



THE VOICE

October 2015 Edition

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A Memorial For Melbourne?

Max Folan in Benella sent me some timely material on the Queensland Korean War Memorial in August dealing with the design elements of the monument, or to be more accurate, the intricate and interconnecting elements which make up the whole. I say 'timely' because the idea that Victoria should have an official memorial is currently being investigated. Apparently, although there are dozens of plaques at various sites across Victoria, there is no official monument.

The 'go to' man for information on memorial funding and construction is, of course, Maurie Pears, the driving force behind the Queensland monument. Assuming you have the funds available – the first and biggest hurdle – then the next steps are, according to Maurie:

- *You must then secure land or a location.*
- *Having done that you then seek local government works approval.*
- *At this stage you will approach a designer and a builder.*
- *You then provide detailed plans to the authorities for approval.*
- *You then approve a formal submission to the authorities and hand everything over to a project manager and contractor.*
- *If approved, you then go to the contractor and appoint a project manager. The Project Manager is the key to success. In the case of Queensland, the Project manager was appointed by Council. It is important that once you reach this point that all committee discussion is over. Contracts are issued and they are binding.*
- *The planning committee must ensure they are happy before they appoint a project manager. Once the project manager takes over and secures contracts he must be left alone to get on with the job.*
- *Building a memorial is a business proposition (parties involved must be incorporated) and is governed by costs and Government regulation in the case of war memorials.*
- *The Queensland memorial was the first constructed by private enterprise (with various associated problems). All the others have been built by governments who make their own rules.*

Sounds like fun, doesn't it. Maurie also stresses the need to consult with

(continues on Page 14)

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Merchandise Available

KVAA pocket badge	\$10.00	\$	Kapypong battle print	\$ 6.00	\$
KVAA lapel badge (undated)	\$10.00	\$	The Hook 1953 battle print	\$ 6.00	\$
KVAA lapel badge (1950-57)	\$ 5.00	\$	RAN silk print: Ships in Korea	\$15.00	\$
KVAA windscreen decal	\$ 5.00	\$	Tie (with KVAA Inc. logo)	\$20.00	\$
KVAA beer (stubby) holders	\$ 5.00	\$	Car number plate surrounds (set)	\$10.00	\$
Korean War map (laminated)	\$ 6.00	\$	Korean War bumper sticker	\$ 2.50	\$

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President's Report



Vic Dey, National President, KVAA Inc.

Opportunity comes our way many times during our life time. The opportunity to study at school, to find a job for our future, and even for travel. To we (now) Korea Veterans took the opportunity to assist the Republic of Korea during the Korean War 1950-1953. Many stayed on to help with the Peacekeeping Phrase from 1953-1957.

After those traumatic years, the friendship, so freely given by the people of South Korea, to all UN Veterans would have to be one of the highlights of our life. Australians have fought in many wars, in many countries around the world for over 100 years, but in all honesty, the people of South Korea show the greatest care, an everlasting, sincere and genuine gratitude by giving their friendship to all UN Veterans.

So we in return thank you for that continued friendship, for your wonderful subsidized annual tours to South Korea and for the university courses made available to descendants of Korea War Veterans.

Here in Australia, Korean Nationals (most now naturalized Australian citizens) show the same gratitude and offer the same friendship that you receive on the sponsored tours to South Korea. On behalf of the Australian Korea War veterans and our families I thank them sincerely for the love and affection that they continue to give so freely.

After the coldest winter since 1989, summer is at last just around the corner. I'm looking forward to meeting up with all who will be attending the Canberra Reunion in October.

A Student's Perspective

by Tony Rumore

Here's an interesting companion piece to last year's talk by Nicholas Abela, School Captain, St. Patrick's College in Strathfield, NSW, by this year's Captain, Tony Rumore. The occasion was the annual Battle of Kapyong Commemorative Service at the Concord RGH Hospital Chapel on Saturday, 11 April 2015.

Good afternoon ladies and gentlemen. It is a pleasure to join you this afternoon for this service, commemorating the 64th year since the Battle of Kapyong, which is widely regarded as one of the most significant battles for Australian troops during the Korean War.

The Korean war began on 25 June 1950 with North Korea's invasion of South Korea. The North Korean forces were on the verge of conquering the South Korean capital when United Nations forces intervened.

Our Australians were part of a force that was defending the Kapyong Valley, 58km north of Seoul. On the night of the 22nd April 1951, Chinese forces launched a major offensive against United Nations forces. The next morning the 27th British Commonwealth Brigade (including the 3rd Battalion, Royal Australian Regiment) was ordered to the valley of the Kapyong River.

During a night of fierce fighting and throughout the daylight hours of 24th April the Australians and a Canadian battalion, supported by a New Zealand artillery regiment, stalled the Chinese advance before eventually being ordered to retreat late in the day.

At a cost of 32 men killed, 59 wounded and 3 reported missing in action, the Australians had helped hold up the Chinese 60th Division and inflicted heavy casualties which totaled more than 500 killed alone. The ANZAC spirit was alive and well; the 3rd Battalion had remained true to the legend; the Australians stood their ground and defended their position. For their contribution to this action, the 3rd Battalion was awarded a US Presidential Citation.

As quoted by Captain Reg Saunders, commanding officer of C Company of the 3rd Royal Australian Regiment, "At last I felt like an ANZAC, and I imagine there were 600 others like me."

The servicemen and women who fought at Kapyong were the embodiment of selfless leaders. They fought for not only themselves, not only for their country, but for each other.

