participate in a great aquatic carnival. From the Serapeum pontoon bridge, both sloping banks of the Suez Canal for almost a whole mile were a teeming mass of naked humanity. At times, there were more than 15,000 men in the water.

Championship events commenced at 1500 hours. A special programme for the occasion was printed in Cairo. This listed a race across the Canal (about 120 yards) followed by plunges and underwater swimming, as well as a competition on the greasy pole and relay races.

A fifth event was entitled *The Bellman*. A man with a bell or whistle dived into the water. Competitors were blind-folded and had to swim after the sound of the bell or whistle. Whoever caught the bellman first won. If no one was able to get hold of him within 60 seconds, he himself received the prize. Late in the afternoon the Prince of Wales joined the soldiers and enjoyed the fun so much that he stayed for more than an hour.

Cables were sent to General Birdwood and the Anzacs in France. Concerts concluded the celebrations and wishes were exchanged that there would be other opportunities of "enjoying many happy returns of this famous day – OUR DAY."

This wish certainly came true. What took place in 1916 as almost a spontaneous commemoration, subsequently was given official standing. Eventually, April 25th was set aside as a public holiday and a solemn Day of Remembrance not only for those who fought and fell at Gallipoli, but for all who gave their lives in the two World Wars.

Source: *How Did it Begin* by Rudolph Brasch Angus & Robertson 1993

President's Report (from page 3)
Oakford 03 6247 9343.

Here in Victoria our association has changed our usual July Commemoration Day Ceremony to June 25th. The RAAF Band has kindly consented to join us at the Shrine as have the Melbourne High School Cadets to carry our Banner and Flags. Our association is in discussion with the Victorian Government regarding a reception to follow the Shrine Service. We will keep you informed on any progress.

WWII Factoids

The mighty Japanese battleship Yamato was held together by 6,153,030 rivets and 463,784 kilometres of welds.

Enemy action accounted for only 25% of the tanks lost by the British Army in France in 1940. All the rest were due to mechanical breakdown.

During WWII, the USA produced some 411,000 pieces of artillery and 310,000 aircraft.

During WWII, out of every seven American Army casualties, one died, five were wounded, and one was a psychiatric case.

During the Second World War, a German Army field bakery company with two mixers and seven ovens could produce between 15,000 and 19,200 bread rations daily, depending on the season and weather.

British Field Marshal Bernard Montgomery wore "elevator" boots and shoes – footwear with special inserts – so that he could appear taller than he actually was.

Among the casualties of the Second World War must be numbered the approximately 40 pedestrians struck by automobiles nightly in blacked out London in 1939-1940.

APPVA National Conference Report

by KVAA Inc. Delegate, George Hutchinson

The Australian Peacekeepers and Peacemakers Veterans' Association National Conference was held at the Anglesea Barracks, Hobart, on the 5th, 6th and 7th February 2010. Allie and myself represented the KVAA Inc. at this great and wonderful occasion. The attendees from interstate, the National President, Patron, State Presidents and Gwyn Williams, are wonderful ambassadors for Australia.

As I left the army 55 years ago, many of the Associations at the convention and the abbreviations flung about were quite foreign to me. I did, however, quickly learn about and appreciate APPVA's activities world-wide as outlined by Paul Copeland: its humanitarian efforts on behalf of badly treated men, women and especially children of all nations. Each of the excellent guest speakers received a booklet written by the students of the Footscray City College called *Peacing it Together* which contained stories of APPVA personnel deployed in the world's trouble spots. It certainly awoke me to the dangerous conditions that these personnel have experienced and still do.

One of their aims is to return young service personnel to good health and their previous civilian occupations. Many veterans return from wars, now and in the past, endure marriage and family break ups; many live lonely and miserable lives, and suicide is not unknown. Funding to the Association is very limited, and of those charities with greater resources, few specifically help these unfortunate people.

On Sunday (the last day of the meeting), after thanking the APPVA for the respect shown Allie and myself, the noting the great camaraderie among the members, I was honoured to receive a copy of the previously mentioned booklet for myself. Incidentally, it is only one of several booklets written by the Footscray College students, another being *Korea – The Forgotten War*.

Congratulations to Phil Pyke, Tasmanian APPVA President, for arranging the use of the Anglesea Barracks, to the staff who prepared and served great meals, and to Dave Penson C.S.M., the new National President. I am convinced that he will continue to put forward and carry out the excellent ideas of the outgoing, long standing National President, Paul Copeland OAM JP.

A text which I have taken from the APPVA magazine (I hope that I am not breaking any of the Editor's rules) defines a veteran this way: *A veteran, whether Active Duty, Retired, Active Reserve or Reserve is someone who, at one point in their life, wrote a blank cheque, made payable to the Government of Australia, for up to and including their life. This is an Honour and there are too many people in this country no longer understand it.*

George O. Hutchinson, 12 February 2010, Chigwell, Tasmania.

Visitors From Far and Near

The General meeting at the Stella Maris Seafarers Centre was graced by two unexpected guests (to the members present but probably not the Executive): our Patron, Major General James (Jim) Hughes, and our South Australian delegate, John Bennett, whom we like to think flew all the way from Willunga (in the wine belt, south of Adelaide) exclusively for the meeting but in reality most likely had other business drawing him to Melbourne.



The Immortal Chaplains (Part One)

by Geoffrey Guilfoyle

*Enemy action saw the sinking of hundreds of ships of all types during WWII. Accidents and the forces of nature sent many others to the bottom as well. All deserve to be remembered but few are. The sheer number of them, and the passage of time, have dimmed recognition. But here's one that stands out – the *Dorchester* tragedy. Thanks to KVAA member, Bill Casey, for drawing my attention to the story (of which I previously knew nothing).*

The Ship

The bell on the USAT *Dorchester* rang twice at 12:30 a.m. on 3 February 1943. It was the last time it ever sounded. Twenty five minutes later a torpedo struck the ship and less than 15 minutes after that the *Dorchester* disappeared beneath the frigid arctic waters.

