

# AMC LSI Association of Vic

Armed Merchant Cruiser / Landing Ship Infantry

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Patrons: Bruce Candy & Hiram Ristrom

President  
Chris Harvey  
1/129 Surrey Road  
Blackburn Vic 3130

## ANZAC DAY — Melbourne 25 April 2018



**Leading the ANZAC Day march will be WO Marty Grogan OAM RANR 54 years service and his son Captain Darren Grogan CSM RAN 30 years service.**

The Navy will be stepping off at 9.10 am Flinders Street West, so be there well beforehand as there may be a last minute reshuffle of the banners, and please remember to wear your medals; veterans on your **left** and descendants on your **right**. We have obtained permission for our descendants to march with the Navy WW2 Veterans behind our Banners and please keep in mind Melbourne's new underground construction.

**Prams or backpacks etc are not acceptable it's a SECURITY issue.**

For our precious remaining veterans if you are unable to march the distance, there are three transport options available to you on ANZAC Day 2018 Melbourne.

- 1/ Ask a descendant or carer to arrange a wheelchair so you can "march" behind your banner.
- 2/ To be picked up from your home by an **RACV vehicle**, and transported into the city then join the procession in a chauffeured driven vehicle to the Shrine where you may be seated for the duration of the march. You then have the option of being transported to your reunion or back home—**not both**.
- 3/ To be chauffeured in a vehicle from the corner of Swanston & Flinders Street to the shrine and our tree.

**Please ring Chris on 0412 390 686 or Max on 0413 753 473 and we will arrange transport for you.**

After marching to the Shrine we will make our way to the memorial tree for **HMAS Kanimbla, Manoora, Westralia and Assault** ( see mud map on page 8 ) where we gather to remember those we have lost in the past year. After the service at our tree we will head across to **Jardin Tan restaurant** ( previously known as the Observatory Café ) in the Royal Botanic Gardens for a reunion lunch.

**We need to know who is coming to the restaurant so contact:**

**Chris on 0412 390 686 or Max on 0413 753 473.**

**ANZAC Day Sydney.** The Anzac Day March starts at 9 am on the corner of Elizabeth Street and Martin Place. **WWII RAN ships association and Merchant Navy** assemble at the corner of Hunter Street East & Elizabeth Street and step off at approximately **9:15 am, we have no contact for Sydney.**

### **HMAS Kanimbla 2 NSW.**

Gulf war veterans are marching in CANBERRA and Illawarra NSW, Contact: Steve Trood 0413 881 020.

### **HMAS Manoora 2 L52 Melb.**

**Jeff Seers** is marching with Gulf War Veterans in **Melbourne** and he would like to see his Shipmates join him.

Email: [jds999@fastmail.fm](mailto:jds999@fastmail.fm)



**BATTLE HONOURS - PERSIAN GULF 2002**

Mission Statement

To honour and remember those who served with the AMC/LSI including but not limited to HMAS WESTRALIA, KANIMBLA, MANOORA & ASSAULT.

## WREATH LAYING CEREMONY

Tom Van Schilfgaarde, Bruce Candy, AB Anita Hogan, Julie & Norm Tame.



This year was the 74th Anniversary of the amphibious landing at Arawe New Britain on the 15th December 1943 by HMAS Westralia during WW2.

Our Wreath Laying Ceremony at the Shrine of Remembrance on Saturday 9th December 2017 was a great success with over 30 attending. Veterans Norm Tame, Hiram Ristrom, Ian Gardener and Bruce Candy who was at the Arawe landing on HMAS Westralia attended the service.

We were honoured to have members of the RAN Catafalque party, RAN band bugler AB Andrew Bryce. Introduction by Commander Terry Makings AM, RAN, (Rtd). Welcome by Chris Harvey. Reading a Prayer by AB Anita Hogan RAN (Rtd). Address by CPO Christopher Vale RAN, HMAS Cerberus; The Ode by Hiram Ristrom, former President of HMAS Kanimbla Association.

