



THE VOICE

October 2018 Edition

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Note: your invitation to the 2018 KVAA inc. Xmas lunch is on Page 10 (along with that from the Geelong KVAA members). A prompt response would be much appreciated.



Changes

As the saying goes: change is inevitable...except from a vending machine (or something like that). Our long term Treasurer is bowing out. Gerry Steacy was also, for much of that time, subscription manager and maintained the membership roll until both became part of the mailing list and the Editor's problem. So many thanks to Gerry Steacy for his long involvement with, and strong commitment to, the KVAA.

Merrill Lord is moving to the Treasurer (and merchandise) position which, because it isn't a smart idea to combine Treasurer and National Secretary, would normally leave the Secretary position open. However, after fleeing the winter for Queensland, a refreshed Alan Evered is stepping forward and once again is National Secretary of the KVAA.

But for how long? And no, I don't mean his tenure, I mean how long for KVAA? Or rather the KVAA *Incorporated*. That's what the **Inc.** at the end of KVAA means (just in case you ever wondered).

An incorporated entity and its office bearers must comply with the requirements in the *Associations Incorporation Reform Act 2012*, including accounting, auditing and annual reporting requirements. This entails considerable time and expense. Additionally, there are fees for incorporating and lodging ongoing statutory obligations.

None of this applies to an unincorporated association. There is also no need for event insurance, though this comes at the expense of personal liability and responsibility. Unincorporated associations also have no collective identity; it is a group of individuals not a collective entity.

Does this matter? Not at this stage of our existence with a declining membership and far fewer events than in the past. Apart from the time and money saved, it also allows us flexibility with appointments.

Stay incorporated or move to unincorporated is no longer a question for the future. It needs to be decided now, that is, at the October and/or November General Meeting along with our participation regarding ANZAC Day. If you feel strongly about the matter and are able, come to the meeting; a letter, email, phone call if you can't. Just don't say you were not consulted.

Regardless of the direction the KVAA takes, the organisation won't appear to change significantly, though *The Voice* will come in altered form (but not in quality, of course).

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 Doug Wilkie JPT
 †Deceased

Directory

Patron : Major General David McLachlan AO (Retired)

National President : Tom Parkinson

Phone: 03 9350 6608 or c/- Pascoe Vale RSL 03 9354 6364 or president@pascoevalersl.com.au

National Vice-President : Alan McDonald

Phone: 03 5975 4113 / Email: alanmc12@iprimus.com.au

National Secretary : Alan Evered MRAC

Mobile: 0412 521 488 / Email: secretary@kvaa.org.au / Email: evered@optus.com.net

Correspondence

The Secretary, Salford Park, Unit 125, 100 Harold Street, Wantirna, Vic, 3152.

The Voice

The Editor, PO Box 3, Grantville, Victoria 3984

Treasurer : Merrill Lord

Mobile: 0432 836 182 / Email: merrilllord78@gmail.com

Committee

George Daniel, Milton Hoe, Ron J. Kennedy, John Moller OAM JP

John Munro OAM RFD ED, Allen Riches, Arthur Roach

Appointments

Chaplain / Veterans' Affairs: John Brownbill RFD, KCSJ, KtT (Scot) 0418 359 085

Editor: Geoff Guilfoyle Phone: 03 59976240 Email: editor@kvaa.org.au

Delegates

ACT: Colin Berryman OAM (Phone: 02 6258 2463 / Mobile: 040 896 2415 / Email: jacol57@bigpond.net.au)

Riverina: John Munro OAM RFD ED (Phone: 03 5480 3778 / Email: jrenmunro@bigpond.com)

Geelong: Arthur Roach (03 5243 6113)

New South Wales: Merv Heath (02 4343 1967)

Queensland: Harry Pooley (Phone: 07 3200 0482 / Email: htppooley@tpg.com.au)

Queensland (Kilcoy Region): Kelly Frawley (Phone: 07 5497 1790 / Email: kelbes56@gmail.com)

South Australia: John Jarrett (Phone 0411 420 162 / Email: jarrett8083@gmail.com)

Tasmania: George Hutchinson (Phone: 03 6275 0762)

Western Australia: John Southorn (Phone: 08 9531 2008 / Email: bessboss@westnet.com.au)

Website

www.kvaa.org.au

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‘Dropping’ the Bridges

(Strangling the Chinese supply lines at the Yalu, November 1950)

by Tom Moore

During the month of October 1950, disturbing reports were coming in regarding Chinese Communist forces, telling of more than 400,000 Red troops on the Manchurian side of the Yalu River.

On 26 October 1950, the ROK (Republic of Korea) 7th Regiment of the 6th Division, on the Yalu River at Chosan, found itself surrounded and cut off; the ROK II Corps at Onjong and Usan were engaging Chinese troops, and a strong contingent of Chinese horsemen attacked the U.S. First Cavalry Division on 1-2 November (besides horses, double-humped camels, and sure-footed Mongolian ponies, were used by the Chinese). Russian-built MiG-15 aircraft appeared over the Yalu River for the first time on 1 November. This finally forced the UN Headquarters in Tokyo to come out of their slumber.

General of the Army, Douglas MacArthur, sent a dispatch to Vice Admiral Joy, U.S. Navy, giving the aircraft carriers of Task Force 77 a unique and unfamiliar role: a campaign to isolate the battlefield, specifically, the U.S. Navy was given two initial tasks (1) to destroy the six major Yalu River bridges of the seventeen which linked Manchuria and North Korea; and (2) to perform armed reconnaissance in the eastern half of northeast Korea. This was the beginning of twenty months of effort by the aircraft carriers of Task Force 77 to strangle the supply lines of the enemy.

The carriers of Task Force 77 were to operate an average of 150 naval aircraft in the northeast area of Korea, three out of four days, and attempt to prevent the movement of enemy supplies through an area the size of the state of Minnesota, opposed by an energetic and ingenious enemy operating some 6,000 to 8,000 trucks, hundreds of trains, working only at night, and opposing our attacks with the ever-increasing anti-aircraft fire. But the Yalu River bridges were another problem.

