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History of the 13th Aust. Armoured Regiment.

It is agreed that this version of the History of the 13th Australian Light Horse / 13th Aust. Armoured Regt. compiled by the writer Claude H. Wilson, President of the 13th Gippsland Light Horse / 13th Armoured Regiment A.I.F. Association is his contribution to the History of the 8th / 13th Victorian Mounted Rifles, BUNA BARRACKS, ALBURY, N.S.W., on condition that it only be used to add to the History of 8th / 13th Victorian Mounted Rifles, and not used for any commercial purposes.

The Regiment originated from the METROPOLITAN AND SOUTH DANDENONG TROOP, of the ROYAL VICTORIAN VOLUNTEER CAVALRY REGT. in 1862.
In 1885 re-named VICTORIAN MOUNTED RIFLES.
In 1903 linked with the 10th Light Horse Regt. as the 10th / 13th VICTORIAN MOUNTED RIFLES.
In 1913, re-named 13th GIPPSLAND LIGHT HORSE.

13th Australian Light Horse Regt.

1st A.I.F. 1915-1919, MOTTO, "DEVILS OWN".
FORMED, 28th MAY 1915, at BROAD MEADOWS, VICTORIA, and placed under the COMMAND of Lt Colonel ARNOTT, and consisted of, A.B.C. Squadrons.

Regiment breaks Camp at BROAD MEADOWS, mounted, and rode out of Camp, and through the CITY OF MELBOURNE, (packed with people giving them a send off.) and on to PORT MELBOURNE, all horses approximately 750, were given a swim prior to embarkation.

Finally, officers, men and horses were all aboard, and the ship slowly moved out from the pier to an unknown destination.

at Sea 28.5.1915 to 26.6.1915, Several Horses died.

Arrived SUZ, 26.6.1915, Regiment dis-embarked at PORT SUZ 29.6.1915

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Embarked men and horses on a train.

30.6.1915 Camped at ABBASSIA and HELIOPOLIS.
(very hot.)

1.7.1915. Exercising horses.

5.7.1915. Regiment inspected by GEN. MAXWELL,
O.C. British forces in Egypt.

6.7.1915. Horses backs sunburnt, special
stables erected, roof of palm leaves
much more comfortable for men & horses.

12.7.1915. Moved to a new camp further
into DESERT.

16.7.1915. Whole Regiment revolted, broke
camp, and without officers and
passes, marched into CAIRO.
protesting of limited boundaries
of camp. Better camping area
then provided.

17.7.1915 To 2.9.1915, DESERT TRAINING.

3.9.1915. Left (without horses) for ALEXANDRIA.

4.9.1915 Arrived ALEXANDRIA, and embarked
on "WHITE STAR LINER, "MEGANTIE"
Helped members of the 2nd BATT (AIF)
from the Ocean, who had been
torpedoed, NO LIVES LOST.

9.9.1915. Dis-embarked at ANZAC, dug
ourselves in.

12.9.1915. First Casualty

15.9.1915. Took over defence of "LONE PINE"

19.9.1915. Several Casualties.

12.9.1915. In conjunction with 6th Aust. Inf.
Brigade took over defence of "LONE PINE".

13.9.1915. Moved to the defence of
"THOMPSON'S LOOK-OUT" in preparation
for evacuation.

14.9.1915. Regiment forces now very thin.

18.9.1915. Iron rations issued, midnight
commenced evacuating trenches
quietly moving down the steep
slopes, made beach 1.30 A.M.

19.9.1915. Safely embarked on battle-ship

- 19.12.1915. Arrived LEMNOS Island.
- 4.1.1916 Embarked P+O. Steamer S.S. SIMLA.
- 8.1.1916. Arrived back at ALEXANDRIA, EGYPT.
- 9.1.1916. Dis-embarked at ALEXANDRIA, transferred to train arriving TEL-EL-KEBIAR.
- 15.1.1916. Review of all Australian Troops and Regiments by Lt General Murray D.C. Mediterranean Forces.
The largest review of Aust. Forces ever held.
Big mail from Australia received for all troops from GALLIPOLI.
- 31.1.1916. Commemorative band parade, relating to safe return from Gallipoli.
- 1.12.1916. Drafting re. improvements to Regiment to complete establishment.
- 3.2.1916. New clothing issued to all men from GALLIPOLI.
- 6.2.1916. Left Camp for ISMALIA, SUEZ CANAL. following fresh water canal on account of horses need of water.
- 8.2.1916. Arrived ISMALIA, then to SUEZ CANAL. Crossed on floating bridge to DESERT side, and moved up canal some 30 miles, to take up defence of CANAL ZONE, along with CAMEL CORPS, great difficulty of controlling horses on account of camels.
Took over defence of a large area of Desert beyond the CANAL. Regiment inspected by GENERAL BIRDWOOD.
- 9.2.1916. Selecting horses in good condition for immediate DESERT SERVICE.
- 13.2.1916. Regiment broken up A.B.C. Squads allocated to three Divisions for patrolling the Desert up to 40 Kilometres West of the CANAL. with head-quarters at SERAPEUM.

over

- 14.4.1916. 9th/13th Light Horse have a successful Scarp. killing several Turks, and capturing a number of Turks and BEDOUINS, destroying WELLS, 60 miles out in the DESERT.
- 25.4.1916. First ANZAC DAY, troops who served on GALLIPOLI, wear RED/BLUE, badges. Commemoration Church parade of REMEMBRANCE, afterwoods fun and games on the CANAL, with all sorts of improvised boats etc.
H.R.H. PRINCE OF WALES. attended.
- 26.4.1916. CANAL shipping traffic heavy. Patrols ordered deep into ARABIAN DESERT to prevent TURKS, slipping through to min CANAL.
- 28.4.1916. 4.30 AM crossed CANAL on moveable Pont Bridge joining 4th & 13th Infantry Brigade, and sent out screen patrols sighted enemy and out-flanked them on our right. Rode back to Head-Quarters on the CANAL.
- 29.4.1916. TURKS attack Rail-head.
- 30.4.1916. Inspected by General GODLEY (N.Z.) Staff of 2nd ANZAC H.Q.
- 7.5.1916. Despatch riders supplied to Infantry in Desert.
- 8.5.1916. Preparing for anticipated operation against Turks.
- 10.5.1916. CANAL shipping traffic very heavy. big movement of troops, Regiment strengthen Chana on Canal. Temperature around 120°.
- 26.5.1916. New horses issued to replace horses in poor condition.
- 1.6.1916. Regiment commences moving to ISMALIA, trucked horses on train to ALEXANDRIA.

- 2.6.1916. Loaded horses on ship "KINGSTONIAN".
- 3.6.1916. Dailed from ALEXANDRIA. escorted by ROYAL NAVY.
- 7.6.1916. Still at sea very rough, many horses very sick. Dis-embarked Horses at MARSEILLES.
Entrained horses and Train left for War Zone.
- 11.6.1916. on Train all day and all night.
- 12.6.1916. Still on Train, Stop at Station, French people shower us with poppies and Confetti, make us very welcome, women and girls in tears as they see us "New reinforcements".
- 13.6.1916. Still on Train, most horses travelling well. Train passed around PARIS, crossed the SEINE RIVER and went to AMEINS.
- 14.6.1916. Reached our destination HAZELBROOK. 6.A.M, disentrained, fed horses; had lunch and left for Camp, a walk of 5 miles. The horses were not fit to ride for a while.
Went on to the village of MERRIS.
Put down horse lines and men were billeted with French farms.
- 15.6.1916. Settling down in FRANCE and inoculating and resting horses.
- 17.6.1916. Exercising horses. Regiment attached to 2nd Australian Division.
- 18.6.1916. Fitting horses with GAS MASKS.
general training now in progress.
- 28.6.1916. Had to shoot a number of horses contracted GLANDERS.
- 29.6.1916. whole Regiment go to DIVISIONAL BATHS. all clothing and uniforms BURNED. and complete issue of new under wear and uniforms.
- 30.6.1916. More horses shot. - GLANDERS.
- 2.7.1916. Now in WAR ZONE. Germans put us with very heavy bombardment.
continued training until 18.7.1916
Moved out of MERRIS. 18.7.1916
-over-

