



Journal of the  
Papua New Guinea  
Association of  
Australia Inc.

# Una Voce

2018, No 3 – September

Patrons: Major General the Honourable Michael Jeffery. AC. AO (Mil). CVO. MC (Retd). Mr Fred Kaad OBE



PNGAA Collection

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Airmen still missing p38



DVDs and books for sale  
see back cover



2018 Earthquakes p18

[www.pngaa.org](http://www.pngaa.org)



# MEMORIAL NEWS

RABAU AND MONTEVIDEO MARU MEMORIAL NEWS

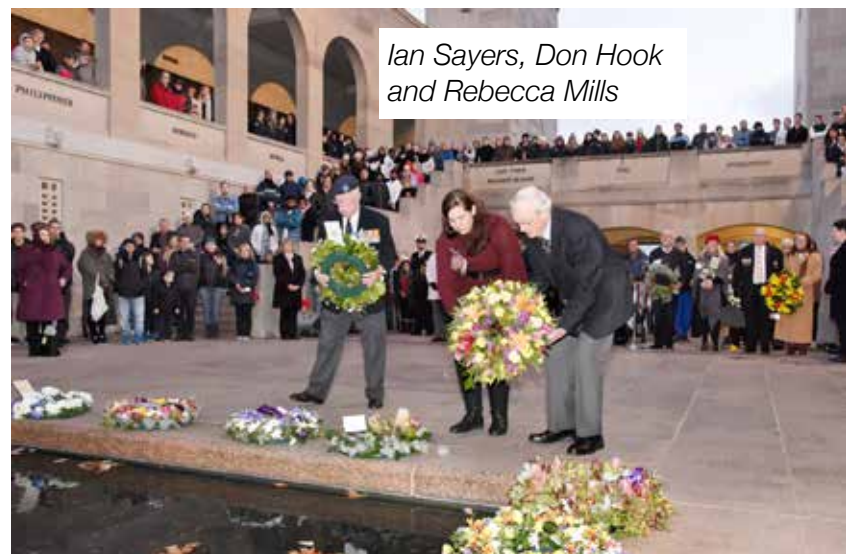
**Rabaul and Montevideo Maru Society's website** is being updated. Also, the history teachers' associations will be approached to place this education site link at <https://www.memorial.org.au/Education/index.htm> on their websites. Please continue to promote this website link.



*Dr Les Drew*



*Don Hook and Ian Sayers*



*Ian Sayers, Don Hook and Rebecca Mills*

## 76th Anniversary 2018

Vice Chief of the Defence Force, Vice Admiral Ray Griggs' spoke at the Last Post Ceremony at the Australian War Memorial, Canberra, on 30 June 2018, highlighting the story of Chief Yeoman of Signals Stephen Lamont and the role of coastwatchers in this extraordinary part of our Australian history. Watch it at: <https://www.youtube.com/watch?v=VAXfQJJ5vro>

Air Vice Marshal Mark Binskin, Chief of the Defence Force, also attended and laid a wreath.

Thank you to Don Hook and Rebecca Mills who presented a wreath at the Last Post Ceremony on behalf of the PNGAA and Rabaul and Montevideo Maru Group. Maj Ian Sayers OAM ED presented a wreath on behalf of the NGVR/PNGVR Ex members Association, Major Brett Gallagher presented a wreath on behalf of the Salvation Army and John Reeves presented a wreath on behalf of the Rabaul Historical Society.

Photos available at: <https://www.flickr.com/photos/australianwarmemorial/albums/72157698155160184>

### Patrons

Major General the Honourable Michael Jeffery,  
AC, AO(Mil), CVO, MC (Retd)  
Mr Fred Kaad, OBE

### Membership

Membership is available to any person with an interest in PNG.  
Annual subscription is \$40. The membership year corresponds with  
the calendar year. Application forms are available from the Secretary  
at the address below or our website, [www.pngaa.org](http://www.pngaa.org)  
No receipts are sent for subscriptions as it would add to our  
postage costs.

### 2016-2018 PNGAA Office Bearers

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Position temporarily vacant

#### Secretary

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**PNGAA Collection** - For all donations to this collection  
(photographs, diaries, letters, publications etc.) please contact  
Steve Burns [sburns1@outlook.com.au](mailto:sburns1@outlook.com.au) or PH (02) 9489 0824

**PNGAA mailing address:** PO Box 453 Roseville, NSW 2069

**PNGAA Website:** [www.pngaa.org](http://www.pngaa.org)

**PNGAA Facebook:** <https://www.facebook.com/groups/PNGAA/>

If you do not have access to a computer and would like a hard copy  
of anything on the website please contact the Secretary, PNGAA.

#### Payments

We encourage members to pay membership fees by direct deposit  
to the PNGAA Account: BSB 062 009 Account No. 0090 7724.  
Please include your membership number.

Please notify Membership Officer by email when you have made  
payment. [membership@pngaa.org](mailto:membership@pngaa.org) Thank you.

#### **COPY DEADLINE for #4 issue 2018**

**Friday 21 September 2018**

All contributions to [editor@pngaa.net](mailto:editor@pngaa.net)

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**Disclaimer:** Una Voce is produced for the information of members of the Papua New Guinea Association of Australia Inc. It is written with care, in good faith, and from sources believed to be accurate. However, readers should not act, nor refrain from acting solely on the basis of information in Una Voce about financial, taxation or any other matter. Having regard for their own particular circumstances, readers should consult the relevant authorities or other advisers with expertise in the particular field. Neither the PNGAA nor the editor accepts any responsibility for actions taken by readers. Also, the views expressed by any of the authors of articles or book reviews included in Una Voce are not necessarily those of the editor or the PNGAA.

# Committee Round-up

## UPNG receives furniture from Australia

By **Roy Ranney**

Around the middle of 2017 the University of Technology Sydney (UTS) realised that they would have a quantity of furniture surplus to their requirement as a result of an upgrade in their facilities. When UTS contacted the PNG Consulate in Sydney to see if there was interest, the concept was born. The University of PNG would be a worthy and grateful recipient of this furniture, but there was a considerable challenge in transporting the tables and chairs from the Sydney classrooms to Port Moresby where they could be utilised.

The then Consul General, Mr Sumasy Singin, contacted Steven Gagau to see if he could assist and thus began the PNGAA involvement in what would be known as Project "Helpim Wantok". There were many variables to this challenge. When would the tables & chairs become available? How could they be removed from the classrooms in downtown Sydney and be packed into a shipping container? How would we avoid the pitfalls of goods encountering the notorious difficulty of clearing customs in Port Moresby and incurring significant additional costs?

Could UPNG receive and store the furniture? And, of course, the biggest challenge - How could all these activities be funded by the PNGAA which does not have surplus of cash?

The PNGAA committee put its collective mind to work and sought support from organisations with a similar desire to assist in the development of PNG. When the tables and chairs finally became available, the Sydney Wantok Association was mobilized to arrange for labour and a small truck to relocate the items to a suburban packing depot. Vanguard Logistics and Swire Shipping provided wonderful support in arranging for the shipping container to be packed and shipped to Port Moresby.

When the loaded container finally arrived in Port Moresby, EastWest Transport (a subsidiary of Steamships) with the assistance of the

Rotary Club of Boroko managed to clear and deliver the container to the University in a very professional manner totally without incident.

Although we were very grateful for the generosity of our partners in this project, there were still considerable costs to be borne. The PNGAA undertook various fundraising activities including raffles, sales and solicitation of donations which were able to cover all costs.

A large number of people officers gathered to witness the official handover in the university's Council Room led by acting Vice Chancellor, Professor Mange Matui. In his acceptance speech Professor Matui captured the cultural significance of such a unique gift when he spoke of how the people of Australia through their government established the university on May 24, 1965 - ten years before Independence. Many of those original buildings were

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**The PNGAA strongly believes that the education of Papua New Guineans is critical to the future of PNG and hopes that the success of this project will assist in a small way towards this objective.**

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still in use. In 2015, 30 years after independence, Australia funding has added several new buildings - one under construction now and three more in the pipeline.

The professor made it clear that the University, like many other departments of the government struggles with budgetary constraints, and assistance in projects such as "Helpim Wantok" were greatly appreciated and

would help facilitate important educational programs.

Professor Matui expressed his gratitude and on behalf of the presented Certificates of Appreciation to all the partners who helped in making this concept a reality – PNGAA, Sydney Wantok Association, Vanguard Logistics, Swire Shipping, East West Transport, and the Rotary Club of Boroko.

The PNGAA strongly believes that the education of Papua New Guineans is critical to the future of PNG and hopes that the success of this project will assist in a small way towards this objective. The PNGAA will continue to assist in such projects where they are within the means of the Association. We certainly would not have been able to achieve these great results without the terrific collaboration of our partners.



*Opening the container.*



*The reception after the hand-over.*



*Certificate of appreciation is presented to PNGAA Roy Ranney by UPNG management.*



*FORMER PNG Consul-General in Sydney, Sumasy Singin (second from left) was present for the end of the furniture journey.*

## Committee Round-up

*Sara*

Well here we are again with the next Una Voce keeping us all connected. I have been busy with the BOOK EXPO preparations.

Presently, a group of eight published authors have indicated their willingness to take advantage of the Book Expo to sell their books and network with others. I welcome anyone else to join us to allow those of us who adore reading to expand our book shelves!

Added to this, I have been contacted by a steady flow of would-be-authors aiming to submit their efforts for us to enjoy. Please don't be shy about sharing your experiences, expertise on a subject, or your love story. It would be marvelous if we were able to produce a compilation book with all the stories.

You may prefer to video your story or a dialogue with one of your family. It's a great way to have memories kept as those that follow us are then able to see us, watch our mannerisms, hear our voices, and really capture our personalities.

Start submitting NOW and you can contribute more than one article. I want to share these at our BOOK EXPO with those who attend on the day.

Set aside the day and submerge yourself in those magical moments that stories can give us.

See ad p13 in Una Voce for details/ Check in with PNGAA Facebook & website



PNGAA Collection - donation by Geoff Burfoot.

## DOWN-SIZING AND DON'T KNOW WHAT TO DO WITH YOUR PNG COLLECTION?

*Steve*

Increasing reports of members who are down-sizing means that the PNGAA Collection is becoming even more important as an 'historical repository'.

Two recent functions in Melbourne and Brisbane raised much needed funds for increased storage capacity and conservation of the growing collection of significant artefacts, diaries, letters, photographs, films, and books. So, if you wondering what to do with your precious collection of PNG memorabilia, contact Committee Member and Collection Coordinator Steve Burns for assistance or if you would like to offer a financial donation for this important work.

For all donations to this collection, please contact Steve Burns

EMAIL [sburns1@outlook.com.au](mailto:sburns1@outlook.com.au)

PHONE 02 9489 0824

## MEMBERS PLEASE NOTE!

*Roy*

If you require a hard copy of the PNGAA Membership Directory (updated each June), it is available at a cost of \$10 from the Secretary at:

**MAIL:** PO Box 453 Roseville NSW 2069 or

**EMAIL:** [admin@pngaa.net](mailto:admin@pngaa.net)

Payment options are set out on the reverse side of the yellow 'Treasurer's Corner' form enclosed.



## Letters

Regarding my late husband, Michael Pendrigh's British Empire Medal, I have noted that the article published online has an error that I hope you may be able to correct. Michael was presented with a BEM in recognition for his dedicated service to the PNG Government not an MBE. I understand that this could be an easy typing error.

I would also like to thank the author for providing the summary of Michael's work in PNG. My family remembers our time in PNG with great fondness and I look forward to receiving copies of the *Una Voce*.

Kind regards, Janet Pendrigh

### **Michael PENDRIGH, MBE (D. January 1989, aged 54)**

Michael, accompanied by his wife Janet, first saw service in PNG with the Department of Lands, Surveys and Mines as a Land Development Officer at Cape Rodney and was involved with the introduction of Oil Palm to West New Britain particularly in the Cape Hoskins area 1965-69. In January 1969, he joined the Department of Labour as Labour Inspector, New Ireland, based in Kavieng. In 1971 Michael was transferred to Port Moresby and in the early 70s was active with OSAA (Overseas Staffing Assistance Association).

In the early 80s he worked on legislation with respect to Work Permits, Contracts, etc., and travelled three times to Geneva, Switzerland, for ILO Conferences. In 1984 he commenced work in Workers' Compensation and later was appointed Commissioner, Workers' Compensation. In 1986, for his long and loyal service to the PNG Government, Michael was awarded the BEM.

In June 1988, Michael became ill with lung cancer and retired to his family home in Sandy Bay, Tasmania, where he passed away in January 1989. During his illness at home he was visited by his Departmental Head, Dr Rose Kekedo and for the last few days prior to his death present with him from PNG were Mr J. Dai, Commissioner for Workers' Compensation and Mr G. Tarabi, Deputy Secretary, Department of Labour.

The following is an extract from an article in the *PNG Post-Courier*, Friday 27 January 1989:

#### *Labor Mourns death of great Expat Officer*

*Labor and Employment Secretary Rose Kekedo described the passing of Mr Pendrigh as a great loss to the Department. Mr Pendrigh had been a hardworking and dedicated officer who was instrumental in the formulation of most labor legislations and more particularly the present Workers' Compensation Act. His death leaves a gap in the department which will be hard to fill for a long time.*

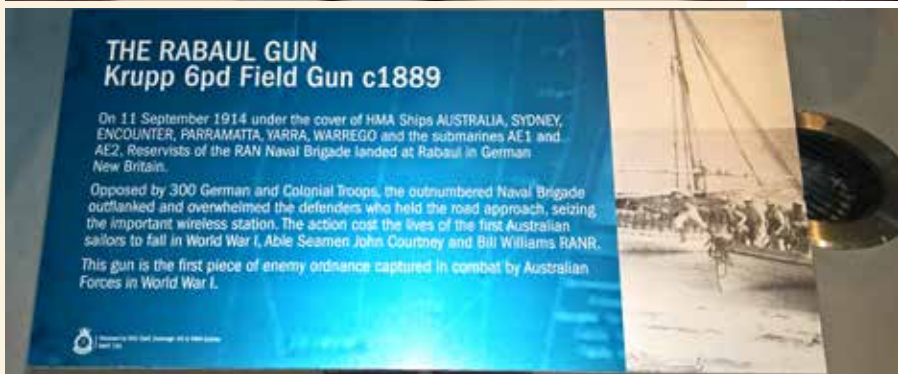
Funeral services were held for Michael in both Port Moresby and Sandy Bay, Tasmania. He is survived by his widow Janet and daughters Anna and Julia. Janet has recommenced nursing at the Royal Hobart Hospital, Anna is married and teaching at the Murray International School in Port Moresby and Julia is completing her education in Tasmania.



On a recent visit to the Naval Museum at Garden Island we were more than surprised to see this restored 'relic' from the capture of Rabaul at the beginning of WW1. Sending you these photos as they may be of interest to Members being the 'first piece of enemy ordnance captured in combat by Australian Forces in World War 1' and well worth publishing in Una Voce.

If you are a Sydney-sider or just visiting, put the Garden Island Naval Museum in your 'must see' category. The Museum features many items from Australia's naval history including the AE1 which I presume has since been updated following its discovery. It's a short Ferry trip from Circular Quay with a Café and picnic facilities on site.

Kind regards,  
**Ross Johnson**



For about four years Google Maps had wrongly labelled New Ireland island as Latangai island. They say there is a tiny island called Latangai, otherwise known as Doi or Angriff island, off Lemusmus on the west coast, and somehow its label was incorrectly applied to the whole of New Ireland, leading to web site confusions.

With the assistance of the US National Geo-spatial Intelligence Agency who confirmed there is no alternative name for New Ireland known or recognised, Google Maps have now corrected their error.

**Jim Ridges**  
 Dorchester UK

At the end of the article 'The Fallout from Vatican II in PNG' (Una Voce March 2018) Bishop Alain de Boismenu is sometimes described as 'of aristocratic background'. The article perpetuates the error. In fact, de Boismenu was the son of a French shipowner.

**David Wetherell**



## Maprik Airstrip/Golf Course Tony Bunting

In the late 1950s my father, Bob Bunting, built a nine-hole golf course on the Maprik airstrip with the *calaboose*. It was here my brother Chris, then about seven years old, polished his skills and went on to become PNG's first golf professional. When we left Maprik to move to Wewak, in the early 60s, Dad was made the first Life Member of Maprik Golf Club and presented with this drawing. The artist was Nigel Van Ruth. Sadly, most of the folk depicted here have passed on – but I'm sure some of you will recognise some of them. Mum is the lady smoking – she was well known for rolling her smokes.

My father was a District Commissioner and, like my dear friend Julie Gibbes Morse's father Bobby Gibbes, was a Spitfire Fighter Pilot Ace. I was born in 1948 in Finschhafen, same as my 'big sister' Sue Blood, and got to grow up in just about every District in PNG. Dad's cousin, Bob Bunting, started the commercial and stevedoring business in Samarai in the 50s which was eventually sold to Beeps.

We got stuck for nine months on Misima Island when it had the Polio epidemic before we could leave Milne Bay. I wonder if anyone reading this was also a survivor of that nine month quarantine – I fully recovered, but many infected either made a full recovery or died. Mum never made us eat pumpkin or aibika after that.

A response from Jack Gamble says:

'Whilst on about the Sepik District and golf, who can recall a cartoon framed on the wall of Wewak's Golf Club? I think the DC was Tom Ellis. In the cartoon he has a golf stick wrapped about some poor cadet patrol officer's neck with the caption 'You'll play it my way, understand?'

---

I have just finished reading Una Voce and felt compelled to write this letter. I read with great interest the Parer story, because in Wau we lived opposite the Parers, over on the left-hand side of air strip

My parents, sister and I lived in Rabaul early 1930s until we moved to Wau mid-year 1941. My dad worked at the freezer in Rabaul until he trained as a lik-lik doctor, he also was NG2193 in ANGAU. We survived about 3 eruptions but loved our paradise.

Even though only 9 years of age, I can still recall vividly my years at Rabaul and Wau. My Dad's photo hangs in the foyer of the Rabaul Hotel and also in the old Rabaul Club.

My son and I are visiting Rabaul, staying at the Rabaul Hotel, next October for 2 weeks, roll-on October.

**Norma Dewick (nee Hill)**  
Canberra



*Maprik Golf Club early 60s from Chris Fleahy Collection. Photo by Professor R MacLennan*



## ▶ What's on?

Everyone is welcome to the following Christmas lunches – put the date in your diary now, bring friends and complete the yellow Treasurer's Corner slip for payment or contact your local PNGAA events coordinator. You can also go to the Events page on our website at <https://pngaa.org/site/blog/category/media/events/>

### NEW SOUTH WALES

#### SYDNEY Christmas lunch

**DATE:** Sunday, 2nd December, 2018

**VENUE:** KILLARA GOLF CLUB

556 Pacific Highway, Killara, Sydney

Plenty of parking/10minutes walk from Killara Railway Station)

Disability access available

**TIME:** 11:30am-3:30pm

**COST:** \$65 pp Two course meal

**NB:** Please advise if you have any special dietary requirements when you book prior to the event.

**NB:** Attendees to pay for their own beverages at Members' rates.

**RSVP:** 14th November, 2018 EFT PAYMENT:  
BANK CBA: BSB 062 009;  
Account No. 0090 7724

**NB:** Please notify membership@pngaa.net when payment is made

You are able to make up your own table of ten or request seating with friends.

**CONTACT** Sara Turner 0401 138 246 or  
events@pngaa.net

#### Battle for Australia Day – 5 September 2018, 11am – Martin Place, Sydney.

The Battle for Australia Day has been gazetted for commemoration on the first Wednesday in September each year on which ceremonies are held around Australia to commemorate the drawn-out struggle to defend Australia against Japanese forces during World War 2

This year the Battle for Australia Commemoration Service in New South Wales will be held at the Cenotaph, Martin Place, Sydney on Wednesday 5th September at 11.00am - the keynote address will be given by Air Commodore Kitcher, AM, Commander Air Combat Group and as always children from several schools will participate in the Service. All welcome to attend the service in Martin Place.

For further information please  
Email [dougroser@bigpond.com](mailto:dougroser@bigpond.com)  
or phone 0412 624 887 (M).

### VICTORIA

#### MELBOURNE Christmas Lunch

**Where:** Caulfield RSL, Elsternwick, Melbourne.

**When:** Saturday 17 November

**Time:** 12-3pm

**Bookings:** Yana Di Pietro  
[yanadipietro@gmail.com](mailto:yanadipietro@gmail.com) Mob: 0425771359

Please watch out for Tok Save in your emails to keep up to date with Melbourne events. If you haven't registered your email with us please contact our Membership Officer Roy Ranney at [membership@pngaa.net](mailto:membership@pngaa.net)



**SOUTH AUSTRALIA****ADELAIDE Reunion Lunch 2018 'A Friendly Reminder'**

**Date:** Sunday 28 October 2018 (last Sunday in October)

**Time:** 11.45am for 12.30pm with 12.45pm 'seated for lunch'

**Location:** Public Schools Club, Sandford House, 207 East Terrace, Adelaide

**Invitations:** mailed out in the week commencing Monday 10 September

**Please note:** If you would like an invitation/s sent to a PNG friend or former colleague, please would you advise Peter or Jan by email or phone, prior to Monday 10 September.

