

KPNG Kundu

JUNE 2022



**Papua New Guinea Association
of Australia Inc.**

www.pngaa.org



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PAPUA NEW GUINEA ASSOCIATION OF AUSTRALIA Inc.

(Formally constituted in 1951—incorporated in 1996)

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PNGAA Membership: www.membership@pngaa.net—This is available to anyone with an interest in PNG. Members, who receive four quarterly issues of our journal per year, have access to all parts of the website, and are encouraged to explore and become actively involved with all aspects of the PNGAA. Please refer to the *Treasurer's Corner Membership & Order Form*, at the back of this journal, for more details. Application forms also are available from the Membership Officer or our website. For members receiving a printed copy of the journal, the address label shows the current status of your membership.

PNGAA Store: www.pngaa.org/store—If you are interested in the history, adventure and stories of Papua New Guinea, and those who helped build the nation, then make sure you check out the selection of items of books and DVDs available in our store. Details are on our website or on the *Treasurer's Corner Membership & Order Form*, which can also be used to renew your membership, introduce a friend or family member who wishes to join, or book for a PNGAA function.

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PAPUA NEW GUINEA ASSOCIATION OF AUSTRALIA Inc.

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Kundu is the *Tok Pisin* word for the hourglass-shaped drum that forms part of Papua New Guinea's Coat of Arms, and after which this journal is named (formerly called *Una Voce*). The Kundu has told fascinating stories for centuries, and through our PNGAA journal we will continue documenting history and the evolving special relationship between the two countries this association holds in its heart. Whilst *Tok Pisin* is one of the three official languages of PNG, please note that some authors still use the term *Pidgin* for *Tok Pisin*, and PNG KUNDU supports both terms.

◀ **Deadline for the September 2022 issue: 11 JULY 2022** ▶

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From the President

Those members present at last year's AGM may recall that in my remarks I noted that it was my intention, in conjunction with the committee, to introduce some new initiatives to the activities of the PNGAA to attract new members and to retain interest and involvement by existing members. You will also recall that I also spoke about improving our cultural and friendship ties with Papua New Guinea (PNG).

PNGAA Scholarship Fund

Despite the curse of last year's COVID-19 lockdowns, I am pleased to report that the committee has achieved some of its objectives. Specifically, I am pleased to report that after much evaluation and discussion, the committee has agreed to set up a scholarship fund to support secondary school students in



Some of the high school recipients of the Tony Friend Scholarship at Oksapmin in the West Sepik Province

The Management Committee network on your behalf, organising and attending a wide range of events and activities, encouraging new members and possible partnerships to keep our association vital and viable. Featured here are reports from the committee, along with other news of interest and a welcome to new members.

PNG in the pursuit of their secondary education. We will be starting with funding for two students from the West Sepik Province to attend secondary school in Wewak.

To ensure a proper level of governance and to make sure that the scholarship funds will be properly applied, we have been fortunate enough to gain support from Glenda Tekin, formerly a teacher in the Sepik area and also formerly a district schools inspector in PNG. She now lives in Wewak.

We have also identified Wewak Grammar School as providing the best choice for our scholarship students. Our scholarship fees for the two students will be paid directly to the school, who have agreed to provide us with reports on the progress of the students in conjunction with Glenda.

The total cost per student is estimated at approximately A\$3,000, which includes boarding fees as most students live in. Fees are usually paid in advance. We have chosen to support students from the Sepik area as students from these provinces have difficulty in paying fees due to the lack of family income and lack of employment opportunities for their parents.

Glenda is well known to the headmaster of Wewak Grammar School and has also assisted a group called the Tony Friend

Scholarship Fund, set up in memory of Tony Friend, a former kiap in the Sepik Area. The Tony Friend Fund is currently supporting 15 secondary students plus two nursing students who are studying at the Baptist Church Nursing College in Telefomin.

As soon as we have sorted out the process for awarding the scholarships in conjunction with Glenda, we will finalise arrangements for the first two students.

The committee plans to expand the PNGAA Scholarship Fund in due course once the first two students are in place, providing a very valuable and worthwhile contribution to the education of students in PNG.

Corporate Membership of the PNGAA

The committee has also agreed with plans to actively expand the number of corporate members in the PNGAA. Fees levels have been set and an introductory letter of introduction has been drafted to potential corporate members. We aim to begin rolling out the written invitation in July. The committee would be grateful for any suggestions as to potential corporate members. A copy of the invitation letter is available for interested members.

