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ROYAL AUSTRALIAN SURVEY CORPS ASSOCIATION
(WESTERN AUSTRALIA) INC.

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WESTLINK

17th December 2004

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and Jeff Murray.**



“The Assent of Mt Cockburn (North) – 1956”

Photo Taken by: Major Bill Sprenger

George Gruszka, Ron Manton, Jim Booton and Frank Cohen

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FROM THE PRESIDENT



In conjunction with Mick Ryan, President of the Royal Australian Engineers Association of Western Australia (RAE WA), I have been investigating the positioning of an RA Svy Monument within the RAE Memorial at Karrakatta.

We have decided on a location and possible design. ***The proposed location of the RA Svy Memorial is shown in the centre of the adjacent photo by the letter – X.***

The Monument will consist of a limestone pedestal with maybe a casting of the Corps Badge and a Remembrance Plaque. The size and shape of the pedestal is yet to be determined. At this time we are searching for a suitable cast of the Corps Badge – has anybody any ideas !!



Once again a reminder that our Association is planning to set up a display for the Corps 90th Birthday Anniversary, at the WA Military Museum, Fremantle. ***Kim Johnstone*** has taken on the role of coordinator for our display. If any member has any items of memorabilia that they feel would be suitable, please advise the Committee.

The Committee is contemplating the compilation of a Unit History RA Svy's involvement in Western Australia - 5 Fd Svy Sect/ 5Fd Svy Sqn. The perceived scope of the History is to cover the Operational and Technical achievements, as well as personal reminiscences, photos etc. ***Brian Mead*** is to act as Research Editor for this project and is currently creating a database of existing publications, magazines and images.

Brian Firms and Mick Ryan at the Memorial Site, adjacent to the HO of 13 Fd Sqn, Karrakatta.



In conclusion, I would like to wish our members a Merry Christmas and all the best for 2005.

Brian Firms.

FROM THE EDITOR

Since our last Issue of Westlink, I have upgraded my Internet Service from “dialup” to Broadband. The amount of email traffic that I have been receiving in relation to our Association has multiplied many times, especially since we have been included with the RAE - WA group listing. This wider range of correspondence is reflected in this Westlink Issue No 26, with a very interesting image of ANZAC DAY, Perth – 1929, being included. Another topical item is the inclusion of “Victory” from the Fremantle Herald in relation to the successful conclusion to the future location of the WA Military Museum.

Noel Sproles and Jo Mazzarol have again provided articles for publication. Digital images are now sent to me via the net as a matter of routine – thanks to Jo Mazzarol, Howard Jones and Mick Ryan in this regard. Peter Presser has provided an account of his trek along the Kokoda Trail in 1986 and has kindly sent me his personal records / photos as background information, in support of his article.

Information reference a 90th Corps Birthday Reunion for 2005, in Bendigo has been included, as well as details of a new Defence Service Medal. This text has been extracted from the October 2004 Issue of the Ex-Fortuna Association newsletter.

The photo included on our front page “**The Assent of Mt Cockburn (North) – 1956**”, has been provided by Frank Cohen. The photo records a tough climb undertaken by a field party in order to establish a new Control Station, as part of the extension of the coastal Triangulation Network in Northern WA. The irony to this story is that in the following year, helicopter support was made available for RA Svy Corps Mapping Operations.

Research will start early in 2005, in regard to our project of writing a History of Ra Svy’s involvement in WA. My aim as Research Editor is to create a library of scanned images and documents that will become a reference source for the actual writing of a history / story. It will be essential to have the capability to cross reference the information as it is acquired, as a means of verification. Many people have expressed their enthusiasm for the project, especially Clem Sargent, whose letters of encouragement were responsible for our Association, to contemplate the undertaking of this task. A progress report will feature in future issues of Westlink.

Frank Cohen and Helen Parker have spent time in hospital recently. Both are now convalescing, following surgery.

Brian Mead



• Dale Olson with Captain Wayne Gardiner at the Fremantle Army Barracks.

VICTORY!

by WARREN HATELY

SIGNED, sealed and delivered. The Fremantle Army Museum is the new landlord of the Army Barracks in Burt Street.

Elated museum board member Dale Olson told the *Herald* on Tuesday she'd "sent the documents back to them express post yesterday".

The deal, ratified by museum members last

weekend (*Herald*, July 17, 2004) marks the end of an epic four-year battle that started with the Defence Department's plan to sell the barracks.

From the outset Mrs Olson led the campaign to keep the barracks in public hands and to ensure the future of the museum at the site.

The museum – run by a committed corp of volunteers – will now pay \$1 a year for the next 25 years, plus a 25-year option, to stay put and manage

the place: "This has given us a chance to look at the future of the museum instead of fighting politicians," Mrs Olson said.

The defence department isn't leaving the museum high and dry. It has committed to spend \$600,000 on renovations to the heritage-listed barracks over the next three years.

Other buildings and land formerly associated with the barracks were not included in the deal and are likely be sold or developed.

Comment: This article dated Saturday July 24, 2004 has been reproduced with the kind permission of the Editor– Fremantle Herald. Fremantle Barracks is of historical interest to RA Svy, being the home of West Comd Fd Svy Unit/Sect, 5 Fd Svy Sqn until September 1973. At this time the Unit was relocated into brand new purpose-built accommodation at Irwin Barracks, Karrakatta.

From Gary Ames:

**Chief Surveyor
Rapu Rapu Mine Project
Leighton Contractors (Philippines) Inc.**

Brian,

First things first Merry Christmas and Happy New Year

Position Description as requested follows;



Chief Surveyor for Leighton Contractors (Philippines) Inc. responsible for managing the survey department for the Philippines region. In this position I'm responsible for procuring & training personnel for projects, purchasing & maintaining survey equipment, drafting survey related method statements & ensuring all QA/QC procedures are in place & followed.



Currently overseeing Rapu Rapu EPC & mining project on Rapu Rapu Island approximately 500km's SE of Manila. This project consist of construction of a land backed wharf with loadout facilities, access & haul roads, process plant for production of gold and other metals, waste dump, tailing dams and a six year mining contract.



The project started mid July with 90% of the access roads & earthworks for the process plant area now complete. The construction of the process plant is well under way with mining due to start in January 2005 and the first gold pour schedule for April/May 2005.