On behalf of the PNGAA Adelaide reunion organising committee:

Robin Radford | Graham Taylor | Peter Thomas | Jan Kleinig

For any further information contact:

Peter Thomas  
pjthomas@ihug.com.au 0438 642 294

Jan Kleinig  
janis.kleinig@bigpond.com 0438 032 640

**QUEENSLAND****MOOLOOLABAH SAMARAI MILNE BAY REUNION**

**DATE** 7-9 September 2018

Friday 7th September 2018 5:00 PM – 9: 00 PM

Mantra Mooloolaba Beach, 7 Venning Street, Mooloolabah

Meet n Greet under the stars at the outdoor Podium overlooking the ocean

Saturday 8th September 2018 6pm – midnight

Mantra Mooloolaba Beach, 7 Venning Street, Mooloolabah

Buffet dinner, live band, lucky door prize

**COST** for the events on two nights is \$175 pp

Bookings and further details at:

<https://www.eventbrite.com.au/e/pngmilne-baysamarai-reunion-tickets-45800435335>

Mantra Mooloolaba Beach has given participants a special rate. When booking please mention you are part of the Samarai Reunion.

**FOR ALL ENQUIRIES**

E: kathyfabila@gmail.com OR M: 0432 611 810

**BRISBANE QAGOMA | FREE**

APT9 - the ninth Asia Pacific Triennial of Contemporary Art

24 NOV 2018 – 28 APR 2019

In particular this year, a collection of masks from the Baining people of East New Britain will be of interest to PNGAA members. The APT9 exhibition will feature over 80 artists and groups whose work is notable for making an impact in contemporary art in its local context, including from Australia.

APT9 Kids will include interactive artworks, hands-on making, and multimedia activities developed in collaboration with exhibiting artists, especially for children and families.

**Christmas holiday curatorial tours** will be arranged for PNGAA members and their families in December 2018 and January 2019. This is an ideal opportunity to introduce young members of your families to the wonders of PNG.

Keep an eye open for further details across our PNGAA communication channels!

<https://www.qagoma.qld.gov.au/whats-on/exhibitions/the-9th-asia-pacific-triennial-of-contemporary-art-apt9>

**STOP PRESS!**

Kylie Adams-Collier's single, 'Montevideo Maru 1942' went to Number 2 on Australian Country Tracks Top 40 Charts.

Congratulations Kylie from all at PNGAA!!

## PNG IN THE NEWS

PNG will host the APEC forum in November 2018. Asia-Pacific Economic Cooperation is a forum for 21 Pacific Rim member economies that promotes free trade throughout the Asia-Pacific region.

### APEC

**Founder:** Bob Hawke

**Founded:** November 1989, Canberra

**Headquarters:** Singapore

**Chairperson:** Peter O'Neill

APEC Haus | Papua New Guinea

In collaboration with Jim Fitzpatrick Architects (design architect and design director), Conrad Gargett has been commissioned for the documentation and delivery of APEC Haus, Leaders' Conference Centre in Papua New Guinea.

Built on reclaimed land near Ela Beach in Port Moresby's central business district, APEC Haus is an iconic design resembling a Lakatoi Sail. The interior design will also create a unique Papua New Guinea experience using a contemporary palette inspired by traditional materials of the region, shell, clay, timber and metal, to identify different functional spaces within the building.

Follow the development of APEC Haus on these sites

<http://news.pngfacts.com/2018/01/apec-haus-updates-by-png-apec-minister.html>

<http://www.conradgargett.com.au/project/apec-haus/>



APEC Haus  
Paga Ring Road, Port Moresby,  
Papua New Guinea



ABC Correspondent Eric Tlozek

## PNG correspondent Eric Tlozek reflects on a country of contradictions

Correspondent's Report

Eric Tlozek

Posted Sun at 7:03am, 2018-07-15

During his three years in Port Moresby as the ABC's Papua New Guinea correspondent, Eric Tlozek covered student protests that threatened to bring down PNG's Prime Minister, contentious and violent national elections and the ongoing story about the detention of asylum seekers on Manus Island. As his posting comes to an end, he reflects on a nation of extremes, often misunderstood or underestimated by outsiders.

He was threatened with deportation and excluded from government events but found some of his biggest challenges actually came from trying to help his staff and Papua New Guinean friends. The other part of the story is one of resilience, pride, joy and incredible warmth.

**PNGAA thanks Eric for his generosity in allowing some of his stories to be published in Una Voce.**

For his full report go to

<http://www.abc.net.au/news/2018-07-15/papua-new-guinea-correspondent-eric-tlozek-report/>



## PNGAA congratulates the following people for their awards in the January 2018 Australia Day Awards and the June 2018 Queen's Birthday Honours in Australia and Papua New Guinea.

### January 2018 Australia Day Awards

**Mr Ian Leigh SAYERS OAM ED**, For services to veterans and their families, and to the community.

### June 2018 Queens Birthday Awards

**Barry Francis KIRBY AO**  
For distinguished service to Australia-Papua New Guinea relations through the development and delivery of maternal health medical assistance programs.

**Charlie Lynn OAM**  
For service to the people and Parliament of New South Wales

**Susan McGrade OBE**  
For service to commerce and the community of Rabaul.

**Greg Anderson OBE**  
For service to the community and commerce in the mining and petroleum sectors

**Ian Clarke OBE** for service to the legal profession and the business community.

On Sky News Encore of 11 June 2018 The Honourable Shane L Stone AC QC and Chair the Council for the Order of Australia spoke about the long term commitment to community that most recipients have.

When asked to recall particularly memorable ones, the two he mentioned were Frank Alcorta OAM and Keith Payne VC AM – both respected members of the Papua New Guinea Association of Australia Inc (PNGAA).

The Hon Shane Stone said “The Order of Australia recognises those who have made a significant contribution to their country. Merit based, appointments and awards are apolitical and the Order operates on the basis of nominations directly from the community.

The continuing challenge is in the diversity and demographic spread of the awards”.

**Note:** Many Australians who lived and worked in Papua New Guinea have continued to quietly excel in various fields. Highlighting these extraordinary people who have lived in and contributed to the development of Papua New Guinea help to educate other Australians about this history.

If you wish to nominate someone, visit <https://www.gg.gov.au/australian-honours-and-awards/nomination-forms>

Charlie Lynn OAM generously assisted the PNGAA in hosting the 2014 Anzac Centenary Commemorative Symposium at NSW Parliament House, Sydney. See photo gallery at <https://pngaa.org/site/journal/photo-gallery/nggallery/events/symposium-2014>

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The PNG Cocoa Board has launched a new company, founded in East New Britain, to help small cocoa growers move from subsistence farming to running small profitable businesses. The new cooperative, PNG Agriculture Company, is owned by farming families. The families are shareholders in the company and will sell their product and receive dividends. It allows them to participate in the whole cocoa supply chain, from producing higher volumes of high quality beans to efficient drying, bulk sales and ultimately value creation and direct export of both raw and value added product. Chief executive Boto Gaupu said ‘This will see more benefits flow to the rural families in villages.’

For those of you interested in China's plans for the greater Pacific Ocean Area, you might want to read the latest update from the U.S.-China Economic Review Commission. There was also a piece on the local Saipan TV news on this, where Congressman Kili Sablan commented on his concerns about Chinese influence in the Mariana Islands:

<https://www.uscc.gov/>

**Bruce M. Petty**

# ON AUSTRALIAN SOIL and LANTANA

## Springbrook ANZAC DAY 2018.

**Doug Robbins** (ex-Kiap).

The past year marked 75 years since sadly too many Australian lives were lost during World War II fighting in the South West Pacific Area – on Australian soil.

Following Pearl Harbour, Darwin at the north of mainland Australia was bombed in February 1942 with loss of many servicemen and civilians, then Broome the next month.

We know that Darwin is part of Australia, but little is acknowledged that Papua, a former British Colony at the southeast quarter of the island of New Guinea to our north and only four kilometres from the Torres Strait Islands of our State of Queensland, for almost one hundred years to 1975 was a Territory of Australia. The fierce jungle battles such as Kokoda, Milne Bay and the Beachheads were fought on what was then Australian soil.

In August 1942, at the same time as Kokoda in the Papuan Campaign, Australian Forces were defending Airfields at Milne Bay to protect Port Moresby and Australia to the south. Milne Bay was free of fighting in September. The Australians, plus Americans fresh from Camp Cable south of Brisbane were flown to a newly cleared airstrip at remote Wanigela between Milne Bay and enemy occupied Buna. Operation Wanigela Hatrack planned that these 4000 troops would march overland to Pongani and then cut off the enemy retreating from Kokoda.

But the flooded Musa River saw them transported forward by the US Army Small Ships hastily acquired from around Australia and New Zealand. Meanwhile, 113 Australian Commandoes walking one day ahead did make it through in 35 days – the same walk took me seven days unburdened almost 50 years ago. By January 1943 many lives were lost in the Battle of the Beachheads at Buna, Sanananda and Gona.

The book *The Rag Tag Fleet* gives a brief account of the soldiers' walk from Wanigela across the Musa River and the vast *Agaiambo* Swamp then on to Pongani and the battlefields. A journalist who joined the soldiers for a short part of the long walk wrote these words:

Then for the first time they realised what jungle warfare really could mean without actual combat. They staggered along with sixty pounds each on their backs under a broiling New Guinea sun that was frequently obscured by sudden torrential downpours. But the rain brought little relief to the sweltering soldiers because after a rain, the jungles in the lowlands were turned into dank, steaming morasses that dragged them down to their hips in their sticky, slimy embrace. Sharp, stiff undergrowth shredded their clothing and tore legs, arms and faces.

On top of all this were the myriad insect pests of the jungle –



*Doug Robbins*

swarms of malarial mosquitoes which could bite through thick drill trousers, land crabs of all kinds, voracious large brown ants and persistent sandflies and leeches. (From personal experience in the hills towards Safia at Middle Musa, I would add microscopic scrub typhus mites that cause an itchy rash and can be fatal).

Back to our soldiers' trek: The boys were caked with slimy mud that covered them from head to foot. But they could always wash or swim in any of the numerous little streams they had to wade through, and there they had nothing to worry about except the crocodiles, which even the natives feared more than sharks.

In 1972 after two years as the Government Patrol Officer in the Wanigela/Tufi area I was transferred to Kokoda with my wife Annette and our baby. In that year, our little Papuan outpost welcomed back, with their families, 40 survivors of the 39th Battalion raised for



service in Papua, for the 30th Anniversary of the Kokoda Trail Campaign. It was obvious that these brave men still suffered physically and mentally from the Kokoda Battle. One man had recurring skin rashes while another who had been cared for by a nurse since the War wandered off up the track looking for his mate. Bert Kienzle, who during the War organised the Fuzzy Wuzzy Angel carriers, killed a beast and we all had an enjoyable barbeque with our visitors, billeted for three days on the Station and at the Kienzle's.

Fuzzy Wuzzy Angels were all the able-bodied men of the native population rounded up from around the Papuan coast from Daru to Tufi beyond Wanigela, who capably worked alongside our soldiers and the likes of Papuan Infantry Battalion's Sergeant Katue, the first Papuan awarded the Military Medal for his exploits in the Popondetta/Wanigela locality. In rural Papua, Pidgin wasn't common. Randolph my loyal Interpreter during our days at

Wanigela-Musa died not long before Annette and my revisiting New Guinea since 2009. He was one of the Fuzzy Wuzzy Angels – medical orderly, carrier and labourer.

No Poppies grow along the Kokoda Track. For burial services the Padre would pick a lantana-like flower native to the jungle beside the path as a symbol of remembrance for the life given in service of our country - Australia.

To this day veterans of the 39th Militia, the only Battalion to have the "Kokoda Trail" battle honour, lay a sprig of lantana alongside a red poppy in memory of their comrades either fallen on the battlefields of Papua New Guinea or claimed by age.

More Australians died fighting in Papua than in any other World War II Campaign.

For younger generations who may wish to know a bit more of our history, I add the following:

Mention of both the South West Pacific Area and Papua is a subtle reference (without

spending more time to explain it to my Springbrook audience) to the status of Militia volunteer conscripts - akin to the later Citizens Military Force (CMF) and today's Reserve volunteers.

In 1939 there was large-scale opposition to the concept of conscription and provisions of the Defence Act precluded conscripts from serving outside Australian territory. Papua was conveniently a Territory, hence my specifically referring to the 39th of Kokoda as Militia (second last paragraph).

The Papuan Campaign was from 21 July 1942 to 22 January 1943.

On 26 January 1943 changes to the Act meant that Militia were able to serve anywhere south of the Equator in the South West Pacific Area (SWPA).

Further information on most places, events, people, facts, phrases etc. mentioned is nowadays discoverable by Internet searches. Any clarifications, please contact me by email or +61 7 5533 5656 or +61 407 143214.

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# My friend Maia Awak

by **Mary Mennis MBE**

January 2018

Maia Awak was one of the few old New Guineans who knew the year of his birth. He was born in 1904 when Madang was part of German New Guinea. It was the year the people revolted as they were tired of losing their land for the plantations. Called the Siar Revolt, retribution was swift and some ringleaders were shot by the German officials. Maia's family and many other Bilbil people fled from their island village. His mother was pregnant with him and she sat trembling on one of the canoes as they sailed to Rimba where they hid in the bush. She called him Maia after the Rimba chief who helped them in their exile. The family eventually returned to Bilbil Island and Maia remembered the village singsings when the men lined up at the rock pools to preen their feathered headdresses in the mirrored water.

When he was young his father, Awak, took him over to the mainland and they walked through Modilon plantation where he saw Chinese and Malay workers collecting the coconuts and getting rubber from the trees. He saw cattle grazing where Modilon road is today. After they bought a knife in the German town they returned home. The Australians took over Madang in 1914 and the



*Maia Awak - Photo by Mary Mennis*

Germans left soon after. As a youth Maia began to crave adventure and from 1926 - 1927, he worked in Rabaul handing out the rations to workers. He was there during the time of the strike by the Sepik workers over a pay dispute.

In the 1930s Maia worked as a cookboy for Ludwig Schmidt, a goldminer and travelled with him to the Bulolo goldfields and then through the highlands looking for gold. Maia was not above hiding some of the best pieces of gold for himself as he knew their worth. When Ludwig Schmidt was arrested for shooting some of the highlanders in the 1930s Maia was called up to court at Salamaua. He and some fellow village workers realised they could be hanged alongside Schmidt if the court discovered they had shot some highlanders during their travels.

Before the court session, Maia told his fellow informants he would give his evidence first. "Listen to my story," he told them, "and say the same when it's your turn." They were outside but could hear Maia arguing and saying, among other things, that it wasn't his fault he had shot people as Schmidt had ordered him to do this. His friends then gave the same story and the judge concluded that the evidence of the local informants must have been correct because they all said the same thing!! The patrol officer told the villagers they were free to return home. After another court appearance, Ludwig Schmidt was found guilty and hanged in Rabaul. He was the only European to have been hanged in New Guinea history.

After the court case, Maia returned to Bilbil village near Madang and life continued. A few years later, he married Kobor and had several children. During the war Maia was forced to help the Japanese unload their ships and some of the cargo was hidden in the village houses. After the war, Maia became headman of the Gapan Clan. He took a hand in fixing bride prices, feasts and burials and liked to regale his grandchildren with the stories of brave warriors of the past.



*Maia with the model canoe he built*

I first met Maia Awak in 1973. He was about 70 years old and I was half his age. Despite this he insisted on calling me “Mumma”. His face was the face of an old warrior of many battles, but he was a kind man and eager to speak of his people and their customs. I thought it would be good to record his memories before they faded and spent many an interesting day beside his fire listening and recording him on tape.

I was able to gather information about the traditional trading trips which he had undertaken in the past. The Bilbil women made clay pots which the men used to trade for food and other items. Maia remembered these trips clearly although the last of them occurred in the 1930s.

He said:

*Once we went on a trading trip. There were about ten canoes, lalong and palangut. We went ashore at Rimba then Kul and Mindiri. We sold pots to the people there, then we sailed to Singor and Biliau and did the same, then we went on to Galek, Yeimas, Wab, Mur and Sel. Next we sailed to Bonga where we stayed about three days because the people wanted to shoot a pig for our new canoe. After the pig feast we lined up all the pots. Bonga was our last point of call and from there we turned for the homeward journey with mal, galip, and wooden bowls that we had exchanged for the pots.*

We returned along the coast to Yeimas to get galip and mal and to Biliau for mal and plates. Here we stayed a couple of days to cook a pig and have a feast. Then we returned to Singor to collect mal and plates, finally we arrived back in Rimba where we rested for two days. While there we killed some wild pigs, cut them up and boiled them in clay pots. We then put the pieces in baskets and innards in bamboo. After Bogati we headed home. We decorated ourselves, adjusted our feathers,

applied the red paint and then we danced all night (Interview 30th August 1976).

Maia described the canoes that his people once built and sailed in. They were large two-tiered constructions with mat sails. I asked him to build a model canoe and he toiled over it for weeks. Later it was bought by the Australian Museum in Sydney.

In 1978 Maia and some other men built a full-sized canoe. I went to the jungle with them to gather materials and wrote a manual of its construction so the information was not lost. This was published by Queensland University and called *Mariners of Madang*. In 2013, the next generation built a large balangut canoe which is still there in Bilbil Village.

Maia told me that when people died, their spirits went to the Rai Coast where Tinigai, the guardian of the underworld, would inspect them to see if they had the right holes through their ears and noses. He worried that Tinigai would never let me enter the underworld as I had no large bone-hole through my septum. He offered to burn one through my nose with the ‘shit from the fire’ but I reneged. Sorry Maia.

By 1978 Maia was growing old and weak. One day he knew he was dying. He gathered his people around him and said goodbye and then he thanked Kobar for all her work looking after him. Then he just lay down and died. His funeral was different. Our friend Pall Tagari came into town to tell us Maia had died and would we bring a coffin to the village. My husband Brian and I hastened to do just that but by the time we arrived at the village, Maia was already in a make-shift coffin. What was to be done? His village friends had a solution. Maia would be buried in the coffin we had brought along but the other one would have to be buried as well. So the funeral procession meandered through the village with the two coffins down to the cemetery where the yellow daisies and golden crotons bloomed and he was laid to rest. Sometime later I listened to one of the tapes and there was his voice telling me about his own death and how he would thank Kobar and then just die exactly as had happened. I wonder if Tinigai was there to help him along in his after-life.

My friend, Maia Awak, led an interesting life and I thank him for his memories.



# THE SEPIK

**Chris Warrillow**

One of the five door prizes at the biennial Cairns “X-Kiaps, Families and Friends Reunion” event was a penultimate-draft set of the six-volume history of The Sepik which has been a labour of love of Laurie Bragge since fully retiring seven years ago.

The reunion was held on 13 July, 2018 at the Cairns Colonial Club and attracted over eighty attendees.

Laurie went to PNG as a Cadet Patrol Officer in February, 1961. By early 1970 he was a District Officer and was posted to Ambunti in the East Sepik as the Assistant District Commissioner. He was informed, by his predecessor during the ‘Handover/Takeover’, that an urgent priority was the registration of a number of land disputes for hearings by the Lands Titles Commissioner (LTC) before they erupted into serious violence.

Checking the office files for the history of these disputes Laurie could only find details dating back a mere four years despite at least one (“The Brugnawi Dispute”) having an oral history dating well back into the 19th Century. There was nothing in the files touching on earlier history of the disputes, which included a 1923 raid during which 68 heads were taken resulting in the Ambunti government station being established.

Between all his other duties of administering a sub-district, Laurie set about winning the confidence of elders from nearby villages involved in the 1923 massacre. Using a tape recorder he recorded answers to his questions. However, Laurie noticed that the

elders continued discussing issues amongst themselves, often for hours, after the formal interviews had ceased. He therefore left his recorder running after formal questioning had been completed. Then he spent hours, with interpreters, typing up what were the elders’ perceptions of their village history, customs, myths and legends.

During his four years at Ambunti Laurie conducted 20 patrols and used his recorder to interview over 200 Sepik elders. He also discovered many old files nailed up in plywood tea chests consigned to the government store shed to make space available in the office filing cabinets for more recent records.

Laurie learned about three migrations from Japandai village, and of a second 1920’s massacre. With this wealth of information he wrote a paper “The Japandai Migrations” – the third of which was into lands known as Brugnawi, the subject of registration, in 1970, for the LTC hearing.

In 1984 Laurie was invited to attend a Wenner Gren symposium in Basil, Switzerland where he presented his paper. The presentation was very well received by the 60 academics in attendance. The paper is included in a large volume (663 pages) published in 1990 1.

Laurie’s analysis of the material supplied by the elders “... showed seven consecutive topics and an eighth that was timeless, but spiritual based”:

“1 Myths and Legends. 2 Pre-history (known and remembered pre-contact events). 3 The German Colonial Era. 4 The Australian Colonial Era. 5 The Japanese Colonial Era. 6 The Post War Australian Colonial Era. 7 Self-Government and Independence. 8 Cargo Cult.”