Sydney Wantoks

The committee continues to engage with the Sydney Wantoks with a view to identifying possible

areas of joint fund raising and joint events.

I spoke more about these initiatives at the AGM, as well as reported on continuing interaction with Canada Bay Council about establishing a home for the PNGAA at the Kokoda Track Memorial Walkway site at Concord in Sydney.

In conclusion, let me say that I am always available to chat with any PNGAA member who has a good idea in relation to the continuing development of our Association.

2022 PNGAA AGM

The minutes and reports from the 2022 AGM held on 30 April 2022 are available for members on the PNGAA website at www.pngaa.org/official_business/

The Audited Annual Accounts, for the year ended 31 December 2021, are also included on the website, or members can contact the treasurer by email for a copy on treasurer@pngaa.net

PNGAA New Members

The committee welcomes the following new members: Tom Adamson, Robin Anders, Janet Cooper, Leah Dunstan, Margaret Emery, Ian Harvey, Doug Hilton, Glen James, Gaynor Kaad, Malum Nalu and Heru Pinkasova

CHRIS PEARSALL
President, PNGAA

Joint Secretaries Join the Committee

Two of our members have recently been appointed as joint secretaries to the PNGAA Management Committee, and following are their personal stories:

Norma Dewick

I sailed to Rabaul with my mother and sister on the *MacDhui* in May 1937. There we joined my father, Hume Hill, who had preceded us on the *Montoro*. He went to a job as a diesel mechanic, but soon transferred to one in WR Carpenter's freezer.

I have many happy memories of school days at Court Street Primary School and of family life in prewar Rabaul. Our lives were, however, seriously disrupted first by the volcanic eruption and, four years later, by the onset of the war.

In 1941 my father decided to move to Wau to manage the freezer operated there by Greenwood and Laws. My sister Jean and I went to a school there and it was the teacher, Father Glover, who told us of Japan's entry to the war. The order for evacuation of women and children came within weeks.

My mother, sister and I flew with others, first to Port Moresby and then to Cairns. Then followed the long train journey to Sydney. Like other eligible men my father stayed on as a member of NGVR. He survived the war but our family did not return to Papua New Guinea.

My school years were spent at Canterbury Domestic School. I met my husband, Vic, in 1950, married in 1954 and had three beautiful sons. Sadly, we lost our eldest in a road accident in 1982, and my darling Vic died in 2005.

I worked as a secretary, first at a legal firm. As was the custom in those ancient days, I had to leave work when I married. Later I worked as a secretary in two different car dealerships. I stayed

for 20 years in the second of these, Toyota of Chullora.

I came to live in Canberra after Vic died and here I joined Senior Citizens and became their secretary for about four years.

My second son, Ian, was interested in Rabaul, so we went there a number of times, the last being when he was initiated into a tribe. I was also the Frangipani Queen that year.

When I heard about the PNGAA, I joined straight away, and now I am secretary! Yes, I have had a wonderful life.

Gaynor Kaad

I spent my childhood in PNG where my father, Fred, was part of the Administration, and I have the happiest of memories of those years. I lived in Goroka, Wewak, Rabaul, Port Moresby and Madang. Miss Baines was my teacher at Court Street Primary in Rabaul, and Mrs Dickson, Mrs Lowenberger and Miss Keating in Port Moresby. All four were excellent teachers.

In 1964 I started boarding school and in September of that year Dad was in a plane crash



Norma Dewick (left) and Gaynor Kaad

near Madang, which left him a paraplegic. He was a committee member of PNGAA for many years, and Co-Patron of the Association. Although Dad returned to PNG on a number of occasions, I have not been back.

I was a science teacher for some years before making a career change to administrative and paralegal work in city law practices. I worked at Georg Jensen Silver for over 30 years, working full-time during university vacations, part-time during university terms, during vacations whilst teaching and on alternate Saturdays whilst working in law.

I love travel but my last trip to Europe was with Dad and Mum in 1989 when I took long-service leave and we spent the year abroad.

I love poetry and enjoy listening to classical music and especially attending concerts, gardening, fishing, exploring by walking, cleaning, books—as objects and to read—and am interested in embroidery, architecture, interiors, silver and wine. I also enjoy cooking and study nutrition. I don't like Facebook, small talk and mediocrity.

Through a childhood spent in PNG, and my very close relationship with my father who loved that country, I have always felt a special affinity for the country and deep affection for its people.