This battle was yet another example of the great qualities of our Australian defence force, which is centered upon endurance, courage, ingenuity, larrikinism, and mateship.

On a personal note, I was very fortunate last year, through St. Pats, to visit Papua New Guinea and more specifically the Bita Paka War Cemetery, where the first Australian soldier was killed in WW1. It was there that in the solemnity of the silence and in reading the personal details of each young soul, that the enormity of their commitment and the reality of their sacrifice became clear. Some, not much older than myself, saw and experienced the horrors of war first hand.

It is difficult for us to comprehend what our service men and women went through. In fact it is very difficult for anyone who hasn't experienced it themselves, to comprehend what it must be like. But that is no excuse to dismiss and certainly no excuse to forget. To forget is to do disservice to the memory of all who served and lived and died through the horrors of the Korean War and in all conflicts since.

(continues on Page 4)

The Chapel at St Patricks Strathfield was built as a memorial to the 25 Old Boys who were killed in World War II and the longest serving brother to work at the college (being Brother John 'Digger' Crichton) has his medals prominently displayed in the College Library. The students see and pass the medals every day, so the selfless efforts of people, like Brother Crichton, is never forgotten.

Australia is a nation that believes in a way of life which has freedom and liberty as its cornerstone.

Since the first Australian casualties in Bitu Paka in PNG, our troops have served gallantly at Gallipoli, the Somme on Flanders fields, Beersheba, El Alamein, throughout the Pacific and Europe, Korea, Malaysia, Borneo, Vietnam, the Persian Gulf, East Timor, the Solomon Islands, Iraq and Afghanistan.

Our troops have served the nation well by upholding our basic beliefs of the right to freedom and helping out our mates, whoever they may be.

We stand in their shadow today indebted to their service and their courage.

We pay our deepest respect for the people they were...for the families they could have reared, for the careers they could have had...for the skills they could have contributed...for the wisdom they could have imparted...or the loss of THEM!

There is no doubt that some conflicts have gained greater notoriety than others... However, every battle, such as Kapyong, remains a reflection of the true Aussie spirit...

Just ordinary blokes doing extraordinary things!

The Maginot Line

Many French insist the Maginot Line worked perfectly during the opening days of World War II, blocking traditional invasion routes into France and forcing the Germans to avoid it. Problem was the Wehrmacht did just that, bypassing it through the Ardennes forest, and Luftwaffe aircrews went over it wherever they wished.

The French developed the Maginot Line in part because in 1918 they had fended off the Germans with fixed defenses – namely trenches. The Maginot was a far more sophisticated complex of fortifications, obstacles and weapons, and though it was the last gasp of a timeworn concept that dated back to the days of coast artillery, forts under siege and hilltop castles, it was by no means just a fancy World War I super trench. Nor was it just a “line.” In places, the fortifications were 16 miles deep, with zone after zone of specialized gunnery, all linked by tunnels and subterranean rail lines.

But the Maginot was solely defensive. If the Wehrmacht had cooperated with the assumption the Ardennes was impassable, the best the line might have accomplished would have been to hold off the Germans long enough for the French to mobilize their smaller army and concentrate forces.

Ultimately, the French built a wall while the Germans built panzers and Stukas, and it cost France an enormous amount of energy plus 3 billion francs that could have been better spent on armored divisions and a more effective air force.

Source: *Military History* magazine May 2014

The Enemy Within

In 1936, as General Emilio Mola Vidal assembled his rebel troops outside Madrid for one of the first sieges of the Spanish Civil War, journalists asked him which of his four army columns would take the city. None of them, he is said to have replied – victory would come from a fifth column of secret supporters inside the capital. Mola was wrong about victory. His assault failed, and he died the following year in an airplane crash. If the legend is true, however, General Mola's response gave the world its contemporary equivalent of the Trojan Horse: the fifth column. The term swiftly entered the language of warfare, conjuring secret legions of the enemy, doing their sinister work disguised as ordinary citizens.

In July 1940, for example, some 71 percent of Americans surveyed believed the Nazis had a fifth column operating in the United States. In Los Angeles, an Erase-the-Fifth-Column Inc., was formed. Kindergarten teachers, volunteer firemen, and even hobos banded together and publicly pledged themselves to fight against the fifth column. *Life* magazine called the worldwide secret infiltrations a hydra-headed menace, adding that Americans were “fed up with such fifth Column monkey-shines.” Hitler denied the existence of this enemy within, but no one listened – at that time, the U.S. Senate had just passed a bill requiring that three and a half million resident aliens put their fingerprints on file.

Citizens began turning in their neighbours as spies and Nazi sympathizers – one even murdered a fifth column suspect. At one point, there were so many leads pouring into the Department of Justice – 3,000 a day – that Attorney General, Robert Jackson, warned people to calm down and let the FBI do the investigating. One New York politician thought he had found members of a fifth column concealed among teachers and police. To qualify as a fifth columnist then, one had only to disagree with someone else.

Source: *Library of Curious and Unusual Facts*, Time-Life Books

Editor's introduction: I'm an avid reader of The Graybeards, the bi-monthly full-colour and very glossy 75+ page magazine of The Korean War Veterans Association in the United States. Occasionally something appears in the magazine that really stands out, and in the May-June issue it was a letter by veteran, Robert Hall, questioning the long held claim that the US Marines leave no dead behind, and that any graves dug are always temporary, that the body is later exhumed and moved to more hollow ground. This claim has always struck me as somewhat improbable. Here, in Australia, such skepticism goes unremarked, the US Marines being just another branch of the Armed Services. However, in the United States, doubting this long held claim is akin to defacing the Lincoln Memorial. Robert Hall is on the skeptical side of the debate. In the following article he examines the winter of 1950 and the Chosin Reservoir campaign.