The SS *Dorchester* started life as a luxury liner – a floating hotel – one of three identical ships launched on 20 March 1926 by the Merchants and Miners Transportation Company. She was named after an earlier ship owned by the same company.

The *Dorchester* carried up to 314 passengers along the eastern seaboard between Miami, Florida in the south and Boston, Massachusetts to the far north. Many of her passengers vacationing in Florida were able to take their automobiles with them for an additional charge. The ship featured oscillating electric fans and telephones in all rooms, and an onboard freezer so that the passengers could enjoy ice cream, even while at sea on the hottest days. The dance pavilion on the boat deck provided music in the morning and again in the evening, and in-between live music recitals took place in the music room. A social hall, deck games and a library rounded out the entertainment facilities.

The Great Depression diminished the demand for luxury travel and the *Dorchester* was eventually mothballed. This changed in February 1942 when it was converted to a troopship with the addition of lifeboats and life rafts, as well as four 20mm guns, a 3 inch 50 calibre gun fore, and a 4 inch 50 calibre gun aft. Her large windows in the pilot house were reduced to just slits and the hull painted grey. The ship that once carried 314 passengers and 90 crew as the SS *Dorchester* now managed over 900 crew and passengers and sailed as the United States Army Transport (USAT) *Dorchester*.



The *Dorchester* in its role as a USAT vessel

Although 368 feet long by 52 feet wide, the *Dorchester* only had a 16-foot draft, suitable for the coast, but not designed for deep open waters, especially those of the North Atlantic. It didn't impress one US Coast Guardsman serving in the Greenland Patrol near the southern tip of Greenland. He remarked in March 1942 that the *Dorchester* was "as unwarlike as some great beachfront hotel that had unaccountably gone adrift... She looked so helpless and out place on the edge of the ice pack with her hundreds of soldiers waving like a holiday crowd that even then there was aura of doom about her."

The Route

For five voyages in 1942 under the command of Captain L. B. Kendrick, the *Dorchester* conveyed troops and other personnel from Staten Island (New York) along the north coast, past Newfoundland (Eastern Canada) to the U.S. bases in Narsarsuaq, Greenland. This was dangerous work indeed, for the way took them through the notorious Torpedo Alley.

The United States was initially ill-prepared to counter the German U-boat campaign in 1941-42 against its merchant-rich sea lanes along its east coast. Though Germany could deploy only five submarines at first, this initial offensive reaped a rich reward. The U.S. naval vessels assigned to halt the menace were obsolete, slow and inappropriate for anti-sub warfare. Merchant ships sailed as and when they pleased, one at a time, with their running lights ablaze and often without a zig-zagging course.

Disaster followed. Between January and July 1942 a staggering total of 397 ships were sunk in U.S. waters, most along a stretch of coast roughly between the aptly named Cape Fear in Carolina and the Gulf of Maine to the north. Although U.S. counter-measures became increasingly effective in the latter half of 1942, ships continued to be sunk in the area right up to the end of the war.

In late 1942 the Germans pulled back from the U.S. east coast and concentrated operations further north. Those ships the Greenland run tended to hug the shore and sailed through 'bottle-necks', making them vulnerable. When it set sail, the *Dorchester* would have to brave this route. At the close of 1942, Captain Kendrick retired and Hans J. Danielsen took command for the sixth (and last) voyage.

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The Chaplains

The U.S. entry into the war and the vast expansion of all branches of the military, meant a commensurate increase in the number of men required to minister to the spiritual and pastoral needs of these servicemen and women. Harvard University responded by founding eight specialised schools of study, including one for chaplaincy. By early 1943, the university had 6000 service personnel students eating in the 16 university dining halls, and the chaplains crowded six to a room which in the pre-war years held two students. Four of these chaplains, from different faiths and backgrounds, all with a deep belief in God and serving their country, met in these circumstances and formed a strong friendship. All four requested and received permission for overseas deployment, and in early 1943 found themselves billeted aboard the *USAT Dorchester* and heading to Greenland.



George L. Fox was born in Lewistown, Pennsylvania in 1900, one of five children. At 17 he ran away to join the army and served on the Western Front during World War I as a medical orderly, receiving the Silver Star, the Purple Heart and the Croix de Guerre for his meritorious service. Following the war, Fox studied at Moody Bible Institute and Illinois Wesleyan University, graduating in 1931 after which he served as an itinerant Methodist preacher before joining the Boston University School of Theology and becoming an ordained minister in 1934. He rejoined the army in 1942 and attended Chaplains School at Harvard University where he met fellow chaplains Alexander Goode, Clark V. Poling and John Washington.



Alexander D. Goode was born 10 May 1911, one of four children to a Brooklyn rabbi. After finishing high school in Washington D.C., Goode also became a rabbi, graduating from the University of Cincinnati and the Hebrew Union College in 1937. In 1940 he received his Ph.D from Johns Hopkins University. After serving for a time as a rabbi in Indiana and Pennsylvania, he applied to become a Navy chaplain in 1941, but was turned down. The following year he was accepted into the Army, being posted to the Chaplains School at Harvard University where he met fellow chaplains Alexander D. Goode, Clark V. Poling and John P. Washington.