Online Payment Confirmation Reminder

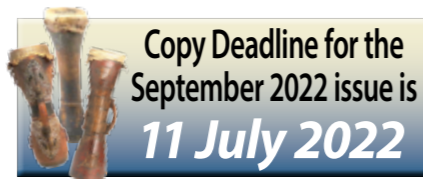
If making an online payment to the PNGAA, please make sure you include the Purpose



Code (from the Order Form in the Treasurer's Corner at the end of this issue) and member number or surname in the transaction description—and also send a confirmation email to: treasurer@pngaa.net

Scholarship Fund for PNG Students

The PNGAA is setting up a scholarship fund to support secondary school students in PNG in the pursuit of their secondary education. As noted in the President's Report in this issue we will be starting with funding for two students attending secondary school in Wewak and hoping that, in time, we can extend this to more students. The cost is approximately A\$3,000 including boarding fees per student, and the students will be chosen based on lack of family income and lack of employment opportunities for their parents. It will be modelled on the Tony Friend Scholarship Fund which is proving successful: (<https://pngaa.org/article/tony-friend-scholarship-for-telefomin-oksapmin-students-maria-wronska-friend/>).



PNGAA will be accepting donations and funding for this project. We also encourage members to organise fundraising events in their own communities to support the PNGAA in this 'Supporting PNG School Students' too.

Following a chance comment, our Western Australia member, Jill Worsley, who has generously supported PNGAA events in Perth, kindly offered to make another quilt as a fundraiser for the PNGAA. This community help for the PNGAA is greatly appreciated as it enables so much more to be achieved. Coincidentally the scholarship project occurred about the same time as we received Jill's offer so it was decided that her beautiful quilt could initiate the fundraising.

Jill describes the making of the quilt thus: 'This quilt was made in January 2022, while WA was in COVID-19 lock-down and we could not travel outside the state. It is 50-inches square (patch-workers nearly always work in inches). As I'm now over 80, that's the largest size I can manage with my little domestic sewing machine. Pity about that!

'The central print is one of Gould's Bird of Paradise paintings, which was printed for me in Fremantle by our friendly T-shirt printer who, knowing I only sew for charities and other good causes, only charges me for the ink! I use either cotton or poly-cotton—whatever is going to look best. The binding and central back panel are the remainders of a piece I bought on Panasesa Island beach some years ago. Panasesa is one of the Conflict Islands in

PNG. Sadly, it is the last of my New Guinea-bought fabrics, so in future I will have to use whatever I can buy locally which at least looks tropical.'

Tickets for this special quilt will be advertised and sold until the PNGAA Christmas Luncheon 2022 in Sydney (see pngaa.org).



The Pacific War: KOKODA 1942

In keeping with our special features in this issue commemorating eighty years since the Kokoda Campaign, the photograph displayed on our front cover is from the Kokoda Track Memorial Walkway—a living memorial—and a principal site of commemoration honouring all those who fought for Australia during World War II.

Cheryl Marvell and Andrea Williams hosted a visit there in March, so please see page 7 for all about this—and huge thanks to Cheryl for organising the visit.

'Trail' or 'Track'?

Of course, with our front cover featuring the Kokoda Track Memorial Walkway, we are now back to the age-old debate about 'Trail' or 'Track'! The Australian War Memorial in the 1990s, and



George Silk's photo of a wounded soldier being brought across a river by native bearers, during the Kokoda Campaign, on 23 November 1942

the PNG Government in 1972, officially adopted the name 'Trail', and this name appears on the battle honours of those units which served in the campaign. We have been using 'Trail' for all our documentation.

However, as the AWM says on their website:

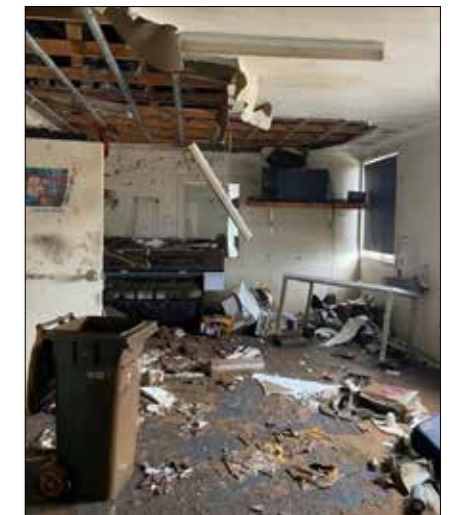
It is clear that both words were used interchangeably during the war, and in a sense both are correct, so it is not possible to give a definitive ruling for one over the other. Rather than quibble over the name, it is far more important to remember the service and sacrifice of those Australians, Papuans, and Japanese who fought and died along it.

