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A good many of us have family members who fought (and died) in Flanders fields where blood red poppies still "blow, between the crosses, row on row". In these troubled present times we spend a moment to remember and to honour their sacrifice.

WE RECOGNISE, REFLECT AND REMEMBER WITH RESPECT

KINAWAH

VOLUME 2024

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Memories are made of this #5

AS THE WORLD BREATHED A COLLECTIVE SIGH OF RELIEF with the cessation of WWII hostilities, the editorial in St Catharine's 1946 Chronicle, 'The Saga', reflected some of the slipstream of peace at last and the new world order. 78 years on, it would seem that the more things change, the more they stay the same. With Remembrance Day upon us yet again, the 'Federation of the World' that Tennyson envisaged remains as elusive as ever. While we are not absolutely certain who penned this and other editorials for 'The Saga', the formidable Miss Cant is widely believed to be the author. Her observations give us pause for thought. At this time we also remember those recently graduated past students who gave their lives in WWII and other conflicts and those of us who survived the acute anxiety of wartime at home and at our schools. At this time, let us also remember how fragile that costly peace is.

" 'Till the war drum throbbed no longer,
and the battle flags were furled

In the Parliament of man, the Federation of the World.

There the common sense of most shall hold a fretful realm in awe,
And the kindly earth shall slumber, lapped in universal law.'

"Two atom bombs have been exploded, and, simultaneously with the testing of atomic power at Bikini, the Foreign Ministers and representatives of practically every nation are undergoing the test of restoring peace to the peoples of the world, and the power politics are explosive and acquiescent by turns.

"UNRRA [United Nations Relief and Rehabilitation Administration, established 1943 to aid refugees fleeing Axis aggression] has centred its attention and activities on the provision of food and clothing for the starving and shivering millions of occupied territories—a service made arduous by continued waterfront strikes and drought conditions. Free gifts of food—a realistic gesture engendered by the kind and completely unselfish hearts of the Dominions*—have regularly arrived at British ports—a gesture for which the war and ration-weary British offer thanks.

"Mr Winston Churchill, still active, has issued an appeal for greater unity throughout the world, for the sinking of national differences and difficulties, for the United States of Europe, backed up by the interchange of cultural ideas, particularly between France and Germany—two nations bordering each other, and avowedly hostile since 1871. General Smuts has denied the man-made barriers and distinctions of East and West, as has Wendell Willkie's "One World" **.

"While there is talk of war in many places, we are urged to insist that there be Peace, and there must surely be enough of us who could be sincerely and sufficiently insistent to prevent a future conflict and to concentrate on realising the possibility and necessity of "One World", from which the haunting fear of a new war may be removed, unemployment solved, satisfactory living standards maintained, finances stabilised and inflationary tendencies eliminated, and trade relations amicably settled."

*Canada, Australia, New Zealand, the Irish Free State, Newfoundland and South Africa (before it left the Commonwealth as a republic), with their large populations of European descent, were sometimes collectively referred to as the "White Dominions".

** See P14 for a more detailed explanation of "One World"

1946 MOMENTS

■ **Jan. 1.** Emperor Hirohito of Japan announces he is not a god.

Several Japanese soldiers surrender after learning the Pacific War has ended

■ **Jan. 8** Elvis Presley is given his first guitar as a birthday present (not the rifle or tricycle he asked for).

■ **Jan. 10** First meeting of the General Assembly of the United Nations in Westminster Hall, London.

■ **Feb. 24** Juan Peron new Argentinian President.

■ **Mar. 5** Churchill delivers his Iron Curtain Speech.

■ **Apr. 1** Earthquake in Alaska triggers a massive tsunami.

■ **May 3** Japanese war crimes trial begins.

■ **May 20** English poet W.H. Auden becomes a US citizen and the bikini debuts as swimwear.

■ **Jul. 14** Dr Spock's 'The Common Sense Book of Baby and Child Care' is published.

■ **Sep. 20** First Cannes Film Festival.

■ **Oct. 1** Nazi war criminals sentenced in Nuremberg.

■ **Oct. 9** The Iceman Cometh by Eugene O'Neill opens on Broadway.

■ **Oct. 15** High-ranking Nazi leader Hermann Göring dies.

■ **Oct. 16** Nazi war criminals executed.

■ **Dec. 11** UNICEF founded.

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IMPORTANT
Are the contact details we have for YOU current or about to change? Don't forget US when you change your address or email service provider.



IS YOUR CLASS celebrating a MILESTONE in 2025 or 2026? CAST YOUR NET WIDER FOR LOST CONTACTS AND ADVERTISE HERE OR, ALTERNATIVELY, FACEBOOK AND PLEASE, BE SURE TO LET US KNOW ABOUT IT!

Editor's Notes...



AFTER WHAT SEEMED A SHORT, SHARP WINTER, then an unsettled spring, our November Brekky Creek gathering was one that was as enjoyable to be part of as it was to look forward to.

Sadly we can now erase that niggling "unknown" re John Tomlinson. After seeing John's name in the "Where are they now?" corner of September Extra's Kinawah, Eric Graham, in Dallas, Texas, emailed me the link to a funeral director's site he had found which gave death and funeral dates (details p17). Eric knew John's family quite well so my request for information sent him to go that extra mile. I am forever grateful for member input and value the resource that the internet allows. We could never have envisaged such a futuristic resource in the old days.

Staying with the "our common history" theme, we go back to the first years of Slade and the "step out in faith" that this represented. I keep reminding myself our own personal recollections of our time at school is a very narrow window compared with the entire story. P7 tells us more concerning how and when the "Save Our Slade" saga evolved—a gritty crusade whose value cannot be overstated.

If you, like me, had parents who were around when the Battle of the Coral Sea was fought, you may have heard mention that very little about this WWII engagement was widely known (likely a ploy to mitigate panic while the greater part of Australia's manpower was deployed overseas). Our Remembrance Day feature covers this brief chapter of sometimes undersold but crucial history pp9-11. Those of us with PNG ties around that time, and in particular, Rabaul, were living a lot closer to the action which will be clearly seen p12.

Many of our early Slade graduates enlisted in the RAF and RAAF. We don't necessarily have all the details of their service but if you are a descendent/relative of one of these men (or school fellows from other armed services) and can provide copies of recollections/photographs concerning them or any other relevant information, we'd love to hear from you. If you are a family member you will be able to obtain the war service records of your service personnel.

On another note, now and again, mention is made of "the rocks" at Slade. I suspect this topic might be good for a recollection or two with our 2026 celebrations coming up! Why not send in your special memories about this or other recollections meaningful to you?

"The optimist lives on the peninsula of infinite possibilities; the pessimist is stranded on the island of perpetual indecision."
William Arthur Ward

Until next time, enjoy the read Joan White



"We make a living by what we get, but we make a life by what we give."

Winston Churchill



2024/2025 Committee

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Johnno's Corner

A FANTASTIC ROLLUP AT THIS YEAR'S 'BREKKY CREEK' reunion with some 50 odd attendees. Great to meet the Milton brothers who had not been to a reunion since leaving Slade in the mid 60's.

■ Richard Simpson ('70-'74) was another long lost soul who turned up. Some may remember Simpson's Pharmacy in Warwick. Richard's parents relocated the family back to Hamilton, New Zealand after the passing of a grandparent. He completed secondary school in NZ, went on to study Engineering and is now operating in the Public Infrastructure space.

■ I had the honour of awarding Honorary Life Membership certificates to former SCPSA President Steve Cooke and our tireless Kinawah Editor Joan Clothier-White.

■ Joan has outdone herself again with this edition of Kinawah with the emphasis on Remembrance Day and a 'special' on the Battle of the Coral Sea.

■ This year we will again give bursaries and awards to worthy recipients of the WCC. It is always a pleasure to drop by 'the old school' and see the grounds and facilities in such great shape along with it still being a place of learning.

■ Organising the 2026 Centenary celebrations (02 / 03 May 2026) is now going to start ramping up with an Executive Committee meeting pencilled in for January '25—date TBC.

■ John Bayliss has taken the Registrations lead by putting together an EOI list of attendees. This list will be part of Kinawah now and in the future so we can see who might be attending. Also, if someone owes you money or smokes from years gone by, you can catch up with them and make your claim !!!

We need you to:

- 1) book your accommodation as a matter of urgency.
- 2) get on the phone to your old school mates and arrange a return to Slade.
- 3) email your names and years at Slade to scpsa.membership@hotmail.com

And as usual, on a final note, remember to get in touch with your old school mates—don't wait for them to pick up the phone, you do it, it may just make their day.

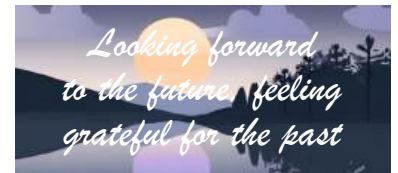
Until next time, take care. Johnno

SCPSA official website:
www.scpsawarwick.com
STILL TO COME IN 2024

November 11 Remembrance Day

November 14 WCC Secondary Awards evening Warwick Town Hall

November 27 WCC Primary Awards Night Churches of Christ Auditorium



ARE YOUR CONTACT DETAILS 100% UP TO DATE?

Keeping our data base of contacts current and correct is a work in progress. With planning now underway for our celebrations in 2026 it is even more essential to keep these details up-to-date and to touch base with others we previously had no contact with. Mobile phone numbers and email addresses for found contacts can be forwarded to kinawah.editor@scpsa.com.au



SLADE SCHOOL WARWICK CELEBRATES 100 YEARS 2 MAY 2026

Go to: www.scpsawarwick.com then Slade Centenary

NEXT "DROPPED OUT OF SIGHT" LIST: CAN YOU HELP US?

At times we lose track of people still on our contact list. Needless to say, when this happens we have no idea if these people: 1. haven't looked in their inbox for so long it's stuffed full, 2. have moved away with no forwarding address (including their email one), 3. don't want to be found, or 4. may even have died. We are currently missing the following (school yrs this time included). NB, mobile phone numbers are extra helpful to clear up these issues but not everyone has supplied us with one. Do YOU know where these people might be or how we might restore contact with them?

Underlined names are those suspected deceased. Are you able to confirm? More names next Kinawah.

