



# THE VOICE

April 2020 Edition

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## Editor's Opening

Usually in the April edition I cover the KVAA's Annual General Meeting. Unless you've been living in a cave for the last month or have recently returned from a mission to Mars, you'll be aware of the COVID-19 (Corona) virus outbreak. It is estimated that cases will peak in June or July then taper off. This led to the abandonment of the AGM and the cancellation of a few other functions:

- ANZAC Day
- Fountain Gate Secondary College's ANZAC Day service.
- The Korean Church Service in June.
- The KVAA's monthly Committee/General meeting.
- The Last Post Service at the Shrine.

In fact, Australia-wide, it is likely easier to list what is still proceeding rather than offer a cancellation list.

As most of the readers of this newsletter are in the 'high risk' category, it is probably for the best, especially as we are also approaching flu season, which adds further uncertainty and vulnerability.

Given that there are only a handful of people world-wide are alive today who remember the last great pandemic, that of 1918-1920, and then probably only dimly, it is probably glib of me to say we've been through this all before and the vast majority of the population pulled through. It is all very different when you are living through it.

### IMPORTANT

As the COVID-19 virus spreads and the lock-down tightens, the June edition of *The Voice* is likely to be either delayed or cancelled, depending on my own health, my photocopier not breaking down, and commercial printers, post offices and banks remaining open. That said, I will endeavour to get something out on schedule, even if in truncated form. As for August...who knows. Hopefully it will be business as usual.

Given that I have nothing more to report and I have a little space left, and everyone could do with a little cheering up, here's a joke to finish...

On the morning of her birthday, a woman told her husband, "I just dreamed that you gave me a diamond necklace. What do you think it means?" "Maybe you'll find out tonight," he said. That evening, the man came home with a small package and gave it to his wife. She ripped off the wrapping paper and found a book titled: *The Meaning of Dreams*.

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Twinned with the South London Branch British Korean Veterans Associations  
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## Editorial Disclaimer

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## Merchandise Available

KVAA Lapel Pins	\$ 6.00 .....	\$	Kapypong battle print	\$ 6.00 .....	\$
Tie (with KVAA Inc. logo)	\$10.00 .....	\$	Christms cards	\$ 2.00 .....	\$
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# A Soldier's Story

by Charles S. Douglas

## Part Two

I was assigned to the 7th Division, 31st Infantry Regiment "Polar Bears," 1st Battalion. I went to Charlie Company as its platoon leader.

My forty-man platoon was a polyglot mixture of Caucasians, Blacks, Hawaiians and South Koreans. Unlike Vietnam, where Vietnamese were fighting Vietnamese, we were not fighting North Koreans, so we did not have a problem differentiating South Korean from North Korean, friend vs. foe. We were fighting the Chinese, who were easily identifiable with their quilted uniforms and general small stature.

I was fortunate to have Sgt. Martin, a WWII combat veteran as my platoon sergeant. By this time the war (or "Police Action," as President Truman described it) had stabilized. Both sides were dug heavily into trenches and bunkers. The 7th Division's position was in central Korea in the Chorwon Valley.

My first few months in combat were fairly uneventful, consisting of mostly some small skirmishes and night patrols. The patrols could be very deadly, as we were in "No Man's Land" or enemy territory.

A patrol usually consisted of ten men: a squad and the platoon leader. Our mission was to detect enemy movement and activity, without getting involved in a major engagement. If we could capture a Chinese soldier it was a bonus.

Intelligence was vital, so the interrogation of a prisoner was important. I went on many patrols into the valleys that separated our positions. Many times I remembered the words, "Yea, though I walk through the Valley of the shadow of Death, I shall fear no evil." These words were comforting.

We were in the dead of winter and I had never felt as cold as I did in Korea. I remember on one patrol we could smell garlic so we knew that the enemy was very close by.

I immediately placed my finger on the trigger of my automatic carbine. I just about panicked when I discovered I could not feel my finger; it was frozen and I couldn't pull the trigger if I had to!

Fortunately, as it turned out, there were no Chinese in the area. Now, when we were out on patrol it was crucial that everyone in the platoon was aware that we were out there. If they didn't, they might mistake the returning patrol for enemies. That was not always a good thing for the incoming patrol. This happened on one occasion; one of the men in my patrol was killed by one of our own men.

Things started to heat up in early March of 1953. Peace talks in Panmunjom had been going on for some time with no progress. The UN and communist negotiators couldn't agree on the shape of the peace

table and who would sit where. Believe it or not, the table had to be placed so that half of it was in communist territory and half in UN territory.

Rumours were flying that there was a breakthrough at the peace talks and that a cease fire could come within a few months. The major negotiating issue to be resolved was the repatriation of Prisoners of War.

Under the circumstances, prudent people would be expected to lie low and ride things out. Unfortunately this was not the case. The communists knew that when the cease fire was signed the division between North and South would be the exact land occupied by each side. As a result, some of the most intensive and deadliest combat took place from March of 1953 until the accord was signed on July 27th, 1953, as both sides struggled to gain territory.

The assault was on all fronts, east, central and west. The hills I was involved in were Dale, Cocoa, Westview, Old Baldy and Pork Chop. Typically, hills were named after killed soldiers, usually Lieutenant platoon leaders or on the shape of the hill, such as Pork Chop.

On one of the early attacks we were ordered to counterattack a Chinese position. To complicate the situation, we were under artillery fire from the rear, so called "friendly fire" This happens when the artillerymen are either given the wrong coordinates or they simply screw up. I'm afraid this happened more than people will admit.

I gave the order to move out, only to spot Private Krausher from the Bronx curled up in a foxhole and not moving. I told him to move out. He refused. My next move was to assemble witnesses. Then, I told him that if he didn't move out he would be court martialed. He responded that he wasn't going to die. He was immediately put under arrest and taken to the rear.