- 21.7.1916. Regiment at CONTAY, houses imbedded against CHANDERS.
- 9.8.1916. Exploring Surrounding Country for purpose of improving official maps.
- 10.8.1916. Regiment supplies guard of 60 officers, D.C.O's and men, for visit of KING GEORGE V and later for General Birdwood and many other Generals from English & Scottish Regiments.
- 14.8.1916. Commenced mounted signal duties in conjunction with English & Scottish forces, as the Australians joined them in action. A number of men with farming experience were mobilised to get the French crops out and stacked, as French farmers were with their own forces, this went on for several days and troops were continually under fire from long range artillery.
- 31.8.1916. Ground very muddy. Up at 4.30 AM Regiment ordered to Flanders a weeks trek NORTH. Very muddy at POPERINGHE, which the Germans continually bombarded, much aerial activity from BRITISH & GERMAN planes. Shrapnel from their fights falling all around us. Supplying patrols to Australian and English units.
- Sept/Oct 1916. Very muddy and wet resistance FED UP.
- 20.10.1916. Ordered to SOMME to relieve 15TH BRITISH CORPS CAVALRY.
- 29.10.1916. Regiment supplying many men to do duty in connection with pending big advance. Heavy firing by Australian Artillery.
- 30.10.1916. 15TH BRITISH CORPS CAVALRY, move out of forward zone. & 13TH LIGHT HORSE take over their positions.

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- 31.10.1916. Enemy shellfire stirs up ground, very muddy, our horses and transport in 2 feet of mud. Infantry muddy up to waist. Regiment ordered to protect FRICORT., which Germans are shelling heavily.
German planes bomb our positions.
Conditions BAD. Few casualties and several horses killed and wounded.
- 1.11.1916. Aerial attacks repeated.
Infantry cut overcoats off to waist length, as mud is already thigh high and very heavy on troops.
- 6.11.1916. Another heavy bombing attack from German air force.
Our horses scared badly and difficult to control.
- 8.11.1916. Heavy bombardment. Australian and British artillery now re-inforced reply with heavy shelling of German forces, the din is terrific.
German Air Force continue attack on our position for several days.
- 10.12.1916. Got another bombardment from the German Air Force.
Artillery quietens down, ~~the~~ Kaiser offers first peace terms.
- 19.12.1916. Very heavy snow storm, ground frozen hard. Can't use horses too slippery.
- 25.12.1916. XMAS DAY. Guns very quiet on both sides. Xmas parcels arrive from Australia.
- 29.12.1916. Seven N.C.O's. selected for Infantry training with view to Qualifying for Commission.
- 30.12.1916. Quite day. Artillery only moderate.
- 31.12.1916. Rank and file see the old year out and create a great disturbance

- 1.1.1917. Regiment celebrate NEW YEARS DAY with special rations issued for dinner.
- 25.1.1917. German Air Force shoot down some of Army's Captive Balloons.
Still very cold.
- 26.1.1917. Snow thick. 2nd Division make a good advance.
Members of the 13th Light Horse, bring in some German prisoners.
- 28.1.1917. German planes came very low at night, and machine gunned the Regiment's Camp, a few minor casualties among men and horses.
- 29.1.1917. Aerial activity and Artillery stopped by the enemy and Allies.
- 1.2.1917. Heavy Aerial bombing, but little damage.
- 3.2.1917. Big guns being withdrawn, few enemy trenches taken by Allies.
- 4.2.1917. Still under heavy bombardment
Allies reply.
- 6.2.1917. GERMAN'S raid AMIENS with planes and drop a large number of bombs.
- 8.2.1917. Thirty Eight re-inforcements for Regt.
- 11.2.1917. GERMAN Artillery now very quiet, one German plane near FRICORT.
- 15.2.1917. Mounting Regiment's HOTCHKISS Machine Guns for anti-Aircraft work.
- 16.2.1917. Very heavy air attack this morning. hundreds of bombs dropped and heavy machine gun fire.
- 17.2.1917. Receive 54 horses from remount depot to replace wounded Regt. horses.
- 22.2.1917. Artillery re-inforcements moving up.
- 24.2.1917. One Squadron of Regiment ordered to the front line as enemy believed to be retreating.
Whole Regiment ordered to be ready to move forward. Found Germans had retreated to their trench fortresses.

- 25.2.1917. Regiment moves out from forward position, as impossible to reconnoitre with mounted patrols, "B" Squadron stands by to cover retreat.
- 4.3.1917. General muster parade for inspection and ordering replacement for equipment loss.
- 5.3.1917. Moved back further for rest, seems very ~~quite~~ quiet, still snowing. Regiment now resting and re-equipping.
- 14.3.1917. Regiment under orders again for advance through German rear-guard in case of further evacuation near BAPAUME.
- 16.3.1917. "B" & "C" Squadron move forward to patrol enemy lines. Owing to mud it is impossible to use Infantry. "B" & "C" Squadrons re-combat where enemy is falling back & BAPAUME, falls into our hands. Mounted Patrols move out beyond BAPAUME, pushing enemy beyond FREMICOURT. "B" Squadron occupy MORY. at 6.00 pm, not much opposition. "C" Squadron advance to THILLOY, a few casualties.
- 19.3.1917. All Squadrons return and bivouac at BAPAUME, but advance later to VALIET and VRAICOURT, a few more casualties.
- 20.3.1917. Wet and windy conditions hampers operations, especially air operations. ENGLISH CAVALRY, evacuated. Light Horse establish out post near BERTINCOURT. BEAUMES. 13TH take over and surround BERTINCOURT thus allowing Australian Infantry to occupy BERTINCOURT.

OVER.

- 23.3.1917. Advance more difficult and slower
13th Light Horse establish another
outpost near BAMETZ, enabling
Australian Infantry to occupy that
village on the 21.3.1917.
PRINCE LEOPOLD, of PRUSSIA. Shot down
and captured by 13th Light Horse,
due to DGT. Bob Jeff of the 13th Light
Horse, who wounded him as he
was trying to reach the enemy lines.
"A" Squadron move to BAMETZ to
relieve "C" Squadron.
More casualties suffered by the
13th Light Horse, and Regimental
aid post established in area.
- 24.3.1917. Advance move at standstill
as enemy now offering very stiff
resistance. Our Infantry take
over as not much use for Light
Horse now, so Regiment escort
a few German prisoners to
MEAULETE.
- 26.3.1917. Part of Regiment billeted in
BAPAUME, TOWN HALL, recently captured.
A German time bomb explodes
causing a number of casualties to
occupants, various assorted
Australian Troops.
a few of the 13th lost in explosion.
- 28.3.1917. Regiment now move back to safer
area and make camp at BECORDEL
to rest horses and men.
Germans bring on some big guns
and force Regiment and Infantry
etc to move further back, out of
their range, still mudday.
- 31.3.1917. Everything quiets down, but our
bugler taken prisoner by the
Germans.