A Myth Destroyed

by Robert Hall

Would you like to join me in a search for the truth? The topic is the Chosin Reservoir campaign in late 1950, involving primarily the 1st Marine Division. This is meant mainly for my fellow Korean War veterans, but I suspect a few others might have some interest.

Every two months we receive our copies of *The Graybeards*. Often some benighted soul, usually with good intentions, no doubt, makes some statement in a letter to the editor that he considers a fact, when it is based on rumour or is a figment of his imagination. I have tried to refute or point out these misstatements whenever I could. It often requires research, and I have about 20 books on the Korean War to help me.

Some recent claims have had U.S. troops undergoing massacres on the Yalu, the small city of Sinanju destroyed by a powerful bomb, temperatures as low as minus 60 F at the reservoir, Eisenhower making a secret trip to Korea and threatening North Korean generals with the nuclear bomb unless they came to the truce table, etc.

Now I find myself with the oft-repeated statement that the Marines never leave a man behind. I recalled reading somewhere that during the Chosin fighting it did happen, so I began my search for the truth. Not that I wanted to undermine the Marine mystique or the brotherhood that I revere, but just to point out that there are times when the Marines can't do what is not humanly possible.

I recalled that the Marines on their march to the sea had stopped at the village of Koto-ri to recuperate before they resumed their fight down the one-lane road to the sea and that they had buried around 100 of their dead at that location and that a similar event had occurred at Udam-ni, another small village west of the reservoir, which is as far as the division was able to go.

I chose four outstanding books on the war and began re-reading "Breakout: the Chosin Reservoir Campaign, Korea 1950," by Martin Russ. So I began my vicarious march to the sea with my fellow Marines. (I didn't arrive in Korea until the remnants of the division arrived back in South Korea). The first leg was a fourteen-mile nightmarish struggle to reach Hagaru, located at the south end of the reservoir and headquarters of the 1st Marine Division under its commanding general, Maj. Gen. O.P. Smith.

The temperature during the battle near Udam-ni, which lasted several days, reached minus-35 F. With the wind chill, it felt like minus 50 or 60. The Marines were surrounded by several Chinese armies, and were heavily outnumbered. The Chinese attacked mainly at night because Marine and Navy air ruled the sky during the day. The Marines left for Hagaru at night, outwitting the Chinese, who were not expecting it. They also climbed the hills and surprised the enemy, but Russ says a few bodies had to be buried in the snow.

When the beleaguered column finally marched into Hagaru, they stiffened up, counted cadence and, singing the Marine Corps hymn, made their way into what seemed like bliss, where warm food and some tents awaited them. I am not doing justice to them and their struggle into Hagaru with hundreds of wounded and quite a few frozen corpses.

Then, Eureka! On page 309, Russ says, "...The wounded, of course, had priority...A total of 85 bodies, wrapped in parachute cloth, were laid out in a mass grave just south of the village (Udam-ni)."

Army brass offered to fly the Marines and a few others out of Hagaru to safety, but Gen. Smith refused for a number of reasons. He would not leave equipment and supplies behind, and he recognized what would happen to the last defenders. It just wasn't feasible.

The Marines, working day and night under lights, with bulldozers and operators becoming riflemen at times, had carved an airstrip out of which had flown thousands of wounded and some dead bodies and had brought in quite a few replacements. All of this while Hagaru was under siege.

On the east side of the reservoir, perhaps as many as 2,500 army troops from the 7th Division had been trapped by much superior Chinese numbers. Thanks to incompetent leaders issuing orders on high, the troops had been spread out and lost their unit integrity, resulting in near annihilation. About 1,000 of them straggled

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across the reservoir or were rescued by Marines. Some of the wounded were flown out; a few hundred joined in defence of the town.

After a short respite, the Marines' 5th and 7th Regiments and a group of other units, including Royal British Commandos, resumed the march toward Hungnam on the coast and eventual evacuation. They were under fire every step of the way from communist forces on the hills and even closer. Their first destination was Koto-ri, where Marine general "Chesty" Puller and part of the 1st Marine Regiment awaited them with improvised rest facilities. Finishing this eleven-mile trip, the Marines rested briefly and then resumed their march.

A few miles beyond Koto, at Funchilin Pass, the Chinese had destroyed a key bridge over an abyss that the Marines would have to use on their way out of the hills. Fortunately, an Army unit was prepared. Treadway bridge sections were flown in by the Air Force and dropped in the vicinity by parachute. Four survived; eventually two were assembled over the chasm. After engineers made some improvisations, tanks and heavy equipment were able to use them. The procession and the column moved on and were able to drop down toward the plain that led to Hungnam.

Quite a few Chinese were found frozen stiff, dead or nearly so, but many of their comrades were still able to fight. I find it amazing that the Chinese, wearing something similar to tennis shoes, could even exist, let alone remain able to fight the Marines. The Marines, better clad and equipped, still suffered thousands of cases of frostbite.

Finally, on page 419 of Russ' book, I came across the following: "The tail end of the division was about to pull out of Kotori...two bulldozers excavated a pit the size of a basketball court...it was several feet deep with a pit at one end so that trucks could back down and unload. Before noon the grave had received the corpses of 117 Marines, Navy corpsmen, British commandos, and U.S. army soldiers..."

Russ says the bodies were buried on Dec. 1950, and are still there. Earlier he says that the remains of the Marines buried at Udam-ni were all brought home after the cease fire in July, 1953, under terms of the armistice, and there's no reason that the Koto remains were treated any differently (my opinion).