- | | | | | |
|-----------------------------|-------------------------------|--------------------------------------|-------------------------------|-----------------------------|
| Peter Ruegg '68-'71 | Kerry Roberts '60-'61 | Suzanne Yates '71-'74 | Richard Woolcock '75-'76 | Jan Bamberly '64-'65 |
| Alice Gorringer '74-'77 | <u>Corinne Taylor '42-'47</u> | Sharon White '77-'78 | <u>William Webb '58-'61</u> | <u>Henry Watson '46-'49</u> |
| Jane Viner '67-'73 | Michael Westlake '62-'64 | <u>Paula Townsend '47-'48</u> | Rico Susilo '92-'93 | <u>Beth Smith '45-'46</u> |
| <u>Audrey Smith '48-'49</u> | Hank Chee Woo '69-'70 | Katie Simpson '55-'63 | Merle Scope '52-'54 | James Rush '56-'57 |
| Brad Rogers '69-'69 | Gary Rock '93-'94 | Pauline Roby '70-'71 | <u>Gareth Roberts '59-'62</u> | David Robbins '57-'60 |
| Alan Reis '60-'63 | Christina Roberts '64-'65 | <u>Wing Yip William Yuen '53-'54</u> | | |



WARWICK
CHRISTIAN COLLEGE
Living with Purpose

A Year of Growth and Achievement

2024 HAS BEEN AN EXCITING AND VIBRANT YEAR at Warwick Christian College, marked by outstanding growth, achievements, and community engagement. Our primary students have ventured further than ever, with an impressive lineup of excursions that have expanded learning beyond the classroom. Reading has also taken a front seat, becoming a cornerstone activity both at school and home, fostering a love for literacy among our students.

Our school has proudly participated in a multitude of sporting events, allowing students to challenge themselves, grow, and celebrate teamwork. For our artistic students, new opportunities have been provided to showcase their creative talents, which have inspired us all. We've also seen our campus receive upgrades with new pathways, the restoration of historical school furniture, and spaces that reflect our commitment to a positive learning environment.

Most importantly, our students have exemplified and grown in our cherished 'Our Way' values, celebrating personal achievements and strengthening the culture that makes Warwick Christian College a remarkable community. We look forward to an equally inspiring finish to 2024!



2026 Centenary: we focus here on what it means

✦ Slade Campus Past Students' Association (SCPSA) is pleased to have contributed towards the cost of the new concrete paths around Slade House and is confident everyone will be delighted with the appearance and presentation of the 70 Horsman Road College grounds in 2026 when past students come together to mark the centenary of Slade's modest but consequential opening as a school in 1926.

✦ Much has happened in the 100 years between. Nevertheless, our pride in everything that Slade achieved in those years, in spite of often extreme adversity, remains undiminished while the significant difference it has made in the lives of a great many can in no way be denied.

✦ Now that the future of the site as a place of learning is again on a firm footing, we are delighted to see the buildings our members one frequented refurbished, updated and re-purposed in a manner that clearly shows the facility and its history is appreciated and cared for.

✦ SCPSA is again endowing bursaries to a male and female student with an additional monetary most improved award for Years 9, 10, 11, and 12. These are presented by us at the College Secondary Awards Evening on November 14 as per our "STILL TO COME IN 2024" list on Page 3. Leigh Nisbet is representing SCPSA at the Primary Awards night November 27.

✦ Now on the subject of our 2026 centenary: all those who have been approached to date are looking forward to the celebrations currently being planned and are aiming to contact others to assist in getting the word out about our event. Obviously not every single living past student is currently in contact with us so this initiative of spreading our net wider, should effectively publicise our plans and generate further interest.

✦ There have been other milestone Slade/St Catharine's Reunions over the years but this will be the last one that many of us will be involved with and we are keen to make it as special as it can be. We are still in the process of finalising arrangements for exactly how the event will ultimately take shape but are working to ensure the occasion will be as successful, memorable and meaningful as possible.

✦ There will be more detailed information concerning plans for the celebrations in the coming weeks as they are firmed up but for now, keep following along and stay tuned!

2026 CENTENARY & ON THE LIST SO FAR:

We've hit the ground running with a list already of those who plan to join us in Warwick May 2-3, 2026. What a fantastic start! Three have also indicated on the Facebook page they will be bringing a partner. We'll sort out the other + 1s as people make up their minds and as we go. There is now a link on our website as well as the Facebook page allowing you to register Expressions of Interest. Make sure you let your friends know and get them on board. Get those dates fixed in your diary then grab the ball and keep it in play.

John Farquhar

Nigel Faulkner

Cris Roy

Martin Taylor

Steve Cooke

John Bayliss

Leigh Nisbet

Andrew Bode

Lloyd Bailey

Ian Baker

Richard Busser

Richard Cleal

James Cover

John Deshon

Barry Dixon

James Groat

Graham Henning

David Herbert

Phil Hoare

Walter Holcombe

Paul Masson

David Milton

Michael Milton

Geoff Orr

John Redmond

Tony Roy

Trevor Roy

Richard Simpson

Peter Slader

Ross Thompson

Damien Walsh

Chris Woodland

Fred Alley + 1

Adrian Wockner + 1

Lex Noble + 1



Our 2024 catch-up at the Brekky Creek, once again a jolly good turn out

Oakey and Inglewood



Boggabri, Hendra and Leyburn: this band of brothers first met at Slade all of 50 years ago

Roma and Ballandean



From Yuleba and Goondiwindi



'60s group best represented again!

Oakey, Clifton, Petrie, The Summit Warwick, Ballandean, North Star, Roma, Inglewood



From Bollon and Texas



From Ascot and Goodooga



From Rockhampton, Lower Tully and Murgon



Still BFF: from Taroom and Jandowae

People who hadn't seen each other for many years lost no time in catching up, talking over older and more recent times and generally appreciating the best things about boarding school—friendships made! For instance, David Brownsdon recently made contact with Michael and David Milton 50 years after leaving Slade and both brothers joined us. Margaret Stewart again rounded up an impressive showing from her years at school. There is no doubt that boarding school brought us together from many different places which has been highlighted this time in most of the captions. Left to right we have: TOP ROW Jocelyn Martin, Lynne Kaye, John Farquhar, Cris Roy, Nigel Faulkner, Margaret Tiller and Margaret Stewart. SECOND ROW Paul Masson, Richard Cleal, Jocelyn Martin, Judy Gillam, Helen McGlenn, Jenny Aiken, Djenan McDougall, Helen Moloney, Trudie Hodges, with Magaret Tiller, Nancy Aiken and Lynne Kaye seated in front. THIRD ROW Denise Busk, Jenny Schonfisch, John Deshon and Ian "Boots" Baker. FOURTH ROW Geoff Orr, Jim Biggam, Michael Milton, David Milton, Jacque Baxter and Helen Harris.

And that's not all folks. Here's a few more!



From North Star and Gravesend



From Howard and Warwick



From Surat and Rockhampton



From Boggabri and Bollon



From Severnlea and Spring Hill



From Jandowae and Hamilton



Two Warwick lads



From Enoggera



From Hendra



From Wandoan and Boggabri




Pittsworth, Bollon, Warwick, Wandoan, Mungindi, Taroom and Jandowae


TOP ROW: Walter Robb, Ross Thompson, Helen Moloney, David Herbert, Trudie Hodges, John Redmond, Graham Henning, Geoff Orr.
 2ND ROW: Presentation of Steve Cooke's Honorary Life Membership Award, Elaine Brierley, Carlien Ramsay, Phil Hoare, Damien Walsh.
 3RD ROW: Richard Simpson, John Redmond, Andrew Bode, Trevor Roy
 4TH ROW: Presentation of Joan White's Honorary Life Membership Award, Margaret Boyes, Lloyd Bailey, Steve Cooke, John Redmond, Trudie Hodges, Joan White, Ann Cooke, John Bayliss, Jacque Baxter, Helen Harris. And don't those replica Slade jerseys look great!

What you said: hearing back from our readers


Your contributions, as always, are greatly appreciated. Selected and edited reader responses appear below.

 **Jennifer Watson** Thank you for the sad news of Janet Billings passing. Jan was one of the most beautiful people. Both Jan and Leon were wonderful friends to Ron [Watson], especially from all the years being at Slade and St Catharine's. I knew Jan had been very unwell and that Leon had been by her side. Such a terrible time for Leon and their wonderful family. I am praying and thinking of them all. Blessing and hugs to Leon and the family.



 **Margaret Thorsborne 1963-66** 79 doesn't feel old, and a bit sad because I knew the Bells in Gundy, and Di Miller from T'ba. Appreciate you keeping us in the loop about this.



 **Leonie Crompton (Little 1959-61)** So sorry to hear about the deaths of both Jan Bell and Di Miller. I was in class with Carol Bell and Janet was I think one or two years ahead. I actually spent a couple of long weekends from school with them at Goondiwindi.

Save Our Slade Saga: people-power, a potent punch

T HIS IS PART 2 OF THE TALE OF WHAT WAS THE POSSIBLE DEMOLITION OF THE SCHOOL ALL OF US KNEW AND CARE DEEPLY ABOUT.

On November 10, 2010 Jenna Cairney wrote for **My News**:

"YOU may have been slightly alarmed if you opened your letterbox this week and found a yellow letter with SOS marked in big red letters. This was Stage 2 of the planned affirmative action campaign undertaken by local Warwick residents in their fight to save the Slade campus.

"A 'little bit of alarm' is exactly what distributors hoped to achieve as their crusade to save Slade School Campus from the hands of developers was given one last thrust."

As the following news items, cherry picked from various newspaper cuttings, clearly show, the future of the campus was very much up in the air for several pivotal months. Casual references to buildings and spaces that had been home to generations of us likely to disappear into a housing estate even now, cause us to cringe in horror. St Catharine's had already met this fate—surely this could not be allowed to happen again! Happily for us, concerned members of the Warwick community spoke out—to good effect!

Excerpts from the Southern Free Times Advertiser:

03-03-2011

"A last ditch attempt to save Slade Campus from bulldozing is fast gaining momentum.