- 2.4.1917. German planes attack at night, but no damage done. Still snowing. Australian Artillery start heavy bombardment. Front now quiet except for aerial activity.
- 8.4.1917. A batch of new horses arrive to replace those lost in action.
- 9.4.1917. very successful advance on our left by British forces towards ARRAS & LENS. 10,000 prisoners taken, snow very heavy.
- 16.4.1917. French commence a big advance. Our front normal.
- 19.4.1917. Good reports of French advance.
- 23.4.1917. German planes come in very low.
- 25.4.1917. ANZAC DAY. REMEMBRANCE. Troops out of the line, given half day holiday, after inspection by GENERAL BIRDWOOD.
- 29.4.1917. GENERAL BIRDWOOD, presents Military Medals to some members of the 13th Light Horse.
- 30.4.1917. Voting of Regiment, for Federal Election.
- 2.5.1917. Regiment and horses resting. Football match, between Headquarters and "A" Squadron.
- 5.5.1917. 5th Australian Division, hold sports day. A big attendance of resting troops, along with an assortment of curious French peasants.
- 9.5.1917. "C" Squadron return from patrol.
- 11.5.1917. Heavy bombardment, prisoners employed repairing roads.
- 12.5.1917. 5th Australian Division capture BUILLECOURT. many prisoners taken, escorted by a troop of ~~the~~ 13th Light Horsemen.
- 13.5.1917. Details of "B" Squadron return from patrol duty.
- 14.5.1917. At MAMETZ, Regiment play 24th Battalion a game of football in the mud, very amusing.

- 16.5.1917. English and Indian ~~Can~~ Cavalry moving up to line, as English Infantry move out.
- 19.5.1917. 13th Australian Light Horse, play Australian 29th Infantry Battalion football, a win for the 13th.
- 20.5.1917. Lieut. Dydenham joins Regiment to replace casualty of officer.
Regiment along with a number of Infantry Battalions and other details now resting, for some time.
Another inoculation, received from more remnants to replace casualties.
All Regiment inoculated again.
- 1.6.1917. 13th Australian Light Horse play 29th BAH, football, Regiment wins easily.
- 2.6.1917. Regiment ride over old Battlefields and visit the biggest Crater of the WAR, all this is an observation exercise.
- 3.6.1917. Football Regt versus Light Railway.
- 7.6.1917. Rest time finished, Regt starts training.
- 10.6.1917. GENERAL WHITE, inspect Regiment march past.
- 13.6.1917. After training, Regiment proceeds to Australian Corps, School Sports, and do very well in Competition.
- 16.6.1917. Officers Mess on fire, all H.Q. men called out and building saved.
Regiment under-going further training, to combat certain weak spots.
- 3.7.1917. Allies start new offensive to assist Russia's new attack on enemy.
- 7.7.1917. GENERAL BIRDWOOD, inspected Australian Mounted Troops at HENENCOURT.
- 9.7.1917. Regiment moves NORTH TO MORBECQUE.
- 13.7.1917. New GERMAN Attack, French refugees fleeing from HAZELBROOK, pass through MORBECQUE.
- 16.7.1917. GERMANS, bombard HAZELBROOK.

over

16. 7. 1917. Air attack by Germans at night. all hands ordered to horse lines to try to pacify horses and prevent them from stampeding.
6. 9. 1917. Regiment ordered South.
9. 9. 1917. 60 men supplied to help make up losses, by Australian Infantry.
10. 9. 1917. Heavy Bombardment, continues for 2 days.
13. 9. 1917. Another terrific bombardment, commences.
14. 9. 1917. Detachment from Regiment, ordered to Front Line, also machine gunners, and patrols supplied.
18. 9. 1917. Terrific bombardment, more detachments went out to support Infantry.
19. 9. 1917. Another lot from Regiment move in on horses to escort GERMAN prisoners out.
20. 9. 1917. Another Counter Attack by Australian Infantry at 4.50 A.M., and all objectives gained, ~~after~~ a few casualties in Regiment. prisoners escorted back to Prison Camp.
21. 9. 1917. Russians still advancing. Heavy bombardment precedes GERMAN counter attack, with no success. A few more casualties in Regiment.
23. 9. 1917. Another Australian Attack with good results. Highland Regiment moves in to assist.
25. 9. 1917. Another heavy GERMAN bombardment. One of the 13th officers and several men wounded. One of our Lieutenants killed and another wounded along with a few other ranks.
26. 9. 1917. One of our 13th HOTCHKISS machine gunners, bring down 3 GERMAN planes.
30. 9. 1917. Major McIntyre, Commanding "C" Sqn. killed, along with a junior officer. Several men and a number of horses wounded.
1. 10. 1917. GERMANS drop more bombs and a few more horses wounded.

over

- 2.10.1917. more bombing but no Regimental Casualties
- 3.10.1917. all troops standing by in readiness for another attack.
- 4.10.1917. 3rd Australian Division hops over and all objectives gained.
- 6.10.1917. NEW ZEALANDERS move up to relieve Australians who then move out.
- 7.10.1917. As Regiment moves out, pass many new troops going up to the line.
- 8.10.1917. Infantry get a hurried call to line as Regiment moves back to OUDIZELLE. to re-equip.
- 9.10.1917. Regiment rest and re-equip where necessary. Horses in fair shape and resting now. Well out of danger, except for aerial bombing.
Can hear heavy bombardment from YPRES.
- 20.10.1917. "B" Squadron called out for duty. Heavy bombing, but no casualties.
- 23.10.1917. CANADIANS advance on Australians left.
- 30.10.1917. Three officers promoted.
- 2.11.1917. Horses being clipped.
- 6.11.1917. A few casualties to some of our machine gunners, still serving in the line.
- 16.11.1917. "A" Squadron returns from forward line.
- 18.11.1917. Thirty six men of the 15th Light Horse go to re-inforce Artillery to replace casualties.
- 19.11.1917. Great shortage of men to handle horses.
- 20.11.1917. GERMANS still bombarding heavily at night and continues till 3.12.17.
- 5.12.1917. Regiment moves back to LOCRE. for benefit of horses.
- 10.12.1917. Resting interrupted by six huge GERMAN planes, came across the Light Horse Camp, but successfully escape.
- 12.12.1917. Can hear heavy bombardment around the line, but Regt now well out of range.

- 13.12.1917. GERMANS bombard HAZE BROOK, killing many French civilians.
- 16.12.1917. Snow again, everything frozen for 4 days, very uncomfortable.
- 25.12.1917. XMAS DAY, Church parade at LOCRE School Hall.
- 26.12.1917. More snow, warned to be prepared to move. Still snowing.
- 29.12.1917. Signs of a thaw.
- 31.12.1917. Still freezing and snow thick a quiet NEWS YEAR EVE.
GERMANS visit at night, and drop a few bombs, but no damage to men and horses.

It is regretted that the diaries for the period 1.1.1918 to 31.12.1918 were mislaid.

- 1.1.1919 Regiment in area of HAM-SUI-HOURDE attached to Corps Head Quarters for duty.
- 3.1.1919. Regiment inspected by H.R.H. PRINCE OF WALES.
Decorations presented by him to members of the Regiment, all officers presented to the PRINCE.
- 6.1.1919. COLONEL HINDEHAUGH, takes over as COMMANDING OFFICER of the Regiment.
- 7.1.1919. Horses classified for sale in England and France.
Lieut. L. REID, presented with MILITARY CROSS.
- 8.1.1919. Horses still being classified.
Football in the afternoon.
- 9.1.1919. All Regimental troops, given a free day. Leave given very freely and accepted by those who had any MONEY.

over.

