



# COMMANDO

THE MAGAZINE OF THE AUSTRALIAN COMMANDO ASSOCIATION



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The Australian Commando Association's membership consists of Servicemen and women who served with World War II Independent Companies, Commando Squadrons and Regiments, all elements of Special Operations Australia (also known as the Allied Intelligence Bureau), 1 and 2 Commando Companies, 301 and 126 Signal Squadron, 1<sup>st</sup> Commando Regiment, 4 RAR (Commando) and the 2<sup>nd</sup> Commando Regiment. The Association also consists of Associate members who have served in units that support Commando units in time of war and peace and Social members whose direct family member was either Killed in Action, Died in Service or Killed in Training or a member of the ACA who has passed.

**DISCLAIMER:** Opinions expressed within this publication are those of the authors, and are not necessarily those of the Editor, Publisher, Committee Members or Members of our Association. We welcome any input as long as it is not offensive or abusive but if any member has a problem with a printed article we would like to be informed in order that the author may be contacted. We do encourage your opinion.

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**Deadline for next edition (Edition 17, 2023):**  
**FRIDAY, 31<sup>st</sup> SEPTEMBER 2023**  
All news on members and interesting articles accepted.  
(Subject to editor's approval.)  
**Doug Knight**



Nicholas David Leigh Hill known to most as 'Nick' was killed in a motorcycle accident in the United States on 15 July 2023. Nick joined the Army Reserve in 4/19 Prince of Wales Light Horse on 13 May 1989 and transferred to the Australian Regular Army and after recruit and initial employment training at the School of Infantry joined 5/7 RAR in mid-September 1990. In 1998 he undertook commando selection and joined 4 RAR (Commando) in late 1998. Nick served in border protection operations, East Timor, Iraq, Sinai and Afghanistan. It was a long serving member of 2<sup>nd</sup> Commando Regiment was medically discharged on the 2 June 2014. He continued his commando affiliation service as a member of the Australian Commando Association and became the President, of the Queensland Branch and for several years was the editor of the Commando magazine. In 2022 Nick remarried to Cheryl, a serving US Army senior NCO who he described as the love of his life. It was a proud commando, a loving father, good soldier and will be sadly missed by many. RIP Commando 4 Life.



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## A WORD FROM THE EDITOR

Welcome to Edition #16 July 2023 of **COMMANDO** – *The Magazine of the Australian Commando Association.*

### Editor

This is my third edition and there have been some recent developments of significance both for the magazine and for Australian military history.

### Passing of former Warrant Officer Class 2 Nick Hill - 4 RAR (Commando) and 2<sup>nd</sup> Commando Regiment

It is with great sadness that I was advised on Sunday, 16 July that Nick had died in a motorcycle accident the day prior in North Carolina, USA where he was living with his wife Cheryl. Our paths had not crossed when we were both in service, his being several decades in the full-time commando and mine being predominantly in the part-time commando environment. It was a very shaky start but once we got to know each other through our active involvement of the Australian Commando Association we established an ongoing professional relationship and friendship. Sometimes I was challenged over one of many glasses of red, and it being pointed out to me that although I had been a soldier, and later a senior officer for more than four decades, I still did not know jack shxx. Then we would discuss and resolve the issue.

There will be a funeral service in North Carolina for Nick and then his remains will be returned to Australia and there will be a memorial service in Melbourne at a date to be confirmed at which I will have the privilege of representing the Association in the conduct of the service. Further details when known will be posted on the Association Facebook page.



Nick Hill at the 2021 Commando Memorial service at Tidal River.  
Photo: Steve Pilmore

The support and initiatives of Headquarters Special Operations Command, particularly the Commander, Special Forces Group, have resulted in a number of unit articles being submitted was greatly appreciated. However as can be seen from the last edition a proportion of 'Around the Units' was compiled by editorial staff from SOCOMD media pages. It would be of great benefit to our readership if contemporary articles from units could be provided directly to the Editor, once cleared, so that our extended readership are made aware of the commands' individual unit activities. It is noted that in overseas magazines of a similar nature that this type of unit update is appreciated by the current serving and ex-members within associations. It has also been positively commented on by our current readership.

### ANZAC Day

Most ACA members and State Branches participated in ANZAC Day activities around the country, and we endeavour to have full coverage of this in this edition. Despite the ravages of time there are still a few World War II veterans actively engaged in our ANZAC Day activities and a number of these, and contemporary commandos have received recognition from the Association, and this is covered in more detail in respective State branch reports.

### Some Important facts

Following on from my earlier comment on the magazine production and distribution in the last edition we are seeking to improve the content and distribution of the magazine whilst not necessarily reducing the cost of production, but of using magazine income to better support Association activities including website management, historical research, and welfare activities.

To this end we are encouraging ACA members to use the online digital copy of the magazine rather than seeking a printed copy unless they have medical issues or do not operate email accounts. It is proposed that a small quantity of printed copies will be made available to each State Branch President/Secretary for local distribution and to ADF units that are not already on the magazine distribution list.

The last edition of Commando was published a low-resolution pdf copy which was forwarded to each of the State ACA Branch Secretary's, **using their ACA email account**, for onward distribution to their Branch members. Concurrently the same pdf file was



forwarded to the ACA Webmaster for loading onto the ACA website and this action has been completed. To date I have received no feedback from State ACA Branch Secretaries regarding the distribution and would welcome any feedback, if there needs to be some improvement to the distribution required.

### Recent developments

In 2022 ACA Vic was approached by the CEO of [www.secret-ww2.net](http://www.secret-ww2.net) regarding the placing of SOE Memorial plaques at several locations in Melbourne. This organisation seeks to maintain the heritage the British Special Operations Executive (SOE) and has provided numerous United Kingdom National Archives files on SOE operations in the South-west Pacific Area and their relationship with Special Operations Australia (SOA) and the Allied Intelligence Bureau (AIB). These files are very informative and, on some occasions, vary significantly in content and comments/observations from that contained within the National Australian Archives files. Some of this content will be used forthcoming in future editions in articles about WW2 SOA operations.

### The theme for 2023-Operation JAYWICK

Following on from our previous two editions, in this edition you will read the Post Operational Report of Operation JAYWICK written by the operational commander Ivan Lyons, MBE and several personal accounts by personnel on the raid. There have been many tourism books published on Operation JAYWICK purporting to tell the true story and in this edition, you will read the actual accounts of the operators who conducted the raid. The next issue, and the last in the series, will cover the after-effects of the raid on the occupants of Singapore and what happened to the men and MV Krait, as most continued on in special operations until the end of the war or the death on operations.

### Editorial policy

Unfortunately, despite my previous plea I have not received any nominations or interest from ACA State Branch representatives regarding participation in the Editorial Committee. Therefore, the Editorial Committee will continue as is and would welcome any input regarding the content and future direction for the magazine.

In addition, a number of submissions have been received in formats which make it very difficult and time-consuming to convert into appropriate formats for inclusion into the magazine and so the following guidance for contributors is provided to assist in preparation of submissions for publication.

### Author's Checklist

1. Articles must be submitted in Word format and conform to standard academic style using Oxford English spelling with footnotes rather than endnotes. Do not submit PDF documents<sup>1</sup>.
2. Articles should not exceed one thousand words and is properly referenced using the Australian Harvard style<sup>2</sup>.
3. Photos and maps must be separate from the manuscript (not imbedded in the text) and scanned at a minimum of 300 DPI.
4. Photographs should include captions clearly identifying the time, place and individuals featured and the source of the photograph.
5. On first use, acronyms should be spelled out in full followed by the abbreviation in brackets – Australian Commando Association Victoria (ACAV).
6. Authors must obtain relevant permission to use third-party material. The use of short extracts of text and some other types of material is usually permitted, on a limited basis, for the purposes of criticism and review without securing formal permission.
7. Material can be submitted by email to [acanx.commandomageditor@gmail.com](mailto:acanx.commandomageditor@gmail.com)
8. The Australian Commando Association Editorial Committee has absolute discretion in the acceptance or rejection of any article or materials.
9. Authors are required to provide their name and a short brief of their service history, if appropriate, or relevance of their relationship with Commandos or Special Operations. Current serving members with protected identity status are to use a nom de plume or penname.

I trust that you will find this edition both informative and educational and when finished with your hard copy share it with a friend or mate and if you are reading the magazine online forward it to a mate so that he or she can also be informed.

**Doug Knight**  
**Commando 4 Life**

Editor - Commando Magazine

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<sup>1</sup>Exceptions can be made for articles of relevance for publication in this magazine and where a word format is unavailable.

<sup>2</sup>Available at [https://www.deakin.edu.au/\\_\\_data/assets/pdf\\_file/0012/2230401/Deakin-guide-to-Australian-Harvard.pdf](https://www.deakin.edu.au/__data/assets/pdf_file/0012/2230401/Deakin-guide-to-Australian-Harvard.pdf)





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# PRESIDENT'S REPORT

The QLD branch of the ACA have had a rewarding first half of the year with a couple of major events conducted successfully as well as instituting a regular monthly social gathering for our members at a local RSL Sub-Branch mostly. We've also increased our utilisation of the available social media platforms available, namely the ACA website and Facebook site for our contemporary veterans.

### Events

#### Cdo & SAS Family Day Shoot:

On the 10<sup>th</sup> of June the ACAQ and the ASASA-Q held our inaugural Family Day Shoot near Blackbutt West of Brisbane. Both associations' members were invited along for the weekend with camping facilities available on site. Most arrived on Saturday morning being the main competition day, with some having arrived Friday evening and staying on until the Sunday afternoon.

Extensive preparations and improvements on the range had been conducted prior by a couple of very handy members from both associations (one also being an ex-Clearance Diver). Appropriately licenced association members conducted the role of Range Safety Staff, supervising on the ranges throughout the day to ensure all activities were run safely, while at the same time allowing the shooters to enjoy themselves.

A lunch was provided via a mobile BBQ trailer supplied by the ASASA-Q along with the cook being the ASASA-Q President. We also had members from the Rhodesian Light Infantry (RLI), Clearance Divers and Special Operations Engineer Regiments (SOER) associations in attendance. Those that camped over enjoyed the comradery around the campfire after the ranges were closed, in a family friendly environment.

Three range practices were conducted on the Saturday being a 25m Small Calibre Rifle (predominantly .22) Range, a Clay Target Shotgun (12g) Range and a Centrefire Rifle (.303 Lee Enfield) Range. Some of the winners on the day:

ACAQ won the overall competition taking out the Allan Forsyth OAM Perpetual Cdo v's SAS Trophy.

Luke O'Brien (Cdo) won Best Cdo Shot (overall ranges).

Rob King (Cdo) won the Men's Small Calibre Shoot (.22).

Miss Savage (RLI/ Cdo) won the Ladies Small Calibre Shoot (.22),

Dean Baird (SAS) won the Clay Target Shotgun Shoot (12 g).

Grant Berry (RLI/ Cdo) won the Centre Rifle Shoot (.303).



Dean Baird (ASASA-Q) and Simone Johnson (wife of ACAQ / RLI association member).  
Source: ACAQLD



Mark Stanieg (ACAQ President) presented the Allan Forsyth OAM Perpetual Cdo v's SAS Trophy by Alan Bowen (ASASA-Q President)  
Source: ACAQLD



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Next year will be bigger and better as we look to expand the competition to include the Clearance Divers and Special Operations Engineers.

**Operation RIMAU and Commando/ Special Forces Day:**

On Sunday 2<sup>nd</sup> July the ACAQ held the 78<sup>th</sup> commemorative service for Operation RIMAU and Commando/ Special Forces Day (execution date of the SRD operators being 7<sup>th</sup> July 1945). The service was held on the deck of the HMAS Diamantina at the QLD Maritime Museum (QMM) once again, with the Pipes & Drum National Servicemen's Memorial Band (PDNSMB) in attendance.

Several VIPs attended the morning's service including the QLD Governor's Aid-de-Camp, Angie Bell MP, Federal Member for Moncrieff, Mr Graham MacKay (son of AB Jack Mackay OAM, SRD), LTCOL Matthew O'Donnell, CO 1 Cdo Regt and Steve Pilmore OAM RFD (MAJ Retd.) Vice President ACA.

We were also lucky enough to have several other family members of those SRD (Z Special Unit) operatives who participated in Operation RIMAU, and or other SRD operations during WWII in attendance. Representatives from other associations included Aust. Special Air Service Association-QLD (ASASA-Q), RAN Clearance Divers Association, Special Operations Engineer Regt (SOER) Association, NGVR/PNGVR Association and the Rhodesian Light Infantry (RLI) Association who also all laid wreaths.

After the service members and guests, including the VIPs, were invited for lunch at the QMM and then drinks at the nearby Ship Inn in South Bank Brisbane. A plaque was raffled off on the day, being a limited edition moulded replica Sykes Fairbairn Fighting Knife/ Dagger laid on polished brass and timber backing. The reverse had the signatures of two current ACAQ members and WW2 Commandos - Keith Buck 2/6 Cdo Sqn and Eric Geldard 2/9 Cdo Sqn. The plaque was won by Allan Bowen, ASASA-Q President.

The ACAQ Executive Committee ensured the service and following activities ran smoothly putting in a great effort towards planning and coordinating the event. Chaplain Father John Butler ASASA-Q provided the readings and prayers and the Pipes & Drums National Servicemen's Memorial Band played throughout the service.



Mark Stanieg, President ACAQ (speaking) and Graham Gough, Vice President ACAQ (MC).  
Source: ACAQLD



William McLean (son of Jeff McLean, ACAQ Treasurer), Mark Stanieg, President ACAQ and Alan 'Hypo' Bowen, President Australian SASR Association QLD being presented with the plaque.

**Upcoming events:**

**ACAQ & Commando Welfare Trust Charity Gala**

The Executive and Membership of the Queensland branch of the ACA take great pride in the fact that we're hosting a gala evening in support of the Commando Welfare Trust (CWT) later this year. This will be the next major event on our calendar, planned for the evening of Remembrance Day on 11<sup>th</sup> November.

We will be donating funds raised to the CWT, which has been chosen as the charity of choice because it provides emergency and long-term financial support to our serving commandos, veterans and their family members.

The event will be a sit-down dinner held at Customs House in Queen Street, Brisbane. Corporate sponsorship for Gold, Silver and Bronze level donations are now being sought out by the executive committee.





Extract from the sponsorship flyer



This event promises to be a very successful and enjoyable event which we will endeavour to hold on a yearly basis, being a major drawcard for QLD and interstate ACA members, serving commandos and their families.

Mark Stanieg  
 ACAQ President  
[acaqld.president@gmail.com](mailto:acaqld.president@gmail.com)



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Mark L



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# AUSTRALIAN COMMANDO ASSOCIATION NEW SOUTH WALES

## PRESIDENT'S REPORT MATESHIP

The word 'mate' is used to describe friends, colleagues.

To that extent a bunch of 1 Commando Company guys have formed a group that keeps in touch with the Signal App. Those that still live close to Sydney often meet up and tell tales some true others well least said.

### When did mateship start in Australia?

Writers such as Henry Lawson drew on the concept of mateship, enshrining it as part of the Australian bush tradition of the late 19<sup>th</sup> century.

In the first half of the 20<sup>th</sup> century, mateship came to be closely associated with the ANZAC legend – and this remains the case today. As such the group endeavors to catch up on ANZAC Day, they attempt to meet in a different location each year. Last year was Hobart, this year it was Melbourne. Nine of us gathered and many had not seen one another in years, but it seemed like only yesterday we were enjoying our company at Georges Heights. Below are some photos of the Melbourne gathering.

### ANZAC Day

It was up early 0400 for a 0430 departure to Hobson Bay Yacht Club for the Dawn Service.



The Nixon Docklands Melbourne  
Source: Author

From there we were invited back to 2 Company's mess.



Hobson Bay Yacht Club for the Dawn Service  
L-R: Simmo, Guy Rays, Blakey, and John C.  
Source: Author



Bryan Blake and Jim Norval setting up camp at  
The Nixon Docklands Melbourne.  
(Note: The late Harry Whiteside was in our thoughts.)  
Source: Author

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L-R: Simmo, Ralph, Guy, HW. Blakey, Marcella, Danny Marsland, Jim Norval, John C & Chris Wrightson.  
 It's amazing old thoughts never change. "What can we souvenir".  
 Source: Author

From there it was back to the City and the Transport Bar.



The Transport Bar.  
 Source: Author

Anyhow a great time was had by all. Just waiting to hear where it will be next year.  
 Cheers

Blakey



Fort Gellibrand  
 Source: Author

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# PRESIDENT'S REPORT

7 JULY 2023

**W**e are very close to our second black tie event and there is no stopping to the media focus on Special Operations.

### Here are our key items for the near future:

We have been ramping up to our the Black Tie Fundraiser Dinner at the Australian War Memorial. The ACA-ACT has been successful in securing seven sponsors to support the event and is honoured to have the below VIPs attend the dinner: Dr Ian Langford, DSC and Bars (as keynote speaker), Matt Anderson Director War Memorial, Doug Baird OAM, Major General Dr (Ret'd) Marcus Thompson AM PhD, Brigadier Nathan Juchniewicz DSC & Bar, CSC, Brigadier Hugh Meggitt CSC, Brigadier Craig Shortt, Brigadier (Ret'd) Mark Smethurst DSC, AM, Gavin Pearce MP, Keith Wolahan MP, Emma Davidson MLA, Jeremy Hanson CSC MLA, Professor John Blaxland, First Assistant Secretary Gavin Rawlins and former Senator Kate Lundy. Limited tickets are still available here.

The ACA-ACT is planning on a joint SASR-ACT Branch networking event in late August with special guest special Professor John Blaxland on the history of special operation forces.

During the period the ACA-ACT continued to work with the Veterans Hub Consortium proposal planned for Queanbeyan. It is anticipated that within the next month there will be an announcement if the proposal was successful or not. This truly aims to be a facility for all Veterans.

We recently donated \$2,000 to Taraidh, a veteran and former Commando who recently suffered a serious injury after a mountain bike accident. Our thoughts are with him and his family.

Christine Helliwell, one of or honorary members will have a conversation with MAJGEN Paul Kenny regarding SEMUT and its relationship with modern Special Forces in Sydney on the 19 Jul 2023.

### Nudges from the last update:

2023 marks 60 years since the arrival of the Australian Army Training team (AATTV) in South Vietnam (SVN) on the 3 August 1962 and 50 years since the withdrawal of combat troops in 1972. The Australian Government intends to mark the occasion

with a national Commemorative Service, televised by the ABC on the 18 August 2023 from the Australian Vietnam Forces National Memorial (AVFNM) in Canberra. Please see this site for more details; Vietnam Veterans Vigil ([vfv.org.au](http://vfv.org.au))

On the night of 26 September 1943, Australian and Australian operatives paddled folding kayaks into Japanese-occupied Singapore Harbour, blowing up and severely damaging seven ships. They had been deployed from a confiscated Japanese fishing boat (re-named Krait after a deadly snake) that had threaded its way undercover from Exmouth to Singapore. Code-named Operation JAYWICK, the daring raid took the Japanese authorities in Singapore completely by surprise. 2023 marks the 80<sup>th</sup> Anniversary of the event and so the Commando Welfare Trust is commemorating it with a black-tie event at the National Maritime Museum, Sydney. The venue for the event sits adjacent to the Museum's vessel collection, which just happens to include the MV Krait itself. Date Time: Friday 8 September 2023 6:30 PM - 11:30 PM (UTC+10) LOCATION Ripples Waterside @ The Australian National Maritime Museum 2 Murray Street, Darling Harbour, Sydney NSW 2000.

Finally, the ACA-ACT is seeking to expand its committee to better manage workloads and support veterans in the local ACT community. We are actively seeking leads on what to do, and people we must support.

I personally thank those members that have brought issues to our attention so we can address and action them.

As always, I want to reinforce the support lines of:  
Open Arms; 1800 011 046

Lifeline Australia; 13 11 14

We are also here to listen to you.





## AUSTRALIAN COMMANDO ASSOCIATION VICTORIA

Incorporated in Victoria A0014983Z

ABN 87 282 474 621

# PRESIDENT'S REPORT

July 2023

### RECENT ACTIVITIES

The winter months have slowed down commercial activities but Committee activity and focus continues. We continue to respond to requests for assistance through the website regarding service details particularly of World War II veterans. Shortly a guide to undertaking research in this area will be included into the website to reduce the research workload currently being experienced so that resources can be better spent on other activities.

### Support to Fort Gellibrand

Social activities down at Fort Gellibrand will be greatly enhanced by the recent addition of an additional fire pit which was donated by the Mallacoota RSL, via former 2 Commando Company member Mark 'Trigger' Tregellas. Sadly due to dwindling numbers the Mallacoota RSL recently closed its doors.



The new fire pit with commando badge.  
Source: Author

**Sat 5 August ACAVIC Annual Dinner** – the Annual Association Dinner will be conducted at the Amora Hotel Riverwalk Melbourne, 649 Bridge Rd, Richmond, VIC 3121, from 1830 hrs.

**Sun 24 Sep** – Shrine Memorial Service. This annual activity will take place at 1230 at the Melbourne Shrine of Remembrance, followed by afternoon tea in the Shrine.

**15 Oct 2023** – Annual Pistol Shoot with ASASA at Yarra Valley Pistol Club, 830 Wellington Road, Lysterfield 3156. It is hoped that ACA will be able to regain the Trophy from ASASA after last year's close win by them.

**11 Nov 2023** – Remembrance Day Ceremony at the former Repatriation Hospital Heidelberg now part of the Austin Hospital, commencing at 10.50 am.

**19 Nov 2022** – Commando Memorial Service – Tidal River. The annual commemoration activity will take place on Sunday the 19<sup>th</sup> at 12:45, and it is expected that some Association members will be joining with the proposed Foster RSL on the Sat night prior (18/11/22) to participate in the RSL Annual Dinner. We are currently awaiting details of this from Foster RSL.

**Sat 9 Dec 2023** - end of year Xmas function with 2 Coy at Fort Gellibrand Williamstown commencing at 1830.

### HISTORICAL COLLECTION

Ongoing work with cataloguing the collection is going slowly due to priority being given to the magazine and other issues. The new display at Fort Gellibrand has commenced with the filling one cabinet and soon appropriate signage and labelling will be undertaken as well as the second cabinet being filled with post-World War II memorabilia.

### TIDAL RIVER WALKING TRACK OPEN SPACE DEVELOPMENT – UPDATE

There are ongoing discussions with Parks Victoria with regard to the naming of the commando walking track and also the formalisation of naming of safety seats along the track. Work on the track is expected to commence in the very near future with completion in 2024.

### WELFARE

ACAVIC will be assisting the family of former Warrant Officer Class 2 Nick Hill who died on 15 July as a result of a motorcycle accident in the USA. His family will be conducting a funeral service in the US and then his wife Cheryl will accompany his remains back to Australia for a memorial service in Melbourne (in which ACA Vic will assist). *(Continued next page)*



## ONE LAST TIME

# Peter's 83<sup>rd</sup> birthday jump with the Commando Skydivers

By Craig Renfree

Early in 2022 I decided to get back to skydiving and after several years off, started working through stage jumps of the AFF course once again, with the Commando Skydivers Club at the Latrobe Regional Airport.

I noticed an older gentleman sporting a Commando Association cap and struck up a conversation, and thus I met former Victorian Association President, Peter Beasley.

Since then I've come to realise Peter is part of the furniture at the DZ, and he suggested I join the Commando Association as a past serving member of 2 Company (in the mid-1990s), which I did. I continue to enjoy Peter's company at Association functions and at the drop zone when family life allows me to get there.

Late in November 2022, Pete jumped from a plane for "one last time" and I asked him for a bit of history on the club, thinking this might be of interest to Association members.

### Peter's story

Peter explained: "Way back in 1961, when we were on the 2 Commando Company annual camp at Swan Island, a discussion was held in the mess about starting a parachute club. On Sunday at the pay parade a "donation" was extracted from those who attended, to go towards establishing the club. The OC, Major Phillip Bennett, co-ordinated the paperwork and with his backing the club was formed within the military.

As a club we first started jumping at Laverton (as the 2 Commando Company Skydivers), using RAAF aircraft and equipment, which continued for some time.

When this arrangement came to a halt (in March 1963), we became a civilian club, renamed the Commando Skydivers.



Exit drill. Peter rehearses his exit drill, with his helmet proudly bearing the ACA badge.  
Photo courtesy Craig Renfree

The club has had a number of drop zones, starting at RAAF Laverton, then moving to Pakenham, Tooradin, and now at its new home at the Latrobe Regional Airport, between Morwell and Traralgon.

Over the years I have jumped at all the DZ's as well as Bridgewater with Keith Hughes and Dave

## ACA Victoria Report

(Continued from previous page)

ACAVIC continues to liaise and attend regular meetings with the Victorian Veterans Council, Legacy, RSL and DVA networks to promote ACA Vic's objectives/expectations and support requirements in the very crowded Welfare & Advocacy arena. Also, assistance has been provided to several former part-time commandos with claims to DVA for assistance with injuries.