In his dispatch to Admiral Joy, General MacArthur said: He considers it urgent that the “first overwater span on the Korean side of all international bridges” along the Yalu and Tumen Rivers be destroyed. The Manchurian territory and air space, under NO circumstances must NOT, repeat NOT, be violated.

Then the JCS (Joint Chiefs of Staff in Washington, D.C.) directive which had forbidden air attacks within five miles of the international boundary had to be rescinded.

Each naval pilot was personally read Admiral Joy’s dispatch from General MacArthur. The naval pilots were ordered not to fly over Manchuria;

furthermore, they were ordered not to fire upon or bomb the enemy anti-aircraft guns on the Chinese side of the river, and they could not pursue an attacking enemy aircraft back over Chinese territory (hot-pursuit).

The effect of these restrictions was to require that the naval aircraft make their dive-bombing runs perpendicular to the enemy bridges, rather than parallel to them, as good tactics would require. The naval pilots were told that if they entered Manchurian airspace, regardless of the provocation, the world might be thrown into the holocaust of a third world war.

Of course, enemy gunners and enemy pilots knew the direction of the U.S. naval aircraft attacks, making the attacks akin to running a gauntlet.

The Yalu River forms three-fifths of the boundary between North Korea and Manchuria (China). For carrier aircraft operating from Korea’s east coast, to strike the main bridges at Sinuiju on the Korean west coast, required an overland, long range flight (225 miles) above treacherous mountains in the freezing winter. The key military targets of the Yalu were the 17 bridges crossing the river, 6 of them major ones.

The most important two were the twin 3,098 foot long railroad and highway bridges connecting Antung and Sinuiju.

The highway bridge, a structure built by the American Bridge Company in 1910, consisted of 12 spans set on stone piers.

The double-tracked rail bridge, only 1,000 feet to the north, was built by the Tokyo Yokogawa Bridge Company and the Osaka Train Manufacturing Company. Other important bridges were located at Manpojin, Hyesanjin, Chongsongjin, and Kanggu.

Three large U.S. aircraft carriers were available to make the Yalu bridge attacks: the *USS Valley Forge* (CV-45), the *USS Philippine Sea* (CV-47), and the *USS Leyte* (CV-32).

The strike group of each carrier would be eight AD Skyraiders, each of them carrying two 1,000-pound bombs, or one 2,000-pound bomb.

Eight to 16 F4U Corsair fighter-bombers would carry various loads: eight 5-inch rockets or eight 100-pound bombs (for flack-suppression on the enemy guns) or a 500-pound bomb and six 5-inch rockets, or the large 11-inch “Tiny Tim” rocket.

Eight to 16 F9F-2 Panther jets, to give high cover protection above the bombers and fighter-bombers, would leave the carriers 50 minutes after the prop-planes. The jets would overtake the props well before they

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'Dropping' the Bridges (continued from Page 3)

reached the target area.

Between the 9th and 21st November 1950, the naval aircraft made a total of 593 sorties on the Yalu River bridges, dropping 232 tons of 500-pound, 1,000-pound and 2,000-pound bombs.

The pilots could see MiGs take off from the nearby enemy airfield of Antung. The enemy recognized and took advantage of our self-imposed restriction. They moved their guns from the south side of the Yalu, where we could hit them, to the north side, where we couldn't.

It was on these bridge attacks that U.S. naval pilots first succeeded in downing MiGs. Not a single U.S. naval jet was lost or damaged. The highway bridge at Sinuiju and two bridges at Hyesanjin were dropped and four others were badly damaged.

On 29 November 1950, the carriers primary mission moved from the Yalu bridges to close air-support. The Yalu River was freezing over; the river could be crossed on the heavy ice, and the First Marine Division, deep in North Korea, was in need of firepower during their Hungnam evacuation.

Political Alignments

International Politics in the early 1950s

by Tom Moore

The government of British Prime Minister, Clement R. Attlee, gave strong support to the United Nations (U.N.) Security Council resolutions of June 25, and June 27, 1950 (the 25th was legal basis for U.N. intervention in the Korean conflict, the 27th reinforced U.N. intervention). The British placed elements of their Far East Fleet at the disposal of the U.S. Navy, and committed a brigade-strength force for defence. Despite these actions, the United Kingdom was fearful of the possible strategic and economic implications of an extended Korean War. The British Labour government resisted any diversion of U.S. financial aid, and raw materials from European defence.

The British then undertook an aggressive diplomatic campaign, designed to reaffirm the primacy of the Anglo-American partnership, and to limit or end hostilities in what they viewed as a strategic backwater. In early July 1950, Sir David V. Kelly, British Ambassador to the Soviet Union, discussed with the Soviet Union Deputy Foreign Minister Andrei A. Gromyko, a status quo ante basis for peaceful settlement of the Korean War. British Air Marshal Lord Arthur W. Tedder, and Sir Oliver Franks, Britain's Ambassador in the United States, met with U.S. Army General Omar N. Bradley, the JCS Chairman.

Despite Washington's unhappiness with British meddling, Foreign Minister Ernest Bevin, pressed for concessions (such as America's abandonment of Formosa, now Taiwan), to obtain Soviet endorsement of an immediate cease-fire. Minister Bevin argued that the Soviets desired to restore the status quo ante, but only if linked with modifications of U.S. support for President Chiang Kai-shek. This reflected the British Foreign Office's support for the Peoples Republic of China (Red China) entry into the United Nations.

In June, Secretary of State Dean G. Acheson, with U.S. President Harry S. Truman's approval, informed Minister Bevin that the United States would not agree to a swap of Taiwan for Communist withdrawal north of the thirty-eighth parallel. The British got the message, and ceased mediation efforts in favour of discreet support for Indian peace initiatives (these consisted of several ill-fated efforts by the Indian government, to mediate a war settlement in the early stages of the fighting).