"A community meeting was very positive, with endless possibilities of the community use of Slade Campus mooted. There are already a number of community groups using the facility."

10/03/2011

"Five expressions of interest for the purchase of Slade Campus have already been lodged, including one from an international enquiry. There has also been interest from Victoria, two submissions from Brisbane and one locally.

"A Southern Downs Regional Council, SDRC, spokeswoman believed an expression of interest would be received by the Slade Lives Again Development for Everyone (SLADE), a new local group spearheaded by Ian Perkins (President) and Margaret McKinnon (Vice President).

"After meeting with SLADE, Mayor Ron Bellingham: 'I can understand their passion for the site; it's an historical site and it has a lot of potential'.



Ron Bellingham 2011: 'School a top class buy for investors'

Weekend Daily News

02/04/2011

"One of the two official expressions of interest received by council is from the owners of the Warwick Christian College.

"'Council put out a call for expressions of interest Australia-wide and we have responded to that as an educational organisation', CEO of Christian Community Ministries, John Lyndon said.

"The second party to submit an expression of interest is the Slade Lives Again Development for Everyone group which suggests that a group of people each put up \$1000 to purchase the campus and turn it into a community hub.

"A council spokesman said, while council didn't receive formal expressions of interest from any developers, there were queries made from development companies."

Warwick Daily News

27/08/2011

"'Looking at Slade School campus and the long-term prospects for the site, there needs to be greater awareness by the public of this location as being strategic for Warwick's future development.

"'Without a doubt, the location is exceptional: close to the CBD, within walking distance of sporting facilities, panoramic views over river, parkland and city plus the historic nature of the buildings all contribute to a unique setting which once gone will never be recovered.

"'We must seriously consider Slade's potential to ensure this establishment remains in place to enhance the attractions of our city, community and region, not the pockets of developers.

"'During the recent flooding, [the devastating Queensland floods in January 2011] Slade was used for evacuation accommodation.

The Slade dining room is a suitable and well-appointed venue where engagements, weddings, reunions and other celebrations have been catered for.

'Open spaces and parks in the middle of the city are a monument to the wisdom of our forefathers.

"'There is a likelihood the Slade area will be sold next month if Southern Downs Regional Council accepts a developer's price by tender deadline of September 1.'*"

* This is an extract from a letter to the editor written by John Hart from Warwick



In the beginning...

Slade's first years: testing, challenging, courageous:

WHEN SLADE OPENED IN 1926, it had only two main buildings, the Eastmont residence, now Slade House, and the wooden house that became the chapel for a time. The former provided accommodation for the Headmaster and boarders, the kitchen, dining room and office, and the latter, classrooms. Slade House sat amid lawns and gardens inside a white fence. Well kept shrubs and trellises covered with climbing roses were a notable feature. This 1934 photo was taken around when the late bunya pine was planted.

At the back were the cow bail and stables which, over the years, were used for a variety of purposes such as the woodshed, garage, quarters for the groundsmen, tuck shop, cadet armoury etc. The loft was a useful storeroom and an ideal place for midnight suppers. The cow bail must have been used in the early days as this would explain the bales of hay and lucerne chaff regularly noted in lists of items for which the Council conveyed its thanks to Mr W.B. Slade. The area on the eastern side outside the fence was the main play area, during breaks—the most popular game being French cricket.

Course of instruction included Divinity, English, Latin, French, Greek, Ancient and Modern History, Mathematics, Science, Geography, Writing, Bookkeeping, Drawing and Music. [It is interesting to consider the order of this list.]

Fees were payable quarterly as follows:

Board and tuition for boys under 12 yrs, 16 guineas*

Board and tuition for boys over 12 yrs, 18 guineas

Laundry 1½ guineas;

Tuition for day boys under 12 yrs 2 guineas,

Tuition for day boys over 12 yrs, 3 guineas;

Additional fees for all pupils:

Stationery, Upper school 5 shillings,

Lower school 3 shillings and 6 pence,

Sports club 3 shillings and 6 pence;

Extra studies (optional):

Music 2 guineas, Drawing 2 guineas, Dancing 1 guinea,

Boxing 1 guinea.

Unsurprisingly, the financial problems which faced the school council in providing for only 30 boarders and 10 day boys in the first two years have been noted. This was a challenging environment to launch a venture of this kind.

Fast forward a handful of years—1932-1935 to the Great Depression—during which time the Bush Brotherhood of St Paul took over the running of Slade and the school struggled mightily to fulfil its intended purpose. However, yet more challenges were still to come.

In 1939 German forces crossed the Polish border early in the morning of 1st September and by the end of that month, Poland had ceased to exist.

17th September, Russia moved into Eastern Poland to secure their part of the infamous bargain struck in the Nazi-Soviet Pact.

September 3rd, Neville Chamberlain, at that time Prime Minister of England, announced to the nation that England and Germany were officially at war.

After the dismemberment of Poland the war entered a brief quiescent state, when, except for the winter war in Finland, no new fronts were opened for 18 months. This came to an end in April 1940 with the invasion of Denmark and Norway both of which were chalked up as successes for the Germans.

Germany's Western offensive began May 1940 with



simultaneous thrusts into Belgium and Holland and in four days the Dutch surrendered. The French frontier was crossed May 14th. Then, May 36th, 300,000 men were evacuated from Dunkirk.

Italy entered the war June 10th and then June 25th the French signed an Armistice.

Although German aircraft appeared over England in July, the Battle of Britain did not begin until August 13th when the Luftwaffe launched the first of a series of concentrated attacks. The turning point came by mid-September when the German invasion, Operation Sealion, was postponed indefinitely. A good many of Slade's recently graduated young men answered the call to enlist and several of them fought their war in the air.

One of Slade's past students involved in the Battle of Britain was John Francis "Tiger" Pain, who was serving in the R.A.F. He wrote

"I was brought about 200 yards behind my squadron when we attacked a formation of Dornier 17's, about 20 of them. I followed them down and 'got a flamer' on my second burst and pulled up in a climbing turn to the right. Just as we started to go down, Jerry planted a cannon shell in my radiator, blowing it to bits and putting a hole in my petrol tank. For a few seconds I was blinded by petrol coming up through the hole in the floor, and when I recovered a bit, my plane was in a steep dive and on fire. As I fell out of the plane, I hit the tail and was stunned, and came round as I was falling head first. I pulled the ripcord and the chute opened with a jerk, leaving me swinging in the breeze about 8000 feet up. I floated into somebody's garden."

Sub-Lieutenant T.S. Cree, of the H.M.A.S. Stuart was mentioned in despatches and was Slade's first decorated serviceman. The "Stuart" was with the "Sydney" when she sank the Italian cruiser "Bartolemeo Colleoni". He was awarded the Distinguished Service Cross. As Slade's Roll of Honour shows, a good many of our early past students gave their lives for King and Country and continue to be remembered each year at Anzac Day services at the Slade Campus along others who died in subsequent conflicts.

The above information was sourced from Charlie Olsen's book chronicling Slade School's first 50 years: "The Annals of Slade School Warwick 1926-1976".

* One guinea represented £1/1/- (one pound, one shilling or \$2.10 after Australia switched to decimal currency in 1966). Some exclusive shopping establishments priced goods in guineas while the horse and, greyhound racing industries also made use of guineas. Rams and wool were auctioned in guineas with the shilling being the auctioneer's commission. The history of the very British guinea is a fascinating one, and deserving of a future Kinawah article.

Then there was that other famous British product, Winston Churchill, leader through two World Wars and undisputed master of the pithy quote...

Nothing in life is so exhilarating as to be shot at without result.

Winston Churchill

There is no such thing as public opinion. There is only published opinion.

Winston Churchill

I am fond of pigs. Dogs look up to us. Cats look down on us. Pigs treat us as equals.

Winston Churchill

An appeaser is one who feeds a crocodile, hoping it will eat him last.

Winston Churchill

1942: The Battle of the Coral Sea, a flotilla of firsts

THE BATTLE OF THE CORAL SEA was a series of naval engagements off the north-east coast of Australia between 4th and 8th May 1942. It was fought by Allied (United States and Australian) and Japanese aircraft against four different major groups of warships. Some of the aircraft involved were land-based, but most were from the opposing aircraft carriers. It was the first aircraft carrier battle ever fought, and the first naval battle in which the opposing forces of surface ships at no stage sighted or fired at each other. All attacks were carried out by aeroplanes. It is also the largest naval battle that has ever been fought off Australia's shores. The following information was sourced from an article prepared by Robert Lewis for the ANZAC Day Commemoration Committee

The battle was significant for two main reasons: it was the first time in World War 2 that the Japanese experienced failure in a major operation; and the battle stopped the Japanese sea-borne invasion of Port Moresby. For many, this was the 'battle that saved Australia', an overstated claim perhaps, but, at the time it happened, more significant than modern history books generally rate it.



Where was the Battle fought?

The battle took place in the Coral Sea, in an area separating the Solomon Islands, the eastern tip of New Guinea, and the north-eastern coast of Australia from Townsville to Horn Island (an area of many thousands of square kilometres, where for much of the time the opposing forces did not know where the enemy was. Each carrier group sent out planes to find the other, but the limited range of the planes, limited skills of many of the air crews in ship identification, the often poor weather and the huge areas involved all made it very difficult for the planes to find their targets.

Who was involved?

There were basically four major groups of ships engaged in different parts of the fighting over the four-day period. They were:

- ◆ a Japanese Port Moresby Invasion Group, with a Support Force (Marushige) and a Covering Group (Goto), that included the small aircraft carrier, Shoho and several cruisers.
- ◆ the Allied Task Force 44 (a group of Allied warships, including the two Australian ships—the heavy cruiser HMAS Australia and the light cruiser HMAS Hobart). This force was commanded by the Australian Rear-Admiral Crace and was sent to find and attack the Port Moresby Invasion Group.
- ◆ a second Allied force of two aircraft carriers, the USS Lexington (commanded by Rear-Admiral Fitch) and the USS Yorktown (commanded by Rear-Admiral Fletcher), together with protective cruisers and destroyers whose task was to stop the invasion. In order to do this they needed to tackle the Japanese carriers which accompanied and protected it.
- ◆ The main target of the Allied carriers was the Japanese Carrier Striking Force, with the aircraft carriers Zuikaku and Shokaku, and protecting cruisers and destroyers, commanded by Admiral Takagi.