Shortly thereafter, when there was a lull in the action, the witnesses and I were called to the rear to testify at Krausher's court martial. He received a twenty-year sentence of hard labour to be served at Ft. Leavenworth, Kansas. His charge was cowardice in the face of the enemy and he received a dishonorable discharge.

I sometimes wonder who may have died in his place while in 1953 he probably returned to the Bronx, opened up a business and retired a wealthy man. In times gone by he would have faced the firing squad. He was right; he wasn't going to die – and he had the last laugh.

*(continued next issue)*

# Notices

- A current serving member of the RAN is wanting to pass on his deceased father's unfinished model of *HMAS Bataan* to anyone that may be interested. With the *Bataan* being a part of the Korean War, he thought he would offer it to us to see if we can find a home for it.

- Sergeant Lacy Robinson from 1 Platoon, A Company, 1 RAR has been in contact and is trying to find some photos of the men listed below who were KIA A Company, 1 RAR during the Korean War.

32845 Private E. C. Claxton (21st December 1952).

3400513 Private I. W. Bell (23rd November 1952).

6400076 Private G. Hyatt (29th August 1952).

6400066 Private J. P. Mulcahy (2nd July 1952).

- In the past, our not being able to contact a veteran/member has raised concerns for their welfare. Thus we are looking to add a NOK (next of Kin) phone number to our contact list that will allow us to call and confirm the veteran/member's status. This phone number will only be held by the KVAA Secretary.

If you have a suggestion regarding the *Bataan* model, can help with Sergeant Robinson's request, or wish to participate in the NOK scheme, then phone or email KVAA National Secretary, Deb Rye on 03 5448 8758 or 0419 334 483 or [secretary@kvaa.org.au](mailto:secretary@kvaa.org.au).

## A Couple At the Pearly Gates

A woman finds herself outside the Pearly Gates, where she is greeted by St. Peter.

"Am I where I think I am?" she exclaims. "It's so beautiful! Did I really make it to heaven?"

To which St. Peter replies, "Yes, my dear, these are the Gates to Heaven. But you must do one thing before you can enter."

Very excited, the woman asks what she must do to pass through the gates.

"Spell a word," St. Peter replies.

"What is it?" she asks.

"Any word at all," answers St. Peter. "It's your choice!"

The woman promptly replies, "The word I will spell is love. L-o-v-e."

St. Peter congratulates her on her good fortune in making it into Heaven, and asks her if she will take his place at the gates for a moment while he goes to the bathroom.

"I'd be honoured," she says, "but what should I do if someone comes while you're gone?"

St. Peter instructs her to require any newcomers to spell a word, just as she had done. So the woman takes St. Peter's chair and watches the beautiful angels soaring around her. Suddenly, lo and behold, a man approaches the gates, and it is none other than her husband!

"What happened?" she cries. "Why are you here?"

Her husband explains, "I was so upset when I left your funeral that I got into a fatal car accident. So here I am, ready to join you in Heaven."

"Well not just yet," the woman replies. "First you have to spell a word."

"What's the word?" he asks.

"Zygnemataceae"

## Punnies

**(Warning: groan-worthy puns follow.)**

Half a Mother Superior is better than nun.

You can you never expect a fishmonger to be generous because his business makes him sell fish.

Pity the poor man who has a big load of debt and doesn't know how to budge it.

Two Eskimos sitting in a kayak were chilly, but when they lit a fire in the craft it sank. Moral – you can't have your kayak and heat it, too.

A hungry lion was roaming through the jungle looking for something to eat. He came across two men. One was sitting under a tree and reading a book; the other was typing away on his typewriter. The lion quickly pounced on the man reading the book and devoured him. Even the king of the jungle knows that readers digest and writers cramp.

There was a man who entered a local paper's pun contest. He sent in ten different puns, in the hope that at least one of the puns would win. Unfortunately, no pun in ten did.

Police arrested two kids yesterday – one was drinking battery acid, the other was eating fireworks. They charged one and let the other one off.

The control tower at a large airport warned a pilot that he had a hole in the bottom of his gas tank and told him to fly upside down to prevent all his fuel from spilling. "Hurry up!" the message warned. "Loop before your leak."

When Mrs Wort gave her neighbour a nice new butter churn, the neighbour gave her one, too, explaining that it was only fair, since one good churn deserves another.

## From Store to Sky

by Tom Moore

Because of a demobilized U.S. military after WWII, when the Korean War began in June 1950, hurried calls were made by the naval task forces operating off Korea requesting delivery of more air power. Right away! Now!

Due to pre-naval planning, operational combat ready aircraft for the Marine Corps and Navy, were delivered to the battle-fronts within 45 days. More than one thousand aircraft, enough to equip ten aircraft carriers, were returned to service in the first months of the Korean War, saving the U.S. from expending time and money in producing new aircraft from American factories.

How could this occur?

Between 1945 and 1950, the U.S. Navy deactivated more than 2,000 naval aircraft, a billion dollars worth (in 1950s money) of first-line aircraft. This was done at NAF Litchfield Park, in the Phoenix, Arizona area (Litchfield closed in 1968 and is now a public airport: Phoenix-Goodyear Airport). The aircraft were parked in an area of some 800 acres in outdoor storage, in the dry Arizona air, where corrosion is at a minimum. At that time, some 18 types of aircraft were lined up, row upon row.

To keep these aircraft in a state of preserved readiness, regular inspections, and “hot-runs” were made to maintain the aircraft in first-rate condition. Perishable and/or pilferable items, such as clocks, life-rafts, first aid kits, and batteries were removed.

Radio and radar equipment, switches and movable controls were covered with sun-proof material. Fabric and plexiglass surfaces were sprayed with a flexible protective blanket of liquid plastic, which could be stripped off quickly. Tire rot, however, was the big problem.