Clark V. Poling was born on 7 August 1910 in Columbus, Ohio to Daniel A. Poling, an Evangelical minister, and Susie Jane Vandersall. He was raised in Auburndale, Massachusetts where his mother died in 1918. His father remarried in 1919 and converted to the Baptist faith, becoming an ordained minister. The family moved to New York and Poling attended Rutgers University and then Yale Divinity School, graduating in 1936. At the outbreak of war, Poling volunteered for service as an Army chaplain, and was sent to the Chaplains School at Harvard University where he met fellow chaplains George Fox, Alexander D. Goode and John Washington.



John P. Washington, born 18 July 1908, was one of the seven children of Irish immigrants. Intelligent and religious, he went to Seton Hall Preparatory School, New Jersey, before attending the Immaculate Conception Seminary School of Theology, being ordained a Catholic priest in 1935. He served at several New Jersey parishes over the next six years before joining the Army in the aftermath of the Pearl Harbour attack. After spending a brief period of time in Indiana and then Maryland, he was dispatched to the Chaplains School at Harvard where he met for the first time fellow chaplains Alexander D. Goode, George L. Fox and Clark V. Poling.

The Importance of Greenland

Although the U.S.A. didn't officially enter the war until December 1941, it was 'unofficially' deeply committed from the beginning via the 'lend-lease' program which involved, among other material and munitions, sending a steady stream of aircraft to Britain. The easiest way to do this was simply fly them there from the U.S. north-eastern seaboard. This isn't as easy as it sounds, given the distance required. The shortest route between the U.S. and Britain, from northern Maine to the western isles of Scotland, was skimming the shores of Newfoundland, Greenland, and Iceland – what became known as the 'North Atlantic Ferry Route'. If planes were to fly from American factories to British airfields, this was the route they must take; and this required refuelling stops. Thus the need for an airfield in southern Greenland.

To send aircraft to Britain the U.S. first needed to build them. A key element at the time was the mineral cryolite, a soft, translucent mineral used to make industrial aluminium for the aviation industry. It just so happened that

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Snapshot by Jeff Towart

The struggle for the town of Chongju, approximately sixty kilometres from the Yalu River, in late October 1950, marked the furthestmost advance by Australian forces in the Korean War though no one knew that at the time. North Korean resistance was crumbling and one push to the border would see the end of the war. The Chinese, as it soon became known, viewed matters differently. One casualty of the battle was the commander of 3 Battalion, Lt. Col. Green. Struck by shrapnel he was evacuated on a stretcher by jeep to a surgical hospital at Anju where he died. The Chinese surged across the Yalu and launched their first offensive soon after. KVA Inc. member, and participant in what happened next, Jeff Towart, takes up the story...

Colonel Green was killed on 1st November 1950 and his replacement Lt. Col. Walsh took charge the next day. He had no experience as a field commander and, as he proceeded to show, should never have been given the command. On 4th November we were ordered to attack and capture a line of hills about five hundred metres to our front, and this we did against determined opposition. Orders for the attack were hurried and sketchy. Enemy strength was unknown and we had no supporting or covering fire. These were Colonel Walsh's first battle orders and were poorly delivered.

We dug in and waited for darkness to fall when we knew the Chinese would attack. There were three hills each running east to west. Able Company (my mob) got the first, Baker Company the second, Don Company the third, with BHQ five hundred metres to the rear and Charlie Company in reserve. By midnight we were outnumbered and under heavy attack by thousands of screaming, shouting Chinese. With the din of bugles and whistles filling the night air, we managed to hang onto our line of hills.

Several mortar bombs exploded near BHQ and Colonel Walsh requested permission from the Brigade Commander to move his HQ about a thousand metres to the rear. Permission was granted but he was told it was important the rifle companies remain in their present positions. For a reason I fail to understand, without informing Brigade and against Brigade plans, he ordered the rifle companies out of our holes on the ridge lines and down to the flat ground below. As soon as we left our holes the Chinese moved in and were able to fire down on us. A direct order from Brigade to stop this withdrawal was received.

The Colonel now ordered us to return to our pits, but of course this wasn't possible. We had already lost twelve dead and sixty four wounded. Able Company copped the main Chinese assault and was cut up quite a bit. The previous day our Company CC was wounded and the CSM killed, so we were doing it fairly tough. A young Lieutenant who had been Acting Company 21C now was in charge and he queried the withdrawal order, but was told to comply. Don Company had a World War II AIF Officer who refused to move before daylight and closed down his radio so he couldn't receive any further orders. Lt. Col. Walsh had clearly lost the confidence of the Brigade Commander and was sacked on the spot. Major Ferguson was put in charge and promoted to Lieutenant Colonel.

It was sometime during this fiasco that I lost my pack and all my worldly goods, including spare clothes and pay book, plus the great little camera I had purchased in Japan. Later, after Kapyong in fact, a mate from my old company showed me a beaut camera he picked up when rifling through some dumped Chinese gear and equipment. It was a neat little camera in a leather case, and as I glanced at it I commented that it was like my old camera. When I unfastened the case for a closer look, I couldn't believe my eyes as there was that familiar cigarette burn that had been on mine. I told him this was my old camera, to which his reply was something like, "Now pull this leg, it's shorter." We finally agreed to wait for the film still in the camera to be developed to settle ownership and that wouldn't be until we went to Tokyo on R&R leave. It was eventually proven to be mine and I still have the thing, but you can no longer buy film for it.

Fountain Gate S.C. ANZAC Day Ceremony

On Friday, April 23rd (at 9.05 am sharp), Fountain Gate Secondary College will hold our annual ANZAC Day ceremony. Our 'Special Guests' are yet to be confirmed – the Chief of the Defence Force, Air Chief Marshal, Angus Houston, AC, AFC, has been invited. Other guests include the Mayor & Councillors of the City of Casey, State & Federal Members of Parliament, and representatives of the RSL, Army, Australian Air League, Victoria Police, Vietnam Veterans Motorcycle Club, Korean Veterans Association and Consulate representatives from New Zealand, Britain & Turkey.