Generally, the larger the ship, the more guns it had, the heavier the armour for protection, the heavier it was, and the slower it became. The one exception was the carriers. These were large, but displaced relatively little water, because they were lightly armed - their role being to provide the launching pad for aircraft rather than to shoot at other ships. Hence, in battle, all other ships had to protect the vulnerable but essential aircraft carriers. They did this by forming a protective screen around the carrier.

Warships at this time were: aircraft carriers, battleships, cruisers (heavy or light), destroyers.

The main variables between them were: their length, weight (measured by the volume of water they displaced), armaments (the number and size of their guns) and their speed.

In order of size they were: battleships, carriers, cruisers, destroyers.

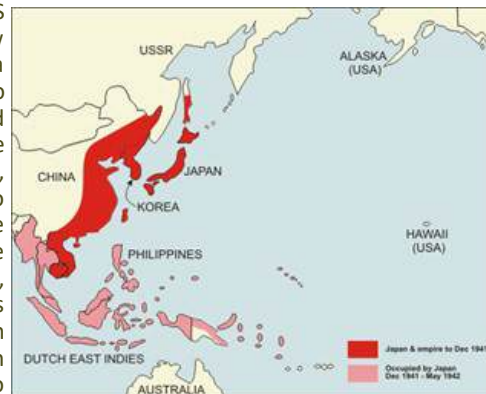
Why was a Battle fought in this place at this time?

Allied forces were seeking to stop Japan's continued expansion into and control of the Pacific Ocean area, (established December 1941—May 1942). The Japanese aimed to extend their Pacific control by setting up a base at Tulagi in the Solomons for long-range amphibious aircraft, at the same time taking Port Moresby. Control of the port and airfield at Port Moresby would mean that Japanese-held islands would be safe from land-based air attacks, and the Japanese Air Force would be free to attack Queensland ports and airfields at Horn Island, Cooktown, Coen and Townsville.

This would also cut sea links between Australia and the United States, stopping the movement of supplies and troops, effectively leaving the Japanese unable to be challenged in the Pacific area. The Japanese would then launch a devastating attack on the main US fleet at Midway, between Pearl Harbour and Japan, destroying it

and removing it from the Pacific War.

In order to achieve this the Japanese would first seize Tulagi in the Solomons. Transports carrying soldiers and escorted by the aircraft carrier Shoho and other warships, would then leave Rabaul, and head around the tip of New Guinea to Port Moresby, protected by two other aircraft carriers, the Zuikaku and Shokaku, supported by cruisers and destroyers. These Japanese carriers were to intercept the US naval force from two sides as it entered the Coral Sea in response to the Japanese invasion. Three Japanese aircraft carriers, along with their protective 'screens' of warships, entered the Coral Sea early in May to support



this invasion fleet. US intelligence knew that the Coral Sea action was about to happen—they had broken the Japanese secret naval codes, and were able to move ships into the area to oppose the enemy. However, knowing what was happening, and then being strong enough to stop it, were two different things.

What was it like to be in the Battle?

A common image of naval battles is ships firing at each other. That did not happen in the Battle of the Coral Sea. The single most important element needed to understand that battle is the fact that warships were vulnerable to attacks by aeroplanes. The basic plan of attack by both sides was that the enemy's ships were to be destroyed by planes launching torpedoes or dropping bombs. These planes came from aircraft carriers.

Therefore to defeat the enemy, you first had to destroy the runways allowing the attacking aircraft to operate from the aircraft carriers. If planes could not be launched or could not land, they immediately became useless. Carriers could be sunk by aircraft zooming in low and dropping torpedoes, which would hole the ship at or under the waterline; or by dropping bombs, which would damage the ship, and hopefully set alight ammunition or fuel and seriously damage and eventually destroy the ship.

These planes would also fire their machine guns at the target, hoping to cause further death and damage. Fighter planes would also be there to defend the attacking aircraft against other fighter planes launched from the carrier to defend it. If the carriers could be destroyed, the other ships could be hunted down almost at leisure.



Each aircraft carrier had a 'screen' of other warships around it to protect it from air attack. The job of these surrounding ships was to shoot down attacking aircraft before they reached the carrier.

At the same time, the carrier would zig-zag at high speed to make itself a more difficult target, while launching its fast, manoeuvrable fighter planes to attack the much slower, more cumbersome attacking bombers. So when you see newsreel footage or photographs of an attack, you are

actually seeing:

- ◆ attacking fighter aircraft protecting the accompanying attacking bomber aircraft
- ◆ attacking bomber aircraft trying to get close to a carrier to launch torpedoes or drop bombs on it
- ◆ these aircraft continuing on to machine gun the target

- ◆ the protective screen of defending ships firing their guns to shoot down the attacking planes
- ◆ defending fighters also helping to attack the enemy aircraft and protect the carriers.

How the Battle unfolded



4 May
Numbered circles refer to locations mentioned below. The sequence of events started 4 May when a coastwatcher reported a fleet heading for Tulagi. The Yorktown launched its

planes to attack. They did some damage, but the main part of the invasion fleet was actually sailing from Rabaul towards Port Moresby. (Battle map - action No 1) The US Commander assumed the Japanese carriers would be protecting the flank of these transports, and started to steam towards New Guinea. The main Japanese carrier fleet, however, had in fact hoped to catch the Americans from the rear, and were about to enter the Coral Sea near the Solomon Islands. The opposing forces now tried to find each other in the vast area.

5-6 May The opposing forces continued to search for each other by sending out reconnaissance flights. They occasionally re-fuelled to keep their tanks topped up, so they might have sufficient fuel to last through a long engagement involving high speed and long distances if required. There were no sightings of the Japanese invasion fleet until 7 May.

7 May Planes from the Japanese carriers Zuikaku and Shokaku found the American fuel ship, USS Neosho, and its escort, USS Sims, and attacked and disabled them, believing at first that the tanker was a carrier. (Battle map - action number 2) Meanwhile, planes from Lexington and Yorktown found the Shoho, and destroyed it. This was the first time the Japanese had been beaten in an engagement. (Battle map - action number 3)

Part of the Allied fleet, including the two Australian ships, was now sent towards Papua to wait for and attack the expected Port Moresby invasion fleet. Unknown to the Allies the main Japanese invasion fleet had turned back – they were too vulnerable to land-based bombers without the air support of the Shoho.

This left the Australian ships waiting to engage an invasion fleet that would never come. But this did not mean they were safe. At one stage HMAS Australia was attacked by Japanese torpedo planes and bombers from Rabaul. Skilful manoeuvring of the ships meant that little damage was done. A number of US bombers saw this, but thought that they were US planes attacking a Japanese carrier, and joined in! Fortunately, they did no damage, and soon realised what was happening.

Searching and fighting could only be carried out safely and effectively during daylight. The Japanese gambled on finding the US force first, and sent out their planes late in the afternoon. This was risky. If they found the enemy and attacked it, they might cause great damage, and be able to come back the next

day and finish off an 'easy' target; but if they did not find the ships, they would have to land back on their own carriers at night, a difficult and dangerous manoeuvre.

(Masataka Okuyima and Jiro Horikoshi, in Richard Hough, The Longest Battle, Cassell & Co, London, 1986, page 166):

"Our aircraft soon fell victim to the delusions and 'mirages' brought on by exhaustion. Several times the pilots, despairing of their position over the sea, 'sighted' a friendly aircraft carrier. Finally a carrier was sighted, and the remaining eighteen bombers switched on their signal and blinker lights as they swung into their approach and landing pattern. As the lead aircraft, with its flaps down and speed lowered, drifted toward the carrier deck to land, the pilot discovered the great ship ahead was a US carrier! Apparently the Americans also had erred in identification, for even as the bomber dropped near the carrier deck not a single enemy gun fired. The Japanese pilot frantically opened his throttle and at full speed swung away from the vessel, followed by his astonished men. Our aircrews were disgusted. They had flown for gruelling hours over the sea, bucked thunder squalls and, finally, had lost all trace of their positions relative to their own carriers. When finally they did sight the coveted US warship, cruising unsuspecting beneath eighteen bombers, they were without bombs or torpedoes."

Only eighteen out of the twenty-seven planes that had flown out that afternoon made it back. All the dead were veteran pilots, and could not be easily replaced by the Japanese.

8 May Reconnaissance flights from both sets of carriers finally found each other simultaneously. At 320 kilometres apart, they launched their planes to attack. The flights of warplanes passed each other, and some of the opposing pilots actually saw each other on their way to attack.

The main Battle Each side now used all its weapons against the other. The attackers sent in their dive-bombers and torpedo-bombers, and were met by fighter planes and fire from the carriers and their screening ships. (Battle map - action number 4) There was great confusion during the battle, and there was great bravery—on both sides.

The Japanese spotter who located the American fleet on 8 May flew back and radioed in the details. Japanese fighters and bombers took off, but the spotter pilot was so anxious to make sure that they found their targets that he guided them back, despite knowing that he would not have enough fuel to return to his carrier and land. We can only presume that he crashed and died at sea.

During the attack on Shokaku a US aviator dived his plane to within only a few metres of the ship to ensure the bomb hit the target - even though he knew that his plane could not pull out of the dive. He crashed into the sea beside the ship, but his bomb landed right on target, and the Shokaku was doomed. These extracts from Australian, American and Japanese eyewitnesses involved in the conflict give some indication of the nature of the fighting that day.

(Ed Znosko, crewman on the USS Chicago, in Chris Coulthard-Clark, Action Stations Coral Sea, Allen & Unwin, Sydney, 1991 page 94):

"I scrambled through the escape hatch to man my battle station as a stretcher-bearer in the after-battle dressing station...the 5-inch anti-aircraft guns could be heard in rapid fire, and the ship was shaking and vibrating from the full speed on our four large propellers and frequently changing course to dodge Japanese torpedoes."