Doug Knight

President

ACA VIC

Mobile: 0400877323

Email: [dougknight88@gmail.com](mailto:dougknight88@gmail.com)

16 July 2023



Waterston, prior to the club's 40 year anniversary jump at Pakenham with Barry Higgins, Warren Hutchings, Garry Lobb and Peter Lynch. Only Barry and I jumped on the day, with Warren jumping the following week.

Six years ago when the club moved to the Latrobe Valley I became more involved, doing the odd jumps, but mainly working and helping other members enjoy their sport.

Dawn on November 26<sup>th</sup> last year started with preparation for the accuracy competition as the local and interstate visitors arrived ready to do battle with the tuffet 1. With two aircraft operating and the competition getting very keen I had little time to even eat, but as the competition ended, I was able to sit and relax.

As the hamburger was being devoured the DZO came up and asked me if I had my gear – “Yes, it was in my car”. I was sent back to the hanger to grab my bag and as I returned to the Terminal Building all was ready for the last load of the day.

A quick exit brief and I was about to walk down to where the Cessna 182 was being refuelled when I was instructed that the aircraft was to come to me and the other three on the load pushed the aircraft up to where I was waiting!

On board, it was a slow climb to 5000 feet, then out onto the strut, off the step and into the cool crisp air!

As I had a big canopy (220 square feet) the descent was slow, with figure eights and slow turns, while the sun was slowly sinking in the West. Looking down at the patchwork below I started my down-wind leg at 1500 feet, turning base at 500 and final at 300.

All was going well until I saw the club van on the landing area - my thought was someone had been hurt.”

“But no, the entire club had gathered on the landing area. I landed about 30 metres short of the target and a beautiful young lady handed me a cold beer. We had a group photo taken from the top of the van and then went back to the hanger for pizzas and drinks, to celebrate my eighty-third birthday.”



Cheers and beers on the DZ. Peter, third from right, is humbled by the celebratory fuss last November.  
Photo courtesy Craig Renfree

“Retired there and then! - nothing could ever be better than my last jump on my birthday”, Peter concluded.

Craig's final comment: “I am yet to come across anyone who embodies the motto “*Commando for Life*” more than Peter - and I can only hope I am still jumping when I'm 83!”

*After completing full-time National Service in 1959, Peter was posted to HQ 6 Inf Bde at Camberwell. He transferred to 2 Commando Company at Ripponlea in November 1959, and along with a number of other recent NS transferees and ‘Civvy Street’ enlistees attended his first annual camp. During the Lonsdale Bight Camp, in February 1960 Peter went through the infamous Rip incident that saw the loss of three of his comrades. He and many others were rescued by one of the safety craft, the Army Workboat.*

*Peter completed his Basic Parachute Course in June 1961. Under the usual pressures of life, work and family he discharged from the unit in June 1962.*

*Peter has been active in the Commando Association Victoria for many years and was the Victorian president during 2009-2011.*

*Peter is also an original member of the Victorian MG car club and has been an active participant in racing and hill climb events, again for many years. Peter was the Victorian president during 1971-1974, and driving his ‘Midget’, was club champion in 1968-69, 1986 and 1987.*

1. A tuffet used for accuracy competitions can be a deep foam mattress or an air-filled landing pad.



The Golden Jubilee. Peter celebrated the 50<sup>th</sup> anniversary of the Commando Skydivers at Tooradin in 2011 with a static line jump.  
Photo provided.





# 40<sup>TH</sup> ANNIVERSARY OF THE VICTORIAN ASSOCIATION

## The Victorian Association reaches middle age

This year marks the 40<sup>th</sup> anniversary of the Victorian branch of what is now the Australian Commando Association.

First representing 2 Commando Company members, we grew to encompass all 1<sup>st</sup> Commando Regiment members, including sub-Units and then became part of an Association representing all Commando Units and sub-Units within the SF Command.

The timeline is:

1983: 2 Commando Association

2005: 1<sup>st</sup> Commando Regiment Association

2011: Australian Commando Association – Victoria.

### 2 Commando Association

Our present branch of the national Association began formal life in Victoria as 2 Commando Association in 1983, for those who had served in the post-WW2 2 Commando Company. Members from the NSW 1 Commando Company were also welcome to join, and some who lived in Victoria did.

With the passage of time and significant changes in the Special Forces structure it moved on to what it is today.

In the early 1980s informal gatherings of some of our legendary 2 Cdo Coy former members nurtured the idea of an Association, to provide coherence and contact between those who had served in 2 Cdo Coy.

There was always a very strong spirit among past members. Informal gatherings were held on regular occasions, with attendance ranging from ten or so up to, occasionally, about fifty people. After sporadic discussion over a number of years it was finally agreed that a formal organisation should be set up.

Roman Stuczynski's vision, that he worked tirelessly to bring about, was to give past and present members of 2 Commando Company a traditional base.

Roman, Geoff Woodman, Rob Prior and others had early discussions before an inaugural meeting was

arranged. Some of the other driving forces were Barry Hughes, Keith Hughes, John Gray, Lyn Gardiner and David Maughan.

Geoff Crabtree, Barry Rust and Peter Lynch contacted 1 Commando Association, in existence since the mid-70s, who were extremely helpful and provided copies of their constitution to use as a model. Roman also wrote to as many people as possible inviting them to the inaugural meeting.

The OC at the time, Major Steve Blinkhorn, was extremely supportive of the concept of an Association of past and present members of the Unit.

The first meeting of the new Association was held on March 30, 1983 in the Officers Mess at Fort Gellibrand. Its name, and its reach and influence, changed remarkably over the years after Roman Stuczynski chaired the original meeting.

It became the 1<sup>st</sup> Commando Regiment Association - Victoria, in December 2005, to embrace all past and current Regiment and sub-Unit members.

December 2011 was another historic occasion, when along with our companion Associations we became a national body, a state branch of the Australian Commando Association.

### Affiliations

At the 1987 annual dinner a memorandum of affiliation, prepared by Peter Tierney, was signed between the WW2 Commando Association (Victoria) and

2 Commando Association, formalising the excellent relations between the two.

2 Commando Association also had formal affiliations, or strong informal links, with the AATTV, BAFA, 1 Commando Association, M and Z Commando Associations, Royal Marines Association, 2/4 Commando Association, SAS Association, Z Special Force Association and the Rhodesian Veterans Association, and through the Company, 45 Royal Marine Commando.



Early days. An Association luncheon in the early 1980s.

Around the table, from left, are Ted Malone, Geoff Woodman, Bruce Parker, Peter Lynch, Geoff Crabtree, Glen Doyle, Jim Trainor, John Addison, Roman Stuczynski, Robert McDowell (obscured), Warren Hutchings and Barry Rust.



At the Naval and Military Club after the transition to the 1<sup>st</sup> Commando Regiment Association - Victoria in December 2005.

From left, then president Bruce O'Connor, inaugural president Roman Stuczynski and future president Pro Tempore, Steve Pilmore.



The Association became incorporated in 1987 affording it protection in law.

**1<sup>st</sup> Commando Regiment Association – Victoria**

Almost a quarter of a century later, an historic special general meeting was held at the Naval and Military Club in December 2005. It saw the transition to the 1<sup>st</sup> Commando Regiment Association – Victoria Incorporated.

The issues to be debated and decided had been discussed widely over the previous twelve months.

President Bruce O'Connor reiterated the key future drivers for the Association, including the need to cement welfare support for all members of the "Commando" family. It also included the proposed amalgamation of 2 Commando Association and 126 Signal Squadron (SF) Association.

The motion to change the name of the Association to "1<sup>st</sup> Commando Regiment Association - Victoria", and change its constitution accordingly, was carried.

**Australian Commando Association – Victoria**

In early 2010 the WW2 Commando Association (Victoria) made the sad but unanimous decision to disband. A formal handover meeting between the office bearers of the two Associations was held at the Oakleigh RSL in June 2010 and all WW2 Commando Association (Victoria) current members were automatically transferred to membership of the 1<sup>st</sup> Commando Regiment Association Victoria.

The winds of change had accelerated and eighteen months later members attended a special general meeting at the Box Hill RSL. In December 2011 we became the Australian Commando Association - Victoria (ACA Vic).

President Richard Pelling outlined the key advantages of adopting the ACA name and structure for our Association: a true national coverage for all Commandos and Special Forces; removes the "single unit" focus of the Association with wider membership coverage; will not be affected by any re-naming of



After the dinner. At the Association annual dinner in 2006. From left, twice president Bruce Parker, long time committee member Andrew Gordon and 2006-08 president Robert McDowell.

Army units in the future; gives greater influence, with a national body to represent us to Government, and maintains an historical link with the WW2 Associations.

Those in attendance voted unanimously to change the name and constitution. 101 proxy votes were for the motion; one proxy vote was received against the motion.

A new history had begun.



Historic photo. The handover meeting in June 2010. From left, Glenn MacDonald, Lindsay Lorrain, Dick Pelling, Peter Beasley, 1<sup>st</sup> Commando Regiment Association Victoria; Ron Hamilton and Keith Johnston, WW2 Commando Association (Victoria).

(Continued next page)



**Victorian Association presidents**

A number of former 2 Cdo Coy veterans stepped up as torch bearers of the Association across its 40 years of achievement. Presidents, of course, are strongly supported by secretaries, treasurers and committee members, and by the positive contributions of all members.

Over the years the tireless leaders were:

Roman Stuczynski	1983 - 1987
Geoff Woodman	1987 - 1989
Rob Prior	1989 - 1990
Rob Osborne	1990 - 1993
Bruce Parker	1993 - 1997
John Addison	1997 - 2002
Bruce Parker	2002 - 2003
Bruce O'Connor	2003 - 2006
Robert McDowell	2006 - 2008
Peter Beasley	2008 - 2011
Dick Pelling	2011 - 2012
Steve Pilmore	2013 Pro Tempore
Marc Preston	2013 - 2016
Doug Knight	2016 onward

*Note. For simplicity, the term 'Inc' (Incorporated) has been omitted from the formal title of the various Associations listed above.*



Former presidents. Clockwise from top left:

- Dick Pelling;
- Marc Preston;
- Peter Beasley;
- Rob Osborne;
- John Addison;
- Rob Prior.



Left: Doug Knight is the current president of the Australian Commando Association - Victoria





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# SIGNIFICANT COMMANDO DATES

## JULY to SEPTEMBER

### JULY

#### July 1942

No.8 Independent Company (Ind Coy) the Double Whites was raised at Wilsons Promontory, Victoria. Later in mid 1943 renamed the 2/8<sup>th</sup> Independent Company and then the 2/8<sup>th</sup> Commando Squadron.

#### 1 July 1942

133 men of No 1 Independent Company drown when the MV Montevideo Maru sank after being torpedoed by USS Sturgeon off the coast of the Philippines.

#### 17 July 1942

Four operatives of Inter Allied Service Department (ISD)<sup>1</sup> are landed in Portuguese Timor as part of Operation LIZARD from the MV Kuru. They rendezvous with SPARROW Force sometime later in Mape. This is the first operation by ISD later renamed SRD during WW2.

#### 22 July 1943

The 2/8<sup>th</sup> (Cav) Commando Squadron (later Commando Squadron (Cdo Sqn)), sailed for Lea, New Guinea via Milne Bay on board the SS Ormiston.

#### 1 July 1945

2/3<sup>rd</sup> & 2/5<sup>th</sup> Cdo Sqn's landed on Green Beach in Balikpapan.

#### 7 July 1945

The 10 remaining SRD members of Operation RIMAU are executed in Singapore.

#### July to August 1945

2/6<sup>th</sup> Cavalry (Commando Regiment) in action defending Bandi Plantation during the Aitape - Wewak Campaign.

#### 27 July 1955

The Commandant Royal Marines grants approval for CMF Australian Commandos to wear the Sherwood Green Beret once they were deemed Commando Qualified. Previously four members from 1 and 2 Commando Companies were awarded Royal Marine Green Berets having qualified in the UK with the Royal Marines during the commando training course for Army and Royal Navy personnel.

#### 14 July 1956

CAPT George Cardy of 1 Commando Company is presented the first Sherwood Green Commando Beret to an Australian Commando. .

#### 22 July 2002

Tactical Assault Group – East (TAG-E) (Charlie Commando Company (CCC)), 4 RAR (Commando) is now 'Operational' and is the Federal Governments Force of Choice for a resolution to a Domestic Counter Terrorism Incidents in Australia.

#### 09/10 July 2006

A Platoon from Delta Commando Company (DCC), 4 RAR (Commando) are surrounded and fighting heavy insurgent numbers whilst providing the Quick Reaction Force (QRF) for a Canadian Special Operation Forces Command (CANSOFCOM) unit in the Chora Valley of Uruzghan Province, Afghanistan during what was known as Operation Nile. During the Operation, three USAF SOC AC-130 'Spectre' Gunships went 'Winchester' (empty of ammunition) whilst supporting the Operation. This Operation occurred to set the conditions for a wider Multi-National Coalition effort that was part of the Combined Joint Task Force – Afghanistan, Operation Mountain Thrust. Miraculously not one of the Commandos was killed or seriously wounded during the heavy fighting

### AUGUST

#### 2 August 1942

No 6. Independent Company deploys to New Guinea on board MS Tasman..

#### August 1943

2/4<sup>th</sup> Cdo Sqn lands in Milne Bay, New Guinea

2/5<sup>th</sup> Independent Company reforms as the 2/5<sup>th</sup> Cdo Sqn of the 2/7<sup>th</sup> Cav Commando Regiment at Wongabel on the Atherton Tablelands after returning from New Guinea. *(Continued on page )*

<sup>1</sup>Later renamed Special Operations Australia (SOA) and its other cover of Services Reconnaissance Department (SRD).



# Significant Commando Dates

## AUGUST (cont'd)

### 3 August 1942

Services Reconnaissance Department (SRD) training is moved to the 'house on the hill' in Fairview, Cairns. Also known as Z Experimental Station (ZES).

### 6 August 1945

At 0815 Japanese Standard Time, the Atomic Bomb "Little Boy" is dropped from USAAF B-29 Superfortress (Enola Gay) on the Japanese city of Hiroshima, killing over 66,000 people.

### 9 August 1945

The Atomic Bomb "Fat Man" is dropped from USAAF B-29 Superfortress (Bocks Car) on the Japanese city of Nagasaki, killing approx. 40,000 people.

### 15 August 1945

Offensive action against Japan ends and is commonly known as Victory over Japan Day (VJ Day). However SRD operatives in North Borneo continued operations until October against Japanese forces who refused to surrender.

### August/September 2005

Alpha Commando Company (ACC), 4 RAR (Commando) Deploys to Urzghan Province, Afghanistan as part of Special Forces Task Group (SFTG) Rotation I.

## SEPTEMBER

### September 1942

Camp Z at Refuge Bay, NSW was established and from here the operators selected for Operation JAYWICK began their training. Some of the operators and crew members departed from Camp Z onboard the MV Krait for Cairns on 18 January 1943.

### 23/24 September 1942

No. 4 Independent Company lands on the beach just west of the village of Betano, Portugese Timor from HMAS Voyager to replace the No.2 Independent Company. HMAS Voyager becomes aground and both Independent Company's begin to fight against the Japanese.

### 2 September 1943

14 members of Operation JAYWICK depart Exmouth aboard the MV Krait the first raid into Singapore Harbour.

### 19/20 September 1943

2/6<sup>th</sup> Cdo Sqn in action during the battle of Kaiapit, New Guinea.

### 24 September 1943

After a relatively uneventful voyage, MV Krait arrived off Singapore. That night, six men left the vessel and three Folboats boat and paddled 50 kilometres to establish a forward base in a cave on a small island near the harbour.

### 26/27 September 1943

Six members of Operation JAYWICK led by Major Ivan Lyon conduct raids using three Folboats and carrying limpet mines on Japanese shipping in Singapore Harbour. In the resulting explosions, the limpet mines allegedly sank or seriously damaged seven Japanese ships, comprising over 39,000 tons between them. The six operatives waited until the commotion over the attack had subsided and then returned to the MV Krait which they reached on 2 October 1943.

### 4 September 1944

2/4<sup>th</sup> Cdo Sqn landed at Lae during the Salamaua-Lae campaign. This was the first Australian amphibious landing since Gallipoli in 1915.

### 11 September 1944

23 men of Operation RIMAU depart Garden Island in WA aboard HMS Porpoise as part of the second raid on Singapore Harbour.

### 2 September 1945

Japan formally signs the instrument of surrender onboard the USS Missouri in Tokyo Harbour, ending WW2, thus ending the combat operations and the beginning of the demobilisation and eventual disbandment of the Commando Squadrons & Regiments and a number of special operations units. Japanese formal surrenders continued until 22 Feb 1946.

### 11 September 2001

19 Islamic Terrorists flew four commercial passenger jets into three buildings & a field in the United States, which intern began the longest war in Australia's military history & forever changed the way Australia's Commando Regiments operated and conducted their operations.



# THE CONDUCT OF OPERATION JAYWICK - THE RAID ON SINGAPORE HARBOUR

*Transcribed and edited by Doug Knight*

There have been articles and publications written since the early 1950's on the conduct of Operation JAYWICK. Many of these articles have been authored by individuals with limited or no military experience and several were produced prior to the release of the Official Records in 1985. (Following the expiration of the 30-year secrecy provisions.) Since the release of the Official Records, there have been a plethora of new publications, many of which lack in-depth research and include previous published material which is factually incorrect. Also, the use of material by personnel associated with the operation decades after can raise issues of accuracy and bias.

The following is the narrative written by Maj Ivan Lyons, MBE as part of his Post Operational Report on Operation JAYWICK. He had conceived the operation and had fought hard through Allied military bureaucracy to enable this operation to be undertaken. He then commanded the operation and is arguably the best person to report on it. This is one of nine file records held by NAA as well as numerous photographs some of which are included in this article.

The full Narrative document is 111 pages long and includes several maps, navigational log, intelligence summaries, details of vessels, etc which are obviously too big to include in this article. Therefore, only the Narrative, less some Annexes, is included, and number of additional photographs have been inserted to provide context and these are indicated as such. Photographs included in the original narrative are noted accordingly.

The complete report can be found at the National Australian Archives (NAA) at <https://recordsearch.naa.gov.au/SearchNRetrieve/Interface/DetailsReports/ItemDetail.aspx?Barcode=235231&isAv=N>

## **MOST SECRET<sup>1</sup>** **NARRATIVE ACCOUNT** **Major Ivan Lyons MBE**

The following personnel embarked at EXMOUTH GULF on 1<sup>st</sup> Sep. 1943, to take part in the JAYWICK Expedition to SINGAPORE:

Major I. Lyon	Gordon Highlanders	CO
Lieut. D.N. Davidson	RNVR	1 <sup>st</sup> Lieut. 2 <sup>nd</sup> in command
Lieut. H.E. Carse	RANVR	Navigator
R. Page	AIF	Medical Officer
a/Ldg.Seaman Gain	RAN	Ships Staff
Ldg.Stkr. McDowell	RN	1 <sup>st</sup> Engineer
L/Telegraphist Young	RAN	Wireless Operator
Cpl. Morris	RAMC	Medical Orderly
Cpl. Crilley	AIF	Cook
a/AB Falls	RAN	Operative
" Jones	RAN	Operative
" Huston	RAN	Operative
" Marsh	RAN	2 <sup>nd</sup> Engineer
" Berryman	RAN	Deck Hand

M.V. 'KRAIT" sailed from alongside USS "Chanticleer" at 1400 hrs. on 2<sup>nd</sup> Sep. bound for the RHIO ARCHIPELAGO, by way of the LOMBOK STRAIT and Southwest BORNEO. The following is the journal of Major I. Lyon.

**SECTION I** (See Map 1, attached to Part IV.) By nightfall on the 2<sup>nd</sup> of Sept., we were clear of EXMOUTH GULF and steering a course to take us about 50 miles west of a direct line between the Gulf and LOMBOK. A fresh, southerly breeze, which had been blowing for 24 hours, produced an unpleasant sea on our port quarter, giving us our first opportunity to gauge the KRAIT's qualities as a sea-boat in her overloaded state. Despite the removal of the deck armour, she rolled heavily and was distinctly sluggish in her recovery: lying over on one occasion till a man standing beside the wheel-house found himself waist deep in water.

By morning, conditions had returned to normal, and we settled down to the routine of the voyage.

The weather during the days of the approach to LOMBOK was pleasant but we saw nothing of the 'very hazy' conditions promised by the Eastern Archipelago pilot. We therefore decided to ignore the threat of air

<sup>1</sup>Declassified postwar however, along with many other SOE and SOA documents these were not fully available to the public until 1985 - the end of the 30-year secrecy provisions.



reconnaissance and make a direct approach to the Strait entrance. On 8<sup>th</sup> Sept. in conditions of perfect visibility KRAIT approached to within 20 miles of NUSA BESAR without sighting any enemy. At sunset we set a course for the centre of the narrows and increased to our maximum revs. It soon became apparent that there was a considerable southerly set to contend with. In the narrows this reached such proportions that for one hour KRAIT lost ground. Four hours were taken to pass the four-mile-long island. NUSAR BESAR, under Dutch rule, was almost uninhabited except in the north-western corner. It now seems to be the centre of some activity. Numerous controlled fires on the hillsides, indicating possible clearance of the bush, and both moving and fixed lights were observed.



Looking forward to the bows of MV Krait enroute to Singapore with islands in the middle distance.  
Source: AWM

Dawn of 9<sup>th</sup> September was cloudless and promised perfect visibility. As it became possible to pick up landmarks, we realised that, thanks to the tide, we were barely into the Northern Narrows, with LOMBOK 9 miles to starboard and BALI 11 miles to Port. The pilot told us that during the East monsoon the peak of BALI was seldom visible, we therefore considered ourselves unlucky that, as the sun rose, every rock and tree on the volcano stood out clearly in the conditions of almost perfect clearness. On the LOMBOK side we were luckier; a slight ground haze prevented us from being seen at AMPENAN, the only likely base in the area. Some small sailing craft were seen close inshore, but there was no sign of any patrol craft. This was the first opportunity to judge the crew under seemingly hazardous conditions. Their complete calm was most encouraging.

By 1000 hrs. the promised haze had developed, and we were clear of the Strait, on a course to take us North of the KANGEAN GROUP. We saw some Macassar prahus on the easterly and westerly courses but avoided passing close to them. As the day wore on, we realised with relief that we had survived the main hurdle of the outward journey. The journey through the JAVA SEA was most dull. We lumbered along at 6½ knots in hazy weather, sighting nothing but an occasional sail. We wore the ensign of the Japanese

Merchant Service and after our LOMBOK experience felt perfectly secure.



Here the men on Operation JAYWICK can be seen stowing their bodies in preparation for the raid.  
Photo in original Lyons report.  
Source: AWM

We passed MASSALEMBO in darkness in the morning of the 10<sup>th</sup> and steered directly for TG. SAMBAR and thence coastwise to the KARIMATA GROUP, where at dawn on the 14<sup>th</sup> of Sept. we found ourselves amongst numerous junks and fishing craft. We then steered directly for the TEMIANG STRAIT entrance to the LINGGA MUGU ARCHIPELAGO, intending to make a landfall at dawn on 16<sup>th</sup> September.

As we were trying to pick up land in the early hours, we sighted out first shipping. A big tanker passed a quarter of a mile ahead of us on a northerly course. She was blacked out and showed no sign of having sighted us.

In the TEMIANG STRAIT native shipping was numerous; we were also surprised to see a European type of yacht of about 12 tons, probably looted after the fall of SINGAPORE. Our immediate destination was the Island of POMPONG (104° 16' E. 0° 22' N.) on which the survivors of HMS KUALA had spent an unhappy week in February 1942. They had reported it uninhabited, with water, so we decided to use it as a base from which to look for a suitable hide for "KRAIT". We arrived in the early afternoon of 16<sup>th</sup> Sept. and later crossed to BENGKU ISLAND, where we lowered the dinghy and started taking soundings around the coastal reef, hoping to find a way by which the "KRAIT" could get close inshore. While we were at work a low flying F/P passed close by without taking any interest in us. That evening we returned to anchor at POMPONG. Events had led us to the conclusion that peace time conditions prevailed around SINGAPORE and the safest role for "KRAIT" was therefore to be herself without any attempt at deception. She should be kept moving in unfrequented places, taking good care to avoid all contact with natives and never appearing twice in the same place during daylight hours. The cumulative effect of gossip by natives would seem a far greater risk than casual enemy patrols. In view of these



considerations, it was decided that the canoeists should be landed the following night, and "KRAFT" return to BORNEO, where she would be safe from the reactions to the raid.