The ANZUS Treaty (Australia-New Zealand-United States), was signed in San Francisco on Sept. 1, 1951, and took effect in April 1952, reflected U.S. concern over deteriorating security conditions in Korea, and East Asia generally, and was closely related to the simultaneous Japanese Peace Treaty. The Chinese military intervention in Korea, prompted U.S. policymakers to shorten their timetable for the revival of Japan, now seen as a potential bulwark against Chinese expansionism. Many of the nations of Asia, however, recently victims of Japanese aggression, looked with distrust on anything that might strengthen their erstwhile antagonist.

To ease Australia's and New Zealand's fears in this regard, Washington offered a guarantee against a resurgent Japan, as well as against aggression from other quarters. At the same time, U.S. leaders hoped to trade a pledge of U.S. help in the southwestern Pacific, for assistance from Australia and New Zealand in the Middle East, in case trouble broke out there. All three members of ANZUS, participated in the U.N. defence of South Korea.

So remote is Easter Island, that it wasn't until 1943 that the first plane flew over the island (a scout plane from a US Navy taskforce). The same force also screened the island's first movie before departing.

Battalion Surgeon

by J. Birney Dibble M.D., Lt. USNR, MC, ret.

Part Four

Chaplains, communion and compliant Corpsmen

We had a Navy chaplain, Bob Fenning, assigned to the battalion. He lived in a tent with his chaplain's assistant, who was usually a Marine. The chaplain's assistants were usually young men who were interested in going into the ministry. They were invaluable.

Bob and his assistant periodically crawled along the trench from bunker to bunker, giving Holy Communion and/or emotional help to those who wanted it. Amazingly, most did, but some politely declined, saying, "Not today, sir" or "Maybe next time, sir."

When the Corpsmen first came out, most went directly into line companies and replaced Corpsmen who then came back to H&S Company. This was routine.

If one was hit on the line or got sick – usually the former – I had to send a Corpsmen from H&S Company back up into the line. That was one of my most distasteful duties.

As I mentioned before, it was safer back in H&S Company. Here's a guy who just came back, thinking, "Okay, I'm out of the line now. I'm relatively safe compared to where I was before, but now I'm going back."

But there was never any question about this. Everyone knew that the last one to come back to Rear Aid was the first one to go back to the line. I remember the looks on their faces, thinking, "Oops."

When we got a call that someone was needed, I asked the Chief, "Okay, Chief. Who was the last man back?" Of course, the Corpsmen already knew. "Okay, Joe Jones. Back up." And without a word – except for maybe a grunt of disgust – back up he'd go.

Kudos to Corpsmen

Corpsmen are as selfless a group of people as any I have ever known, including my years on the foreign mission field. When a Marine went down, a Corpsmen went after him under combat conditions. I think Corpsmen select themselves out. They know when they go to Corps School that it's very possible that they will be assigned to a Marine unit.

If there's a war going on, they know that they're going to be in combat. That's what Corpsmen do best. I have nothing but the highest respect for them. I never had to do what they did, i.e., crawl or run out under enemy fire and drag a wounded Marine back.

I was under fire periodically when I was up on

the lines and elsewhere, but I rarely had to actually go out and expose myself to enemy fire. That's what these guys did without even thinking about it. That was their duty.

Tops on my list of real war heroes are the Corpsmen who I saw leave the shelter of a bunker or the protection of a tree or other cover and go out into the open when there was automatic weapons fire and/or incoming mortars or artillery to minister to a downed Marine in total disregard of their own safety. Then, after getting the wounded taken care of, they would pile back into the bunker (where I'd been hiding!), often covered with blood – usually the WIAs but sometimes their own – and with big smiles on their faces make some stupid comment like, "Damn, that was close!" (I tear up even now just thinking about it.)

Many times I had the responsibility of taking care of a wounded Corpsmen. It was not any more difficult to take care of him than it was to care for the Marines. One adopts a professional attitude when getting out of medical school, so that a patient is a patient.

When I was working on them, the Marines and the Corpsmen and even the Chinese prisoners were patients. I don't think I got emotionally involved in one any more than the others. But clearly it certainly hurt more to lose a Marine or a Corpsmen than it did to lose a Chinese.

(continued next issue)

First published in *The Graybeards* magazine Vol.31, No.6, 2017.

The Second Special Squadron

Here's a little fact few are aware of. During the war, Japan sent a sizeable naval squadron into the Mediterranean – that's right, to the European side of the conflict – to aid their hard-pressed allies. This was the *Second Special Squadron*, consisting of the *10th* and *11th Destroyer Flotillas* (totalling eight ships) as well as the light cruiser *Akashi* as the flagship, all under the command of Admiral Sato Kozo. Later, the *15th Flotilla* – four destroyers – arrived as reinforcements, with two sloops and several supply vessels also joining. The Japanese squadron conducted 348 sorties with convoys that eventually transported a total of 700,000 troops for the loss of one ship, the destroyer *Sakaki* and 68 of its crew. Oh, I forgot to mention, this was during the First World War and the hard-pressed allies were not Germany and Italy, they were Great Britain and France.

Source: *Strategy & Tactics* No. 255 March-April 2009

The First HMAS Canberra

(A brief history)

The original *HMAS Canberra* – a 10,000-ton heavy cruiser was launched by Princess Mary on 31 May 1927 – the first vessel and only RAN surface ship to be launched by a member of the Royal Family. And she was the first Australian warship to be named after the Australian Federal Capital.

HMAS Canberra was one of two 10,000 ton ‘County’ Class heavy cruiser ordered by the Australian Government as part of a five-year naval development program begun in 1924 and completed in 1929. She was commissioned on 9th July 1928 two months after her sister ship, *HMAS Australia*.

After some five months in British home waters, *Canberra* sailed from Portsmouth for Australia on 4 December 1928, arriving at Fremantle on 25 January 1929. The new cruiser remained in Australian home waters until September 1931, when with a visit to New Caledonia and Fiji, she made her first voyage outside the Australia Station since arrival.

In the following nine years, leading up to the outbreak of the Second World War, *Canberra* remained in commission with several periods as flagship of the Australian Squadron. In 1932 and again in 1937, she visited the China Station; New Zealand ports saw her on three occasions, and for the remainder, it was the routine cruising of the peace-time navy in home waters.