Within a matter of hours after the aircraft requests from the task forces in Korea were received, Operation Quick-Strip went into action, with the order to “unzip” the mothballed aircraft.

The lines of aircraft soon got smaller as more and more de-mothballed aircraft went to overhaul and repair bases, to be prepared for training and combat missions.

By preparing for the future, the U.S. Navy and NAF Litchfield Park, was able to put naval air-power in close air-ground support of United Nations forces in the Korean War when it was urgently needed.

## Korean War Military Logistics

by Tom Moore

Generally, military logistics means, the aspect of military science, and art of calculating, dealing with the procurement, maintenance, and transporting of military material, facilities, and personnel. In Korea, the 2nd and 3rd Logistical Commands took on a big job. In the December 1950 withdrawal from North Korea, U.S. forces suffered such severe losses of equipment that it prompted Army logisticians to develop a new type of emergency shipment.

By 2nd Dec., 1950, the 2nd U.S. Army Infantry Division had lost sixty-three of seventy-two artillery pieces, most of its vehicles, nearly all of its signal and engineer equipment, and large quantities of small arms and individual equipment. Army G-4 responded with “Pink”, the code designation for a shipment that took as its quantitative yardstick, the table of organization and equipment of an infantry division.

The object was to ship at once all the equipment required to outfit an entire division – something that had not been done before. Only liaison aircraft, general-purpose vehicles, ammunition, and certain items nonessential to combat were omitted. Some items were drawn from National Guard stocks. On 9 December, a week after the program’s inception, five of six ships carrying the equipment were en route to the Far East.

Effective 21st August, 1952, the Commander in Chief, Far East Command, established the Korean Communications Zone (KCOMZ), to relieve the commander, Eighth Army, of responsibility for logistical and territorial operations and political relations with the government of the Republic of Korea. The KCOMZ was made up of the 2nd & 3rd Logistical Commands.

The KCOMZ enjoyed equal status with U.S. Army Forces, Far East, as a major subordinate command of the Far East Command. KCOMZ was responsible for all logistics support to U.N., U.S., and Korean Forces, political and economic relations with the South Korean government, operations of Korean National Railways, and control of all POWs.

KCOMZ was commanded by Maj. Gen. Thomas Wade Herren of Dadeville, Alabama, (1895-1985). General Herren went to Korea in 1946. He set up schools and accommodation for U.S. Army personnel and dependents in South Korea; saw that Korean officials were trained to function in government positions, and oversaw the organization of the military/civilian government. In 1949, Herren supervised the elections, which resulted in the government of the Republic of Korea (ROK); he also arranged and supervised the conferences between the Soviet Union and the United States to discuss the unification of Korea, and provided guidance to the United Nations Committee on Korea.

The KCOMZ supervised millions of dollars of economic aid, supplies and equipment, for hundreds of thousands of Korean people affected by the ravages of war, and provided family housing, hospitals, schools, electric power, welfare institutions, which contributed to the health, comfort, and welfare of the Korean civilian population. At the time of the Korean War armistice, the KCOMZ had 34,280 personnel.

## Lady Shirley Goes To War

Two hundred miles west-south-west of the Canary Islands the Atlantic rollers surge endlessly eastward towards the African shore. In October, 1941, these were dangerous waters infested by German U-boats ever watching and waiting for the helpless merchantman.

Among them was U111, a submarine of 750 tons, measuring some 245 feet in length, and capable of exceeding 15 knots on the surface. She was commanded by Wilhelm Kleinschmidt, an experienced underwater sailor with a crew of fifty-one, which included four other officers.

The morning of Saturday, October 4, 1941, dawned bright and clear, with little wind and a long, low swell. U111 lay on the surface, her crew enjoying the early morning sun. The sea, as far as the eye could see, was empty, but unknown to Kleinschmidt, beyond his gaze as he scanned the horizon, lay the U-boat's nemesis.

At 0820 on that October morning, Lieutenant-Commander A. H. Callaway, Royal Australian Naval Volunteer Reserve, commanding H.M. Trawler *Lady Shirley*, was scanning those same Atlantic wastes of water when he sighted what he thought might be the funnel of a ship. Suspecting, however, that it could be the coning tower of a submarine, he turned his ship to investigate.

Meanwhile, Kleinschmidt had sighted smoke from *Lady Shirley's* funnel and though not alarmed, decided to dive.

More than one and a half hours passed until at 1004 Commander Callaway's patience was suddenly rewarded by an unmistakable sonar contact. A pattern of depth charges was dropped, none of which damaged U111, but they certainly disturbed her crew.

Kleinschmidt decided to surface, and barely had the rumble of the exploding canisters died away before the crew of *Lady Shirley* sighted the periscope rising from the depths.

Callaway swung his ship hard apart to bring his single 4-inch gun to bear, and as the conning tower slowly emerged, his gun crew opened fire at 500 yards range.

The Germans running along the submarine's deck to man the forward 4.1 inch gun were sprayed with machine-gun fire and either killed or driven back.

The survivors, however, opened fire with a machine-gun and killed the gun-layer in *Lady Shirley*, whose place was taken by Sub-Lieutenant F. F. French, who scored three hits in rapid succession. The casualties in the submarine increased with every hit and her captain fell mortally.

Fire from U111 died away, and Callaway moved his ship forward to run alongside her and as he did so the surviving Germans held up their hands in surrender.

The U-boat was badly damaged and already sinking by the stern, when a few minutes later the surviving senior officer ordered abandon ship. Forty-five Germans were taken from the water, one of whom was moved to comment: "We were bigger than you. We could see you, but you couldn't see us, but yet you beat us."

On October 14, 1941, Lieutenant-Commander Arthur Henry Callaway, was awarded the DSO: "For great daring and skill in a brilliant action against a U-Boat." His first Lieutenant, another Australian (I. P. Boucaut) was awarded the DSC.

