



White over Green

MONTHLY JOURNAL OF THE 2/4 INFANTRY BATTALION ASSOCIATION

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PRESIDENTIAL GREETINGS

As we reach the close of another year in the history of the 2/4 Inf. Bn. Ass. I wish to take the opportunity afforded by the Editor to pass on Xmas Greetings for and on behalf of my Committee.

This year has been one of our best years, both financially and socially.

The change over of our meeting place and the introduction of guest speakers at our monthly meetings has, I think, assisted in achieving the goal that we as an Association have been striving for throughout the years. With the support of YOU, the members, we can, with your co-operation in the coming year, reach higher levels.

I thank you who throughout the year have attended the meetings and through the medium of this paper wish you all a Very Merry Xmas and a Most Prosperous New Year and in closing ask for your continued support in the coming year.

MONTHLY DOINGS

The December meeting was reasonably well attended and apologies were received from Cec Chrystal, who is at present enjoying holidays, and the Vice-President, Fred Staggs, took over the meeting in his absence.

Our "bloated Capitalist" Mr. Morrisson, who has not long returned from touring the world, attended his first meeting in the Royal Naval House, and was that taken in with the situation that he could not resist letting everyone at the meeting know how taken in he was with the show.

Our Guest Speaker for the evening was Mr. Newington, War Compensation Officer from Headquarters of the R.S.L., who gave a very interesting and informative talk on Pensions, Claims and Compensations, etc. I think those present learnt more about Pensions, etc., in the short talk than they have in the many years of dealing with the Repat. If any member has problems of this nature I suggest you pay a call on Mr. Newington

at Anzac House and he will give advice and any assistance that may be within his power. Before rushing over it will be as well to make sure that you are a financial member of the R.S.L. as he is employed by that body and naturally can only give this service to members of that organisation.

Mr. Newington, on opening his talk, commented on the unique set up of an Air Force man giving a speech to Infantry men in a Naval establishment.

The refreshments, as usual, were tip top, and at the conclusion of the meeting most members seemed to be making the best of it and it was not long before everyone was in their little groups earbashing. I don't know what they find to talk about after all these years, do you?

It was reported that Frank Mallet arrived in Australia recently, but it seems he is destined to never attend one of our meetings as his boat again sailed a few days before the meeting. Better luck next time, Frank, you may be lucky and make it one of these days.

It was nice to see Jack Mooney at the meeting, as Jack has only recently been discharged from Concord. Looks very well and fit, too.

MEETING PLACE

I have had considerable experience regarding meeting places . . . some rooms, some boxes, some hot boxes, some dog boxes. I had the pleasure of attending the regular meeting of the Association for the first time since my return from holidays, and I mean pleasure. An air conditioned room with amenities provided. I would definitely recommend to all members to attend your monthly meeting at the Royal Naval House, Grosvenor Street. This room was obtained by members of this Association. Support these members with your attendance.

MORRISSON

HOSPITAL LIST

The following men are at present in hospital:

Ray Robinson	Ward 23
Ernie Tarr	„ 210
Wally Brooks	„ 25
Bob Cook	„ 8

If any member hears of any of our boys in any hospital, would they please contact the Secretary.

REQUEST

In our last issue we requested the address of Sid Furness and Jackie Douglas. These addresses were wanted by W. Duffy, Bonville St., Urunga.

Jackie Douglas' address is Sackville Street, Fairfield.

MEETINGS

Please Note.—There will be no meeting in the month of January, 1960. The next to be held will be the Annual Meeting on the first Friday in February, business being election of Office Bearers, so make this night a must and have a say in who is to run your Association for the year.

SUBS., CHANGES OF ADDRESS, ETC.

Literary contributions should be sent to Peter Cade or Fred Staggs. Change of addresses to the Secretary, and subs, donations, etc., to the Treasurer.

President: Cec Chrystal, 24 The Battlement, Castle-crag. XL1993.

Vice-President: Fred Staggs, 18 Bundarra Avenue, Wahroonga. 46-3411.

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Editor: Peter Cade, 19 Boheme Ave., Caringbah.