On the outbreak of hostilities in September 1939. *Canberra* began her war-time career patrolling and escorting in home waters and the Tasman Sea, under the command of Captain W. R. Patterson, RN, a service which occupied the cruiser for the first nine months of the war.

In June 1940, Captain H B. Farmcomb, MVO, RAN, assumed command and the following month *Canberra* began a period of service in the Indian Ocean, on escort duty from Fremantle to Colombo and Cape Town. In July, too, she made an unsuccessful search for the German raider *Atlantis* then at large on the shipping routes leading from Africa to India and the Malay States.

In November 1940, she rescued survivors of the *MS Port Brisbane* and carried out a prolonged but again unsuccessful search for her attacker, the German raider *Penguin*, then en route for Antarctica after mining Australian ports. In 1941, *Canberra* continued her Indian Ocean escort and patrol duties, making further searches for enemy raiders in January and again in February when she took part in the fruitless hunt for the German pocket-battleship *Admiral Scheer*.

In March, however, the cruiser reaped the reward of her constant patrolling when, in the company of *HMNZS Leander*, she intercepted the German supply ship *Coburg* and the ex-Norwegian tanker *Ketty Brovic* (taken the previous month by the raider *Atlantis*).

In mid-June 1941, *Canberra* visited the west Indian Ocean for the last time and, departing Zanzibar, proceeded for Colombo. After a brief period escorting in Indian waters she returned to Australia during the last week of July.

The second half of 1941 saw *Canberra* operating in the eastern Indian Ocean escorting convoys from Australia to Singapore and Ceylon and in the Tasman Sea. The cruiser was berthed in Sydney Harbour with more than 175,000 miles of war-time operational steaming to her credit when the attack on Pearl Harbour took place.



The outbreak of the Pacific War saw *Canberra* continue in the role of escort cruiser, this time conveying troops to New Guinea in January 1942 and protecting convoys to the Malayan-Java theatre. On 7 February she docked in Sydney for extensive refit work that was not completed until mid-May when she escorted a convoy south to Melbourne.

Back in Sydney she lay at anchor not far from the US cruiser *Chicago* on the night of the Japanese midget submarine attack on 31 May - 1 June 1942. Later that month, *Canberra* took part in offensive sweeps in the Coral Sea as part of Task Force 44 (which included the US ships *Chicago* and *Salt Lake City*).

Her 15 years of service ended on 9 August 1942 when, as part of the naval forces supporting the American landing at Guadalcanal, she was caught up in the Battle of Savo Island. *Canberra* was under heavy Japanese fire for only two minutes, but was hit by at least 24 shells. This left her stopped, listing about eight degrees to starboard and ablaze. One-sixth of her complement were killed or wounded. Her Commanding Officer, Captain Frank F Getting, RAN, was mortally wounded.

Canberra became the third Australian cruiser to be lost in World War Two – and Australia’s largest naval war loss.

Source: *Navy News* Vol.20, No.11, 17 June 1977

WWII Strategic Bombing Failed

by J. E. Pournelle, Ph.D.

The greatest myth of World War II is that “strategic bombing” was effective. It wasn’t.

Neither the German attacks on Britain nor the U.S. attacks on German industry had much of an effect on the outcome of the war; in fact, it can be argued that air attacks often increased war production, and they certainly had an effect on German morale: Goebbels figured that U.S. attacks on civilian populations were worth several panzer divisions.

After Hamburg was ruthlessly destroyed, many workers who had formerly been in non-essential industries went to work in war plants; munitions and war materiel production in the area increased as a direct result of the raid. Furthermore, according to the Strategic Bombing Survey made by USAAF (United States Army Air Force) after the war, bombing of factories had nothing like the effect the Army Air Force generals thought it had; buildings were knocked down, but the tools remained largely undamaged, while German recovery capabilities were much greater than we imagined. It is strange that the similar experiences of the English didn’t tip us off; but we suffered from believing our own propaganda about German morale and the “inefficiency” of National Socialism.

German war production increased steadily from 1939 through 1944; so did ammunition, weapons, armour, artillery, and naval construction. Our “strategic bombing” was a costly failure, as well as a moral outrage to our own Christian heritage.

With atomic bombs it may be possible, although morally outrageous to win wars by killing helpless civilians – atomic weapons can do it efficiently and in large numbers – but with WWII technology it just wasn’t possible.

Finally, in 1944, the operations research people forced the USAAF and RAF Bomber Command to concentrate on worthwhile targets: transportation and oil. The effect was dramatic. Coal deliveries to factories in Bavaria fell by 50% before November.

The interdicted Ruhr fields piled coal in larger and larger masses, while what coal that got out was subject to confiscation by the railroad to supply locomotive requirements. The same was true of oil and gas; in June 1944, oil became a high priority target, and before September, aviation petrol had fallen from 175,000 tons/month to 5,000, while oil refinery output went from 316,000 tons/month in May to 17,000 in September.

The interdiction of transport and oil nearly crippled the Reich. All the countless tons of bombs rained

(continues on Page 8)

In Defence of Strategic Bombing

by Anthony M. Fabrizio

(Note: edited due to space considerations)

The purpose of my article is one of rebuttal against Dr. Pournelle’s thesis. Dr. Pournelle’s main points against the use of “strategic bombing” are –

- (1) The greatest myth of World War II is that strategic bombing was effective;
- (2) Goebbels figured U.S. attacks on civilian populations were worth several panzer divisions;
- (3) German war production increased from ’39 to ’44;
- (4) Interdiction of transport and oil nearly crippled the Reich.

The basic concept upon which the American Bomber Force of World War II was committed to action was “Daylight Precision Bombardment.” Others felt that the word “Unescorted” should have been added to this concept, but the use of unescorted bombers was proven to be unfeasible after Ploesti, Schweinfurt and Regensburg. The question must be raised whether it was a direct policy of the United States Air Force to bomb cities or industries.