Unfortunately Callaway and his gallant crew did not long survive their triumph. On December 11, *Lady Shirley* herself fell victim to a U-boat in the Straits of Gibraltar. There were no survivors.

Source: *Navy News* Vol. 2, No.1, 1959

## Rise of the Airplane

The airplane became a weapon to be reckoned with during the First World War. By the end of that conflict, aircraft were handling a variety of missions beyond their original one – reconnaissance – adding ground attack, strategic bombardment, liaison, and air superiority tasks as well. Among the numerous "firsts" of the war included the first sinking of a warship by an airplane, marking the beginning of a new era in the history of naval warfare. Altogether fourteen warships, three auxiliaries, and eight merchantmen were sunk by the direct action of aircraft during the war. The largest warship sunk was the 665-ton Turkish destroyer *Yadighiar-i-Milet*, hit by a British Handley-Page bomber on 9 July 1917. This remained the largest warship sunk in combat by airpower until the Spanish Civil War.

## 10,000 Men & 1 Jester (minus the soothsayer)

William the Conqueror reached England in 1066 in a fleet numbering somewhere between 700-3,000 ships, carrying 10,000 men, 3,000 horses, supplies and other impedimenta of a major army, and one jester. The latter died early at Hastings, the traditional story having him struck down while juggling his sword to taunt the English. One man who didn't make it across the channel, his ship being one of the few to founder, was William's soothsayer who, as the future king dismissively observed, can't have been much good at his job if he couldn't foresee his own death.

# Psy War

## Psychological Warfare in the Korean War

by Tom Moore

Psychological Warfare (PSY WAR) in the Korean War was mainly a deluge of information, with the effects of the flow of information to lower enemy morale, and make them dissatisfied with their present conditions, to move the enemy to take an appropriate action, that would direct the enemy behaviour in a U.N.-friendly direction. Using mass communications as a “weapon”, an instrument for persuading or dominating targeted groups, PSY WAR is one weapon within the U.S. Army’s family of weapons.

Brigadier General Robert Alexis McClure, (1897-1957) was in command of the PSY WAR Division for most of the Korean War. He created a PSY WAR Centre, first commanded by Colonel Charles Karlstad. From this centre, the U.S. Army Special Forces training facilities would emerge.

Within 24 hours after President Truman announced that U.S. troops would be sent to assist South Korea, U.S. leaflets were dropped over Korea, telling the people that U.S. troops were on the way. Within 48 hours, radio broadcasts were being beamed from Tokyo to Korea. Propaganda may have been America’s first weapon of the Korean War. In that 24 hours, the Far East Command (FECOM) had written, translated, printed, and dropped more than 12,000,000 leaflets over South Korea.

PSY WAR was conducted mainly by leaflets, Voice Cast, loudspeakers, and radio. PSY WAR leaflets were distributed by aircraft, artillery, and by hand. The airborne loudspeaker was an object of experimentation, the bulk of loudspeakers, voice cast broadcasts, were made from vehicle mounts, such as trucks, jeeps, tanks, and from emplacements.

There not being a dedicated artillery leaflet shell, the 105mm howitzer smoke shell and the British “25 pounder” smoke shell were converted for the task. With the smoke canister removed each shell could hold about 400 4x5-inch leaflets. Artillery gave good accuracy, and was not affected by the weather. Artillery was used at dawn or dusk, when the enemy could pick up the leaflets without being seen. U.S. Army Ordnance sent 10,000 leaflet artillery shells to Korea monthly.

On 29 June, 1950, Major Thomas O. Mathews was ordered to produce 30 minutes of radio propaganda against North Korea. The Major had no staff, no transmitters, no translators, and no news facilities. But the “can do” officer at 2100 hours that evening broadcast his first program to Korea from a small studio at Radio Tokyo.

The Major was soon broadcasting around the clock from Tokyo. He hired Koreans living in Tokyo as writers and translators and located Korean radio technicians who had come under the control of allied forces on the peninsula. Within a few days he had 19 medium, and short wave transmitters of the Japan Broadcasting Corp. sending programs. Major Mathews later went to Seoul, Korea, where he obtained a 50-kilowatt transmitter, and a 10-kilowatt short wave transmitter, and was on the air about six hours a day. This later became the *Voice of the United Nations*.

C-47 aircraft were used by PSY WAR for leaflet drops and loudspeaker missions. The leaflets were tied in bundles with a dynamite squib and a timed fuse to explode them open at about 500 feet. The C-47s could carry 160 leaflet bundles or 4,000 pounds. The loudspeakers were belly mounted, and operated by Korean females. The aircraft would orbit low and slow, in a race-track pattern, and they always drew lots of ground fire.

Bomber aircraft were also employed. The B-26 was equipped with special pods that held several hundred pounds of leaflets while the B-29 Superfort carried 32- M16A1 cluster adapter leaflet bombs. The crews called leaflet missions “Paper Routes”. The 175 pound leaflet bombs contained about 45,000 4x5 inch leaflets each and the 225 pound leaflet bombs each contained 30,000 5.5 x 8.5 inch leaflets. The bombs carried a time delay separation charge. After release at 15,000 to 25,000 feet, the bomb halves separated at 1,000 to 2,000 feet to concentrate the leaflets over a specific target area.

Later in the Korean War, B-29s were using leaflet castings of about 500 pounds when loaded. About one million individual leaflets could be distributed nightly by a single B-29. Leaflets were also distributed by infantry patrols. Leaflets were the work-horse of PSY WAR.