- 16.1.1919. A number of Troops preparing for departure to the UNITED KINGDOM and eventually arrive at BOULOGNE on 19.1.1919
- 19.1.1919. Embarked at BOULOGNE for ENGLAND and arrive LONDON, report to A.I.F. Headquarters HORSEFERRY.
Leave granted to all ranks until the 2.2.1919, when they rejoin the Regiment at HANTES-WHERIES, snow very deep.
- 9.2.1919. Turned horses out into fields but unable to graze on account of snow.
- 13.2.1919. 135 Horses from the Regiment go to JEUMONT for sale to French civilians.
- 26.2.1919. Regimental personnel, embark at LE-HARVE, on S.S. DIEPPE, and leave for ENGLAND.
- 27.2.1919. Dis-embark. WEYMOUTH, and entrain for CODFORD.
- 28.2.1919. Medical inspection, by Medical Board, New issue of clothing. Imoculation against influenza.
- 30.3.1919. Leave granted to all ranks. Issued with passes, tickets & clothing - Ship suits.
More leave granted: few guard duties. Indefinite leave, waiting for ship to arrive.
- 25.4.1919. ANZAC DAY. Sports.
- 27.4.1919. Arrive LIVERPOOL, and embark S.S. REXIC, which leaves for Australia 5.00 pm. and sails via the Cape for Australia all troops now anxious to get home after an absence of 4 years.

OVER

15.6.1919. Arrive at PORT MELBOURNE, about 1.00 PM.
 Dis-embark and immediately put into
 CARS, Supplied by Volunteers meeting
 the Troop.
 Driven through the city of
 Melbourne Streets.
 Tropic Welcome from the people
 arrive at Defence offices
 City Road, paid off-
 and Discharged.

13th Australian Light Horse 1915-1919
 1st A.I.F. Association
 officially closed down its association
 activities January 1979, after 51 years
 due to the increasing difficulty for
 members due to old man time, as most
 at that stage were octogenarians.
 The MOTTO - LOYAL TILL DEATH.

NOTE

The details of the history dealing
 with the 13th Australian Light Horse
 Regiment, 1st A.I.F. 1915-1919, are
 from the personal notes, given to me
 (TO USE AS I SAW FIT) by the late
 Lieut. WALKER, V.C. (13th A.L.H.), who
 always hastened to add, that the
 V.C., was a decoration, his parents
 endowed upon him and stood
 for VERNON CHARLES.

After WORLD WAR II, in 1921, the unit was reformed as the 13TH Light Horse Regiment (GIPPSLAND LIGHT HORSE) and known as the "DEVIL'S DINN", which was the name by which the 13TH LIGHT HORSE REGIMENT, of the 1915-1919, period was known.

The Regiment was re-organised by Brigadier Scott, and commanded by Lt Colonel ARMSTRONG, the Regiment consisted of three (3) Squadrons, HEADQUARTERS "A" & "B", the two "SABRE SQUADRONS",

HEAD QUARTERS SQUADRON at SALE, "A" SQUADRON went to INARRAGUL, "B" SQUADRON, East to BAIRNSDALE.

After Lt Colonel ARMSTRONG, came Lt Colonel T. DALY, who commanded for three (3) years, when he handed over to MAJOR ARNOTT, who was killed prior to receiving his promotion to Lt Colonel. The Regiment was then taken over by Lt Colonel CHRISTENSEN.

During the period from re-organisation to round about 1930, training within the Regiment was not of a very impressive nature. From 1930-1933, the Regiment was commanded by Lt Colonel A.W.J. STEWART. It was during this Officers Command that training was taken seriously, and the Regiment was put on a fairly sound footing.

From 1933-1937, Lt Colonel G.S. TELFER M.C., was in Command with Lt Colonel W.G. HOPKINS as 2^{1/2}, who took over from Lt Colonel TELFER in 1937, it was about this time that the War establishment was increased, adding an additional two (2) SABRE SQUADRONS to the Regiment, "C" SQUADRON took in an area from BAIRNSDALE to ORBOST.

OVER

while "D" Squadron, took in from YARRAM TO FOSTER, in South Gippsland.

It was during Lt Colonel Hopkins, Command that WORLD WAR II, broke out, the Regiment was then in Camp at BAIRNSDALE, carrying out its first 4 weeks Camp, prior to this the period of camp training was 8 days.

The enlistments from the Regiment in the early stages were not so good, as it was thought at this stage that there may have been a chance of the Regiment, going into the A.I.F., as a unit, but this did not take place, and troops started to leave, and join the A.I.F. During the BAIRNSDALE Camp, extensive training was carried out, which included a 3 day TREK, inter Squadron exercises, and field firing, also Night firing, V.M.C.

Early in 1940 the Regiment moved off again for a 3 months Camp at TORQUAY, this being a Divisional Camp, much more progressive training was carried out, which concluded with a DIVISIONAL EXERCISE.

It was the later part of this Camp that Lt Colonel Hopkins, handed over command to Lt Colonel CHASE M.C., while Lt Colonel HOPKINS, took over the 20th Light Horse Regiment.

On the 6th of JUNE 1941 officers and N.C.O.'s, returned to Camp for a refresher course, this time to GEELONG, I think at this time mobilization took place at the conclusion of this Camp the Regiment rode the horses from GEELONG, through the city of Melbourne, MAJOR GENERAL F.P. DERHAM, general Officer, Commanding the 4th Division, took the Salute in COLLINS STREET.

That night we camped at the CHAFFIELD Race course, and rode on to LEONCATHA, the next day, where 3 months training was carried out. Owing to adverse weather conditions the Regiment was bogged down and had to move to MOUNT MARTHA.

Lt Colonel CHASE, relinquished his Command and Lt Colonel WALLACE was appointed to Command.

List of officers and postings included the following

COMMANDING OFFICER.	Lt Col. H. WALLACE.
SECOND IN COMMAND.	Major A.E. ARNOTT.
ADJUTANT.	Capt R. WILLIAMS.
QUARTER MASTER	Capt N. McNAUGHTON
TRANSPORT OFFICER.	Lt J. WILTON
O. C. HEADQUARTERS S.F.N.	Major J.E. STEWART.
SECOND IN COMMAND.	Lt G. HUGHES.
O. C. "A" S.F.N.	Major J.A. HAMMILL.
SECOND IN COMMAND.	Capt. W. LYLE.
O. C. "B" S.F.N.	Capt. J.H. DONNELLY
SECOND IN COMMAND.	Lt L. WISEMAN.
O. C. "C" S.F.N.	Capt. R. WILLIAMSON
REGIMENTAL M.O.	Capt CHOUCK.
PADRE.	PADRE. SANSON.

On "DECLARATION OF WAR" by the JAPANESE, the Regiment moved again to LEONCATHA area to complete its training and carry out the role of COASTAL PROTECTION from SAN REMO to SEASPRAY, with Regimental Headquarters at LEONCATHA.

Conversion from a Horse trained Regiment to a MOTOR REGIMENT, commenced to take place, Horses were returned to ARMY DEPOTS, and PRIVATELY OWNED HORSES to their respective TROOP AREAS.

Many of the original men transferred to the A.I.F. during this period.

OVER.

About March 1942, the Regiment moved to ROWVILLE AREA, and carried on with its training a few more establishment vehicles were available at this stage.

After a short period at ROWVILLE, the Regiment moved to GEHRANG, (GEELONG AREA) Lt Colonel H. WALLACE, was appointed ADM. Command of the 6th MOTOR BRIGADE, and Major A.E. ARWOTT, ADM. Command of the 13th MOTOR REGIMENT, 14th MARCH 1942, an increase of WAR establishment vehicles, just as DREN GUN CARRIERS, were available.

The Regiment by this time was getting to advance stages of Motor Regiment training when a change to ARMOUR seemed apparent.

Lt Colonel WALLACE resumed Command.

The following Officers transferred to various units

Lt Col Wallace
Major A.E. Arwott
Major J. Hammill
Major J. Stewart
Capt R. Williamson

Capt W. Lyle
Lt J. Catter

The Official change to Armour took place on 8th MAY 1942, Lt Colonel F.H. COSTELLO, was appointed then to Command the 13th ARMoured REGIMENT, with MAJOR J.H. DONELLY as Second in Command. The Regiment then moved to PUEKAPUNYAH for conversion training to ARMOUR, to the 6th ARMoured BRIGADE

POSTING OF OFFICERS IN NEW FORMATION.