LAYING of the WREATHS by CPO Christopher Vale on behalf of RAN Cerberus, AB Anita Hogan (Rtd) on behalf of YOUNG VETERANS, Max Tozer & Jackson Hosking on behalf of AMC/LSI Association and Chris Harvey on behalf of Naval Association of Australia.

38 attended our Christmas reunion lunch at Bentleigh RSL. One more Veteran, Tas Luttrell with his wife, Elizabeth, and four members of his family.



Mac Hay - Hiram Ristrom - Anita Hogan - CPO Chris Vale.

## CHRISTMAS REUNION LUNCH

BENTLEIGH RSL

SATURDAY 9 DECEMBER 2017



CAROL ZEUSCHNER a happy prize winner, HMAS Assault. Vice President Mary Beth Hosking Max Tozer



## SHRINE of REMEMBRANCE Melbourne.



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## OPERATION COUNTENANCE – BANDAR SHAHPUR IRAN 1941.

**On** the 25th August 1941, a naval action was taken to immobilize Iranian warships laying in the in the entrance to Karun River and to land troops to occupy and hold the Naval Barracks. It was intended to capture merchant ships at Bandar Shahpur, these two points laying close to each other at the head of the Persian Gulf.

A mixed force was employed, including sloops of the Royal Indian Navy, ex-yangtse gun boats, Anglo-Iranian Oil Company tugs, an armed trawler, a Arab dhow, an R.A.F. Picket Boat, and the Armed Merchant Cruiser **HMS KANIMBLA**.

**KANIMBLA** had left Australia in December 1939 and had various commissions which had taken her as far as Japan before she settled down to a spell of escort work in the West Indian Ocean.

**ZERO** hour was to be at dawn August 25th. The first and middle watches passed quietly as the Flotilla moved darkly up the Khor Strait, with no sign of the enemy. At buoy number 13 the dhow was waiting at her appointed station as **KANIMBLA** approached the Strait she slowed to allow the flotilla to go ahead to their appointed objectives and watched as they went into action. The first part of her task had been accomplished with the safe arrival of the flotilla at the head of the Khor Strait.

The morning watch proved eventful. As **KANIMBLA** turned into the strait in the wake of the flotilla, a sheet of flame enveloped the German ship “ Weissenfels.” A burst of machine gun fire was heard from the “ Sturmfels,” followed by a pillar of smoke from her aft hold. Then the lights of the town went out.

**HMS KANIMBLA** picked out the Italian tanker “Bronte’ as the ship in most need of assistance. She was blazing amidships. With all hoses rigged, **KANIMBLA** went along portside, and poured volumes of water into her. A foothold was obtained on board “Bronte” after the first rush of flames were beaten back and in some three hours the ship was saved.

Other ships of the flotilla were dealing successfully with the other Axis ships. A number of which were already flying the white ensign, while **KANIMBLA** had 16 Officers and 111 men away on boarding parties around the harbour.

**AT** 0800hrs, the Iranian gunboat flagship decided to come alongside to tend the surrender of the senior naval officer of BANDAR SHAHPUR, and the Port Commandant. At noon **KANIMBLA** got under way and berthed on to Bandar Shahpur Jetty and started unloading onto the railway trucks. No one had been to bed for some thirty hours, and the temperature in the sun, where all the work had to be done, was 47c however there was no rest in sight yet.

Boarding parties had to be relieved in all captured ships, guards posted, and a guard boat organised; while burning and wet cargo had to be shifted - by hand, since there was no power—but by noon on the 27th they had broken the back of the job. The next item on the program was to clear the harbour as soon as possible and this was accomplished in record time.