Attached a few photos of the Rapu Rapu project

Best Regards: *Garry Ames*

Email: garry.ames@leighton.com.ph

LOCAL NEWS

Cliff Webb

Cliff is working as a surveyor for a local firm that has a contract for repairing and overlaying existing main roads. At this time, Cliff is working near Moora, where a 5 Km section of the Great Northern Highway is being upgraded and realigned, following recent flooding. Son, Adrian is working as a chainman on this project.

Bob Brewer

Bob is currently employed on the new Mount Henry Bridge project that is part of the Perth to Mandurah Railway System. Bob's firm has the contract for the positioning of the pylons and concrete for the bridge substructure. The new bridge is parallel to the existing one and is intended to carry northbound traffic along the Kwinana Freeway, as required by the new Railway System.

Warren Hall

For the last 10 years Warren (WAH) has led the life of a retired gentleman at Toodyay – 85 kms north of Perth. WAH is a fully active member of the Toodyay Emergency Fire Fighting Service – on roster full time, as well as on call.

He also acts in the capacity of an RSL Welfare Officer for the Local Community and attends Perth HQ for briefings on a quarterly basis. On Sat 11 Dec 04, The State President of the RSL opened a pergola, donated by the League to the citizens of Toodyay.

On ANZAC DAY for the last 3 years, Warren has acted as Parade Commander for the local March. The assembled group, totals about 200 and comprises former defence service people, volunteer service members from the EFS, Ambulance Service and local scout groups.

In his "spare time", WAH is building/renovating his residence in Toodyay and has no regrets, what so ever, in his decision to leave Perth, for the country life.

Howard Jones

Howard at 52 years of age has completed 2 years of a 3-½ year nursing degree. A few years ago, whilst working as a hospital orderly, Howard came to the realization that professional training as a nurse, was within his capabilities. He is a strong advocate for remaining active – both physically and mentally, throughout one's life and is looking forward to his new career.

ANNUAL DINNER

The Association held its Annual Reunion Dinner at the Victoria League, Shenton Park on Saturday 3 July 2004. A pleasing number of 38 people attended, with the evening commencing at 1900hrs with pre-dinner drinks in the anti-room, sponsored by the Association. A 3-course meal followed in the dining room and those assembled enjoyed the full table service and a selection of wines and beverages.



**Rear: L.to R. - Gwynne Brook (obscured), Eric Brook, Brian Firms, Fred Brown.
Front: L.to R. - Eric Clutterbuck, Jane Clutterbuck, Frank Cohen, Brian Mead.**

After the completion of the main course, President Brian Firms welcomed all his guests and expressed his wish that everyone was enjoying the evening. Mike Venn formally introduced the guest speaker - Major Fred Brown and thanked him for accepting the Association's invitation and the special effort he had made in travelling to Perth, from Darwin, for this occasion.

Fred began his address by stating that it was a special honour to be invited to speak. For the next 40 minutes or so, he recounted his early life as a junior officer in RA Svy, after having initially joined the CMF as an artillery surveyor in 1966. After a period of time at

Army Survey Regiment in Bendigo, Victoria - Fred served overseas at Airbase Butterworth in Malaysia, and in Sumatra, Indonesia as part of the 5 Fd Svy Sqn – GADING 1V mapping operation. Time in the ARES in WA followed, as he balanced a 23-year career as a TAFE Lecturer in Cartography, with Army Service.

In more recent times in 1991, Fred has returned to full time service and the ARA including an 11-month posting to East Timor. In Dili, he was appointed as the International Defence Donor Coordinator, with responsibilities in the management of foreign aid, under the Defence Cooperation Program. His current posting is as OC of the MGI section, that is based at Larrakeyah Barracks, in Darwin. Fred mentioned during his talk – that at 56 years of age he must be just about the oldest man in the Australian army – definitely a talking point, but one could only say that he is certainly enjoying this phase of his life.

The evening concluded with a rather raucous rendition of our traditional raffle.



RAFFLE DRAW TIME: “These are the RULES !!!”

Acknowledgement: Thank you to Howard Jones for providing the digital Images.

Christmas Party 2004

A small group gathered at Kings Park on Sun 5 Dec 04 for a BBQ and a few cold beverages. Although overcast, the rain stayed away. Leo Clifford was a surprise visitor – up from Busselton. Jo Mazzarol captured the day with his digital camera.



Brian Mead, Brian Firms and Leo Clifford, with Emily and Thomas – The Mead Grandchildren.



Lori Cook, Alex Cook and Annette Mead enjoying the picnic. Lori “soldiered on” after an earlier encounter with a scorpion.



Howard Jones and Mike Venn pose for the camera. Coral Jones “did not” pose for the camera.



ANZAC DAY, PERTH – 1929

This very interesting photograph has come to light, courtesy of Dave Hastings, who is a member of - **RAE WA**. The photographer is positioned in the Weld Club, looking north along Barrack Street, Perth. The central formation of troops is a Military Band, with a larger Company of troops moving into the background, near the Town Clock. Another Company of troops (centre right side of the photo) is about to emerge from St Georges Terrace, next to the Treasury Buildings and turn right into Barrack Street. The statue of John Forest is clearly visible (bottom right), along with the overhead power cables of the tramline service.

Arduous times with Adastra

by
Dr Noel Sproles



The 60's have been called the Age of Aquarius, but for some of us they were also the age of Adastra. Anyone who, from the mid 60's to the early 70's, was in any way connected with aerodist, the airborne profile recorder (APR), or aerial photography will remember Adastra as the contractor who provided the lumbering Hudson aircraft that allowed us to deploy these various items. Those were the days when Army aircraft had such little lift

capacity that they could barely get off the ground with just a passenger let alone a few thousand pounds of aerodist equipment. They were also the days when the RAAF had better things to do than getting caught up in such seemingly un-warlike activities as survey photography. If you were any way involved, then you will remember the Adastra call signs of Alfa Golf Sierra (AGS), Alfa Golf Juliet (AGJ), and Alfa Golf Xray (AGX) with mixed emotions. Regardless of how sweet or otherwise your memories are of these venerable aircraft, they became a part of the Corps' history and their call signs were an addition to our vocabulary for many years.



Memories are dimming as time passes but, if I am correct, I believe that all three were capable of aerial photography and were employed by the Corps at various times in that capacity. Because of the extensive modifications to the airframe and electrical system needed to install aerodist and APR, AGS alone was fitted with aerodist and AGJ likewise with APR. The longest of the several associations that I had with Adastra was in

1966 when Topo Sqn was operating in PNG in a broad band along the entire length of the border with Irian Jaya.