C.O. Col. F.H. COSTELLO	O.C. H.Q. SQN. Capt. GAMBLE.
2 ¹ / ₂ C. MAJ. J.H. DONELLY	2 ¹ / ₂ C. Lt. A. KELLY
ADJ. CAPT. R. WILLIAMS	O.C. "A" SQN. Capt. L. WISEMAN
Q.M. Lt J. LESLIE.	2 ¹ / ₂ C. " Capt. G. CURRY
T.O. CAPT. H. BIRD.	O.C. B SQN. Capt. P. SCARVILL
M.O. CAPT. CHERRY	2 ¹ / ₂ C. " Lt. G. HUGHES
PADRE. PADRE. SANSON	O.C. C SQN. Capt. C. PEARSON
	2 ¹ / ₂ C. " Capt. A. TOMPKINS

War establishment vehicles, and equipment in the early stages was limited, but, as training advanced, vehicles and equipment became more plentiful, four 2 man TANKS were used in the early stages.

All officers and N.C.O.'s in turn did a Conversion Course at the A.F.V. School at DuckAPurayal.

Wing training was organised under Regimental Control, with Squadrons responsible for various wings, as under:

Head Quarters - ELEMENTARY TRAINING.

"A" Squadron - DRIVING. MAINTENANCE.

"B" " - GUNNERY.

"C" " - TANK WIRELESS.

In-door TANK WIRELESS, GUNNERY and DRIVER MECHANIC Schools were set up in Regimental Huts, much of this equipment for these schools was not available through Army channels, and the troops themselves through various means found a lot of the necessary gear required such as Engines, gear box, magneto, Carburettor and chassis.

Parts for Wireless and Gunnery rooms also came from unknown places.

In the early stages of ARMOUR training the general feeling towards ARMOUR was not keen, but with elementary training getting well advanced, and the arrival of a few TANK SAND TRUCKS which followed changed the outlook altogether, men became keenly interested and TANK MINDED.

Once this spirit prevailed, training showed marked improvement.

From this time on the Regiment started to take shape of a efficient ARMOUR REGIMENT. Only about 30% of the Regiment at this stage were A.I.F. but during the next few months, it built up to 100%, and became an A.I.F. Regiment.

OVER

TANK DRIVERS, Commenced their Practical Test.
TANK WIRELESS OPERATORS, moved out with Det. on their Vehicles to gain necessary experience.

Tank Gunners, Completed their final stages in Gunnery prior to Range Practice.

This stage of Training Completed, and still a limited number of TANKS, about 15 MEDIUM RADIAL GRANTS, and 5 LIGHT TANKS.

The elementary training proved its worth by very satisfactory results obtained from TANK, small arms, 37mm and 75mm Guns on stationary and moving targets.

The Regiment now with 32 MEDIUM RADIAL GRANTS, and, 7 LIGHT STEWART TANKS, moved out on manoeuvres in the SEYMOUR district, and settled down to training in Squadron areas. Daily Squadron, then Regimental exercises were carried out.

The period the unit would remain out would vary from 7 to 10 days, then back to camp for general over-haul and maintenance. It was on one of these manoeuvres, the Regiment experienced its first serious accident, resulting in the loss of life of (5) five members of a TANK crew.

The NEWS that the 2nd CAVALRY MOTOR DIVISION, under which the 6th ARMoured BRIGADE, came under command was to be disbanded.

The Regiments in the 6th BRIGADE, were 12th, 13th and 14th ARMoured Regiments, the 12th & the 14th were disbanded, and the 13th ARMoured REGIMENT, moved NORTH, to join the 3rd ARMoured DIVISION, with Headquarters at MURRON (QUEENSLAND)

OVER

The 1st ARMoured REGIMENT, with Complete WAR establishment and with the exception of a few light Tanks and Scout Cars moved NORTH in APRIL 1943.

The movement by RAIL required five(5) trains for personnel and equipment.

Trans-shipment of TANKS took place at ALBURY, and again at SOUTH BRISBANE. The TANKS were off-loaded at MONKLAND and the personnel (with the exception of TANK CREW) at MURBON.

The TANKS under the Command of Major J.H. DONNELLY, moved a 100 MILES by road to MURBON Area, this movement entailed travelling through some very hilly and rough country, also jungle.

There were many thrills before eventually arriving at their destination with-out any serious accidents. Prior to moving North, trucks were fitted especially as Headquarters and Squadron offices, Quarter-masters Stores, and Squadron COOK Trucks.

These trucks were among the best fitted vehicles in the ARMoured DIVISION.

The Regiment moved to the EAST COAST, north of BRISBANE, where the unit came under the Command of the AMERICAN FORCES, for instruction in loading of TANKS on LANDING BARGES and off loading on an ISLAND.

The Regiment on return to MURBON, Area, from this exercise move into a Regimental ~~area~~ Area.

During a DIVISIONAL EXERCISE, the 1st ARMoured REGIMENT, was given a role in which a movement by night without light was the only hope of success.

OVER.

The TANKS averaged 9 miles an hour for 7 hours on a very dark night, without lights on a road little more than a track, wheeled vehicles could not hold the pace under the same conditions, and were brought forward separately.

During the absence of Lt Col F.H. COSTELLO who was sent to the ISLANDS for a short period as an observer, and Major J.H. DONNELLY attending a Military School, Major FORD-GRIEVE, of the 2/4th ARMoured REGIMENT was appointed ADMIN. Command of the 13th ARMoured REGIMENT. On the return of Lt Col. COSTELLO to the unit, Major FORD-GRIEVE, returned to his unit, and was later seriously wounded in action in NEW GUINEA.

Lt Col COSTELLO was appointed to Command 2/5th ARMoured REGIMENT, in West Australia, and Major J.H. DONNELLY to ADMIN. Command of the 13th ARMoured REGIMENT.

The WAR had reached the stage where it was obvious that, there was going to be little or no opportunity for ARMoured units. Training took another change and much JUNGLE training was carried out, with and without vehicles.

The feeling in the Rank and file by this time, was that all the training and 2½ years of hard work was likely to go over board at any moment without any definite results. Two months later the official announcement that the 3rd AUSTRALIAN ARMoured DIVISION, with the exception of the 2/4th ARMoured REGIMENT, would be disbanded. Disbandment of the units concerned commenced.

OVER

TANKS and CARRIERS, were sent down to ALBURY and wheeled vehicles to various vehicle parks in QUEENSLAND.

Officers, N.C.O's, and MEN were transferred to all kinds of units throughout the service. All other ranks much disheartened by the disbandment of their unit, which they had hoped to go into action with, were still patriots in heart, and were anxious to transfer to units likely to go on immediate active service.

Although the war ended some months later, a large number of these men saw active service including the following who were decorated for bravery in action.

CAPT (NOW MAJOR GENERAL C.M.I.) PEARSON,
A.O., D.S.O., O.B.E., M.C., R.L.

LT. JOHN CARSTAIRS. M.C.

SGT. ROY WHATLEY. M.M.

MAJOR GENERAL C.M.I. PEARSON A.O., D.S.O., O.B.E., M.C., R.L.

is Patron of the 13th Armoured Regt A.I.F. Association.

MOTTO: "LOYAL TO DEATH."

Other officers not already named who served with the Regiment.