GUESSING COMPETITION

In cases where members received a double issue of books or where the books were returned at different times, several entries may be recorded here to cover the full amount received:— G. Ackerman, £1. L. T. Adams, £1. W. Andrews, £1. J. Anlezark, £1. J. Antony, £1. F. Apthorp, £1. W. Barrett, £1. D. Barry, £1. P. Moss, £1. A. Bedford, £1/10/6. W. Bennett, £1. P. C. Betts, £1/0/6. W. Bickley, £1. G. Bindley, £1. A. Bohle, £1. G. Bohle, £1/0/6. S. Bonham, £1. A. J. Bowman, 10/-. D. Boyd, £1. W. Brennan, £1. R. Brough, £1. D. Bundy, £1. A. Burgess, £1. C. Burrows, £1. W. Bush, £1. J. P. Calder, £1. C. Cameron, £1. J. C. Clarke, £1. K. Carson, £1. L. Carter, £1. C. Castles, £1/10/0. G. Catt, £1. G. Crisp, £1. L. Clarke, £1. T. Clarke, £1. T. Cloke, £1. T. Clough, £1/11/0. G. Cole, £1/8/6. R. A. Cole, £1. W. Colley, £1. A. Collins, £1/1/0. G. Cook, £1. H.

Coomber, £1. P. Moss, 10/0. B. Cork, 10/0. J. Coughlan, 10/0. R. Coutts, £1. F. Crutchett, £1. G. Dale, £1. K. Deacon, £1. W. Dease, £1. J. Dellahenty, £1/10/8. F. A. Dibden, £1. Maj. Gen. Dougherty, £1. H. Dowling, 10/0. L. Dubber, £1. H. Dunlop, £1/0/6. R. Ellerman, £1. D. Endean, £1. W. Eslick, £1. R. Everson, £1. D. Fielding, £1. R. Findlay, £1. W. Fogden, £1. V. Forbes, £1. E. H. Fox, £1. G. Friend, £1. F. Frizell, £1. W. J. Frost, £1. J. Gaffney, £1. Snow Gordon, £1. H. Greedy, £1. M. Green, £1. B. Griffith, £1. D. Gove, £1. F. Staggs, £1/10/0. H. A. Hall, £1. J. Hardie, £1. E. Harris, £1. K. Harvey, £1. B. Heagney, £1. G. Hewitt, £1. M. Hodges, £5. J. Holland, £1. T. Hopper, £1. J. Humphries, £1. S. Irvine, £1. W. Irvine, £1. D. Jackson, £1. P. R. Jackson, 2/0. J. Jocelyn, 10/0. N. Johnstone, £1. R. Jupp, £1. D. Karanges, £1. W. Key, £1. G. Kirkby, £1. R. A. V. Lane, £1. M. Lawrie, £1. R. Lever, £1. J. Lowe, £1. R. McAdam, £1. J. MacBrown, £1. K. McCaffery, £3. E. McGregor, £1. N. McIntyre, £1. H. L. McLaughlin, £1. A. Maxwell, £1. J. Meeks, £1. A. Miller, £1. C. Milner, £1. G. Moore, £1. A. C. Moores, £2. A. R. Moores, £1. G. Moray, £1. J. Morgan, £1. S. Morgan, £1. L. Morris, 4/0. M. Morrow, £1. T. Mort, £1. J. Naseby, £1. A. Nelson Slee, £1. H. Nichols, £1. A. Owers, £1. W. Parry, £1. H. Pearce, £1. C. Pedlar, £1. G. Pegg, £1. R. A. Perram, £1. D. Peters, £1. E. Pickford, £1. R. Pinson, £1. F. Pohlman, £1. I. A. Pollock, £1. A. A. Powell, £5. C. Powers, £1. B. Privett, £1. A. Quinnell, £1. W. Reaney, £2. W. Reid, £1. J. Hardstaff, £1. W. Richards, £1. T. Richardson, £1. E. Riordan, £1. C. Roddy, £1. J. Rognini, £2. J. Rowbottom, £1. K. Royal, £1. H. Russell, £1. W. Ryan, £1. F. Sadler, £1. L. Saxby, £1. D. Schlank, £2. J. Simeon, 10/0. H. Smith, £2/1/0. N. Smith, £1. E. V. Sparkes, £2. B. Stewart, £1. G. Stack, 10/0. W. Sumpster, £1. D. R. Taylor, £1. H. W. Taylor, £1. B. Turley, £1. R. J. Turner, £1. F. G. Varley, £1. J. W. Walker, £1. I. Wallwork, £1. R. Wardrop, £1. C. Warren, £1. W. A. Wells, £1. W. White, £1. J. Whitelaw, £1/10/6. H. Whitman, £1. S. Wilkinson, £1. G. Willchams, £1. E. Wilson, £1. J. M. Wilson, £1. M. J. Wilson, £5. R. Winning, £1. J. Worthington, £1. F. Wrifgt, £1. H. Wright, £1. S. Young, £1. A. Baker, £1. D. Cade, £1. R. H. Chamberlain, £1. K. Edwards, £1. J. E. Frost, £1. S. Herbert, £1. B. Herwig, 10/0. E. W. Jackson, £1. A. W. Kyle, £1. N. Lane, £1. J. Lister, £1. W. Key, £1. S. Morgan, £1. L. Morris, 6/0. P. B. Moss, £1. R. Perram, £1. M. Steele, £1. W. Stewart, 10/0. G. Vidler, 10/0. L. Waterhouse, £1. A. L. Webb, £1. W. Willmott, 10/0. P. B. Moss, 10/0. A. Miller, £1. E. W. Jackson, £1. W. Bush, £1. P. Lahey, £1. J. Hardie, £1. P. Lahey, £1. D. Peters, £1. P. Lahey, £2. A. Bohle, £1. J. C. Clarke, £1. J. Copland, £1. A. Coughland, £1. J. Davis, £1. D. Grove, £1. J. Hardie, £1. H. Hollow, £1. J. Robin, £1. T. Gorman, £3. D. Cade, £1. L. Waterworth, £3. R. Morris, £1. E. Gamble, £1. S. Buckley, £1. C. Chrystal, £2. F. Searle, £1. R. Barber, £2. R. Gilliland, £2. F. Staggs, £1. J. Gaffney, £1. F. Hoyle, £1. P. Moss, £1. J. Taylor, £1/10/0. L. Hill, £1. D. Peters, £1. S. Green, £1. G. Murray, £1. A. Bohle, £1.