### 25th August 1941

Imagine, as the dawn broke, **HMS KANIMBLA/AMC** nosing up a certain river in the Persian Gulf to take control of a town and railway considered to be important strategically and to capture five German and three Italian ships. Each of the AMCs escorts had a vessel assigned to it and each ranged alongside its own prize; taking the crew prisoner and then fighting like the devil to get the fire under control, while demolition chargers were exploding in different parts of the ship.

The AMC herself had several jobs on her hands. She steamed along one of the Italian ships that was well ablaze and as many of her crew that could be spared fought the fire. The Italian ships quarters were saturated with petrol; even her fire fighting appliances were filled with petrol and, when used, became a flaming torches. Open cans of petrol had been placed in these quarters also, but the fire was controlled after 3 hours and the ship was safe. While this work was going on the AMC was disembarking Indian troops in her boats - their task to subdue all resistance ashore.

Simultaneously, she was firing broadsides of 6 inch guns ashore to prevent a train from leaving the town and to immobilize the railway; and, at the same time, using her H.A. ( 3 inch Guns ) armament to keep off aircraft circling out of range.

By this time, the other enemy vessels had all been subdued and the fires extinguished with the exception of two. One of the ships was burning furiously; her fuel oil had ignited and she was an inferno. The other vessel was settling her seacocks having been blown off by a demolition charge. Her anchor cable was slipped and two tugs beached her on the half tide. The burning ship had to be abandoned and just before dawn on the 26th she sank on the bed of the river.

Within 5 days the three Italian vessels were towed away to be refitted and to sail under the British flag. The three German vessels sailed under their own steam bound for the same British port. The remaining German ship that had been beached was salvaged in a space of a few weeks by the AMC's crew. Her valuable cargo was discharged to join the others. The AMC returned to Australia after 2 years away on active service.

**Sources:** CPO Peter Cannon CSM, Cry Havoc by Peter Sherman, the internet , NAA: Army & Navy Records and NLA Trove: National Library of Australia.



**Petty Officer John T Humphries**

**George Medal**



## **HMS Kanimbla Persian Gulf 1941.**

John Thomas Humphries ( 1903-1987 ) was born in Sebastopol, Victoria. He entered the Royal Australian Navy on the 18 July 1918 at the age of 15 years and served for 5 years before being promoted to Petty Officer in 1923. Trained as a diver on the Grey Street Bridge and the Story Bridge foundations and received high praise for his skills and courage. He was recalled to full time service on the outbreak of WWII in the Royal Australian Navy Reserve and joined the Armed Merchant Cruiser HMS Kanimbla which was sent to Bandar Shapur in August 1941 as part of Operation Countenance to capture Axis merchant ships and naval base as a combined Allied force.

The Italians and German attempted to destroy their ships, some by fire and some by scuttle opening sea water inlet valves. One ship, the 10,000 tonne *SS Hohenfels* had sunk in 15m of water. PO Humphries not being a Naval diver volunteered his service. For five weeks he dived, for up to three hours at a time, and despite working in total darkness, he completed the repairs that allowed the *SS Hohenfels* to be refloated and towed to a British port.

Petty Officer John Humphries was awarded the George Medal on the 17 February 1942. For his skill, and undaunted devotion to duty in hazardous diving operations and rated as a Navy Diver 1st Class. He lived in Brisbane until his death age 83 years on the 23 August 1987.



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## **OPERATION JAYWICK / MV KRAIT**

**IN** 1943, 14 highly trained commandos of “ Z “ Special force unit sailed the former Japanese fishing boat the **MV KRAIT** into enemy held water near Singapore harbour. Transferring to two man canoes in the dead of night, 6 men in 3 canoes paddled into Singapore harbour, attaching Limpet mines to several Japanese merchant ships at a set time delay, before returning to **MV KRAIT** and subsequently Australia. It was the most secret and successful military operation in Australian **NAVY and ARMY Commando** History.