N. ANDERSON	Lieut	A. FROST	Lieut
S. LIND	Lieut	J. EARL	Lieut
R. STOCK	Lieut	W. GAMBLE	Capt.
J. LESLIE	Lieut	J. FOX	Lieut.
A? BOND	Lieut	L. MORAN	Lieut.
G. INILSON	Lieut	H. TREASURE	Lieut.
		⊗ K.A. BLYTH	Lieut.
⊗ N. JOHNS	LIEUT	⊗ JOHN CURREY	"
⊗ R LOURIGAN	" OVER	⊗ R. DAWBARN	"
		⊗ D DENT	"
		⊗ C HARDING	"

⊗ JOINED 13th ARMD REGT

from 2/2 TANK ATTACK REGT AND COMMISSIONED

In the years prior to WORLD WAR II, 1939-45, period, competitions were held between all Australian Light Horse units. The record of the 13th GIPPSLAND LIGHT HORSE is as follows.

- | | |
|---|--|
| ① LANCE & SABRE, EVENTS. | COMMONWEALTH CHAMPIONS.
TOM WILSON - ACKY SMITH. |
| ② BRIGADE CUP.
BRIGADE SPORT. | BEST REGIMENT. |
| ③ "FOSTER CUP." | BEST MACHINE GUN TROOP
in AUSTRALIA. |
| ④ "PEARSON CUP." | BEST TROOP in REGT.
"C" SQUADRON. |
| ⑤ WEB GILBERT TROPHY.
"DIGGER" TROPHY. | BEST REGT in AUSTRALIA. |
| ⑥ McLEAN MEMORIAL TROPHY. | REGIMENTAL COMPETITION. |
| ⑦ HUTTON SHIELD. | BEST LIGHT HORSE TROOP
in AUSTRALIA.
WON 4 TIMES in
SUCCESSION. |

13th Australian Armoured Regt. (A.I.F) Assoc.
Claude. H. Wilson

President.
Formerly: "C" Squadron,
15th Gippsland Light Horse Regt.
13th Australian Armoured Regt.

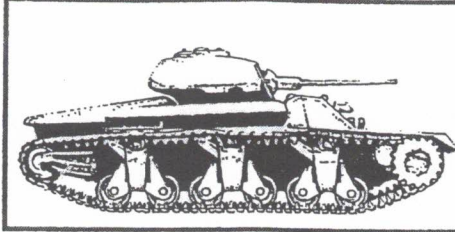
The "Sentinel" Tank



Mr K A Blyth
18/99 McCabe Street
Mosman Park WA 6012
44 48 9383 2257

Production of 66 of these masterpieces of Australian armament design and manufacture was commenced by the Railway Work Shops at Chullora NSW In July 1942 following production of 3 prototypes In the NSW railway workshops at Everleigh In Jan. 1942 by an Australian design team with British leadership. One of these was tested at Puckapunyal in February 1942.

As a former 2/2 Aust Anti Tank Regt gun troop Sergeant with Middle East experience I was with other anti tank WO's. and NCO'S. commissioned In the 13th Aust. Armd. Regt. at Puckapunyal. In October 1942. I spent some time at the AFV school them in courses in General Grant tank Driving and maintenance, Wireless, Tactics and Gunnery before being appointed Tank Troop commander.



It came as a complete surprise to me on 1 March 1943 to be detailed by Staff Corps Captain C.M.I. (Sandy) Pearson, my Squadron commander, to be Troop Commander of 3 Sentinel Tanks and crews for a day long spectacular demonstration of the Tanks to a gathering of Senior Defence Force Officers, Official and Newsreel film crews press photographers and reporters.

The only brief appeared to be - do anything except wreck them, I can't recall ever having seen or heard of the Sentinel before then. We certainly did our best and received extensive illustrated coverage especially in the -

Melbourne press and magazines. No doubt somewhere in archives are motion picture newsreels of the day's doings.

My contribution to the spectacle was to prang my tank at speed nose first in a gully-without damage- which required another tank to pull me out backwards. I had realised the gully was too narrow and had expected to be able to climb out forward. By way of explanation I passed the event off as a demonstration of recovery technique.

In a day of excitement we charged at a speed of 30 mph with our 27 ton monsters through scrub, dams, mud and gravel. In various formations firing our Bren guns from the turret and dropping coloured balloons in the sky and our 4.2 pdr at a moving hessian simulation

tank target with good effect.

Although the Sentinel never saw action, in some respects it was an advanced design for its time, its streamlined silhouette was 3 feet lower than the Grant and at 27 tons its 30 mph made it the fastest tank in its class and the cast hull and turret were not equalled until the advent of the Sherman.

A restored Mark I Sentinel can be seen in the Royal Australian Armoured Corps Museum in Puckapunyal. A Mk 111 with 25 Pdr Gun is stored at the Australian War Memorial - Treloar Center at Canberra for restoration.

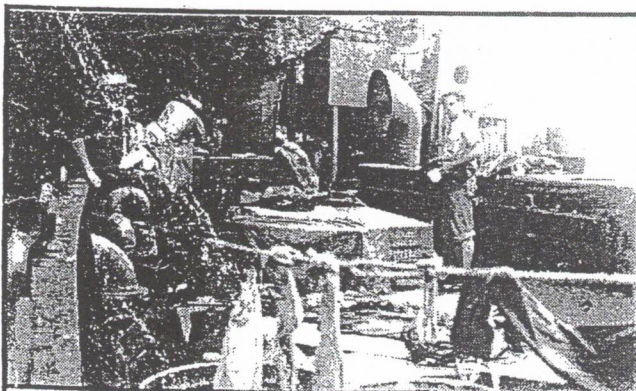
K. A. Blyth Lt. RAAC R

Follow up on "The Shipwrecked Regiment article by Noel O'Brien which appeared in Black Beret 3.

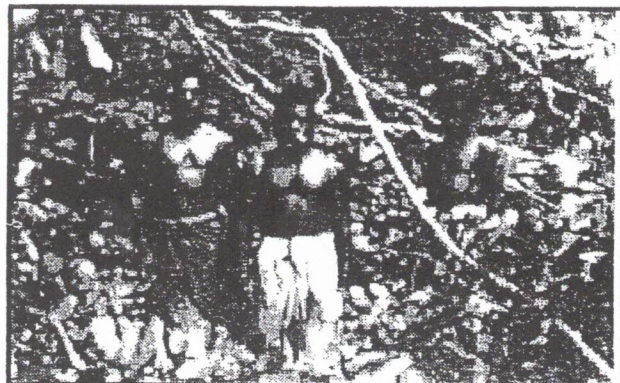
A letter received from Jim Heine of Buderim Qld. who was also on board, reads; "Please find two photos taken on the deck of the Millen in reference to Noel O'Brien's story on page nine of the third edition of Black Beret" Jim wondered if the reproductions from his snaps would be

useable for printing in B.B. I think the readers will get a picture of K.

Both Noel and Jim have been in touch, and no doubt they have been comparing notes and reminiscing on the drama that occurred nearly fifty five years ago.



June 2nd 1943 " Millen Griffith" ran aground about 0515 in heavy fog.



Three natives who appeared next morning

13th Australian Arm'd. Regiment Reunion

27 SEPTEMBER, 1949

A Reunion of Members of the Australian Armoured Regiment, which will incorporate the 13th Motor and 13th Light Horse Regiments (2nd A.I.F.), will be held at the 8/13th Regt. H.Q., Park Street, North Carlton, Melbourne, FW6291, Take East Coburg, Moreland, or East Brunswick tram (4d.). Alight at Park Street Railway Gates, then turn left and up 100 yards. At 8 p.m. TUESDAY, 27th SEPTEMBER, 1949 (Show Week).

Make a special effort to be present at this Unit's Reunion and meet your old pals who will be present from far and wide.

The Committee asks your co-operation in advertising this function by letting any members of the Unit with whom you are in contact know the date and place.

Tickets will be available at the Drill Hall, price 7/6.

For further information contact J. Brown, 231 Elizabeth Street, Melbourne (MU 8773), or J. H. Donnelly, Brook's Road, Bruthen (phone Bruthen 34).