There will be involvement during the Ceremony by student singers, musicians, flag-bearers and speakers. Fountain Gate SC students who are members the Australian Air League, Australian Army Cadet Corps and Scouts will also be part of the 'Ceremonial Guard Party' along with HMAS Cerberus Trainees, Hampton Park SC Naval Cadets and members of the Great War Association (59th Battalion, 1st AIF Historical Group).

We would be honoured if you could attend this special ceremony.

RSVP by Wednesday, April 21st to Mr. Wayne Smith (Community Links Co-ordinator) on 0417 389 039 or email: smith.wayne.p@edumail.vic.gov.au

Fountain Gate Secondary College, Josephine Avenue, Narre Warren, 3805

Korean War Diaries

KVAA Inc. member, Norm Lewis, has come across a potentially useful tool on the Australian War Memorial website for those doing research on the Australian in Korea. These official diaries/intelligence summaries report on the hour-to-hour, sector-to-sector activities of Australian units (and often those of other nations also involved in the area). Here's an example, a rather dramatic one, from Diary AWM85-4-21:

Songju - Waegwan Area 3 Oct. 1950: The Second-in-Command, G Company Captain K.J. HUMMERSTON and his driver Pte SKETCHLEY, Support Company were killed when their carrier ran into an unmarked minefield about three miles south west of WAEGWAN at DQ 421794. B and C Companies continue to destroy abandoned ammunition and arms dumps during the course of their patrols.

Just copy-and-paste or type in the URL into the browser and it will take you directly to the relevant section of the AWM site. The diaries, in Adobe .pdf format, are downloadable.

3 Battalion RAR (1948 - 54) http://www.awm.gov.au/collection/war_diaries/korea/class.asp?levelID=502

2 Battalion RAR (1953-1954) http://www.awm.gov.au/collection/war_diaries/korea/class.asp?levelID=503

1 Battalion RAR (1951-56) http://www.awm.gov.au/collection/war_diaries/korea/class.asp?levelID=504

MIA Update

Ian Saunders has sent us the following e-mail updating the search for families of the MIA in Korea. The result thus far has been very good but help is still needed in finding 11 MIAs. If you know any relatives of the men below, or have any information as to their possible whereabouts, let Vic Dey know and he'll pass on the information.

We have conclusively researched the last known grid map reference of our 22 Army Missing-in-Action which confirms that one mia is in South Korea, four are in the SK DMZ and seventeen are in the NK DMZ. The documented evidence and maps created detail information that has never before existed and are intended for presentation to Australian Government Ministers, ADF, South Korean Government and the media to focus attention on authorities to pursue matters that will require investigations into the recovery of the remains of our MIA servicemen. At this point, we have secured 25 mtDNA swab samples from 11 of the 22 families of the MIA army men which currently are in the possession of JPAC, CIL Hawaii.

The 11 army men whose families we have located and have supplied mtDNA swabs are: Private J.B. Ashe, Private E.G. Bourke, Corporal W.K. Murphy, Private R.D. Rootes, Lt. L.B. Ryan, Private J.P. Saunders, Private A.J. Scurry, Private R.W. Shennan, Lt. F.C. Smith, Private L.J. Terry and Private T.G. Wallace. All of the families located are in Australia with the one exception, Corporal William Murphy whose family live in Ireland.

Listed below are the other 11 army MIA whose relatives we are anxious to locate and secure mtDNA swab samples.

Pte Francis Brady	3 RAR	4/400156	mia 25.1.1953	b. Birkenhead, Cheshire, England 13.12.1921
Pte John King Christie	3 RAR	5/2514	mia 15.4.1953	b. Marton, N.Z. 25.6.1922
Pte Thomas Randolph Foot	3 RAR	2/401322	mia 14.5.1952	b. Moree, NSW 2.1.1924
Pte Leslie John Griffiths	1 RAR	3/10647	mia 11.12.1952	b. Birmingham, Warrick, England 25.1.1928
Pte Joseph William Hodgkisson	3 RAR	5/400181	mia 25.1.1953	b. Perth, WA 20.9.1932
Pte William Rudolph Kunkel	1 RAR	1/1641	mia 16.11.1952	b. Brisbane, QLD 14.11.1930
Pte William Thomas Henry Lord	3 RAR	2/400437	mia 13.7.1952	b. Glen Innes, NSW 27.10.1927
Pte John Lawrence McKandry	3 RAR	2/400919	mia 13.3.1953	b. Auckland, N.Z. 1.10.1930
Pte John William Nicholson	3 RAR	2/400798	mia 14.3.1953	b. Moonee Ponds, VIC 26.3.1932
Pte Peter White	3 RAR	3/400608	mia 14.1.1953	b. Cahir, Ireland 6.7.1925 (relatives may be in NZ.)
Pte Denis Edward Whitehouse	3 RAR	3/10796	mia 14.8.1952	b. Birmingham, England 30.9.1930

Urgent Response Required

The President of the Republic of South Korea wishes all surviving Korea War veterans to receive a personal letter of THANKS. To comply with Australian Privacy Laws, we MUST have your written permission to provide him with YOUR name, address, service number and unit – to the Secretary by **4th May 2010** please.

Eric Linklater on...