After dark it was brought home to us that we were in an unhealthy area, as the reflection of searchlights was seen from the direction of CHEMPA ISLAND 15 miles S.W. of us. (See Map 2 attached to Part IV). At dawn the lookout further reported the sound of aero engines being warmed up and shortly afterwards 2 fighter planes passed overhead. This evidence left little doubt in our minds that the formerly undefended LINGGA GROUP contained a fighter plane base. More than ever, it seemed necessary to offload the expedition and get the 'KRAIT" away. In order to decrease our visibility, we had lowered the mast. While we were engaged in clearing the debris some natives in a canoe were seen to be approaching. Pia got under way and headed North at slow speed.

It was planned to arrive at DURIAN, the original canoe hide, after dark, but the untimely arrival of the natives left us with a whole day in which to cover a distance of only 30 miles. To kill time, we sailed North until close to the PETONG GROUP and then altered to East and approached GALANG BHARU. When two miles from the shore we spotted a new building with an observation tower alongside it. Unchallenged, we cautiously altered course until heading as though bound from SUMATRA to SINGAPORE.

North of GALANG BAHRU lies the island of PANJANG: as we passed along its western shore, we noticed that there were some sandy coves and no signs of habitation. It seemed best that, having fully explored the local dangers, we should use this as our canoe base rather than risk unknown dangers around DURIAN.

Not knowing whether we had been reported by the Observation Post (OP) we were committed to maintaining our course towards the BULAN STRAIT approach to SINGAPORE for the three remaining hours of daylight. Shortly before dusk we were off TG. KLINGKING (5 miles North of PANJANG) when we sighted a launch approaching us. We stood to action stations, but she passed a mile from us without display of any interest. The crew appeared to be Malays in blue clothing, but there was no sign of any armament.

At nightfall "KRAIT" was in the entrance to the BULAN STRAIT and only 21 miles from SINGAPORE, whose lights could be seen reflected in the clouds. Once certain that we could no longer be seen, we silenced our engine and headed back towards PANJANG. Almost immediately a violent tropical storm swept down, obliterating all landmarks. Our navigation was greatly helped by the lights on the fishing pagers (inhabited fish traps), the positions of which we had noted on the way North.

A suitable anchorage was found at PANJANG and by 0500 hrs. 17<sup>th</sup> Sept. all operational gear, together with food and water for one month, had been landed without mishap. "KRAIT" then sailed for BORNEO with

instructions to rendezvous at POMPONG between the hours of dusk and dawn on the night 1/2 October.

## SECTION II



September 1943 Otters Bay, Panjang Island, Netherlands East Indies where stores were offloaded from MV KRAIT for the operational party.

Photo in original Lyons report.

Source: AWM

On arrival at the PANJANG base we had only been able to ensure that there was cover and no sign of habitation. At dawn a more extensive recce revealed that there was a village about a quarter of a mile away on the other side of the island, but there was no sign of any track leading to our bay.

We carried our stores about twenty-five yards back into the jungle and pitched our camp beside a water hole. By noon we had hidden our reserves of food in a cliff face and on returning to the carp were pleased to find that an army of hermit crabs had obliterated our tracks to the beach. We kept a sentry posted in an OP, who reported the usual activity of small junks and fishing craft. Transport aircraft were also observed in a north and south course. These wane a daily occurrence throughout the operation; it later transpired that they left KALLANG aerodrome in the early morning for the South and arrived from the South about noon. Between five and ten of these aircraft passed overhead daily and soon ceased to interest us.

Having been landed at the base ahead of schedule, it was possible to use the 15<sup>th</sup> and 19<sup>th</sup> Sept. as rest days. On the 20<sup>th</sup> we spent the day checking over our stores and equipment in preparation for starting at dusk.

Our departure was slightly delayed by the passage of a 70-foot patrol launch, a mile to seaward of the bay. The noise of her exhaust had been heard at irregular intervals on the two previous nights; we were not, therefore, worried by her presence.

The canoes when loaded with food and water for a week, operational stores and men, a total cargo of approximately 700 lbs., were very low in the water and sluggish. We paddled out into deep water and carried out our normal routine of sinking all debris, such as





tins, which might betray our presence. Then with Davidson acting as navigator we paddled slowly to the Northwest in close arrowhead formation. By midnight, having covered the ten miles to PULAU XALCH, entrance to the MAN STRAIT, we decided to find a camping place.



A group on board MV Krait during the course of Operation JAYWICK. Left to right: AB Andrew William George Huston, RAN, Major Ivan Lyon, MBE, The Gordon Highlanders (officer commanding Operation JAYWICK), Acting Leading Seaman Kevin Patrick Cain, RAN and Leading Telegraphist Horace Stewart Young, RAN.  
Source: AWM

Of the many choices at our disposal, we decided on PULAI BULAT, 2 miles to the North. On recce it proved to be a small uninhabited knoll with a sandy beach. Here we spent a pleasant day observing the passage of numerous small craft in and out of the Strait, under conditions of such safety that it was possible to allow bathing.



Bathing at Palau Bulat, a small uninhabited island, with a sandy beach where it was possible to relax in comparative safety although it was within easy reach of Japanese held Singapore. Shown are, left to right: Major I. Lyon, MBE, Able Seaman A.W. Huston, Lieutenant R. Page, Able Seaman W. Falls, Able Seaman M. Jones.  
Photo in original Lyons report.  
Source: AWM

At dusk we continued up the Strait but owing to constant alarms at unfounded dangers we made poor progress. After making good only twelve miles were obliged to shelter in a sandfly infested swamp to avoid

being caught out in daylight. The hide was a bad one; throughout the day small boats passed us and we were exactly opposite a village on the Island of BOYAN, 300 yards away. At dusk we were still undetected and had learnt from our miserable day the important lessons that much time must be allowed for a recce before a hide is selected.

On the evening of 22<sup>nd</sup> Sept., we made excellent progress and, by 2030 hrs. we had reached the end of the Strait and could see ahead of us the lights of PUTAU SAYRIS, formerly a etch oil depot, five miles South of SINGAPORE.

The Island chosen for our forward Observation Post (OP) is named DONGAS. We arrived off it without incident at midnight 22/23<sup>rd</sup> Sept. A careful recce revealed that it was a jungle-covered hump of land, with an extensive swamp on the South side. It was uninhabited and had only one landing place, a narrow inlet in the swamp with a sandy cover at its head. Were a sand spit ran back into the swamp providing every facility for concealment with some comfort.

We further explored the island in daylight and found that the high ground on the North aide provided an excellent view of the Roads. Drinking water was found in a disused well. The island, therefore, fulfilled our requirements.

By this time all members of the party were feeling the effects of their exertions, so the 25<sup>th</sup> of Sept. was largely devoted to rest.



Forward observation post on Dongas Island, situated about 8 miles southeast of Singapore, which was used by members of "Operation JAYWICK" in their raid on Japanese shipping at Singapore. The photograph is of the officer in charge, 66175 Major I. Lyon, MBE, (Gordon Highlanders) using a telescope to observe the Singapore Roads from high ground on the north side of Dongas Island.  
Photo in original Lyons report.  
Source: AWM

The DONGAS OP was opposite and 8 miles distant from KALLANG - in conditions of good visibility it was possible to see into KEPPEL HARBOUR. A night watch was kept until 2310 hrs. on 23<sup>rd</sup> Sept., revealing no signs of any defensive activity. There was no black-out in SINGAPORE and the light of cars driving down BEACH ROAD could be clearly seen. No harbour or navigation lights were burning, and all shipping was stationary.



The following day we were well rested and maintained a keen watch, during which we carefully scrutinised both shore and shipping. There was no change to be seen in the general outline of the city. A row of 5 to 7 tall wireless masts have been constructed on the site of the former PAYA LEBAR Station and there is a single mast on the roof of the CATHAY Building. On the southernmost point of ST. JOHN'S Island there is now a small signal station. At SAMBU, 3 miles from our OP. all visible oil tanks were still as left by the Dutch. There was tremendous activity on the Western side of the island: the hammering of plates and drone of engines by day and night suggested either ship repair or building.

In the harbour and roads of SINGAPORE there was considerable movement of shipping. At no time during the 5 days of observation was there less than 100,000 tons at the same time (types identified are listed in Part IV). Ships arrived from the east, either singly or in groups –none of these exceeded five ships and only one group was escorted. All were heavily laden and proceeded direct to their anchorage. Those ships seen to leave again for the least were, in many cases, lightly laden or in ballast. The point of departure for ships entering the MALACCA STRAIT was obscured from DONGAS: it is not, therefore, possible to judge the quantity of shipping leaving for the West. Absence of patrol vessels and freedom of movement by medium draught native craft convinced us that there were no minefields in the harbour.

During the late afternoon of 24<sup>th</sup> Sept, a total of 55,000 tons was seen to be assembled in the roads, opposite DONGAS. It was realised that unfavourable tides would render an attack on this shipping difficult, but the nature of the target was such that an attempt seemed imperative.

The canoes left DONGAS at 2000 hrs. and proceeded toward the target area. No patrols were encountered, or enemy activity noted until midnight, when a weak searchlight on a high building in SINGAPORE (probably the Cathay) was exposed in the direction of the canoes, for a period of about half a minute.

At 0100 hrs. the attack was abandoned, as the canoes were unable to make any progress against the tide. Nos. 2 and 3 canoes managed to regain the DONGAS hide before daylight, but No.1 (Major Lyon) was obliged to shelter among some boulders nearby, in order to avoid detection by natives at dawn. This party spent an unhappy day sitting in the rain, only finding out when darkness permitted freedom of movement that they had landed on the South coast of DONGAS.

No.1 canoe rejoined the main party at 1900 hrs. Lieut. Davidson had anticipated their arrival and organised a much-needed hot meal: he had also made plans for an immediate change to an alternative hide, whence an attack could be launched the following night, 25/27, under favourable conditions. His prompt

action on this occasion contributed greatly to the success of the expedition.

The canoe party moved without incident nest SAMBU, arriving shortly before dawn at SUBAR, a small bracken covered island overlooking the examination Anchorage.



Islands Southwest of SUBAR.  
Photo in original Lyons report.  
Source: AWM

This OP has no beach and is waterless, but it provides an excellent vantage point from which to observe activities in SINGAPORE. However, as all members of the expedition wore in need of sleep, observation was limited.

Targets were detailed during the late afternoon and by 1900 hrs. the canoes were loaded, and personnel embarked.

From this point the 3 canoes set out to their respective target areas. Section III following is Major Lyon's account of the attack by Canoe No.1. The accounts of Canoes Nos. 2 and 3 are attached as Appendices A and B to this part of the report.

### SECTION III

#### The attack by Canoe No.1 Major I. Lyon and Able Seaman B. Huston



Major Lyons



Able Seaman Jones

Photos not included in original report.

Source: AWM

Page and I decided to remain together during the approach to the target area. We paddled at an easy pace, making good progress on the cross tide, only pausing when the BLAKANG NATI searchlights shone uncomfortably close to us. By 2130 we had reached the



vicinity of PULAU JONG, where we parted company. I arrived in my target area about 2230 to find that all shipping, except tankers, were blacked out and completely invisible against the background of hills. After some searching I located a ship, but on close inspection found that it "belonged to Page". When my time limit was exhausted, I decided to attack a tanker, two of which I could clearly distinguish by the red light in place of the normal white anchor light. We made a direct approach from astern and placed two limpets on the engine room and one on the propeller shaft. Halfway through the work, Huston drew my attention to a man who was watching us intently from a porthole ten feet above. He continued to gaze until just before we left the ship, when he withdrew his head and lighted his bedside lamp. He took no apparent action and we set off for DONGAS 12 miles away.

We arrived at 0515 just as the first explosion occurred in the Examination Anchorage. Page and Tones arrived a few moments later. Dawn was breaking and the natives had been roused by the activity in the harbour. We therefore lost no time in gaining the shelter of the mangroves, from which we could observe any unusual activity around our DONGAS hide. At 1100 we decided that it would be safe to make the crossing and we returned to our old camp site.

Davidson meanwhile had decided to return to POMPONG by way of the RHIO STRAIT and had found a hide some distance down the coast of BATAM.

#### **SECTION IV**

##### **Return to "KRAIT"**

At dusk on 27<sup>th</sup> September, the party (less Davidson and Falls) left DONGAS on the return journey to "Krait" we expected to encounter difficulties in the form of searchlights and patrols around SAMBU but found that everything was normal. Arriving at the north entrance to the BULAN STRAIT we saw a small steam ship lying at anchor: we drifted past it on the tide without being observed.

We were all very tired and therefore decided to camp at the first suitable point. An excellent hide was found, which in daylight proved to be a Chinese graveyard. The following night we continued our journey without incident to BULAT and thence to OTTER BAY, PANJANG, where we arrived in a violent storm in the early hours of 30<sup>th</sup> September.

We had hoped to cover the first 12 miles of the journey to POMPONG on the night of the 30<sup>th</sup>, but heavy cloud banks to the west indicated that there would be another storm, so we decided to postpone our departure till the following morning. To risk a day passage of 28 miles was a serious decision, but it was amply justified by the violence that later developed.

We left the following morning at intervals of one hour and paddled all day against a head wind. Several aircraft flew over us without displaying any interest and we must have been clearly visible to the OP at PULAU (NGOEL), but we arrived without incident at our

rendezvous - PULAU TORTE - where we rested for an hour before starting out on the remaining 16 miles to POMPONG.

Both canoes arrived at POMPONG at 0300 hrs. on and 2<sup>nd</sup> October and circumnavigated the island in search of "KRAIT". The agreed rendezvous was between dusk and dawn on the 1/2 Oct., but neither canoe could find any trace of her in the anchorage. We therefore slept on the beach until dawn, when we stowed our canoes in the jungle: it was while doing this that we saw "KRAIT" about two miles away heading down the TEMIANG STRAIT. We then realised that such had been our fatigue on the previous night, we had paddled to and from in the anchorage without being able to see the ship.

A search of the island revealed traces of a newly vacated camp site. We therefore considered it likely that Davidson had succeeded in keeping the rendezvous, and knowing the adverse weather conditions of the previous nights would bring back "KRAIT" at a later date. Meanwhile we started to organise ourselves for a stay of several weeks in POMPONG. Page started to build a hut, and I contacted some friendly Malays, who promised to supply us with fish and vegetables for as long as we should stay on the island. They stated that the Malay inhabitants of the LINGGA Archipelago were living in a state of misery, without any supplies of rice, sago or clothing. They further said that they had no interest in who won the war provided that normal trading could be resumed: that under the present conditions the Bugis sailors were afraid to put to sea, resulting in a complete breakdown in trade. When asked if it would be possible to smuggle rubber to AUSTRALIA in return for rice, they considered that the Japanese restrictions to navigation East of AMBON were such that this would not be possible.

It was our intention at this time to pirate a native sailing vessel and sail to INDIA on the change of the monsoon, but our problems were solved by the return of "KRAIT" at 2200 hrs. on 3/4 October.

#### **SECTION V**

##### **Return to Australia**

Once again, our journey through the Java Sea was uneventful, our only sighting of interest being a 4 engine flying boat in the approach to the RHIO STRAIT.

We entered the LOMBOK Strait at dusk on 11<sup>th</sup> Oct. with a feeling of complete confidence. This was rudely shaken by the arrival at midnight of a Japanese patrol vessel guarding the northern narrows. We were given a close scrutiny over a period of some minutes but were not challenged.

By dawn we were out of sight of land on a course for EXMOUTH GULF where we arrived at dawn on 19<sup>th</sup> October.

The cruise had occupied 48 days, during which 4,000 miles of enemy waters were traversed without casualty.



**The Attack by Canoe 2 and the Return to POMPONG**

*Lieut. Davidson and Able Seaman Falls*



Lieutenant Davidson



Able Seaman Falls

Photos not included in original report.

Source: AWM

We left PULAU SUBAR on the evening of the 26<sup>th</sup> of Sept. for our target area. The flood tide was on the starboard, making progress slow, but even so we reached the passage by 2115 hrs. The approach was uneventful with the exception of a searchlight on BLAKANG LATI which searched the sky every now and then. Heavy tide rips enabled us to keep to the water boat channel and soon the tripod pylons of KEPPEL HARBOUR boom were visible. A big steam ferry, a tug, burning navigation lights, and bound to the south of BLAKANG MATI, nearly ran us down, but we were not sighted. Lie found the boom gate (at the TANJONG PAGAR end) open with. No boom vessel in attendance.

Inside the boom against the east wharf were 2 ships but they were too small to be worthy of attack. No shipping was seen at the main wharf, and that in the Empire Docks was too brilliantly lit up and too small to warrant attack. We turned back and crossed over the boom again, heading for the Roads. Rare there were many excellent targets and we selected 3 of the largest cargo vessels: -

**Target No. 1.** 5,000-6,000-ton cargo vessel heavily laden. Unfortunately, her description fitted in with 15 Japanese ships.

**Target No. 2.** 5,000-6,000-ton engines aft cargo vessel, very modern and heavily laden. This was identified as the TAISYO MARU which had been seen in the Roads on 24<sup>th</sup> Sept.

**Target No. 3.** 5,000-6,000-ton engines aft cargo vessel, empty. She did not resemble any Japanese ship listed in ONI 208 (j).

Each ship was attacked on the port side, away from SINGAPORE's lights. We timed ourselves by a chiming clock (probably on Victoria Hall) that told us the hours.

At 0115 hrs. 27<sup>th</sup> Sept. we left the Roads and headed for the RHIO Straits. We halted at a point of land 6 miles west of PALAU NONGSA and left again at 1900 hrs. proceeding in the direction of PULAU TANJONG SAU. Here we landed shortly before 0430

hrs. on 28<sup>th</sup> and left again at 1900 hrs. passing to the North of PULAU LEPANG to TAWONG PLAYU, thence to PULAU ANAK MATI and down the channel between PALAU REMPANG and PULAU SETOKO. Off TANJONG KLINGKING we encountered the patrol boat and had to hug the bay. Just after we landed on PALAU PANJANG at OTTERS BAY a violent storm arose. We rested during the day of the 29<sup>th</sup> of Sep. and set off on the last lap at 1960 hrs. When 4 miles from PULAU ARAB BESAR a violent storm arose, bringing with it a deluge of rain, thunder and lightning, and lashing the sea into a fury. We kept the bows of the canoe into the wind and sea and were tossed about for two hours, when the storm abated. We landed on ARANG BESAR and left again at 1900 hrs. on 30<sup>th</sup> Sep. PULAU POMPONG, our rendezvous with "KRAIT", was reached at 0100 hrs. 1<sup>st</sup> Oct. "KRAIT" appeared at 0015 on the morning of the 2<sup>nd</sup> of October.

**The attack by Canoe 3**

*Able Seaman A.W. Jones*

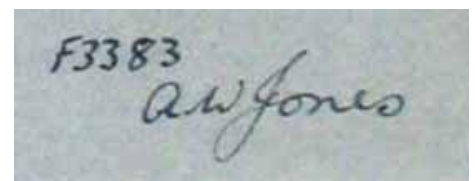
**September 26**

Left PULAU SUBAR at 1900, in company with Major LYON'S canoe, for target area. Approximately halfway to targets searchlights opened up but played about on either side of us for a few minutes, then stopped. Searchlights on mainland behind ST. JOHN'S ISLAND.

2100. Canoes separated; we headed for targets. After paddling up the centre of the harbour we selected our target, an old freighter. A large tanker with engines aft was alongside as well, but decided it was too large. Also, smaller one further down the wharf wasn't suitable.

At 2300 tide was running 'WEST to EAST, so attacked first target from the stern; this freighter later identified as one of the TONE MANU class. With the tide astern of us we then paddled further along the harbour and attacked the second target, later identified as the NASU SAN IMARU. It was a modern freighter with three sets of goal post masts and engines aft. Paddling with the tide we then attacked our third target, an old freighter, from amidships towards the stern. This was later identified as either the YAMATAGA MARU or the NAGANO MARU.

We then headed back towards PULAU SAMBA which was brilliantly lit up, time approximately 0330. We then paddled PULAU DONGAS against the tide arriving there at 0500 and met up with Major LYONS. The first explosions occurred about 30 minutes after arrival.



The attack by Canoe No. 3

Lieutenant. R. Page and Able Seaman B. Jones



Lieutenant Page



Able Seaman B. Jones

Photo not included in original report.

Source: AWM

September 26<sup>th</sup>

1920 Left PULAU SUBAR in company with Major Lyon's canoe. Headed for the lights of SINGAPORE between PULAU SEBAROK and ST. JOHN'S ISLAND. Paddling was easy, the tide being on our starboard quarter. The canoes kept together until about 2100, when they separated for their respective target areas.

2200. Reached the first target, viz., the wharves at PULAU BUKUM. The whole length of the wharves was examined and only one suitable target found alongside. This was an old freighter type, later identified as possibly of the TONE MARU class. A large tanker and a nondescript 'engines aft' vessel were tied up at the wharves, but the former was both too big and too fully laden, and the latter was too small, to warrant attack.

The wharves were lighted normally. Arabic numerals were in use in numbering them, and a sentry was on guard near the bows of the tanker, stationed on the wharf.

A large barge with arc lights was also alongside, on which many shadowy figures were working amongst what appeared to be cauldrons of steam. The exact nature of this work could not be defined.

2300. By this time the tide had turned and was now running WEST to EAST.

The freighter of the TONE MARU class was attacked, and we made our way towards KEPPEL HARBOUR and our second target. This was a modern freighter with engines aft; 3 sets of goalpost masts. It was later identified as the NASUSAN MARU. The tide carried us easily down to target 3, which was attacked from amidships aft. This was identified later as being either the YAMATAGA MARU or the NAGANO MARU.

The tide was still on the starboard quarter on the way back to PULAU SAMBU. PULAU SAMBU was brilliantly lit up and seemed to be at work even at that time of the morning. From PULAU SAMBU to PULAU DONGAS was a paddle against the tide, but we reached DONGAS half an hour before the first explosion.



AUSTRALIAN WAR MEMORIAL

Group portrait after the completion of Operation JAYWICK showing the personnel who carried out the operation.

**Back row**, left to right: - Able Seaman (AB) Mostyn Berryman, RAN; AB Frederick Walter Lota Marsh, RAN, AB Arthur Walter Jones, RAN; B3312 AB Andrew William George Huston, RAN  
**Centre row**: - Corporal (Cpl) Andrew Anthony Crilly, 2<sup>nd</sup> AIF; Acting Leading Seaman Kevin Patrick Cain, RAN; Leading Stoker James Patrick McDowell, RN; Leading Telegraphist Horace Stewart Young, RAN; AB Walter Gordon Falls, RAN, Cpl R G Morris, RAMC  
**Front row** from left to right - Lieutenant Hubert Edward Carse, RANVR; Lt Donald Montague Noel Davidson, RNVR, Major Ivan Lyon, MBE, The Gordon Highlanders (officer commanding Operation JAYWICK), Major Herbert Alan Campbell, CBE, OBE, King's Own Scottish Borderers (did not accompany the expedition); NX19158 Lieutenant Robert Charles Page, 2<sup>nd</sup> AIF.

Photo not included in original report.

Source: AWM



AUSTRALIAN WAR MEMORIAL

the ship's company of the MV Krait enjoy a beer.  
 Left to right: Lieutenant R. Page, AIF, medical officer and operative; Major Ivan Lyon MBE, the Gordon Highlanders, officer commanding and operative; Lieutenant D. Davidson, Royal Navy Volunteer Reserve, 2<sup>nd</sup> in charge and operative. All members of the operation were decorated, Page, Lyon and Davidson each receiving the DSO.

Photo not included in original report.

Source: AWM



## LYON'S BRIEF OF ACTIONS

The following are the detailed orders provided by MAJ Lyon to all operational participants regarding what actions to take in the event of circumstances.

In view of the danger to the expedition if any portion of it is captured the following orders will be issued to all ranks taking part in the operation, in order that they may know what action they must take in any situation that may arise.

- (1) IF DISCOVERED BY AN ENEMY PATROL WHILST APPROACHING THE TARGET.
  - pull emergency switch on the limpets, throw them overboard and try to escape.
- (2) IF DISCOVERED ALONGSIDE AN ENEMY SHIP
  - apply remaining limpets and pull emergency switch.
  - jettison holdfast and smoke float, together with all operational equipment.
- (3) IF ONE MAN IS WOUNDED BUT CAPTURE IS NOT INEVITABLE
  - jettison all equipment making certain that all ampoules are broken.
- (4) IF CAPTURE IS INEVITABLE AND BOTH MEN ARE

- UNWOUNDED
  - on NO account will any resistance be attempted.
  - stores will be jettisoned and canoeists will shoot themselves.
- (5) IF CAPTURE IS INEVITABLE AND ONES MAN IS WOUNDED
  - It is the responsibility of the unwounded man to shoot his partner. In all other respects procedure as for (4) above.
- (6) GENERAL
  - (a) if a general alarm arises during the operation all canoes will jettison stores and attempt to escape.
  - (b) under NO circumstances will a wounded canoeist be abandoned by his (partner) during the operation, but he may be abandoned at the order of the Commander of the expedition if his presence in any way risks the team or impedes its withdrawal. In this case he will be issued with an L tablet (cyanide)

### *Extracted from Part 4 Collated Intelligence*

## THE RESULTS OF THE RAID

37. **Shipping attacked.** The following ships, attacked during the operation, were identified.