The main base was on Horn Island, next to Thursday Island, and a typical day's work was to fly from Horn Island to Wewak or Vanimo on the PNG north coast then back again to Horn Island. In that time they would be measuring to ground stations positioned on both sides of the mountain spine running the length of PNG. It was noisy and smelly and uncomfortable work and the physical and mental pressures at times were great. Fortunately for me I only did a few trips but some, such as George Gruzka and Eddie Anderson, did it day after grinding day.

The Hudson was a pre-war medium bomber, and of the several hundred that were purchased for the RAAF, some were eventually acquired by Adastral. By the 60s they were getting a bit long in the tooth and were much the worse for wear. Signs of age could be seen in things such as the amount of oil consumed on a long flight. AGS for one had a long thick band of heavy oily sludge on its wing behind the engine nacelles as a result of its excessive oil consumption. I observed at Wewak that it took longer to replenish the engine oil used on the trip north from Horn Island than it did to fill the fuel tanks! Ross McMillan swore that AGS had to run down the runway at Horn Island to gain additional impetus so as to get airborne with its full load of fuel and equipment as it headed off to PNG. We would stand at the edge of the runway and make careful observations to see if the under carriage was going left-right-left-right in quick time during take-off and then debate his theory. We were getting close to a consensus that he was on to something. On reflection, perhaps we had been in the bush too long by then and needed a break!

One of the nice things about operating out of Horn Island was the scenery as you came home south across Torres Strait. It was peppered with reefs surrounded by lovely turquoise water that turned to the rich blue of deep water as the reef edge plunged into the depths. Dead ahead was Cape York. The tip was plainly visible and the triangular shape was quite evident as the eastern and western coastlines gradually moved to the left and to the right to eventually span the width of the windscreen. It gave you confidence as a map maker that you were getting the shapes right at least!

Our pilot at that stage was Lionel van Prague who, in 1936, became the first Australian to win the Motor Bike World Championship. One beautiful evening, coming home to Horn

Island, Lionel decided to skip the scenic tour and reverted to his motor bike racing days. He flew AGS so close to the sea that the propellers were drenching the aircraft in the spume that they whipped up. I thought at the time, as I gripped my seat tightly with both hands, that the aircraft was decrepit enough as it was without giving it a coating of corrosive salt water, but Ross McMillan expressed it more succinctly. “What am I doing flying at dot feet across Torres Strait”, he said with clenched teeth, “in an aircraft built before I was born and flown by a pilot older than my grandfather”. Good question.

In 1998, I attended a conference in the UK and the venue was the RAF Museum at Hendon in outer London. Being an aeroplane buff all my life, it was like being in second heaven and I took every opportunity, and manufactured some more as well, to linger in amongst the exhibits. One caught my attention from a distance as it had the distinctive RAAF roundel used in the South West Pacific. As I drew closer I could see it was a Hudson and the exhibit description stated that it was once registered as VH-AGJ, the aircraft initially used for APR operations. It had been repainted in its original RAAF colours as A16-199 but, as a memento of its Adastra days, it still has a modified plexiglass nose and not an original Hudson nose.

A few years before, in 1981, I was on a course at the RAAF School of Languages at Point Cook and there, in pieces, was AGS. You could not miss the distinctive Adastra colour



scheme on the wings stacked alongside a hangar. At the time I was under the impression that it was to be restored for exhibition in the RAAF museum but it appears that it is another one of “our” Adastra Hudsons, AGX, which has that honour. Given the vagaries of memories over that span of time, maybe it was AGX that I saw and not AGS, but never mind as AGS was destined to go onto greater things.

Inside the Hudson, with APR equipment installed

It is now not only a prized exhibit at the Temora Aviation Museum in NSW, but it has the distinction of being the only airworthy Hudson left in the world. It is unique. People will pay good money now to fly in it. “Good grief”, you may well say.

However it is good to see that some things so firmly associated with the Corps are still around for people to look at and enjoy. I suppose that it is also a measure of the passing years that what were tools of the trade in our younger years are now treasured pieces stored away in museums around the world. If you want to see more, such as photos and detailed histories of the aircraft, look up the RAAF and RAF museums on the web, the Adastra web site at <http://www.adastra.adastron.com> or the Temora museum web site at www.aviationmuseum.com.au



SURVEY ANECDOTES

By Jo Mazzarol BEM

A CONVOY TO WYNDHAM

At one stage I was asked to take a convoy of six or seven trucks from Fremantle to Wyndham. Maj Sprenger gave me written, detailed instructions of timings, fuel usage, routes, camping sites, etc, which I forgot all about in the confusion of packing and leaving, and never read.

All went well until we got to about Turkey Creek and looked like running out of fuel. I understood that we had started out with ample fuel to complete the journey. At some stage towards the latter part of the trip, the two drivers we had with us from 22 Construction Squadron, had asked me if they could use a truck to see the town. I agreed. What they were actually doing was flogging our 44 gal drums of fuel. They had been doctoring their logbooks all along so that it looked as though their trucks had consumed it. It was a well-planned sting.

One of the two drivers had the same name as that of a famous explorer. He came with me when I approached a station manager to ask for enough fuel for us to complete the journey. We gave him our names. I said I was Jo Mazzarol and my companion was So and So. He looked at us rather strangely at these two unlikely names. One, the name of an explorer, and the other, an almost unpronounceable Italian name.

Maj Sprenger replaced the borrowed fuel and let the matter drop. Nothing could be proven and we had enough on our plate without concerning ourselves with two crooks. The instructions I was given apparently stipulated our arrival time as 1700hrs on a certain date, and despite stopping and assisting a couple of stranded groups, and the requesting-of-fuel episode, we miraculously arrived dead on time.

As an aside, one of the stranded groups included a girl about eighteen years old. She was bogged to the eyeballs in soft mud and had been crawling around under the vehicle pushing salt bush and rocks under the driving wheels, trying to get some traction. She was a slim, well-built, blue-eyed blonde soaking wet in liquid brown mud, her shorts and

'T' shirt clinging like a second skin. A living Goddess, if ever we saw one. We caught up with her later in the pub after she had showered and changed. Although she looked gorgeous, we voted she looked much better as we first found her, smothered in mud.