Finally, again on page 430, there is a mention of a small cemetery at Hungnam. General Smith is described as being present and reverently removing his cap while saying, "It is regrettable that their resting place must for the time being, be on foreign soil, so far from home..." This suggests that some Marines were buried there and were eventually repatriated with the other remains.

Ironically on the back of the book jacket I found these words: "Despite being given up for lost by the military brass (presumably MacArthur), the First Marine Division fought its way out of the frozen mountains...miraculously taking their dead and wounded with them."

Some things never change, but I've made an attempt.

Endnote: All of the remains of those men left behind were returned by the North Koreans under the terms of the truce signed in 1953.

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Japan Attacks...Oregon?

In the summer of 1944 Japan sent its I-25 submarine to attack America's West Coast. Piloting a tiny floatplane launched from the deck of the sub, Nobuo Fujita was to bomb the Oregon forests and start a conflagration that would terrify Americans.

The I-25 arrived off the Oregon coast in early September. Rough seas delayed the attack for a week, but by September 9 the waters had calmed enough to launch the E14Y1 floatplane. Fujita took off from about 20 miles offshore. A 170-pound bomb filled with incendiary magnesium pellets was mounted under each wing. He crossed the foggy Oregon coastline near the town of Brookings, not far from the California border. Fujita turned northeast toward Mount Emily, about five miles inland, circling the mountain. He dropped one of his bombs, then the other. Fujita said the magnesium pellets ignited like fireworks. Mission accomplished, he turned back to the shoreline and the sub.

At 6:42 am. Howard Gardner, a U.S. Forest Service observer on duty at the Mount Emily fire lookout, spotted the plane; its engine, he said, sounded like a Model I Ford backfiring. Gardner reported the sighting to the Army's Aircraft Warning Service, but no one saw a threat in a lone, unidentified seaplane circling above a wilderness area.

When fires were discovered later that day, Gardner and others went to investigate. They initially thought lightning had touched off the flames, but they found a crater, bomb fragments and eventually the bomb's nose cone with Japanese markings.

Source: *Military History* magazine, November 2013

Notices

Korea War Conference

A Hot Cold War: Korea 1951-1953, a one day conference will be opened by Korea War veteran Major General J.C. Hughes, AO, DSO, MC (Retired) followed by keynote speaker Cameron Forbes, author of *The Korean War: Australia in the Playground of Giants* and award winning international correspondent. He will be followed by six other prominent military history speakers from the Australian War Memorial and the Australian National University, who will present aspects of the air, sea and land war in Korea.

Session Three (Air Support and the Hook) will be chaired by KVAA Committeeman, Ron Christie, with KVAA president, Vic Dey, taking the chair for Session Four (POWs, MIAs and Veterans).

Time: Saturday 21st November between 9.00 am and 5.00 pm (four sessions with regular breaks).

Venue: Pompey Elliott Memorial Hall, Camberwell RSL at 403 Camberwell Road, Camberwell, Victoria.

For more information please contact:

MHHV Secretary: Jason McGregor on 0419 256 681 or email info@mhhv.org.au or Conference Convenor: Dr Andrew Kilsby on 0408 342 795 or email info@mhhv.org.au.

The Military History and Heritage Victoria Inc. website is: www.mhhv.org.au/

Spirit of ANZAC Competition

Students now have the school holidays to prepare their entries for the study tour of a lifetime, the Premier's *Spirit of ANZAC* Prize. Deadline for entries has been extended to October 30, so that pupils at every school in every community have every opportunity to apply for the tour to Gallipoli and the Western Front.

Applicants are asked to consider the question, what does the ANZAC Spirit mean today in a diverse and multicultural Australia? Students can use essays, artwork, video productions or music as part of their entry.

The 2016 tour is a unique chance for Year 9 and 10 students to reflect upon the spirit of the Australians who gave their lives for their country during a war that helped shape our nation. In addition, a group of regional finalists will represent Victoria on a national study tour to Canberra, where they'll visit the Australian War Memorial.

Applications close on October 30. For more information visit www.veterans.vic.gov.au

RSL Annual Remembrance Service

The 31st State RSL Annual Remembrance Service will be conducted at the Springvale War Cemetery, situated within the grounds of the Springvale Botanical Cemetery, on Sunday 8 November 2015, commencing at 2.30pm.

This year marks the 97th year of the signing of the Armistice that ended World War I. The Service commemorates those of our relatives and friends who paid the supreme sacrifice.

This year's speaker will be Major General Dave Chalmers, AO, CSC (Retired), the First Assistant Secretary, Commemorations and War Graves with the Department of Veterans' Affairs.

WIN Television Victoria regional news presenter, Bruce Roberts, will be the Service Emcee.

Only one tribute will be laid at the Cross of Sacrifice by the RSL of Australia, and that by the State President. This means that Sub-Branches are not obliged to lay a wreath but are encouraged to do so.

Shrine of Remembrance Annual Dinner

Now in its 70th year, the Shrine of Remembrance Annual Dinner this year's features acclaimed journalist and author, Martin Flannagan, as guest speaker.

Date & Time: Monday, 16 November 2015 at 6.30pm for 7pm start. **Venue:** Melbourne Town Hall

Dress: Black tie/Mess/Miniatures **Tickets:** \$180 (for KVAA members as Friends of the Shrine.)

To book: 03 9661 8100 or www.shrine.org.au/dinner or contact The Editor.