(Jack Langrell, crewman aboard HMAS Australia, in Chris Coulthard-Clark, Action Stations Coral Sea, Allen & Unwin, Sydney, 1991 page 96):

"All of a sudden all hell broke loose so I quite realised then this was definitely the Japs coming in. I turned around to go down the hatch I'd come up, only to find it was securely locked. I was caught on the upper deck, so I just stood behind the turret. One of the Japanese torpedo bombers would have been 100 feet from the ship's side and level with the upper deck as it passed down the port side. Unbeknown to me they were spraying the ship with

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machine-gun bullets." *

Hundreds of men died that day. What was the outcome? The US fleet suffered greater losses in the battle.

US losses: One carrier destroyed, one damaged, one oiler and one destroyer sunk, 66 aircraft lost, and 543 men killed or wounded.

Japanese losses: One small carrier destroyed, one carrier severely damaged, one destroyer and three small naval ships sunk, 77 carrier aircraft lost, and 1074 men killed or wounded.

(Mitsuo Fuchido and Masataku Okumiya, Midway: The Battle That Doomed Japan, Hutchinson, 1957 pp 116-7.)

Why did the Battle turn out the way it did?

A large part of the outcome was due to Japanese complacency and failure of naval intelligence—they underestimated the strength of the forces available to the US, believing that it could only provide one carrier instead of two. Thus, they did not assign to the invasion the full strength that was available to them.

The Japanese also made tactical mistakes—they wasted valuable searching hours while attacking a relatively unimportant target, the tanker. They also lost the gamble involved in searching for their targets during the late afternoon, resulting in the loss of irreplaceable combat-experienced air crew.

The Americans had the advantages of knowing what the enemy were planning, due to being able to intercept and decode their secret signals. The Americans had radar that could identify incoming enemy aircraft in time for them to scramble their own fighters into the air to attack them.

Too, the Americans had luck during their attack—the two Japanese carriers were about twelve km apart and one was covered in cloud, so the US pilots could concentrate on one, free from the protective guns of the other. They destroyed the Shokaku. This meant also that the Shokaku's planes, when they returned from attacking the US carriers, had to land on the Zuikaku; but that ship was unable to handle the number of planes arriving, and crew had to push landed planes overboard to allow more incoming ones to land.

The Japanese lost 45 of the 72 aircraft operational at the onset of battle on 7 May. The Allies sometimes needed that luck – as some of their weapons were decidedly inferior. The Devastator Torpedo Bomber, for example, had to fly low and slowly for a long period when coming in to release its torpedoes against the enemy, and in doing so became 'sitting ducks' for the gunners aboard the target ship. Then, even if the Devastators were able to release their torpedoes, they were likely not to stay on course, or if they did hit, not to explode!

The slowness of the Devastator also meant that the aircraft dropping bombs arrived at the target before them, and had to wait to carry out their attack formation of simultaneous high-level bombing and low-level torpedo strikes. The Japanese thus had time to disrupt the pattern and reduce its effectiveness. In the longer term, however, the Allies gained far more from the engagement than did the Japanese.

The battle ended the proposed Japanese sea-borne invasion of Port Moresby. When they attacked the US fleet at Midway the next month, the weakened Japanese were met by a stronger Allied fleet than they had expected, and were defeated. This was the end of Japanese naval power in the Pacific.

In 1942 many believed that Australia had been saved from invasion by the Battle of the Coral Sea. PM John Curtin's speech at that time strongly suggests this.

(John Curtin in Chris Coulthard-Clark, Action Stations Coral Sea, Allen & Unwin, Sydney, 1991, page 129):

"Events that are taking place today are of crucial importance to the whole conduct of the war in this theatre...I should add that at this moment nobody can tell what the result of the engagement may be. If it should go advantageously, we shall have cause for great gratitude and our position will then be somewhat clearer. But if we should not have the advantages from this battle for which we hope, all that confronts us is a sterner ordeal and a greater and grave responsibility. This battle will not decide the war; it will determine the immediate tactics which will be pursued by the Allied forces and by the common enemy."

Each year since 1946, Coral Sea Week has been celebrated in Australia with marches by service personnel from both Australia and the USA, and official functions for visiting American dignitaries to express gratitude to the US for its part in the battle, and the support given to Australia by America in World War 2.

More recently commemorative emphasis has moved from the 'Battle that saved Australia' to the broader concept of the 'Battle for Australia', held on the first Wednesday in September. This now marks not only the Battle of the Coral Sea, but also the contribution and significance of all those who helped defend Australia at its most vulnerable time – the men on the Kokoda Track, the airmen in northern Australia and Papua, the sailors and merchant seamen keeping supply lines open, and the men and women in Australia in the services, as civilian workers, or volunteers on the home front.

Sources for this Robert Lewis article:

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<http://www.navy.gov.au> and click on Historical facts and Figures, Battle of the Coral Sea.

*For more first hand accounts of the battle action and to read this article in full online click on this link:

<https://anzacday.org.au/ww2-the-battle-of-the-coral-sea>



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Rabaul, Yamamoto: a "not-so-pacific" history

UPWARDS OF A DOZEN OR MORE OF OUR PAST STUDENTS FROM RABAUL came away from the tropical Pacific to shiver through many an unforgettable chilly winter gifted to us by boarding-school in Warwick! We are currently in contact with a small number of them and, doubtless, all have their own unique memories of growing up in what most would describe as a beautiful, peaceful island paradise. Yet, peace and tranquillity has not always been the status quo in Rabaul. As has been noted previously in Kinawah, Mt Tavurvur erupted with catastrophic results in 1994 but prior to that much more recent event, other world-changing events centred around this jewel of the Pacific.

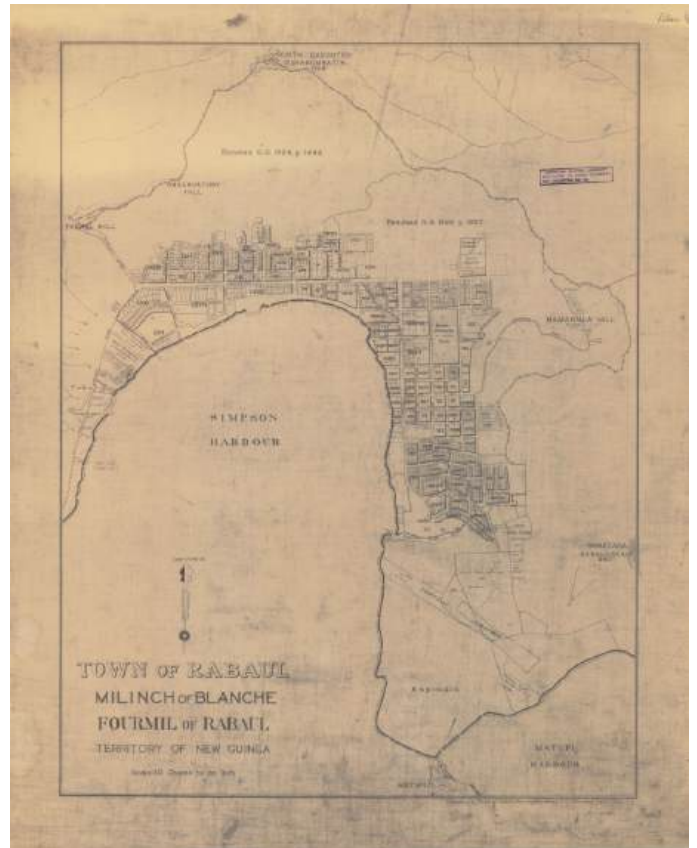


The account of the Coral Sea battle (pp 9-11) did not mention that Admiral Yamamoto's South Pacific headquarters operated directly out of Rabaul. Several of our past students have a finer appreciation of this than most. David Herbert has dived on a few of the wrecks and we can only imagine what that, as well as growing up in Rabaul might have been like. Mainlanders, might have existed quite oblivious to all that took place not so far from our shores but this could not be said for those living right "next door" to where it happened. Rabaul was a key base used by the Japanese during the early years of the second World War. The Battle of Rabaul, also known by the Japanese as Operation R, an initial action of their New Guinea campaign, was fought on the island of New Britain in the Australian Territory of New Guinea, from 23 January into February 1942. This was a strategically significant defeat of Allied forces by Japan in the Pacific campaign

of WWII. The Japanese invasion force quickly overwhelmed the small Australian garrison, the majority either killed or captured. Hostilities on the nearby island of New Ireland are also considered to be part of the same battle. Rabaul's strategic significance was due to its proximity to the Japanese territory of the Caroline Islands, which was the site of a major Imperial Japanese Navy base on Truk.

The warbird shown below is a Mitsubishi Zero (of Kamikaze fame) on Lakunai airstrip. Other airstrips used by the Japanese were in Burma plus what is now the airstrip near Kokopo where the land-based Japanese aircraft took off from as they went airborne for the Battle of the Coral Sea, the Bismarck engagement and Admiralty Islands.

This was only unknown to non locals or outsiders. In the 1950's, locals could walk onto and go inside the fortifications, aircraft and ships. David has also shared a pic of his father, Captain David Francis Herbert, in the wheel house of the Australian Water Transport Group ship, *Able Tasman*. Its crew went out of their way to avoid the Japanese and, contrary to impressions suggested by the US war comedy, *The Wackiest Ship in the Army* were NEVER out of uniform. A huge thanks to David for these photos from his memorabilia. (Use of 'pacific' in the above title=peaceful.)



More about Yamamoto



Isoroku Yamamoto, a Marshal Admiral of the Imperial Japanese Navy during WWII, held several important posts in the Imperial Navy, and undertook many of its changes and reorganizations, especially its development of naval aviation. He is perhaps best known as the mastermind of the surprise attack on the US naval base at Pearl Harbour December 7, 1941 and as a brilliant, if ruthless, tactician. Born 4 April, 1884, Yamamoto graduated from the Japanese Naval Academy in 1904, and a year later was wounded in action at the Battle of Tsushima during the Russo-Japanese War. In 1913 he enrolled in the Japanese Naval Staff College, and after graduating in 1916 he was adopted into the Yamamoto family and changed his name. As a lieutenant commander, Yamamoto studied English at Harvard University (1919–21). He then taught at the Japanese Naval Staff College (1921–23) before being sent to Kasumigaura (in Ibaraki prefecture) for flight training in 1924. Promoted to captain, Yamamoto was assigned to another tour in the United States, first as an aide to an admiral and then as a naval attaché in Washington (1926–28). From his time in the US, Yamamoto took habits and

patterns of thought that influenced his later war service. He became a relentless poker player, but developed a low opinion of American naval officers, considering the U.S. navy a club for golfers and bridge players. He did, however, respect American industrial capacity.