When Maj Sprenger congratulated me on the accuracy of my arrival, I looked at him in bewilderment, amazed at his clairvoyance, still not realizing that the ETA was in unread instructions. I had to admit that the instructions were still carefully packed away, unread. I have always believed that if you are going to get in the shit you might as well get it over as quickly as possible. Good job that he was a laid back sort of guy, especially as things had almost, gone off like clockwork

SQUASHED COCKY.

I had to go to a fuel depot one day to collect a truckload of 44s. The operator of the place was not there, but on an earlier occasion he had invited me to operate his little Ferguson tractor in his absence. It had a boom and chain attached, that he used to load the drums. So this time I used it to load my truck.

I had just finished loading when a civilian truck arrived, also needing fuel. He said he did not know how to drive the tractor, so I offered to load his truck. The tractor was an interesting little assembly to operate and I was reluctant to get off it.

Because I do not have any depth perception I had to load by swinging the drums around to the back of the tray where I could see that the drum was lined up with, and just clear of, the floor, then swing it into position. We had almost completed the load when he asked me to lower a drum into a centre hole he had made. I was apprehensive about this bit.

I lifted the drum over where I guessed the empty space was and gently lowered it. Unfortunately it was just off centre and because the bottom rim momentarily rested on the top edge of a drum, the weight went off, the carrying clips fell away and the drum dropped awkwardly sideways across the hole, nearly squashing the cow cocky. He made no comment other than an accusing glare, which I acknowledged with the Italian gesture of raised shoulders and outstretched, uplifted hands, "No speeka da English

WONKEY

I was posted from Bendigo to the Albert Park Barracks Photo Library at this time. I was working with WO Barney Hogan, sorting through aerial photography, annotating mosaics of training areas, establishing photo flight lines on maps, indicating gaps etc etc.

Wonkey was a small Sky Terrier that Betty and I found lying on the side of a country road on the outskirts of Melbourne. We were on our way back from a few weeks honeymoon around the coast, to Mt Gambier and inland through Bendigo. Wonkey was an obvious car chaser and had a chipped hipbone which must have been very painful, because his teeth were clenched and his gums white.

I carefully picked him up and put him on a blanket on the back seat of the 1926 Lancia Lambda we owned at the time. He had no collar and looked very scruffy so we decided to take him on to Melbourne rather than try to find the owner.

It was Saturday afternoon when we reached Melbourne and all the vets were somewhere else, but eventually we found an animal hospital open where they diagnosed the chipped bone, gave him a sedative and said that apart from being bloody painful, he would get over it. So he became part of the family. He chased postmen.

When Betty and I were posted to Perth, Wonkey came over alone by air in a crate. When he arrived, I collected him from the aerodrome and released him near the barracks at Karrakatta. He spent at least an hour running around, pissing on every tree in sight. When each of our three children was born, they were put on the floor so that he could give them a good sniffing all over, by way of introduction. He bonded well and became very protective.

I used to take him to the bush with me in the early days. One day I was driving a jeep and he was sitting on the floor between Frank Cohen's feet. He kept trying to stand on Frank's boots and was promptly kicked off. Later we found out that the problem was being left hand drive, the jeep's exhaust pipe ran to the right side of the vehicle and made the steel floor so hot you couldn't put your hand on it. Poor old Wonkey's paw pads were frying.

When our second daughter was born I was in the bush around Toodyay. We received a message that I was to return to Perth as Betty was in hospital. I was transported to the bus depot with the dog around about dusk. I asked the bus driver if it was okay for me to take the dog with me on the bus. He said it was up to the passengers, so he turned around to



the only passenger on the bus and asked him. The bloke agreed, so we were in. By the time we reached Perth the bus was full, but Wonkey had the good sense to lie quietly under the seat as the bus filled.

The photo was taken around Toodyay showing me cutting the hair from around Wonkey's face so he could see where he was going. He was called Wonkey because he always walked with a pronounced limp. He died of gastroenteritis at a veterinarian clinic along Stirling Highway. Everyone was heart broken when I brought home his empty collar.



KOKODA - ISURAVA	4 1/2 HRS 45 M
ISURAVA - ALOLA	35 M
ALOLA - KABI	12 HRS 50 M
KABI - EFODI 2	1 HRS 40 M
EFODI 2 - EFODI 1	30 M
EFODI 1 - MENARI	1 1/2 HRS 00 M
MENARI - NAURO	3 1/2 HRS 33 M
NAURO - JORIBAWA	5 1/2 HRS 40 M
JORIBAWA - UBERI	4 1/2 HRS 30 M
UBERI - ENGLIS CORNER	45 M

NOTE: The above times are approximate and depend on individual fitness and condition of the track.



THE KOKODA TRAIL

Kokoda Trail – 1986

by
Peter Presser

Abstract: Peter Presser has provided a diary account of his experiences “hiking” along the Kokoda Trail, during June of 1986. Peter retired in 1989 with the rank of WO1, after 20 years service in the RA Svy Corps. He served at 5Fd Svy Sqn, Karrakatta as a Sgt, from 1977 – 1981.

Preparation.

Preparation for the trek commenced some two months prior to the assigned departure date. Local information from Port Moresby indicated that the Kokoda to Port Moresby direction of the Kokoda Trail was the relatively easier route to travel. Mr Gulaga Tola was elected party leader, as he had walked the Trail previously, during his time of employment with the Department of Forestry in PNG.

Participants for the Trek were as follows:

LTCOL	Peter Michelson	RA Inf
WO1.	Brian Mead	RA Svy
WO2	Peter Presser	RA Svy
SGT	Graeme Cook	RA Inf
SGT	Dave Sherritt	RAE
Mr	Gulaga Tola	Party Leader – PNG National.

A meeting was held two nights prior to the start date on Mon 16 June 1986. All participants assembled with all their gear to be carried on the hike. This ensured that all packs did not exceed 20kgs and communal stores were distributed evenly e.g. tents, torches, Hexitabs, and one hand held radio.

Mapping references consisted of published 1:100,000 maps and a longitudinal section produced by the PNG Department of Works and Supply in 1982 (DWS Section), showing gradients, available water, available accommodation, estimated hours between features, some explanatory sketches assisting navigation and elevations above sea level.

Day One. Wed 18 June 1986.