*Eric Linklater (1899-1974) served in the Black Watch during WWI and turned to journalism during the 1920s before moving into broadcasting and novel and popular history writing in the 1930s. In 1951, Linklater visited Korea and spent some time with the British Commonwealth forces, producing the booklet *Our Men in Korea* the following year, from which these observational extracts are taken. Thanks to KVAA Inc. member, Bill Casey, for the booklet.*

Infiltration

‘Infiltration’ is a word that has been, of late, rather loosely used. It has been used to describe the ordinary tactical process of looking for weakly-held parts of the enemy’s line, and thus forcing a way through them to exploit the advantage thus gained. But it should, perhaps, be restricted to the passing of troops, by ruse or in darkness, through country unoccupied by the other side, but by daylight or in ordinary circumstances controlled by him and within range of his fire and observation. In this sense of the word the Chinese have repeatedly tried to employ the tactics of infiltration, and have often succeeded.

The repeated passage, from north to south, of large numbers of refugees gave them cover of one sort, and in the broken Korean landscape through which they hurried by night, and in which they lay hidden by day, they found concealment almost as naturally, it would seem, as a hare in its form. They might scrape hollows under an overhanging slope, they could dig swiftly and hide the spoil; and they could lie still. Guns and transport were camouflaged among trees, or in brown-thatched hamlets, with an artist’s skill. They found compensation for the poverty of their equipment in the resourcefulness of their minds, the hardihood of their bodies, and the discipline of their training.

From a road in the bottom of a valley the hills on either side might seem innocent, lifeless, and untenated; and often enough they were. But sometimes the quiet hills would suddenly sprout fire and mortar-bombs, and from their forms under the scrub or from the deep dug-outs the patiently attentive enemy would spring fiercely into life.

Sappers

The Sappers laboured without rest, and by their efforts ammunition was punctually delivered to forward positions and the wounded were more expeditiously evacuated. They broadened the narrow tracks which had previously served the simple needs of a rural population, they carved winding roads from untrodden slopes, they protected an ever-precarious network of communications against the sudden attack of flood-water from bursting rivers. Most of the Korean landscape was medieval in its roadlessness, and roughly and rapidly it had to be modernised to bear the burdens of modern transport. The climate is intemperate, the rivers undisciplined, and a night’s rain may change the whole aspect of the countryside, carve a hundred unexpected channels, and carry timber bridges in wreckage to the sea. In August [1951] the broad Imjin rose seventeen feet in sixteen hours, and a considerable force on armed reconnaissance beyond the river was cut off. The Sappers had to work desperately hard to repair the roads of approach and reconstruct the ferries – slender pontoons on a bridle, edging their way across the swirling tide – that would bring the soldiers home again, and presently carry another battalion northward to the enemy’s hills.

Food

The troops were uncommonly well fed, though the British soldiers soon grew tired of the American food they received in the early months of the campaign. Of excellent quality and neatly packed, American rations were too sweet, fanciful, and slight in bulk to please conservative stomachs, and the English and Scottish regiments welcomed the reappearance of bully-beef. Their American comrades envied them the beer which the Naafi supplied, and in a country so destitute of comfort, so far divorced from pleasure, beer acquired a wonderful importance.

When the Naafi had organised its service, and some months of uncertain peace arrived with summer, the Naafi vans came far forward with their little luxuries, and the big bottles of Japanese beer did much to reconcile the soldiers to their desolate watch on barren hills festooned with wire. For when other arguments are frail or palpably false, assurance may survive miraculously in malt and hops.

It is because of the punctual delivery of beer, perhaps, that the supply services in Korea were so often praised by the infantry, who were not always lavish of such commendation. The supply services had heavier and more urgent cargoes to deliver, and their ceaseless work on abominable roads was praiseworthy indeed; but the arrival of shells and barbed wire and mortar-bombs is taken for granted. Beer demands gratitude, and inspired it to.

A Special Salvage Operation

The small ships of the navy patrolled the muddy waters near the estuary of the Yalu River, and from time to time were rewarded with unusual tasks of exceptional difficulty. In mid-August, for example, the frigate

(continues overpage)

Eric Linklater on... (continued from page 9)

Cardigan Bay arrived on patrol to be informed that air reconnaissance had discovered the wreck of a Russian jet-fighter, a MIG 15, in ten feet of water, about a mile and a half offshore, north-west of Pyongyang. The 5th Air Force was extremely anxious to examine the structure of a MIG, about whose design little was known, and plans were made to retrieve it.

Cardigan Bay sailed from Choda Island, skirted a mined area west of Chinnampo, and, crossing an unsurveyed sand-bar in darkness, waited inshore off it for morning. A ROK patrol-boat and a small, slab-sided landing-ship joined her. Aircraft flew overhead, some under the clouds and others far above, to watch for jet-fighters. Some twenty-five miles to seaward a protecting cruiser waited, and a helicopter from [the aircraft-carrier] *Glory* found the MIG and accurately buoyed it.

Cardigan Bay sent away a boat to lead in the landing-craft, through a muddy channel whipped by a fresh wind, and the landing-craft reached to within half a mile of the wreck before it grounded. The boat went on, and as the last of the tide ran out the sailors waded in to look for the shattered pieces of the MIG. Wire slings were attached to the engine, wings, nose-piece and fuselage; and the slings were buoyed. The tide flowed again, and brought in the landing-ship, which began to lift the heavy parts of the aircraft.

Divers of the Royal Navy went down to work dangerously in a five-knot current – so great was the effort, in swift-flowing, shallow water, that they could stay down for a few seconds only – and the more important parts of the MIG were raised. The remaining fragments were gathered together at the next ebb without interference from the enemy, though some light anti-aircraft guns had fired on the low-flying protective planes, had been engaged by them, and later were shelled by the cruiser offshore. Broken, but with hardly a piece missing, the MIG was safely carried off and delivered to the 5th Air Force for expert examination.