Thus it was, with these records and volumes of other information such as Patrol Reports, he set about his epic work. Even in its early draft forms the History of the Sepik was applauded by Sir David Attenborough. This well-known documentary maker/broadcaster has contributed to the volumes by way of an Introduction. Sir David and his BBC film crew accompanied an April River patrol led by Laurie in 1971. According to Sir David, the resulting documentary “A Blank on the Map” ... “captured the essential elements of that adventure”. Sir David ends his Introduction with: ... “I commend Laurie Bragge’s history of the Sepik which is engaging and immensely informative, with detailed referencing throughout. I am delighted to support Laurie’s contribution to cultural preservation, a legacy from the now long-dead Sepik elders who entrusted him with their oral traditions ...”

1 Nancy Lutkehaus (ed), “Sepik Heritage – Tradition and Change in Papua New Guinea”, ISBN 9781863330145 Crawford House Press, Bathurst, NSW.

(Laurie is donating a set of volumes, once finalised, to the PNGAA Collection and will welcome any comments and contributions. C. W.)

# MOUNT GILUWE

Graham Hardy

January 2018

A recent ABC TV news item regarding a move to develop Mt. Giluwe as a tourist destination caught my attention; it stirred up memories of my own experience in the early 1960s as a patrol officer at Tambul in the then Western Highlands of PNG. Tambul lay at 7,250 feet on the valley floor at the foot of that mountain which is a magnificent spectacle from any angle. The old boundary between the two territories of Papua and New Guinea showed on maps as just an unmarked straight line between the patrol post and the mountain itself which are only a couple of miles apart. An entomologist named Lynn Gressett visited us at Tambul to climb the mountain for scientific reasons, so I took the opportunity to accompany him. Lynn was from the Bishop Museum in Hawaii and had been working from the museum's field station at Wau in the Morobe District.

Access to the mountain from Tambul was simple and it was an easy climb from the northern foot of the mountain through the forest, past the tree line at approximately nine to ten thousand feet and into the tundra grassland above. There were traditional tracks across the mountain at various places but it was possible to wander about almost anywhere in the grassland on the northern (Tambul) end of the mountain as far as the three dominant spires which were the crest and which stood just over 13,000 feet. The western side of the

mountain was much rougher than the northern and eastern faces and the rugged terrain was spectacular. I recall a valley descending from near the crest down the western side and its sides were of a smooth shape which Lynn said would indicate it was an ancient glacier. From time to time from various places in the surrounding Western Highlands temporary snow drifts could be seen but these only lasted for a day or so after a snow fall. There was no sign of snow during Lynn's and my visit.

We spent five days there and made a camp at about 12,000 feet. Lynn had recently visited one of the Australian islands in the Antarctic Ocean and said that the flora and fauna on the Giluwe tundra was similar to the Antarctic tundra. I became involved in copying Lynn's examining of the myriad of tiny creatures and plants and I became fascinated by the amount of life that existed and thoroughly enjoyed the experience. The weather was good except for a thunder storm one afternoon that dropped heaps of hail which still lay about next day. Lynn was keen to climb the highest of the three spires, so we set off to do so. I had a headache for the whole time since we had made camp, and when we got to the foot of the spires I became slightly dizzy and ended up lying on the grass and hanging on to grass tufts as I imagined I would slide down the slope. Lynn however carried on with one of our locals

and he made it to the top of the highest point. There was a cloud settled on the crest and all I got was a photo of a faint figure in the mist. We walked off the mountain on a track on the eastern side leading to the Tambul/lalibu road, which was also an easy walk.

I did not see or hear of Lynn again before I left PNG for good in 1975. Many years later I happened to be in the Brisbane Museum and struck up a conversation with an entomologist who worked there. It came out that he had worked with Lynn at Wau. He asked me if I knew Lynn had died.

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## He then told me the story.

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Lynn's parents were missionaries in China before the Second World War where Lynn was born and grew up. They left China when the Communists took control. About forty years after they left China, Lynn received an invitation from the Chinese government to visit the place where the family had lived. Lynn and his wife were very excited at the prospect of seeing his old home. As their aircraft was on approach to land it crashed and every body was killed.

Although I had only met Lynn once, it was quite a shock and I treasure the experience I had with someone who was a fine person and an interesting scientist in an area I had not previously encountered.

# The PNG Earthquakes of 2018

Peter D. Dwyer and Monica Minnegal, University of Melbourne



The epicentre of the massive earthquake of 26 February 2018 was near the highland town of Komo, in the Karius Range and about 10 km south of the conditioning plant of the PNG Liquefied Natural Gas project. There was huge damage to airstrips, roads and bridges. Landslides spilled from the mountains, burying gardens and transforming watercourses. More than 140 people were killed and thousands were displaced.

Two articles provide details, one by Michael Main, the other by us. Links are provided below.

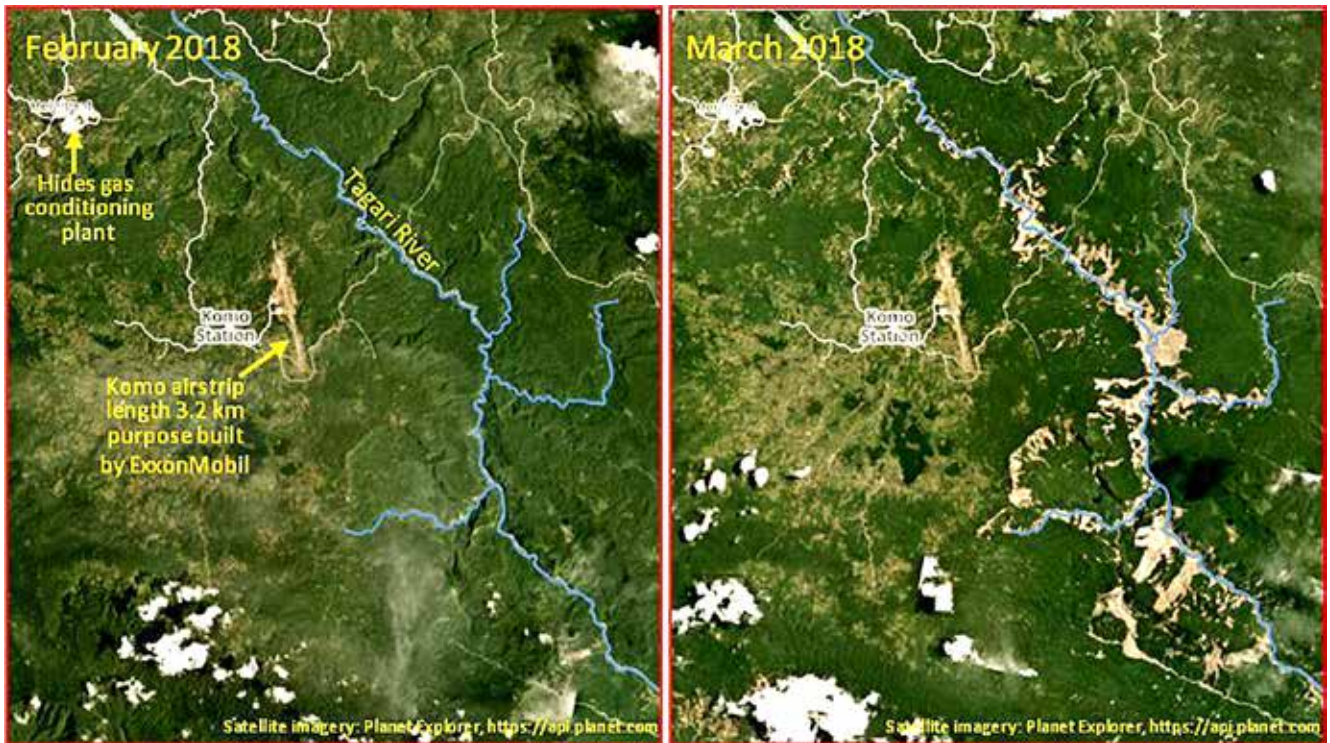
In the first article, Michael discusses responses of the tens of thousands of Huli people who host the PNG LNG project and are frustrated by the failure of government to pay them promised royalties. He writes of mythological beliefs related to earthquakes and of current concerns that extracting gas from their land was the cause of the earthquake. 'Earthquakes', he writes, 'are now attributed to a single cause that has come to dominate the Huli landscape both physically

*Landslides on the Karius Range, March 2018.  
Photo courtesy of Sally Lloyd.*

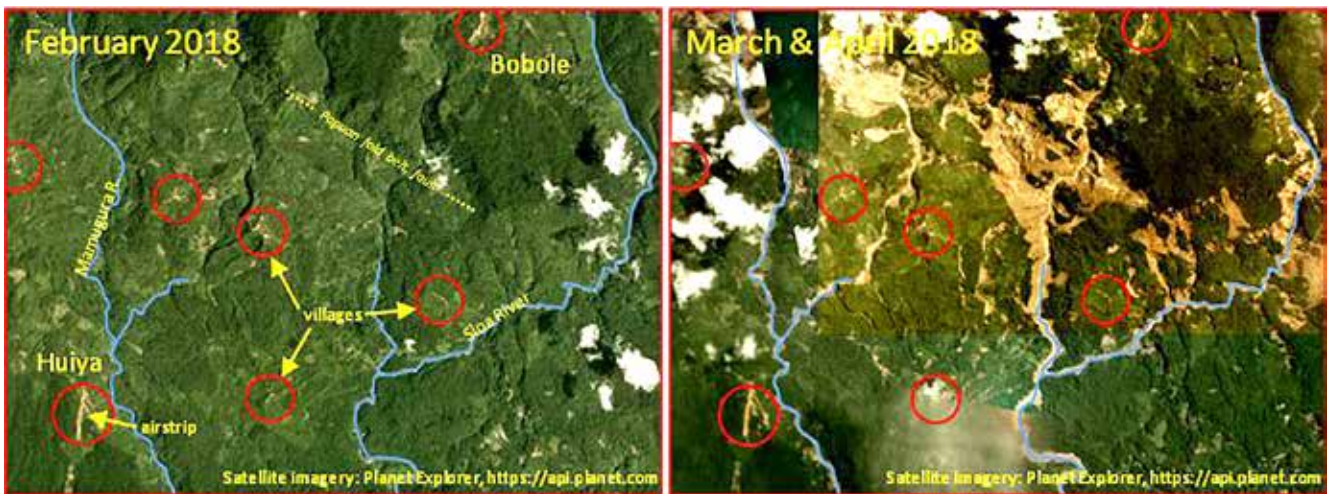
and cosmologically'. There is clear potential for this to spill over as violence. Indeed, since the earthquake, near the landslide-stricken Tagari River, some landowners have burned ExxonMobil equipment and buildings.

To the southwest of the Huli town of Komo it is a 20 kilometre walk across steep, forest-clad mountains to reach 3000 Edolo people who lived in about 20 scattered villages. Our article describes the landslides that have poured from escarpments into all the rivers to devastate the entire landscape of these people. Eleven men, women and children were buried alive. Nearly everyone else fled in fear. The population has assembled at the only two villages with airstrips and radio contact with the outside world – the central village of Huiya and the western village of Dodomona.





Huli landscape in vicinity of Komo: before and after the earthquake of 26 February 2018.



Edolo landscape on southern slopes of Mount Sisa: before and after the earthquake of 26 February 2018.

It will take many years for people to recover from the physical and psychological effects of the 2018 earthquakes. Our concerns are that, in the land of Huli people, government response will be deflected to people's sometimes violent protests about the PNG LNG project while, in the land of Edolo people, the response will be one of neglect because the people are few in number, isolated and too easily forgotten.

**Links**

Michael Main (2018) How PNG LNG Is Shaking Up the Earthquake. EnviroSociety, 28 March. [www.envirosociety.org/2018/03/michael-main-how-png-lng-is-shaking-up-the-earthquake](http://www.envirosociety.org/2018/03/michael-main-how-png-lng-is-shaking-up-the-earthquake)

Peter D. Dwyer and Monica Minnegal (2018) Refugees on Their Own Land: Edolo People, Land, and Earthquakes. EnviroSociety, 9 June. [www.envirosociety.org/2018/06/refugees-on-their-own-land-edolo-people-land-and-earthquakes](http://www.envirosociety.org/2018/06/refugees-on-their-own-land-edolo-people-land-and-earthquakes)

Here is a letter sent by Don Marshall to Rev. Brawn in 1969. Rev. Brawn is my wife Edna's father.

I have spoken to Don Marshall who has agreed it can be published in the Una Voce. Don Marshall at the time was the Methodist missionary at Malalia, Nakanai, New Britain. Rev. Brawn was the Methodist missionary at the same place from 1932 to 1935. Actually he was lost at sea at the same time as man was landing on the moon. I have been told by Roy Mumu who comes from Nakanai that he was in school hearing about the moon landing while the villagers were crying for Don Marshall. Hope you find the letter interesting.

Regards, George and Edna OAKES

## Lost at Sea

Malalia,  
P.O. Kwalakessi,  
West New Britain,  
T.P.N.G.

Dear Arthur and Mrs. Brawn,

I sat down last week to write a letter giving some details of my little holiday at sea and it has developed into quite a lengthy screed. However, you will probably be interested to read a full account of what happened.

The news that we were adrift at sea for four and a half days seems to have travelled widely. We were all a bit concerned that it was reported on the A.B.C. national news that we were missing and that you would just hear this out of the blue. However John (the schoolboy who was with me) and I are very well and we are all back to normal again now.

We set out on Friday afternoon to go to Ewase about 35 miles from Malalia to bring back some women for a training course being held the following week. We were travelling in an open 14ft. aluminium dinghy with 20hp Mercury outboard motor. A Sth.E. wind was blowing but as I was anxious to get

through the reefs off Ewase before dark I headed straight across Commodore Bay which is notorious for its treacherous Sth. E. winds. Preparation for the trip had been hurried - I just threw few things to overnight at Ewase into a patrol box. Annette packed some sandwiches, a tin of stew, some bananas and some coffee and condensed milk. In the rush to get away I forgot the gallon of water which is usually standard equipment when ever the boat goes out.

We made good time with such a light load and in less than hour we were about 4 miles from the point on the other side of the bay. Here the motor just died and refused to start no matter what I did. The SE winds made it impossible to paddle to land so a night out seemed inevitable. I worked on the motors long as I could but the bending overboard the rise and fall of the boat in the choppy sea brought on a couple of severe vomiting bouts and I started off the drift with a completely empty stomach. It started to get dark at this stage so John and I made ourselves as comfortable as possible under a tarpaulin and settled down

for the night. Before we went to sleep we put ourselves into God's keeping for the night and a calmness came to both of us which never left us during the four days and four nights we were drifting. I am sure that the fact that we were completely relaxed the whole time helped a lot to keep our strength up.

We were anxiously scanning the horizon at first light on Saturday but found that we had drifted about 10 miles through the night and were about half way between the point and an island called Wulai and drifting slowly towards Wulai. At this stage we had high hopes that by nightfall we would reach Wulai and after eating our morning ration of food settled down for the day to pass. I worked in bursts of half an hour or so on the motor through the morning. I checked everything I could but I finally gave this up when I got down to the fly-wheel and found a neat little label giving the number of the special puller needed to remove the flywheel. I checked through my tool assortment of screwdriver, pliers and two shifters and found that I was not carrying that particular item. By afternoon we were still



a long way from Wulai and it seemed that we were now drifting on a course which would take us north of Wulai. We tried to paddle back on to a line with the island but did not make a great deal of progress. However as night came on again we still had high hopes of reaching Wulai next day. We knew there was water on the island and that we could find some sort of food there.

By now we had been over 30 hours without water and our throats were very dry as we again put ourselves into God's care and crawled under our tarpaulin for the night. Just after dark the wind freshened and soon became very strong and we could feel the boat really moving along. The waves were rising up about 12ft. but usually the boat just rode them up and down but about every 10 minutes a wave seemed to come from a different quarter and broke against the side of the boat and gave us a good soaking. Every hour or so we had to be up bailing the water out. All night we were just carried headlong with the wind. Our main concern through the night was that one of us might fall overboard as we tried to bale and would lose the boat in the heavy sea and the darkness. It crossed my mind that we could be thrown across a reef but I preferred not to think too much about that. By dawn the wind had died down a lot, we were a bit shaken to find that there was no land at all in sight and that we were completely ringed by the sea. I have since assumed that some of the higher land points which normally might have been visible were covered by cloud and mist. John comes from a mountain village and has had very little to do with the sea and it

was very hard for him to be out in the middle of the sea out of sight of land. However, he showed no signs of panic the whole time we were out and a little whimpering at night was the only sign that he was upset at all.

We did not actually sight land again until midday Monday. I have estimated that on the Saturday night we drifted about 80 miles and when we saw the dawn on Sunday I didn't have the faintest idea where we were. All day Sunday we drifted steadily. We had our last food in the afternoon and as another night came around our third was becoming serious. Several times I noticed John dip his finger in the salt water and suck it and it seemed that we in for a torrid night. Right from the start we had decided that we must move as little as possible and try to conserve our strength as much as we could. We both still felt very strong but we realised that our lack of water was the big threat. As darkness came on we could see some black clouds building up but knew that the chances of rain on any given day during the dry season are not particularly good. We spent a lot of time through the afternoon praying for the wind to drop so that we might get a shower of rain. Before we settled down for the night I emptied my patrol box and set it up to catch any rain which might come. At about 9 o'clock I heard a very faint pattering on the tarpaulin and when I put my head out into the darkness I could feel light drops of rain. It continued to rain very lightly and we had to wait for over an hour before enough collected in the patrol box for us to have a little drink. John was asleep unaware that it was raining and it is hard to describe

my thankfulness as I shook him and said, "John, Water". For the rest of the night we sat up in high spirits waiting for more rain to collect in the patrol box. As soon as our thirst was quenched we just watched our supply in the box build up. When the rain finished just before dawn we had enough to fill a small coffee jar, a condensed milk tin and still had about two cups in reserve in the box.

Our hopes were high on Monday morning as we thought that by then a plane might be out looking for us. However we scanned the horizon all the morning but saw no sign of a plane. Many times we thought we heard a motor but always found it was the wind. Sometime during the morning we were amazed to see a coconut bobbing in the sea not 10ft. from the boat. We paddled over to it and soon had it on board but decided to leave it in reserve for a while as we were feeling very fresh after the good drink in the night. About midday we spotted a line of hills lying on the horizon and soon worked out that we were drifting slowly towards the land. We debated as to whether or not we would try paddling but decided not to attempt this as we thought it would soon drain our strength. I discovered later that at this stage we were probably about 20 miles out so it would have been a hopeless task. It grew very dull later in the afternoon with poor visibility. About 4 o'clock, just when we were becoming a bit despondent we had a few minutes of excitement and a big disappointment. We could not mistake the sound of a small plane coming and soon saw a Cessna flying low and heading straight for us. We



waved frantically but the Cessna flew right overhead and just kept going. About 10 minutes later it came back and was again flying towards us but just when we might have been spotted it circled away and headed off. I realised too late that we had the blue tarpaulin spread out in the bottom of the boat as we were straightening things up getting things ready for the night. This combined with the very poor visibility would have made us very hard to spot.

We were not in such good spirits as we turned in on Monday night and it was a long, long night. Our water was finished again, we had not eaten since Sunday afternoon and those aluminium seats were getting hard. However, it rained again through the night and once again our water worries were over for a while.

Tuesday morning was bright and sunny with blue, calm seas and very good visibility. The line of land was very clear on the horizon now and we were hopeful that even if we were not spotted we would eventually drift to land. We now know that this would have been extremely unlikely. This was the first really hot day and the sun was fierce. After a few hours of hopefully looking into the glare, John's morale started to sag a bit as I had kept him up all along with the hope of the plane that was just about to come and find us. I thought that now was the time to have the coconut. John laboriously ripped the husk off with his teeth and I cracked the shell open with a shifter. The coconut was just beginning to turn bad but it was good food and we enjoyed it.

We had enough water in reserve for about 2 more days but I

realised that we would have to do something to find some more food. We noticed that there were hundreds of little fish swimming around the boat all the time. We tried to catch some on a line first using coconut for bait but the only hooks I had were huge things used for trawling. We then decided to make some sort of trap. I emptied the petrol out of 4 gallon drum, cut out the top of it with a nail and shifter, put holes in the bottom and attached a length of fishing line to the top. Our idea was to lower the drum

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### I won't forget for a long time what I felt as that plane circled over us

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into the water and try and pull up some of the fish that were swimming around in schools. However we did not even get to try the trap as at about 2 o'clock we very quickly forgot all about fishing. Almost before we realised it was coming, a white twin-engined Beagle was circling overhead. We had decked out the boat with everything white we could find and waved wildly as the Beagle came overhead but I noticed its navigation lights were on and that I knew we had been spotted. I had planned empty a drum of petrol on the water and fire it if we were not seen by the first plane to go over. I was very relieved that I did not have to do this as I thought we might blow ourselves up in the process.

I won't forget for a long time what I felt as that plane circled over us and I knew possibly I would be home that night with Annette and the boys and Janet. It was easy to see from John's broad Ipana grin what a relief it was for him to know that we would soon be on

solid ground. After circling for a few minutes the Beagle headed off but very soon came back with a Cessna and an Aztec and the three planes took up the circling. Every now and then one of them would dash off to the horizon and soon we could see that a ship was on the way. The Government workboat was searching only a few miles away and it was not long before we were taken on board and were heading for Talasea. Before we reached Talasea we met the government trawler 'Arawe' which had come down from Rabaul the day before to join in the search. We transferred to 'Arawe' and I spoke to the Harbourmaster in Rabaul on the radio. He said that a plane was waiting at Talasea to take us to Lae or Rabaul for medical treatment but when I reported that we were both very fit it was decided that we should go straight on to Hoskins. We arrived at Hoskins at 9 o'clock on Tuesday night and were met by Annette and the boys and a lot of people from Hoskins and around. I will leave the next part of the story to your imagination. A lot of village people were waiting at Malalia when we arrived there and I never been so glad to be home in all my life.