All members met at Jacksons Airport at 0500 and departed for Popondetta via flight PX 192 at 0620. Arrived Popondetta 0648. A 4 x 4 Ute, pre-arranged by Gulaga Tola, was waiting for us and we departed for Kokoda at 0710. Arrived Kokoda 0900 and had a brief

look at the museum. Arrived at Kovelov Village and departed 0930 on foot. The vehicle was able to drive as far as Kovelov.

We estimated that we should be able to make Alola Village for our first overnight stop. The DWS Section indicated good water and a Rest House. We each cut a staff for support, which was invaluable throughout the four days.

The first 5-6 hours proved to be very grueling as the climb up to Isurava Village was quite steep and tiresome.

1200 At this time we met our first fellow travelers. They were two Israeli's going to Kokoda. They were quite pleased to know that they would reach Kokoda before nightfall. They were ending their 7th day on the Trail. We gleaned as much information as possible from them about the state of the track and all seemed to point to a good trip.

1300 Stopped for lunch at the first major creek crossing, which was at the bottom of our first savage descent. You are able to hear this creek for about 1 km prior to reaching it.

1336 Departed lunch stop. By day 2 we found that if we were going to make it in 4 days we could not afford the luxury of such long stops. One hour to good water.

1450 Arrived Isurava 1. 40 minutes to old village of Isurava 2.

1655 Arrived new Isurava 2. Quite an easy walk during the past two hours and the track very clearly defined. Decided to press on to our predicted overnight stop at Alolo **Village**.



1730 Arrived Alolo, one hour before dark. The first thing encountered was the marvelous creek where the village obtains its water. Some of us went there and stripped off completely and showered. Although very cold, it was most invigorating. As we walked into Alolo, the rest hut was the first hut on the right hand side.

The morning after - Dave Sherritt, Graeme Smith, Gulaga Tola, Peter Michelson.

Hut The hut was well constructed and is about 1.5 metres off the ground. The unevenness of the floorboards was not conducive to a good nights sleep. It would be possible to sleep under the hut on the ground. Very cold during the night and a vast contrast to Port Moresby. No one slept well.

SUMMARY of DAY 1. The Day was very hard going and physically, I think it was all a bit of a shock to the system. The track was easy to follow, as it was well defined all the way. The weather was fine and warm during the day. Very hot climbing hills, but we cooled down descending.

Day Two. Thursday 19 June 1986. Planned to make it to Kagi tonight.

All were up by 0500 and “brewed up” and “packed up” by 0620. Daylight was about 0600 and the roosters started crowing about 0430. Temperature at sunrise was a very pleasant walking temperature.

0625 Departed Alolo with stiff joints and arrived at the 1st Alolo creek crossing 0658. The track from the village to this point was very treacherous and at that time of the day needed a lot of care not to twist an ankle. All down hill.



0850 Arrived Iora Creek. The track to here has only two steep ascents of about 20 minutes each, otherwise good walking.

A very good spot to spend a few hours – we would have, if we’d had the time. A brass plaque is set into the rock on the other side of the creek as you approach the crossing.

Crossing Iora Creek – Graeme Cook, Gulaga Tola, Brian Mead



The plaque commemorates the Battle at Templeton’s Crossing and reads “ With the Japanese yelling BANZI” etc. Must be lots of weapon pits in the area and worth looking for. (It’s a long way to carry any “pipia belong bik pela war”, if you find any.) After we crossed the creek there, the track followed the creek upstream a little way and eventually left the creek bed and headed off to the right.

1228 Arrived at Templeton's crossing No. 2. This crossing has a signpost naming it as such. We were able to hear this crossing for about 2 hours before arriving. Had an extended rest for about 1 hour to check for leeches and recover from the taxing descent over the last 1-½ hours. We came to regret our long stay here because of the lack of time and our hopes to reach Kagi Village tonight were fast becoming an impossibility.

1330 Departed Templeton's Crossing No 2. Crossed one more major creek crossing prior to ascending Mt Bellamy. Good walking for about 1 ½ but the descent to the crossing is rather slippery and hard on the feet. Ascent to Mt Bellamy was without a doubt the hardest to this stage of the walk. The track itself was easy to follow but very steep and extremely hard on the legs. The view from the sign "Kokoda Gap" was worth every bit of the effort to reach the top. In fact, the sign was not on the top but on the shoulder of Mt Bellamy (about 40 mins to the top).



1545 Arrived Kokoda Gap signpost. After the climb, we were all totally exhausted and soaked right through with perspiration. As it was very cold and quite breezy there we spent only a little time to take in the view. Also we were running out of daylight. At this stage, we knew we would not make Kagi Village that night so decided on making shelter at the first major creek crossing off Mt Bellamy.

Kokoda Gap - Brian Mead, Peter Presser, Peter Michelson, Graeme Smith

The descent down to the shelter and creek seemed to take a long time but it was a very easy walk. From Kokoda Gap sign to the shelter could be the easiest two-hour walk of the whole track !!

1800 Arrived at the shelter and creek with very little light remaining. This was due to the fact that we were situated in a deep valley with very heavy foliage above us. The shelter was on the far side of the creek as we approached the log crossing (easy). Good water and the shelter could sleep eight at a pinch. Some firewood around and also a "haus pek pek" here.

Day Three. Friday 20 June 1986. Set sights on Agoro Village.

0500 Again up and about early. Today we were to cross the halfway mark and everyone was keen to do so.

0600 All had filled their water bottles, as there was to be no good water until Kagi Village. We departed as soon as it was possible to see the track. Easy going for about 1 hour.

0700 Arrived the "Y" intersection. Left to Myola and right to Kagi. Spent a few minutes contemplating the wonderful view and then set off to descend into Kagi. A very steep descent on occasions and could have been even worse if wet.

0810 Arrive Kagi Village. As we entered the village, a water tap was located about 30 m into the village on the LHS under some sweet muli tress. Puri tablets were used with local water. Plenty of sweet mulis were available for a donation to the village church. The Rest hut was situated on the other side of the village on the RHS of the track out. It was about 1-2 m off the ground and very neat and tidy and would sleep about 12. Track goes off LHS of Air Strip. Very steep descent down to main creek.

0930 Arrived Main Creek crossing. Consisted of an easy log crossing but after that, it was extremely steep going up for about ½ hour.

NOW OVER HALF WAY !!

The next portion from Main creek to Efogi 2 was an open area that allows the sun to sap much of your strength while climbing a continually steep ascent. 1-½ hours slog !!