The RAF had learned through experience that for them daylight bombardment had proven too costly. The RAF turned to night-area bombing, to which industry was to be attacked by the saturation of the area in which it was located by bombardment. As the war progressed this area bombing concept was supplemented by an effort to destroy the German will to victory by attacking cities. The Americans entering the war with youthful enthusiasm clung to the concept of precision daylight bombardment.

In 1943 after much discussion and politicking, the Americans were allowed to continue daylight bombardment. However this was coupled to the RAF effort in what was called the Combined Bombing Offensive (CBO), the purpose of which was the “progressive destruction and dislocation of the German military, industrial and economic system and the undermining of the morale of the German people.”

The six prime targets of CBO were sub yards and bases, aircraft industry, ballbearings, oil, synthetic rubber and tires and military transport vehicles. The intermediate objective was an offense against German fighter strength. Although Americans were committed to undermining the morale of the Germans it never truly fitted into American planning to use this concept. Our variation was to dislocate morale by destroying German industry and air force. Of course when the weather was bad radar and blind bombing were used and Dresden did occur, but these were exceptions rather than the prime policy of precision bombardment.

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WWII Strategic Bombing Failed (continued from Page 7)

down on civilians in cities had little effect. The Allies stubbornly held to city busting as a winning tactic until quite late in the day.

Faulty intelligence coupled with over-enthusiastic reports of damage done to the enemy made the generals all too willing to listen to politicians who curried public favour with their accounts of “paying the Huns back in kind.”

The American people, after all, believe war to be so evil that anyone who forces us into it must be some sort of monster, not fit to live on the same earth with us; what did we care about German civilians. The fact that our President had deliberately manoeuvred us into a war he was elected to keep us out of (“Again and again I say that not one American boy is going to die on foreign soil”) wasn’t generally known; at least, not then.

The worst of the tragedy was that about 35% of the U.S. war effort, and 60% of the British, was devoted to aircraft production, most of which was wasted in “strategic bombing.” Had the wasted effort gone into ground armies, ships, and battle-field aircraft the war might well have ended at least a year sooner. In any event Europe would not have been reduced to post-war beggary.

Source: *The General* magazine Vol.8, No.4

* * *

came closest to the concept of complete strategic destruction of industry through the air. Since Dr. Pournelle admits oil loss nearly crippled the Reich and he should have remembered that oil was one of the prime targets of CBO.

D - Synthetic rubber and tires: had some effect but it was “Accidental damage, to methanol and nitrogen plants proved harmful to German production of synthetic rubber and explosives.”

E - Transport: the Germans were crippled to a dog’s pace by the regular bombing of this system by the strategic and tactical air forces.

F - Aircraft Industry and German Fighter Strength: I combine these two because of the close inter-relationship between them. Did we fail to destroy the aircraft industry? Answer – Yes. But...

The bombing of the industry did at a crucial time, February, 1944, force the dispersal of that industry. The estimated production loss of 2 months was due to the bombing and dispersal. A drop in the bucket you say? Well not really. By the time the industry was producing at a high level in May 1944, one important item had been lost: experienced pilots to train recruits.

Adolf Galland in April, 1944, “the day fighters have lost more than 1,000 aircraft during the last four months, among them our best officers.” In this we succeeded through the operation of “Big Week,” 200-600 enemy aircraft destroyed, a production lag due to bombing and dispersal of two months and the killing of many air officers who were not available later to train and lead the Luftwaffe with its increase of fighter strength.

This industry in early 1944 and later oil were besides Berlin the item that depleted the Luftwaffe. These targets had to be defended. You can bury an aircraft factory underground, but where do you put synthetic oil factories and the industry of Berlin. The Luftwaffe fought and was literally bled to death by the USSTAF.

The USSBS felt that “Allied air power was decisive in the war in western Europe.” Herman Goering said in 1945 “Without the U.S. Air Force the war would still be going on elsewhere but certainly not on German soil.”

Source: *The General* magazine Vol.8, No.5

In Defence of Strategic Bombing (continued from Page 7)

Dr. Pournelle feels that the attacking of civilians added to their morale. This is true; however, if a few panzer divisions were worth the price of morale bombing, the fact remains that because of the “failure” of strategic bombing at the end of 1943, Germany and vicinity were protected by 70% of all Falk personnel (900,000 men) 75% of the total heavy AA guns and 55% of all automatic A.A. guns.

Granted that the war effort increased the total number of guns produced but where would 900,000 men be conjured from to defend the land frontiers of “Das Reich.” I will concede to Dr. Pournelle the fact that German war production increased from 1939 to 1944. The prime and intermediate targets of CBO must be now placed in some sort of grading:

A - Submarine yards and bases: never truly achieved the effects that were warranted by the original optimism of the directive.

B - Ballbearings: because of the quick dispersal of this industry following the damaging raid on Schweinfurt of October 14, 1943, the project of attacking this product never made the Germans want for bearings during the war.

C - Oil: During World War II, the U.S. dropped 126,191 tons and the RAF 109,664 tons on oil targets. The small tonnage dropped on this industry

Until November 1941, when one was finally set up by the General Headquarters, Britain had no AFV (Technical) Branch to examine captured enemy AVFs (Armoured Fighting Vehicles); so when the British captured a German PzKfw IV in April 1941, nobody bothered to inspect it until March 1942.

Arunta Died Fighting To The Last

Misty rain shrouded her as she passed Garden Island on February 12, 1969, and as she drew out of sight past Bradley's Head another chapter in the RAN's history was closing. But she wouldn't die as they wished...she was born to fight and she ended her time in the true tradition of the Navy. She cheated her captors. Now she lies in her watery grave not far from her home port of Sydney.

Her name *Arunta*, once proud fighting unit of the RAN and the last of Australia's Tribal-class destroyers, in fact the last ship, of her class, in the world. On that morning of February 12, she commenced her last voyage...at the end of a towline, enroute to the ship-breakers in Taiwan. But *Arunta* did not intend to suffer the fate of her sister-ships, *Warramunga* and *Bataan*.

Not long after passing through Sydney Heads, she started to take water. Nothing could be done to stop her sinking and not long after the line had been cut, *Arunta* capsized and slowly sank. It was a sad Japanese tug that returned to Sydney harbour.