	NASUSAN MARU Class	Examination Anchorage
Possible	YAMAGATA MARU Class	"
Possible.	TONE MARU Class	alongside that BUKIM
	SINKOKO MARU	Examination Anchorage
	TAYSO MARU	Roads

Detailed descriptions of these ships are contained in Appendix D.

A total of 7 ships were attacked, only two of which could not be identified. The description of one of these fitted that of 15 Japanese ships (See Appendix D), while the description of the other did not resemble any Japanese Merchant ship known. Both these two were attacked in the roads.

The total gross tonnage of shipping attacked is estimated as follows: -

	NASUSAN MARU Class	4,396 tons
Possible	YAMAGATA MARU Class	3,810 tons
.	TONE MARU Class	30802- 4,070 tons
	SINKOKO MARU	10,020 tons
	TAYSO MARU	4,816 tons
	U/I ship approx.	3,000-4,000 tons
"		5,000-6,000 tons
	Total approx.	36,843-39,111 tons

38. **Results of Attack.** Between 0515 and 0550 hrs. 27 Sept, after too attack, seven explosions were heard, indicating that all the attacks had been successful (only one explosion would be beard for each ship). Four of these explosions came from the direction of the Examination Anchorage while the other three came from the Roads.

On the 27 Sept. the following was observed from PULAU DONGAS in the direction of the Examination Anchorage: -

- 1) 1 ship was observed to be sunk by the stern, her bows sticking up out of the water. This was considered to be the YAMATAGA MARU Class vessel.
- 2) A tanker was on fire, burning fiercely and belching out thick black smoke which covered the whole area. This was considered to be the SINKOKO MARU. At 1600 hrs 27<sup>th</sup> the fire appeared to be under cover.



### 39. Estimated damage to shipping

The following is the estimated damage as a result of the raid: -

		Gross Tonnage	Total
A. Definitely sunk	1 freighter possible YAMAGATA MARU Class vessel	- 3,819	3,819
B. Certainly damaged probably sunk	NASUSAN MARU Class 5 Freighters - Possible TONE MARU Class TAYSO MARU U/1 cargo vessel approx. U/1 cargo vessel "	4,395 3,802-4,070 4,816 5,000-6,000 5,000 -6,00	23,013-25,281
C. Damaged and burning	1 Tanker - SINKOKO MARU	10,000	10,000
			56,843-30,111

### 40. Reactions to Raid.

Enemy Reactions. Ships' sirens started hour after the first explosion; and within half an hour SINGAPORE and BAMBU were blacked out. At dawn nose of the ships were seen to be under weigh, cruising aimlessly about. The sirens and noise continued most of the morning of the 27 Sept. After things had quietened down a bit there was considerable activity of small harbour craft in the target areas, and motor launches patrolled the north coast of BATAM Island.

As stated earlier, the first planes seen to take off came from KALLANG at about 0615 hrs. 27 Sept. and flew out towards the MALACCA STRAITS apparently to search for the sense of the trouble. These A/O returned at about 0815 hrs. Shortly after their return they took off again and flew singly down the southern approaches, returning about 1100 hrs. At about 1400 hrs. 9 twin engine A/C took off from KALLANG and searched again in the same direction, returning about 2 hours later. Apparently, they assumed that the attack had been made via the MALACCA STRAITS and were probably searching for a submarine. By 1430 hrs. no surface patrol craft were visible in the area. It was not till later that they thought of looking over the Islands South of SINGAPORE and sent some fighters to make a recce.

Throughout the day the SINGAPORE area was patrolled by a number of fighter and other A/C. A large number of miscellaneous small surface craft were seen marking in the ROADS area, but the exact nature of the work could not be ascertained. The enemy was certainly caught completely unawares, and almost certainly put the operation down to a submarine. Having, presumably, failed to locate anything, he may have put a surface patrol on to the LOMBOK STRAITS (which would account for the sudden appearance of the enemy patrol craft encountered there on the return journey) in an endeavour to close all the passages leading back to Allied bases.

### 41. Native Reactions the Malays in the village of PATAR (1°30 57' 48" E.

1° 8'30" on the Island of BATAM, just behind DONGAS were evidently very jubilant after the attack. They were observed from dongas, and much shouting and laughing was heard. They appeared to take great delight in imitating the noise of the explosions, while raising both hands ward and outward presumably in imitation of the effect of the explosions. Other Malays from other areas came out in their boats to view the fires and the pall of smoke hanging over the target areas. It must have recalled to their memories a similar sight of SINGAPORE at the time of the capitulation. Canoe 2, after having landed on the N.E. coast of BATAM ISLAND (27 Sept.) on a return journey, in order to shelter from a storm, were approached by two Malays in a kolsk, evidently with the same intention in mind. The latter, however, when they got near to the beach evidently caught sight of the two white men (the canoe (was well hidden) and turned tail and fled. They may have associated the sight with the explosions and thought it wiser not to get mixed up in such things.

Canoe 1, waiting at POMPONG awaiting-the arrival of KRAIT actually talked with an old Malay and his small son in a Kolek. He appeared frightened at first but later became quite at his ease and traded some of the fish he had caught for tobacco. He stated that the Malays in the Archipelago were living in a state of misery, without any supplies of rice or clothing. He further stated that they had no interest in who won the war provided that normal trading could be resumed, and that under present conditions Bugis sailors were afraid to put to sea, resulting in a complete breakdown of trade. When asked if it would be possible to smuggle rubber to Australia in return for rice, he considered that the Japanese restrictions to navigation East to Ambon were such that this would not be possible.

Apart from these two instances, no contact was made with the local peoples.



## AFTER THE RAID

*This article is an extract from the book *Deadly Secrets-the Singapore Raids 1942 to 45**

*by*

**Lynette Ramsay Silver**

*Footnotes included by Editor*

The estimated time of arrival at POTSHOT (code name for Exmouth, WA) calculated as the afternoon of 17 October, was ambitious. KRAIT arrived early on the morning of the 19<sup>th</sup>, after completing a journey of almost 6,500 kilometres in forty-eight days. Their safe return sparked diverse emotions. While Young was simply thankful that the 'nightmare' was over and Berryman looked forward to a large slice of apple pie, for Boof Marsh it was the immense satisfaction that they had 'flown the Rising Sun' and got away with it. For Morris, it was the opportunity to engage in some lively trade with alcohol-starved Americans, by exchanging the four one-litre bottles of rum he had amassed from his unclaimed ration for three sacks of cigarettes.'

After the high tension of the past six weeks, Krait's arrival back in Australia was something of an anticlimax. As the mission was still TOP SECRET until all debriefings had been completed, the victorious raiders returned to a high-level but low-key welcome at POTSHOT, the true nature of their mission unknown to everyone except Admiral Christie who, after hosting a small dinner for Lyon and Page, recorded in his diary: 'Last night I had the great honour of entertaining Major Lyon of the Gordon Highlanders and Captain Page of the Australian Army almost a single-handed endeavour of extremely bold pattern. My hat is off to them'.

KRAIT was in need of urgent repairs so almost the entire team cooled its heels at POTSHOT for the best part of three weeks. The exceptions were Morris, who sailed to Fremantle on Chanticleer<sup>2</sup> to receive proper medical attention for his ankle, and Lyon and Page, who flew to Melbourne and Sydney for preliminary debriefings with the top brass. Lyon also took the opportunity to give a full and very candid report to Reid, including the names of the two members of his team with whom he was displeased, and why. Although the existence of JAYWICK was known only to a few, the official congratulations in both Melbourne and Sydney were so embarrassingly effusive that both Lyon and Page were glad to deliver their reports and escape to the relative sanity of the Northern Territory. They reached Darwin on 3 November, three days ahead of KRAIT, which had sailed from Exmouth under Davidson's command.

Security was still very tight, so the ship tied up in the secluded East Arm of the harbour, about five

kilometres by sea and twenty by road from Darwin township.

Here on a small island linked to the mainland by a causeway was a secret establishment run by AIB, known only by its cover name Luger Maintenance Section, or LMS. The base, housed in the former Quarantine Station and surrounded by mangroves, was used primarily as a staging post and supply depot for Allied undercover units. However, it also organised and repaired watercraft and processed personnel evacuated or rescued from enemy-occupied islands to Australia's north.

Originally the brainchild of Colonel Mott, who established the base in November 1942 when Cairn's ZES started to burst at the seams, LMS had passed to AIB's control during the organisational shake-up in early 1943. Such was the security at this remote northern base that none of the many who passed through it, nor any of the RAAF personnel attached to the adjoining flying boat base, had any idea that LMS was anything other than a Quarantine Station.

It was possibly the remoteness of the base, many kilometres from the nearest pub, which caused Paddy McDowell to go on a bender. Whatever the catalyst, he broached the ship's remaining liquor supply and became rip-roaringly drunk. Unfortunately, although Lyon was the first to admit that Paddy was a fine engineer, the ruction caused by this woeful lapse of self-control resulted in Lyon reluctantly informing SOA that he had no further use for his services. The ship he had so lovingly tended remained in Darwin. She was retained by AIB which, impressed by JAYWICK'S success, had concluded that sea-borne raids, using ships which were common to South-East Asian waters, were the way to go<sup>3</sup>. As a result, plans were already in train to build a number of Indonesian-style fishing boats to carry other raiding parties deep into enemy territory.

Paddy's drinking spree did not, however, have any bearing on Lyon's report on Operation JAYWICK. The engineer's devotion to duty was fully recognised and late the following year he would become the proud possessor of a Distinguished Service Medal (DSM), an honour also to be bestowed upon operatives Wally Falls, Arthur Jones and Andrew Huston. Lyon, Page and Davidson, being officers, would receive a Distinguished Service Order (DSO) while Taffy Morris

<sup>2</sup>USS Chanticleer (ASR-7), a submarine rescue vessel commissioned in 1942.

<sup>3</sup>Krait was not commissioned at the time of the operation but was later commissioned as HMAS Krait in 1944 and was based at Darwin for the remainder of hostilities and supported Allied Intelligence Bureau operations throughout the South-west Pacific theatre.





and Crilly would each be awarded the Military Medal (MM). Lyon was actually recommended for a Victoria Cross by Prime Minister Curtin, a recommendation seconded by Lord Selbourne in London.

However, in October 1944 the Australian Governor-General would be informed that the recommendation had been downgraded to a DSO. According to the panel in England, Lyon's action, 'though an extremely gallant one did not quite reach the very high standard of outstanding gallantry required for the award of a Victoria Cross.

The decision on what awards, if any, were to be conferred upon the sailors was left up to 'naval channels: This included Long, who was only too aware of what had transpired on board Krait. The problems with the two JAYWICK members who, in Lyon's view, did not come up to scratch', and Carse's acerbic comments in the logbook regarding the younger members of the party, ensured that the other five could receive nothing more than a Mention in Dispatches (MID). It appears that Cobber Cain, the fifth crew member, was lumped together with the other four, while Marsh's and Berryman's case was probably not helped by their downgraded official classification on the operational documents as '2<sup>nd</sup> engineer' and 'deck hand: For many years post-war the reason why the medical orderly, cook and engineer had received gallantry medals and the five sailors had not, was vigorously debated among ex-servicemen, with the general consensus being that 'the army had it in for the navy'.

However, the awards were many months away and no one at this stage, apart from the officers, had any idea of the regard in which Operation JAYWICK was held by the top brass. Indeed, it was not until 11 November that there was any real celebration for the team members. On the 10<sup>th</sup>, with the interrogations in Darwin completed, they were flown to Brisbane where, reunited with Taff), Morris, they commemorated Armistice Day and celebrated their successful mission with a slap-up party, also attended by Jock Campbell and Harry Manderson, held in the historic homestead MEIGUNYAH. But far from becoming front-page news JAYWICK remained absolutely TOP SECRET.

In early November, when intercepted and decoded enemy signals revealed that the Japanese did not know what had hit them, orders were issued at the highest level to 'take maximum precautions to ensure secrecy and inform only a 'minimum number of high-ranking officers' that JAYWICK had taken place. These instructions, carried out to the letter, ensured that it was impossible for anyone outside the top military and intelligence echelons, or the Japanese, to know the truth.

When Lyon and Long<sup>4</sup> found out they were furious. Propaganda had been JAYWICK'S main aim, but this

decision ensured that the chance to create panic in every port in Japanese-occupied territory was lost, along with the opportunity to lift the morale of the Western world at a time when Allied successes were few and far between. The ships attacked were of no military significance<sup>5</sup>. Only two of the seven attacked remained sunk; the rest would soon be salvaged and put back into service. Had JAYWICK been used as Lyon, Long and those who understood the value of propaganda intended, the mission would have fulfilled its potential. This unexpected security embargo now reduced Operation JAYWICK, one of the most daring raids in history, to nothing more than an exclusive sideshow.

Lyon was so angry about the security clampdown that he refused point-blank to dine with General Blarney who, as head of SOA, was now keen to be associated with the success of the mission. Telling Reid 'If I had to sit opposite that man, I would choke; Lyon sent Bob Page in his place.

Tragic as this loss of propaganda was, a far greater tragedy was unfolding elsewhere. Horrie Young hit the nail very firmly on the head when he recorded in his diary: curious to know what the Japs will have to say — probably say it is internal sabotage and shoot a couple of hundred Chinks'. He was appallingly close to the truth.

Operation JAYWICK was now a very deadly secret, and the price paid for it would be one of the bloodiest of the entire war. (This aspect will be covered in the next edition of Commando).



*A celebratory drink on the steps of Meigunyah, 11 November 1943.*

*Front: SOA's Harry Manderson, Ted Carse, Bob Page.*

*Row 2: Horrie Young, Moss Berryman, Arthur Jones.*

*Row 3: Ron Morris, Wally Falls, Cobber Cain, Ivan Lyon.*

*Rear: Jock Campbell, Paddy McDowell, Andy Crilly, unknown guest.*

*Source: Deadly secrets by Lynette Ramsay Silver*

<sup>4</sup>Commander R.B.M Long, Director of Naval Intelligence (DNI) throughout the war.

<sup>5</sup>Authors assessment and not that of SOA or SOE.



# A SEAMSTRESS GOES TO WAR IN A BATHTUB

By Jim Truscott<sup>1</sup>

When approval was given for Operation JAYWICK to sail under the enemy's flag in 1942, Mrs Manderson, the wife of Special Operations Australia's (SOA) Harry Manderson<sup>2</sup>, was entrusted with the making, in total secret, of two Japanese flags. They were to be flown or displayed on an ex-Japanese fishing vessel, M.V. *Krait*, allowing the small ship to penetrate enemy waters with a special forces' raiding party, in order to attack enemy shipping in Singapore.

Before Mrs Manderson could create the flags, by stitching a red circle to a white background, she had to dye some fabric red, using the family bathtub in Melbourne's suburban Camberwell. The dye must have been of excellent quality, because it left a red tidemark, or ring, in the tub, which took months to disappear.

Mrs Manderson's flags were far too pristine to be flown on what was a supposedly scruffy, run down Japanese fishing boat. Before entering enemy waters, the JAYWICK team applied liberal amounts of engine oil and scuffed the flags around the deck, until they resembled filthy rags.

One flag was then flown from the stern. The other was laid flat on the roof of the wheelhouse, where it could more easily be seen by Japanese reconnaissance aircraft.

After *Krait* returned from Singapore in October 1943, she was assigned to the Allied Intelligence Bureau's Luger Maintenance Station in Darwin. Before the crewmembers left the ship, JAYWICK'S second-in-command Lieutenant Commander Davidson, told them that they could take everything off the ship except her chronometer and her compass. Navigator Ted Carse souvenired one of the Japanese flags. Telegraphist Horrie Young took a small vice from the engine-room hatchway, which his son, Brian, still has.

We have no idea what has happened to the second flag but Brian Young seems to recall that his father also had a flag and that it may have been donated to the Australian war Memorial. If so, it is not recorded as being one of the 166 Japanese flags listed in the memorial's collection.

The only flag catalogued as having any connection with the ship is a white ensign flown on HMAS *Krait*. It was presented to the Memorial by Able Seaman Robert H Easom, who joined the naval component of SOA in late 1944 and was assigned to *Krait* in June 1945. When

he left *Krait*, following her decommissioning at war's end, he took the ensign with him. It can be seen at...

<https://www.awm.gov.au/collection/C1011697>

The Japanese flag that Carse souvenired, along with his medals, are now in Blue Burrige's safe in Swanbourne, WA. It appears that the artefacts were acquired by a Sydney collector before Carse's death there in 1970. The flag is signed in two of the corners by Arthur Jones, DSM, and Horrie Young, Leading Telegraphist, RANR.

Henry (Harry) Manderson, an exceptionally well-travelled and well-connected journalist/ publisher/ inventor/ aviator who also had interests in Timor Oil, was associated with SOA from its inception. He was on headquarters' staff and was head of the Timor Section, having extensive knowledge of that country.

Mrs Manderson's sewing skills were brought into the fore once more in 1944, for Operation RIMAU. Once more using the family bathtub to dye the fabric, staining it again, in the process, she produced another Japanese "poached egg" flag, along with a Port of Singapore Registration flag - a white pennant with grey lines, a red star and oriental characters. However, the skipper of *Mustika*, the Indonesian vessel the Operation RIMAU team used to enter the islands off Singapore, advised that if a Japanese vessel approached they must have no more than three men on deck, display no flags or signals, and keep on sailing.

In the final analysis, the flags were of no consequence. Caught on a slack tide as they passed a village, they were spotted by a Japanese collaborator, who realised that white men were on board the vessel, and raised the alarm. The two unused flags were tossed into a Folboat by Davidson, as the RIMAU men split up and fled. What became of them is not fully known<sup>3</sup>.



Brian Young and John Burrige with a Japanese flag on 1 August 2020.

Source: J. Truscott

<sup>1</sup>Sadly Jim Truscott. OAM passed away 2021 in this article was in the small collection of Jim's papers in the Australian Commando Association Victoria, Historical Collection.

<sup>2</sup>AKX 103 Henry 'Harry' Manderson was a civilian mapping expert who had lived in Timor who was initially the Director of the Timor Section March 1942 and stayed within Special Operations Australia until 31 August 1945.

<sup>3</sup>Operation RIMAU will be the subject of a number of articles in this magazine in 2024.

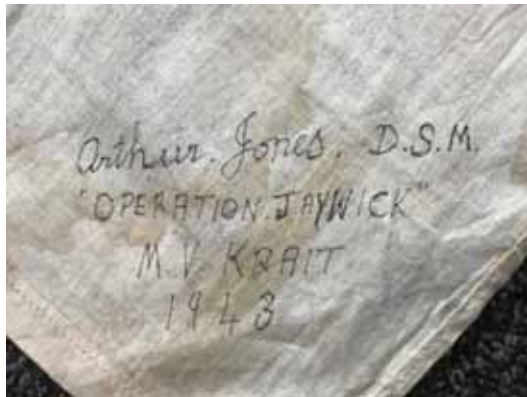




Horrie Youngs' signature and Op JAYWICK details  
Source: J. Truscott



The medals of Lieutenant Ted Carse including the Commando Cross, a commemorative medal presented by 1 Commando Company Association.  
Source: J. Truscott



Arthur Jones, DSM signature and Op JAYWICK details  
Source: J. Truscott

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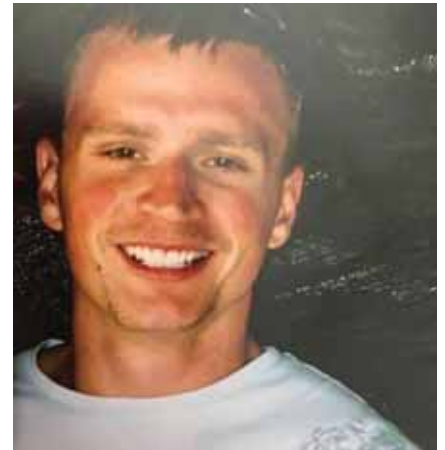
# COMMANDOS FOR LIFE ~ JULY to SEPTEMBER



**01 July 2014**  
**LCPL Todd Chidgey**  
 Alpha Commando Company  
 2<sup>nd</sup> Commando Regiment  
 Died of Wounds sustained whilst  
 serving in Kabul Province, Afghanistan



**04 July 2011**  
**SGT Todd Langley**  
 Charlie Commando Company  
 2<sup>nd</sup> Commando Regiment  
 Killed in Action during Combat  
 Operation in Helmand Province,  
 Afghanistan



**15 July 2017**  
**SGT Ian Turner**  
 Bravo Commando Company  
 2<sup>nd</sup> Commando Regiment  
 Died in Service in  
 Sydney, New South Wales



**16 July 2014**  
**SGT Gary Francis**  
 Operational Support Company  
 2<sup>nd</sup> Commando Regiment  
 Killed in Training during Mountaineer  
 Training at Mount Cook, New Zealand



**27 August 2017**  
**WO2 Mick Craig, CSM**  
 2<sup>nd</sup> Commando Regiment  
 Attached to 1<sup>st</sup> Commando Regt.  
 Died in Service at  
 Swansea, New South Wales



**25 September 1983**  
**PTE Sean Ryan**  
 1 Company  
 1<sup>st</sup> Commando Regiment  
 Died in Training at Holsworthy  
 Barracks, New South Wales



**30 August 2012**  
**LCPL Mervyn McDonald & PTE Nathan Gallagher**  
 Alpha Commando Company, 2<sup>nd</sup> Commando Regiment  
 Killed in Action during Combat Operations in  
 Helmand Province, Afghanistan



**22 September 1966**  
**SGT Daniel Lorkin**  
 2 Commando Company  
 Killed in Training in  
 Melbourne, Victoria



# Around the Units



## Headquarters Special Operations Command

Special Operations Commander for Australia, Major General Paul Kenny, DSC, AM, DSM, welcomed a visit to Headquarters Special Operations Command by Mr Christopher Maier, Assistant Secretary of Defense for Special Operations and Low-Intensity Conflict from the U.S. Department of Defense (DoD) recently.



Major General Kenny and Mr Christopher Maier, Assistant Secretary of Defense for Special Operations and Low-Intensity Conflict.  
Source: Defence media

Major General Kenny met with Mr Christopher Maier, Assistant Secretary of Defense for Special Operations and Low-Intensity Conflict, to discuss bilateral special operations exercises between Australia and the US across the Indo-Pacific, as well as equipment, training and other issues of shared interest.

Mr Maier also accompanied Major General Kenny on a visit to the Australian War Memorial, where they laid a wreath at the Pool of Reflection as part of a Last Post ceremony.



Mr Maier also accompanied Major General Kenny buying a wreath at The Australian War Memorial.  
Source: Defence Media

Special operations forces from Australia and the United States Special Operations Command (USSOCOM) have long worked side-by-side and will continue building their interoperability alongside key Indo-Pacific partners on training activities like Exercise Balikatan earlier this year and Exercise Talisman Sabre in July.



Major General Kenny met with Lieutenant General Charlie Stickland (pictured), CB, OBE, Chief of Joint Operations.  
Source: SOCOMD Facebook

Major General Paul Kenny, DSC, AM, DSM, Special Operations Commander for Australia, visited the United Kingdom recently for counterpart talks.

Major General Kenny met with Lieutenant General Charlie Stickland (pictured), CB, OBE, Chief of Joint Operations, and Lieutenant General Roly Walker, DSO, Deputy Chief of Defence Staff, to discuss joint collaboration opportunities, ongoing Indo-Pacific partner engagement, regional threats, and lessons learned from Ukraine, among other areas of shared interest.

Major General Kenny also met with the Director of UK Special Forces, who hosted engagements with senior UK Ministry of Defence staff and partners across the UK Government, before visiting UK special forces units responsible for special operations across the globe.

Australia and the United Kingdom have a long history of defence cooperation and are partners in the Five Powers Defence Arrangement, along with Malaysia, New Zealand and Singapore.

Special Operations Command and UK Special Forces have shared a very close working relationship and regularly conduct exchange postings to share knowledge and skills.





## ADF School of Special Operations



## 1<sup>st</sup> Commando Regiment

Special Operations Command personnel and members from the Canadian Armed Forces, NZ Defence Force, British Army and United States Special Operations Command (USSOCOM) converged on Holsworthy Barracks in Sydney recently for our annual Human Performance Optimisation Symposium.

The symposium also attracted lecturers and delegates from the Australian Army, Royal Australian Navy, Royal Australian Air Force, Australian Federal Police, Australian Institute of Sport, Defence Science & Technology Group, VALD Performance, Teamworks, Smartabase and AirBoss Defense Group to discuss the latest human performance research and technology that can be applied to special operations forces and more generally across the military.