In 1942 Captain Ivan Lyon was sent out to Australia with a plan to strike at the Japanese stronghold of Singapore harbour and destroy Japanese shipping. He helped in training Australian Navy Special Service Beach commandos at **HMAS ASSAULT** at Fly Point, Nelson Bay NSW. On the 17 July, Captain Lyons plans were reluctantly accepted by Commander R.B.M. Long Director of Naval Intelligence in Melbourne. Naval Intelligence selected a team of navy and army commandos as a crew for **MV KRAIT**.

**Photo Left to Right front row: Lieut Ted Carse RANVR, Navy Commandos and Capt of MV Krait. Lieut Donald Davidson DSO, RNVR, Raid Commander & NBC. Major Ivan Lyon DSO**

**MBE, Z Force, Gordon Highlanders. Maj Jock Campbell, not on raid. Lieutenant R.C. Page, DSO, Z Force AIF, POW Singapore & Death 7/7/45. Army, Cpl A. Crilly MM, Z Force AIF. L/Seaman Kevin .P. Cain RAN/DEMS, Ships Gunner, MID. L/Stoker James McDowell R.N., DSM, Ships Engineer. L/Seaman Tel H S Young MID, NBC /HMAS Manoora Radio Operator. AB W.G. Falls RAN, DSM / NBC. CPL Ron Morris BEM, MM, RAMC. AB Moss Berryman RAN,MID, MM, NBC. AB F.W. Marsh RAN, MID, NBC, POW Singapore died of Malaria 1/2.45. AB A.M.W. Jones RAN,DCM, DEMS, NBC,HMAS Manoora. AB A W. Huston RAN, DCM, NBC, KIA 1/11/44. NBC = Navy Beach Commandos. RAN = Royal Australian Navy, RN = Royal Navy. MID = Mention in Dispatches. MM = Military Medal.**

In early September 1942 training began for Operation Jaywick at Camp Z, Refuge Bay, North Sydney, NSW. On the 2 September 1943, MV Krait eventually sailed from Exmouth Gulf heading north and sailing through Lombok Strait. On the 24 September 1943 the Krait arrived off Singapore. As night fell, the commandos unfolded their folboats ( **collapsible canoes** ) and six men left the MV Krait and paddled 50 Km to a cave on a small island to establish a forward base near Singapore Harbour. Under cover of night on the 26 September 1943, they paddled into Singapore Harbour and laid Limpet mines on 7 Japanese cargo ships and then returned to their island base.

The Limpet mines sunk or damaged 7 ships or 39,626 metric tonnes. It took the Commandos six days to reach the Krait on the 2 October and arriving back at Exmouth Gulf Australia on the 19 October safely. It took the Japanese by total surprise and they assumed it was local saboteurs.

It was followed by **Operation Rimau** where three ships were sunk; but thirteen men were killed including Lyon and Davidson who put up a six hour battle with Japanese soldiers on Soreh Island 15 Oct, Ross and Campbell ran into a Japanese patrol both were killed Tapai Island 16 Oct, Riggs and Sgt Cameron were killed on 4 Nov Merapas Island their remains were only discovered in 1994.

Eleven were captured, imprisoned, tortured, and starved in Outram Road Prison. AB Fred Marsh **NBC** died of malaria; ten were sentenced to death at Passir Panjang on the 7 July 1945. The Commanding Officer of submarine HMS Tantalus, Commander H Mackenzie, **RN**, whose orders were to pick up **Operation Rimau Commandos** on the 7 November. Ten commandos were waiting on Rimau Island but Captain Mackenzie didn't keep the rendezvous. He was off hunting enemy shipping until the 21 November.

Sources: National Archives of Australia, National Library of Australia & Internet.

## **HISTORIC VOYAGE to the ANTARCTIC 1947-1948.**

**Sources:** The extracts came from Monograph No: 139 LST 3501 ( Transcript by CPO George H. Hinton, RAN (Rtd) Lecture to the Society, May 1994) published by Naval Historical Society, George Hinton is President of AMC/LSI Association of New South Wales. Photos: National Archives of Aust, & Denise Hinton.