The FECOM had a huge printing plant in Kawasaki City, near Yokohama, Japan. Their Webendorfer 3-color, roll-fed presses, and their sheet-fed method presses had a TO&E requirement to print two million leaflets each day, sixty million each month. The printing plant employed about 250 Americans, and 900 Japanese. In 1953, at the end of the Korean War, billions of PSY WAR leaflets had been scattered over Korea. Both sides fired leaflets at each other up to the year 2000, when reconciliation efforts prompted a ceasefire in the propaganda contest.

## Elizabeth is Crowned

### Meanwhile, in Korea...

Chinese soldiers in position opposite the Commonwealth Division in Korea woke up yesterday to find a huge "E" emblem stuck up right in front of their trenches.

A daring patrol of the Durhams had put it there during the night.

The emblem, made of vivid aircraft recognition panels, could be seen for miles.

"We thought we ought to do something for the Coronation," a Durham officer said.

Later in the morning Durham Light Infantry men, holding the top of "Little Gibraltar," in the Korean front line, jumped out of their trenches, gave three rousing cheers for Queen Elizabeth, and then jumped back again before the amazed Chinese opposite them had time to open fire.

Many British soldiers must miss the Coronation celebrations, as they guard frontline positions.

But in the rear areas, the division is holding a big parade near their gaily decorated tents and hutments. Huge yellow and cerise plaques of the Queen's cipher, "E II R," hang everywhere.

British, New Zealand and Canadian gunners heralded the celebrations with a 21-gun front-line salute. Their guns were well within earshot of the Chinese, but were loaded with blanks.

"Crown News," the division's newspaper, had a color portrait of the Queen on its cover, and a plan of Westminster Abbey, so that troops could follow broadcast descriptions of the ceremony.

A special supplement, printed in Korean, explained the significance of the Coronation for Korean troops attached to the division.

## Casualties in Korean War

The names of 38 members of the 2nd and 3rd Battalions, Australian Regular Army, in Korea, were included in a casualty list issued, yesterday by the Minister for the Army (Mr. Francis). Four were killed in action, 31 wounded in action and 3 accidentally wounded. Most of the casualties resulted from actions between June 30 and July 22. The four men killed in action were:—Pte. George Anderson Roots, Ingleburn, N.S.W.; Pte. Douglas Turner, Cruden, Glasgow, U.K.; Pte. Thomas George Howarth, Orange, N.S.W.; Pte. Francis Clarence McDonnell, Townsville, Qld. Victorians wounded in action were:—Pte. Donald Gillin, West Alberton; Pte. Godfrey Jones, Moorabbin; L.-Cpl. Edward Bowden, Geelong; Pte. Anthony Robert Ramsay, Port Melbourne.

## The Vaagso Raid

On October 27 1941, Lord Louis Mountbatten was appointed Director of Combined Operations for Britain, essentially commando raids on the coastal areas of German-held Europe. Although mostly pin-prick raids, discomfiting more than damaging, one operation in particular had unforeseen larger consequences.

The first operation planned by Mountbatten involved a descent upon Vaagso, Norway, which was defended by 250 German soldiers, one tank and 6 coast defence guns. The raiding force comprised 576 men under the command of Lt. Col. J. Durnford-Slater.

The second-in-command was Major John Churchill, a Scot who went into battle armed with a broadsword and a set of bagpipes. He was known to have spent several raids sniping at Germans with a longbow.

Arriving offshore, in the grey twilight of the Scandinavian winter, the Commandos were divided into five groups for the assault. Group 1 would land south of Vaagso, moving overland to guard the southern flank of the direct seaborne assault of Group 2. Group 3 would land on Maaloy Island, between the mainland and Vaagso Island, to destroy the gun battery positioned there. Group 4 would be the floating reserve, with Group 5 landing North of Vaagso to provide flank protection. At 0850 hours, the Commandos of Group 2 began their run-in to shore under a protective naval bombardment.

As the landing craft closed with the beach, the naval bombardment lifted and a smokescreen was laid down by aircraft. Group 3 took Maaloy Island with little problem, and destroyed all the guns and the ammo storage building by 0920. After a lightly-opposed landing, Group 2 soon became involved in vicious street fighting. Racing against time, Group 2 requested reinforcements.

A detachment from the Commandos on Maaloy Island embarked for the short run to Vaagso even as the southern flank guard of Group 2 rushed northwards to help. A few minutes later, 65 commandos of Group 4 arrived and began disembarking. The commandos, now totalling over 265 men, began the systematic reduction of every enemy strongpoint, including that single tank. By 1345, the commandos were withdrawing from a successful raid. The fish oil facilities of Vaagso were totally destroyed, and it was proven that a defended port could be assaulted and captured.

General von Falkenhorst, commander of the Norway garrison, demanded more reinforcements to defend against the expected British landings and Hitler ordered 30,000 troops to Norway in early 1942. By June 6, 1944, more than 372,000 German soldiers, including a Panzer division were stationed in Norway, effectively out of the war. The Vaagso Raid must be considered an outstanding success.

Source: *The General* magazine Vol. 9, No.3 & Vol. 30, No.2



# The Armoured Car

## (Its origins and use in World War One)

by David C. Isby

The age of the internal combustion engine was just beginning in 1914. As the automobile had only been recently invented, there was no widespread military use of it.

In the fifteen or so years preceding the outbreak of the Great War, however, just about every nation experimented with arming and armoring automobiles. In most cases, these ideas were quickly forgotten and to most people, the armored car was an invention more at home in an H.G. Wells novel than a modern battlefield.

Most nations attached touring cars to their headquarters to take officers on inspection tours. The Germans, however, took the precaution of making every motor-truck in the Reich liable to call-up, and in 1914 these were used for carrying artillery ammunition from railroad stations. German cavalry divisions also had a few unarmored civilian sports cars for scouting, each manned by a cavalry officer with a carbine and his chauffeur. These were fairly successful in the scout role in northern France, although they were dead when faced with any sort of resistance.