Annette did not really become concerned until mid-day Sunday as she assumed that I had reached Ewasse on the Friday and was waiting for better weather to come back. On Sunday afternoon she went into Hoskins and reported that I had been missing since Friday. The Harbour Master in Rabaul was contacted immediately and the ABC in Port Moresby was asked to broadcast a request to outstation radios to come up on Sunday night

with any information as to our whereabouts. No reports were received that night but it was planned that 2 air charters would be diverted to start a search first thing on Monday morning. Annette was back at Hoskins at 7 o'clock on Monday morning and spent most of Monday and Tuesday there waiting for reports to come in from searching planes and boats. The 2 diverted charters found nothing and a special search plane was sent down from Rabaul. Through the morning a report came in that we had been seen on Saturday at Wall, between Malalia and Ewase. The boat sighted was not ours but the report made the searches think that we could be on land somewhere along the coast. Speed-boats called at all villages between Ewase and Malalia on Monday and it was established that we must be out to sea. By mid-day on Monday two search planes had arrived from Rabaul, one from Lae and an army plane which was at Hoskins joined in the search with many boats, etc. Through the day there were numerous reports of debris being seen late in the afternoon and a ketch towing a speed-boat was seen heading for Talasea. Soon after 4 o'clock the air search was abandoned for the day due to bad visibility. (The Cessna which flew over us on Monday afternoon was making its last sweep for the day.) Nothing came of the ketch report and it was discovered in Talasea that the outfit belonged to a crocodile shooter. Annette came back to Malalia to put in a very long, tense night before she headed back to Hoskins early on Tuesday morning. On Tuesday 5 search planes were out and all regular flights were diverted and

numerous boats from Talasea, Hoskins and the Ewase area joined in the search. We have heard since that some of our friends from the Ewase area went out in a tug determined not to come in until we were found and in fact were not very far from us when the Beagle found us.

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### The first tentative report that we had been found came to Annette soon after we had been spotted.

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Although everyone was fairly certain that it was us Annette was not told definitely just in case there was some mistake. John Robbins (Asst. to the Bishop) had come down from Rabaul that morning and was out in one of the search planes. When he came in he was able to tell Annette that there was no doubt at all that we had been found and that we still had plenty of kick left in us. It was all much harder for Annette than for me as I knew we were safely in the boat but Annette had no idea if the boat was still afloat, if we were swimming or what happened. Her anxiety was not over either until we actually arrived at Hoskins as she had been warned that we might not be in very good shape. She soon saw that there wasn't much to worry about on that score. I was told in one of the villages I visited recently that everyone was convinced that the dinghy and John and I had all been swallowed by a tremendous snake which according to local legend swims about between the Kapiura River and Moi Moi Point (where we broke down). We have heard that we were found by the Beagle really by accident. A

passenger on a regular flight from Lae to Rabaul reported a floating object off Kimbe Island. The Beagle went to investigate, found only part of a coconut tree but decided to make a sweep out past the Talasea peninsula and found us. As someone in Hoskins said we will probably never know who that passenger was.

John Robbins conducted a service of thanksgiving at Malalia on Wednesday and a lot of people from surrounding villages came in. Annette and I fully intended to be at the service but we lay down to have a sleep in the morning and did not move until after 4 o'clock and of course everything was over.

This has been an experience which neither of us would want again but it has meant a lot to us in lots of ways. It has made us profoundly grateful to realise just how many people in Australia and New Guinea were praying for us and thinking of us during the 4 days. To say we are thankful for all that was done for us here would be a great understatement. Everything that could possibly be done was done both in efforts to find us and in looking after Annette and we are still hearing reports of what different people in different places did in trying to help us. Annette and I have come through this with a stronger faith and have come closer to God - and I think a lot of other people too. Everything is quite back to normal here now. We are looking forward to the time left in the Nakanai Circuit, to leave in Australia at the end of the year and then to move to Kieta in April.

**Don and Annette Marshall**

# South Australia Museum expedition to New Guinea 1918

(MAINLY NEW IRELAND)

by **Jim Ridges**

Edgar Ravenswood Waite, Director of the South Australian Museum (SAM), led an expedition - grandly named the North-West Pacific Expedition to Australian military occupied German New Guinea in 1918. He departed Sydney 31 May 1918 on SS Marsina, returning Sydney 1 September on SS Morinda. Whilst he visited Port Moresby and Rabaul most of the time, from 20 June to 13 August, was spent in the north of New Ireland compiling an extensive detailed diary/journal of his travels, ethnographical and natural history. Accompanied by Mr Augustus Charles Davis, supposedly a one-time administrator of natives in New Ireland, he collected, photographed and commented on the people, customs and flora and fauna he encountered. Many of those collected items are on display in the SAM's excellent Oceania collection in Adelaide but to anyone interested in New Ireland and its development, the detailed journal and the nearly 200 plate photographs are of equal or even greater interest showing, as they do, some of the conditions at the time.

Regrettably, to the best of my knowledge and in the absence of many other similar photos and comments etc., they are not readily accessible to the general public, and more particularly for interested New Irelanders, who may wish to study how their

relatives lived 100 years ago. It seems from a tentative request of a few years ago—to use one of the photos taken by Waite of the then new Kavieng overseas wharf to mark its Centenary—that SAM is less cooperative than some other museums, claiming copyright which would effectively prevent easy access. I don't suppose those photographed at the time gave their permission for their photos use or restricted distribution!

The photos are of some items that were collected, the people using them, some of the collectors, the planters, their wives, military officials, police, carriers and the local people. Some of the photos may be the earliest, such as the Kavieng main wharf in 1918, only completed one year earlier. Others are the only ones known to me of names that are still remembered; 'Charley' Petterson from Sweden and wife Sindu of Simberi; 'Charley' Ostrom, a Russian Finn of Lakurafanga, with his daughter Hilda from his first wife Vatio, and second wife the half Samoan Lucy Maria; and Hans Oscar Herterich, a German who somehow returned to his local family after expropriation and deportation in 1921/2, only to be executed in 1942 by the Japanese - a fate that also met Charley Ostrom with his son in 1944.

The strength of the collection in my view, is the very ordinariness

of many of the subjects - hand cart with carriers; a motorcycle and sidecar; a water buffalo; Wanalau, the policeman at attention with rifle, laplap, blanched belt, bandoliers and 'sailor' cap; boys with kambang hair; the scarred chests and thighs of young women; women road cleaners; the naked emaciated old man. Normal day to day scenes, yet no longer normal. Others are cultural: masks; malagan house; headdresses; a 'hanging' tree on which bodies were prepared; a clam shell armband and stone on which they were shaped; the lonuat instrument player.

Having attended a cremation, visited a bats' cave, shot birds and disinterred fairly recently dug graves to collect the skulls, Waite also sailed over to the Tabar islands. Throughout the trip he was developing his photographic plates in less than perfect conditions and also lost several films.

The 250th anniversary of New Ireland being named by Philip Carteret in 1767 passed without any significant remembrance of such a historical event. Such a successful expedition deserves more recognition in this centenary year. Publication of the journal and photographs might elicit more awareness of Australia's nearest neighbour - together with New Ireland and its military occupation.



# MEMORIAL NEWS

RABAUL AND MONTEVIDEO MARU MEMORIAL NEWS

**Do you have children or grandchildren who might visit the Australian War Memorial on a school excursion?** Please remind teachers about the Rabaul and Montevideo Maru Memorial there, so that they can visit and learn about your family connection!

**Did you know there is an online educational package on the Rabaul and Montevideo Maru website for use in the secondary curriculum?**

See: <http://www.memorial.org.au/Education/index.htm>

One of the Society's current objectives is 'Education'. A history tutorial, Project 150, has been developed by teachers to complement the Australian History curriculum. We aim to ensure it is easy for students to learn about this largely unknown but powerful and poignant Australian story about the Pacific War in World War II – and to encourage them to be more curious about it.

We need you to tell teachers about it...and ask that they use it!

It is an outstanding resource. It includes lesson plans, background notes, worksheets, resources

and easy access to an electronic 15 minute version of the film 'Some Came Home'. All can be used individually or jointly, and the program can be taught in one or two lessons! How easy is that?!

## History Teachers Association of Australia National Conference

And to help the teachers – the PNGAA/Rabaul and Montevideo Maru Group will again have an exhibitor's booth at the 2018 History Teachers' Association of Australia National Conference in Canberra from 2-4 October 2018.

The keynote speakers will be at the Museum of Australian Democracy and conference sessions will also be at the National Library of Australia. Information about the 2018 HTAA National Conference in Canberra is at <https://www.historyconference.org.au>

Please encourage schools to send their teachers to the conference and to visit the PNGAA/Rabaul and Montevideo Maru booth to learn more about this history!

## The NGVR/PNGVR Ex Members Association held their annual Montevideo Maru service on 1 July 2018 at the Brisbane Cenotaph

with refreshments following at the Adina Hotel, Brisbane. Patron Major General John Pearn gave a thoughtful and interesting address, which was well received. About 50 people attended. Channel 7 filmed the service and included a segment on the Channel 7 evening news on 1 July 2018 in Brisbane.

See it at: <https://www.facebook.com/kierannelson/videos/10214452315515849/>



*PNGVR service.*



*PNGVR Montevideo Maru service Brisbane Cenotaph.*

# MEMORIAL NEWS

RABAU AND MONTEVIDEO MARU MEMORIAL NEWS

## In the Media

**Margaret Wenham wrote in the Courier Mail on 27 June 2018:**

'July 1 will mark 76 years since the Japanese ship Montevideo Maru was torpedoed by the American submarine, Sturgeon, off the coast of the Philippines. Among the dead were 1054 Australian prisoners of war (which the Americans didn't know were on-board).

Grantlee Kieza and I chewed over how, in this era of major World War anniversaries, the sinking of the Montevideo Maru — Australia's worst maritime disaster — had so far escaped detailed attention among all the recent memorialising. Then Grantlee, who has authored many fine books, including the bestseller, *Monash: The Soldier Who Shaped Australia*, and written much besides on the two world and other wars, paused and shook his head...

<https://www.couriermail.com.au/rendezview/are-our-liberal-democracies-losing-their-way/news-story/b778b24904234b51945cda391af43a60?login=1>

**An article by Grantlee Kieza was published in Brisbane's Courier Mail on 30 June 2018**

titled 'Agony Before Diggers Final Voyage'. The online title is 'Sinking of the Montevideo Maru in 1942 is still our biggest maritime tragedy.'

<https://www.couriermail.com.au/news/sinking-of-the-montevideo-maru-in-1942-is-still-our-biggest-maritime-tragedy-1000->

[aussie-pows-died/news-story/f074d4b4caebb45311a54c7c657e8fbb](https://www.couriermail.com.au/aussie-pows-died/news-story/f074d4b4caebb45311a54c7c657e8fbb)



Courier Mail article on MOntevideo Maru by Grantlee Kieza 30 June 2018.

## And on 2SM with John

**Laws** - Thank you to Judy Ireland of Walcha who emailed John Laws' Morning Show to remember the 76th anniversary. John Laws read out Judy's note remembering her Uncle Jim (Keith Morden Smith) of the 17th Anti-tank who was on the Montevideo Maru. It was a special tribute and John Laws' support on 3 July 2018 in acknowledging it was greatly appreciated. It is available if you scroll to 1:14:57 at the following link:

<http://2smsupernetwork.com/john-laws-morning-show-july-3rd/>

## Montevideo Maru Plaque, Subic Bay, Philippines by Paul Baker

My son and I are both veterans and always try to be together on Anzac Day. Being in the Philippines this year, we decided to attend the ceremonies of both RSL sub-branches in that country which were offset in their timing and located not too far apart. This also allowed us to pay our respects at three significant locations for Australian servicemen from three different eras. Following the Angeles City RSL ceremony, we placed a bouquet of flowers at the Clark Veterans Cemetery Memorial to the Unknown Dead in commemoration of Rear Admiral Dumaresq, whose remains lie somewhere in the cemetery. DQ, as he was known, was the Captain of HMAS SYDNEY for the last two years of the First World War and the first Australian-born commander of the Australian Fleet.

We then travelled to Subic Bay to place another bouquet of flowers at the Hell Ships Memorial in Subic for the more than 1,500 Aussies who died on them during the Second World War, including those killed on the Montevideo



Hellships Memorial, Subic Bay Philippines Photo by Paul Baker.



## Letters to Memorial News Editor

Maru. Arriving at Baloy Beach in time for the Subic Bay RSL ceremony, we laid a wreath in the waters of the bay for the three SASR men killed when the C-130 they were on crashed into the sea after taking off from the Naval Air Station at Subic Bay in February 1981. Even only being able to visit these three of the many locations of Australian military significance in the Philippines provided an emotional but very special backdrop for my son and I on that day of national significance.

*Editor's Note: The plaque dedicated in 2009 at the Hellships Memorial, Subic Bay, Philippines, was the first project of the Rabaul and Montevideo Maru Society under then President Keith Jackson. It was initiated by Clive Troy and dedicated by the Australian High Commissioner to the Phillipines, His Excellency Rod Smith. There was an excellent Museum nearby which covered many of the hellship stories. Sadly Typhoon Ondoy hit in September 2009 and the SBMA decided to abandon the building the museum was in and the hell ships' related artefacts were moved to Vasco's Resort and Museum [www.vascosresort-museum.com](http://www.vascosresort-museum.com)*



Hellships Memorial, Montevideo Maru Plaque Photo by Paul Baker.

### Max Uechtritz writes –

Often there is a reminder that the fallen have not been forgotten. Today it was Alfred Edward Spencer, Gunner, VX 31527 AIF 17th Tank Bty, Royal Australian Artillery. Loving husband of Ivy, loving father of Allan (dec), Ian (dec), Lorraine and Lance. 'A Brave Soldier' who died on July 1, 1942, in Japanese hands on the Montevideo Maru. Lest We Forget.

Photos by Max Uechtritz



Rabaul and Montevideo Maru Memorial tribute to Alfred Spencer Photos by Max Uechtritz.



# MEMORIAL NEWS

## RABAU AND MONTEVIDEO MARU MEMORIAL NEWS

### **Kylie Adams-Collier writes –**

I am very grateful for the support from the Papua New Guinea Association of Australia and the Rabaul and Montevideo Maru Group. Your kind words and involvement are in my heart as I continue my Little Stone album tour.

The Montevideo Maru story is being shared through my song Montevideo Maru 1942 and in stories, on stage, radio airwaves and in print all over Australia.

I have travelled to Tasmania, Tamworth, Griffith, Gloucester, Adelaide, Forbes and I have many more tours to go including Queensland, Tasmania, Newcastle, Griffith, Mildura, Hay, Casino, Evans Head, Ulmurra and more. Come and say hello if you live in those areas!

*Editor's note: Kylie is an inspiring ambassador for this significant and poignant Australian story. Her single, Montevideo Maru 1942, based on her personal experience but which so many are familiar, was released on radio on Monday 18th June 2018.*

**Country singer Kylie Adams-Collier's song titled 'Montevideo Maru 1942' reached No. 11 on the top 20 country music chart** as we went to print and is receiving rave reviews within the Country Music community. Kylie whose grandfather, Harry Adams, was a civilian who died on the Montevideo Maru

became aware of the tragedy only in recent years. She first sang the song publicly at the 75th Anniversary of the loss of the Montevideo Maru on 22nd June 2017 in Rabaul. The song was released on her album 'Little Stone' and recently the single of 'Montevideo Maru 1942' was released. See: <https://www.youtube.com/watch?v=NIF4sIKt27o> Kylie has a number of radio interviews telling the story about this disaster, helping to raise awareness about it. We thank Kylie for her tremendous support.

Little Stone album contributes to PNGAA/Rabaul and Montevideo Maru Education

The song, Montevideo Maru 1942 on the album, Little Stone, was released late 2017 by Kylie Adams-Collier and she is kindly donating 50c from every Little Stone Album to the Papua New Guinea Association of Australia to help raise awareness of the Montevideo Maru (available \$25 at: <http://www.kyleadams-collier.com/apps/webstore/>), Please share this story and support this extraordinary effort - and, if you've ever heard Kylie sing, you will melt. Kylie has a beautiful voice!

### **Priscilla Cox writes -**

Thank you very much for this notification and reminder [about the 76th anniversary]. Yes, the year has passed quickly. I have just been to a McShane reunion here in Tasmania.



Johnny Carr and Gerald John McShane - Photo Priscilla Cox.

Gerald John McShane died on the Montevideo Maru. He is featured in the book *When The War Came* because he is photographed with Johnny Carr who was my mother's very dear friend. Johnny and Gerald were obviously friends - born a week apart in June 1922.

I have finally discovered how Gerald was related to me. I had always thought he must be and now I know the connection. Last weekend, I met a niece and nephew of Gerald McShane and they are fascinated to hear about him because they knew very little about him.

They are looking forward to receiving the photos I have from my late mother's album. Also, Marian May has shared some photos of her father's from Rabaul and Gerald and John are in one or two of the photos.

My mother must have been very sad indeed to lose both Johnny Carr and Gerald. In the last year, I have been to visit John May's wife, Mary, in Hobart. I also visited Les Drew's brother and sister in law, Albert and Mavis Drew also in Hobart and my father's cousin's daughter, Margaret Honey. Margaret's father, Bert Chandler was in Rabaul in the Fortress Engineers. He knew John May - they also ended up in Zentzuji together and remained friends for many decades after the war. Until a few months ago, I didn't know that my father's cousin was Grace Chandler.

*Ed: Thank you Priscilla. It is great hearing about the connections people make through this association, and it's surprising how many times we've had family members meet for the first time! It's really one of the very important and worthwhile outcomes of this incredible network. Meeting up at the annual commemoration and having the national Rabaul and Montevideo Maru Memorial at the Australian War Memorial in Canberra has brought a focus to people who previously felt so isolated. Some know they have a relative who was in the New Guinea Islands at the start of the Pacific War, and some don't...*

*mainly because their families couldn't bring themselves to talk about the horror that happened. Hearing other people's extraordinary connections helps to spread this story and ensure the men, and what they all went through, is not forgotten*

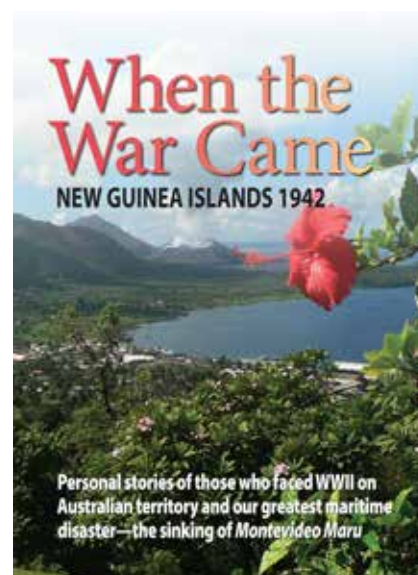
### Patrick Bourke writes -

Recently I was on an outback tour of Australia visiting such places as the Flinders Ranges, Birdsville, Tibooburra and Broken Hill. Whilst at Broken Hill our group visited the memorial to the miners who lost their lives over the years at Broken Hill. One of the men whose name is on this memorial is William Gullidge who died in 1911 in a mining accident. <http://nla.gov.au/nla.news-article15268161>. A check of the NSW Births, Deaths and Marriages Register shows that on William Arthur Gullidge's ('Arthur', born in Broken Hill in 1909, died on the MS Montevideo Maru) birth certificate, his parents were William George Gullidge and Emily F Gullidge. Looks like William Gullidge who died in 1911 was (William) Arthur Gullidge's father.

Interestingly my grandfather, Jim Bourke, was a miner at Broken Hill at the time of William Gullidge's death.

**On 2nd August the AMW's Last Post Ceremony will honour the service of Sergeant Arthur Gullidge,** the bandmaster of the 2/22 Battalion who perished with

his fellow bandsmen on the Montevideo Maru in conjunction with the 50th Anniversary of the formation of the Australian Army Band. Arthur Gullidge who was a Member of the Salvation Army was a prominent Australian composer of brass music and his music including marches are still played today.



**'When the War Came: New Guinea Islands 1942'** compiled by Gayle Thwaites and published to commemorate the 75th anniversary in 2017 has recently had a second print run and is available at: <https://pngaa.org/site/blog/2017/06/14/pngaarmvm-book-when-the-war-came-new-guinea-islands-1942-available-from-1-july-2017/>  
Rabaul and Montevideo Maru Memorial website: [www.memorial.org.au](http://www.memorial.org.au)

Contact:  
[admin@memorial.org.au](mailto:admin@memorial.org.au)

# CULT

(continued from the previous issue)

By **Maurice Meth.** (Submitted by Maurice's wife, Mrs Elizabeth Meth)

PNG Trade Winds blew East West East and trade in sea cargo followed the same way in expansion through plantations and their trading stations or ports.