1055 Arrived Efogi 2. People were quite friendly and supplied us with bananas and sweet mulis. Rested here for 15-20 minutes while we waited for stragglers to catch up.

1121 Departed Efogi 2. A nice view of Efogi 1 and surrounding area from top of hill prior to descent into valley. Good track down but slippery on occasions. As we passed Efogi 1, we noticed cabins on the LHS of the trail, just prior to the airfield

This would be a top spot to overnight on a 7-8 day hike. Could even spend a day or two looking around. Supplies could even be dropped in by air.

1250 Arrived at the creek after Efogi 1. This is the last water for three hours. Quite a nice stream with good water.

1350 Very steep ascent for ½ hour or so but the view was breathtaking. Ascended Brigade Hill. Overlooking Efogi, Kagi, Mt Bellamy and Mt Victoria.

1350 Arrived Menari lookout. It was here that we realized we would not reach Aguro Village before dark and so would reassess the situation at Menari. The descent into Menari was without the worst descent of the whole trail. It was during this descent that all the damage was done to our feet. Ill fitting boots and long toe nails being the major cause.

1650 Arrived Menari Village. Most of us were badly affected by the descent and the unanimous decision was made to camp in the rest hut there. Good accommodation and a trade store close by. Water was at the other end of the village, with a turn right down to the creek. About 15 minutes walk, but well worth it for a good wash/swim and plenty of water to drink. Floor of hut was made of bamboo strips and was much more comfortable than boards. The night was noticeably warmer and quite pleasant to sleep. Villagers supplied sweet mulies, bananas, paw paw and cooked cassava and kau kau.

DAY Four. Saturday 21 June 1986. Hoped to reach Vaule Creek.

0600 First hour and half was very tiresome – ups and downs. Once on the other side of the large feature the swamp began. We found it essential to keep together whilst in the swamp, as tracks, mainly animal, appeared to go everywhere. The main track was fairly distinct all the way through. Didn't see Aguro Village, it must be off the track. Lots of log crossings and plenty of mud. Two of us fell into the waist deep swamp. One log crossing was across a very fast flowing, deep river. The log was about 12-14 metres long and 1 metre above the water.

1017 Arrived Naoro Village. Last water for 4 ½ hours. Rainwater was available in a 44-gallon drum and using puri tablets was essential. However we did not use any water without the Headman's permission. Airstrip here is only used in emergencies – No radio at village.



Peter Presser negotiating a log crossing

1030 Departed Naoro and were faced with a very hard slog up to the top of Maguli Range. It never seemed to end.

1235 Had a quick brew on top of the range before setting off down to Ofi Creek.

1315 As we departed the top of the range we started to see Okari nuts again. (Big purple nuts about the size of the palm of your hand). We saw them at Kokoda but not sighted until now. Good to eat but hard to break open. Met 4 ARES from Melbourne University Regiment at Ofi Creek. They were on a 9-day hike and going the other way. They were camped under a shelter near the creek. Started to rain slightly. Talked with them for 10-15 minutes. Decided to camp on top of next hill as it had a shelter and we were not going to make Ua Ule Creek.

1715 Arrived at camp. A simple small shelter – sleep about 4. Leeches copious and thirsty for blood. No water here.

DAY Five. Sunday 22 June 1986. Hoped to reach Owers Corner today.

0600 Passed through lots of kunai during a fairly savage descent.

0730 Arrived at Ua Ule Creek. From here the track tends to be a bit tricky, as it follows creek beds for about 1 ½ hrs. After starting up Imita Ridge it was fairly steep in places but as it was the last big climb, most of us didn't feel it too much.

1030 Arrived top of Imita. Lots of leeches. The top is very obvious, as it was a clear-grassed area in what was a perfect example of a topographic saddle.



Imita Ridge – Brian Mead, Peter Michelson



Peter Presser, Graeme Cook - awaiting stragglers

1110 Set off down the Golden Stairs. I'm afraid the imagination went wild on reading the Golden Stairs on the map going down – in fact it's only a zigzag track but not a bad descent.

1300 Arrived at Goldie River. All stripped off for a much needed swim. Started to rain heavily.

1320 Set off on ascent to Owers Corner. Very heavy going for about 45mins.

1415 Arrived Owers Corner to find our friends had been and gone (tyre tracks). The clay road was very slippery (even for 4x4). Walked along road for about 5 kms and were picked up and taken to Kokoda Hotel, where family and friends awaited.

Although tired, everyone finished in good spirits.

About the Author: Peter Presser and his wife Lesley live near Mildura, Victoria on their family property – a diversified fruit growing business, consisting mainly of oranges and grapes. Eldest son Jamie is currently serving in the RAAF and has recently served overseas in the "Middle East". Younger son Marcus is a graduate from Swinburne University, Melbourne with a qualification in Mechanical Engineering.

VALE

Rod Keene 1936 - 2004

Rod was the only son born to Edwin (Jack) Keene and Agnes May Quinn on the 7th December 1936 at the Kalgoorlie Hospital in Western Australia. Jack was a goldminer in Norseman where Rod grew up, went to school and was in the local football team.

Rod joined the School of Mines at 16 years of age to learn surveying and later joined the Army – Royal Australian Survey Corps to gain further experience to become a qualified surveyor, both on land and sea throughout Australia and South East Asia. He was involved in extensive surveying in the North West of Western Australia and the goldfields area on the largest scale ever undertaken by the Survey Corps. At one point Rod was given the honour of having a lake named after him in the Gibson Desert. ‘Lake Keene’ still bears his name today.



Rod and a mate picked up two hitch-hiking girls – Angela and Joy on their way home from the beach and not long after, a courtship began. Rod chose Angela for his wife (perhaps the similar heights was a factor) and his mate Ron (now deceased) married her best friend Joy. The couples remained close friends throughout their lives even choosing to live in the same suburb at one stage whilst bringing up their children.

*Astro Party Gibson Desert – 1961
Bill Simpson, Frank Cohen, Rod Keene*

Rod was a wonderful man who accepted Angela’s two little girls, Amber and Dee, from her previous marriage and brought them up as his own daughters. Angela gave him a son Laurie, whom he was so proud of throughout his life. The family grew up in Karrinyup Perth Western Australia and then Rod and Angela relocated to Port Douglas for their retirement together.