The Belgians armored many civilian automobiles and used these for reconnaissance, although they were not much better than the German types. The Belgians also produced a genuine armored car, the Minerva, which was not widely used in the 1914 campaign and most built were sent to Russia.

The only real users of motor vehicles in 1914 were the British. Earlier armored car ideas in Britain met the same resistance as they did elsewhere. Britain was, however, more “motorized” than any other European nation. Most important, the British had Winston Churchill, Lord of the Admiralty. Churchill was often looked upon in 1914 and afterwards, as an advocate of impractical ideas such as machine guns, heavy artillery, armed airplanes, and armored vehicles.

While the Army brushed these things off, Churchill was awake to the possibilities of these new inventions. Hence, by 1914, Churchill had assembled an interesting force: eight armored cars, Rolls-Royce, Lancaster, and Peerless types under Lieutenant-Commander Samson. To get them into action, Churchill attached them to the Royal Naval Air Service, under the premise that they were to be used for rescuing downed pilots, which they were in-fact used for on at least one occasion.

The real purpose, however, was for Churchill to get his “toys” into action as soon as possible. The “toys” as they were derisively known at the time, each carried a .30 calibre British Army machine gun, some carrying a second gun in reserve. Weighing about four tons, they could still make between 45 and 60 miles an hour on a road. At its thickest, their armor was nine millimetres thick, only slightly thinner than that of the first tanks which were not to appear for another two years. Their wheels were bullet-proof, as was the whole car, by virtue of its armor plate. The Rolls-Royce model was used, with but minor modifications, by the British Army until 1941. The armored cars landed, along with a Marine brigade, at Dunkirk on 26-27 September 1914. They moved inland to the Lens sector.

In this movement, the Marines were aided because they had been issued, before leaving England, with a number of London buses. These red, double-deck type “B” buses had been borrowed from the London Transport companies, and the drivers and conductors enlisted into the Marines. Churchill sent these buses, still in their red paint, down to join the rest of the Marine brigade. This proved to be an excellent idea. Once the Marines were established, they became responsible for providing information on German troops in the “race to the sea,” troops trying to get around the allied flank.

The armored cars and the buses proved their worth in the scouting around Lens, and on 30 September, the armored cars and some troops carried in buses, along with French troops, repulsed a strong German cavalry probe on the road between Motbeque and Cassell. Later, as the front solidified, the armored cars were sent into the Ypres salient. They were just about the only type of unit that could survive reconnaissance missions in the area.

They were also, on at least one occasion, used to spearhead an attack. By this time, the army had also become convinced of the value of motor transport, and they grabbed all the buses and drivers the Marines had left. The buses were used throughout the war, gaining the nickname “Old Bill” after the Bairnsfeather cartoon character, a bedraggled old soldier. The armored cars became less useful as the front entrenched. Their great weakness was that a three-foot ditch could stop them, and the trenches proved an insurmountable obstacle. The increased artillery fire also made life difficult for the armored cars, so they were, in 1915, shipped off to Gallipoli, where the hilly terrain made them ineffective. Armored cars were, however, kept in France until the end of the war.

Although they were not to see any real action until the British breakthrough of 8 August 1918, Churchill’s “toys” had opened the eyes of the army to the fact that armored fighting vehicles were possible, and in 1915, development started on the tank, a new weapon that would alter the face of the war.

Source: *MOVES* magazine No. 10 Aug.-Sept. 1973

## The Danger of Eating Bread

A recent newspaper headline read, "Smell of baked bread may be health hazard." The article went on to describe the dangers of the smell of baking bread. The main danger, apparently, is that the organic components of this aroma may break down ozone.

I was horrified. When are we going to do something about bread-induced global warming? Sure, we attack tobacco companies, but when is the government going to go after Big Bread? Well, I've done a little research, and what I've discovered should make anyone think twice...

### THE FINDINGS:

1. More than 98 percent of convicted felons are bread eaters.
2. Fully HALF of all children who grow up in bread-consuming households score below average on standardised tests.
3. In the 18th century, when virtually all bread was baked in the home, the average life expectancy was less than 50 years; infant mortality rates were unacceptably high; many women died in childbirth; and diseases such as typhoid, yellow fever and influenza ravaged whole nations.
4. More than 90 percent of violent crimes are committed within 24 hours of eating bread.
5. Bread is made from a substance called "dough." It has been proven that as little as 100 grams of dough can be used to suffocate a mouse. The average person eats more bread than that in one day!
7. Bread has been proven to be addictive. Subjects deprived of bread and given only water to eat begged for bread after only two days.

### PROPOSED RESTRICTIONS:

In light of these frightening statistics, and given that most bread eaters are utterly unable to distinguish between significant scientific fact and meaningless statistical babbling, we propose the following bread restrictions—

1. No sale of bread to minors.
2. No advertising of bread within 1000 feet of a school.
3. A 300 percent federal tax on all bread to pay for all the societal ills associated with bread.
4. No animal or human images or any primary colours which may appeal to children may be used to promote bread usage.
5. A \$4.2 billion fine on the three biggest bread manufacturers.

REMEMBER: Think globally, act idiotically.

## The Passing of a Beloved Friend

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- Life isn't always fair;
- And maybe it was **my** fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge). His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place.

Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children. It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realise that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death:

- by his parents, Truth and Trust,
- by his wife, Discretion,
- by his daughter, Responsibility,
- and by his son, Reason.

He is survived by his 5 stepbrothers:

- I Know My Rights.
- I Want It Now.
- Someone Else Is To Blame.
- I'm A Victim.
- Pay me for Doing Nothing.

Not many attended his funeral because so few realised he was gone. If you still remember him, pass this on. If not, join the majority and do nothing.