## SHIPPING AND TRADING SHENANIGANS 1974 TO 1984

### Chapter Four

The trading economy from the eighties has moved on to a far more robust model with the change of supply of the original consumables and increased manufactures through local supplies. Our "TINFIS" and original rice supply has moved on from overpriced imports to rice from Asian volumes complementing Australian supply and locally canned "TINFIS".

This was an utter shambles perpetuated by 100% breakbulk imports, before the fully containerised trades in the late eighties. The rule of the "quick and the dead" was introduced quickly, where smaller traders were able to recover high-value fish; for example "777" disappeared from wharves well before the real owners were only able to take the low value balance.

The cartel WRC, BP and Steamships simply devised a

trading order system, where smaller groups like our Chinese friends were encouraged to buy as a separate group and police their own. I had the "misfortune" or otherwise to offset a large number of claims of misdeliveries, where the secondary buying cartels were forced to consequently. This was always fascinating, where "marine claims" where "torn up" shrinking total claims to a very manageable few.

The Insurance brokers always encouraged our swaps and only Lawyers saw a shrinking pool of legal action. We happily encouraged the Sea Carriers to make contribution to revenue, further encouraging the shrinking pool of claims. What evolved was the common good to encourage all concerned to expedite finalising all commercial liner trading, extending to the whole market, including loose bags of fertilizers and similar to the fast growing trades for highlands and coastal plantation trades.

My role for many years was allowing our own people a free

hand profiteering through our own Terminals and quietly in the background sorting out the misdeliveries later and rather quietly allowing the wheels of commerce to roll.

All of this was impossible without the support of the senior Management of our "enlightened" long term senior Management who were generally moved on to facilitate changes to overall ownership. I recall very clearly being tasked by one extremely irritated CW NG Mainland Manager to visit a large Chinese Trader and recover all BP shopping bags "nicked" without authority.

The end result was recovery of all bags and a number of offset and cancelled shipping claims with rapidly agreed new shipping values. I learnt very quickly no one was embarrassed and "in denial". The close liason between shipping and trading then was a common feature of what our supposed highly sophisticated distribution systems of logistics management evolved from what we happily evolved, through



the original network of Supplier Orders to International Shipping.

The facilitator Burns Philp for example then offered the full “multi-modal service” to import clearances and coastal deliveries direct to suppliers’ door regardless of final remote destination. Variations to the simplest transactions were available to minimal “point to point” shipping or “intermodal delivery”.

I remained amazed at the complexity of these structures and the very transparency available to all parties in the entire trading chains. I also remain convinced we lost the plot later.

### **The Port Management Group 1974 to 1984.**

The overview of Port Management through this decade was critical to the stability of vessels and cargoes transiting the Ports of PNG. The enlightened executive management represented by the “big three” WRC, Burns Philp and Steamships successfully cobbled together the operating “bye laws”, standardising all Ports under the PNGHB Network, rotating Chairmen in the interests of all concerned and correcting “anomalies” as they appeared.

Critical food supply was initially enshrined through the provisions of a “Berth Reservation” system originally designed to facilitate MV Bulolo, ensuring priority for food deliveries through the main PNGHB Ports. This system was

quickly expanded to a “user throughput” guarantee covering a number of new entrants to the “reserved berth” express delivery system ex Melbourne, Sydney and Brisbane. Advanced shipping tonnage deployed by Swire, NEL and Karlander.

The level playing field played a critical role, prioritising supply enforced by the Executive Management, recognising “boundaries” and community priorities. Support from Executive Management ensured Port Management Teams across PNG remained commercial, legalising the transiting of all cargoes and vessels.

Senior Port Managers Capt. DG (Rabaul) and Capt. MT (Lae) balanced authority across Senior Pilots enforcing the PNG legislation to meet international conventions. Legend has it, as Samarai only had two vehicles to service both the ADC and the Port Pilot. The old wartime BSA motorcycle allocated to the Port Pilot collided with the ADC’s vehicle at midnight, both attending separate functions.

Port Pilots in outports settled disputes with Berth allocations and vessel movements simply allocating resources to expedite best port practises.

### **Chapter Five**

Traders and Shippers remained prominent in their capacity to ensure that export outcomes offset the massive import costs through their own endeavours. It was common in the nineteen

seventies and eighties for port delays and natural disasters like Daulo and Kassam Pass road landsides to trap coffee destined for July shipments. This was normally exacerbated by rain and berth congestion at Lae.

The unique solution was transfer of 5 tonnes of coffee, 85 bags, covering up to 6000 tonnes of green coffee beans. Best case was each bag was of 1700 bag shipments, each 100 tonnes transferred to vessel stowage at the Sugarloaf Anchorage off Lae. Each bag loaded that was recorded in the Ships Log, was accepted by London Brokers as partially loaded.

These transfers had to be completed before midnight on the last calendar day, usually using a “open” lifeboat with five “tarped pallets” loaded directly at Sugarloaf into a hatch that was immediately sealed and Tally Dockets produced to support entries to the Ships Log that was verified by the Master and Mate

Take a bow BJT, the Metric Mate and shippers Angco etc. In today’s dollars that coffee value at USD 20 per kilo roasted was valued at USD 120 million. Sharing a duty paid SP from an “esky” onboard seemed ample reward for job done. “Controlling business” at superior rates was reward for the professionalism we contributed at “Traders and Shippers.

*To be continued*

# Cooking - the curious culinary secrets of PNG's last cannibalistic tribe

Ian Lloyd Neubauer

For centuries, cannibalism was not only part of tribal life in Papua New Guinea but a central part of religion.

When European colonialists arrived in the late 19th century, cannibalism was outlawed. The last part of PNG where it was openly practised was also one of the most remote - East Sepik Province, a floodplain dominated by the Sepik River, PNG's largest river and one of the world's largest river systems.

The last reported case of cannibalism in the Sepik was in 1964 when a group of men raided a neighbouring village – as their ancestors had for thousands of years. Following investigation by “kiaps” – Australian patrol officers who were the law of the land until PNG's independence in 1975 – the thirteen offenders were arrested, brought to Wewak, committed for a trial before the Supreme Court that did not proceed for technical reasons, and then released back to their villages, much better informed about a world they had no prior knowledge of.



Villagers perform at a festival in East Sepik. Photo: MP

Most kiaps left the Sepik after independence. It is, after all, a malarial swamp. But one, John Pasquarelli, took such a liking to the place he stayed on and built a lodge to share the raw, wild beauty and unique culture of the Sepik River with travellers and like-minded souls.

## Planes, jet boats and troop carriers

My journey to the Sepik begins in Mount Hagen, the PNG highlands' largest city, where I board a nine-seater plane. The scenery on the 45-minute flight to the Sepik is insane - a magazine of dramatic valleys, fast-flowing rivers, glacial peaks and forested escarpments. It must be one of the most scenic flights on Earth.

The moment we touch down, I am attacked by mosquitos - with a ferocity their fellows elsewhere exhibit only at dusk. The insects do not leave me alone for the duration of the stay. It is dog eats malaria-infested dog in the Sepik. Only the strongest survive.

From the airstrip, a path leads through the sweltering jungle to a jetty where I board a flat-bottomed jet boat for the journey to the Karawari River, a tributary of the Sepik.

After 10 minutes we arrive at Karawari Lodge, where a final scramble in a troop carrier up an incline with foot-deep muddy ruts takes me to the front door. There, uniformed attendants

offer a chilled towelette and fresh guava juice before leading me to my room - a stilt bungalow with 180-degree river, jungle and mountain views. There is usually electricity from 6am-10pm, although it cuts out half a dozen times a day.

Lunch is served in the main lodge. A long room inspired by the local "spirit haus", where river chiefs once displayed skulls of vanquished foes, it is filled with the hand-carved ceremonial masks and totem poles the Sepik is renowned for. Today's menu features homemade pumpkin soup with fresh-baked bread, barramundi with lemon and herb sauce and date pudding - washed down with South Australian sauvignon blanc.

"Everything you see on the table, from the plates, to the salt, to the butter had to be flown in by us," Toronto-born general manager Nick Kosonic says. "It's an incredible logistical feat running a place of this standard the middle of nowhere. Everything here is a challenge - one the biggest challenges I've faced in my life."

## Cooking class

After lunch, I return to the jet boat for a romp along the river with my guide, Sepik man Paul Api. "This afternoon we will go to Kundiman 2," he says. "Originally it was part of another village that is now called Kundiman 1, but it grew too big and they had a hard time feeding everyone so they split the village in half."



*The view from Karawari Lodge.*

Kundiman 2 is a few minutes from the lodge but might as well be on the other side of the moon. There's no power, no jetty, no amenities – just a collection of hardscrabble stilt huts in a clearing on the river bank. The women are wearing only skirts made of pandanus leaves. The men wear dirty old pants or shorts, while the many children are naked. Many have bloated stomachs, perhaps from the intestinal tapeworms they get from drinking the river water.

The villagers put on a sago-making demonstration (sago is a starch extract from a palm tree of the same name). First, the bark is removed from a sago stump with two sticks, in the same way a mechanic would jimmy a tyre from a wheel. The spongy pulp is chiselled out and taken to the river, where women squeeze out the starch with water and elbow grease.

When the pulp dries, it becomes sago flour and is fried as a pancake or combined with water for a gooey, semi-transparent porridge. River people eat sago as the base of every meal, accompanied by fish, greens and nuts from the jungle.

The pancake tastes quite rubbery, while the porridge is a bit hard to stomach. But

seeing the effort that goes into harvesting and cooking it gives me plenty to think about later that night as I drift off to sleep listening to the noise of creatures trapping and consuming their dinner in the dark jungle.

## **The bloodstone**

The next day we visit Konmei Village on the Konmei River. We're treated to a victory dance once used to celebrate successful headhunts – the last vestige of the Sepik people's not-so-distant cannibalistic past.

"When the Konmei warriors made plans to go out to hunt heads at night, they would put a triangular-shaped mask at the head of the canoe to let their enemies know it was war," Paul says as villagers jump up and down, beat drums, chant, stamp their feet, sing and shout.

"If the hunt was successful, they would dress up and assemble in front of the "spirit haus" by the bloodstone," he says, pointing to an angular rock sticking in the ground.

A traditional village hut on the Sepik River bank.

The dancers pick up speed and their voices rise, spiralling into a frenzy of colour, limbs and sound.

"Then the victims," Paul says, shouting to be heard, "would have their heads cut off. Their blood would then be poured over the stone so they can tame the spirit of the dead. But the main way to pass on the power and knowledge of the victims was by making brain soup mixed with ginger, cinnamon and bark."

The performance reaches a crescendo and comes to a heart-pounding end. The dancers are sweat-soaked and exhausted.

Back on the river, our driver steers us towards a forested bank, where we land for lunch. Paul puts on a lavish spread, but before we can swallow the first mouthful, mosquitos attack. We have no choice but to untie the jet boat and continue down the river, eating on the run.

Cannibalism might be a thing of the past in the Sepik but you can still get eaten alive.

## **Fact file**

### **Getting there**

PNG Air flies daily from Port Moresby to Mount Hagen.

From Mount Hagen, Trans Niugini Tours will fly you to Karawari.

### **Staying there**

Room rates at Karawari Lodge, including board and tours, are per couple or twin share per night. Board on the Sepik Spirit, an air-conditioned luxury houseboat on the Sepik River, is per couple or twin share per night. See [pngtours.com/lodge2.html](http://pngtours.com/lodge2.html)

### **When to go**

Karawari Lodge welcomes guests from March-December. The Sepik Spirit operates from April-November.

### **What to bring**

Mosquito repellent and lots of it.



# Joan Stobo's visit to Rabaul - April 2010

by Sally Stobo

In April 2010 Joan Stobo had the delight of returning to Rabaul with three of her children, and three grandchildren aboard MV Orion. It had been 42 years since she lived there and her sons were aged seven and two when they had left to live in Australia. Much had changed with the ongoing eruption and Joan was keen to see if they could revisit the site of her home there.

Joan's late husband, Montie, was employed by Burns Philp and spent nearly 30 years in PNG. When he married Joan in 1958 in Port Moresby, he was BP's Chief Inspector and the newlyweds were posted to Madang (for 3 months), Lae (3 months) and then Rabaul (3 months). At each post Montie was relieving the manager who was then freed up to take his biennial leave in Australia. Following these three posts, and a six-month honeymoon to Europe, Joan and Montie returned to PNG to take up the Manager's position in Rabaul, where they enjoyed the following nine years (1959 -1968).

In Rabaul, Joan and Montie Stobo lived in the BP Manager's

home on Namanula. The land fell away sharply at both sides of a long narrow garden, with views across to the Simpson Harbour. The newly completed home was surrounded by overgrown thick vegetation especially in the valleys that bordered the rear garden. With native help Joan set about making a beautiful garden.

At the highest point at the end of Namanula Road was the site of the old Government House built by the Germans, pre-World War 1, which was completely destroyed in World War 2. During our visit in April we could clearly see the stone gateposts that marked the drive entrance. This was one of the few remaining landmarks from which we could get our bearings, as the houses no longer remain.

Fortunately at the time of our visit the road had been freshly graded and was in good condition, though given the rain on the day we appreciated the 4WD kindly supplied by the Rabaul Hotel, with Susie Alexander giving us a personal tour. We had noticed many of the other roads in town around the port were washed out

from all the recent rain making for circuitous drives.

Driving up the road on Namanula brought back to my mother's mind the expat community who lived there in the 1960's which included; Dulcie and Harry West (DC), Vera and John Foldi (DC), Freddie and June KAAD (DO), Margaret and Bill Kelly (DC), Gwen and Jack Read, the Husband family, Denise and Alec Kinnane (CDW), Phil Maguire (ABC), Anne and Sid Smith (DO), Laurie and Robin Stubbs (Shell Co) and later Jill and Kevan Gosper (Shell Co), and the Namanula (European) Hospital.

Now, on Namanula, the houses are all gone and their gardens are overgrown with tall grass and self-sown trees. The European hospital and the DC's residency have also gone. The only indication there had been homes along the stretch were the foundation stumps rising a few feet above the ash. We discovered the site of the BP's house where Joan had lived. Due to the depth of the ash, the foundation stumps that were 8' tall at the rear of the house stand no more than 2' tall now.



*Montie and Joan Stobo in their garden with friends, Namanula, Rabaul c.1962*



*Montie and Joan Stobo's home, Namanula, Rabaul*



There was also no sight of the enormous rain tree that grew so majestically in the back garden. It was raining heavily when we visited the site and the weather matched the mood, as it was sad to see. However, we did see some beautiful multi-coloured frangipanis by the road's edge, which looked to have survived from the original plantings.

Frangipanis do seem to be the main survivor from the gardens. Joan also recollected planting an avenue of frangipanis up the road to Namanula with native help and the guidance of Harry West. We couldn't see any of those remaining now.

We couldn't be sure if any of the trees still survived in the Rabaul Orchid Park, established by the Horticultural Society in the 1960s, as we couldn't see well due to the rain and limited time. It was originally located in the steep valley beside the BP Manager's home. Joan recalled the generosity of Herman Slade who sent over orchid slips, which were then carefully bound to the frangipani branches with the support of coconut husks and twine.

Seeing the frangipanis brought back memories to my mother of the Frangipani Ball, held in May each year. That was the month the first frangipani flowered after

the 1937 eruption. It was held at the Kuo-min-tang Club with lots of bright music and dancing.

Once back down on the flats near the harbour we saw the Anglican Church where Peter and Richard were both baptised. It brought back fond memories of Father Albert Hayley and also Daphne Bridgland's beautiful singing voice.

Joan also remembered making arrangements of hibiscus and frangipanis, threading them on long sticks of native broom to make beautiful displays for wedding receptions. Most days Joan would also take large Buka baskets full of hibiscus and frangipani to display in the foyer of the BP store. Extra special efforts were made when a BP ship was in port and the tourists loved them.

From the harbour we could see the volcano Matupit smoking and the streaks of sulphur down its cone. Joan recalled climbing Matupit several times, often when visitors came and once when she was seven months pregnant with her eldest son Peter. They would leave the car at Matupit village, and cross to the base of the volcano in small canoes. The water ran hot in the creek at the volcano base and Joan remembers having to cross it very quickly.

This visit we were also able to see the remains of Yamamoto's bunker, which has an opening at the site of the Rabaul Hotel. We were amazed to read there had been 500 kms of such tunnels under the Rabaul and Kokopo area, including a hospital that was 4 km in length and accommodated 2500 beds. All dug by local natives and Indian POWs captured in Singapore.

Aboard MV Orion we had had the pleasure of meeting Dr Frank Stening and his son Michael, who had both worked at the Nonga Hospital. We were able to join them to visit the hospital where one of the orderlies warmly greeted Dr Frank.

We drove on to the Bita Paka War Cemetery and were so impressed with how well it was maintained. It was raining torrentially as our car pulled up, but with umbrellas loaned to us by gardeners who were at work, we could take a walk. We admired the care with which the gardens around the gravesites and the enormous rain trees were kept. It's a beautiful place.

We made this trip back to Rabaul aboard the MV Orion. The cruise visited islands in the Bismarck Sea, including Wuvulu, where Fred Archer lived on his plantation. Orion organised a charter flight in and out of the airport at Kokopo from Cairns. This was a very comfortable way to revisit Rabaul and Joan especially appreciated not having to sail across the Coral Sea where she had often suffered from seasickness.

We encourage you to visit Rabaul and stay at the Rabaul Hotel, as there is still much to see.



## My Time in Papua New Guinea with the Balus Project

by Doug Roser FIE (Aust) FRAeS

While I had visited Papua New Guinea for short periods over the years I was particularly fortunate to spend a number of years working fulltime there during the late 1990's and early 2000. I was the Project Manager of the Balus Project which was a Papua New Guinea programme funded by AusAID to restructure the provision of Government provided civil aviation services in PNG. This was needed as safety levels were declining, infrastructure was deteriorating and Government was unable to fund the costs of the operation of its organizations. The Balus Programme objectives were:

**Safety:** To urgently improve aviation system safety and to put into place systems that maintain safety at acceptable levels.

**Planning:** To develop coherent national policies, objectives and plans for implementation within the civil aviation sector and the Balus Programme.

**Institutional Reform:** To establish institutions and systems that make effective and efficient use of the human and financial resources available to the civil aviation sector.

**Infrastructure:** To establish systems and capacity to maintain existing infrastructure and to implement judicious investment in needed new facilities and satellite-based technology.

**Programme Management:** To achieve programme objectives (quality/scope/performance, time, cost stakeholder satisfaction) by securing and integrating all required resources throughout the life of the programme.

A total of 29 individual projects were implemented under these five sub-programmes.

A major objective of the Programme was to abolish the old Office of Civil Aviation which operated as a Government Department (funded from the Government budget) and to establish a new Civil Aviation Authority to operate as a Government owned statutory authority recouping its costs from user charges to the industry. This required the development of all of the plans for the operations of the new CAA and the development of the legislation to establish it and under which it would operate. This legislation also had to be agreed with all

stakeholders – politicians, public servants, industry, management, staff, unions, and the public. A Safety Improvement Plan was also developed and implemented as well as improvements to arrest the decline in the air traffic control and airport services. New aviation safety regulations also had to be developed and introduced with the agreement of industry. The new CAA legislation was developed under Balus in 1999 and passed through Parliament in 2000 and the new CAA was established to begin operation in January 2001 and at that time half of its costs were to be recouped from user charges with the balance being funded by the PNG Government.

While overseas consultants and specialists were employed under the various projects I was determined to employ locals where possible and particularly in the Programme team. The team of 8 comprised myself and one other Australian (an engineer) while the rest were locals including the Financial Manager. The local members of the team went on to local employment in Port Moresby when the Balus project was completed. The Balus Programme Office was at the Office of Civil Aviation not far from Jacksons Airport but involved a lot of travel as the projects involved infrastructure, structure, organisations and systems throughout the country. I was appointed the Balus Programme Manager in November 1998 and directed the total programme. Under the Project, legislation was developed for the establishment



*Members  
of the Balus  
Program Office*





*Mt Hagen Airport*



*Landing at Wopasaki Airstrip*



*Yankis Airstrip*



*Landing at Ambulua Airstrip*

of a Civil Aviation Authority which the Project Team presented to the PNG Government including the National Executive Council. The Business Plan for the new CAA provided the basis for user charges which were agreed by industry after full consultation. When the CAA was established with effect 1st January 2001 it began operation under the direction of an independent Board which showed good leadership.

Due to delays to some of its projects, the Balus Programme was extended for 12 months under the management of a reduced team with new separate individual contracts, effective from 22 November 2001. In December 2002 due to delays caused by Telikom's involvement in one of the projects (Project 4.1 – Aeronautical Communications) it became necessary to extend the Balus Programme further, with a very reduced management presence, to late April early May 2003.

Then, at the request of the PNG Government, the decision was taken in February 2003 for the

Balus Programme Management Team to assume a management role in the CAA until the end of September 2003 - the Balus Programme Management arrangements were also extended until then. In May 2003, following a request by the CAA Board, AusAID agreed to fund a number of special projects in support of the CAA under the Balus Programme, which had the effect of extending the Programme beyond the end of September 2003. These last Projects were completed on schedule by mid-2004 and a Completion Report of the Extended Balus Programme covering the period of 22 November 2001 to 31 July 2004 was prepared and submitted. This Report also provided recommendations and advice for future projects for the development of the civil aviation sector.