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The Ventriloquist

A young ventriloquist is touring Australia and one night he's doing a show in a small fishing town. With his dummy on his knee, he starts going through his usual dumb blonde jokes. Suddenly, a blonde woman in the fourth row stands on her chair and starts shouting, "I've heard enough of your stupid blonde jokes. What makes you think you can stereotype Aussie blonde women that way? What does the colour of a woman's hair have to do with her worth as a human being? It's men like you who keep women like me from being respected at work and in the community and from reaching our full potential as people. It's people like you who make others think that all blondes are dumb! You and your kind continue to perpetuate discrimination against not only blondes but women in general – pathetically all in the name of humour!" The embarrassed ventriloquist begins to apologise but the blonde interrupts and yells, "You stay out of this! I'm talking to that little bugger on your lap."

Christmas Luncheon Invite

The Korea Veterans' Association of Australia Inc.

Victor Dey OAM (President) and The Committee
request the pleasure of your company at the annual KVAA Inc.

Christmas Luncheon

Venue: Batman's Hill on Collins St.
623 Collins Street, Melbourne

Date: Wednesday 2nd December 2015

Time: 11:30 am for 12:30 lunch

Bill of Fare: Traditional Christmas Dinner

Meal Cost: \$25 per person

Drinks: Own Cost at Hotel Prices

Award Presentation: Certificates of Service
10, 15, 20 & 25 Year Pins

RSVP: 25 November 2015

Book early as there are only 120 places

Please detach and return to Gerry Steacy, 1 Kent Court, Werribee, Victoria 3030

RSVP: 25 November 2015

Please return your acceptance and payment by this date. We are committed to confirm guest numbers and pay the caterer seven days prior to the function.

Please confirm attendance for ___ people.

Names of those attending: -----

Enclosed please find my cheque / money order for ___ people @ \$25.00 per person: \$____.00

Please make cheques / money orders payable to: **Korea Veterans Association of Australia Inc.**

KVAA Inc. Certificate of Service Recipient List

(to be presented at the KVAA Inc. Christmas Luncheon)

10 Years Service

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25 Years Service

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Noel F Slaven
Allan Smith
Douglas R Wilkie
Donald R Woods

15 Years Service

Richard P. Hamilton
Lawrence J Hogan

Joseph P J Richards
Terence L Smart
Lloyd L Williams

Plus

Geelong Christmas Luncheon

Arthur Roach advises that the Geelong Christmas Lunch for KVAA members, families and friends in the region (and further afield) is booked and ready to go for:

12 noon, Wednesday, 9th December
at

The Gateway Pub/Hotel,
Princes Highway
(Opposite Broderick Road)
Corio, Geelong
(Melways 434 G4)

The Voyage of the *Seeadler*

One of the classic naval strategies is commerce raiding. At the onset of World War I Germany promptly attempted to resort to this hallowed instrument. Warships and merchantmen already at sea at the onset of the war began pursuing Allied commerce with vengeance. But one by one the raiders were hunted down.

After the destruction of the German light cruiser *Konigsberg* by two British monitors in July 1915, German commerce raiders were to consist entirely of converted merchant ships. The most successful of these was *Mowe*, which during the course of two voyages, sank 34 Allied merchant ships and mined and sank the predreadnought battleship King Edward VII. Her sister ship *Wolf* managed to deliver supplies to General Lettow-Vorbeck's army in South-East Africa and later sank 12 Allied ships in the Indian Ocean. Two other raiders, *Leopard* and *Greif*, were sunk as they tried to run the British blockade.

One of the most unusual raiders was *Seeadler*. Built in 1888 at Glasgow, she was a 1580-ton sailing ship. While on a voyage to Russia with a load of American cotton she was captured by a U-boat and sent to Germany. *Seeadler* was converted into a raider and equipped with two rapid-fire cannons and several machine guns. The cargo space was modified to hold more than four hundred prisoners. Special deluxe cabins were constructed for captured sea captains. Numerous secret doors and hatches were installed. The captain's dining table was located on a massive elevator, the purpose of which was to separate a British boarding party from their weapons during dinner.

The ship was made to have a Norwegian feel: Norwegian instruments were placed on the bridge, the library contained Norwegian books, and the ship's provisions were obtained from Norway. A Norwegian speaking crew of German sailors was assembled to man her. And the First Mate was provided with a set of women's garments to pass himself off as the Captain's wife.

The man chosen to command *Seeadler* was himself somewhat unusual. Count Felix von Luckner had run away to sea at the age of 13. He had signed on as a cabin boy on the Russian sailing ship *Niobe*. It was not a successful experience. No one on board spoke German and his duties included cleaning daily the pig pens below. He jumped ship in Australia and spent the next two years of his life drifting around the southern continent. He served in the Salvation Army, working in a lighthouse, hunted kangaroos, studied boxing, and travelled with a group of Hindu fakirs. Back in Germany his family listed him as missing. At the age of 15 he tried the sea again, signing on the American schooner *Golden Shore* as an able-bodied seaman.

For the next five years he sailed before the mast as a common sailor. He used an assumed name and told no one that he was a German Count. During this period he served for several weeks in the Mexican Army. At the age of 20 he decided to improve himself and enrolled in a German school of navigation. After graduation he served on a steamship as a petty officer. From there he enlisted in a reserve officer program, becoming a German naval reserve officer after a year of training.

For the first time since running away to sea, he returned home, wearing the uniform of a German naval officer. A family reunion was held and the long-lost Count was presented to his family. He took back his real name and served for the next seven years on the Hamburg-American Steamship Line. During this time he passed the tests necessary to become a sea captain.