This gentle giant was a larrikin at heart who enjoyed a good yarn over a few beers with his mates and was always there to lend a hand unconditionally. He relished football with a passion and was rewarded with the joy of seeing his son Laurie progress from the colts to league with the Subiaco Football Club and then be the first to be signed up by the West Coast Eagles.

Rod loved comedy – Sir Les Paterson, the Goons and Tommy Cooper were amongst his favourites. Frank Sinatra, Eve Boswell and the Big Bands were his preferred choice of music. Throughout his life he dabbled in poetry and later story writing, putting his experiences of the outback and goldfields into two novels.

After a lifetime of good health, a diagnosis of Mesothelioma came as a devastating shock to Rod, Angela, family and friends. Angela has chosen to remain in Port Douglas and live in the home that Rod built.

The Day You Left – by Angela Keene

*“ With tears we watched you suffer,
As we watched you fade away,
Our hearts were almost broken,
As you fought so hard to stay,
We knew you had to leave us,
But you never went alone,
For part of us went with you,
The day you left our home.”*

Acknowledgement: The Eulogy to Rod Keene has been included with the kind permission of Angela Keene and her family.

Service Record: 52930 WO2 Rod Keene elected discharge in 1967 after 12 years service in the RA Svy Corps. Rod spent 9 years as a member of West Cmd FD Svy Sect/Unit, between the period 1959-1967, after an initial posting to North Cmd Fd Svy Sect, following the completion of his Basic Survey Course in 1956.

VALE

Francis Neves Cherry 1915 – 2004

Nev Cherry passed away aged 89 years, on 3rd September 2004 after a long illness. He is survived by his wife Betty, daughters Maxine and Coralie, son in-laws Lindsay and Peter, 8 grandchildren and 6 great-grand children. Nev and Betty had a long and happy marriage of 67 years. Many tributes appeared in THE WEST AUSTRALIAN, at this time from his family, friends and the RA Svy Association of WA.

WX 31877 Francis Neves Cherry enlisted into the Australian Army on 4 August 1942, at Karrakatta, WA. During WW2, Nev served with 4 Aust Fd Survey Coy and was discharged on the 13 November 1945, with the rank of Sergeant. During his time with 4 Fd Coy, Sgt Cherry was part of No 4, Mobile Drawing Section and involved with the War Time - emergency-mapping program, covering strategic areas of Western Australia.

Following the War, Nev remained a stalwart of the 4 Fd Svy Coy - **OLD COMRADES** Association, which remained active until the mid-1980's. At this time, a new official RA Svy Association for WA was formed, comprising post-war and serving Corps Members.



Nev was elected Vice-President of the newly formed Association and given the honour of leading the RA Svy Corps Association on the occasion of its first participation in the ANZAC DAY March of 1986.

Nev Cherry proudly leading our Association on ANZAC DAY - 1986.

- Rest In Peace -

Compiled by the Editor: Brian Mead.

MEMBERSHIP

ROYAL AUSTRALIAN SURVEYCORPS ASSOCIATION (WESTERNAUSTRALIA) INC

AMES	Garry & Zoë	40 Parker St	BASSENDAN	6054	9377 0770
BARRELL	Lance & Sandy	10 Welch Way	WARNBRO	6169	9593 2661
BATH	Doug & Betty	50 Frankel St	BUNBURY	6230	9721 3498
BELLETTTE	Bruce & Eileen	12 Healy St	MUNDINGBURRA QLD.	4812	(07) 4779 3618
BLOOR	John & Deirdre	25 Twickenham Dve	KINGSLEY	6026	9309 9663
BOULTER	Bob	223 Scott St	CLOVERDALE	6105	9277 1036
BOWEN	Peter & Bev	8 Rosea Close	MAIDA VALE	6057	9454 6219
BREWER	Bob & Toni	34 Aldenham Heights	HALLS HEAD	6210	9586 8987
BRUCE	Bob	2905 Needham Rd	WOOROLOO	6558	
BROOK	Eric & Gwynne	6 Binns Court	NORTH FREMANTLE	6159	9336 4324
BRAY	Phil & Judy	33 Nalpa Way	DUNCRAIG	6023	9447 9699
BROWN	Fred (Major)	Officers Mess, Larrakeyah Bks.	LARRAKEYAH. NT.	0830	(08) 8935 8320
CLIFFORD	Leo & Ann	41B Kittyhawk Gve	BUSSELTON	6280	9754 3748
CLUTTERBUCK	Cedric & Nan	18 Glennon Way	ROSSMOYNE	6148	9457 4651
CLUTTERBUCK	Eric & Jane	4 Carob Place	GREENWOOD	6024	9342 2181
CLUTTERBUCK	Noel & Fiona	357 Hardey Rd	CLOVERDALE	6105	9277 7072
COCKER	Yvonne	151 Calais Rd	WEMBLY DOWNS	6019	9341 5257
COHEN	Frank	121 North St	SWANBOURNE	6010	9384 7094
COOK	Alex & Lori	92 Nolan Ave	UPPER SWAN	6069	9296 1297
COULTARD	Bob	11 Mensa Close	ROCKINGHAM	6168	9527 5879
CRADDON	Clive	U19/7 Bronte St	EAST PERTH	6004	9221 2319
CUSKELLY	Colin & Marianne	73 Somerville St	FLORA HILL VIC.	3550	(03) 5442 6225
DIXON	Chris & Linda	15 Orchid Drive	ROLEYSTONE	6111	9397 5280
DARCH	Colin & Ester	27 Muirhead Way	KINGSLEY	6026	9309 9823
EDDY	Peter & Anne	112 Keightley Rd	SHENTON PARK	6008	9381 2616
FIRNS	Brian	59 Thompson Rd	NORTH FREMANTLE	6159	9335 6825
GILLHAM	Mick & Leisa	3 Penny Place	KELMSCOTT	6111	9495 2214
GRIFFITHS	Leon & Pat	10 Hogg Ave	SALTER POINT	6152	9450 8373
HALL	Warren	PO Box 298	TOODYAY	6566	9574 4484
HOCKINGS	Daryl & Heather	3 Vincent Place	KENSINGTON VIC.	3031	(03) 9376 7621
JOHNSTONE	Kim & Deirdre	52 St Andrews Way	DUNCRAIG	6023	9448 9517
JONES	Howard & Coral	66 Trowton Way	LANGFORD	6147	9451 4261
LENANE	Frank & Kate	12 Mackay Cres	GOSNELLS	6110	9398 5815
LOCKE	Margaret	35 Arno Way	GIRRAWHEEN	6064	9342 6098
McCARTHY	Dennis & Kath	59 Helmsman Tce	SEAFORD SA	5169	(08) 8386 3239
McKENNA	Bob	8 Laser Close	WARNBRO	6169	9593 1133
MAZZAROL BEM	Jo & Betty	52 Cleveland St	DIANELLA	6062	9276 6170
MEAD	Brian & Annette	8 Barridale Dve	KINGSLEY	6026	9409 8292
MURRAY	Jeff & Anne	100 La Grange Rd	STONEVILLE	6081	9295 2469
PARKER	Barry & Helen	41B Jefferson Dve	MARANGAROO	6064	9342 7245
PRESSER	Peter & Lesley	RMB 8140 Benetook Ave	MILDURA VIC.	3500	(03) 5025 7419
ROBERTS	Jim & Noela	8 Waxberry Close	HALLS HEAD	6210	9582 9857
SARGEANT	Dora	29 Bouvardia Way	GREENWOOD	6024	9448 5787
SAWYER	Tom & Pauline	5 Mandoon Close	DARLINGTON	6070	9299 7039
TAYLOR	Margaret	22 Callistemon Ave	GREENWOOD	6024	9447 0465
TAYLOR	Olive	39/18 Albert Rd	CLAREMONT	6010	9384 4431
TILL	Alf & Lesley	21 Cromarty Rd	FLOREAT	6014	9387 5113
UWINS	Bev	12 Kexby Street	BALCATA	6021	9344 4375
VENN	Mike & Annette	29 Waitara Cres	GREENWOOD	6024	9448 0407
WEBB	Cliff & Dianne	8 Nalpa Way	DUNCRAIG	6023	9448 3176
WILLIS	John & Shirley	"Ngauruhoe" 40 Walkington Way	EDEN HILL	6054	9379 9486
WILSON	Bryan	69A William Rd	NEDLANDS	6009	9386 4729