The Australian Navy's first expedition to the Antarctic involved the HMALST 3501 and HMAS Wyatt Earp in the summer of 1947-48. HMALST 3501 made two journeys, firstly to Heard Island then a second trip to Macquarie Island in 1948. HMAS Wyatt Earp made a single trip towards the Antarctic continent. The three main aims of this first ANARE (Australian National Antarctic Research Expedition) trip were:

1. To lay claim to territories by manning them.
2. To find the best methods to supply and maintain supplies.
3. To allow for scientific studies to be conducted, mainly concerned with weather patterns.

HMALST 3501 was at the time considered to be the best ship for the job because it had large deck spaces and could land supplies on shore. It was designed as a landing ship for tanks. It had opening bow doors and ramp to carry 18 X 40 ton Tanks, 27 trucks and 7 LCMs plus 168 troops. She was completed in time to see war service in the English Channel. It was the only ship to see RN service prior to joining the RAN, with the battle honour, English Channel 1945. It was not however built to withstand the conditions it was to meet on its journey through the Antarctic waters.

The ship's company comprised of leader of the Expedition Group, Captain S A C Campbell, ship's Captain Lieutenant Commander Dixon DSC, RANVR, 120 officers and crew along with 14 scientists. J E MacDonnell described the ship as "an ugly, rectangular shaped ship, painted a brilliant orange". He also noted that the ship's beams were strengthened and additional plating was added around the fuel storage areas. As far as crew comforts were concerned, he wrote enthusiastically about improvements. As a crew member I didn't notice too many of those so called creature comforts. As I stood before the yellow painted ships dockside, I knew nothing of what lay ahead and as far as experience goes, all I had was serving at HMAS Cerberus, Flinders Depot. This was my first sea draft since joining the navy in May 1946. When I learnt that I was going to the Antarctic, my first thoughts were "well, I survived two winters at Flinders Depot without one sick day. This should be a piece of cake". This proved to be only partly true. I joined the LST on 27th September 1947 as a Petty officer (Joiner, Fourth Class). At this time, the ship was more than halfway through its refit and looking a mess, which is always the case with ships at this stage. It was not long before we were doing sea trials, swinging the compass at the buoy and flying the paying on pennant.

On 31st October 1947 we left for Melbourne to unload some cargo that was intended for the Wyatt Earp. We also took on stores for Heard Island and our clothing. This part of the trip was not good for me as I learnt the ship didn't only pitch and roll, but it also waved from the bow. My main meals were Minties, which were difficult to keep down!

The expedition of 1947 also carried a variety of experimental buildings, with an aim to determine the most suitable long-term Antarctic use. To assist in landing cargo, the LST carried surf rafts, army bridge type pontoons, a 40 foot (12m) work boat, a skiff, 27ft (8m) whaler, pinnace and two 15 ton derrick cranes. The clothing supplied by the Navy for Heard Island trip consisted of thigh long sweaters, long woollen underpants and sea boots made from leather instead of rubber to prevent rot and tear due to sloshing through sharp edged icy waters. These provisions were totally inadequate so Coxswain Chief Petty Officer Parkes approached the Red Cross and requested more suitable clothing. We were then given suitable gloves unlike the mittens provided by the Navy. We also received additional thermal underwear, fur lined weather proofed clothing and thick woollen socks.

While in Melbourne, a Walrus aircraft modified by the RAAF for Antarctic flying was embarked. This aircraft was intended for scientific and survey work on Heard Island. On 17th November we left for Fremantle. During the crossing of the Great Australian Bight the sea were choppy and caused the oil drums on the upper deck to come loose. By this time, I had well and truly found my sea legs on this somewhat unusual moving deck.

The ship spent three days in WA waters practising beach landings and test flying the Walrus aircraft until departure from Fremantle on 28th November, 1947 bound for Heard Island.