The Immortal Chaplains (continued from page 6)

the main supply of cryolite for the U.S. and Canada came from the mine at Ivgtut, on the southernmost tip of Greenland. It was the world's richest supply of the mineral and constituted Greenland's main export.

After 1940 it was even more important for the United States to build military bases in Greenland. Given that this island was a possession of Denmark, now conquered by the Germans, it was likely that Hitler would claim it for Germany. The use of submarine pens and airfields for fighters – assuming they could be constructed and supplied, a huge 'if' – would leave the Nazis in the position to interrupt the supply chain between North America (Canada and the U.S.) and Britain as well as gaining the precious cryolite mine.

After the fall of Denmark on 9 April 1940, the United States recognised the Danish ambassador to Washington, Dr. Henrik de Kauffmann, as the legal representative of his country, a convenient legal fiction given there was no longer a Danish Government for him to represent. To improve their position, on 20 May, the US Coast Guard Cutter, *Comanche* sailed along the southern coast of Greenland to the village of Godthaab where James K. Penfield, the first United States consul in Greenland disembarked and established the first Greenland consulate.

During the next few weeks Coast Guard vessels conducted hydrological and mapping surveys along the coast and landed a number of armed 'civilians' (actually Coast Guard personnel) to form the nucleus of a 'Greenland militia.' It was invasion by stealth. The Germans were not inactive, setting up weather stations on the northeast coast. Greenland being the world's largest island, and 80% of that ice covered, the two countries – belligerent Germany and 'neutral' America – managed to avoid any serious diplomatic or military clash.

Although the U.S. fear of German based submarines and planes was never realistic, the Germans had good reason to suspect the reverse. In March 1941, a U.S. "South Greenland Survey Expedition" spent several months identifying suitable sites in southern Greenland for military bases, weather stations and other installations and infrastructure (roads and housing). Fortunately Dr. Kauffmann, whose own authority was questionable, was present to 'authorise' all this on behalf of a Danish government which no longer existed.

To build everything required a large labour force. Given that Greenland's population in 1940 was around 20,000, this labour force could only come from the U.S.A. in the form of troops and civilian construction workers - thousands of them. In July 1941, the freighter *Siboney* landed construction material and personnel at Narsarsuaq. The 21st Aviation Engineer Battalion followed on two troopships.

Working in – literally – glacial conditions, the engineers and civilians endured nights 18 hours long and days when the thermometer reached 40 below zero. The icy wind not only gusted soldiers and civilians, but wrecked planes as well.

By early 1942, Narsarsuaq had grown to 85 buildings with a runway, pier, and a three mile stretch of road – the longest then in Greenland. Several hundred miles to the north a 5,000 feet long and 145 feet runway was taking shape.

The Americans were in Greenland for the duration of the war and the sea route to Britain was secure. Almost. There was still the submarine menace to deal with.

Continued next issue

The Origin of 'Anzac'

'Anzac' is one of Australia's most sacred words, expressing a spirit of heroic values and sacrifice. Yet few of the very men who landed on Gallipoli had ever heard the word, which their action was to immortalize. According to one claim, it was not even an Australian but an Englishman who coined it.

There was no emotional quality or military glory attached to the expression when it was first introduced. It was born as a mere code-word to replace the cumbersome title of the Australian and New Zealand Army Corps.

Soon after the outbreak of World War I, Australia's special volunteer army for overseas service was formed and named by General Bridges the Australian Imperial Force. It is best known by its initials as the (First) A.I.F. It was sent to Egypt where Poona-born General Birdwood was appointed to establish and command a joint Army Corps of Australian and New Zealand troops. He intended to call it the A.A.C., standing for Australian Army Corps, but then agreed, as was only fair, to include New Zealand's name. Thus the title Australian and New Zealand Army Corps came into existence.

Stationery headed A. & N.Z. Army Corps was printed. The new name became even more familiar to those who frequented headquarters at Cairo's famous Shepherd's Hotel, as numerous boxes stored outside the clerks' room carried the Corps' title.

Those in charge of communications soon realized how tedious it was to use the long string of words. To register correspondence, therefore, two sergeants cut out a rubber stamp bearing just the initials A. & N.Z.A.C. In no time the clerks started referring to it as their Anzac stamp.

One morning Major Wagstaff called at the office and asked the men whether they could think of a suitable abbreviation for the extended title of the Corps. Sergeant K. M. Little, trying to recollect in later years what happened, asserted: "We all had a shot and I suggested Anzac."

His claim was contradicted by Lt. A. T. White, a member of the English Army Service Corps. With equal sincerity he alleged that it was he, also a clerk in the office when Major Wagstaff made his request, who – with the rubber stamp in his mind – had called out: "How about Anzac?"

No matter to whom the merit really belongs, New Zealander or Englishman, Sergeant or Lieutenant, the fact is the Major immediately took a liking to the new word. He duly passed it on, in January 1915, to his superior, General Birdwood, who approved of its choice and Anzac was thus adopted as the Corps' official code-name, though no one at the time could guess the part it was going to play in the destiny and history of the Australian people.

Source: *How Did it Begin* by Rudolph Brasch Angus & Robertson 1993

Separated by a Common Language

It has long been standard practice when communicating over the radio to comment on the strength of the signal as either "loud and clear" or something to the effect that "...can't hear you' you're breaking up" or, particularly in an emergency, "speak up you @\$#%*@s!". An effective system if a little haphazard. Edward Meyers in *From Thunder in the Morning Calm* takes up what happened when the U.S. Navy tried to introduce a new system during the Korean War and the reaction to this by the Royal Canadian Navy:

The Americans, however, wanted an actual rating on the volume and clarity of transmission. The standard "loud and clear" to an American had to be a "five by five" or a "three by three" depending on the reception. Why this was, no one ever knew. The Canadian communicators, because they could not understand the reasoning behind it, refused to comply. Eventually the word got around that RCN warships were not about to adopt the American method, and the "loud and clear" was accepted.