BATTALION PHOTOGRAPHIC COLLECTION

Dear Editor,

I regret that this last visit to Cootamundra did not augment the collection of photographs. However, I received many promises of snaps to be sent. We do not wish to take your private collections or any that may be treasured possessions. It is the spare snap or the one that already duplicates a subject in a collection which often provides such an interesting or valuable photograph for our Official Collection. Received recently from Joffre Naseby, per Johnny Morrison, 14 photos, consisting of four post card size, 7 standard snaps and 3 smaller ones. The snaps are: Three taken at Ingleburn in 1939 (1) A group of five, one a sailor. (2) Same chaps, Joff Naseby, Henry Nicollas, Cec Bickley (R.A.A.N.), Willie Bickley and Tommie Dawson. (3) Looks like visiting day, group of soldiers, visitors and children under large tree. Now we're on the high seas, the three smaller snaps were taken from a porthole: (1) shows a large ship with four funnels in the distance, evidently the "Aquatania", (2) closer view of same ship, smoke belching from her, (3) still closer snap, written on back "Harry took this from porthole." The next three snaps are in Palestine: (1) Soldier standing on beach at Tel-a-viv (1940), only one name, Joe; well-known wreck in background, (2) a group of six chaps, 8 Sectn. 13 Pltn. C. Coy. in old trench of First World War, (3) group of seven standing around an Arab Muktar, who is astride a white donkey with a slouch hat on its head. They are: Jeff Naseby, Bub Graham, Pat Carroll, Wal Brooks and one not named. Then on to Egypt. Joff Naseby and Henry Nicollas in summer garb outside cafe. Two of the post cards are of the cemetery at El Alamein: (1) "Diggers" standing alongside graves, (2) photo taken of Henry Nicollas taken on 7th May, 1940, head and shoulders inserted in "Rising Sun", (3) taken at Beersheba, 1940, group of three, Joff Naseby kneeling with hands joined as though in prayer, Roy Denyer standing over him with raised sword as though is going to behead him. Pat McCarroll looking on. Many thanks for these, Joff, and the others you are fixing up. It is a great help with dates, places, names, etc., on them.