Special Operations Commander for Australia, Major General Paul Kenny, DSC, AM, DSM, opened the two-day symposium, welcomed delegates and thanked the Human Performance Wing at the ADF School of Special Operations for once again convening such a successful event.

ADF School of Special Operations coordinates HPO research across SOCOMD and integrates HPO initiatives into all its courses. This facilitates the physiological, psycho-cognitive, sociocultural and technological aspects of human performance to enable optimal day-to-day performance and longevity of our SOF personnel.

The ADF School of Special Operations delivers training and education courses as part of SOCOMD's schoolhouse and reports to the Commandant at the Defence Special Operations Training & Education Centre (DSOTEC).



One of the presentations being provided during the Human Performance Optimisation Symposium.

Source: SOCOMD media



By Cpl Jacob Joseph  
Courtesy of Army news

It was "just another day in the water" for three commandos who were first responders to a ship fire in Port Phillip Bay last month.

The soldiers from 1 Cdo Regt pulled two men, aged 59 and 61, from the water after their boat burst into flames about midday on May 24.

They were training with Zodiac inflatable boats about three kilometres offshore when they noticed smoke.

Sgt M said they didn't think much of the thick plume at first, but with no one else around, they were compelled to investigate.

He said as they approached the inferno, they couldn't see the passengers but soon found the men a few hundred metres from their vessel.

They had been in the water for 10 minutes before help arrived. They had big smiles on their faces when we came over," Sgt M said.

"Melbourne is pretty cold, and my biggest concern was treating them for hypothermia."

By the time the men were rescued and had their welfare checked by the soldiers, police were ready to assist.

Sgt M said while they may have been a little shaken, the men were fine and handed to civilian authorities so they could be taken back to shore.

The men were transiting to Docklands in Melbourne when their ship caught fire. Investigators attributed the blaze to an engine malfunction and faulty fire-suppression system.

Sgt M said he was unsure about the threat of explosion as they approached, but took confidence from Pte M, who is a firefighter with Fire Rescue Victoria.

"Having the right expertise with us put my mind at ease when it came to fire and the water." Sgt M said.





## 2<sup>nd</sup> Commando Regiment

### More to Baird, VC, than the warrior

By Sergeant Matthew Bickerton



Corporal Cameron Baird, VC, MG, is often remembered as a face-painted warrior from the popular portrait, but his closest mates also remember him as a “monk”.

To mark the 10<sup>th</sup> anniversary of Corporal Baird's death in Afghanistan, 2 Commando Regiment held a commemoration at Holsworthy Barracks on June 22.

Sergeant J, part of his assault team, said Corporal Baird could quickly understand a situation – a gunfight – and knew intuitively what to do, having a tactical acumen of the highest order.

“Cam was very much that warrior, but he was also the monk. There was a peace to him that is less spoken about,” Sergeant J said.

“People see that image of Cameron with his camouflage-painted face, Cameron the warrior, but they didn't see the other side, the softer side, the beers and ice-cream side of Cameron.”

Chris Dyer, lifelong friend and president of the charity Cam's Cause, said Corporal Baird excelled at everything he did with ease.

“For such a big guy, he had so much empathy and respect. Cam had virtues from a really young age that we as adults often seek,” Mr Dyer said.

“He knew who he was, almost like he'd been here before.”

When Corporal Baird was going through school, he knew who the guys copping hard times were, and

would give them a high five, talk with them and give encouragement.

“You could tell that was like sunshine on their backs, it gave them a bit of a lift,” Mr Dyer said.

One of his comrades, Sergeant K, said Corporal Baird would take “everyone for who they were and find ways to inspire everyone to be a better professional and a better person”.

Corporal Baird was posthumously awarded the VC after a battle in Uruzgan province on June 22, 2013, involving assaulting multiple enemy positions while under heavy small-arms fire, drawing enemy fire and suppressing a machine-gun position to support another team, whose commander was seriously wounded, and setting conditions for his team to regain the initiative.

Corporal Baird then forced his way into hostile buildings while under fire, charging a fortified enemy position three times to draw fire away from his team. The enemy was destroyed, but it cost Corporal Baird his life.

Colonel H, Officer Commanding Bravo Company, 2<sup>nd</sup> Commando Regiment, and ground mission commander the day Corporal Baird was killed, said he always led from the front.

Corporal Baird and other non-commissioned officers killed in action have influenced the way commandos are now trained and the way their team commanders teach them, according to Colonel H.

“A true test of leadership is what impact do you as a leader have on a person 10 years later,” Colonel H said.

As part of the commemoration, Special Operations Command's Holsworthy Barracks conference centre was named in Corporal Baird's honour, with his family, Chief of Army, 2<sup>nd</sup> Commando Regiment and other special forces community personnel present.

Later that day, 2<sup>nd</sup> Commando Regiment soldiers lined up against the unit's officers in an Aussie Rules game in memory of Corporal Baird, who followed his father's footsteps and was a talented amateur player before joining Army.

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Mr Doug Baird celebrates with the winning team captain after the Aussie rules game between soldiers and officers, as part of memorial commemorations for his son Corporal Cameron Baird, VC, MG, at Holsworthy Barracks, Sydney, on Thursday, 22 June 2023.  
Source: Defence Media

In a result Corporal Baird would have been proud to take part in, the soldiers prevailed over the officers: 15.10 (100) to 3.7 (25).

For further details of the ceremony see the video clip at...

<https://www.defence.gov.au/news-events/news/2023-06-30/more-baird-vc-warrior>



## ADF Parachuting School

**SO REAL, THE JUMPERS CAN FEEL IT**

*Courtesy of Army magazine June 2023*



Soldiers use the J3Seven Raptor jump simulators at the ADF Parachuting School to practise a freefall parachute jump.  
Photos: Pte Nicholas Marquis

At the Australian Defence Force Parachuting School, cutting-edge technology is enhancing the way instructors are teaching their students, Pte Nicholas Marquis reports.

Four control fans force a torrent of wind into your face, creating the feeling of falling from 10,000 feet.

As you look left to right, the other jumpers suspended alongside are also hurtling towards the simulated drop zone.

You pull the ripcord, the parachute is released and the air being blown into your face changes into a breeze while the canopy opens and you descend towards your target.

Thanks to virtual reality, a skydiving experience no more than six feet off the ground is now possible.

The Australian Defence Force Parachuting School (ADFPS) is taking the lead on VR integration, introducing six simulators in October last year.

The J3Seven-built Raptor parachuting simulators help prepare students and instructors on jump expectations, new terrains and climates.

J3Seven instructor Mr P manages the systems at ADFPS, saying they had enhanced the way the school teaches students.

"We can replay everything that the jumper has seen from their headset and what the instructor sees on the screen," Mr P said.

"Previously, the school has needed suitable weather, people and aircraft to align in order to conduct a descent. Now, you can take that aspect out of it and use the system to do what you need on that day."

The setup has four motors that control the risers and four fans that imitate the wind as students are freefalling, changing direction and the force on the canopy when it's released.

Body motion-tracking cameras in the floor correlate to the VR headset to replicate orientation and descent.

The system is currently set up to produce a static-line and military freefall jump, with tandems set to be the next addition.

Apart from being computer-based, all inspections are conducted in the same way they would be done on parachute parade.

"The first course that went through was eye-opening. It was the first time some had seen the system and been put through a malfunction drill," Mr P said.

"Some of the students didn't react as we intended them to do, so it created a great debriefing tool.

"In the past you would've been in a flight trainer getting directions yelled at you, as opposed to visually seeing and reacting to the malfunction yourself with the Raptor system."

Data is fed back to the operator and a 2D map is created that shows positions in the sky, altitudes and directions to target, which allows for spot-on feedback after the jump.

Version three will be introduced in the near future, bringing an extra level of realism to the scenario.





Participants will step forward to the aircraft 'ramp' and be retracted upwards when they trip a laser, putting them into a simulated static-line or free-fall exit from the aircraft.

## Riggers backbone of the Parachute School

*Courtesy of Army News*



*Rigger pack parachutes at the Australian Defence Force Parachuting School at Nowra, NSW.  
Photo: Pte Nicholas Marquis*

A CASA C-212 sits on the runway, propellers spinning, ready for another flight to 13,000 feet. Jumpers remove their expelled free-fall rigs, replace them with fresh ones, and the riggers methodically refit kit and complete safety checks. It all happens in the time it takes to brew a coffee.

Pack, jump, repeat. Parachute riggers are the backbone of the Australian Defence Force Parachuting School (ADFPS). It is a somewhat no-strings attached relationship between the riggers and jumpers – except there are important strings attached.

The static-line operator course is what originally drew LCpl E to the trade, straight out of high school at the age of 17.



*Spending a lot of time at drop zones and working alongside experienced SOCOMD soldiers, she said the parachute school had offered her a wide range of opportunities.  
Photo: Pte Nicholas Marquis*

"It can get pretty chaotic out there. They jump, they're back, drop the chutes and they're pretty much straight back out again," LCpl E said. "When you're at the drop zone you learn a lot, as you are working with a lot of experienced jump instructors. "If you're passionate about skydiving and going down the path of parachuting and instructing, ADFPS is a great environment." Attending Exercise New Year Jump in Japan earlier this year was a highlight for LCpl E.

"There was parachuting and other military-related tasks happening on the ground and a massive static-line drop by the US, UK and Japanese armies," she said. "For the Japanese, it was a chance for them to demonstrate their parachuting skills and capabilities. "Obviously, we jump static-line here but not to the extent they can<sup>1</sup>. It was a great experience."



<sup>1</sup>The Japanese Self Defence Force currently has 1st Airborne Brigade, at Camp Narashino in Funabashi, Chiba Prefecture and a Special Forces Group collocated at Camp Narashino.



# Exercise Talisman Sabre 2023

Source. SOCOMD media

Photos: Corporal Cameron Pegg

Special operations force elements from Australia, Papua New Guinea and the United States came together at Holsworthy Barracks in Sydney from July 10 – 20 to prepare for Exercise Talisman Sabre (TS23).

For some, Australia was a whole new experience, while others took the opportunity to renew old friendships.

Master Sergeant M from Charlie Company, 1<sup>st</sup> Battalion, 1<sup>st</sup> Special Forces Group, said arriving in Sydney for force integration training was like coming home.

"This is my third Talisman Sabre," said Master Sergeant M.

"I've worked a lot with 2<sup>nd</sup> Commando Regiment and with the Special Air Service Regiment, where I did an exchange posting.

"The rest of my team are all new to Australia, but they'll get plenty of time here because Australian and US special forces work closely together."

In preparation for a busy few weeks Green Berets from 1<sup>st</sup> Special Forces Group (Airborne) conducted static-line and military free-fall parachuting as well as sniper training alongside Australian Army soldiers from 2<sup>nd</sup> Commando Regiment.

Other elements from 2<sup>nd</sup> Commando Regiment started their final preparations with an early morning swim.

exchange skills and continue to learn each other's training, techniques and procedures."

Six Papua New Guinea Defence Force soldiers from the Long Range Reconnaissance Unit (LRRU) joined 1<sup>st</sup> Commando Regiment special forces soldiers at Holsworthy Barracks to prepare for Talisman Sabre. "1<sup>st</sup> Commando Regiment works closely with the LRRU in PNG, so getting to host them here and work-up to Talisman Sabre side-by-side is a great opportunity," Major J, Officer Commanding of 1 Commando Company, said.

"We'll deploy up to north Queensland in the coming days and conduct a variety of training serials together. "I think for the LRRU team this is their first Talisman Sabre working with us so it's all going to be new ... but we're all in the same boat because nobody knows what's coming at us in the Talisman Sabre scenario."

During Exercise Talisman Sabre, special operations training activities are being conducted in NSW, Queensland and offshore.



A US Air Force MC-130J Commando aircraft from the 353<sup>rd</sup> Special Operations Wing in Okinawa, Japan, dispatched the commandos via a static-line parachute insertion into the chilly waters of Jervis Bay in southern New South Wales.

Officer Commanding of Alpha Commando Company, Major M, said he was looking forward to the jump as he prepared at RAAF Base Richmond. "As a strike and recovery capability, we need to be ready for any scenario on Talisman Sabre," Major 'M' said. "We're all looking forward to the challenges ahead and working closely with the US special forces teams out here to



Australian Army special forces soldiers from 2<sup>nd</sup> Commando Regiment and United States Army soldiers from 1<sup>st</sup> Special Forces Group (Airborne) prepare for a static-line parachuting training jump at RAAF Base Richmond in Sydney.



An Australian Army rigger from 176<sup>th</sup> Air Dispatch Squadron conducts final checks on a 2<sup>nd</sup> Commando Regiment special forces soldier's parachute prior to conducting a static-line jump into Jervis Bay.



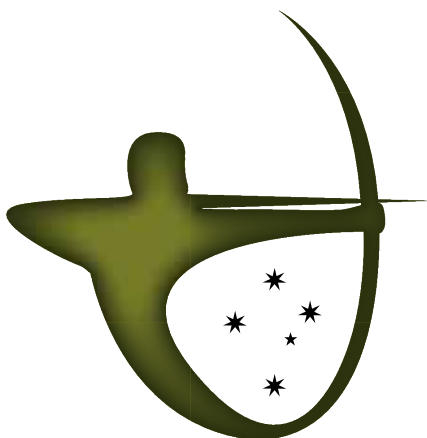
A US Army special forces soldier from 1<sup>st</sup> Special Forces Group prepares to land at RAAF Base Richmond in Sydney after exiting a US Air Force MC-130J Commando aircraft as part of static-line parachuting training activity.

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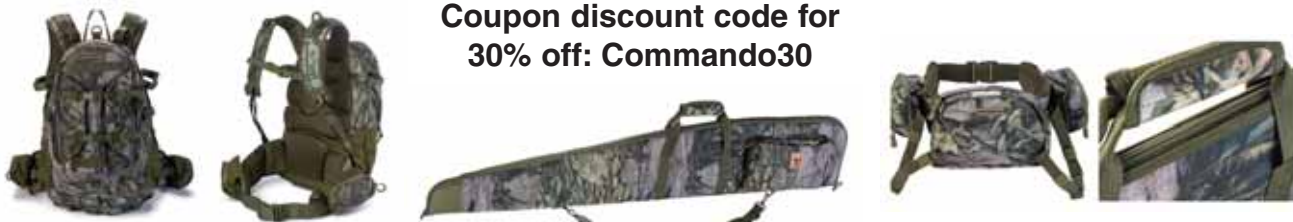
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# DOUBLE DIAMONDS

Edition 73 February 1971

*Transcription, Footnotes, photos by Doug Knight*

## EVACUATION OF NO. 4 INDEPENDENT COMPANY FROM TIMOR



*No.4 Cadre ready for the "Akbar" stunt, Tidal River, 1941*

*Source: AWM*

No. 4 Australian Independent Company (No. 4 AIC) and Force Headquarters plus some 80 odd Portuguese women and children were evacuated from Timor on the night of 9<sup>th</sup>/10<sup>th</sup> January 1943.

The night was dark and a heavy surf was running at the evacuation beach selected on the south coast of the island.

The contact time was set for about 11 p.m. The location fires were lit on the beach and identification signals established with the destroyer HMAS *Arunta* which had been sent to effect the evacuation.

The craft used for taking off the troops were the open boat-like pontoons from Mark V. bridging equipment. They were rowed through the surf to the beach all right, but considerable difficulty was experienced in getting them out through the surf. As the boats swamped or tipped up, women and children emptied out into the water, and confusion reigned.

As frequently happens in an emergency, someone rises to the occasion. On that night, John Lane, 21 years of age, a section officer of A Platoon assessed the situation and organised a boat launching drill, with a

team of willing hands rushing the boats through the surf between the break of the waves instead of the navy trying to row them through.

John had been in the engineers before joining the Company and so had prior knowledge of these boats and their uses. Also, being a Sydney boy, was no doubt at home in the surf. Thus it was that through his know-how and initiative, the evacuation was achieved without loss of life.

All No. 4 blokes were thankful to John for the part he played that night. (John Lane, who travelled from Wollongong, NSW, to attend the reunion at Horsham, Vic., heard his old CO, Mac Walker, tell this story.)

We publish hereunder an article written by Alan Dower (No 4 AIC later 2/4<sup>th</sup>) which appeared in *The Herald* on 8<sup>th</sup> September, 1945, and express our thanks to George Farey (2/5<sup>th</sup>) who sent it on to us. We quote:

"This is the last story of the Australian Commandos in Timor. It is the story of 13 men who stayed behind to enable their comrades to escape-13 men who were never expected to be seen again.

"It is the sequel, and the climax, to other stories of



heroism in Timor which ended with the evacuation of the island.

"The 13 were deliberately left behind. They could not expect to survive on an island almost devoid of food and swarming with Japanese who were hunting them.

"The story has never been told before. There is no official report — only the stories, pieced together, of the volunteers who remained and got back.

"In the middle of the night, January 9-10, 1943, the 2/4<sup>th</sup> Australian Commando Squadron arrived, starving and exhausted, on the beach of southern Timor. After battling for months against overwhelming forces, they were to be evacuated by Australian and Dutch destroyers.

"The Japanese were closing in. The surf was running high. Whalers were being swamped. Even the sick were forced to swim beyond the breaker line, leaving their clothes and precious equipment on the beach.

"To save the Unit, some men had to stay behind as rearguard; to find four lost, crippled stragglers; to push the whalers out; to destroy equipment and remove all trace of the evacuation; to observe and report enemy movements and reactions; to stay forever—if necessary—said the commando officer (Major—now Lieutenant Colonel E. MacDonald. Walker, of Melbourne).



Lieutenant-Colonel E. McD. (Mac) Walker  
Source: AWM

"Lieut. (now Captain) Harry Flood, a solicitor of Guinea Street, Albury, came forward to lead them. And a dozen men—among the bravest soldiers the world has seen.

"Remember these men. There were signaller John Key, of The Boulevard, Darebin—a loyal, versatile boy—now sub-lieutenant RAN, commanding his own craft in northern waters.

"Signaller (now Captain) Phillip W. Wynne, of Warrandyte, who would stay by his set to the last.

Their friend, Signaller Stewart Duncan, of Melbourne — the man who cheerfully battled with 100 Japanese on his own one morning in the mountains.

"Swarthy, powerful, fearless Bob Phillips, from the Grampians. "Intelligence Private Jim Cleary, of Melbourne, whose lone adventures since then are another saga of the war.

"And the inseparable five from Queensland. Care-free, handsome William "Bully" Hayes; Lance-Corporal "Lofty" Hubbard, a tall, bronzed Englishman with eagle eyes and as tough as whipcord; rugged "Jake" Jacobsen, always hungry, always humorous, never afraid; modest Eric Hansen, a cane-cutter, acclaimed by many as "the A.I.F.'s perfect soldier"; Corporal Bob Whelan, who loved his Bren gun as the Japanese loved his mortar—but with greater effect.

"An indomitable Sydney boy—Des Fitness—who died on the island a few weeks later. And Jim Ritchie, of Western Australia. He came to them as a medical orderly from the No 2 AIC which landed in Timor in 1941. He quietly nursed malaria, ulcers, sprains and tinea in that dreadful month that followed.

"It was 3 o'clock in the morning. With a pounding surf before them and 30,000 Japanese in the mountains behind, these thirteen saw the last whaler plunge through the surf and disappear into the night.

"A mountain of equipment and 400 natives were on the beach. Among them, Wynne, Key and Duncan tinkered with a special wireless set they had not seen until half an hour before. This was their last frail link with the world.

"They toiled through the night, the day and the next night, burying equipment back-o-beach, smoothing the sand, destroying evidence of the get-away.

"In the hurly-burly, frightened natives stole rifles and pistols and accidentally shot each other in the scrub. Low overhead flew Japanese patrol planes, their visibility restricted by a merciful mist.

"Laboring under the load of petrol, the battery charger and limited food supplies, Flood and his band retired after three days' march into the mountains, calmly observing at close range and relaying priceless information on regular wireless schedules to Darwin.

"Meanwhile, back in Darwin, the Unit stood with bowed heads in prayer of intercession led by Major Walker. None expected to see the party alive again.

" 'The Japanese knew we were there and were out to get us,' one said. 'They were right on our hammer all the time—until we found we were safer by following them and using their bridges after they built them. The day after we left the beach they arrived there in force.

" 'A week later, near Batu Berlieu, we picked up Corporal (now Lieutenant) Alan "Joe" Wilkins, of Toorak; Geoff Fraser, a Victorian; Tom Miller, of Sydney, and Ben Finch. All were hobbling down to the coast after the bitter delaying actions and didn't know the Unit had left. Finch had been cut off alone. Wilkins had a bad knee. The others were barefooted and lame with tinea. All had malaria. Then the Japanese seemed to discover us. We skirmished with them and, for the next three weeks—surrounded by them on three sides, and on the fourth by a swollen river—played hide and seek with them, often following on their heels.'

"The Japanese underestimated those Australians, believing the river to be their boundary. But they crossed the river. Sturdy Timor pony, petrol charger



and wireless were swept away. Some men were swept 300 yards downstream but clambered up on the slimy bank with their weapons intact.

"Des Fitness was never seen again, but it was later reported that he was cared for by a priest at Solbada mission until he died of cerebral malaria. Hubbard and three others were missing, but they turned up three days later. 'Only,' said Flood, 'because of Hubbard's remarkable sense of bushmanship. Today I don't know how he did it. Our original rendezvous had been burned to the ground. Somehow, he just found us.'

"Soon afterwards the party met a lonely, hunted band of a special unit operating under Captain Broadbent. They had a wireless set—with only one hour's working time. It punched out an urgent signal to Darwin. A Hudson came over with food and a wireless set and to the chagrin of men fortunate if they had one slender meal of rice a day, dropped them in the Japanese lines. Next day, the Hudsons<sup>1</sup> —faithful Hudsons that never failed to struggle through—dropped food and two wireless sets in perfect order.



Hudson Mk V used by the RAAF. This photo taken in early 1942 self and RAF aircraft.

Source: Wikipedia

"Contact was made with Land Headquarters in Australia and an evacuation rendezvous was arranged.

Twice it was changed as the Australians' military situation deteriorated. The third time—always moving east away from Betano, the usual landing point where the HMAS *Voyager* was lost, and which the enemy was fortifying—they arrived, played out, at the ultimate rendezvous at 4 p.m.

"It was February 11. An American submarine—the *Dudgeon*<sup>2</sup> — was lying submerged 600 yards offshore, navigated there by a skillful pilot. The Australians hid in the scrub, leaving the pre-arranged signal—a white cloth — lying on the beach. At dusk the submarine surfaced and answered the Lucas lamp signals from the beach. With perfect timing, four Hudson's droned low overhead — their only landmark on the desolate coast was a fifty by twenty yard clearing on the beach and dropped four rubber dinghies. Only one inflated.



USS Dudgeon during wartime service.  
Source: U.S. Navy archives

"The redoubtable 'Bully' Hayes clambered into that dinghy, paddled it out through that thundering surf and sent back another boat from the *Dudgeon*. After dark the party went abroad, were regaled with ice-cream, sailed eight days to Fremantle.

" 'Those men were a cracker bunch,' Harry Flood recalled. 'No man could have wished for better men.' Nor they for a better officer.

"Perhaps you think those men were decorated. They were not. But it is not too late. It is not too much."



AUSTRALIAN WAR MEMORIAL

A group photo of No.4 AIC on their return from Timor in 1943.

Source: AWM

P05700.001

<sup>1</sup>Lockheed Hudson bombers operated by both the Royal Australian Air Force and US Army Air Force.

<sup>2</sup>This was actually the USS *Dudgeon* SS-211 which was subsequently lost with all hands (78) on 12 May 1944 during a surface attack on the North Mariana Islands.



**The Krait**  
By G. E Burgher

The ship approached the enemies shore,  
while mingling with the enemies ships,  
what more could be done, what bravery more,  
then mingling with enemies, then coming to grips.

If they were caught, they knew their fate,  
but in they sailed, and launched canoes,  
and silently left behind, the Krait,  
then with the darkness, mingle the crews,

Through the darkness, in silence they went,  
for each one choosing, his own doomed ship,  
for on its destruction, they were bent,  
while never a sound would pass a lip.

The limpet mined, they fastened on,  
without the faintest, little bump,  
the darkened waters, they moved upon,  
not even showing, the slightest hump.

When miles away, they saw a flash,  
and many times, it was repeated.  
Then bang, a shock, a resounding crash,  
their efforts, they hadn't been defeated.

They a rendezvous, to again join Krait,  
In the harbour behind, a complete uproar,  
They could only in now, just hide and wait,  
while ships were settling, on the ocean floor.

And last board, and homeward bound,  
through enemy seas, and heading south east,  
then heading south-west, through Lombok sound,  
where tension was high, to say the least.

But then relief, after 33 days,  
completing a feat, never before surpassed,  
must live in history, most surely always,  
with a frail little ship, who couldn't go fast.