13th Australian Arm'd. Regiment Reunion

22nd SEPTEMBER, 1947.

A REUNION of Members of the Australian Arm'd. Regiment, which will incorporate the 13th Motor and 13th Light Horse Regiments (2nd A.I.F.), will be held in the

6th BATTALION DRILL HALL, VICTORIA STREET, MELBOURNE (between Elizabeth and Swanson Streets)

At 8 p.m. on Monday, 22nd September, 1947 (Show Week)

Make a special effort to be present at the first Unit Reunion and meet your old pals who will be present from far and wide.

The Committee asks your co-operation in advertising this function by letting any members of the Unit with whom you are in contact know the date and place.

Owing to catering difficulties, the Committee desires to know by 6th SEPTEMBER, the number likely to attend the Reunion so as to enable it to finalise arrangements for catering, etc.

Tickets will be available at the Drill Hall, Price 5/-

Dates to remember—

6th SEPTEMBER, the date by which the Committee desires a reply.

22nd SEPTEMBER, date of Reunion.

Reply to Secretary or President

Secretary—

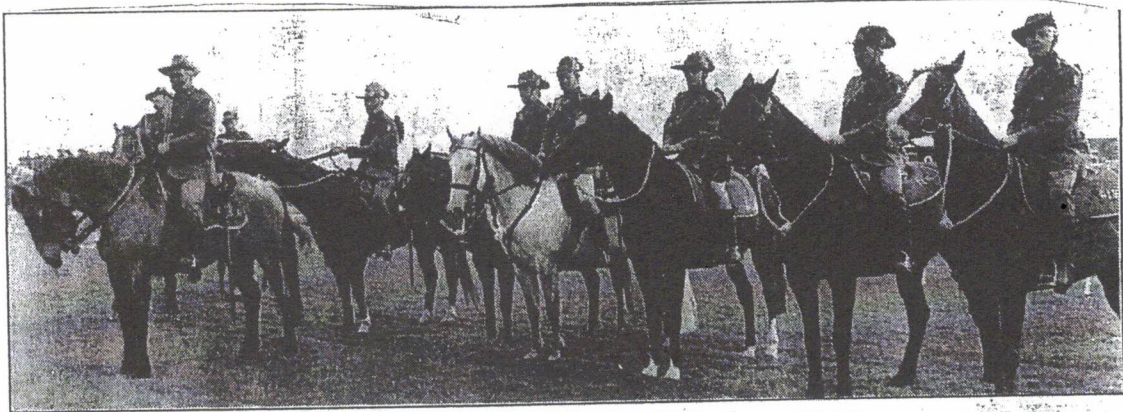
G. R. CURRY,

544 Macaulay Road
Kensington, Melbourne.
Phone F.U. 7470.

President—

J. H. DONNELLY

Brook's Road,
Bruthen.
Phone Bruthen 34.



Members of the 13th Light Horse/13th Armoured Regiment parade on course.

Tenzing a fitting winner of 13th Light Horse race

Lake Valley Express 28-10-96

racing

By GARRY HOWE

MORNINGTON trainer Jack McGreal produced Tenzing for a fitting victory in the feature 13th Light Horse/13th Armoured Regiment Class 5 Handicap (2050m) at Moe on Saturday.

The race marked a reunion of the regiment on the racecourse, which was initiated by Moe Racing Club life member Gordon Martin.

Martin and McGreal have built up a strong friendship over many years through racing and Martin said it gave him great pleasure to watch Tenzing win the race.

"He told me at the last meeting that he would come up and win this race," Martin told the big crowd at the presentation.

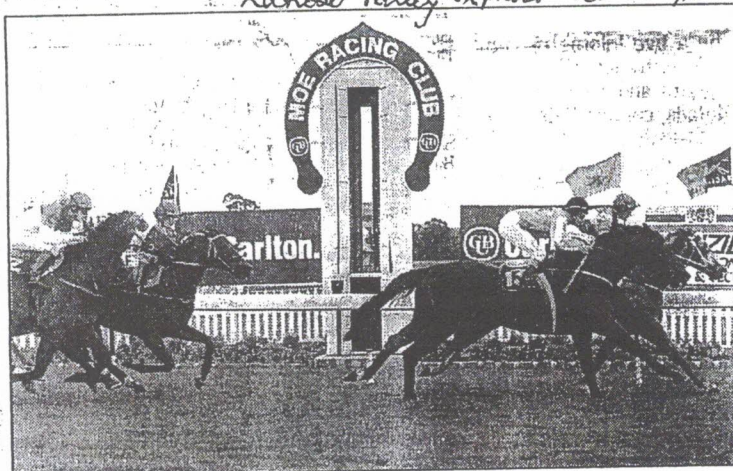
"He has been a great supporter of this club over many years and I could not be happier to see him take the trophy home today."

Tenzing had previously run third to Constant Pressure in a class three handicap on Moe Cup Day. Saturday's was his third win in 36 starts and his second at Moe.

McGreal has been one of the most successful trainers at Moe over the years.

In the 1970s and '80s he and jockey Allen McLean combined for at least one winner at each Moe meeting. They each had four winners on a day on more than one occasion.

Unfortunately, McGreal could



Tenzing crosses the line ahead of Mr Enforcer to win the feature event on Saturday.

not make the races on Saturday and was represented by his son Garry, a trainer in his own right.

He described Tenzing as a "tough old horse" who was performing well in his right class.

He described it as an honor to have won a race named after the 13th Light Horse Regiment and took great pleasure in receiving the trophy donated by Heather Stirling and Don Robinson on behalf of their father Norm Robinson, a member of the regiment.

Chairman of the 13th Light Horse/13th Armoured Regiment Association Roy Stock made a special presentation to jockey Wayne Treloar.

Being horsemen, they have a particular rapport with the rider.

Treloar responded by saying that there was no doubt members of the regiment "could have shown me a thing or two about riding a few years ago".

The reunion was well received, attracting more than 100 regiment members from as far Orbest and Berwick.

A highlight of the day was the marching of current members of the 13th Light Horse/13th Armoured Regiment, which is now based in Berwick.

It was the first one held outside Melbourne and Martin hopes it will be an annual event.

Martin was assisted in the organisation of the reunion by Merv Burrage of Moe.



Brigade members Gordon Martin (left) and Merv Burrage with Moe Racing Club assistant secretary Alison Foat.

Lake Valley Express
24-10-96

Light Horse reunion

MORE than 100 members of the 13th Light Horse/13th Armoured Regiment (AIF) will converge on Moe racecourse on Saturday for a reunion.

The brigade was made up predominantly of Gippslanders and members will return from as far as Orbost in the east and Melbourne in the west.

The reunion was the brainchild of 13th Light Horse member Gordon Martin of Willow Grove, who is also a life member of the Moe Racing Club.

The brigade gets together once a year at the Anzac Parade in Melbourne, but Mr Martin suggested a function be organised in the country.

He approached the racing club, which was happy to have the reunion on a race day. The 100-plus attending will swell the normally big crowd at the annual Cox Plate Day meeting, which also coincides with the Battle Of Trafalgar Festival.

Current members of the 13th Light Horse will attend in full dress with their horses.

Mr Martin has been helped in organising the reunion by another brigade member, Merv Burrage of Moe.

The 13th Light Horse - which became known as 'The Devil's Own' - was formed in 1914 and member saw action in the Middle East and Gallipoli. Members were drawn from Berwick to Orbost.

In 1941, the brigade rode from Geelong to Leongatha and, in transit, was the last light horse brigade to ride through the city of Melbourne.

The brigade was utilised during the Second World War in coastal towns looking for submarines.

Eventually it was transformed to a motorised unit and took the name of the 13th Armoured Regiment, which was posted to the 'Brisbane Line'.