From the *Age*, Friday 17 November 1950, page 1

## Victorian Reinforcements Reach Korean War Zone

Reinforcements for the Australian battalion in Korea recently recruited in Australia were flown to the Korean war zone last week. These pictures by staff photographer, Allan Lambert, show some of the Victorians in the draft on arrival in Korea.



Diggers march away from the giant American air transport which brought them to Korea from Japan a few days ago.



Sorting out their equipment on arrival in Korea are (l. to r.): Pte. Jim Neywind (Bendigo), Pte. Ted Martin (Hawthorn) and Pte. John Frankcombe (Yarrawonga).

On Korean soil for their first time at Pyongyang. (Top to Lower): Pte. Max Young (Sunbury), Pte. Norm Hamill (Tynong), Pte. John Macdonald (Fitzroy), Sgt. Jim Carter (St. Kilda), Pte. Jan Haverfield (Pahran) and Pte. Murray Tully (Mildura).

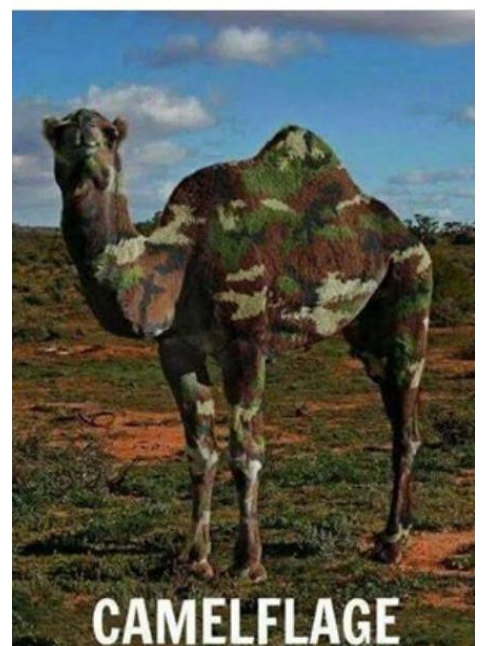
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The latest in hearing aids. Barely detectable! No one will guess you are wearing it! Now available from a retailer near you.



## Arab Military Technology Is Creeping Up On Us ...

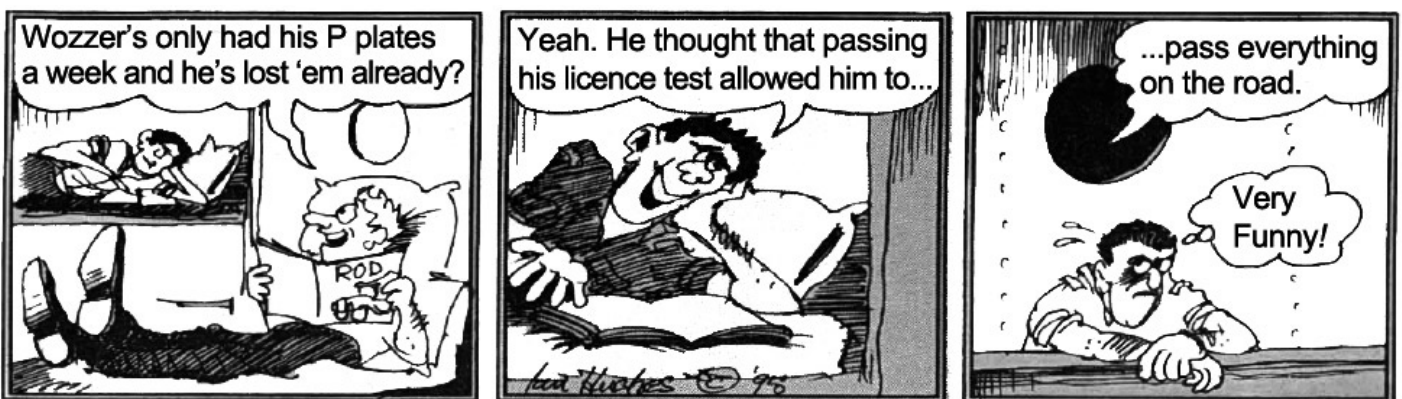
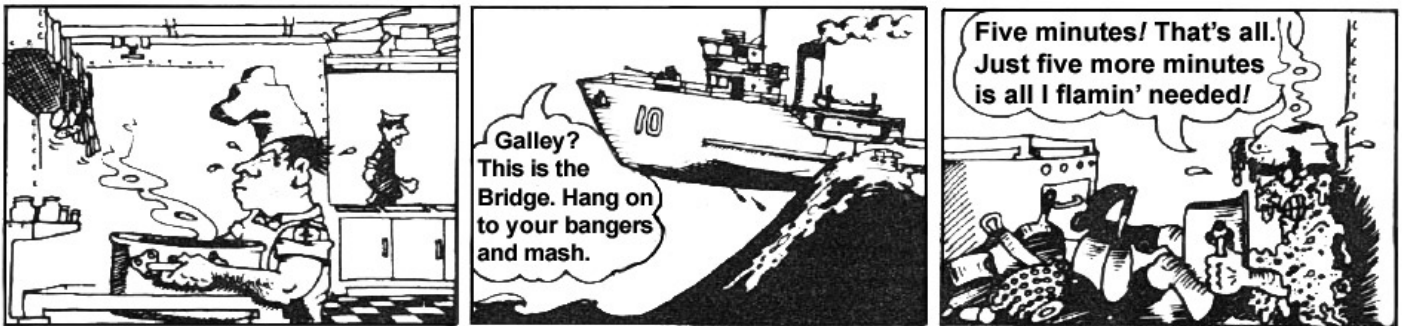
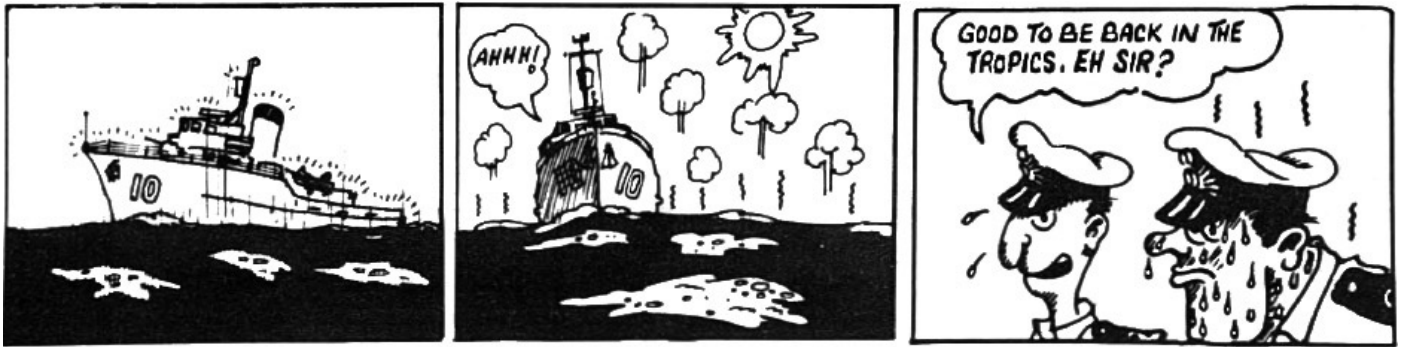