From N.X.6049, E. R. Wilson, P.O. Box 12 Goolgowi. Johnny Hawkins of Griffith handed me the last W.O.G. from which I note that "Cock" Robin is keen to get old photos. I was an original member of the 4th, but transferred just before the Bn. moved from Kilo 89. I still have the negatives of photos I took in those days — scenes of Ingleburn, final kit inspection, rifle range snaps, odd views of convoy, a photo of 6 Pltn. on deck of Strathnaver, odd groups around Julis, various snaps on leave, etc. I am sure I could make up at least a couple of dozen which might be of interest and possibly more if I know exactly what is needed. I don't suppose anyone is likely to be around Griffith who

would know what is needed? I have an enlarger — a rough one and do my own enlarging, so could do any size you wanted. The negatives are 2½" square, but I usually enlarge to about 4½" x 3½". If required, I could do bigger ones. At the moment I'm rather busy at work (I'm Shire Clerk of Carathool Shire) but if you're in no hurry I will do what you need as soon as I get some spare time. Kind regards, Ed. Wilson.

"Cock" Robin.

SECRETARY'S MAIL BAG

Plenty of brief notes with the return of butts for the Guessing Competition, but not very much news. However, we hope that no news indicates good news and particularly at this time of the year send our very best wishes to all members. From H. (Roy) McAdam of South Aust.: "Please give my regards to all the old boys. I hope to see some of them over Xmas, as I will be leaving here on 21/12/59 to go through to Toukley and hope to spend a couple of days in Sydney. Received from Philip Betts, photos for "Cock" Robin.

From "Sailor" Worthington. Just a line to say I was sorry about the "Do" at Coota. I only came out of Junee Hospital a few days ago and was sorry I missed it. I had a hernia. Am thinking about next Anzac Day, I might be able to make it.

TRAVELLERS' TALES

From Alf Carpenter (continued):

Talking to a taxi driver and also a native policeman, they expressed the opinion that soon the British would leave Aden. If this is correct yet another British outpost looks like being lost. I wonder if it will be given up as easily as Egypt and the Suez, when Communistic pressure was brought to bear on them. Let us hope not.

On the ship there were gatherings everywhere when goods were displayed and various bargains discussed. Some were busy translating instructions on cameras, etc., from German into English and all anxious to try out their newly acquired possessions.

At last the "pick" was pulled up and we were on our way to Suez, which stands at the entrance to the Canal. Shipping along the Red Sea is very heavy and we were continually passing ships day and night. Schools of dolphins play alongside us as we steam along in perfectly calm seas, whilst occasional flying fish still favour us with their appearance.

A grand fancy dress ball last night was a great affair, but was spoilt by lack of any administration of any kind. It was disappointing to the many who attended and who spent hours and hours on some elaborate and ingenious costumes to find that there was not even a parade. However, with a few ales aboard who cared, and soon things were under way and all enjoying themselves.

things were under way and all enjoying themselves.

The passengers are all expressing disappointment as we have been informed that the ship is not stopping at Port Said. A deputation to the Captain caused him to wire the owners to try and get this rectified. The Australian agents advertised that this would be a stopping place and all feel that this was falsely done, so we await results.

Early morning found us at Suez. It was essential to reach this port before 5 a.m. in order to be included in the morning convoy, so throughout the night the engineers were coaxing every ounce of speed out of the diesels. The old girl gave her best and we arrived with 20 minutes to spare. Ships of all nationalities lay at anchor. All have taken on their pilots and are waiting for the starting time, 7.30 a.m., to begin the trip through this famous waterway, the Suez Canal.