CPO George Hinton R30529

The first two days out of Fremantle the sea was like a huge sheet of glass. The storm hit on the third day out and lasted four days and three nights. Lockers and tables in the aft messes were torn from their welding's. There was a large amount of damage to the pontoons on deck in the 60 foot (18m) seas. 9" X 9" Oregon (230mm x 230mm) timber was broken like matchsticks. During this storm, the ship was whipping some 3 feet (1meter) from the bow. This made it difficult to walk along the passageways as the whipping caused a rippling in the ships deck. Throughout the storm, the engine room staff found it necessary to disengage the propellers to stop the vibration as the stern frequently left the water. One of our few creature comforts was our night rations of kai. This is a very thick chocolate-like drink. As the seas subsided, the boiler fires were extinguished due to water leaking into the fuel oil from the damaged fuel oil compartment. This meant the ship was plunged into darkness before fires could be reignited. On the first night following the storm our navigator was able to get his first reading of the stars. He found us to be 30 miles (55km) behind our position prior to the storm. The day after the bad weather we set about finding the damaged fuel tank. Upon opening the inspection plate to the tank concerned we found a huge split through to the ocean below. So much for the additional plating! The tank was quickly closed off and place to strengthen the deck to the deck head above. My first lesson in damage control.

We arrived at Heard Island on 11th December, 1947. This provided the Navigating Officer with an opportunity to repair the radar. Also within a day or so of our arrival the walrus aircraft had its maiden flight over the island to take photos of the terrain and in particular the most prominent feature of the island the mountain range Big Ben ( 2,745m above sea level). On the 20th-21st December, winds of up to 210kph hit the island. The plane was on shore and tied down with concrete blocks. LCDR Dixon took the ship to lee side of the island. Both anchors were lowered and the engines were put on full steam ahead to hold the ship in position. We were able to ride out the storm safely in this manner. The aircraft was not so lucky. It had previously survived gales of 120-140kph, however, on this occasion it was completely smashed at Atlas Cove. This was the last fully operational deployment of the Walrus amphibian.

The original intention of unloading using pontoons was abandoned and the ship had to go on the hard (beaching) in order to unload the supplies. We experienced several difficult days of trying to get on the beach to unload. In the act of opening the bow doors and lowering the ramp bad weather would strike in a matter of minutes and then all hands to the deck in a hurry to return to sea. Finally a day arrived when we were able to unload our cargo. This had to be completed by all hands including LCDR Dixon.

We left 14 scientists behind on Heard Island before moving onto Kerguelen Island where we left some fuel oil for the Wyatt Earp. Due to various reasons the Wyatt Earp didn't arrive as planned to collect it. A return trip to Heard Island was made prior to our departure. Apart from some minor issues the return trip to Melbourne was uneventful. The raging waters at the entrance to Port Phillip was a very welcome sight.

I made a second trip on the LST 3501 in January 1948. The operation to Macquarie was similar to Heard Island except that army DUKW were used to unload the supplies.

## Heard Island



## THE NAVY BALL MELBOURNE TOWN HALL 2017



L/Seaman Hiram Ristrom, coxswain of K12 HMAS Kanimbla, danced the night away with the two Belles of the Ball; Anita Hogan RAN Retired, on your left in red, and on your right in red, Pam Makings.

### Attention Veterans with GOLD/WHITE Cards.

- You may not be aware of your eligibility and full entitlements under a number of DVA Programs such as: **Occupational Therapy, Physiotherapy, Rehabilitation Appliances (RAP).**
- Contingence Aids Payments Scheme (CAPS) / Falls Prevention Program / Mobility and Functional Support (MFS) / Medical Grade Footwear (MGF) / Personal response systems (PRS).
- **VETERANS HOME CARE (VHC)** : - is a program to help eligible Veterans and war widows/widowers to remain in your own homes for longer. It provides a wide range of home care services designed to maintain your optimal health, well being and **INDEPENDENCE.**

Qualified staff specialises in ensuring that you receive ALL entitlements and will provide you with up to date information concerning other Community and Government support services that may enhance your capacity to continue living independently in your own homes.