# HMAS Wort

by Ian Hughes

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



# Funnies

## A Career Veer

“So I was in my car, and I was driving along, and my boss rang up, and he said, ‘You’ve been promoted.’

And I swerved.

And then he rang up a second time and said, ‘You’ve been promoted again.’

And I swerved again.

He rang up a third time and said, ‘You’re managing director.’

And I went into a tree. And a policeman came up and said ‘What happened to you?’

And I said, ‘I careered off the road.’”

## The Nobel Applicant

A couple driving in the countryside came across a farmer standing in a paddock alone, arms folded and doing absolutely nothing.

One of the couple called out: “Hello, is everything OK?”

“Yes, all fine here, thanks,” the farmer said. “I’m applying for a Nobel prize.”

“Uh, OK...how does that work?”

“Well,” said the farmer, “they said any man who is outstanding in his field can apply for the prize.”

When trouble arises and things look bad, there is always one individual who perceives a solution and is willing to take command. Very often, that individual is crazy.

## Signs, Signs, Everywhere There’s Signs

Sign in a Laundromat:

**Automatic washing machines: please remove all your clothes when the light goes out.**

In an office:

**Would the person who took the step ladder yesterday please bring it back or further steps will be taken.**

Outside a secondhand shop:

**We exchange anything – microwaves, bicycles, washing machines etc. Why not bring your wife along and get a wonderful bargain?**

Outside a disco:

**Smarts is the most exclusive disco in town. Everyone welcome.**

Notice in a field:

**The farmer allows walkers to cross the field for free, but the bull charges. Running across this field takes a man 12 seconds, bull does it in 10.**

Spotted in a toilet in an office block:

**Toilet out of order. Please use floor below.**

If there was a weather report on your brain, it would be: Dense fog, relative stupidity 100%

## Universal Constants

2000 pounds of Chinese soup: Won ton

Half of a large intestine: 1 semicolon

1000 aches: 1 kilohertz

The Basic unit of laryngitis: 1 hoarsepower

1 million microphones: 1 megaphone

2000 mockingbirds: two kilomockingbirds

52 cards: 1 decacards

Weight an evangelist carries with God: 1 billigram

Ratio of an igloo’s circumference to its diameter: Eskimo Pi

Time between slipping on a peel and hitting the pavement: 1 bananosecond

## Top Ten Things Only Women Understand

10. Why it’s good to have five pairs of black shoes.
9. The difference between cream, ivory, and off-white.
8. Crying can be fun.
7. FAT CLOTHES.
6. A salad, diet drink, and a hot fudge sundae make a balanced lunch.
5. Discovering a designer dress on the clearance rack can be considered a peak life experience.
4. The inaccuracy of every bathroom scale ever made.
3. A good man might be hard to find, but a good hairdresser is next to impossible.
2. Why a phone call between two women never lasts under ten minutes.
1. OTHER WOMEN.

## Profound Thoughts

I’m writing a book. I’ve got the page numbers done. Next...the title.

You are responsible for what you do – unless you’re a celebrity.

I don’t mind going nowhere as long as it’s an interesting path.

There are two types of pedestrians...the quick and the dead.

Never take life seriously. Nobody gets out alive, anyway.

I considered atheism but there weren’t enough holidays.

Change is inevitable – except from vending machines.

Join the Army, meet interesting people, and kill them.

The most powerful force in the universe is gossip.


You should not confuse your career with your life.


It’s not hard to meet expenses...they’re everywhere.


Money is a GREAT substitute for character.

Never lick a steak knife.

ON BEHALF OF THE PRESIDENT, COMMITTEE AND MEMBERS OF THE KVAA  
 WE WOULD LIKE TO EXPRESS OUR SINCERE CONDOLENCES TO YOUR FAMILY

	Malcolm Eldon WRIGHT 4555 3 RAR	Noel Frederick SLAVEN 32922 1 RAR	Kenneth Hugh DICKSON 33202 1 RAR
	John Allen DUSON 3400490 3 RAR	Lindsay Charles RAINBOW 6625 3 RAR	

	Alan Hampton AVENT 45103 HMAS Tobruk	Wallace Michael FAWKNER 44226 HMAS Tobruk	Ted BORTHWICK HMAS Tobruk
	Noel Robert PUCKERING 37313 HMAS Tobruk		

	Vincent Joseph O'BRIEN A2774 No.77 SQDN		

LEST WE FORGET