Operation Vengeance was the American military operation specifically to kill Yamamoto 18 April 1943 during its Solomon Islands campaign in the Pacific Theatre of WWII. Yamamoto, was killed near Bougainville Island when his transport aircraft was shot down by US Army Air Forces fighter aircraft operating from Kukum Field on Guadalcanal. The death of Yamamoto reportedly damaged the morale of Japanese naval personnel, raised the morale of the Allied forces, and was most certainly intended as revenge by U.S. leaders, who blamed Yamamoto for the attack on Pearl Harbor that initiated the war between Imperial Japan and the United States. In this last photo ever taken of him above, Isoroku Yamamoto salutes Japanese naval pilots at Rabaul, hours before his death near Panguna, Bougainville, Territory of New Guinea (now Papua New Guinea)

This information has been fact checked by the editors of Encyclopaedia Britannica- <https://www.britannica.com/biography/Yamamoto-Isoroku>

HERE THERE AND EVERYWHERE

Eye witness to the denouement of World War II and the adventure of actually getting to the troop ship!

MAKING HISTORY RECORDING THE END OF WWII

VERN ROBERTS, has the distinction of being one of the last men still living to have witnessed the end of WWII. The Air Force Association NSW Division presents a new addition to its acclaimed podcast series, featuring the captivating journey of Vern Roberts, a distinguished veteran, 99, who will, God willing, score his ton by this coming Remembrance Day.

Born on October 25, 1924, in Footscray, Melbourne, Vern's journey with the Royal Australian Air Force began when he was just 18. His initial steps into the military world at the Royal Exhibition Buildings in Melbourne marked the start of a remarkable chapter in his life, intertwined with pivotal moments in history.

Vern served in the RAAF during World War II, being a part of the B-24 Liberator Squadron within the 82 Wing, which encompassed 21, 23 and 24 squadrons. His service took him from the newly established East Sale air base to various locations such as Tocumwal, NSW, and Darwin.

A significant highlight of Vern's military career was witnessing the historic signing of the Instrument of Surrender on Morotai on 9 September 1945. This event, overseen by General Sir Thomas Blamey, with Japanese Generals surrendering, marked a turning point in the war, making him one of the few living witnesses to this crucial point in history.



Post-war, Vern continued to honour his service, participating in the ANZAC Day Parade until the age of 94, marching to the Shrine of Remembrance with his fellow squadron members. His commitment to preserving history is also evident in his involvement since 1994 in the restoration of a B24 Liberator in Werribee, Victoria. This project is recognised by the National Trust.

In this podcast episode, listeners are treated to a detailed account of Vern's life and experiences. It's a unique opportunity to hear first-hand about significant historical events and the personal journey of a man who lived through them.

Readers are encouraged to listen to this special episode and explore the other fascinating episodes in the entire series, produced by the Air Force Association NSW Division. Each episode delves into different aspects of aviation history and the experiences of those who have served in the Air Force, offering a rich and diverse exploration of our shared heritage. This information is courtesy of <https://raafa.org.au/vern-roberts/>



To listen, visit – <https://raafa.org.au/media/#videos>

HEADING TO WWII VIA TROOP TRAIN, SA AND WA RESTLESS TROOPS, LOCAL LARRIKINS AND GOOD SAMARITANS: 70 years ago, the Central Australia Railway carried troops, vehicles and supplies to Perth and Darwin where they were shipped out to the various campaigns of World War II. While vehicles and supplies were carried on flat trays, troops endured long days in cattle trucks or wooden carriages. Their seats ran from end to end and were called "side seaters" with a verandah at each end. They were described by troops as "worn out and overcrowded" with one saying it was "like going



back to the nineteenth century."¹

While the journey may have been uncomfortable, it certainly was a scenic one passing by the old ruins of the Kanyaka, Gordon and Wilson townships.

Once they reached Quorn, troops were tired and hungry. While the local CWA fed them, army MPs stationed themselves outside the town's four pubs to make sure none of them popped in for a quick pint before leaving town.²

Boredom was a challenge for the troops and many left their mark on the carriages they travelled on with their name and serial number etched in to the seats and walls.



This was uncovered decades later in Car 5—a South Australian Railways first class 'short tom' carriage from 1905.

To help combat the restlessness of the troops, a call out was made from the secretary of Port Augusta Unit of the Fighting Forces Comfort Fund for books to read for those passing through.³

But the locals were not always so generous. As one soldier recalled:

"We arrived for a short stop, about 9pm, at Peterborough, where some enterprising kids offered to get some pies and pasties for us from a local source and return with them before we departed. One chap gave a kid a pound note to get some pies. Needless to say, he never saw his quid again, or his pies, and all the way to Alice he would stick his head out of the window and call out 'Where's my pies?' Much to our amusement!"⁴

Once they reached Hawker the soldiers caught their first glimpse of the Flinders.

At Hawker railway station, soldiers picked up souvenirs by swapping tins of bully beef for boomerangs from the local Adnyamathanha people.⁵

On the way to war the spirit of the troops was high. Many had signed up for what they believed to be an adventure of a lifetime – but it was not always a smooth ride.

One train had two-thirds of its vehicles derail 300 miles from Port Augusta on the Alice Springs line.⁶ The driver of a truck that was being carried by the train was riding in his truck's cabin at the time of the accident, when it fell into a small creek, killing him. In yet another tragic story, a soldier on leave slipped beneath the wheels while trying to board a moving train at Burra.⁷

¹ Jim Claridge and Keith Saunders quoted in Smith, Alan, "Convoys Up the Track", p. 56

² Reg Mayes, quoted in Pearce, Kenn, "Riding the Wire fence to the Alice", p. 32

³ "Books Wanted to Place on Train", Transcontinental, 10 April 1942

⁴ WB Sage quoted in Pearce, Kenn, "Riding the Wire Fence to Alice", p. 37

⁵ Smith, Alan, "Convoys up the track : a history of 121st Australian General Transport Company (AIF) 1941–1946", 1991, p. 56

⁶ "Rail Smash on North Line", Quorn Mercury, 28 April 1944

⁷ "Soldier Killed at Burra", The Chronicle, 11 Feb 1943

The above information is taken from the Pichi Richi Railway (an interesting destination worth a visit if you should happen to be in this South Australian neighbourhood) site may be found at: <https://www.pichirichirailway.org.au/history/ww2/life-aboard-a-troop-train#:~:text=Seventy%20years%20ago,%20the%20Central,cattle%20trucks%20or%20wooden%20carriages.>

Politics is almost as exciting as war, and quite as dangerous. In war you can only be killed once, but in politics, many times. Winston Churchill

2024 NOVEMBER DECEMBER EDITION

FIGURES SHAPING THE POST-WAR WORLD STAGE

"ONE WORLD" IS A MANIFESTO AND A TRAVELOGUE written by **Wendell Willkie**, a liberal Republican, about his seven-week, 31,000-mile (49,8897-km) tour. Originally published in April 1943, it advocates for an end to colonialism, **world federalism**, and equality for non-whites in the United States.

One World inspired the One World movement and the **World Federalist Movement** — which included among its supporters **Albert Einstein**, **Mahatma Gandhi**, **Jawaharlal Nehru** — and advocated strong and democratic super-national institutions. That wave of thinking foretold the postwar international order, including the **United Nations System**, but was also very critical of the postwar order and the UN, claiming it is insufficient to avoid another world war.

Willkie was accompanied on his tour by, among others, the publisher and editor **Gardner Cowles, Jr.**, who ultimately assisted Willkie in the writing of *One World*^[1] (which was edited by **Irita Van Doren**).

Content of the book

It is a document of his world travels and meetings with many of the **Allies'** heads of state as well as ordinary citizens and soldiers in locales such as **El Alamein**, **Russia**, and **Iran**. The main idea of the book is that the world became one small inter-connected unit and Isolationism is no longer possible:

When you fly around the world in 49 days, you learn that the world has become small not only on the map, but also in the minds of men. All around the world, there are some ideas which millions and millions of men hold in common, almost as much as if they lived in the same town.^[2]

"There are no distant points in the world any longer." What concerns "myriad millions of human beings" abroad, concerns the Americans. "Our thinking in the future must be world-wide."^[3]

If our withdrawal from world affairs after the last war was a contributing factor to the present war and to the economic instability of the past 20 years—and it seems plain that it was—a withdrawal from the problems and responsibilities of the world after this war would be a sheer disaster. Even our relative geographic isolation no longer exists... At the end of the last war, not a single plane had flown across the Atlantic. Today that ocean is a mere ribbon, with airplanes making regular scheduled flights. The Pacific is only a slightly wider ribbon in the ocean of the air, and Europe and Asia are at our very doorstep.^[4]

To win the peace, "we must now plan for peace on a world basis" and "play an active, constructive part in freeing and keeping" this peace.^[5] By "peace on world basis" he meant:

"When I say that peace must be planned on a world basis, I mean quite literally that it must embrace the earth. Continents and oceans are plainly only parts of a whole, seen, as I have seen them, from the air ... And it is inescapable that there can be no peace for any part of the world unless the foundations of peace are made secure throughout all parts of the world."^[5]

Willkie emphasized that across the world the "reservoir of goodwill" towards the United States is much larger than towards other contemporary powers:

"I found this dread of foreign control everywhere. The fact that we are not associated with it in men's minds has caused people to go much farther in their approval of us than I dared to imagine. I was amazed to discover how keenly the world is aware of the fact that we do not seek—anywhere, in any region—to impose our rule upon others or to exact special privileges ... No other Western nation has such a reservoir. Ours must be used to unify the peoples of the earth in the human quest for freedom and justice."^[6] *

The world, he argued, is ready for this sort of **world government**.^[7]

Willkie anticipated military and economic integration of West Europe after the war: "The re-creation of the small countries of Europe as political units, yes; their re-creation as economic and military units, no, if we really hope to bring stabilization to Western Europe..."^[8]