**ParkLife Australia can arrange a home visit, assessment and treatment.**

If you would like a home visit to assist you to overcome various limitations in order to live more independent lives, please call : **Margarita** on **0425 774 194** to arrange an assessment.



### PO Carmel Tom RAN Rtd OAM

On Australia day 2018 PO Carmel Tom RAN Rtd was awarded the [Order of Australia Medal](#) for her work and service to our Naval veteran.

On behalf of the AMC/LSI Association of Vic, we wish Carmel a hearty [CONGRATULATIONS](#) on receiving the [Order of Australia Medal 2018](#) ; we the committee are all very proud of you Carmel in receiving this most prestigious and deserving award.

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We wish you a "Very Happy Birthday" from the Committee and Member's of AMC/LSI Association of Vic.

November : **Hurtle Inwood, Ray Winter, Bryan Peters, Neil Morris, Tasman Luttrell, Roy Cummings, Adrian Edwards, Roy Seiboth, Cedric Bowerman.**

December : **Reg Dorwood, John Boyd, Keith Tonkin, George Hinton, Bob Elliott, Max Kenner.**

January : **Nev Phillips, Uki Macartney, Bill Tattersall, Leon Beech, Jock Inglis, Max Kenner.**

February : **Robert Murdock, Martin Marks, Derek Self.**



We regret to advise of the passing of the following Veterans. Our sincere condolences go to their Family, friends and shipmates.

AB Harold (Binni) Wilson age 95 15/08/17 TAS.

PO Desmond O'Connell 05/09/17 age 102, Vic.

AB Doug Gordon 21/10/17 age 95, SA.

SBA II Ernest Balfour (Bruce) Collett 24/10/17 SA.

And we acknowledge the passing of

Edith (Betty) wife of Brian Sullivan Nov 2017 NSW.

*Lest we forget*

## THANK YOU FOR YOUR DONATION

We wish to thank and acknowledge the following generous donations received from our members.

- \* Brian Sullivan, a donation ever month.
- \* Pierre Becu.
- \* Jack UKI MaCartney & Evejean Williamson.
- \* Bill Galton, Navy Beach Commando.
- \* Keith Krause.
- \* Kevin O'Malley.
- \* Steve Gooch.
- \* Doug and Ross Hooley in memory of their father Alan Hooley.
- \* Hiram Ristrom.
- \* Sibella and Charles Guest in memory of their father James Guest.



If you wish to donate to AMC/LSI Association of Vic you can send a cheque to:

**1/129 Surrey Road Blackburn Vic 3130** or

Transfer funds to Westpac Bank

**Account No 42 2541 BSB No 033 070**

In description box state donation & your name please.

Caps \$25 each + P & H

### MERCHANDISE

Caps \$25 each + P & H

To order phone **Max Tozer 03 9782 8353** or write to 6/19 Robin Dr Carrum Downs, Vic 3201.

All Kanimbla caps are sold out.