The enemy behind, they headed for home,  
to receive a welcome, they sure had earned.  
Knowing soon again, they'd have to roam,  
about what followed,  
we now have learned.

Let's show the world, it wasn't in vain,  
by giving well, before too late,  
sure the ship will sail again this frail little ship, the  
gallant Krait.

The Australian War Memorial, she must remain,  
to the memory of men, the bravest of the brave,  
unlikely the herd deeds, will repeat again,  
just built for fishing, and riding the wave.

A symbol of many, change their lives, and since,  
have never shown any regret,  
for defending their country, their children and wives,  
so that's now preserve her, the brave little Krait.

*Double Diamond Edition 77 February 1972*

*Photos not included in original article*

**MICK DENNIS OF THE SERVICES  
RECONNAISSANCE DEPARTMENT (SRD)  
AND OPERATION COPPER**

The Australian patrol's task was all but over, yet fate was to lead it on to an ordeal greater than its members imagined.

On the afternoon of 20<sup>th</sup> April, 1945, a patrol of the AIF's 2/7<sup>th</sup> Commando Squadron moved warily along a track skirting the Hawain River, 12 miles west of Japanese-held Wewak, on the Northern New Guinea coast.

Suddenly the forward scout froze. Next instant he signalled movement ahead and the patrol melted into the jungle. Watching intently, the patrol saw a clump of foliage move. Then into view staggered a gaunt, looking Australian. He stumbled with exhaustion as he walked but he was still able to hold his Austen gun at the ready.

Rushing from their concealment, the Commandos grabbed the man before he could fall. Later they fed him, then, when he had rested, escorted him to their base.

Thus ended the extraordinary odyssey of Sapper Edgar (Mick) Dennis, a brother of the famous Australian swimmer Claire Dennis, and the sole survivor of SRD Operation COPPER that landed on Muschu Island on April 11.

With the Pacific War quickening in tempo through 1943, the Australian Command organised several special units to undertake missions into enemy-held



territory. These units, which came under the general control of the Allied Intelligence Bureau, had many successes, although during the war secrecy surrounded their work.

However, at the conflict's end, it was announced that in 364 missions special units had killed more than 7,000 Japanese, taken 141 prisoners, and rescued 1,054 servicemen and civilians from enemy hands.

In April 1945, with the 6<sup>th</sup> Division pushing steadily eastward from Aitape towards Japanese Headquarters at Wewak, detachments of SRD were ordered to perform several missions in the area. One mission called for a party to land on Muschu Island, two miles off the coast and about 10 miles west of Wewak. The island was known to have an air strip and to be garrisoned by a large force of troops. Because these troops threatened the 6<sup>th</sup> Division advance along the adjacent coastline as well as a proposed sea-borne landing by Farida Force, Australian Command wanted a detailed report on enemy strength. Thus on April 11, Lieutenants A. Gubbay and T. Barnes, Sergeant. M. Weber, Corporal S. Walklate, Sapper E. Dennis and Privates R. Eagleton, M. Hagger and J. Chandler, boarded a patrol launch in Aitape Harbour.

The plan was to land on Muschu, capture a prisoner, make a reconnaissance of enemy strength and gun positions and rendezvous again with the launch. Late that night the launch hove to off the island and the eight men set out for the shore in four collapsible dinghies. The little flotilla had almost reached the beach when it was suddenly struck by a violent current. Next instant three of the dinghies had been thrown on to a submerged reef and overturned. The crews lost signal flares, several weapons and wireless equipment, but were able to struggle ashore with some stores and the capsized dinghies.

Quickly concealing the dinghies under some bushes, they rested until first light allowed them to move a short distance inland and establish a base camp. On their first reconnaissance later in the day the men spotted several enemy machine-gun nests which were positioned to cover the beaches, but because there were no troops about, the Australians moved down to the guns, dismantled them and tossed them into the sea.

At Cape Samien farther on, the patrol found another network of defence positions with a strong-point every 50 yards. Again there were no Japanese in sight, so the machine-guns were pulled apart and heaved into the water. The party then struck inland, skirting huts and gardens and soon spotted their first enemy soldier, drowsing in the sun, on the perimeter of a camp. Expertly the SRD operatives moved in and within minutes had the bound and gagged prisoner back under cover in the jungle.

On the march back to their base amid the maze of tracks they took a wrong turning and overshot the beach where they had hidden their dinghies, and were working back along the coastal jungle fringe, when a

strong enemy patrol was seen approaching. Taking cover in the thick undergrowth with their prisoner, they watched the Japanese pass their hiding place one by one, but their captive slipped his gag and shouted. A bullet cut off the cry. The enemy had been alerted. Sending the charging Japanese back with a burst of concentrated fire, the Australians then broke off the action and fled deeper into the jungle, and later set off in the direction of the beach.

On that fearful trek the Australians encountered and killed two enemy sentries, and spotted an enemy force lying in ambush around the spot where the dinghies were hidden, so slipped away to a deserted beach and concealed themselves in thick foliage.

That night, Lieutenant Gubbay and his men got to work and built a raft from logs and driftwood, clambered aboard and paddled furiously towards the open sea, but they were caught in a strong current and almost engulfed in heavy seas, and the flimsy craft was hurtled on to a reef and smashed.

Back on shore the patrol found that Mick Dennis still had his Austen gun and ammunition, but all other weapons and equipment had been lost.

It was decided Gubbay, Barnes, Eagleton and Walklate should float out to sea on logs in the hope that they would be sighted by Allied aircraft or picked up by a naval patrol. Should this happen, the rescued men would arrange for their comrades to be picked up off Cape Samien the following night.

The men on shore watched the log riders follow each other out through the boiling surf. It was the last time anyone was ever to see them.

Next morning, the remainder of the patrol moved on to Cape Samien, where it hid in an isolated spot and waited through the long night, hoping for a signal indicating rescue was at hand. But they waited in vain.

By early afternoon on April 14 they were plagued by thirst, so made for some bomb craters in which was fresh water. There was no sign of the enemy, so they carefully moved forward. Suddenly, machine-gun fire ripped at them from ambush. The Australians scattered into the jungle while Mick Dennis sprayed fire at the hidden machine guns. Japanese began lunging towards him from the flank, but his accurate fire cut most of them down.

When he decided his three comrades had reached a safe distance he set out after them. He circled the whole inland only and could not find them. He moved back only to come up against a small Japanese camp. He waited and watched, and when a Japanese came to the door of a hut the Australian put a bullet through him.

Aroused by the shot, four more Japanese appeared from another part of the camp and moved warily towards the dead man. Dennis killed the first then fled. He spent the rest of the night evading enemy patrols.

Early the following morning the lone Australian heard heavy fire coming from the coast. He concluded the enemy had caught his three companions.





After that, Dennis repeatedly just managed to evade Japanese patrols as he scuttled down to the coast. Coming up to three wrecked enemy barges in a quiet cove, he settled down to wait for darkness.

Late in the afternoon several groups of Japanese came to swim and to fish with hand grenades. During the hours they stayed there Dennis slept, regaining his strength.

The Australian spent the next day hiding on the beach's fringe. Immediately it was dark he raced down to the barges to grab a heavy, long board he had seen enemy troops using the previous day.

Heaving it into the water, he put his Austen gun and ammunition on the board and began paddling furiously away from the island.

All went well until he reached open water. There currents caught him and swept him to and fro along the island's coast. Nothing he could do would send him in the direction of the mainland.

Dennis had just about given up hope when a sudden change of current drove him clear of the coast. Just before dawn he waded ashore on Wewak. There he rested and scouted a little. Then he saw a track running parallel to the coast and followed it westwards.

He evaded several parties of Japanese, who still held most of the mainland, but in the afternoon was seen by two enemy soldiers. He killed one with a burst from his gun then fled.

The following morning he began moving along the banks of the Hawain River. It was then, made careless by exhaustion, he suddenly stumbled into a clearing to be confronted by two Japanese. The surprise was mutual. As Dennis' gun misfired, the two Japanese collided with each other. One fell to his death over a precipice. The other jumped after him. The Australian ran. Next afternoon, almost at the end of his endurance, he was picked up by members of the 2/7<sup>th</sup> Commando Squadron.

For his gallantry, Mick Dennis was awarded the Military Medal.

The bodies of his two of his comrades who died in ambush on the island were recovered in 2014<sup>1</sup>.

<sup>1</sup>The Australian Army Unrecovered War Casualties Unit led by Major Jack Thurgar investigated this case and recovered the remains of L/Cpl Walklate and Pte Eagleton. On June 12, 2014 both were buried at Port Moresby War Cemetery (Bomana). The memorial service included an honor guard from the Special Air Service Regiment (SAS) and the 1<sup>st</sup> and 2<sup>nd</sup> Commando Regiments provided the funeral party. Also in attendance was 94 year old Edgar "Mick" Dennis, sole survivor of the raid.



Informal portrait of four of the crew members of Motor Launch (ML) 1321 and NX73110 Sapper (Spr) Edgar Thomas 'Mick' Dennis, SRD the only survivor of the ill fated raid on Muschu Island (off the coast of New Guinea), at Brisbane dockyard.

Identified, left to right: Spr Dennis; Leading Seaman Clayton; 25630 Stoker John Francis Sevenoaks; S/6992 Sub Lieutenant Russell Frederick Smith (Second in Command);


Able Seaman Aitken.

Source: Wikipedia

**Note:** A book on Operation COPPER was published in 2006 Dennis, Don. 'The Guns of Muschu'. Sydney, New South Wales: Allen & Unwin. ISBN 978-1-74114-878-7. The full SOA Report can be found at <https://recordsearch.naa.gov.au/SearchNRRetrieve/Interface/ViewImage.aspx?B=235326> in Volume 2 of the SOA Official History.




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# NEW BOOKS AND REVIEWS

## MENTIONS IN DISPATCHES

by Dave Sabben MG

*“What a remarkable book!”*

These are the words of General the Honourable Sir Peter Cosgrove AC CVO MC, former Governor General of Australia.

If anyone is going to write the foreword to a day-by-day account of an Infantry Platoon in the first year of the Australian Task Force at Nui Dat in Vietnam, the former Governor General is well qualified having led a Platoon himself in Vietnam, winning the Military Cross doing so!

Readers then get an extra serve of informed comment when LTCOL Harry Smith SG MC (Retd) also adds his introduction to the book having commanded the author and the rest of Delta Company 6RAR at the Battle of Long Tan which occurred in August of 1966.

I am lucky enough to count Dave and Di Sabben today as friends and on more than one occasion Dave has stated categorically to me that one of the main reasons that most of Delta Company remarkably managed to walk, or be carried away alive from the battleground at Long Tan, was that Harry Smith, Delta Company OC, “trained them hard” as he had trained Commandos when he served at 2 Commando Company prior to his posting to 6RAR.

The book is based on letters Dave wrote home to his then wife Sue, where he included extra detail so that her father, a WWII veteran, could follow the operations that Delta Company undertook during that year-long deployment in South Vietnam from June 1966 to June 1967.

Over 400 pages and A4 in size published on high quality paper doing justice to the 500 images and photos provided by the Australian War Memorial amongst others.

Do yourself a favour and visit this website – <https://sabbenmidbook.com/> ... then buy the book – a remarkably written account of an Australian Infantry Platoon at war.

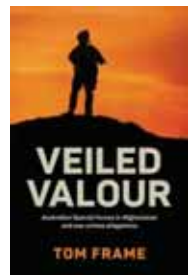


Steve Pilmore

## VEILED VALOUR Australian Special Forces in Afghanistan and war crimes allegations

by Tom Frame

*‘Given the importance of ability, judgment, leadership and discipline to the effective performance of any military force, the nation faces a serious problem when the public begin to have doubts and politicians start to distrust, the capability of the defence force and the reliability of its members.’*



Tom Frame, one of Australia's most respected military affairs analysts, reveals the background to the war crimes allegedly committed by Australian Special Forces in Afghanistan between 2005 and 2013.

The Brereton report – the findings of a long-running inquiry into war crimes allegations involving members of the Australian Special Forces during their deployment to Afghanistan – was publicly released on 19 November 2020.

Veiled Valour explores the background to these allegations – the gradual demise of the Afghan state and society, the decision to deploy Special Forces personnel to Central Asia after 2001, the inquiries into apparent mistakes and alleged misconduct, and the shocking hearsay and rumours that led to a formal inquiry.

Concluding the day before the Brereton report's public release, Veiled Valour sheds light on why the inquiry was necessary, how its investigations were conducted, where the media influenced its direction, and what the public expect to be told about its military elite.

### About the Author

Tom Frame has been a naval officer, Anglican Bishop to the Defence Force, a member of the Australian War Memorial Council and a theological college principal. He became Professor of History at UNSW Canberra in July 2014 and was appointed Director of the Public Leadership Research Group in July 2017. He is the author or editor of more than 50 books.



## 26275 Warrant Officer Class 1 Jim Husband BEM OAM

2RAR, AATTV, 2 Cdo Coy, 7RAR, PTS

24 June 1933 - 21 May 2023

By Barry Higgins

Veterans from many arms of the Army and Air Force were saddened to hear of the passing of Jim Husband in May this year, a month before his 90<sup>th</sup> birthday, at Coolum Beach in Queensland.

Jim served with distinction in Korea, Japan and Vietnam and in many senior NCO postings back home in Australia. A tireless worker for his old battalion comrades and fellow Vietnam veterans, he was a strong advocate on their behalf. Jim was diagnosed with Parkinson's disease a number of years ago but remained strong until the end.

The son of a WW1 veteran, when Jim was not selected in the 'Birthday Ballot' for the 1950's era of National Service, he enlisted in the Regular Army in Sydney in 1952, aged 18. On completion of recruit training at Kapooka, NSW was posted to 2 Battalion, the Royal Australian Regiment at Puckapunyal, Victoria where the Battalion trained for deployment to Korea.

Jim's father, who was in the 1<sup>st</sup> Machine Gun Battalion in WWI, wrote to the Battalion and requested that I be moved to the

MMG Platoon in keeping with the "family tradition". His older brother, John, had served in the Pacific theatre during WW2 in the 2/1<sup>st</sup> Machine Gun Battalion. Jim was moved to MMG platoon as a Regimental Signaller and remained with them during his 'stay' in Korea with 2RAR. As a signaller he participated in the Battalion's battle on "The Hook". At one stage he was the only link to the section on Hill 111, which was crucial to the outcome of the battle.

In 1953 (after the Korean Truce) he was medically evacuated to Kure, Japan. After hospitalisation he was posted to BRITCOM<sup>1</sup> Base Signals Regiment as a Dispatch Rider and during his time in this unit he transferred to the Royal Australian Signals Corps and was promoted Lance Corporal.

In 1954/55 he was promoted to Corporal and posted to the British Commonwealth Battle School at Haramura, Japan as an Assistant Instructor, Regimental Signals. In late 1955 he returned to Australia and was posted to 19 National Service Battalion at Holsworthy, NSW still as an instructor. It was here that he changed from a regimental instructor to the physical training field. He successfully completed a course at the Army PT School at North Head, NSW and was then posted as a long-term student to the Royal Australian Naval School of Physical Training at HMAS *Cerberus* in Victoria.

After the six-month course he was then posted to 1 Recruit Training Battalion at Kapooka, NSW where he was eventually promoted

to Sergeant. He remained at Kapooka until 1957 when he was posted to the Army Apprentices School at Balcombe, Victoria, still in a physical training role. During his term at the Apprentices School, he was awarded the British Empire Medal.

Army reorganisation caused Jim to transfer back to Infantry Corps and he attended the Australian Army Training Team Vietnam selection course, was promoted to Warrant Officer Class 2 and posted to the Training Team in 1963/4 as an Assistant Advisor at the Dong Da National Training Centre near Hue, in ARVN 1<sup>st</sup> Corps area.

A disciplinary misdemeanor saw him being re-posted as an Assistant Battalion Advisor with the 2 Battalion, 5 ARVN<sup>2</sup> Infantry Regiment in the ARVN 2<sup>nd</sup> Corps area. During this time the Battalion was involved in numerous combat situations, and during one of these operations he was awarded the Vietnamese Cross of Gallantry with Silver Star.

On returning to Australia Jim was shocked to find himself posted to 2 Commando Company at Ripponlea in early 1965 as Company Sergeant Major. Despite his initial misgivings, Jim enjoyed his lengthy experience at Ripponlea and later at Williamstown.

In this posting he made it a matter of ethics – and pride – to qualify for his Green Beret<sup>3</sup>. He undertook all the Commando skills courses and qualified in the fields of Cliff Assault (Climbing), Small Craft operations, Diving and Parachuting alongside a fine cohort of 2 Com-



The 13/1965 Small Craft Course, with, seated, Tom Nicholas, Jim, Ray Hinde and Ed Nicholas. Jim did many specialist courses and qualified for his Green Beret.

<sup>1</sup>British and Commonwealth.

<sup>2</sup>Army of the Republic of Vietnam

<sup>3</sup>Although it was mandatory for CMF and ARA infantry personnel it is known that time several ARA personnel did not qualify but wore the Green Beret.



pany men. During a leave period he was seconded to the Victorian Water Police to assist in the search for the late PM, Harold Holt, at Cheviot beach near Portsea Victoria.

While with 2 Commando Company Jim undertook extensive parachute training and qualified as a Parachute jump instructor (PJI) in both static line and freefall skills and he was a member of the RAAF Dominos Parachute Display Team.

In early 1968 he was selected to be attached to the British Royal Marine Commandos and attended the Cliff Leaders Course at the Royal Marine Corps Infantry Training School at Lymington in Devon. Training took place in Wales and Scotland as well as Britain and on completion of his attachment returned to 2 Com-mando Company.

He took part in a number of Commando Association reunions over the years and in 1999 he wrote an amusing and interesting story of his time with 2 Commando Company (included at the end of this article).

In 1969 Jim was reposted to the Parachute Training Flight at RAAF Williamtown, NSW, however whilst visiting the postings officer at Albert Park Barracks he received a telephone call from the CO of 7<sup>th</sup> Battalion, The Royal Australian Regiment, wanting a replacement Company Sergeant Major for deployment to Vietnam. Being in the right place at the right time Jim secured the Battalion posting. He served as Company Sergeant Major (CSM) of A Company for a second operational tour of Vietnam during 1970 -71.

Jim recalled that at his farewell night with 2 Cdo Coy, he and a colleague were playing sword fighting with real Samurai swords and 'Oops', Jim was injured. The Company Medical Officer<sup>4</sup> who was



*Jim was appointed the first RSM of the new Army Parachute Training School, serving from October 1973 to June 1975 under Lieutenant Colonel Harry Smith, a former 2 Commando Company Second in Command/Adjutant.*

present poured whiskey (of course) on his wound and sewed it up. Jim later said, "When I reported to 7RAR I was sporting a walking stick. (The Boss) was pretty upset and not too impressed".

Based at Nui Dat, 7RAR did prolonged search and destroy operations and sadly, Jim said he lost members the Battalion, some of whom were friends. On return to Australia Jim was posted to the Infantry Centre at Ingleburn NSW instructing on the Warrant Officer Courses. It was at the Infantry Centre where he was promoted to Warrant Officer Class One and was with the unit when it relocated to Singleton NSW.

In October 1973 the RAAF relinquished the role of training Army parachutists and when the unit became the Army Parachute School he was posted as the first post-war School Regimental Sergeant Major (RSM). He was a member of the original Army Red Beret Parachute Display Team which performed nationwide. In all he completed 400 odd parachute descents, including, a water descent in the UK with the Marines. Most of the descents were free fall from 10,000 feet although on one occasion he undertook a descent from a helicopter at 13,000 feet which was the record height at that time. Coincidentally his PTS Com-

manding Officer during that time was Lieutenant Colonel Harry "The Ratcatcher" Smith, SG, MC of Long Tan fame, whose time as Adjutant at 2 Cdo Coy overlapped Jim's period there.

In later years, when the school relocated to its present location at Nowra, NSW, the main training drop zone was named "Drop Zone (DZ) Husband" in 1999 on account of his being the first RSM.

Jim's last posting in the Regular Army was to 6<sup>th</sup> Battalion, The Royal Australian Regiment, at Enoggera Qld where he served as RSM. This tour of duty included a joint Army exercise in NZ. His service in the Battalion gained him the Queen's Jubilee Medal. His next scheduled posting was as Divisional RSM of 1<sup>st</sup> Division, however, he opted instead for retirement. He completed a further four years with the Army Reserve at Ingleburn NSW.

Jim was highly decorated, including the BEM and OAM in 1999, for both his military and civilian achievements, including service to veterans and their families through the 7RAR Association and Australian Vietnam Forces groups.

His many early service friends and all members of the Australian Commando Association offer their sympathy and thoughts to Jim's immediate family and his extended family of friends and former comrades. He was a loved and loving family man.



*Jim Husband in his later years displaying his service achievements and awards.*

<sup>4</sup>A World War II veteran as a battalion medical officer during the of the New Guinea campaign.





Take five. Jim does push-ups during his diving course. He completed many specialist courses during his service with 2 Commando Company.



Ed Nicholas and Jim take a break during amphibious training. Jim made long standing friendships with many of his serving comrades in 2 Commando Company.

## THE RELUCTANT COMMANDO

By Jim Husband BEM OAM

*This article by Jim describes his time in 2 Commando Company and was first published in the Victorian 'Commando' magazine in August 1999.*

OK, you would like to know the reasons that I was awarded the Order of Australia Medal in the Australia Day Honours?

Frankly, I know only what I've read in the papers, and until the investiture, I'm no wiser than you. So rather than bore you with stories of my very ordinary achievements, I'll take the opportunity to reminisce on my introduction to 2 Commando Company.

I had just finished a rather messy operation at Ohe Son up near Danang in South Vietnam and was looking forward to a spell of sin when my R and C were shattered by the news that on completion of my tour of duty with the team, I was to be posted to 2 Commando Company in Melbourne. Bloody CMF! What have I done to deserve this? Why me? Bloody weekend warriors and cut lunch commandos at that! I whinged, whined and pleaded to no avail.

*"That's it, Husband you are posted to the CMF whether you consider your undoubted talents wasted or not, now piss off and let's get on with the war".*

Home, and the news that the government were to send an Infantry Battalion to Vietnam. I saw this as a way out, so I'm on the blower in a flash offering my services, the reply.

*"That's it, Husband, you are posted to the CMF whether you like it or not, now piss off and get on with it".*

I finally headed down to Melbourne and struck the first problem... I can't find the unit. Eventually, I discover it in a sort of laneway bounded by a tennis court over the street, a boy's school on the other side and the house of a very irate lady (I learnt this later) on one end. I can't remember what was on the other end as it was very difficult to get past the OR's Boozer. I met the OC, Major Geoff Cohen and learnt that I can stay on the premises instead of travelling every day to

Watsonia, what a relief. The staff quarters were shared with other blokes. Dick Kluczniak was one of them. Then in to see the Q bloke, Peter Elkins, to be issued with the coveted Para jacket (didn't matter that I wasn't qualified) and a green beret. A green beret! No way am I going to part with my Herbert Johnson for a CMF wanker green beret. It turns out that my refusal to wear the beret stood me in good stead with the troops as it was noted on some occasions that ARA staff wore the beret because of their posting<sup>5</sup>.

Later, when I had successfully completed all the tests (with no fudging) I was very proud to wear the Green Beret.

What characters there were at McWhae Avenue – Ted Malone<sup>6</sup>, who wanted to fight me the first parade night; Barry Rust<sup>7</sup> and his dinky toy red car that nearly cost him his life; Eddie<sup>8</sup> and Tom Nicholas; the Hughes brothers; Yogi Bear<sup>9</sup>; Don Bergman; Kevin Mitchell, (who collided with the milk cart on a couple of occasions, which so frightened the milko that it was said he used to gallop his horse past the depot on delivery nights); Dave Waterston<sup>10</sup>, Karl Kalitz, Barry

<sup>5</sup>It was a mandatory requirement for all CMF and ARA to complete the annual Green Beret qualification tests and mandatory courses.

<sup>6</sup>A WW2 veteran of the Pacific islands campaign.

<sup>7</sup>A CMF NCO who was later to also join the Australian Army Training Team Vietnam.

<sup>8</sup>Also later joined the ARA and spent many years at PTS.

<sup>9</sup>Paul Richards who also later joined the ARA and spent most of his career in SASR and some time back at 2 Commando Company as the Climbing -Warrant Officer.

<sup>10</sup>As a CMF NCO was posted to 6 RAR and deployed to Vietnam and converted to ARA and spent many years in the parachuting and commando environment.



Smith, Peter Tobin<sup>11</sup>. (Pete used to look at you with tape measure eyes ... I often used to wonder what he carried under the tray cover of his grey Ute). Then there was Fat Fingers Hinde<sup>12</sup> (I'll never lend him a car again); Ian Storey, Paul Butler (a policeman who got sprung for moonlighting when it was a no-no) and of course many, many others of whom I have fond and not so fond memories.