He sought to extend the **Atlantic Charter** beyond West Europe to all the world. "That was one of the reasons why I was so greatly distressed when Mr. Churchill subsequently made his world-disturbing remark, 'We mean to hold our own. I did not become His Majesty's first minister in order to preside over the liquidation of the British Empire.'"^[9]

Willkie opposed Colonialism in general, including the American: "The British are by no means the only colonial rulers." The French, Dutch, Portuguese and Belgians are in the list. "And we ourselves have not yet promised complete freedom to all the peoples in the West Indies for whom we have assumed responsibility."^[10]

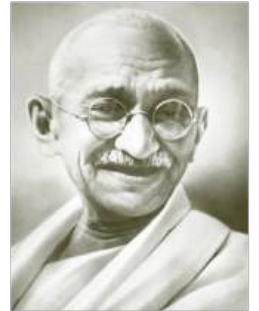
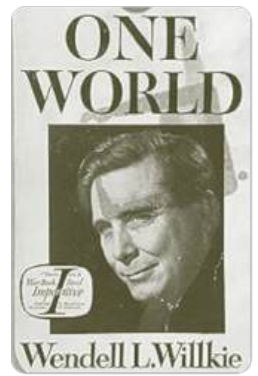
He warned on the Soviet rule over East Europe: "The failure of Mr. Stalin to announce to a worried world Russia's specific aspirations with reference to Eastern Europe weighs the scales once more against the proclaimed purposes of leaders."^[11]

Willkie was also critical of the disparity between the Atlantic Charter and the domestic American racial and anti-Semitic policies—a phenomenon he labeled "domestic imperialism."^[12]

Especially emphasized is the position of **China** in the world after **World War II**; involved in a **civil war** between **Nationalists** and **Communists**, Willkie prophesies that whichever power achieves victory will make China a force to be reckoned with. It is the duty of the United Nations (the **Allies**^[note 1]) to make sure that the power is friendly to American and other Allied interests but also that it is powerful enough to help the Chinese, the world's most populated nation. **Wikipedia**

Wendell Lewis Willkie (born **Lewis Wendell Willkie**; February 18, 1892 – October 8, 1944) was an American lawyer, corporate executive and the 1940 **Republican** nominee for president. * Current and more recent events on the international stage indicate that today's U.S. would seem to have stepped beyond these parameters.

Portraits at right, top to bottom: Wendell Willkie (US), Albert Einstein (Germany and US), Mahatma Gandhi (India), Jawaharlal Nehru (India), Winston Churchill (UK) and General Jan Smuts (South Africa).



9 Things you might not know about Adolf Hitler

Written and fact-checked by the Editors of *Encyclopaedia Britannica*



Adolf Hitler is one of the most well-known—and reviled—figures in history. As the leader of Nazi Germany, he orchestrated both World War II and the Holocaust, events that led to the deaths of at least 40,000,000 people. In the ensuing decades, he was the subject of countless books, documentaries, and TV shows. The following list presents some notable, and a few lesser-known, facts about him, almost none of which were ever mentioned in the history we were taught at school!

Heil Schicklgruber?

Adolf Hitler was almost Adolf Schicklgruber, or Adolf Hiedler. His father, Alois, was born out of wedlock to Maria Anna Schicklgruber and given her surname. However, aged about 40 years old, Alois decided to adopt the last name of his stepfather, Johann Georg Hiedler, who some speculated was actually his biological father. The new legal documents, gave *Hitler* as the new last name, though the reason for the spelling change is unknown. Alois Hitler was married twice and had several children before taking Klara Pölzl as his third wife. The couple had six children, though only Adolf and a sister reached adulthood. Adolf had a difficult relationship with his father, who died in 1903, but he adored his mother and was reportedly grief-stricken by her death from breast cancer in 1907.

World War I Service

When he died by suicide in 1945, Hitler was wearing the Iron Cross First Class medal, earned for his service in World War I. The honour was especially important to Hitler, who had portrayed himself as a hero during the conflict. Although he was wounded during the First Battle of the Somme (1916), recent research challenges Hitler's account of his war experience. Some believe that he saw little if any front-line action and instead was a runner at the relatively safe regiment headquarters. This would counter his claims that he was in danger "probably every day." In addition, while he stated that he was temporarily blinded during a mustard-gas attack in 1918, purported medical documents state that he suffered from "hysterical blindness." He was recuperating when Germany surrendered. Oddly, his citation for the Iron Cross First Class fails to mention a specific incident of bravery, leading some researchers to speculate that it was given to honour Hitler's length of service and his general likeability with officers, notably, [and curiously] Hugo Gutmann, a Jewish lieutenant who recommended that Hitler receive the award.

Mein Kampf: Banned Best Seller

In 1924, while in prison for high treason, Hitler began writing what would later be considered one of the world's most dangerous books. In Mein Kampf ("My Struggle"), which was initially published in two volumes (1925, 1927), Hitler chronicled his life and presented his racist ideology; he claimed to have become "a fanatical anti-Semite" while living in Vienna. Although it initially had only limited success, Mein Kampf's popularity grew as did that of Hitler and the Nazis. A bible of National Socialism, it was required reading in Germany, and by 1939 more than five million copies had been sold. After Hitler's death, the work was banned in Germany and other countries, and the German state of Bavaria, which held the copyright, refused to grant publishing rights. Yet, some foreign publishers continued to print the work, and in 2016 it entered the public domain after the copyright expired. Days later a heavily annotated Mein Kampf was published in Germany for the first time since 1945. It became a best seller.

From Fire to Führer

Following a series of manoeuvres and intrigues, Hitler was appointed chancellor of Germany in January 1933. However, he aspired to even greater power, and that was achieved when Germany's parliamentary building caught fire and was severely damaged on February 27, 1933. While Hitler's involvement in the Reichstag fire remains uncertain—a lone communist was later convicted of the crime—he used the event to solidify his authority. The day after the blaze, he oversaw the suspension of all civil liberties, and in the following month's election, the Nazis and their allies secured a majority in the Reichstag. On March 23, 1933, the Reichstag passed the Enabling Act, which sanctioned Hitler's dictatorship. Then, in August 1934, shortly after the death of Pres. Paul von Hindenburg, the German people voted to give Hitler complete authority, combining the offices of chancellor and president to create the post of "Führer und Reichskanzler" ("Leader and Chancellor").

Art Critic

While much has been made of Hitler's failed career as an artist—he was rejected by the Vienna Academy of Fine Arts and lived in poverty

trying to sell his work—his interest in art seemed only to increase after he became Führer. While Hitler favoured the idealized work of Classical Greece and Rome, he was highly critical of contemporary movements such as Impressionism, Cubism, and Dada. In the 1930s Nazis began removing such "degenerative art" from German museums. Modern works by Paul Klee, Pablo Picasso, Wilhelm Lehmbruck, and Emile Nolde were later shown in a 1937 multicentric exhibition and described as "culture documents of the decadent work of Bolsheviks and Jews." Throughout the war, Hitler ordered the systematic looting of artworks on an unprecedented scale; reportedly his most coveted stolen item was the Ghent Altarpiece. This and other works were intended to fill a planned "super museum" in Linz, Austria, known as the Führermuseum.

Teetotaler, Vegetarian, and Drug User?

In attempting to build a master "Aryan" race, the Nazis were known for promoting health-conscious policies. So, it is perhaps not surprising that Hitler was reportedly a teetotaler, nonsmoker, and vegetarian. However, his healthy habits were undermined by his alleged use of opiates. According to recent research, in 1941 his personal physician, Theodor Morell, began injecting him with various drugs, including oxycodone, methamphetamine, morphine and even cocaine. In fact, drug use was reportedly prevalent throughout the Nazi Party, and soldiers were often given meth before battle. Near the end of his life, Hitler was prone to shaking, and, while some have attributed this to Parkinson disease, others have speculated it was withdrawal from drugs, which by then were hard to obtain.

Billionaire

Perhaps spurred by his earlier poverty, Hitler seemed determined to amass a personal fortune. Much of his money came from predictable sources—siphoning off government money and accepting "donations" from corporations. However, he also undertook more creative schemes. After becoming chancellor, he notably ordered the government to buy copies of his Mein Kampf to give as state wedding gifts to newlyweds, leading to hefty royalties for Hitler. In addition, he refused to pay income tax. He used his vast wealth—which some estimated was about \$5 billion—to amass an extensive art collection, purchase fine furnishings, and acquire various properties. After the war, his estate was given to Bavaria.

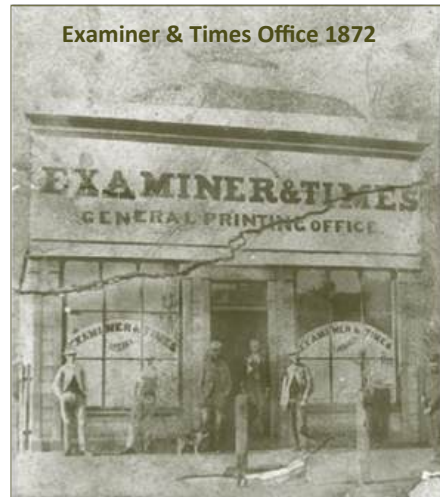
Nobel Prize Scandal

In 1939 a Swedish legislator nominated Hitler for the Nobel Peace Prize. Although he intended it as a joke, few found it amusing. Instead, it created an uproar, and the nomination was quickly withdrawn. Not that Hitler would have wanted—or even been able to accept—the award. In 1936 German journalist Carl von Ossietzky, a vocal critic of Hitler, had been named the winner of the 1935 peace prize. The gesture was seen as a censure of Nazism and an "insult" to Germany. As a result, Hitler barred all Germans from accepting a Nobel Prize and created the German National Prize for Art and Science as an alternative. The three Germans who subsequently won Nobels during the Third Reich were forced to decline their awards, though they later received the diplomas and medals.