The Balus Project made a good start on much needed and long overdue improvements to the aviation sector in PNG. Since it finished, further changes have occurred in the structure of civil

aviation in PNG but as I have not been involved in these changes I do not have any knowledge of them.

My involvement with the Balus Project was an important element of my long career as it enabled me to contribute further to the development of international civil aviation in our part of the world ie the Pacific region, where effective and safe aviation services are fundamental to our existence. I am grateful that I was able to work in Papua New Guinea where aviation is so important as it enabled me to understand the diversity of its people and culture. I also worked closely with its politicians and government officials which gave me a good understanding of the issues the country was facing and still faces. I am delighted to see the progress the country is making in a number of areas and how its international profile in growing. Above all, the time in PNG enabled me to work with many dedicated and talented PNG people whose company I enjoyed immensely - thanks to them all.

# Some of our Airmen are Still Missing

By Robert (Bob) Piper.

Hundreds of allied aircraft and their crews are still missing in the South West Pacific from World War II. Flight Lieutenant Barry Mortimer Cox and Sgt Ron Bailey, both of 75 Squadron RAAF, are just two of many mysteries yet to be solved.

In early 1942 several 75 Squadron (RAAF) pilots were shot down in New Guinea in dogfights with Japanese Zeros over Port Moresby and Lae. Five are still listed as missing.

The last those on the ground saw of Barry Cox was his P-40 Kittyhawk fighter in a steep high speed dive, engine screaming, some eight kilometres north - west of Port Moresby's main airfield. This area is still known as the Waigani Swamps, a series of lakes and swampy ground changing seasonally. It extends west of Port Moresby and inland along the coast.

On 28 April at 1030 hours eight enemy Betty bombers escorted by twelve Zeros approached Port Moresby at 22,000 feet for their regular bombing run. Alerted, our remaining five Kittyhawks (the rest already shot down or severely damaged) led by Squadron Leader John Jackson scrambled, clawing for height to reach them, Outnumbered and lacking height they were at a serious disadvantage, especially as the Zeros climbed faster and were more manoeuvrable.

The previous evening, the pilots had been unjustly called "cowards" by a senior RAAF officer for not "mixing it" in dogfights with Zeros. Dr Bill Deane-Butcher, present at the time, confirmed this with the writer years later. The pilots

were - unwisely - directed to try dogfighting with the Zeros instead of using their superior diving speed to get away and zooming back up to re-engage.

In attempting to close behind the bombers, our fighters were attacked by the Zeros and a wild melee in the thin air ensued. Two Kittyhawks quickly stalled in tight turns and fell steeply away. John Jackson went first, his fighter streaming smoke, and impacted at high speed on the slopes of nearby Mount Lawes. Cox also fell away. The other three, separated by speed and individual actions, lost contact with each other.

"Cocky" Brereton discovered great holes in his wing from 20 mm cannon fire and his own blood on the cockpit floor. He just managed to limp back to base. Peter Masters spun out and found himself over the sea. He spotted an enemy submarine and made two strafing attacks against it. Bill Cowe also spun but recovered and flew safely back to the drome undamaged. John Jackson's aircraft (No. A29-8) was quickly located on Mount Lawes. Barry Cox's took a little longer. Both were seen to go down by Army personnel, who sent search parties to find them.

Cox's fighter (A29- 47) was about eight kilometres to the north-west of the aerodrome ( Seven Mile Strip), buried deeply in the

swamp. The army reported that it was still smouldering under the ground and could not be approached.

Flying Officer John Piper, another squadron pilot, went to the crash site on 4 May and said that the plane was ten to fifteen feet (3 to five metres) deep in the swamp. The soft soil fell back on the wreckage as fast as it was shovelled. He found a small piece of wreckage with the word "Adeline" painted on it. Cox's fighter had the nose art "Sweet Adeline", a popular song at the time, so he knew this must be Cox's Kittyhawk.

The next day another squadron pilot, John Tucker and Warrant Officer Tarrant went to the crash site. After several hours work they too realised that digging out the aircraft and pilot, with the limited tools available was not possible. Small pieces of what appeared to be burnt bone were located but owing to their condition the squadron doctor, Bill Deane-Butcher, could not confirm it. While Squadron Leader John Jackson was initially buried at the coastal village cemetery at Hanuabada, Cox could only be listed as "missing". Both men were not fully fit on their last flight. Cox had just recovered from a fever. Jackson had been shot down near Lae on 10 April; after swimming ashore and walking



*Squadron Leader John Jackson (centre facing the camera) arrives back in a U.S. Douglas Dauntless from Waubuilt on 23 April 1942.*





*Stu Collie (left) and Barry Cox an hour before Cox took off on 28 April 1942 and was killed in combat.*

into the ranges he had returned in poor health and weight loss on 23 April.

In September 1942 Cox's aircraft was re-discovered when the 808th American Army Aviation Company built Durand aerodrome, co-incidentally where the fighter had gone in five months earlier. Captain James A. Bukholder reported "The Australian authorities were notified". This unit would have had the equipment to fully excavate the aircraft and actually identified and recorded Cox's name in their records.

No 75 Squadron's intelligence officer Stu Collie, a Melbourne barrister, recorded at the time Cox was lost that:

*Barry Cox was a loveable personality who was extremely popular. He and other young fathers constantly compared notes on their children and their characteristics. Barry never lost his smile, and as a flyer of P-40s he had few peers.*

Pre-war Barry Cox had been a stockbroker's clerk and lived in Canberra. Married in June 1940 to Theodora Stephens in Woollahra (Sydney), it is believed they had one child. Cox, born in 1915, had lost his father in 1918 when he died while serving in Palestine with the Australian Light

Horse. Father and son as young men with young children had both lost their lives in two wars on a distant shore.

A year before his death Barry Cox had had a mid-air collision (April 1941) over the Governor General's Residence in Canberra. A flight of three incoming Wirraways he was in met an outgoing aircraft from the airport at the same height. Cox's aircraft collided with it. Both pilots parachuted to safety, but Cox's observer failed the jump and lost his life. The whole thing was seen by the Governor General Lord Gowrie, acting Prime Minister Faddon and Chief of the Air Staff Sir Charles Burnett (RAF).

Japanese naval air records recently translated for the Tainan Kokutai (squadron) that engaged 75 Squadron on 28 April 1942 provide additional details for the day. Eleven Zero fighters were in the air that day. They claimed to have engaged "seven" Australian Kittyhawks and could only confirm one shot down, by Petty Officer Hideo Izumi. One of their aces, Hiroyoshi Nishizawa, apparently had his engine damaged and force landed in the sea over the range, 10 miles east of Salamaua. Another pilot in the unit landed at Salamaua and arranged for a boat to pick him up.

Today Flight Lieutenant Barry Mortimer Cox No. 260706 is still listed as missing. He is commemorated on a plaque at the Australian War Memorial and the Bomana War Cemetery, outside Port Moresby.

Another casualty at the time was Sgt. Ron Bailey flying Kittyhawk A29-12, which crashed during combat some 40 miles west of Seven Mile Strip on 28 March 1942. He was last seen by Flying Officer John Piper "diving and one Zero chasing him but well astern".

New evidence to hand suggests that Bailey may in fact have been recovered by Sgt Tom Bruce (Pacific Islands Battalion) in April 1942 from the Galley Reach area, below Kanosia Wharf. He may be buried in a grave at Bomana War Cemetery marked "unknown Australian airman". The remains had been transferred from the old civil cemetery at Hanuabada Village in 1943. Sgt Ron Bailey was 21 at his time of death and came from Merbein in Victoria.

Tom Bruce was killed later in the war but the possible recovery was well documented by an eyewitness, Lt. Alan Hooper, who later recorded it in detail his book *Love War and Letters* (1995).

The other three pilots missing near Port Moresby and Lae, from that famous 44 day era, are: Flying Officer Bruce H. Anderson near Lae flying Kittyhawk initialled "Y" (A29-12 ?) on 22 March 1942.

Pilot Officer R.K. O'Connor (Kittyhawk A29-19 marked "J") 12 miles north west of 7 Mile Strip on 27 March 1942. He may have been the parachute sighted by another pilot.

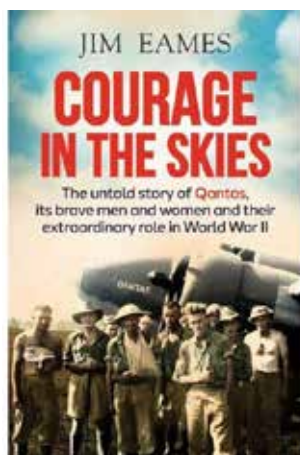
Pilot Officer A.C.C. "Bink" Davies flying Kittyhawk A29-15 near Lae on 13 April 1942.

The old Seven Mile Strip at Port Moresby, from which the airmen last flew and fought, is now appropriately named Jackson's International Airport. He was the commanding officer who was lost the same day and in the same action as Barry Cox.

# The writer of this article, Bob Piper, lived at Port Moresby and learnt to fly there. He later became the RAAF Historian with Defence for fifteen years then with Veterans' Affairs for a further twelve. He sometimes assists Australian, American and Japanese authorities identify and locate their missing airmen.  
{2018 – mars55@tpg.com.au}



# CREATIVE ARTS + BOOKS & REVIEWS



## **Courage In the Skies – The untold story of Qantas, its brave men and women and their extraordinary role in World War II by Jim Eames**

ISBN 9781760293932 Published by Allen & Unwin 2017 336pp Foreword by Air Chief Marshal Sir Angus Houston AK, AFC (Ret'd), maps, 16 pages black and white photos, Acknowledgements, Appendix, Bibliography, Index. Available through <https://www.allenandunwin.com/browse/books/general-books/history/Courage-in-the-Skies-Jim-Eames-9781760293932> or your local book supplier.

The pioneering role of Qantas in Australian history is truly remarkable. What commenced trading as a domestic mail and passenger run became a successful international airline. What we didn't know is what author, and PNGAA member, Jim Eames unravels in this book.

Against a backdrop of war clouds gathering in Europe and Asia/Pacific, *Courage in the Skies* reveals the extraordinary role of Qantas, an Australian airline,

which with the foresight of its Chairman, Fergus McMaster, and Managing Director, Hudson Fysh, played a vital role through the war years to survive into the post-war years. Their vision was enabled by a loyal, skilled, adventurous, and courageous team of pilots and support staff, which included engineers, mechanics, stewards, radio operators (even providing news services in flight!) and weather forecasters.

In March 1938, with the introduction of the new Empire C Class flying boats, crews had to take a course in seamanship! Over the vast Indian Ocean, the sweeping Pacific Ocean, and with brave flight crews, endurance was tested and aircraft were pushed, whilst still adhering to safety standards expected and respected by all.

In September 1939 the RAAF's largest aircraft was the Avro Anson, little more than a communications aircraft used for training. Its front-line fighter, the Wirraway, was no match for the Japanese Zero. With the RAAF having nothing to match the size and versatility of Qantas' Empire Class flying boat, four of the five Qantas flying boats were handed over to the RAAF. Qantas was at the forefront of negotiations with the UK but realised it soon needed to look to America. The first Catalina delivered into Sydney from America was only the third in aviation history to make a direct flight across the Pacific!

Current day Timor and Indonesia (then Java and Sumatra) were important points en route to the UK, with the changeover at Singapore. The strategic

significance of the trade routes between Australia and the UK in aviation terms meant both countries were anxious to thwart attempts by non-allies to gain a foothold across links with its colonial empire. As England became more engrossed with the war in Europe, and Churchill insisting Singapore was impregnable, Qantas took up the slack left by BOAC, extending their services to Thailand and India. As war became more imminent, Qantas, with its experienced long-range pilots, was forced to quickly adapt to an escalation in hostilities and to rapidly changing wartime circumstances.

There are gems describing Qantas crews in unarmed aircraft dodging and being attacked by the Japanese Zeros, having to land in tight estuaries, supplying front lines, evacuating the wounded, and undertaking surprising escapes - not only personal but including carrying more than forty anxious civilians on the last aircraft from Singapore. There are powerful descriptions of the fall of Singapore and the attacks on Timor, Darwin and Broome. Broome had then become a clearing station for military and civilians out of Java.

Whilst evacuations in Papua New Guinea generally fell to ANA, Guinea Airways and to a smaller extent the RAAF, the description of Fr John Glover's attempt to reach Australia and get help for the stranded soldiers and civilians in Mt Hagen, and the successful but dangerous Qantas mission that resulted, leaves nothing to the imagination. With the Kokoda campaign and Milne Bay

following, Port Moresby's Ward Strip became one of the busiest in the world. Qantas's unarmed aircraft were again running considerable risks taking part in rescue missions, evacuating the wounded and sick and providing invaluable support through the Bully Beef Bombers.

Author and PNGAA member, Jim Eames, graphically describes these early days of pioneering aviation and the wider regional issues imposed on a new international airline. These included: potential threats, fragile alliances, bureaucratic sensitivities, negotiations with the Dutch to ensure continuing support of the route through the Netherlands East Indies, and then the everyday issues of selection of location for flying boat bases and land planes, the importance of meteorological reports, radio transmission issues, inadequate charts, and limited navigational aids.

Interspersed in this international footprint are entertaining anecdotes, commercial, political and historical stories and the challenges of an Australian airline at war. Jim Eames's easy-to-read style is compelling and enjoyable.

Peppered with names like 'Scotty' Allan, Lester Brain, Russell Tapp, Orm Denny, Lew Ambrose, Bill Crowther, Bob Gurney, Aub Koch, Bert Hussey, Eric Donaldson, Bill Purton, Eric Simms, Gordon Steege, Arthur Baird, Norm Roberts and many, many others *Courage in the Skies* is a tribute to the men and women involved and a great Australian airline which will celebrate its 100th birthday in 2020.

Review by Andrea Williams

## The Northumbrian Kiap

Author: Robert Forster  
 Publisher: UK Book Publishing.  
 Year: 2018  
 ISBN: 9781912183364  
 Pages: 306. Soft or Hardback: Softback. Additional info: 24 black and white photographs, six maps and index covering all people and places named. Category: First hand historical account of bush administration in self-governing PNG. Available from: Amazon; Foyles; Book Depository; UK Book Publishing; Blackwells and Kindle. Cost: \$23.25 plus postage. Description: Revealing descriptions of bush work, bush living, and bush administration within PNG between 1968 and 1975.

### Author's Notes

The Northumbrian Kiap: An unusually angled tale of culture, isolation, identity and confusion.

Fellow Northumbrians, British students of 1960s' vintage, travel enthusiasts, former VSOs, many Papua New Guineans and also Australians are among those who will enjoy this vivid first-hand account of never-to-be-repeated postings in pre-independence PNG.

It is written by a British-born Kiap (bush administrator) who went on to be a career journalist and underlines the universal

problems triggered by tumultuous cultural change and the ever-strengthening quest for national and individual identity. The narrative confirms the European model for colonial administration was active well beyond the emergence of The Beatles, mini-skirts and Mini cars in the swinging 1960s.

Its candid text includes eye-witness observations covering the country's uniquely formidable mountain interior, arrow and spear fuelled traditional fighting, cyclical pay-back murder, and villagers who hoped to become wealthy after building a lure to trap passing planes. But it also outlines the profound political stresses provoked by the country's determination to reject Kiap government directed through Australia. These include the installation of an illiterate Minister of Communications, an Assistant District Commissioner who was blind to the implications of a seismic general election, how just three coconut palms underlined a catastrophic collapse in administrative will, and a group of Europeans skulking behind an arsenal of firearms on Self-Government Day.

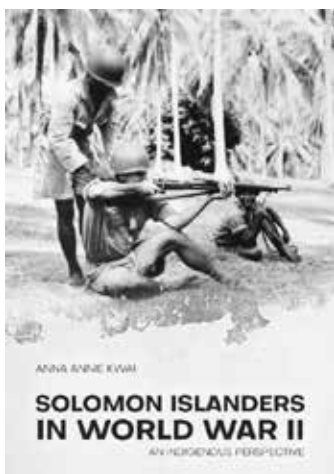
The history of PNG's exploration by Kiaps working up to the end of the 1950s has been comprehensively covered but "The Northumbrian Kiap" offers valuable insight into problems faced by both village people and their civil service during the much less well documented approach to Independence in 1975. Within its closely constructed and perceptive script is confirmation that structural strains which plague PNG's current leaders were already bedding in during



the early 1970s. A surprising, and sympathetic, undertext is the unmistakable similarity between adjustments to accommodate mid-20th Century lifestyle changes forced on village people in rural Northumberland and contemporary reaction among Papua New Guineans as they too confronted tensions created by unrelenting global economic and educational advancement.

In late 1974, just months before Independence, a Kiap walks into one of PNG's many isolated mountain villages where the new national flag will be hoisted, and formally saluted, for the first time.

## Solomon Islanders in World War II



An Indigenous Perspective  
 Authored by: Anna Annie Kwai  
 ISBN (print): 9781760461652  
 ISBN (online): 9781760461669  
 Publication date: December 2017  
 Imprint: ANU Press  
 DOI: <http://dx.doi.org/10.22459/SIWWII.12.2017>  
 Series: State, Society and Governance in Melanesia  
 Disciplines: Asia and the Pacific  
 The Solomon Islands Campaign of World War II has been the subject of many published

historical accounts. Most of these accounts present an 'outsider' perspective with limited reference to the contribution of indigenous Solomon Islanders as coastwatchers, scouts, carriers and labourers under the Royal Australian Navy and other Allied military units. Where islanders are mentioned, they are represented as 'loyal' helpers. The nature of local contributions in the war and their impact on islander perceptions are more complex than has been represented in these outsiders' perspectives. Islander encounters with white American troops enabled self-awareness of racial relationships and inequality under the colonial administration, which sparked struggles towards recognition and political autonomy that emerged in parts of the British Solomon Islands Protectorate in the postwar period. Exploitation of postwar military infrastructure by the colonial administration laid the foundation for later sociopolitical upheaval experienced by the country. In the aftermath of the 1998 crisis, the supposed unity and pride that prevailed among islanders during the war has been seen as an avenue whereby different ethnic identities can be unified. This national unification process entailed the construction of the 'Pride of our Nation' monument that aims to restore the pride and identity of Solomon Islanders.

### LIGHT

Anne McCosker  
 University of Papua New Guinea  
 Press and Bookshop, Port Moresby. [upngbooks@gmail.com](mailto:upngbooks@gmail.com)  
[www.pngbuai.com/buybooks](http://www.pngbuai.com/buybooks)  
 2017. ISBN 978-9980-89-185-3  
 68pp. Soft back. Available: Amazon (UK & USA), or

[www.annemccosker.com](http://www.annemccosker.com)  
 £14.95 sterling + postage.  
 Changes frequently online.

**LIGHT**, Anne McCosker's latest book of poetry has in the central position of the book the 21-page cycle of poems *Easter Time Rabaul*. In these the poet weaves into the Christian Easter story the close relationship strengthened in tragedy, between the pre-WWII European - mostly Australian - Beforers, and the local New Guinean population.

*Palm Sunday* describes a joyous journey through a lovely palm tree country side and villages bright with waving locals. *Maundy Thursday* is set on Namanula Hill where the poet was born and she remembers how Nobby Clark hurrying from his look-out post on Namanula Hill to warn civilians of the invading Japanese. *Good Friday* and *Easter Sunday* are set in St Georges Church, Rabaul where to the local Papuan New Guineans and European congregations, the Book of Common Prayer Easter Services gave comfort to those aware of all the suffering the "Fall of Rabaul" caused and still causes. *Holy Saturday* is set in Bita Paka Commonwealth War Graves cemetery.

New Guinea is mentioned in several other poems, *Tavurvur*, *Living Christmas*. World Wars are commemorated in *Dedication Service*, *Australian War Memorial*, *London* and *The Anzac Memorial*, *Weymouth* amongst others.

Poetry is also there to be read set in other countries; Australia, Europe, Scotland. Poems such as *Lion Man*, *Your Kin*, *Child is Father to the Man* give insight into some of the poet's very human experiences.



## The Volcano's Wife: The Great Untold Story

Amalia Cowley & Pamela Virtue  
2015, Inspiring Publishers PO  
Box 159, Calwell, ACT Australia  
2095, 208pp.

*Although previously reviewed, this review by Martin Kerr offers a different perspective, reflecting on the emotions of the Authors. The Volcano's Wife is excellent – and important historically as it also gives a positive impression of modern PNG – in particular the village peoples' reactions to us 'old-timers' when we return.*

Andrea Williams.

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Review by Martin Kerr

Personal little-known public  
tragedy

This is a personal story revealed by Amalia Cowley and her daughter Pamela Virtue.

Both survived the Mount Lamington Eruption in Oro area of Papua in early 1951. Erl, Pamela's brother, 16 and Cecil her father, were killed along with 28 European and probably 13,000 local people. Children were not included in the original head count.