It is thought the final agreement came one dark night when an American voice crackled through the static-filled ether for the fifth time with the request, "How do you read me?"

Plainly agitated, the Canadian replied for the fifth time, "I hear you loud and clear. I have been receiving you loud and clear for five minutes. There is no change."

"Is that 'loud and clear' a 'five by five'?" the Yank persisted.

"No! Gawdammit!" the Canadian snarled, "It's a two by two by two."

"I do not understand two by two by two," the confused Yank replied.

"It means," growled the Canuck, "that I hear you too loud, too clear and too gawdamn often."

From that time verbal communication became easier, but on occasion the air would be turned several shades of blue over annoying transmissions. The accents of Americans and British continued to grate on one another's nerves...

Thunder in the Morning Calm: The Royal Canadian Navy in Korea 1950-1955 by Edward Meyers, Vanwell Publishing 1997

Notices

Attention Naktong River Line Veterans!

Did you serve with 3 Battalion during those dark, desperate days in September 1950 when the North Koreans were battering the Naktong River defences of the Pusan Perimeter? Are you fit and well enough for an all expenses paid re-visit to South Korea for the 60th anniversary commemoration on 25th June?

If so, Tom Parkinson would like to hear from you on 03 9350 6608.

Although we are, in particular, looking for a 3 Battalion veteran, given the extensive involvement of 77 Squadron in the airspace over the Naktong, it is possible that this offer might be applicable to a former member of this squadron who saw action at this time.

Want more details? Uh, yeah, so do we.

This matter – literally – came to our attention while *The Voice* was being printed. Details are still somewhat sketchy at this point but will, hopefully, be fleshed out in the next few weeks. So if you think you are eligible, let Tom know.

Battle of Kapyong Anniversary

Here's one for the NSW contingent of the KVAA Inc. and any members from other states in Sydney on that day...

This year marks the 59th anniversary of the Battle of Kapyong. To commemorate the event, the 3rd Battalion, RAR, will hold a Ceremonial Parade and family afternoon on Saturday 24th April at Kapyong Lines, Liverpool Military Area, Liverpool (Holsworthy), 2173, N.S.W., commencing at 1030 hours and concluding at around 1300 hours (that's 10.30 am to 1 pm for we civilians).

The parade will consist of a traditional ceremony and march-past. The remainder of the afternoon will see afternoon tea and refreshments served for guests in the Madden Club, and a chance for veterans and families to mingle with current serving soldiers from 3rd Battalion.

The Colonel Commandant of the Royal Australian Regiment, Major General B.W. Howard, will be Host Officer, and the Reviewing Officer will be Forces Commander, Major General D.L. Morrison.

Inquires regarding the parade should be directed to Lieutenant Tim Farrell on (02) 8782 1996 or timothy.farrell1@defence.gov.au. The Parade is open to all members of the public. Individual invitations are not required for attendance; an RSVP is not required.

I don't know whether war is an interlude during peace, or peace is an interlude during war - George Clemenceau

Looking For Information On...

Raymond Neville "Tubby" Petersen was KIA in Korea on 6 June 1951 whilst serving with 3RAR. His sister, who was only 12 when she last saw him, would dearly love to speak with someone who knew her brother. She is hoping that there may be someone belonging to the KVAA Inc. who served with, or at least remembers him, or could perhaps point her in the right direction. If you can help, e-mail Richard Anderson on richarda3rar@smarthat.net.au, or contact Vic Dey and he'll pass on the information.

Annette Spooner, the granddaughter of **Ronald Maxwell Spooner**, S/N 27535, who served with 3RAR in Korea during 1954, would like to speak with any KVAA Inc. members who knew her grandfather or have any information about him. She knew him when a small child but saw him again only once, when a teenager. Ronald Spooner was born on August 23, 1932, in Newtown, Sydney, and died in Sydney on April 12, 2004. If you can help Annette, you can e-mail her on capslock99@optusnet.com.au or contact the Editor on (03) 95465979 (leave a message) or Gerry Steacy and we'll give you a contact phone number.

KVAA Affiliate Member, Dianne Wadsworth (nee Holmes), is looking for any KVAA member who served with, or can provide information about, her late father, **Maurice Holmes** (3400595/3RAR) and his time in Korea (7th June 1952 – 9th June 1953).

I am trying to find anyone who served with my late Father. Both my Father, and his Brother, Ken Holmes (service details unknown) saw service during the Korean conflict. Maurice with the Australian Army and Ken with the British Forces. Apparently, unknown to each other. The odds must be astounding as neither brother knew the other was in Korea but the two brothers met up with each other – possibly in a Servicemen's bar. I have photos of them strolling together – in their different uniforms and also in what seems to be a Servicemen's bar. Our family have always known they met up together but, as both brothers are now deceased, no one knows how they came to meet up.

If you can help you can e-mail Dianne at dian.drussell@netspace.net.au or contact Allan Murray who will pass the information on.

Subscription Renewal Contest Winner

Trevor Mc Rae from Bainsdale won the \$50 cash prize for those who paid their subscription by 25 Feb 2010. When contacted by the Treasurer with the good news, trevor immediately and selflessly donated it back to the KVAA. Thank you, Trevor, your thoughtfulness is much appreciated.

Anzac Day Parade Details

Form up is the same as 2009: the corner of Flinders and Russell Street (by the old Forum Theatre) at 1100 hours for a start time of 1125 hours [Melways 1B Q9] followed by a reunion at the Stella Maris Seafarers Centre at 600 Lt. Collins St. A bus service will be provided from the Shrine to Stella Maris.