Northern NSW Floods Delay March PNG Kundu

We had final files and printer's proofs of the March 2022 issue of PNG Kundu by 24 February, and completion of printing and mailing was scheduled for early March. Then the floods that impacted much of the Northern Rivers areas of NSW intervened.

By 1 March our printers, Lismore City Printery (LCP), had been inundated and the owner, Shaun McGuiness, initially feared that his business had been destroyed. Unable to get flood insurance he had built a high-level extension to house his printing equipment and, even though the building was well above that of any previous flood, it still went under and his printing presses and all other equipment were ruined.

Your association elected not to start looking for another printer, allowing Shaun time to regroup and to reassess his prospects of continuing. This decision was



Some of the devastation at the printery

the correct one. On 17 March we received an email from LCP headed 'WE ARE OPEN FOR BUSINESS', and going on to say that 'despite our physical premises currently being closed as we assess and rebuild, our commitment to providing you with the best printing services continues. We are proud that our doors are open for business. This is because of our resilient team and alliances with others in the industry.'

LCP organised an associate company to produce the March issue and, in spite of a second flood in Lismore on 30 March, it was mailed at the beginning of April—a delay of just three weeks!

Shaun McGuiness' rapid recovery is a tribute to his dedication and that of his people in the face of great adversity, and we expect that future issues of our journal will continue to go to LCP for printing and postage.

Readers wishing to donate to a Resilient Lismore Fund may do so through the following link: Flood Help Northern Rivers (floodhelpnr.com.au)

JOHN EGERTON,
PNG Kundu Editor



❖ PERTH

PNGAA Lunch

We had a delightful lunch on 25 March 2022 at the RAAF Club. Daryl Binning showed another movie titled, *A Flight into Yesterday*, made for Department of Civil Aviation in the 1960s. It covered the period before the war in the Morobe Goldfields and Salamaua up to the 1960s.

We saw pictures of out-of-the-way airstrips on top of mountains and in valleys and photographs of the old aircraft. It was amazing, enlightening and enjoyable, thanks to Daryl.

Advance Notice

The Christmas Lunch will be held on Friday 25 November 2022 starting at 11:30 am at the RAAF Club in Bull Creek.

LINDA CAVANAUGH

❖ CAIRNS

A lunch was held at the Cairns Colonial Club on 16 March 2022 for Chris Warrillow who was making a short visit to



Reviews of events and reunions held throughout Australia and PNG, and a listing of upcoming functions, events of interest and social gatherings for PNGAA members. If you and your friends have an activity to advertise or promote, or have been 'out & about' recently, please send your details, reviews and photographs to editor@pngaa.net by 11 July 2022, the Copy Deadline for the next issue. Events are also listed on our website, under *Resources>Events*.

Cairns. Enjoying the occasion were Austin & Sian Bryde, Bob Welsh, Chris Warrillow, Deryck Thompson, Dymrna Leonard, Laurie and Mai Bragge, Maggie Corcoran, Maria Friend, Martin Kerr, Anna Chu, Paul van Staveren, Rod Cantlay, Rosemary Robertson and Steve Cutlack.

Ex-Kiaps Reunion Saturday 2 July 2022

The next gathering of ex-kiaps, families and friends will be held in Cairns:

Venue: The Flamingo Bar, Cairns Colonial Club, 8–26 Cannon Street, Manunda, Cairns (onsite accommodation available), commencing at 2 pm.

Cost: Attendees purchase their own food & drink—no cover charge known at present.

RSVP: Please reply by 30 June to Deryck Thompson—dandy51@bigpond.net.au

❖ NEWCASTLE

Meeting for PNGAA Members and Friends Wednesday 13 July 2022

This meeting, apart from being an opportunity to connect with friends old and new, will feature a presentation by a member of Rotary on Rotary International's Sepik Dental Project.

There will be a lucky door prize and some items will be raffled during the meeting.

Proceeds will be donated to that project for its Sepik Dental Clinic.
Venue: Royal Motor Yacht Club, 6 Arnott Street Toronto NSW at 11:30 am.

Cost: \$45–55 depending on menu choice—to be selected at time of RSVP. Attendees pay for drinks.