There's history, romance, fun, loss, grieving and regeneration. This is personal stuff, written by two feisty women of Italian heritage. Amalia was a doctor's daughter from Lismore. A talented violinist performing on the MV Macdhuil, she was raced off by a young patrol officer and married in Port Moresby five days later. Their first posting was Kokoda in 1933, a perfect station for its climate and attention by local people. Life was tough and Amalia was left

to look after herself with the help of servants while Cecil was away on patrol. Two children were born in Port Moresby and Samarai. The family were on a number of stations including the Trobriand Islands and Misima.

While Cecil was away at the War, Erl, Pamela and their mother were refugees in NSW and Canberra, the children attending boarding schools.

Their final posting was Higaturu in the shadow of Mount Lamington near Popondetta. There was no history of eruptions in the area, but District Commissioner Cecil Cowley advised locals to evacuate. Knowing the dangers, he and his son stayed put after evacuating the European women and children. From nearby Sangara, Pamela and her mother escaped certain death by about 100 metres as the blast of super-heated pyro elastic debris stopped short in front of them.

The two women never got over their losses. Amalia became a financially desperate widowed alcoholic in Sydney. Pamela suffered at boarding schools.

Finally in 2003, married with children, Pamela, her husband Gerry and son Mark visited the area to be greeted by the locals, some who remembered her and especially her father, who had put in roads, schools and health facilities. He had special relationship with the Orokaiva. Cecil first went to Port Moresby with his family aged 7 and trained as an engineer in Sydney. He grew up with the Champion and Hides' boys and was part of the country.

The memorial for the survivors was not regularly maintained. Appeals to the Australian

Government fell on deaf ears. But the people celebrated anyway, and also on subsequent visits in 2004 and 2013 (a special Eruption Day).

Personal doubts and anguish are not lacking in this account of a disaster. Pamela mines her memory of the past. The good and the bad come out. She writes of her parents on page 119.

They seemed to have a schizophrenic relationship, the nights developing into rows and often full-blown brawls. I would put myself in the bed between them so they wouldn't hurt each other, but they would get out of bed and continue. They weren't going to let me spoil it for them. The fights were usually over interfering in-laws or the amount to time Dad spent working.

The days, in contrast, were a perpetual honeymoon. In the mornings they were newlyweds, and that went on till 5pm each day. The days were truly wonderful. I couldn't figure it out. It was incomprehensible to that child. It was simply that nights were bad, days were fantastic. Maybe they both needed the drama. There wasn't much else happening. I will never know.

A wife lost a son and husband and lived till she was nearly 93. Pamela Virtue lost a father and brother and also many friends among the Orokaiva. This story is personal. It's alive with insightful memories and photographs. In Pamela's poetic finale: 'No mountain can kill their souls.'

Martin Kerr's New Guinea Patrol was first published in 1973. His cult memoir, short stories and seven novels are available on Kindle.

# BREAKFAST BY THE SEA

In May 2018 I was fortunate to go to Townsville with PNGAA member Ally Martell to attend a fundraising breakfast for Youth With A Mission (YWAM). Here is a short account of my visit and the work of YWAM (pron why-wham).

**Belinda Macartney**

Situated downtown in the middle of Walker Street, the heritage-listed, red brick building of the old Townsville State High, carries a single word – YWAM. You'd be forgiven for not knowing how to pronounce it, and certainly for not knowing what it might mean. However, encouraged by old friends to take a flying visit up north, I soon found out about this remarkable group of people and their ships.

Youth With A Mission—simply known as YWAM—is a world-wide Christian movement operating in more than 180 countries since 1960. YWAM is decentralised in structure, and each centre is financially and

legally autonomous, allowing locations to adapt and serve the specific needs of the community. YWAM Medical Ships is a charity actively developing communities by addressing health care and training needs of PNG in partnership with national and provincial government administrations. The program is guided by PNG's National Health Plan and all YWAM staff are volunteers with well-articulated aims to care, connect, serve, and build with communities. On any one voyage up to 25% of people aboard are Papuan New Guinean. Through collaborative efforts with PNG district health teams, over 28, 000 patients were engaged in 2017.



*Breakfast by the Sea Belinda Macartney and Jack Growden, of LiteHaus International*

Through the ships YWAM brings health care to groups which currently struggle to receive basic services. Alongside the clinical work by dentists, optometrists and ophthalmologists, there are training sessions on generator and outboard motor maintenance and repair, as well as safe drinking water and solar projects. In fact, PNG youth play an important part of the outreach services with young



*MV YWAM Townsville Photos Ally Martell*



medical and dental graduates closely involved. Clinics include primary healthcare, dental, optometry, ophthalmology clinics and a clinical laboratory focussing on identifying leprosy and TB. Also on board at any one time are journalists, photographers, deck and engine operators, housekeeping and galley services and community engagement workers.

While this explanation might sound very 'clinical', I discovered in the young international cohort that day at breakfast that it's a 'passion to serve' that drives them.

The Hon Charles Able, Deputy Prime Minister and Treasurer PNG, was inspirational in his address acknowledging his great grandfather who arrived in Milne Bay in 1890 with the London Missionary Society. Today his own family is closely involved serving through the YWAM outreach program. The Right Hon Sir Rabbie Namaliu PNG Patron also spoke of his country's commitment to the project. Mike Reynolds CBE Australian Patron was away

collecting his Queen's Birthday Honour and our congratulations go to him. A Pacific nations' student dance troupe, choir, and rap artist - with no shortage of skill and enthusiasm so early in the day - entertained bleary-eyed breakfast guests!

PNG young men and women join others from around the globe give their time and skills to YWAM. In particular, I spoke to 'Jackson' from Florida who had just finished a land-based outreach showing films about family violence and violence against women to isolated communities. The difficulty of the terrain was evident when he quoted "it took six weeks to visit 116 villages over only 270 km" and the pitfalls of using solar powered technology to assist their delivery were not insignificant either. However, when I asked what lay in store for him on returning home, he said that he had changed his mind. Once an advanced IT student, with a lucrative career ahead, he was returning to take up architecture. Time with the YWAM and PNG community in

the bush had given him time to reflect; it seemed that the lure of the dollar was less important now. As a child he'd always played with Lego and now he had a vision for helping to create sustainable dwellings and places that might serve rural communities such as he'd found in PNG.

The next day, three colleagues and I were invited to tour the ship, the MV YWAM. Once a passenger cruise ship in the Whitsunday Islands, the vessel had been completely re-fitted to accommodate medical clinics and 120 volunteer staff and crew for two week-long voyages around the coastal communities of PNG. A hospital environment, spotless galley and dining area, clean amenable share cabins each with its own bathroom, and a welcoming common room were all most impressive. In fact, delegates for an international YWAM conference in Townsville were being accommodated onboard while the ship was in for regular maintenance and repairs. I'm sure his PNG experience will stand 'Jackson' in good stead as he returns home to pursue his passion to serve. While we read about the life-changing journeys of kiaps, teachers, and nurses in the time 'bipor' years, PNG still offers young people that same chance of a life time. I was truly inspired by the energy and commitment of those that I met at Breakfast by the Sea. Why? Wham! Twenty years ago, I'd be booking a berth!

For young people who might be seeking a short-term opportunity and wish to register for this amazing adventure...

CONTACT [info@ywamships.org](mailto:info@ywamships.org)



MV YWAM Anna Scott YWAM Media & Communications Officer in the onboard dental facility Photo Ally Martell





**Jan Di Pietro** recently performed in the hit Australian musical Dream Lover at the State Theatre in Melbourne and could be found touring Victoria with the Aussie-made live show The Tap Pack. Previously he toured Australia, Japan and in the West End production of Singin' In The Rain. He performed the role of Bert in Mary Poppins in NZ, and in 2015 toured Australia in Anything Goes. Since his professional debut at the age of 13, Jan has performed in productions across Australia and the U.S.A and now also works as a director and choreographer. Jan is a theatre graduate of the American Academy of Dramatic Arts. He holds a Bachelor of Communication from Griffith University and is currently undertaking Honours in the same discipline. Jan is a proud member of the MEAA since 2002.



**Nigel Turner-Carroll's** roll of work and awards in Creative Theatre is extensive. In particular for his recent work in The Tap Pack as Director/Co-Creator with Winner, Edinburgh Fringe Festival; 'Spirit of the Fringe Award'; Nominated Green Room Award Best Ensemble; Nominated Best Choreography; Nominated Australian Dance Awards Outstanding Achievement Commercial Work, Musicals, Physical theatre. Also for Twists & Turns -Winner Perth Fringe World, Best Director/Co-Creator Cabaret -Nominated Critics Choice; Damn Good Divas -Winner Mo Award, Best Production Director/Co-Creator Show-Ace Award Nominated, Best Tribute Show Drummer Queens Director/Choreographer; Eireborne Director Matthew Mitcham's Under The Covers Director/Co-Writer; Liza Meets Bassey Director/Co-Writer

**PNGAA is proud of these sons of two PNGAA committee members Yana Di Pietro and Sara Carroll-Turner.**

**Look for a report on this inaugural event in next issue.**

**Cadet Patrol Officers Course ASOPA 24 June 1968 (you know who you are!)**



The fiftieth anniversary of the day we flew out of Sydney to Port Moresby to start a new career and a new way of life in Papua New Guinea is not that far down the track. I would like to suggest to mark that momentous day, we have an informal reunion at a pub near ASOPA, SYDNEY NSW on 24 October 2018. Please contact me if you are interested in attending and any suggestions for a venue will be most welcome.

**Len Mitchell**  
 Email: lenm@me.com  
 Mobile: 0419276816

# Help Wanted

## RECORDING THE EFFORTS OF AUSTRALIAN FORESTERS IN PNG BETWEEN 1922 AND 1975

I have initiated a long overdue project to record the involvement of Australian foresters in PNG from, say, 1922 through to 1975 and am keen to hear from anyone who would like to contribute.

Given my involvement in the preparation of obituaries for the late Ian Whyte and others such as Alan White and Norm Endacott, I thought it was important to record that Australian foresters led the way in modern tropical forest management in PNG – especially up until Independence.

*For example, I had not realised my own history now covers some 50 years involvement with PNG, from a cadet forester in 1963 to a forester after graduation, including a national service stint for two years in the PNG army, then back in 1995 to 2015 with my own consulting practice, including heading up PNGFIA and then developing the first and probably last downstream*

*processing timber project in Cloudy Bay plus other projects.*

Since February this year I have been asking surviving Australian foresters and/or their descendants of that era (1922-1975) their recollections of living and working in PNG. At the same time I am undertaking myself the preparation of a timeline of Australian foresters' involvement in PNG of that period.

Separately, I have written to the Department of Foreign Affairs – Assistant Secretary PNG Branch, the MD of the National Forest Service, ITTO and PNGFIA advising them of this project and seeking their official sanction.

I am managing the project through a fortnightly series of progress reports to all contributors/conspirators.

The plan is then, as editor, to publish the ensuing documents as a series of individual recollections tied to the timeline of achievements.

I am worried that all our efforts will be forgotten especially now that the older Papua New Guinean foresters are either no longer with us or have retired. In addition, many 'Johnny come lately types' will try as usual to be the experts as they reinvent the wheel or just 'bugger things up' and claim they did it.

At this stage it is not anticipated that the written record will be a best seller.

Past members of the Department of Forests PNG who have committed to this project to date include: Jim Belford, Chris Done, Dave Num, Paul Ryan, John Davidson, Bob Thistlethwaite, Joe Havel, Barry Gray, Cliff Southwell, Dave Lamb, Neville Howcroft, Bob and Di McKeowen, Peter Eddowes, Phil Ainsworth, Gordon Gresham, Des Harries, John Godlee, Murray Day, Evan Shields, Eric Hammermaster, Edward (Ted) Gray, Rex Wiggins, Neil Brightwell, Ken Granger, Dick McCarthy.

Families who have promised articles and photographs include: Linda Cavanaugh Manning (daughter of Jim Cavanaugh); Mary Jenkins (widow of Bill Jenkins); Sue Whyte (widow of Ian Whyte); Terry Cullen (son of Keith Cullen).

If there is anyone I have missed I apologise.

The written obituaries for foresters such as Lane Poole, Les Carron, John McAdam, Bill Suttie, Kevin White, Ian Whyte, Alan White, Norm Endacott, etc would, with appropriate approvals, be included.

Anyone else who is interested in contributing to this important project can contact me by email or post at:

### **Dick McCarthy**

11 Jessie St, Northcote,  
Victoria 3070  
Email: richardmccarthy@  
bigpond.com





# Cairns Gathering

## XKiaps and friends 13 July





## Cairns Gathering - XKiaps and friends 13 July

Around the Poolside Bar of the Cairns Colonial Club on Friday 13 July, around 30 former kiaps and others who had worked in PNG, gathered with family and friends for a catch-up – about 70 people in total. It might have been an unlucky date but it was a memorable event for those who attended. All of us are older, most of us are wider but we still managed to identify old friends through the wrinkles and white hair. The noise of chat and laughter filled the bar area. We started at midday and after the bar closed many moved to the restaurant. The following morning the catch-up continued over breakfast. The ex Daru contingent travelled over to Green Island to pay respects to George Craig and family and visited Charlie the Crocodile whom they had last seen in Daru in 1971 - before George had Charlie moved to Green Island.

Several people came down from PNG for the gathering, including Warren Bartlett, Greg Anderson, Brian Warrillow, and Steven Peter and his wife Betty. Steven - from Enga province originally - was a kiap in the Morobe Province working with Deryck Thompson at Menyamya and in Lae with the late Alan McLay.

Some were unable to attend - Peter Salmon and John McGregor had vehicle issues so had their own gathering instead, in McGregor's dug out at Lightning Ridge.

Chris Warrillow sold books and DVD's on behalf of PNGAA and also on behalf of Bill McGrath who was unable to attend. Paul Bourne brought with him some digitalised 1970's Super 8 movies of Western District and made them available to those who had worked Daru Kahana Dekanai. Peter Shanahan was the official photographer for the occasion so if you don't recognise us as your friends and work colleagues of yesteryear - that's Peter's fault !

Several people donated door prizes, including Ross and Louise Wilkinson, Laurie Bragge, Paul and Marie Van Staveren, Greg Anderson and Anne Griffin and all were appreciated by those lucky recipients.

Many thanks to the team who organised the gathering which was enjoyed by all who attended.

**Date Claimer:** this gathering will be held again in July 2020 – so if you want to be on the mailing list, email Deryck on [dandy51@bigpond.net.au](mailto:dandy51@bigpond.net.au)

## Brisbane PNGAA Lunch - The Ship Inn 29 July

Over lunch and a cold beer, we listened to members' ideas about Brisbane events, about a 'young list' of names from the next generation, and about what the journal means to long-term members—an 'historical repository' of stories otherwise untold. On behalf of the Committee, I would like to say thank you to Kieran for his ease at managing the registration table and donation box on the day. He has also generously offered to be the local contact to assist Sara on events in Brisbane. Keep your eyes and ears open for details to come.

Belinda Macartney  
Committee Member/Editor Una Voce

I am happy to say that the Brisbane lunch went very well. Our final number with a few 'walk-ups' was 49, but in spite of this the hotel seemed to handle the situation very well. They had set up a long table on the veranda section in the brilliant Brisbane winter sunshine and added extra seating for people who moved out to the beer garden. Although the group was separated, there was plenty of opportunity to mingle after lunch. The \$10 donation was explained to the attendees who were happy to contribute to the fundraiser for the appropriate conservation and storage arrangements of the PNGAA Collection.

There is strong support that this becomes an annual event, which I will be happy to work on along with and anything else coming up in Brisbane.

All the best, Kieran Nelson



Kieran and his wife Margo

## Melbourne News!

**In March PNGAA members enjoyed a convivial gathering at Caulfield RSL in Melbourne. Attendees included members, family and friends of the PNGAA.**

Many thanks to Chris Warrillow for offering to speak on such short notice regarding the PNG earthquakes and his knowledge of the areas affected. Very entertaining and informative as well.

Andy Grainge gave us his geological expertise on the topic. Thanks Chris and Andy!

We had some great raffle prizes thanks to some generous donors including Chris Warrillow, Brian Vial & The Paramanathan Family. Any donations for our raffle prizes would be greatly appreciated!

Proceeds on the day went to our 'Helpim Wantok Project'.

We have a great team here in Victoria organising and assisting with our events. Their support, enthusiasm and generosity with their time is the reason for the growing interest and attendance at our gatherings. Big call out of thanks to Chris Warrillow, Geraldine Tyler and Peter Milburn. Chris is also very active within the ex-Kiap community and travels to Cairns for their well-attended annual event. Not to mention his 'Curry Vault' gatherings with ex-PNG friends and colleagues.

We are on the lookout for Speakers! If you have an interesting topic or experience

to share from your time in PNG please contact Yana – yanadipietro@gmail.com We would love to hear from you!

The proceeds from our next event on Saturday 28 July will go towards the PNGAA Collection Fund to assist in the preservation, maintenance and cataloguing of our ever-increasing collection.

See you on 17 November at our Christmas Lunch!

Cheers

**Yana Di Pietro**

Victorian Regional  
Coordinator

## Hobart News!

### TAP TAP TAP .... WHEN OPPORTUNITY KNOCKS

My son, Nigel had said he would organise two tickets for me to offer PNGAA members for the 'Tap Pack' Show at Wrest Point Entertainment Centre, Hobart. This was a double bonus as Yana's son, Jan is in the troupe and was performing in Hobart. Absolutely marvellous that our sons are creatively involved. I was very pleased to offer something to Tassie. Then I found we only had 2 members in Hobart, Roger Dixon and Myra Macey. Myra was not able to go so Roger was the lucky one and he was thrilled!

Sara

### 'TAP PACK' SHOW

We were fortunate, courtesy of PNGAA, to attend this vibrant and fast-moving show. The four male tap dancers were professionally excellent with a variety of tap dancing, great music, comedy and ad-libbing intertwined. They interacted extremely well as a group and also performed a number of entertaining solo acts. The non-stop show was well supported and had the audience engaged throughout. Suffice to say that we really appreciated the gesture of having the tickets given to us.

Kind regards, Roger and Emilia Dixon



# Vale

## **AURICHT, Dr Clive OAM D. 10 March 2018**

Dr Clive Auricht sadly passed away on 10 March 2018, aged 82 years. Clive studied medicine in Adelaide from 1953 to 1958, and during this time had a wonderful opportunity to visit PNG as a fourth-year student in December 1956. Following this visit he was accepted into a Cadetship scheme run by the PNG Public Health Department seeking to attract medical staff to work in PNG. He returned to PNG after fifth year medicine, and then again following his last year of study in January 1959. This was for a 12-month research posting through the University of Adelaide to Okapa in the Eastern Highlands, investigating the cause of Kuru disease. It was during this trip that Clive was accompanied by his first wife Ruth, thought to be amongst the first white women that the remote local people had ever seen. Later that same year their first child Richard was born in Goroka. From 1961 to 1963 Clive returned to PNG, this time as the Acting District Medical Officer in the Northern District based in Saiho, where at age 25 he carried administrative responsibility for all health services in the district with a population of 40,000 – including running the 100-bed District Hospital.

Following his time in PNG Clive went on to have a long and fulfilling career as a general practitioner in Adelaide and rural South Australia. In 2002 Clive was awarded the Medal of the Order of Australia for

services to Medical Records and Rural Medicine. He was one of only a small number of members of the Royal College of General Practitioners to hold the prestigious award of Life Fellowship of the College in Australia. He was an officer of the Order of St. John (Ambulance), and a Life Member of the Australian Medical Association. One of Clive's major achievements in his retirement was to document his experiences and adventures in PNG, culminating in the publishing of his book "Medicine Beyond Kokoda", in 2011.

Clive was father to Richard, Geoffrey (dec), Mark (dec), David and Elizabeth, and loving grandfather to 9 beautiful grandchildren. He is survived by his wife Helen, aged 93.

## **COLE, ROB (BOB) D. 25 March 2018**

Rob (Bob) Cole, the eldest son of Bob and Kay Cole, and late of Hervey Bay and Maryborough, passed away on Sunday 25th March 2018 after a long illness. He was fondly remembered at a large Memorial Service on Wednesday 4th April at the Hervey Bay Baptist Church.

Bob grew up in PNG but, as did many children of the period, went to boarding school in Australia. After leaving school Bob specialised in logistics and distribution and worked in a number of areas varying from wine and spirits to electrical and heavy haulage. During this time, he lived in Sydney, Adelaide, Brisbane and Melbourne.

Bob loved being a father and took an active interest in all his daughters' activities. This included helping with the running and administration of their music band. When they started playing softball he became an umpire and progressed to reach state level as well as going onto the Queensland state softball council.

After moving to Hervey Bay from Melbourne, Bob became very involved in the local community doing a wide range of volunteer work and quickly established an extensive network of friends. He had always been interested in music and singing and became an active member of Mansong, which is a regional men's singing group. At his memorial service the group sang "You Will Never Walk Alone" and "Danny Boy" which was one of his favourite songs.

Soon after arriving in Hervey Bay, Bob realised there was very limited information or support available for vision impaired people. To overcome this, he worked with local councils and Queensland Health to establish and fundraise for the Hervey Bay Vision Impaired Support Group. This group is now well established in the Wide Bay region and provides a wide range of activities, advice, advocacy and support to people with impaired vision and their carers.

Bob is survived by his three daughters, Yvette, Leonie and Katrina.