In 1943, the brigade was broken up into different units, but the 13th Light Horse/13th Armoured Brigade Association has been active ever since.

It was based for many years in Moe, but now operates out of Berwick.

Saturday's reunion - which involves a \$15 luncheon - is open to all past brigade members. For further details contact Moe Racing Club on 27 1380.

68-APR-22-42 A+B.DONELLY 61397148753 P.02

YEARS OF FAITH ... THEN FRUSTRATION

Back in 1946 our late Major J.H. Donnelly compiled from memory notes on the 13th Arm'd Regt for the history section at Victoria Barracks. He regretted it had not been asked for on disbandment of the unit when precise records would have been available.

However, on VP Day while up at RHQ of the 4/19th we learned of the existence of Major Donnelly's notes and managed to scrounge (remember that word?) a copy. Some of the names and incidents will bring back quite a few memories...

"Early in 1940 the regiment moved off again for a three month camp at Torquay where more progressive training concluded with a divisional exercise during the latter part of this camp Lt Col Hopkins handed over to Lt Col. Chase MC, while Lt Col. Hopkins took over the 20 LH Regt.

"On 6th June, 1941 the regiment returned to camp at Geelong along with mobilisation troops. From there they moved by road with their horses to Leongatha. Adverse weather there bogged them down and they moved again, to Mount Martha. Lt Col Chase relinquished command in favour of Lt Col Harold Wallace. Other officers included Maj A.E. Arnott (2 I/C), Capt R. Williams (Adj't), Capt N. McNaughton (QM), Lt J. Wilton (Trans. Officer), Maj J.E. Stewart (O/C HQ Sqn), Lt G. Hughes (2 I/C HQ Sqn), Maj J.A. Hammill (O/C A Sqn), Capt W. Lyle (2 I/C A Sqn), Capt J.H. Donnelly (O/C B Sqn), Lt L. Wiseman (2 I/C B Sqn), Capt R. Williamson (O/C C Sqn), Lt J. Cotter (2 I/C C Sqn), Capt Clough (Regt Medical Officer) and Padre Sanson.

At this point the 13th began converting to a Motor Regt. Remount horses were returned to Army depots and privately owned horses to their troop areas. Many of the original men transferred to the AIF and the rest began the conversion in earnest with limited equipment available at the time. On the declaration of war by Japan the regiment moved again to the Leongatha area for more training and to carry out Coastal Protection from San Remo to Seaspray with RHQ at Leongatha.

About March 1942 the regiment moved to Rowville area where call-up troops were being transferred into the unit. A few more vehicles were available at this stage.

After a short period the regiment moved to Gherang (Geelong). Lt. Col Wallace was appointed Adm. command of 6 Motor Bde and command of the 13th was taken over on 14th March 1942 by Maj A.E. Arnott. More vehicles such as Bren Gun Carriers became available and the unit was getting into the advanced stages of Motor Regt training and a change to armour seemed apparent. Lt. Col Wallace resumed command.

The official change to armour took place on 8th May, 1942. Lt. Col F.H. Costello was appointed then to command the 13th with Maj. J.H. Donnelly as 2 I/C. The regiment then moved to Puckapunyal for armour training as part of the 6 Arm'd Bde. Other 13th officers then included Capt R. Williams (Adj't), Lt John Leslie (QM), Capt H. Bird (Trans), and Sqn commanders Capt W. Gamble (HQ), Capt L.A. Wiseman (A) Capt P. Scarvill (B), Capt C.M. Pearson (C) and Capt Cherry as Medical Officer.

Vehicles and equipment were limited in the early stages but, as training advanced, these became more plentiful. All officers and NCO's did a conversion course at the AFV school at Puckapunyal. The indoor schools for tank wireless, gunnery and driver mechanics were hampered by a shortage of equipment through Army channels, but the troops themselves 'through various means' (read scrounging) 'found' a lot of necessary gear such as engines, gear boxes, magnetos, carburettors and chassis. Parts for the wireless and gunnery room also came 'from unknown places'.

Armoured foot drill and route marches helped to harden the men. Initially the general feeling towards armour was not keen, but advanced training and the arrival of a few tanks changed this to keen interest. From this time the regiment started to take shape as an efficient armoured regiment. Field training continued and small arms practice and final tests were carried out on the AAFV range.

The unit built up to 32 medium Grant tanks 7 light Stewart tanks. They remained out on manoeuvres in the Seymour area from 7 to 10 days, then back to camp for overhaul and maintenance on vehicles. It was on one of those exercises that the regiment lost 5 crew men in a fatal accident. A General Grant tank toppled over a creek bank and

fell upside down in the creek. The crew were locked in and although 2 medium tanks were quickly hooked on to pull the fallen tank onto its side, it was too late to save 5 of the crew.

At this stage another Army reorganisation saw the 2 Cav Motor Div and its 6 Armd Bde disbanded. The armoured regts in the 6th Bde were the 12th, 13th and 14th regiments. The 12th and 14th were disbanded and the 13th moved north to Murgon (Q) in April 1943. This required 5 trains for personnel and equipment with tanks transhipped at Albury and South Brisbane. Then the tanks, under the command of Maj Donnelly moved 100 miles by road to Murgon area, a trip over some very hilly and rough country, also jungle. This gave the drivers experience, confidence and many thrills before eventually arriving at their destination without any serious accidents.

Squadron and regimental exercises on a large scale began with the first move to the coast north of Brisbane. Here the unit came under command of Americans for instructions in the loading of tanks onto loading barges and off loading onto an island. This gave the troops fresh heart and a feeling that, at last, there was a possibility of doing a job which they joined the forces to do.

During this exercise an instructor brought a medium tank too far forward on a landing barge and it overbalanced into 25 ft. of water with a crew of 2 on board. But the 2 men came to the surface unharmed and the recovery of the tank gave further experience, although the delicate parts of the tank were damaged by salt water.

Months of hard training followed, and in one Divisional exercise, 13 Armd Regt was given a role in which a movement by night without lights was the only hope of success. The tanks averaged 9 miles an hour for 7 hours on a very dark night on a road which was little more than a track.

Lt. Col. Costello was sent to the islands for a short period as an observer, and with Maj. Donnelly attending a military school Maj. Ford-Grievess of the 2/4 Armd Regt was appointed Admin Comd of the 13th. Later Maj. Ford-Grievess returned to his unit and was later seriously wounded in action in New Guinea.

With the war now having reached a stage where it was obvious that there was going to be little or no opportunity for armoured units. Jungle training was brought in, with and without vehicles. The feeling in the rank and file by this time was that all the training and two-and-a-half years of hard work was likely to go overboard at any moment. Disbandment of units began two months later and officers, NCO's and men were transferred to all kinds of units. The disheartened men were anxious to transfer to units likely to go on immediate active service and a large number were able to do so.

One large group of ex-13th blokes finished up serving in Milne Bay and Gona with the 4th Docks Operating Coy. They included Pat Condon, Keith McIntyre, Jerry Wallace, Merv Killeen, Tom O'Connor, Fred Young, Adam Menzies, Gordon Whiteside, Jack Gain, Jim Howard, Alf Stamper, Alan Slater, Bob Marshall, Don Nicol and our Treasurer Ed Goodwin.

The war ended some months later with the following ex-13th men decorated for bravery:-

Capt. C.M.I. Pearson (Military Cross)

Lt. John Carstairs (Military Cross)

Sgt. Roy Whatley (Military Medal)

Captain Pearson went on to serve in Vietnam where he eventually took over as Commander of the First Australian Task Force and eventually retired as Maj. Gen. C.M.I. Pearson, AO, DSO, OBE, MC, RL. Today we are proud to have him as Patron of the 13th Armd. Reg. Assn.