Arunta's life was one of adventure...her sinking of the submarine R033 off Port Moresby in 1942 was the start of a fine wartime record. In the middle of October, in the same year, *Arunta*, working with *HMAS Stuart*, took troops from Milne Bay and effected a night landing on Goodenough Island, where the troops were to mop-up Japanese, who had landed there.

On Boxing Day, 1943, with *Australia*, *Shropshire* and *Warramunga*, she was in the landing at Cape Gloucester. This operation was a complete success.

In April, 1944, the destroyer again figured in a landing, this time at Hollandia in Dutch New Guinea, and in July, was prominent in bombardments at Aitape and Balikpapan.

In October, 1944, the Allies invaded the Philippines and on the night of 24/25 October, the naval battle of Surigao Strait was fought.

This battle was the result of a Japanese Task Force attempting to force the Strait and destroy allied invasion ships. *Arunta*, captained by Commander A. E. Buchanan, RAN, was with five American destroyers about halfway up the Strait. At about 3.25 am, the destroyers, led by *Arunta*, launched torpedoes at the battleship *Yamashiro*, several of which scored hits, and she sank. The remnants of the Japanese soon scattered or were sunk, and the battle was a complete victory for the allies. For the damaging of one destroyer they had sunk two battleships and three destroyers.

On November 1, 1944, *Arunta* was assigned as one of the ships of Task Group 77-1 and endured one of the war's first kamikaze attacks. On January 5, 1945, she was struck by a suicide plane which slipped past her guns and crashed onboard, causing some damage.

On June 10, 1945, she took part in landings at Brunei, which were designed to cut off the supply of oil to the Japanese submarines, and on June 24, in the Balikpapan landings, and two months later the war ended.

After the war, *Arunta* and her two sisters were modernised. However, during the 1950s, new destroyers were added to the Australian Fleet and the Tribals became obsolete and were placed in "mothballs." *Bataan* was the first to be scrapped, and in 1962, *Warramunga* was sold to Japanese interests.

Source: *Navy News* 2 November 1979

The Zero & The Oscar

by Benjamin Evans

During the Second World War, both the Japanese Navy and the Japanese Army maintained air forces. The two air forces procured aircraft independently, but frequently had identical requirements. Consequently, they often ordered very similar aircraft.

The Mitsubishi A6M Type O Navy Fighter entered service in 1940 and first saw action in China. During the Pacific war it was code-named "Zeke" by the Allies, but was more commonly known as the "Zero" (from Type U). The Zero was quick, manoeuvrable, well armed and long-ranged, and achieved a formidable reputation.

The Nakajima Ki-43 Hayabusa (Falcon) Army Fighter, labelled "Oscar" by the Allies, entered service in 1941. It quickly gained a reputation as the most manoeuvrable aircraft in the Japanese Army Air Force.

Nakajima also built Zeros under licence. Ironically, Nakajima built twice as many Zeros as Mitsubishi.

The Zero and the Oscar were about the same size and of similar performance. The Ki-43 was more lightly armed, generally carrying two 7.7 mm machine-guns (though sometimes equipped with one or two 12.7 mm machine-guns), while the Zero carried two 7.7mm machine-guns and two 20 mm cannon. Both lacked armour and self-sealing fuel tanks, making them light and nimble. Both aircraft served throughout the war.

Nethertheless, both Zeros and Oscars were eventually eclipsed by more heavily armed and armoured Wildcats, Corsairs, Lightnings and Mustangs.

Source: AWM, *Wartime* magazine, Dec. 2000

Blighty Films

For British soldiers posted to Burma and India during WWII, when transcontinental transport was undertaken largely by ship, there was little hope of getting back to Blighty for a break. To maintain morale and a sense of connection with home, the authorities arranged for soldiers to send filmed messages – *Blighty Films* – back to be viewed in cinemas by loved ones.

Source: *BBC History* magazine June 2016

Notices

RSL Annual Remembrance Service

Attention Unit Associations and other Ex-service and allied Organisations, the 2018 RSL Annual State Remembrance Service will take place on:

Date: Sunday 4th November 2018

Time: 1:00pm

Location: the Springvale War Cemetery (within the grounds of the Springvale Botanical Cemetery, Princes Highway, Springvale).

Duration: 1½ hours (approx).

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, 5th December

at The Gateway Pub/Hotel,

Princes Highway (Opposite Broderick Road)

Corio, Geelong

(Melways 434 G4)

Defence Seminar

Date: Saturday 20th October 2018

Time: 10.30 to 3pm

Venue: ANZAC House, 4 Collins Street

Presenters from...

Navy, Army & Air Force

Hear about changes in Australia's strategic circumstances.

Partners:

Returned & Services League of Australia (Vic.) Inc.

Naval Commemoration Committee of Victoria.

Air Force Association of Australia.

Royal United Services Institute.

Naval Association of Victoria.

Navy League of Australia.

Lunch with coffee/tea

\$25 per person.

To reserve your seat, please email:

naval.commemoration.committee@gmail.com

That overzealous customs agents can change your entire life in a matter of hours.

The Korea Veterans' Association of Australia Inc.

Tom Parkinson (President) and The Committee

request the pleasure of your company at the annual KVAA Inc.

Christmas Luncheon

Venue: William Angliss, 550 Little Lonsdale Street, Melbourne

Date: Tuesday 27th November 2018. **Time:** 11:30 am for 12:30 lunch

Bill of Fare: Three Course Christmas Dinner

Meal Cost: \$30 per person. **Drinks:** Own Cost at Hotel Prices

RSVP: 21st November 2018

Please detach and return to: **The Secretary, KVAA Inc., Salford Park, Unit 125, 100 Harold Street, Wantirna Vic, 3152**

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.**

Name: _____ Phone No.: _____

Please confirm attendance for ___ people.

Names of guests attending: _____

Enclosed please find my cheque / money order for ___ people @ \$30.00 per person: \$____.00

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

Carrier Universal No.3323

by Greg F. McGee

2949, 3RAR, 28 September 1950 – 27 May 1951



No.3323, allotted to No5 Gun, No.3 Section, MMG Platoon before the battalion left for Korea.