## **DICKSON-WAIKO, Anne** **D. 20 April 2018**

Born in Milne Bay in 1950 and raised in a prominent mission family in Wagawaga village, Dr Anne Dickson-Waiko was Papua New Guinea's foremost woman historian. Anne's accomplishments began early, as dux of the Kwato Mission School in 1962. Seven years later she graduated at the Goroka Teachers' College where she was again dux. She was a Fulbright Scholar at the University of Mississippi, and later a doctoral scholar at the ANU, winning her PhD in 1994 for a thesis which focussed on Feminism and Nationalism in the Philippines.

The Dickson family and the colonial history of eastern Papua are intertwined, and Dr Dickson-Waiko's recorded lineage reads like a roll call of some of the pre-colonial clan leaders in Milne Bay. Anne's great-great grandfather Diki Esau was a supporter of the London Missionary Society teacher Diki, one of the Loyalty Islanders who were active around Samarai Island from 1877. The teacher Diki gave his name to her forebear, hence the family surname of Dickson. Fifty years later Anne's great uncle, Osineru Dickson, was appointed personal assistant to Colonel JK Murray, PNG's postwar administrator (1945-52). Osineru's brother, the Hon Merari Dickson, first Papuan member of the legislative council of PNG from 1951, was Anne's paternal grandfather. (The name 'Merari' was given in the twenties by the Revd. Charles Abel in honour of George Mallory who had recently been killed on Everest). Another close relative was Dame Alice Wedega, who received the honour of MBE from

the Queen in Port Moresby and later the title of DBE.

Dr Dickson-Waiko's teaching career spanned 40 years, starting at Port Moresby's Kila Kila High School. She joined the history department at the University of PNG in 1977. Outside classroom and lecture room teaching she travelled widely, delivering a large number of papers at international seminars on PNG history and politics – no fewer than 50 in all, including 'Those Massim Women' in 1984 and 'Women, Policy Making and Development' in Sydney 18 years later. She was also Deputy Dean of the School of Humanities and Social Sciences and twice head of history at UPNG.

Anne was always available to give advice to enquirers concerned with PNG women's history and the plight of many PNG women in male dominated societies. For writers in the Milne Bay Province attempting to unravel the complexities of traditional Massim societies, where women enjoyed a higher status than elsewhere, getting the balance right could be a trap to the unwary. Some of her knowledge was augmented by interviews with Sir Cecil Abel. I am in Dr Dickson-Waiko's debt for opening to me the nuanced matrilineality of Tavara and Dauispeaking society within Milne Bay itself.

Anne's final contribution was in the assembling of *Voices from the War* edited by Jonathan Ritchie, a collection of 220 pieces recording the memories and stories of PNG people about World War II. She led a team which recorded 60 interviews in Milne Bay.

Anne was married twice, first to John Kaniku, then to the historian and member of the national parliament Dr John Douglas Waiko who was one-time Minister for Foreign Affairs and also for Education. She had five children. Richard Kaniku, one of her sons, was among the speakers at Anne's funeral at the Reverend Sione Kami Memorial Church in Port Moresby. The burial took place at Wagawaga village in Milne Bay, a site of particular significance ever since Captain John Moresby's stay there with the crew of HMS Basilisk 150 years ago.

David Wetherell  
Deakin University, Geelong

## **DARCEY, Brian Frank** **9.8.1928 Perth, W.A. –** **14.5.2018 Cairns, QLD.**

Our much-loved father passed away peacefully in his sleep. Widower to Ivy; elder brother to Gwen and Gilbert; father to Susanne, Judith, Belinda and Frank; grandfather to Janna, Jackson, Skye, Jasmine and Gryffyn; great-grandfather to Bowie, Violet, Finn, April and Noah; and uncle to Debbie, Robyn, Peta, Linda, Helen and Prue, he was 89 years young.

Brian was raised in Perth and the family moved to Melbourne in 1949. In 1951, he moved as a young man to Sydney, where he met Ivy, and married her in 1955 before relocating permanently to T.P.N.G. shortly after; initially to Port Moresby for 1 year; then to Rabaul, where all 4 children were born; and later in 1971 to Kieta on Bougainville. The Darceys officially left PNG in 1978 for Australia and moved to Cairns, Far North QLD.



*Ivy and Brian, in front of Brian's plane, P2-PWD.*



*Brian, 2011, steering Tekani II from a comfortable position.*



*Portrait of Brian, Christmas, 2017.*

Brian worked initially in Rabaul for D.C.A. and H.Green & Co. but soon established his and Ivy's own business B.F.Darcey & Co., buying and selling cocoa, copra, timber, crocodile skins, bêche-de-mer, and shell to buyers in Europe. They were also Providor agents for Bougainville Copper mine, during the initial exploratory period. The offices were located above the Newsagents on Mango Avenue in Rabaul and in Toniva, Bougainville. For some

years during the 1960s he was Chairman of the Rabaul Town Council (R.A.T.C.) and also a commercial Representative of the Australian Navy in New Guinea. It was in this decade that he established and planted the Rabaul Orchid Park at the base of Namanula Hill, with physical assistance from his four young children. The Orchid Park still flourishes today.

As the business grew in Toniva, a variety of sidelines — a dress shop, jewellery, and perfume — were added to the mix, along with an increasing number of genuine artifacts, collected by Dad on his many flights in and out of remote areas to source agricultural products. And let's not forget the legendary 'Buin Lodge,' purchased to give Dad somewhere to sleep on his frequent trips to Buin, and then to accommodate tourists willing to brave a 4-wheel drive 'safari' from Kieta to the Southern tip of the island. But without a doubt, his favourite destination was Fead Islands (Nuguria Atoll) and Malekolan, the family home of his closest friend, Graeme Carson. It didn't take much of an excuse to detour out there en route between Kieta and Rabaul. Many happy hours were spent supervising the constant running repairs of Graeme's outboard engines, while nursing a cold beer, followed by the obligatory dose of 'snake-bite medicine' (whiskey).

The artifacts were to become a mainstay of the business in later years. His vast library included many volumes on Oceanic Art and Exploration. His keen interest in Pacific art combined with his ongoing research resulted in him being recognised by international

museums as a leading authority on Melanesian Art. Brian staged exhibits of curated genuine Melanesian artifacts in England, Germany and New Zealand, and facilitated exchanges with several museums, including London's British Museum.

A Latin scholar, he was always a keen linguist. In his final week he was speaking French for over an hour in his nursing home room, much to the astonishment of the nurses. He quickly learnt Polis Motu as a young Skipper working in the Papuan Gulf and mastered Tok Pisin in Rabaul. Classical music was his passion. He enjoyed opera, admired and followed Joan Sutherland throughout her illustrious career. As a graduate, his first 'job' of any note was as a radio announcer/disc jockey in Perth. Horticulture, particularly orchids was another lifelong interest.

Boats and aircraft were his obsession but his real love was sailing. His 1st boat 'Leeuwin' was a small 12 foot plywood dinghy, which he built himself during 1949-50 in the family garage, over the course of a year and then learned to sail in Melbourne's Port Philip Bay. The sale of this little boat allowed him to purchase a BSA Bantam motorbike, which he rode north to Sydney. During his 20s, between multiple stints as a labourer's assistant in Sydney, he built a small steel hull ketch with two male friends, over two years on a vacant block in La Perouse. During this period, Brian also twice finished the Sydney-Hobart yacht race, as crew. The yacht 'Kylie' was launched in Botany Bay and her maiden voyage was to sail around into Sydney harbour.

Shortly afterwards 'Kylie' and her young three crewmen set off to circumnavigate New Zealand before returning via New Caledonia, and Lord Howe Island to Sydney Harbour, where she was sold on a year later. She remains afloat today! This bold approach—find first, train later—was to become a signature pattern throughout his life.

At age 27, Brian had completed his basic Ship's Master certificate and went to work for the Steamships Trading Company in post-war Port Moresby as a newly-qualified Commercial Skipper, with his new bride. The 'Doma' was his vessel, a sturdy coastal workboat that sailed the routes all around the Gulf of Papua, the Sepik River, the Torres Strait, the Papuan coast and the Coral Sea. You can read Dad's highly entertaining account of his first days in PNG at [http://www.darceyco.com/2008/01/fifty-years-ago-in-new-guinea\\_01.html](http://www.darceyco.com/2008/01/fifty-years-ago-in-new-guinea_01.html)

The position of 'Sea Rescue Boat Operator' for the active Marine Base in Simpson's Harbour in 1956, working with the Catalina flying boat service proved too great an opportunity to resist for the young couple and they relocated to Rabaul. 'Arsover' was the small plywood 'Sailfish' class dinghy that he also built in Rabaul that provided the young family with many, many wonderful weekend hours of pleasure and racing at Takumbar Sailing Club in the 1960s.

In 1970, at age 40 he decided that their business required more flexible transport schedules and routes than the commercial airlines could supply. After purchasing his 1st aircraft in early 1970 in Sydney, he then proceeded to take an intensive

1-month pilot's training course at Bankstown Airport in that single-engine Piper Cherokee 160 'MSC'. Having qualified he then flew the small 4-seater plane northwards along the Eastern Seaboard and back to Rabaul taking one week, accompanied by his friend, decorated former NZ Airforce pilot Adam Anderson, a well-known commercial charter pilot in New Guinea at that time.

A 2nd single-engine Piper Cherokee, this time an upgraded Model 180 'PWD' replaced the former aircraft. After some years flying regularly, Brian surrendered to Ivy's pleas for him to upgrade to a 'safer' plane. Again, he flew down to Australia where he sold the Cherokee and purchased a twin-engine Piper Aztec as the replacement, taking the requisite additional lessons, to successfully qualify for his 'twin conversion' pilot's license at Archerfield Airport, before making the return flight from Brisbane to Kieta in his larger plane, reregistered as 'BFD'. In the 'Darcey family-friendly' 6-seater Aztec, he was able to fly both farther and faster between PNG, the Solomon Islands and Australia. Brian flew a total of 3,700+ hours in fixed-wing aircraft and only surrendered his pilot's license many years later, long after the sale of the plane and after he'd been sailing again for a while.

After 'going finish' from PNG it wasn't long before he bought 'Nyalin', a modest yacht that would see much ocean mileage under his helm in the following years, much of it spent exploring the Great Barrier Reef in detail. After several years of cruising about the Coral Sea, Brian and Ivy commissioned a new Arends-33 model yacht from

the yacht builder in Woy Woy, NSW, with a customised (much-improved) interior layout designed by Ivy who was, by now, also an experienced cruising sailor. 'Tekani' was launched in 1984 and sailed many, many blue-water nautical miles, including an emotional journey back to PNG and the Solomon Islands, visiting all the familiar places and faces along the way. In his 70s, he worked as a commercial skipper of both the 35 metre 'Atlantic Clipper' charter yacht, and the 'Ocean Spirit' catamaran tourism boat operating out of Cairns.

Recovering from a successful battle with cancer, Brian at age 74 resolved to 'get back out there' once he was declared a Remission case. This time he took up non-engine Gliding, taking his qualifying lessons in Charters Towers and membership later at the Gliding Club in Dululu, QLD. He was astonished at the thrill that gliding gave and habitually went there twice a year, for 'a month of fun' as he called it. His last solo gliding flight was on his 80th birthday. 'Bougainville Blue' was the novel he published in 2008, an allegory based on the political situation in Bougainville prior to the Civil War. The novel was critically well-received. In 2010, Brian aged 82 purchased his final yacht, a Ketch South Coast 36, renamed as 'Tekani II'. This beauty was a comfortable floating home for him for the last years, leisurely sailing solo along the Eastern Seaboard.

For us, his children, his values were very clear. Respect for the individual, privacy, and the elderly; kindness with the sick; lead by example; and adherence to the Rule of Law. He was against physical violence as



a solution to any dispute. He was a dependable husband and a responsible parent who was determined to provide a stable, safe home for his family. He valued life experiences and learning above academia, although his belief that as parents, they ought to provide for the best education that we children each strived for, was a strong motivational force for him in matters of business. Content in his own company, he was known to many but friend of a select few. Those who were fortunate to know him as a friend, experienced his deep loyalty and wide generosity.

An avid reader, feminist, environmentalist and outspoken advocate for justice, his most marked characteristics were his curious intellect and his fierce independence.

### **LAMING, Bruce** **14 June 1938 - 11 Sept 2017**

Bruce made Buddina, on the Sunshine Coast, home in 1975 after an early working career ranging from the Snowies, Mount Isa mines, wool-classing in Tasmania and four years patrolling in Bougainville and Mendi in the Southern Highlands of Papua New Guinea. The first posting to PNG in 1970 for Bruce, wife Estelle, Andrew (4) and Susan (2) was to Wakunai, Bougainville. His tasks as a Patrol Officer even included disarming the last of the famous coast watchers, nearly thirty years after the end of World War II. Daughter Julie Maree was born at the Bougainville copper mine on 3 May 1972. In Mendi, Southern Highlands, as Council Adviser to the Mendi Council, Bruce was very proud of the Bailey Bridge he was able to

secure, bring to the area, and erect for the benefit of the local Mendi people.

After leaving PNG in 1975, shortly before Independence, Bruce returned to the Sunshine Coast. He joined the local newspaper and was circulation manager in the small team that established the Sunshine Coast Daily, the first regional daily newspaper to commence in Australia for many years. In 1992 Bruce won the new State seat of Mooloolah for the Liberal Party. He was Whip, Housing and Public Works spokesperson and Deputy Speaker during that time. Unlike many, Laming maintained community involvement during and after representative life. He was a life member at Alexandra Headlands Surf Life Saving Club and the Sunshine Coast barbershop chorus. He was Rear-Commodore sailing at Mooloolaba Yacht Club winning plenty of silverware on his Sonata 8 Sunburn.

He passionately supported Carlton and played Australian Rules for Townsville, Mount Isa, North Queensland, touring Papua New Guinea to promote the sport. In 2006, he earned a BA at Sunshine Coast University, analysing the controversial Howard gun laws. In 2009, he won the Australian Writers' Fellowship best short story at his first attempt. His books, essays and poems are among the few literary works emanating from someone who worked in Australia's shearing sheds, mines and construction sites in the 1950s.

How much of Australia's heritage has been lost simply by never being chronicled? Mount Isa actually forgot it had a Rovers

football team dating back to 1959, because it dissolved in the midst of a miners' strike two years later. Laming's assiduous collection of Club memorabilia redated the Club and ensured the 50th anniversary was celebrated on time. Back in 1961, it was Premier Frank Nicklin whose state of emergency ordered the miners back to work. By 1975, Nicklin lived his final years at Upper Gay Terrace, Caloundra, unaware that his new neighbour was Laming, one of the miners involved but also a future State Parliamentarian.

Bruce will be forever loved and missed by wife Estelle, children, Andrew, Susan, Julie and their families.

Estelle Laming

### **LEHMANN, Bruce Victor** **Born 01/03/37 and passed** **away 31/02/17**

Bruce was in Papua New Guinea from 1957 to 1966 where he worked for the Prison Department under Malcolm English. He was involved in the first PNG election as a Field Supervisor and was on the committee into the inquiries for liquor. He was also involved with the Scouts as a Scout Leader. His health suffered and he contracted dengue fever and malaria. So, he returned to Australia and in 1970 married his wife of 46 years, Mary.

They had three children Anne, Debbie and Brett, resulting in eight grandchildren and six great grandchildren. He passed away peacefully with his beloved Mary at his side. We miss him. He was always proud of his time in PNG and loved reading the Una Voce magazine.

Anne M Sheridan

## **MENNIS, Brian**

Late of Castledine QLD Passed away peacefully on 21 May 2018. Aged 83

## **RUTHERFORD, Jo**

Late of Cleveland QLD Passed away peacefully surrounded by her family. Aged 83.



## **SAVAGE, Colin Died 9th March 2018**

Colin was born in Belfast on 7th March 1945. He graduated and took his teacher training at Queen's University, Belfast and in 1967 he went as a VSO volunteer to teach in Gedaref in Sudan. When he returned home, "The Troubles" had begun and he taught for a time in Somerdale High School, located on one of Belfast's flash points, but in 1972 he responded to an advertisement placed by the Australian Government for teachers to work in Papua New Guinea and he was appointed to teach on Buka Island. When PNG became an independent nation, Colin decided to remain in the country but then the outbreak of Bougainville's own "Troubles" required that government employees were withdrawn from the province, he had to leave.

In 1994 Colin, who was then principal of Rabaul High School,

was forced to move again this time because of the eruptions which caused the evacuation of the school. Moving along the coast to Kokopo he tackled the task of fitting the teachers and students from three schools into a building designed for one but he was determined that students whose home life had been disrupted should not lose their education as well. When in 2017 he was diagnosed with pulmonary fibrosis, the doctors were at a loss to explain how a man with a healthy lifestyle and no exposure to industrial materials could develop such an illness; their best guess was that it was probably due to his exposure to volcanic dust in Rabaul. After Kokopo, in 1998, he was appointed as an inspector in New Ireland where he remained until his retirement in 2003. In the cause of education nothing was too much trouble, just before his retirement, while on temporary secondment, he walked for over a day to reach a remote school in Oro Province which had not received official support for some years. He was awarded the BEM for his services to education.

On his return to (old) Ireland Colin continued his passion for education by becoming a governor of the Belfast Hospital School and maintained his interest in the affairs of PNG by travelling to support the national cricket team on its visits to Ireland and paying the fees of at least one student at a UK college. In many ways Colin was a man of contradictions, he never owned any form of computer but he was diligent in making sure that his teachers

were well equipped for the computer age; his friends testify that he was great company but he was also very comfortable to be alone; his life was formed by his strong Christian faith but many who were close to him will be surprised to know that he was a member of the Religious Society of Friends. Faith was always something to be lived rather than talked about.

When he learned that only palliative care was possible for his condition, Colin put his affairs in order and learned to live within the restrictions which his decaying lungs placed on his life. In his final months he was confined to his apartment, needing oxygen even when sleeping and spending time with his books, music and crosswords. He set himself two final targets, to live until his birthday and to die at home and with characteristic determination he achieved both (just).

Colin is survived by his sister, Ruth, and brother, Brian, whose lives are less colourful for his passing.

## **SWEENEY, Jack D. 19 May 2018.**

Further details in December issue.

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**U.V correction to name spelling appearing in 2018, No 2 – June p51**

**Vale Thomas Antony DIETZ**



# Brisbane PNGAA Lunch

– The Ship Inn 29 July

Photos by Kieran Nelson





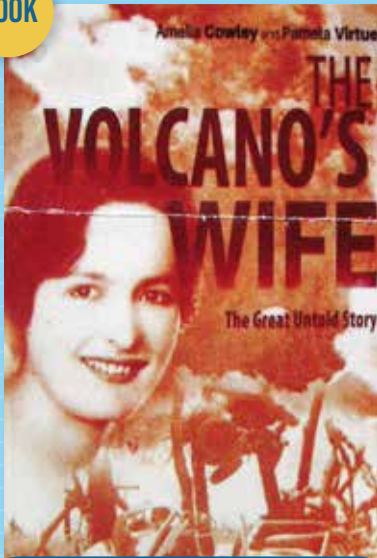


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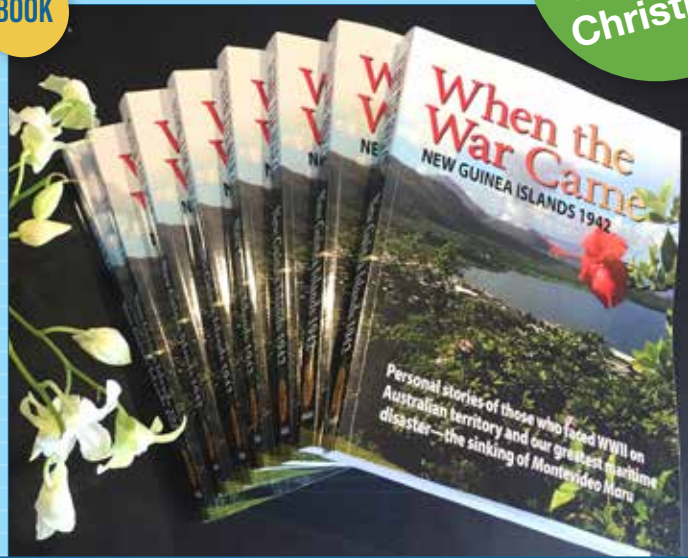
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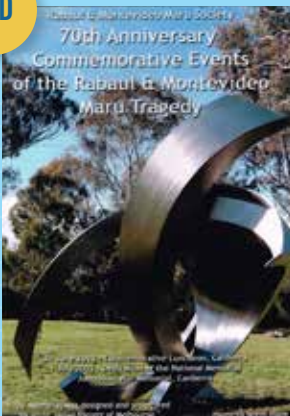
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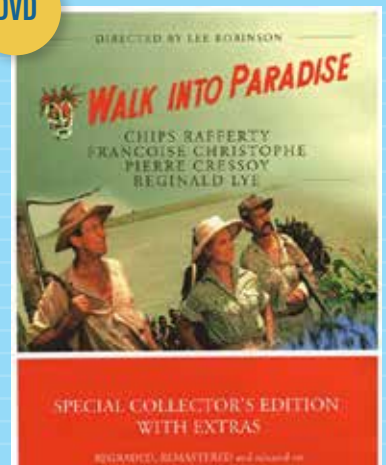
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