THE DEFENCE SERVICE MEDAL – A NEW MEDAL FOR MANY MEDAL TO RECOGNISE SERVICE IN DEFENCE OF AUSTRALIA

The Howard Government has today announced the intention to establish a new medal that recognizes volunteer service in the Australian Defence Force. All relevant approvals are now being sought to allow the award of this medal.

The Minister Assisting the Minister for Defence, Mal Brough, said those who had served for a total of six years in the Australian Defence Force, regular or reserve, would be eligible and the medal would be backdated to recognize past service.

"The Australian Defence Medal also reflects the fact that when serving in a modern Defence Force, it becomes difficult to discriminate between those who serve directly on operations and those who support those operations."

"The Australian Defence Medal reflects the fact that by serving in the Australian Defence Force individuals make a contribution to the national interest, whether they served the country on operations, or whether they remained in Australia in a support role."

"The war on terrorism has redefined the notions of a frontline or even an easily definable Area of Operations."

"Some tasks undertaken by soldiers, sailors and airmen remain invisible to the community at large but are very important to our nation's defence. These may include preparation and planning, intelligence and, indeed, other classified activities that for national security reasons can't be recognized by a specific award."

"The Australian Defence Medal will recognize all of these circumstances of service." Mr Brough said the Australian Defence Medal would be retrospective from the end of World War Two, in order to recognise that many people in the past had served their nation in a variety of forms, sometimes arduous, but had not been recognized by an operational medal. However, those who completed National Service would not be eligible unless they subsequently volunteered and completed the requisite six years volunteer service.

"Six years reflects a length of time that we could be reasonably certain that most people would have completed the requisite training and experience in the Regular or Reserve forces, to be considered fully deployable should they have been called upon," Mr Brough said "We believe these conditions also give effect to a motion from the Returned and Services League who agree with our desire to further recognize ADF service."

"The implementation of the medal will be a significant undertaking and the issue of medals to past servicemen will take time. It is estimated that up to 400,000 ex-servicemen and women may apply for this medal," Mr Brough said. **"It is anticipated that once a design has been finalised and the medals have been struck, the issuing of medals could begin around middle of 2005."**

"Operational and other demanding overseas service will still be recognized under the current arrangements.

Survey Corps 90th Anniversary Dinner

There has been some questions raised as to when is the next big Bendigo bash, especially seeing that 2005 marks the 90th Anniversary of the Survey Corps. My immediate answer was, when you come and help, however after some consideration (prodding), the committee has decided to make it happen.

The members of the Survey Corps are thinning (not just on top) so that were we to wait for the centenary it would not be the big occasion that it deserves. We have booked the same venue as the book launch so that we will not have to restrict numbers as we did for our earlier dinner. The dinner is to be held at the "All Seasons International Hotel", 171-183 McIvor Road, Bendigo on Corps Day Friday 1 Jul 2005 commencing at 1930hrs. We have had to make a substantial deposit so that we need to confirm approximate numbers attending.

Dress for this function is again neat casual. There will be minimal formality at this sit down table service dinner. A seating plan will only be provided for the head table. A two course, two choice meal is planned to be served with your order being taken at the table on the day. The initial drinks that will be provided on the tables on arrival and are included in the meal costs, further drinks are available at bar prices.

Other activities will be organised for the Saturday. An anniversary port is planned for release at the function. Costs for this function are expected to be about \$35 per head, Please fill out the function return slip at the end of the newsletter to give us an indication of the support that we have for this large function. Come and make it happen a dinner for 300 plus.

Send no money **NOW**, **WHAT WE NEED IS YOUR INDICATION OF WHETHER YOU AND HOW MANY OTHERS ARE PLANNING TO COME.** As a group we tend to be a bit tardy at replying to things like this, but do it now, as we really need to know what the numbers will be like.

The indication can be made to the Secretary Tracy Phillips, at Email phipsys@bigpond.com , by phone (03) 5442 0294 (03) 5449 6330 (AH) or by mail using the return slip below:

90th ANNIVERSARY DINNER FUNCTION INDICATION RETURN The Secretary

Ex Fortuna Survey Association

PO Box 613

BENDIGO VIC 3555

Name:

Contact Details: Ph or.....Email

I / we wish to attend the Survey Corps 90th Anniversary Dinner Function:

Friday 1 July 2005, 1930hrs at approximate cost of \$35 per head.

Number attending in your party