It was made at the NSW Railway Workshops at Chullora in 1940, according to the manufacturers plate, and no doubt had been used in training all through World War 2. Also, probably, by CMF units after the war.

No.5 Gun consisted of Corporal Greg McGee as No.1, Private Charley “Snow” Dicker as No.2, Ian “Jock” Reckord as No. 3 and Len Ogilvie as driver. Snow and I had both served in the 2nd AIF, myself in the 2/13 Battalion, and Snow in the 2/3 Pioneers. Jock had done National Service in the British Army in the Manchester Regiment. and Len was a post-war enlistment in the ARA.

After aniving in Korea, the Battalion assembled in Taegu, about 107 miles northwest of Pusan. There we joined the 27th Brigade, which then became the 27th

British Commonwealth Brigade. The other two Battalions were the 1st Battalion, the Middlesex Regiment and the Ist Battalion, the Argyll and Southern Highlanders, both old regiments in the British Army.

After a few weeks of settling down, mopping up and ddestroying dumps of ammunition, the brigade moved north to Kimpo to join in the invasion of North Korea. The rifle companies went by air, thirty to forty minutes flight, but the transports plus the carriers went by road, 420 miles in 5 days, good going on those roads. For operations, the brigade was under the command of 1st Cavalry Division at Kaesang. The 1st Cavalry was an infantry division, despite its name.

We moved north from Kaesang to Kumchon, then to Sariwon. There the battalion rounded up about 2000 North Korean stragglers wandering aimlessly about. From there we went to Pyongyang, the capital of North Korea, with very little opposition.

Back in the lead again, the brigade moved to Yongpu to the aid of the 187th Airborne Regimental Combat Team. This led us into an action known as the Apple Orchard. We didn't use the guns here, it was just rifle and bayonet work.

From there we continued north to Sinanju and Pakchon. At Pakchon, or perhaps a little south, was the broken bridge, a high level concrete bridge partially demolished. There was quite a battle here with infantry versus tanks, but we were successful.

From Pakchon we moved to Chongju. This was the limit as far as we were concerned. From then on it was back the way we came. It was here that we learnt the Chinese had joined in.

We were driving back to Pakchon through a patch of loose sand and threw a track. That must have been the fastest track repair on record. We took up positions by the main road to support B Coy in an attack on a hill feature. Whilst there we shared a mortar bomb amongst us. Snow was hit in the hip, a nasty wound, and the rest of us got flesh wounds. Snow, Len and I went back for treatment. Jock stayed to carry on.

When I returned a couple of days later, it was a different crew. Jock was still there, but the two others were strangers, and to this day I cannot remember their names. But at least the carrier was still 3323.

So we wound our way back the way we came up. By now, 3323 was feeling her age. Perhaps the driver didn't help. The only thing I remember about him was that he wore a wharf labourers union badge on his puggaree. After some time we started to have trouble with the differential and took an awful long time to turn right or left, and even longer to turn around.

The end came one night when we were slowly climbing a big hill. We had dropped behind the column and

(continues on Page 12)



As cartoonist, Jeff Hook, saw 3323 in her younger days.

were labouring along on our own. Half way up the hill, 3323 stopped dead and would go no further. While we were having a rather agitated discussion on what to do next, a squadron of American tanks came up the hill behind us. They stopped, as we were blocking the road.

On learning of our plight, they offered to tow us; this we accepted gratefully. They took us to the top of the hill, a matter of a half a mile or so. The road went to the right, while on the left there was a wide-open space on the edge of the hill. Our tank took us to the centre of this space where they unhooked the tow rope, wished us good-night...and left us.

We resumed our previous discussion and then we heard more engine noises coming up the hill. This time it was a scout car with the brigade REME officer in it. His job was to follow the column and pick up stragglers like us. When he was satisfied that 3323 was a non-runner, he told us to get all our gear out, pour petrol all over the carrier and set it on fire.

As we were doing this, two American 2½ ton GMC's arrived. Their job also was to pick up stragglers. So for the next three days we had a rather pleasant trip back to the battalion.

There were several Middlesex and Argylls on the trucks, so we didn't lack for company. In fact, we established a very good relationship with the Middlesex. They had lots of tea, sugar and tinned milk, and we had a very big billycan. So we had a cup of tea at almost every stop. The drivers pulled in at almost every American transport unit we passed where we could always get a meal, almost any hour of the day.

When we arrived at the Battalion, our reception was a bit on the cool side. As a Corporal it seemed that everything was my fault, and there was some talk of taking the cost of the carrier out of my paybook. Fortunately, this didn't happen.

Shortly afterwards, we were equipped with a jeep and trailer for each gun, and a jeep and trailer for the section commander. This was a bit better in one way as they were newer and more mechanically reliable. I sometimes wonder what eventually happened to 3323. Did the Chinese leave her in the middle of the road when they came up the hill? Perhaps they used her as a traffic control post. More probably they pushed her over the side of the hill into the valley. A sad end to an old friend.

First published in *The Voice*, April 2004

Surviving Australia

Nine Travel Tips For Tourists

- * Don't ever put your hand down a hole for any reason whatsoever. We mean it.
- * The beer is stronger than you think, regardless of how strong you think it is.
- * Always carry a stick.
- * Air-conditioning.
- * Do not attempt to use Australian slang, unless you are a trained linguist and good in a fist fight.
- * Thick socks.
- * Take good maps. Stopping to ask directions only works when there are people nearby.
- * If you leave the urban areas, carry several litres of water with you at all times, or you will die.
- * Even in the most embellished stories told by Australians, there is always a core of truth that it is unwise to ignore.

See Also:

"Deserts: How to die in them."

"The Stick: Second most useful thing ever."

"Poisonous and venomous arachnids, insects, animals, trees, shrubs, fish and sheep of Australia, volumes 1-42."

The Divorce

An elderly man in Adelaide calls his son in Sydney and says, "I hate to ruin your day, but I have to tell you that your mother and I are divorcing; forty-five years of misery is enough."