Viewing Suez through the glasses one could see many new 7-storey buildings pushing their way up to the sky. Quite a pleasure to see tree lined streets after the desolation of Aden. There were many wrecks along the Breakwaters which were sunk during the recent troubles and were evidently towed there to rot and break up.

Activity on the bow told us it was time to be on our way as the crew prepared to have the anchor wound up. Other ships had moved into the canal ahead of us and we moved into our place — fourth in the convoy. Passing the monument at the entrance, to the members of the Indian regiment who fought for the defence of Suez during the 1914-18 war, we were soon in the canal proper. Speed through the canal has now been increased to $7\frac{1}{2}$ knots. This has been made possible by extensive work on the banks, which have now been reinforced by cemented shores. All along the work of widening and dredging goes on, whilst the banks need continuous inspection and repairs. It is quite a pleasure to move along and have something of interest to look at all the time. The sweet water canal enables all along the northern bank to be cultivated whilst the southern side is mainly sand and desert.

A good tarmac road stretches right along, also a railway line from Suez to Port Said. About every 10 kilos there is a pilot signal station with its trees and gardens, look-out tower, wharf and clock. Egyptian soldiers have guard posts and barracks every few miles, whilst in the distance deserted British barracks can be observed. It looks as if they have just been closed up since the British forces were forced to leave Egypt. Many trees have been planted along the roads and canal banks to prevent erosion, these are mainly ghost oaks or she oaks, whilst at the signal stations there are many Australian gums. The changing scenery kept us interested until finally we reached the great Bitter Lake. Here we moved out of the main channel and took our place amongst 40 other ships at anchor, for this is a passing out point for ships when those coming from

north and south pass each other or anchor until each convoy is cleared from the canal. We had a hold-up of about 5 hours because a tanker ran aground and tugs had to be brought up to refloat her before we could proceed.

I have just found some facts on the Suez which may be of interest. During the time of the Pharaohs a canal was constructed from the Red Sea to the Nile Delta. Traces of this undertaking can still be seen. The Persians also cleared this waterway when they were rulers of Egypt about 400 years before the Christian era, but neglect and sand soon closed it. About the middle of 19th century Ferdinand de Lesseps, with great enthusiasm and drive started to advocate a scheme to link the Red Sea with the Mediterranean by means of a canal deep and wide enough to take all ships.

In 1856 the Suez Canal Coy. was formed. More than half the shares were bought for France and the balance by the Khedive, who also provided labour for the work. The canal took over 10 years to construct and with development works has cost about £62,000,000 and was opened on November 17th, 1869, by the Empress Eugenie. In 1875 the great Disraeli bought for Great Britain the Khedive shares for a total of £4,000,000, which rose in value in 1936 to £88,345,135. An International Convention signed in 1888 declared the canal free from blockage and a clear passage for all ships at all times in both peace and in war.

The Canal from Suez to Port Said is 100 miles long and width about 196 feet, and a depth of at least 40 feet. It is being continually improved and about 6 years ago a by-pass canal was built just before Kantara about 6 miles long. This is parallel to the main canal where ships of one convoy can tie up whilst those of another convoy can pass them. The approximate cost per vessel to pass through is about £3,000.

From Port Said to Kantara, a distance of $24\frac{1}{2}$ miles, the canal runs due south through Lake Menzabeth. At Kantara is the station and terminus of the railway constructed from Israel during the war. Seventeen miles south of Kantara is Lake Timsahon, the west of which is Ismailia.

It is here that the Canal Pilots change. The ships do not stop or slow down for this change over. The pilot boat comes alongside the lowered gangway. The crew holds on with the boat hook and the change is effected in a few minutes, five or six boats in the convoy being serviced from the pilot boat.

Complete silence prevailed during lunch while an announcement was made that the ship would stop at Port Said and was estimated to arrive at 11.30 p.m. Almost at once there was a wave of excitement through the ship. It seems that the passengers' requests have been conceded and we are to have a few hours ashore in this famous port.

(To be continued.)