3 Manoora caps only.

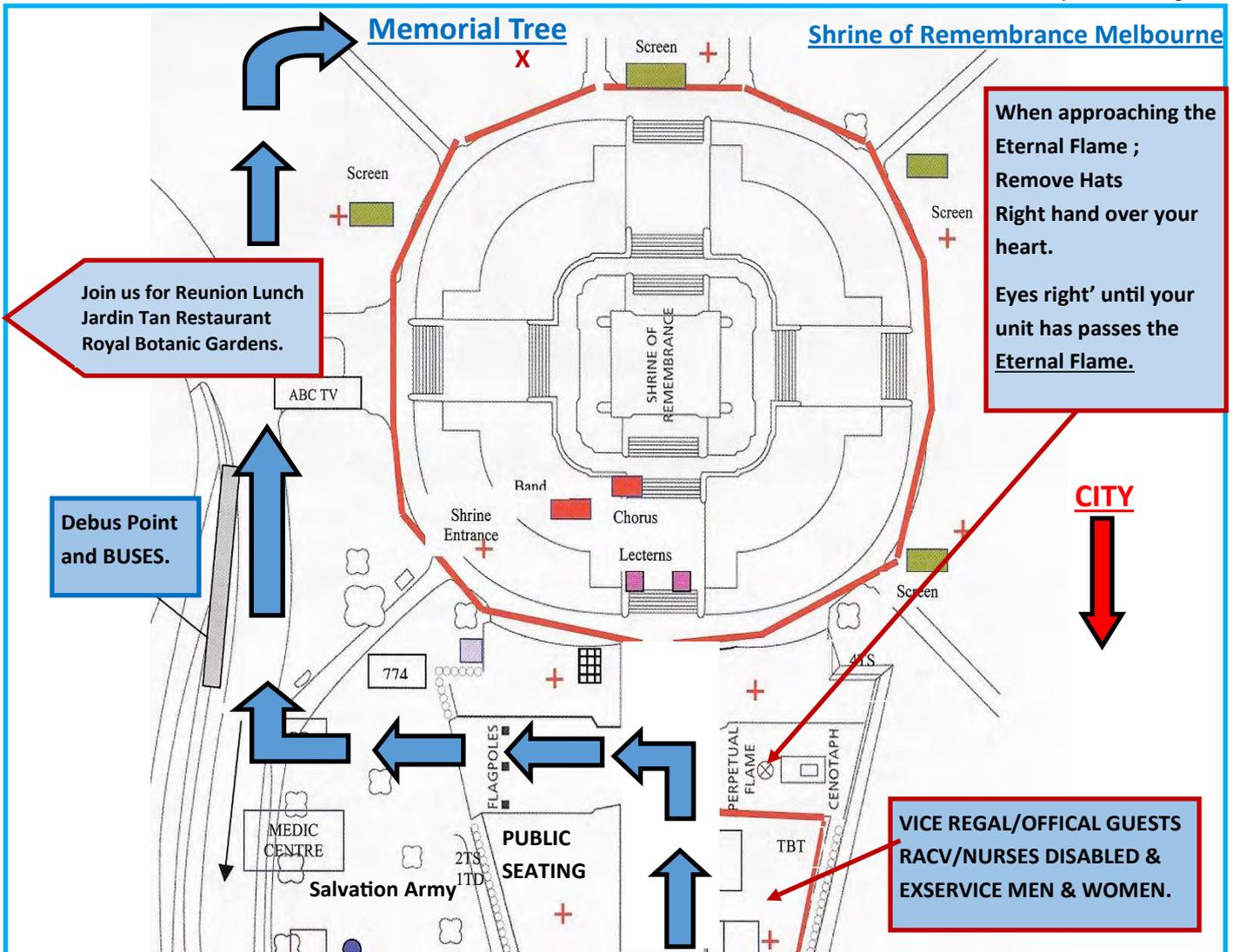
10 Westralia caps of each.



**Max Tozer - Jnr Vice President & Merchandise Manager 03 9782 8353**

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Cut -----

To be retained by member  
Carry in top left hand pocket.



ANZAC day Medical  
Identification Card

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Date of Birth: \_\_\_\_\_

Brief Medical History: \_\_\_\_\_

Allergies & Medications: (name, dosage, & frequency) \_\_\_\_\_

Next of Kin, Name: \_\_\_\_\_

Relationship: \_\_\_\_\_

ACKNOWLEDGMENT: This newsletter has been a collaboration of team work from the AMC/LSI Association of Vic committee Carol Zeuschner, Mary-Beth Hosking, Mac Hay, Max Tozer, Rob Lewis, Hiram Ristrom & Chris Harvey.