During this period a series of exploits, in which he saved five people from drowning, brought him considerable fame. Because of this, the Kaiser took a personal interest in the Count and allowed him to become a regular officer in the German Navy even though he was overage at the time. The year was 1912, and the Count was probably the most experienced sailing officer in the German Navy. In the opening conflicts of World War One he fought at the battle of Jutland on the battleship *SMS Kronprinz Wilhelm*. Later that year he was transferred and given command of *Seeadler*.

On December 21, 1916, the Count, with 64 hand-picked officers and men, left Germany. A convenient storm disrupted the British blockade and allowed *Seeadler* to slip through. But on Christmas Day they were stopped by a British cruiser off the coast of Iceland. Everyone donned their disguises. Fortunately the British inspection team didn't penetrate the masquerade and let her proceed.

The Count had clear orders to attack only sailing ships. Nonetheless during January 9th and 10th of 1917 he captured and sank two steamships after taking their crews on board *Seeadler*. Since his sailing ship couldn't catch a fleeing steamer, Luckner would hoist a Norwegian flag and request information or else pretend to be in trouble.

Once his victim was close enough, down would come the Norwegian flag and up would go the German one. The crew would meanwhile have donned their naval uniforms and the hidden weapons would be revealed. This became the usual pattern of captures for the remainder of the raider's cruise.

To seek out his victims, the Count relied on lookouts in the rigging. He offered a bottle of champagne, as an

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incentive, to the first one to sight a ship. During the cruise, this offer was extended to prisoners as well. Oddly enough, they accepted. As time went on, the ship's rigging was full of German sailors and Allied prisoners competing for the prize by sighting victims for the raider.

Eleven days after sinking the two steamships, von Luckner took up station near the equator, between Africa and South America. There in less than two months he sank eight sailing ships, each time removing the crew. Just before he left the area, he captured his biggest prize, the English steamer *Horngarth*, on March 11, 1917. The 9800-ton ship was loaded with 500 cases of rare cognac and 2300 cases of champagne. When *Horngarth* was sent to the bottom, *Seeadler* was crammed with as much liquor as could be safely stored into every spare corner. Who said war had to be hell?

The Count now faced a dilemma. The *Seeadler* was unable to take on any additional prisoners. Up until now the success of the raider had depended in large part upon the ignorance of the enemy. Once word was out that a sail-powered raider was loose on the high seas, raiding would become more difficult and more dangerous. Yet on March 21, 1917 the Count transferred all his prisoners to the newly-captured British sailing ship *Cambronne*. The ship was allowed to go free and arrived a few days later at Rio de Janeiro.

Aware that Atlantic waters would soon become too hot for him, von Luckner took *Seeadler* south and rounded Cape Horn into the Pacific. Although the U.S. had entered the war in April 1917, victims were difficult to find in the vast Pacific expanses. By June 1917 only three American schooners had been destroyed.

Scurvy and beri-beri were beginning to break out among the crew, so on July 29th *Seeadler* put in at Mopelia, one of the Society Islands. This deserted island was the first land the Germans had set foot upon since leaving the Fatherland. Supplies and water were taken on board. Then, on the morning of August 2nd, a tidal wave smashed the raider onto a reef and ended the career of *Seeadler*.

Not being one to give up, the Count and five of his crew sailed 2300 miles in an open lifeboat to Fiji, where they were captured while trying to steal a ship to replace the lost *Seeadler*. The Count spent the remainder of the war as a prisoner in New Zealand. The men left on Mopelia managed to capture a passing schooner and sailed it to Easter Island, where their ship was wrecked on a submerged rock. A Chilean steamer transported the crew to Chile. They were treated there-as shipwrecked sailors, and lived as guests of German colonists until the end of the war. The American prisoners left behind on Mopelia Island were rescued by a Japanese cruiser looking for the German raider.

On their return to Germany, the Count and his men found themselves to be national heroes. They could well afford to be proud of their voyage. Fourteen Allied ships had been destroyed by *Seeadler*, herself a captured Allied ship. Not one life was lost during the entire cruise, as all crew and even pets were removed from a prize before it was sunk. The voyage of the *Seeadler* was probably the last time an armed ship of sail would seek out her enemies and destroy them. The age of fighting sail was truly over, ended by a tidal wave in the South Pacific.

Source: Strategy & Tactics magazine No. 93

Ripped From the Headlines...

Inchon Rites Honor 187th Airborne Dead

INCHON (AP) – A simple memorial service was held Sunday for the first war dead of the 187th Airborne Regimental Combat Team.

:They made the supreme sacrifice carrying out their missions without hesitation so that we might be here today. Let us salute them," said Col. S. Bowen, regimental commander.

Services were read by Maj. Francis Sampson of Des Moines, Iowa, Catholic chaplain, and Lieutenant James A. Skelton of Hannibal, Mo., Protestant chaplain.

Scene of the ceremony was a hilltop graveyard outside Inchon over which the blue and white flag of the United Nations flies.

Source: Stars and Stripes (Pacific Ed.), October 21, 1950

Just Add A Bigger Engine

In the late 1930s and during WWII, the Japanese obsession for performance forced military aircraft designers to take short cuts which no other nation would sanction. When an aircraft failed to perform as anticipated, the standard practice was to put in more powerful engines. In Japan, where more powerful engines were hard to come by. The designers had to rework their planes and trim off things here and there until it had been lightened enough to do what was wanted. Performance was gained at the expense of dependability and stamina. Units transferring from one base to another frequently lost as much as 25% of their force to non-combat connected causes. Pilot armour and self-sealing gas tanks were not used until late in the war when the shortage of pilots became acute.