Remember the first "Jungle Warfare" exercise I attended at Greenwood (sic) State Forest. It was snowing and sleeting as is typical in that part of the

<sup>11</sup>His family owned a large funeral business of which he was also a member.

<sup>12</sup>Also known as Ray Hinde, who also went to the UK to undertake water operations training and later became a long-term member of SASR.

deep jungle of Victoria. I, a gung-ho, highly trained jungle fighter was set to show them a thing or two. I had all my Vietnam gear with me – fuel stove, poncho liner, patrol boots, the lot. While "they" were stuffing around with their hexamine tablets making a brew, I casually lit up the latest thing in stoves, which promptly blew up and burnt down my effing hutchie and destroyed most of my gear. I can still remember their silent mirth. Anyway, I evened up things a little when we pinched the enemy's barbed wire encircling their position. All in all, I experienced a great start to a fairly long association with the Company, which benefited me in a great number of ways, and when, at the last Annual Dinner, I parked in a chair in front of the heater in the Snake Pit (Sergeant Mess), I knew I was home. Except that in my day, we would never have run out of beer.

## VALE

### WW2 AIF Special Operations Australia

VX 133609 Lieutenant Thomas Henry AKS 15

2<sup>nd</sup> Sept 1919 – 31st July 2023



Tom at the Z Special Unit plaque dedication on 1 August 2016 at a ceremony held at the Australian War Memorial in Canberra.  
Source: Tom Henry



Tom sits astride his military BSA motorbike.  
Source: AWM



Tom in uniform.  
Source: Henry family

**B**orn 2<sup>nd</sup> September 1919 in Carlton, Tom attended Central School Pines Hill Carlton, where he excelled academically as well as in sport where he captained the school's football team and was a talented athlete as a sprinter. Tom Left school as a fourteen-year-old and began working in a foundry where he was tasked with carrying in and out of the foundry, molten ingots of heavy metal. At the time of his enlistment Tom was married to Hilda, and they were married for sixty-eight happy years.

In June 1941 at 23 years of age Tom enlisted in the CMF and then in December 1942 joined the AIF. His

military service consisted of volunteering twice, the first for AIF, and then volunteering for Special Operations Australia (SOA) as an NCO cipher operator and joined General Bennett's Head Quarters Intelligence section.

As VX 133609 Sergeant Thomas Henry AKS 15<sup>1</sup> he was transferred to Darwin and stationed at the Special (SOA) Operations Australia Luger Maintenance

<sup>1</sup>AK being the SOA operative prefix and S identifying as a signaller/communicator/cipher operator.



Section, so called LMS as a cover name to confuse the Japanese. Personnel at LMS members would dress up as sailors and lug small ships through the base. The base was 17 kilometres by road or 4 km as the crow flies from Darwin and was a major WW2 SOA operational base. Selection of Darwin to host a major SOA base reflected the proximity of Darwin to the frontline and to the strategically significant islands just to its north. The base operated from 1942 until late 1945 and at its peak accommodated five hundred personnel. Tom attended the Officer Cadet Training Unit was commissioned within months of the end of the war.

Tom was discharged in February 1946 and then worked for the British Tobacco Company; Post WW2 Tom's professional life was as a successful mechanic, gradually building his workshop until in 1968 he established a one-man business, the Melbourne Trailer, and Caravan Supplies (MTCS) with a single shop in East Bentleigh. He then established a small factory in Cheltenham to do warehousing, welding, and repair work, followed by a move to larger premises in Cheltenham and Moorabbin. In 1976 MTCS was appointed the exclusive Australian distributors for the Dexter Axle Company. MTCS progressed and grew, employing a staff of 32. CNC machinery was implemented, and in 2000 MTCS again outgrew premises and moved to a 4500 sq m facility in Chelsea Heights consisting of offices, machine shop, repair and service centre, showroom, and warehouse, and in 2016 Dexko Global Inc acquired MTCS.

Tom was inducted into the Caravan Industries' Hall of Fame, after an amazing fifty-two successful years in the industry. Tom was a 'Free Mason' for over 80 years.

In 2016 Tom and his sons Denis, Gary and Wayne were invited guests at the Z Plaque unveiling ceremony in Canberra to hear a wonderful address, paying tribute to the WW2 members of Z Special Unit by the then Director of the Australian War Memorial Canberra, Dr. Brendan Nelson AO.

Tom leaves behind sons Gary, Wayne, Denis and twenty-six great-grandchildren.

DOUBLE  DIAMONDS

**SIXTEEN MEN**

By E. LOCK.

2/6<sup>th</sup> Commando Squadron

Source: Mount Barker and Denmark Record  
(Albany, WA : 1929 - 1949)

*This morning I watched the patrol come in.  
There were sixteen men so ragged and thin:  
Weary of foot and tired of eye,  
But they grinned at me as they  
passed me by.*

*For six long days they had braved the track,  
And carried a wounded cobbler back.  
But all this toil had been in vain,  
For that morning out on the grassy plain  
They had clasped his hand in the last goodbye,  
And buried him where the river runs by.  
Just another grave in this tragic Isle  
That will be avenged in a little while.*

*There are twelve grave men who in memory store  
The loyalty of the other four—  
They were not duty-bound to face  
The hazardous track and killing pace;  
Nor to carry the burdensome stretcher back;  
For twelve were white—but four were black.*

[The Double-Diamond is the colour patch of the Independent Company who have done a couple of stretches in the jungle islands, and the above lines are a fitting tribute to the loyalty of the natives.]

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# COMMANDO WELFARE TRUST

## CHAIRMAN'S REPORT

### July Update



Welcome to the Commando Welfare Trust's (CWT) Chairman's report. Moving forward, the CWT will be sharing this report with our community every month.

The primary mission of the CWT is to provide emergency and long-term financial assistance to Special Forces soldiers, veterans, and their families when the existing systems cannot.

To better serve our mission, we have recently revamped our website and will begin to expand our community through an increased public presence.

Please help us spread the word by sharing this email with others who are passionate about supporting our Special Forces soldiers and their families. Together, we can build a network of Australians committed to making a difference.

### Annual Commando Welfare Trust Charity Ball - 80<sup>th</sup> Anniversary of Operation JAYWICK



The event will commemorate the 80<sup>th</sup> anniversary of Operation JAYWICK, which was carried out by the above-pictured 14 operatives from SOA / Services Reconnaissance Department.

Tickets are now available for the Annual Commando Welfare Trust Charity Ball, which will commemorate the 80<sup>th</sup> Anniversary of Operation Jaywick.

Operation Jaywick is significant to Australian military history because it is one of the country's greatest and earliest Special Forces missions, which laid the foundation for today's Special Operations Command.

All the funds raised will go directly to providing emergency and long-term financial support to Special Forces soldiers, veterans and family members where the system cannot.

#### Details:

- Date: Friday, 8<sup>th</sup> September 2023.
- Time: 6:30pm - 11:30pm AEST.
- Where: Ripples Waterside at the Australian National Maritime Museum, Darling Harbour, Sydney.
- Address: 2 Murray Street, Darling Harbour, Sydney NSW 2000.
- Ticket price: \$145.
- Theme: Black Tie with miniatures.
- Limited tickets: An estimated 500 are available.
- How to attend: [Click here](#) to buy tickets.
- MC: Australian comedian, Merrick Watts.

### Supporting An Australian Special Forces Veteran Who Suffered a Tragic Accident



Australian Special Forces veteran, Taraidh Colquhoun, had a mountain bike accident in late May 2023 and suffered severe injuries, which required surgery to restore a break in his spine C6-7.





Taraidh is now out of his induced coma and is breathing on his own once again. There is some movement in his arms, but it appears that he may not regain the use of his legs.

Taraidh is now moving to the Royal Talbot Rehabilitation Centre in Melbourne, where he will undergo further treatment for an estimated 4 to 6 months. During this time, he and his family will face various challenges as they navigate this next chapter in their lives. The extent of his eventual recovery is still uncertain.

The Commando Welfare Trust has been actively supporting Taraidh and his family, making visits to Melbourne to offer assistance. We will continue to provide them with the ongoing support they need during this long journey.

Should you wish to donate go to...

<https://www.gofundme.com/f/xq3d2-a-brother-needs-help>

### Introducing Our New Trust Executive Officer



Major Paul Dunbavin farewelling his children before heading to Iraq in 2019.

We are thrilled to announce the appointment of Major Paul Dunbavin OAM (retired) as the Executive Officer of the Commando Welfare Trust.

With over 35 years of distinguished military service, Major Dunbavin brings a wealth of experience to his new role. He began his journey with the Australian Regular Army in 1987 and recently concluded his long-standing service in 2023.

In 2019, Paul was commissioned as a Major and posted to the Australian School of Special Operations as the SO2 Human Performance Optimisation and Family Force Veterans. He has completed a Bachelor's Degree in Organisational Leadership along with the Summit Course at the Joint Special Operations University in Tampa, Florida.

Paul's extensive background means he has a deep understanding of the challenges Special Forces members, veterans and their families face.

Over the past several years, Paul has actively contributed to the Commando Welfare Trust, enabling him to immediately make a significant impact in fulfilling our mission of supporting the Special Forces community.

We believe Paul's passion for the Special Forces community will be a vital asset to our organisation. We look forward to working with him to enhance our capabilities and further our mission.

We also wish to express our gratitude to Major Steve Pilmore OAM RFD (Retired), our outgoing Trust Executive Officer. He has been instrumental in advancing the Commando Welfare Trust and providing unwavering support to Special Forces, soldiers, veterans, and their families.

He will remain with the Commando Welfare Trust in a supporting role as well as being an Ambassador for the CWT.

If you require support or would like to be involved in the Commando Welfare Trust, please contact Paul at [trustxo@commandotrust.com](mailto:trustxo@commandotrust.com) or +61 477 308 443.

### Remembering Sergeant Todd Matthew Langley



We commemorated the memory of Sergeant Todd Matthew Langley, who lost his life on 4<sup>th</sup> July 2011 in Afghanistan while serving with the Special Operations Task Group during deliberate operations against a Taliban Safe Haven.

Sergeant Todd Langley was characterised by his dedication, extensive knowledge, and unwavering passion as a warrior.

He was not one to seek the spotlight. Instead, he allowed his actions to speak for themselves. His professionalism and inspiring leadership were contagious among his peers. SGT Langley is survived by his beloved wife, three daughters, a son, loving parents, and a brother.

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<https://www.whiteint.com.au/led-lighting/coast/torches>



## Remembering the loss of Scott Palmer, Benjamin Chuck, and Timothy Aplin



From left to right: Private Scott Palmer, Private Benjamin Chuck, and Private Timothy Aplin.

Australian Army personnel from the 2<sup>nd</sup> Commando Regiment and across Special Operations Command paused to remember the loss of Private Scott Palmer, Private Benjamin Chuck, and Private Timothy Aplin, who were killed following a helicopter crash in Kandahar province in southern Afghanistan on 21<sup>st</sup> June 2010.

Several other Commandos from 2 Cdo Regt were injured in the accident, and, today, they continue to deal with the crash's consequences, both physically and mentally. Our thoughts and support are always with these soldiers, their family and friends.

## Remembering Lance Corporal Todd John Chidgey



We remembered Lance Corporal Todd John Chidgey, who died in a non-combat-related incident in Afghanistan on 1<sup>st</sup> July 2014 and is survived by his mother and father, brothers and partner.

Lance Corporal Todd Chidgey was serving with a Protective Security Detachment, which provided protection for a senior Australian officer at Headquarters International Security Assistance Force Joint Command.

Lance Corporal Chidgey's colleagues in the 2<sup>nd</sup> Commando Regiment have described him as a brilliant bloke to know and work with, who was loyal to the core and would do anything for his mates.

A consummate professional and a dedicated soldier, Todd was one of the hardest working members of the Regiment, who never sought recognition or reward.

## Continuing to support the Special Forces community

The Commando Welfare Trust is dedicated to providing ongoing support to the 42 families currently on our beneficiary list. Our goal is to ensure that no one is left without assistance during their time of need.

One of our primary focuses is financing the education of 28 children. We believe that every child from a Special Forces family deserves access to a quality education, regardless of their financial circumstances.

Our support has expanded to individuals who are struggling and need a variety of services not provided by the system or other veteran agencies. This also includes support in transition and education through Wandering Warriors, which we co-fund as necessary. The Command Welfare Trust relies on our network to assist us in identifying those that may need our support, so if in doubt, just ask.

As we strive to increase our public presence and expand our network, we aim to enhance our ability to support the Australian Special Forces community even further.

If you require support or would like to contribute to the Commando Welfare Trust, please don't hesitate to contact us. We welcome any assistance you can offer in our mission to provide essential support to those who have dedicated their lives to serving our country.

Yours Sincerely,

Mark Smethurst DSC, AM,  
Chairman,  
The Commando Welfare Trust

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# COMMANDO AND SPECIAL OPERATIONS MEMORIALS

*Edited by Doug Knight*

## Exmouth M.V. Krait - Operation JAYWICK Memorial

Located in the city area of Exmouth, WA is a large rock with a suitably inscribed plaque situated on a hill overlooking the beach which serves as the Memorial to operation JAYWICK.



*This Memorial rock is located at the intersection Minilya and Exmouth Road, Exmouth, Western Australia, Australia.  
Source: Virtual War Memorial*

The MV Krait (originally known as the Kofuku Maru) was formerly the property of a Japanese fishing firm in Singapore. After the fall of Singapore, she was employed in the rescue of evacuees from ships which had been sunk along the East Coast of Sumatra. Some 1100 people were transported in the Krait during this period.

When the Netherland East Indies surrendered, the Krait was sailed to India by a civilian, Mr W.R. Reynolds. It eventually reached Australia and, because it was a former Japanese vessel, was selected to transport members of Operation JAYWICK conducted by the Australian Services Reconnaissance Department, into Japanese-occupied waters near Singapore. On the night of 26<sup>th</sup> September 1943, six British and Australian army and naval personnel, using three Folboat canoes placed limpet mines on ships in Singapore harbour. In this operation, seven ships were sunk, and the men returned to Australia on the Krait on 19 October 1943.

The MV Krait was originally restored in 1964 and used for training and recreation purposes by the Royal Volunteer Coastal Patrol. The vessel is now part of the AWM's collection and is currently on loan to the Australian National Maritime Museum, Sydney.

More Memorial was dedicated on 2 September 1993 and was erected by "Z" Special Unit International (Inc) 2 September, 1993.

Plaque Inscription reads:-

'Krait departed for Singapore from this spot on Operation Jaywick September 2, 1943. Vessel returned on October 19, 1943 having sunk 37,000 tons of enemy shipping.'

### Broome Memorial

This grey granite obelisk with bronze plaques was opened on 16 September 2007 Memorial erected by Honouring Indigenous War Graves Inc. who recognise the sacrifices of all veterans. The building of the memorial was made possible from the donation by Russian Zuks and supported by Broome Shire Council and Broome RSL Sub Branch.

Plaque reads: Z Special Unit -WA Members. This plaque also includes the names of many Indonesian and Timorese personnel who became operatives of SRD. The full list of 72 names is available at <https://vwma.org.au/explore/memorials/7224/people>.



*Located at Bedford Memorial Park, Hamersley & Weld Streets, Broome, Western Australia..  
Source: Virtual War Memorial.*



## POTSHOT (Z Special Unit<sup>1</sup>) Memorial

Located 30.7 km on the Minilya-Exmouth Road, Learmonth WA is a small collection of memorials overlooking a small bay which in World War II was known as 'Potshot'.

The monument commemorates the submarine base "Operation Potshot."



The refurbished Potshot Memorial in 2016.  
Source: Monument Australia and photo by Erich Nussbaumer



Potshot Memorial in 2015 following a major cyclone. Note the amount of sand that has moved paired to the 2016 photo above.  
Source: Editor

In 1942 the United States Navy established a submarine base under the code name "Operation POTSHOT". Extensive facilities were built adjacent to where RAAF Learmonth air base now stands. Although the submarine tenders only stayed in the area for a very short period, the base continued to operate as a refuelling facility.

Australian Army, Navy and Airforce personnel operated early warning radar, radio stations, anti-aircraft guns and provided fighter cover for submarines.

The US Navy set up a Seaplane Base at Exmouth Gulf, called **Advance Base D** that operated two squadrons of Consolidated PBY Catalina flying boats. US Navy Patrol Bombing Squadron VPB-33 and VPB-52

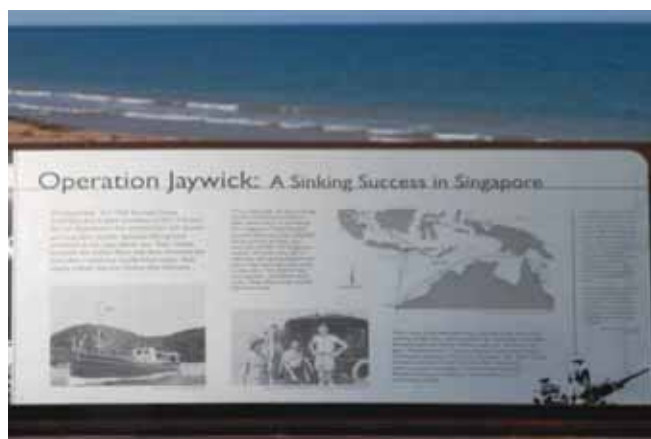
operated out of the base. The planes were serviced by the USS Childs, a destroyer that became a seaplane tender. The Double Sunrise airline service<sup>2</sup> also operated from the base. The PBY Catalina did search, combat, rescue, and reconnaissance patrols.

POTSHOT, was used as a staging base for Services Reconnaissance Department (SRD) made up of British, Australian, Dutch, New Zealand, Timorese and Indonesian and a few American troops that operated in Southeast Asia behind Japanese lines.

These operations were mostly for reconnaissance and sabotage work. Both Operation JAYWICK and Operation RIMAU utilise the services at POTSHOT during the launching of their operations. Six SRD operatives from Operation RIMAU have streets in Exmouth named after them<sup>3</sup>.



The original operation JAYWICK plaque dedicated in 1993 and installed by the Z Special Unit International Association.  
Source: Editor



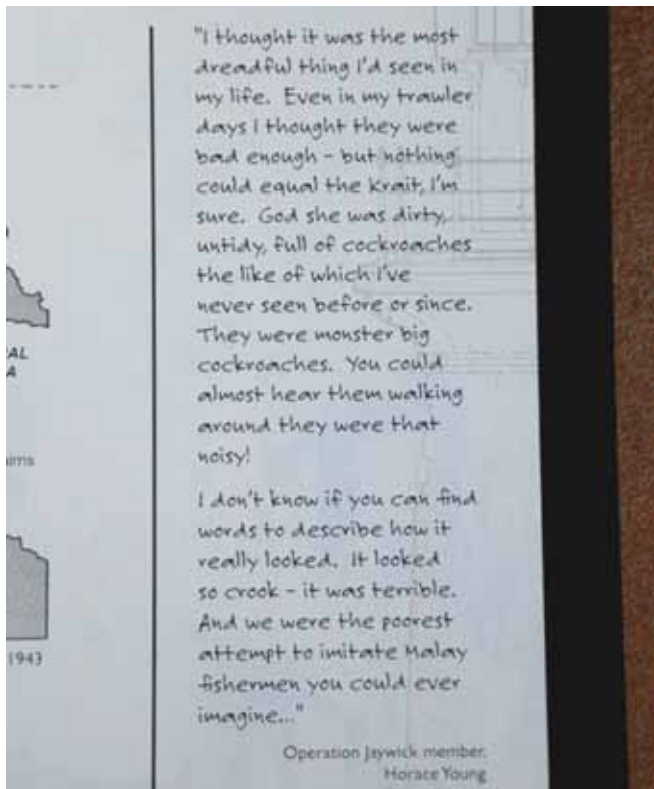
The Operation JAYWICK panel.  
Source: Editor

<sup>1</sup>This is another example of poor research as the Memorial should correctly be named the Special

<sup>2</sup>The Double Sunrise service was formed in 1943 to re-establish the Australia-England air link that had been cut due to the fall of Singapore in 1942. The service initially operated from its base in Nedlands, Western Australia near Perth, to the Royal Air Force base at Lake Koggala near Galle in Ceylon (now Sri Lanka).

<sup>3</sup>"Heritage Council of WA - Places Database".





The right-hand side of the Operation JAYWICK panel with quote from Horry Young.  
Source: Editor



The Operation RIMAU panel.  
Source: Editor

An original memorial was created in 1963 and progressively over time the memorials have been improved with additional display signage as shown above. Due to the proximity to the beach these memorials have sustained significant damage over the years due to cyclones and are restored by local and state government.

## Naval Communication Station Harold E Holt

Naval Communication Station Harold E. Holt is a joint Australian and United States naval communication station located on the north-west coast of Australia, 6 kilometres north of the town of Exmouth, Western Australia. The station is operated and maintained by

the Australian Department of Defence on behalf of Australia and the United States and provides very low frequency (VLF) radio transmission to United States Navy, Royal Australian Navy and allied ships and submarines in the western Pacific Ocean and eastern Indian Ocean.



The Oberon submarine bow outside the entrance at Naval Communication Station Harold E Holt.  
Source: Editor

Although not a memorial outside the front gate is the bow of an Oberon class submarine, which many Commandos and SASR personnel trained on or special operations in the 1970s to the early 1990s.



Side view of the Oberon submarine bow.  
Source: Editor

Looking inside from the rear can be seen a Motorised Submersible Canoe (MSC) also known as the 'Sleeping Beauty' which was operated by SRD, with initial training conducted at Garden Island, WA at the Careening Bay Camp (CBC). The MSC was the planned means of insertion for Operation RIMAU, and it was very surprising to see this craft of there is very few, if any, of those provided to Australia during World War II are known to exist in good form. Subsequent investigations revealed that this is a replica built by the engineering staff at the base for use during open days and commemorative activities.



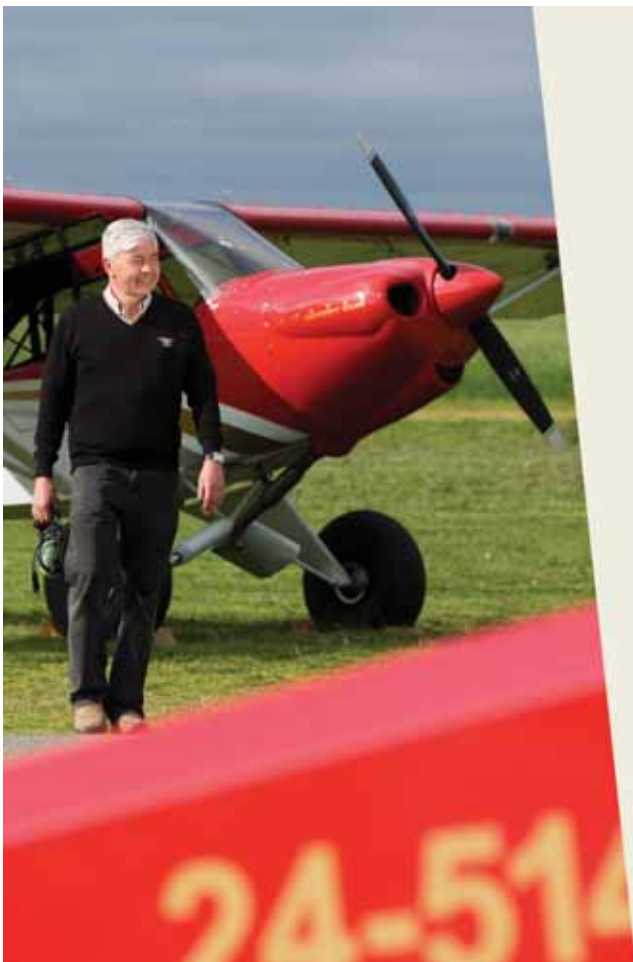


Looking inside from the rear can be seen a Motorised Submersible Canoe (MSC).  
Source: Editor

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# No higher calling

The loss of an MRH-90 Taipan helicopter with its four crew on 28 July was a sad reminder of the risks inherent in the work that our country asks of our serving men and women. After inserting a Commando patrol, the Taipan was in formation over water when it crashed into the ocean.

These Australians were taking part in Exercise Talisman Sabre, in which thirteen nations and up to 30,000 personnel trained in Australia to operate effectively together in order to build a more peaceful world. There is no higher calling than that for which these servicemen died.

Captain Danniell Lyon, Lieutenant Maxwell Nugent, Warrant Officer Class 2 Joseph Laycock, and Corporal Alexander Naggs are forever in our hearts. I want their families to know that the entire nation mourns their loss and embraces them.

Our thoughts are also with the comrades of the fallen, including members of their 6<sup>th</sup> Aviation Regiment.

There will be several investigations so that we may learn exactly what happened and draw the lessons from this tragedy.