The son screams, "Dad, no, that can't be! What are you talking about?"

"We can't stand the sight of each other any longer," the old man says. "We're sick of each other, and I'm sick of talking about this, so you call your sister in Brisbane and tell her," and he hangs up.

Frantic, the son calls his sister, who explodes on the phone. "Like heck they're getting divorced," she shouts, "I'll take care of this."

She calls her dad immediately, and screams at the old man, "You are NOT getting divorced! Don't do a single thing until I get there. I'm calling my brother back and we'll both be there tomorrow. Until then, don't do a thing, DO YOU HEAR ME?" and hangs up.

The old man hangs up his phone and turns to his wife. "Okay," he says, "they're coming for Christmas and paying their own airfares."

I argue very well. Ask any of my remaining friends. I can win an argument on any topic, against any opponent. People know this, and steer clear of me at parties. Often, as a sign of their great respect, they don't even invite me – Dave Barry

Punnies

There once was a despondent cockroach who committed insecticide.

I was struggling to figure out how lightning works then it struck me.

If you steal some money, the first thing to do is launder it: grime doesn't pay.

If a man asks a woman to help him with a crowbar, it's because he can't lever alone.

One thing about performing as an undertaker: you don't have time to rehearse.

Just remember: no matter how bad these puns may be, it could be verse!

Ulster is a country in Northern Ireland where a lot of Irishmen can't stomach one another.

The potato bug is the most enthusiastic musician of the insect world; it is heavily into tubers.

Q: What weighs 2,500 pounds and wears flowers in its hair? A: A hippiepotamus.

Said the leaning Tower of Pisa to Big Ben: "If you've got the time, I've got the inclination!"

Two cannibals eating a clown. One says to the other "Does this taste funny to you?"

As the Martian explained on landing, "We're here by accident. We didn't planet this way."

HMAS Wort by Ian Hughes

A series of cartoons which appeared in *Navy News* in the 1980s & 1990s.



Bonnie Scotland

When God created Scotland, He looked down on it with great satisfaction. Finally he called the Archangel Gabriel to have a look.

"Just see," said God. "This is the best yet. Splendid mountains, beautiful scenery, brave men, fine women, nice cool weather. And I've given them beautiful music and a special drink called whisky. Try some."

Gabriel took an appreciative sip. "Excellent," he said. "But haven't you perhaps been too kind to them? Won't they be spoiled by all these things? Should there not be some drawback?"

"Just wait till you see the neighbours they're getting," said God.

Editor's Ending

(for this issue only replacing the **Editor's Opening**)

Of note in the last few months has been the passing of Geoffrey Raynor Hook, better known as Jeff Hook, on 20th July 2018. Readers of the *Sun News-Pictorial* (now *The Herald Sun*) from the late 1960s into the early 1990s will be most familiar with his cartoons and his trademark 'hook' hidden within. Additionally, he was both an illustrator and artist.

He also produced a few Korean War-related cartoons for the KVAA and predecessor groups over the years, the most famous of which you will find on Page 11 (with the original in my possession). I wasn't planning to re-print this article any time soon, but now I have the excuse. Jeff's website is still (as of writing) active and is worth a look: <https://www.geoffhook.com>

There been much in the media lately about the identification of the location and/or remains of MIAs in the DMZ and North Korea. It is one of those yes-no-maybe things, the status of which is reflected in the emails emanating from Ian Saunders, everyone's 'go-to' man for MIA matters. They alternate between waiting, hopeful and frustrated.

Me, I'm just very confused by what is happening. Maybe I'll actually have some good news next issue – but we are dealing with North Korea, the only predictable thing about which is its unpredictability.

Some donations to acknowledge: \$100 from member James Studd at Kyabram (see story on right); \$50 from Joseph You of East Brighton; \$100 via Godfrey and Joan Tetley in Ye Old Country, and \$20 from special member Neil Williams. Thanks to you all.

And finally, John Boyer reports that, sadly, the Bataan Association is no more...for obvious reasons. But it went out with a *bang*. Three Korea War veterans purchased a set of side and base drums and the mace that were presented by Commander Ann Atkinson RAN to form a Corps of Drums for the Navy Cadets on Training Ship *Bataan*. After the presentation, a cadet complete with side drum was seen marching up and down "beating the hell out of it!"

President's Joke of the Month

An explorer in the interior of Africa encountered one tribe who dexterity with spears astounded him. The chief's aim was particular unerring. When the explorer produced a half dollar from his tunic, the chief speared it from a distance of fifty yards. He achieved the same result with a quarter.

"Now," cried the delighted white man, "let's see if you can score another bull's-eye on this ten-cent piece."

The chief demurred. "These tired old eyes of mine aren't what they used to be," he confessed. "Mind if I let my kid brother try it?" With that, he cupped his lips and bellowed, "Brother, can you spear a dime?"

From the Vault

Here's a fun piece from KVAA member, James Studd, who while on leave in Tokyo during the Korean War, met a friendly Yank sergeant who asked him about the quality of the food Commonwealth troops enjoyed. This being a 'family friendly' newsletter, I shall reinterpret the response from James as 'rotten.' This led to an invitation to a traditional US Army Xmas dinner, complete with menu (below). I don't know what Australian soldiers received on Xmas Day, but it probably didn't include shrimp cocktail, assorted fresh fruits – and lollies!



Eighth United States Army Christmas Dinner Korea 1954

*Shrimp Cocktail-Crackers
Roast Tom Turkey
Sage Dressing-Giblet Gravy-Cranberry Sauce
Snowflake Potatoes-Buttered Peas
Hearts of Celery-Carrot Sticks
Olives-Pickles-Cole Slaw
Parker House Rolls-Butter
Hot Mincemeat Pie-Fruit Cake
Assorted Fresh Fruits-Assorted Candies
Mixed Nuts
Coffee-Milk [REDACTED]
Tea*

Farewells

Peter Robert Hay, 3400540, 3RAR on 3 July 2018

Kenneth Reginald Mosely, 38201, *HMAS Sydney*
& *HMAS Condamine* on 22 August 2018

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