Source: Strategy & Tactics magazine No. 24

Two MPs in Korea

by Bryan Edwards and Peter Poole.

Bryan Edwards joined the army in September 1950. First in the Royal Engineers, then transferred to the CRMP at Inkerman. On completion of training, was posted to 170 Provost Company, Stationed in Glasgow and Edinburgh. On the 15th June 1951, joined 262 Provost Co. for embarkation to Korea.

Peter Poole joined the army in September 1950. First in the RAMC, then transferred to RCMP at Inkerman. On completion of training was posted to Worcester and Shrewsbury. Then in June 1951, joined the 262 Provost Company for embarkation to Korea.

On Friday the 13th July, we set sail on board the *HMTS Empire Fowey* (an ex-German ship named *Potsdam*). Despite setting sail on “Black Friday”, the journey was quite enjoyable. We were assigned duties as Ships Police, quartered in, of all places, “The Brig” which, as Peter pointed out, was ok as at least we had bunks and not hammocks. Though when we hit a wave you shot upwards banging your head on the bulkhead. The downside was the trip from below to the foredeck, for relief over the rail.

We didn't have many prisoners to attend to, and exercising them was a bonus as we could do that in places that the other “Squaddies” didn't have access to. We only had one difficult prisoner, who was determined to “work his ticket” His antics are not for the pages of this newsletter as they come under the PGR classification. He was taken off in Singapore, having achieved his aim.

The journey from Southampton to Kure, Japan. Took nearly five weeks. Stopping at Gibraltar, Malta, Port Said, Aden, Colombo, Singapore, and Hong Kong. We were lucky to be able to get shore leave and enjoy most places that were out of bounds by the regular troops. We were allowed in, to keep everyone out.

Arriving in Kure, the transit camp (formally a Japanese Officer's Camp) had a disused swimming pool that we used (unfortunately not disease free). During our time in transit we were able to take a hike over the hills and see the damage of Hiroshima – not a pretty sight.

From there Peter and I (having been held back due to ear infections) were transported to Korea on an LST (Landing Ship Tank or Tank Landing Ship). The ship was loaded with Bedford Army Trucks, the cabs of which were the only place to sleep. Landing in Pusan and on to Seaforth Transit Camp then by train to Seoul. (Open air and wooden seats.) Finally by Bedford truck again, up the MSR and to the marshalling point at Uijongbu. From there we went by truck to 28 Bde, 1st Commonwealth Division, which had just been formed. Our No 5 Section was in reserve at the time, which gave us a chance to acclimatize, get kitted out, and prepare ourselves for our duties ahead.

Military Police duties entailed, movement of troops, keeping main supply routes open, direction of traffic, route signing, escort duties of VIPs (close protection), troop movement, etc. We witnessed floods, frost, heatwaves and everything else nasty that came our way from our “friends across the river.”

We slept in tents, dug-outs, on our feet, just about any where. We did have sleeping bags, mine was white on issue, but after the first few months, was caked in mud and stale sweat, and was black. But it was heaven to climb into, when in winter your breath froze on your whiskers, and the space heater was on the blink. (Space heaters were usually howitzer shell cases joined together to form a chimney, with a petrol feed from a 45 gallon drum outside the tent controlling a drip feed into the bottom shell case.)

One of our main posts was the Pintail Pontoon bridge. This bridge was built on 6/7 June 1951. It was assembled 1½ miles downstream and towed to its position by DUKWs (amphibious trucks). The bridge was 492 ft long. Mortar fire hampered the construction, but was finished by the afternoon of the 7th.



HMTS Empire Fowey (ex-Potsdam)



This was our camp. Twelve men shared the squad tent. The sergeant's tent can be seen in the centre of the above photo.



By August 1952 there were five bridges spanning the Imjin on the *Wyoming Line*.

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The bridge was designed to support the drive of the 28 Brigade, then attached to the First Cavalry Division. It was named "The Corporal Wright Bridge" in his honour. He died of wounds received in the construction of the bridge. Pintail Pontoon Bridge was replaced in July 1952 with a new concrete based steel bridge. Just in time before the great floods on July 30th. This bridge was 43 feet above mean water level, and was 1000 ft long. Flood waters reached 38ft.

All required presence to keep clear. Either mobile or by manning, on both sides. Apart from occasional disturbances from across the river, the weather and conditions, of snow, Ice, floods and mud, plus debris from washed out bridges further upstream, and debris chucked in by our "across the river friends", the job was quite fulfilling and time consuming.

Peter and I had similar duties to do. In that we were both escort drivers. Peter mainly to escort the top Brass up and down the line, mine to escort troop movement from Inchon to the forward area, and prisoners to Seoul. We both took Pointsmen to various camouflaged roads. When in reserve we made and placed "Tac" signs, organised and led brothel patrols, and kept water supplies adequate.

We finally set sail for home in August 1952 on board *HMTS Empire Orwell*, arriving in Southampton in September. A quiet arrival, but with thoughts of the plight of the Korean people we had left behind, the poverty, homelessness, bereavement, prostitution and hunger, of our replacements, our allies, and the country with its mud and dust and ice.

Could we ever forget the Korean War (as others have)? In that far away country, which its people, even today, recognize with gratitude the allies that saved their country from communism all those years ago.