Anzac Day Protocol

from the Anzac Day Commemoration Council

Dear Anzac Day participant

Before you march, there are certain accepted protocols that you should be aware of. The Dawn Service, Gunfire Breakfast, Anzac Day Commemoration March and Commemoration service are the prime opportunities to remember those who gave so much for our country – especially those who are no longer with us.

Regarding your participation, you should be aware that the consensus of the Returned Servicemen and Women, who form the body of this March, is that they be allowed to retain the integrity of their individual units for as long as possible. While they recognise the importance of, and respect the participation of the next of kin (NOK), they request the following guidelines to be observed by all participants:

- All marchers should conform to forming up and marching eight abreast.
- Veterans should march directly behind their unit banner, accompanied by one carer if needed. That carer should be of an age where they can directly assist the veteran.
- Veterans having difficulty completing the March, and all WW2 veterans, are encouraged to use the transport provided, but must remain in the vehicle until the March is completed.
- If a veteran must fall out of the March, he or she should be directed to a Marshal for assistance. Unit Associations are to continue moving so as not to disrupt the momentum of the March.
- Next-of-kin should march behind the veterans and be old enough to cover the full distance (1.8km) without assistance.
- Next-of-kin representation should be restricted to one per veteran.
- Attire should be neat and tidy (torn denim, sporting attire, dirty joggers are not appreciated).
- Carrying of pictures of relatives is not encouraged.
- Next-of-kin are to wear medals on the right breast (left breast is reserved for the original recipient of the medals).
- Media services have been advised not to conduct interviews “on the move” during the March.
- Veterans are requested not to join or leave the March other than at the Assembly and Dispersal points.

We will be grateful if you adopt these guidelines. By doing so you will not only honour your fallen comrades and forebears, but you will also help to maintain the Anzac tradition we are all so proud of.

Odd Spot

The US Air Force Academy in Colorado has sent up an outdoor worship area for followers of Druidism and other pagan or earth-centred religions. The military academy, which trains airforce officers, also has worship facilities for Christians, Jews, Muslims and Buddhists.

From *The Age*,
3rd February 2010

What, no worship area for Druzes, Eastern Orthodox, Hindus, Ismailians, Jainists, Mormons, Rastafarians, Sikhs, Shintoists, Taoists and Zoroastrians? What's the U.S. Airforce coming to. Discrimination I say! Call my lawyer!

The Not So Admirable Admiral

The naval title ‘Admiral’, of Arab stock, contains a letter which does not belong there and is, altogether, jumbled. A Moslem ruler, prince or commander is known as Amir or Emir. Arabs thus referred (at least as early as the twelfth century) to those in charge of their Mediterranean navy as Amir-al-bahr ‘ruler of the sea’. Crusaders possibly brought the title to Europe, where it was finally adopted by the British. Though a maritime nation, they strangely dropped the ‘sea’ (bahr), so that all that was left was Amir-al. Ignorant of Arabic, they further confused the already truncated name with the Latin for ‘admirable’, resulting in the Admiral. Later generations tried to rationalize the error. They explained that, as a seafaring people, the British admired their navy and wanted to pay special respect to its chief. This led them to imagine that the description of his rank was not derived from the Moslems but expressed (from Roman roots) all that was ‘admirable’.

Source: *Mistakes, Misnomers and Misconceptions* by R. Brasch Angus and Robertson, 1993

The Clegg Collection

Ernest Clegg, who served aboard the *Warramunga* and *Condamine* during his two tours of Korea, passed away in January last year. He spent 42 years in the navy, joining in 1948 and finishing as Commanding officer of the *T.S. Latrobe* Naval Cadets. His daughter, Debbie, has donated a plethora of photographs of her father's time in Korea, a sample of which are reproduced below.



Ernie Clegg



Warramunga Crew. Xmas 1952.



Unknown Korean village



With Dison Holland in Sasbo

R.A.A.F. Ensign Donation

The Geelong R.S.L. AGM of 17 March 2010 saw the presentation of the R.A.A.F. Ensign to KVAA Inc. Geelong delegate, Arthur Roach.



Arthur Roach and Laurie Price at the Geelong RSL

The Ensign was donated by Michael Beavis OAM, ex 77 Squadron and WWII veteran. Due to health reasons, Michael couldn't be there so KVAA member, Laurie Price presented it on his behalf.

Historical Footnote:
According to Laurie, 77 Squadron in Korea lost more pilots in action against the enemy than the Squadron did in WWII against the Japanese.



HMAS Anson crew, circa 1948-49.

Farewells

Alfred Thomas Clark 24898
on 16 March 2010

Barry Clement Donnelly
23759 3RAR
Late February 2010

Brian Price
4759 3RAR
in mid-February 2010

John (Jim) McFarlane Smith
310118 3RAR
in February 2010

Robert Leslie Streets
6575 'C' Co. 3RAR
on 21 February 2010

Lloyd George Wort 1289 3RAR
28 Sept. 1950 - Dec. 1953
(1188 days!)
on 20 March 2010

General Meeting Dates 2010

Held at the Stella Maris Seafarers Centre, 600 Lt. Collins Street.

April 21st May 26th June 23rd July 28th
August 25th Sept. 29th Oct. 27th Nov. 24th

General meetings start at 1100 hours.

There is no meeting in December.

Dates are subject to change; however, members will be duly notified.

Editorial Disclaimer

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The Ode

They shall grow not old,
As we that are left grow old;
Age shall not weary them,
Nor the years condemn.
At the going down of the sun,
and in the morning
We will remember them.
LEST WE FORGET