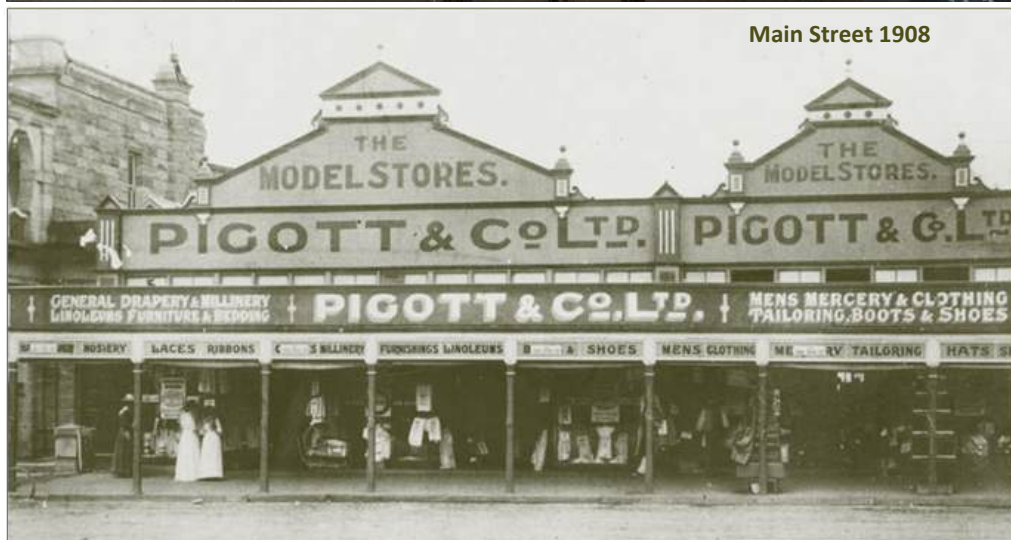
Death and Conspiracy Theories

On April 30, 1945, with the war lost and Soviet troops advancing, Hitler fatally shot himself in his underground bunker in Berlin. Eva Braun, whom he had recently married, also took her own life. According to Hitler's wishes, their bodies were burned and then buried. At least, that is the widely accepted version of his death. Almost immediately conspiracy theories began—thanks in part to the Soviets. They initially claimed they were unable to confirm that Hitler was dead and later spread rumours that he was alive and being protected by the West. When pressed by U.S. Pres. Harry Truman, Soviet leader Joseph Stalin stated that he did not know Hitler's fate. According to later reports, however, the Soviets recovered his burnt remains, which were identified through dental records. The body was secretly buried before being exhumed and cremated, the ashes being scattered in 1970, though a piece of skull—bearing a single gunshot wound and not found until 1946—was kept. Such news failed to stem the doubts, however, and they only increased in 2009, when researchers determined that the skull fragment actually belonged to a woman.

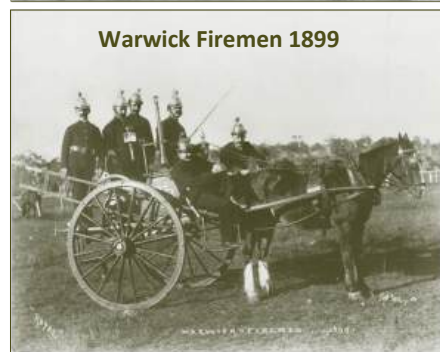
Looking at Warwick through a very old lens



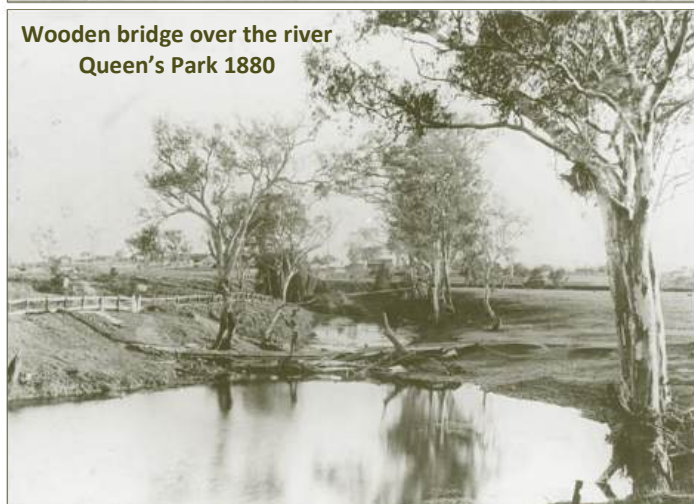
Examiner & Times Office 1872



Main Street 1908



Warwick Firemen 1899



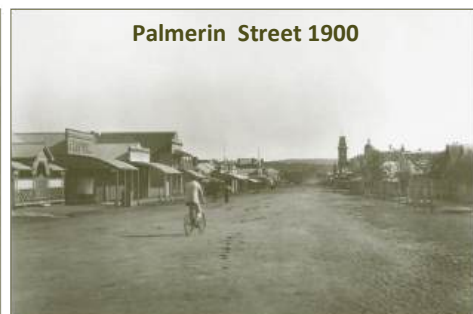
Wooden bridge over the river Queen's Park 1880



Palmerin Street 1900



Warwick Mounted Infantry, part of the Queensland Defence Force 1897

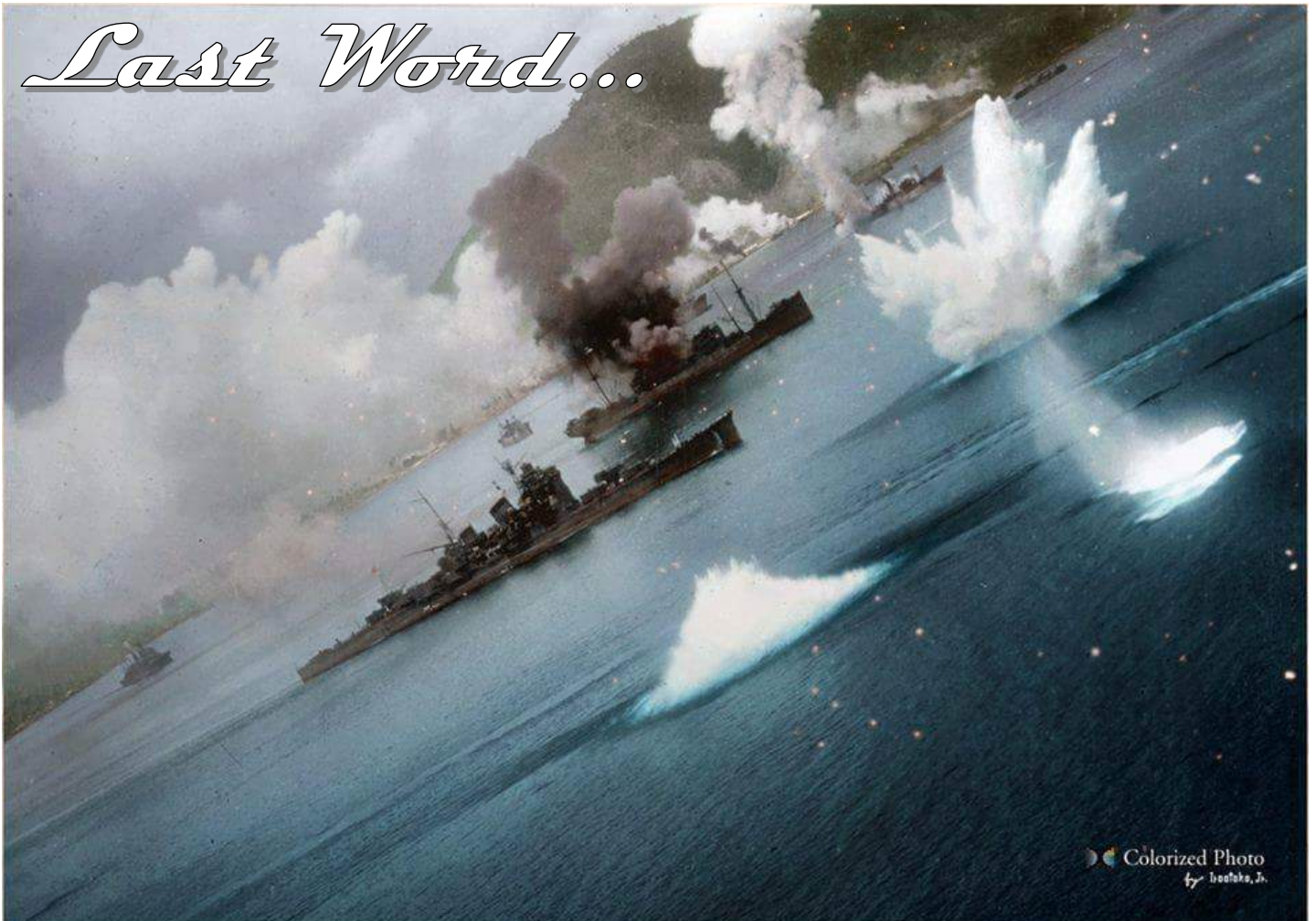


Fitzroy Street 1905





Members of the Slade Campus Past Students' Association are committed custodians of the history of Slade School and St Catharine's Church of England Girls School, and of the two schools which preceded the formation of St Catharine's Warwick, St Catharine's Church of England Girls High School, Stanthorpe and CEGS Warwick and the Warwick Christian College. Members of the Association may include past students and members of staff of Slade School or of St Catharine's Church of England School, or of the St Catharine's Church of England Girls High School Stanthorpe, or the Church of England Girls School, Warwick or Warwick Christian College and their descendants, past students of any other school, who have attended the campus and members of staff of any other school, who have attended the campus.



Japanese cruiser "Haguro" under air attack.
Attack on Japanese shipping in Simpson Harbour* by aircraft of the USAAF 3rd Bomb Group, 2 November, 1943
NHHC: NH 82476 Simpson Harbour, Rabaul, New Britain

David Herbert supplied this picture and tells us:

"This engagement was treacherous as Rabaul is a caldera and ringed with high ground, one of the major issues being the aerial torpedoes dropped actually hit Japanese ships but failed to detonate.

"I remember when I first arrived in Rabaul there were dozens of wrecked Japanese ships. The Japanese salvage organizations were just starting to clear the shallower ships. They had a huge floating crane that lifted ships, smaller ones whole, a cruiser had to be cut into three pieces." * See map on page 12