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The Modern Australian Navy

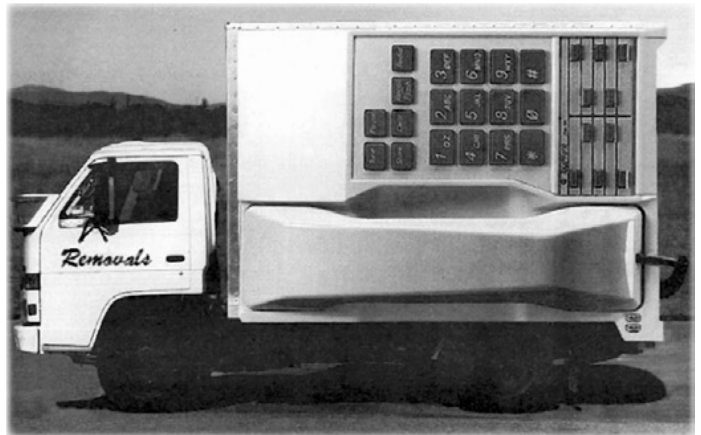
Welcome to the 21st century Royal Australian Navy. Despite ongoing budget cuts, no expense has been spared on providing Australia with the latest cutting edge technology...



Australia's latest warship and its crew. Based on the WWII German 'pocket' battleship, *Bismarck*, this vessel will terrify Australia's enemies for years to come.



Our young and fit sailors have access to the most modern and effective life-saving devices.



Ship-to-shore communications has never been easier thanks to our mobile phone centres.

I Gave You ONE Job...



Out & About

Medallion Presentation

After leaving Melbourne (see the June edition of *The Voice*), General Kwon Young Hae headed north. His itinerary included a visit to the Sunshine Coast where he met with members of the aptly named Korean War Veterans Association (Sunshine Coast) at the Caloundra RSL on the Sunshine Coast on 16 May. There he presented various veterans with the 60th Anniversary of the Korean War medallion.



(l-r) Bill Bailey, Kevein Reeves, Jimmy Richardson (seated), General Kwon, Len Best, Donald Nutting, Ted Baldwin, Edmund (Ted) Parkinson.



American medic and padre, Donald Nutting, receiving his medallion.



Len Best receiving his medallion.

Alan Goes North

Each winter KVAA Secretary, Alan Evered, and unacknowledged Assistant Secretary, wife Nicole, head north to warmer climes. On the way they visit various members such as Charles (Tex) and Bev Cornell in Albury (1st photo), respectively, an artist and a poet (see *The Voice*, April 2009 edition). The 2nd photo shows Bill Bourke and dog with Alan in Yarrowonga on the Victoria-NSW border.



* * *

The tea bag was invented by the Americans way back in 1908 but regarded as an extravagance. However, during WWI, a patriotic German company copied the idea. Their “tee-bomben” (tea bombs) were both convenient and ensured a standard cup. The concept became popular in post-war café society and remains with us to this day.

A Memorial For Melbourne (continued from Page 1)

various interested groups in the planning stages: the ROK, Australian Federal, State, local and regional authorities, and RSL and local Korean War associations.

Now to the main points: do we need a monument, and bearing in mind that completion and dedication date won't be until 2017, who will be part of the project? Given the ageing nature of the KVAA membership is this an undertaking that is now beyond us?

And this doesn't actually deal with the design elements of the monument. What will it look like, for instance? Who and what will be represented and in what way? I'd hate to be on the committee deciding these matters. Finally, do we attempt to outshine the outstanding Queensland memorial or go for something smaller?

The good news here is that where to place it isn't an issue. There is actually land set aside for such a project at the Shrine of Remembrance.

Before you answer any of these questions, if you have or can arrange Internet access, I suggest you go to www.koreanwarmemorial.com.au and have a look at the Queensland memorial. Additionally, if you go to *Photos1* then *Memorial Dedication* there are two very interesting informational .pdfs for download: *Cascade Gardens Booklet* (the hardcopy of which Max Folan sent me) and also the *61st Anniversary Booklet*.

Design details from the Queensland Korean War Memorial in the Cascade Gardens, Broadbeach: *Prisoner of War* mural and the *Missing in Action* mural.



Farewells

Hassell B. Burcher, 23376, Royal Aust. Corps of Signals,
on 26 April 2015

James (Jim) Wilham Boxshall, 33086, 3RAR on 1 Oct. 2015

Donald Collins, 36096, *HMAS Shoalhaven* on 4 July 2015

Eric (Charles) Donnelly, 1400205, 3RAR on 17 Aug. 2015

Bruce S. Hickson, 32100, *HMAS Bataan* on 30 June 2015

John Rowland Hill, 34841, *HMAS Bataan* in Nov. 2014

Clive R. Marshall, 023307, Pilot, No.30 Transport Unit
& No.36 Transport Squadron on 29 June 2015

Mervyn E. Ruby, 36487, *HMAS Sydney* on 9th Sept. 2015

Alfred Joseph Smith, 34028, 3RAR on 5 September 2015

John Smythe, 26692, 1RAR on 26 April 2015

Raymond Henry Wright, 35100, *HMAS Bataan* and *HMAS
Condamine* on 2 February 2015

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

Christmas Cards Available

Each card carries the KVAA Inc. logo on the front and a list of battles involving the Australian military on the left inside. The message on the right inside panel is: Seasons Greeting & Best Wishes for a Peaceful & Prosperous New Year. Card dimension is 150mm x 105mm and comes with an envelope.

Please send me ___ cards at \$2 each for a total cost of \$ ___

Surname: Given Names:

Address:

State: Post Code:

Cheques or money orders should be made out to: Korea Veterans Association of Australia Inc.
and sent to: The Treasurer, 1 Kent Court, Werribee 3030, Victoria