As my fellow Commando Keith Wolahan, Member for Menzies, aptly put it in Parliament:

'The sacrifice that they have made for this nation means as much to me and all of us as any Australian

name on the War Memorial, because when they signed up to the Australian Defence Force, they signed up to a contract that meant they were willing to give their lives for us.'

I am proud that the Commando Welfare Trust is going to support the families left behind.

We should indeed honour all fallen ADF members, whose sacrifices are equal in the nation's eyes. One such soldier was Commando Scott Palmer, 2<sup>nd</sup> Commando Regiment. A young Territorian serving with the Special Operations Task Group in Afghanistan, on his third tour, who also died in a helicopter crash in 2010.

I'm proud that through a \$3.6 million Federal Grant we will establish the Scott Palmer Centre in Darwin to provide supported accommodation to veterans who are homeless or at risk of homelessness. The centre will be the first of its kind in the Northern Territory, ensuring veterans and their families have a safe place to stay while they are connected to support services and can plan their future.

The least we can do is to support those who served us in the most dangerous circumstances, whether on exercises or deployments, as well as the families who serve with them and are their best support.

**Luke Gosling OAM MP is the federal Member for Solomon and a former Army officer.**

## FEDERAL LABOR TO DELIVER \$3.6M SCOTT PALMER CENTRE

Located in Darwin, the Scott Palmer Centre will provide supported accommodation to veterans who are homeless or at risk of homelessness.

It will be the first of its kind in the Northern Territory – ensuring veterans and their families have a safe place to stay while they are connected to support services and can plan their future.

And it will honour one of our own, Commando Scott Palmer 2nd Commando Regiment, who was killed serving our nation in Afghanistan.

- (08) 8928 0180
- Luke.Gosling.MP@aph.gov.au
- 3/266 Trower Road, Casuarina, NT 0810
- Luke Gosling MP

Authorised by L. Gosling, ALP, 3/266 Trower Road, Casuarina NT 0810

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# Leaving the ADF



At some point in their career, all ADF members will leave the military and transition to civilian life. It's a significant decision that can involve your family. Planning early will make sure you're informed and ready to enter the next phase of your life.

You must complete your transition with ADF Transition Support Services so you understand the process, your administrative requirements, and the support available to you. We encourage you to involve your family throughout your transition experience.

### Transition support network

Transitioning to civilian life is a shared responsibility. When you decide to leave the ADF you should engage with your family, your Unit, and ADF Transition Support Services.

Your Unit can speak to you about the transition process and connect you with your local ADF Transition Centre. Your Centre will introduce you to a Transition Support Officer who will help you and your family through the transition process and:

- provide you with an individual transition plan
- offer career coaching during your transition and up to 12 months afterwards
- help you meet your administrative requirements
- help you leave with all documentation like service, medical, and training records
- facilitate connections to Defence and government support services

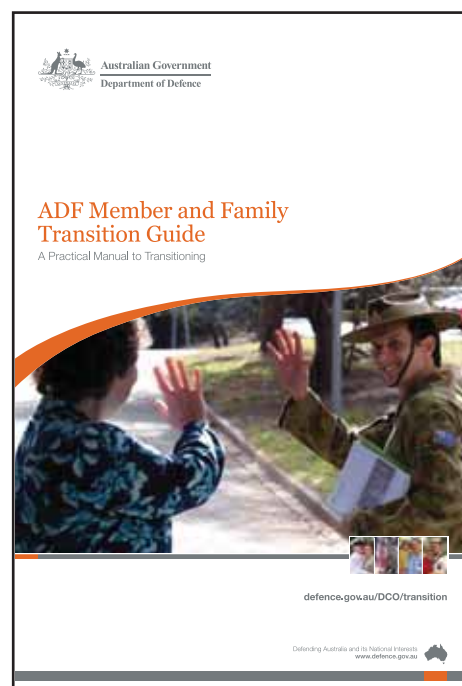
### ADF Transition Seminar

You and your family can attend an ADF Transition Seminar at any time during your ADF career to help you prepare for your transition. Seminars are held

nationally throughout the year. You'll receive information from Defence and other organisations on topics like finance and superannuation, health, relocating, employment, and ex-service organisation support.

### ADF Member and Family Transition Guide

The ADF Member and Family Transition Guide – A Practical Manual to Transitioning contains detailed information on the transition process for ADF members. The Guide includes information on support services and administrative requirement. It includes checklists to help you navigate transition process.



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# Pioneering new Skies: From Defence to Drones

Transitioning from a career in defence to the rapidly expanding field of commercial drone flying opens doors to exciting opportunities for veterans and service members. As unmanned aerial vehicles (UAVs) revolutionize various industries, skilled drone operators are in high demand for applications like surveying, agriculture, infrastructure inspections (including thermal imagery specialists), aerial photography and more. In this article we explore the process of transitioning from defence to a career in commercial drone flying, highlighting the essential steps, resources, and potential benefits for those looking to embark on this journey.

Military personnel possess a myriad of skills that seamlessly transfer into the world of commercial drone operations. The team at Toll Uncrewed Systems, formerly UAV Training Australia is 60% ex or current defence members illustrating the strong commonalities across both industries. Traits acquired in a career in defence such as discipline, leadership, problem-solving abilities, adaptability, and strong situational awareness are highly valuable for operating drones effectively and safely.

To thrive as a commercial drone pilot, obtaining proper training and licencing is paramount. Toll Uncrewed Systems offers comprehensive courses that cover basic flight skills, advanced operations, regulations, practical deployment of the capability and more. Through these programs, defence personnel can acquire the necessary expertise to excel in this emerging industry.

The demand for skilled drone pilots is rapidly increasing across various sectors. As drone technology continues to evolve, the demand for the right people, with the right skill set, training

and character is expected to soar, with the industry projected to expand significantly over the next decade creating avenues for veterans to secure stable and rewarding careers in the drone industry.

From environmental monitoring and precision agriculture to cinematography and search-and-rescue missions, the applications of drones continue to diversify and expand. For veterans with an entrepreneurial spirit, commercial drone flying can pave the way for an exciting new self-employed career that allows veterans to leverage their skills and expertise while providing valuable services to different industries, combining acquired, key defence skills with cutting edge innovation.

As the drone industry continues to flourish, skilled operators will play a pivotal role in shaping its future. By embracing the transition and seizing the opportunities provided by this cutting-edge technology, veterans can embark on a fulfilling career journey that not only showcases their capabilities but also contributes to the advancement of society through the incredible capabilities of drones.

Transitioning from a career in defence to commercial drone flying is an empowering and forward-looking decision for veterans and service members. The commercial drone industry offers diverse applications across various sectors, presenting veterans with exciting job prospects. With their transferable skills, the right training and access to government support programs, military personnel can confidently embrace the opportunities that await in the dynamic world of UAV technology. For more information on courses visit [www.uavtrainingaustralia.com.au](http://www.uavtrainingaustralia.com.au).



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# #1 Thing ADF Candidates Do to Block Their Own Career Transition

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...When it comes to job interviews, Navy, Army and Air Force candidates just don't see shades of grey. Ask any of the thousands of Defence members I've coached over the years and you'll almost always get the same response.

The answer to one simple question is a major reason why military professionals struggle to transition quickly and effectively.

## So here's the 64,000 dollar question...

'Do you have **EXPOSURE** to....(DESIRED SKILL)?'

When we hear that little gem of a question our military training kicks into gear. In fact, the preferred answer to this common question is:

'Oh no... **I couldn't claim to be an EXPERT** in that...I'd be lying.'

After so long collecting the Queen's coin and working in an environment where integrity is paramount...**we self-impose a rule** that we need to be considered a Subject Matter Expert before we can stake a claim to even having 'exposure'.

Civilians aren't normally burdened by any such impediment: You can almost picture the worst offenders sitting across from the interviewer explaining, 'I've got a friend who knows someone that can spell that word...so I've had some exposure.' Sure, I'm exaggerating...but not by much if the latest research into resume fraud is to be believed.

So, we have two groups of candidates (military and civilian), each at different ends of the spectrum (black and white). The big question now is '**How do we get ADF folks to start seeing shades of gray and move them closer toward the other end of the spectrum whilst still holding true to their values.**'



Think about the reality of the situation. Even a soldier who graduated Kapooka yesterday has exposure to leading teams, since they can't graduate without being assessed as a supervisor even for a short period. So rather than say 'I'm not a supervisor' that sailor could say 'I've had some exposure to supervising teams in a training environment for specific work activities.'

Similarly, a Sergeant might be slow to claim expertise in human resources (perhaps due to an ADF understanding of what a civilian views as HR) but when prompted they typically agree that they have **exposure** to specific HR skillsets such as coaching, mentoring, training, counselling and leadership development.

At the end of the day saying that 'I've had some exposure to XYZ' could be validated by the fact that you've seen it done, maybe assisted once, and can read the policy if needed.

## Opportunity helps those that help themselves

If you want to give your Defence transition the best possible chance of success, then you need to start seeing shades of grey. 'Exposure' is your new best friend.

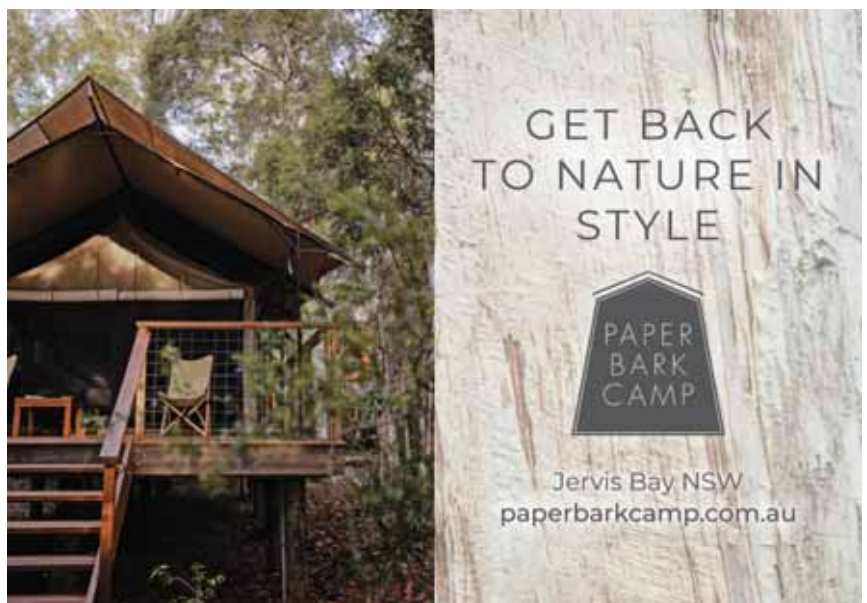
*Stop being your own worst enemy. Never claim what you don't have, but always claim what you do have...to the degree that you have it!*

David Penman is a Certified Professional Resume Writer, ex-Commando and one of Australia's leading ADF career transition experts. Call 1300 112 114 to enquire about NJN's ADF resume services.

## Nuance is the key

The answer lies in our willingness to accept that its okay to be 'less than an expert'...and that we do indeed have exposure to a great many skills that we can talk about in an honest fashion. Its simple. If you are an expert, then claim expertise. If you are not, then just claim whatever level of skill you possess. Here are a few suggestions for claiming different levels of capability:

- I do have an awareness of...
- I've had exposure to...
- I'm okay at...
- I'm good at...
- I'm very good at...
- I'm competent at...



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# The Positive Relationship between Sport and Physical Activity and PTSD

Exercise has a positive clinical effect on depressive symptoms and may be as effective as psychological or pharmaceutical therapies for some individuals with PTSD.

Rosebaum *et al*, 2014 suggests Physical activity/exercise is a highly effective method in reducing symptoms of depression and for people experiencing other mental health disorders.

Evidence demonstrates that an appropriate exercise intervention can achieve significant benefits to symptoms, depression, anxiety and stress, changes in body shape and sedentary time associated with PTSD, and non-significant trends for sleep quality improvement according to Rosenbaum, 2013.

The associated symptoms and the improvements may be related to psychosocial benefits of the intervention, rather than functional capacity, but there is also a strong empirical (observational) link between improvements in functional capacity and psychological status according to the author, 2016.

People with PTSD are four times as likely to have type 2 diabetes (Lukaschek *et al*, 2013) and rates of overweight and obesity are as high as 92%.

To add to these statistics, sufferers of PTSD are shown to be less physically active due to a number of factors including pain, dysfunctional and general lack of desire or both, according to Boscarino *et al*, 2004.

Adding some form of regular physical activity can have a significant effect on a sufferer of PTSD. It's important to note, the type of activity doesn't matter, what matters is that the person is moving and also having fun doing it.

If you would like to become physically active again and help to combat some of your PTSD related symptoms then please consult your GP and discuss your options for referral to another health care professional (exercise physiologist or physiotherapist) for help with your other associated or co-morbid conditions ie lower back pain, arthritis and or obesity.



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Kerry Miles, Director, FranchiseED

While entering the world of franchising may not be top of mind for most Australian Defence Force personnel planning a transition to civilian life, it is a career path that presents many synergies and can play to your proven strengths.

The battleground of franchising requires strict adherence to systems and procedures, hard work, dedication, leadership and teamwork to achieve the shared mission of business success.

This makes those leaving the Australian Defence Force perfect candidates to conquer the challenge of franchising when returning to civilian life. The structure of a franchise system provides franchisees with the ability to work to set policies and procedures while at the same time allowing the independence to lead, inspire and develop their own teams to achieve shared goals.

These are all concepts very familiar to those who have train and served in the Australian Defence Force, and ones that make you suited to forging your own path to business success in franchising. Indeed, the transition from defence to the franchise sector can be a 'win win' situation for franchisors and franchisees alike.

Franchise businesses are actively seeking out high quality and committed candidates as franchisees, while you may be targeting a new autonomous career where you are calling the shots and putting your considerable skills to good use.

Where others may fail, those trained in the Australian Defence Force bring an appetite for hard work, a hunger for success, the proven ability to lead teams and the discipline to adhere to set systems to survive and thrive in the world of franchising.

Your life experiences and skills sets could be highly suited and transferrable to owning and operating your own franchise business, of which there are countless options to choose from. Everything from fitness franchises, food franchises, home improvement franchises and everything in between are available. It all depends on what you love doing and where you see yourself thriving.

There are over 1200 franchise systems operating in Australia, from the world's biggest consumer brands to local success stories and up-and-coming franchisors providing just about every product or service imaginable. Within these systems, there are nearly 100,000 franchise units in Australia, which are local and usually individually owned and operated businesses.

The opportunities are endless in franchising and whatever path is chosen, it is one in which the owner-operator is in charge and driving their own destiny, with the security of a set plan of attack and supporting systems for long-term sustainable success.

As former Australian Defence Force personnel are



comfortable with following systems and procedures in order to successfully complete a mission, you are therefore very well equipped to deal with the challenges of franchising and make a new owner-operator business work.

While having the right skills set, experience and attitude is a competitive advantage in franchising, they do not alone guarantee success. Just like in the Australian Defence Force, preparation is the key to setting the course for victory.

Knowledge is power and nowhere more so than in the world of franchising where new franchisees are taking the ultimate leap of faith into owning and operating their own business.

Thoroughly researching the sector, the options that are available and are best suited to each individual circumstance, and fully understanding and managing the financial and lifestyle expectations and demands, should be the starting point in any franchising journey. I cannot emphasise this point enough. While there are considerable opportunities in franchising, you need to work out which one is right for you and to ensure the franchise you choose is both ethical and sustainable.

While a franchise provides a set structure to follow, compared to buying an independent business, this in itself is no guarantee of success. Seeking out quality information and resources on franchising in order to make informed choices, and exploring the reality of being a franchisee, is the logical starting point for any former Australian Defence Force personnel considering their future career options.

**If you are wanting to educate yourself about franchising, there's a lot of free information at [www.franchise-ed.org.au](http://www.franchise-ed.org.au).**

**If you are looking at buying a franchise and would like to understand how FranchiseED can help you, book a free 15-minute conversation with Kerry at <https://calendly.com/kerry-franchise-ed/meeting-with-kerry-miles-1>**

## About the Author:

Kerry is at the forefront of understanding what it takes to create thriving franchises with a comprehensive perspective encompassing both the franchisor and franchisee. Shifting from 5 years owning a business within the franchise sector, to more than 10 years heading up Griffith University's Franchise Centre as General and Business Manager Kerry's work is unique and driven by maintaining an independent perspective. Her clients include prospective franchisees, large and small franchise organisations and not-for-profits looking to scale up their operations. For more information visit [www.franchise-ed.org.au](http://www.franchise-ed.org.au). You can connect with her via LinkedIn [www.linkedin.com/in/kerry-miles-franchiseed/](http://www.linkedin.com/in/kerry-miles-franchiseed/)



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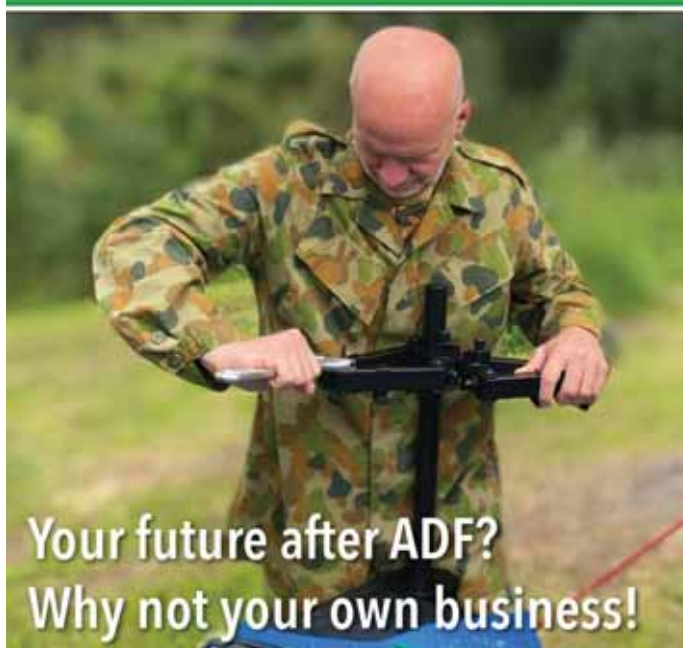
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Buying a franchise can be an exciting experience. However, before you commit to a franchise opportunity, it's important that you understand your rights and obligations under the Code.

- Franchise agreements
- Before entering a franchise agreement
- Doing your due diligence
- Know your 'cooling-off' rights
- Marketing funds
- Sourcing stock and services
- What is 'churning'?

## Franchise agreements

A franchise agreement is a contract (written, verbal or implied) under which:

1. one party (the franchisor) grants another party (the franchisee) the right to carry on a business in Australia supplying goods or services under a specific system or marketing plan substantially determined, controlled or suggested by the franchisor or its associate
2. the business is associated with a particular trademark, advertising or a commercial symbol owned, used, licensed or specified by the franchisor or its associate
3. the franchisee is required to pay, or agree to pay an amount to the franchisor or its associate before starting or continuing the business (this excludes certain payments).

If an agreement meets this definition, it will be covered by the Code regardless of whether it's referred to as a 'franchise' or not.

**Note:** A motor vehicle dealership agreement (including a motor boat dealership agreement) is taken to be a franchise agreement even if the above definition has not been met.

## Before entering a franchise agreement

The Code requires franchisors to provide you with certain information, including:

- a short document setting out some of the risks and rewards of franchising.

The Information statement for prospective franchisees ( PDF 102.79 KB | DOCX 53.38 KB ) must be given to you when you formally apply, or express interest in, buying a franchised business.

If you decide to proceed with the franchise, the franchisor must also provide you with:

- a disclosure document
- the franchise agreement (in its final form); and
- a copy of the Code.

You must receive these documents at least 14 days before you sign an agreement or make a non-refundable payment.

**Note:** Make sure you receive, read and have a reasonable opportunity to understand each of these documents.

## Doing your due diligence

When considering a franchise opportunity you should also:

- seek advice from a lawyer, accountant and business adviser with franchising expertise
- speak to current and former franchisees about the system and their relationship with the franchisor
- take steps to identify it's a genuine business and reconsider a business opportunity if you see warning signs
- undertake some franchising education to help you assess business opportunities and decide whether franchising is right for you. For example, FranchiseED offer a Free franchising education program.

## Know your 'cooling-off' rights

You are entitled to terminate a new franchise agreement (not a renewal, extension or transfer) within seven days of:

1. entering into the agreement (or an agreement to enter into a franchise agreement); or
2. making a payment under the agreement.

**Note:** The cooling-off period will commence from whichever of the above occurs first.

If you choose to exercise this right, you are entitled to a refund of the payments you have made. The franchisor must provide this refund within 14 days, although they may keep an amount to cover their *reasonable* expenses if the franchise agreement allows this.

## Marketing funds

Marketing fund income must be kept in a separate bank account from other money held by the franchisor. Under the Code, the marketing fund can only be used to meet expenses that:

- have been disclosed in your disclosure document
- are legitimate marketing or advertising expenses
- have been agreed to by a majority of franchisees; or
- reflect the reasonable costs of administering and auditing the fund.

The marketing fund financial statement must be prepared, and audited, within four months of the end of your financial year. Copies of these documents must be provided to contributing franchisees within 30 days of their preparation.

**Note:** It's the franchisor's responsibility to provide these documents. A franchisee shouldn't have to request this information.

The marketing fund doesn't have to be audited if 75 per cent of franchisees who contribute to the fund vote against undertaking an audit.

## Sourcing stock and services

In franchising, it's common for franchisors to request that franchisees purchase products or services from either the franchisor, a related entity or a specified third party.

Such arrangements are illegal if they *have the purpose, effect or likely effect of substantially lessening competition in a market.*

In most situations, franchisor-imposed limitations are unlikely to raise competition concerns.

## What is 'churning'?

Churning is the repeated selling of a franchise site by a franchisor in circumstances where the franchisor would be reasonably aware that the site is unlikely to be successful, regardless of the individual skills and efforts of the franchisee. Although churning is not prohibited under the Code or the Competition and Consumer Act, a franchisor's conduct may raise concerns if it is false, misleading, or unconscionable. If you suspect churning, you should contact the ACCC.



# CIVIL TRAIN

The Training Division of the CCF RTO 45621

## Exploring Career Opportunities in the Resources and Infrastructure Industry

The resources and infrastructure industry encompasses various sectors, including civil construction, coal and metalliferous mining, quarrying, and drilling. It plays a crucial role in the development of essential infrastructure and the extraction of valuable resources. While many defence force personnel may naturally gravitate towards roles in civil construction or mining companies to utilise their acquired skills, there is another equally valuable career pathway to consider: become a trainer and assessor.

One of the most significant advantages that defence force personnel bring to the table is their exceptional leadership and training abilities. Through years of experience managing teams, coordinating operations, and ensuring mission success, they have developed strong leadership skills that can be seamlessly transferred to the training and assessing field. By guiding and inspiring others in their professional development, former defence force members can make a lasting impact on individuals and industries alike.

Additionally, many defence force personnel have already gained experience as trainers within their respective branches, conducting training sessions and mentoring fellow service members. That experience will serve as a solid foundation for transitioning into a formal training and assessing role. The expertise acquired in delivering information, facilitating learning, and providing constructive feedback can be highly valuable in the VET (Vocational Education and Training) sector.

To embark on a career as a trainer and assessor, follow these steps:

- Gain industry-specific experience and knowledge in the field you wish to teach.
- Obtain formal qualifications in training and assessment, such as pursuing training and assessment skill sets or obtaining a full TAE (Training and Assessment Education) qualification.
- Develop strong subject matter knowledge, effective communication skills, patience, adaptability, empathy, and organisational skills.
- Seek mentorship and support from experienced trainers and assessors, engage in professional development courses, and acquire relevant licences and certifications.
- Familiarise yourself with the principles of designing, developing, and delivering training programs.
- Stay up to date with industry trends through continual professional development.

Whether you choose to upskill through our services or become a trainer yourself, Civil Train SA, Civil Train WA, and Civil Train NT are your gateways to success. Explore our website ([www.civiltrain.com.au](http://www.civiltrain.com.au)) to find the industry-specific courses that align with your career goals, and book yourself into the programs that will unlock your full potential. Reach out to our friendly training team at [courses@civiltrainsa.com.au](mailto:courses@civiltrainsa.com.au) or call **08 8111 8001** to discuss the process, learn more about the opportunities that await you, and embark on an exciting career in the training and assessment field.

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[www.veteranshearthealth.com.au/eligibility](http://www.veteranshearthealth.com.au/eligibility)



## Am I eligible?

Started over 20 years ago for those returned from Vietnam, the Heart Health Program is free and open to all veterans with operational service, peacekeepers and those covered under the ADF firefighters scheme who have not previously participated in the Heart Health Program before.



## Program Exercise Resource - Exercise how you like to

The program can provide an exercise resource to help participants to exercise the way they like to or provide an opportunity to try something that's different than the usual.



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Heart Health Team - DVA Heart Health Program

Program proudly delivered on behalf of the DVA by:  
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