RSVP: Essential by 1 July to Suellen on 0405 407 939 or email info@suellenholland.com.au

Transport: Plenty of car parking available.

❖ SYDNEY

PNGAA Christmas Lunch Sunday 4 December 2022

Venue: North Ryde Golf Club Twin Road, North Ryde

Time: 11:30 am to 3:30 pm

Cost: Meal \$70 for two courses; attendees pay for their drinks.

Payment: Direct deposit to PNGAA CBA BSB 062-009 Account Number 00907724 (ref SYDX+ surname). Please advise treasurer@pngaa.net when payment completed including code SYDX and surname.

RSVP: 18 November 2022 to Cheryl Marvell 0438 635 132, Andrea Williams 0409 031 889 or coordinator@pngaa.net

Special Notes: Please advise special dietary requirements at time of booking.

Guest Speaker: To be advised.



Kokoda Track Memorial Walkway Visit

A fabulous morning was had at the Kokoda Track Memorial Walkway in Sydney on 23 March 2022. Thanks to the PNGAA members who attended, to Alice Kang and Steve Priest for hosting us, and Reg Chard (98-year-old Kokoda veteran) for the stories that brought the conflict to life. They had special meaning to a lot of us whose relatives were involved and those of us who spent significant time in PNG, or it was the country of our birth. The PNGAA representatives laying a wreath can be seen in the 22 April 2022 episode of *Better Homes & Gardens*, 2 minutes 27 seconds into the show.

The Kokoda Track Memorial Walkway is a community project involving Concord Council, the Department of Employment, Education and Training, Concord Rotary, RSL NSW, the Department of Urban Affairs and Planning and Concord Hospital—and a strong synergy exists between the Walkway and the PNGAA.

Our group began in the state-of-the-art educational facility with augmented reality technology. Reg Chard had an earlier appointment there that day—he was interviewed by Johanna Griggs of *Better Homes and Gardens* near the huge granite walls which bear images of the Kokoda campaign.

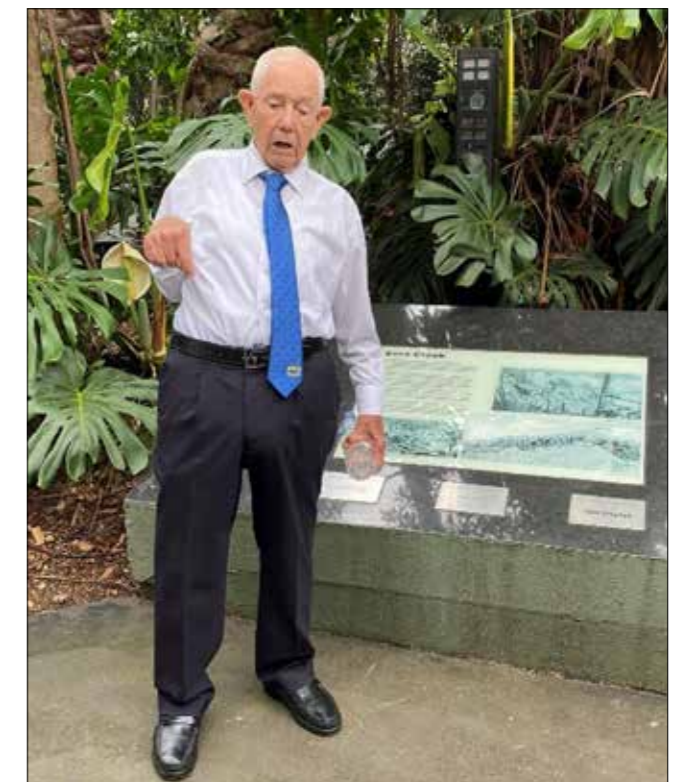
PNGAA members Cheryl Marvell, Andrew Cadden and Suellen Holland together placed a wreath at the memorial and Reg joined the group following his interview.

With the camera still rolling the PNGAA group gathered with him for a special shot. A wander along the track listening to Reg's memories brought the Kokoda battle, and its significance for Australia, to life.

**CHERYL MARVELL
& ANDREA WILLIAMS**

TOP: (l-r) Cheryl Marvell, Roger Carroll and Sara Turner, Suellen Holland, Reg Chard, Liz Corner
(back to camera)

CENTRE: The Ralph Honner Kokoda Education Centre
RIGHT: Reg Chard, veteran of Kokoda

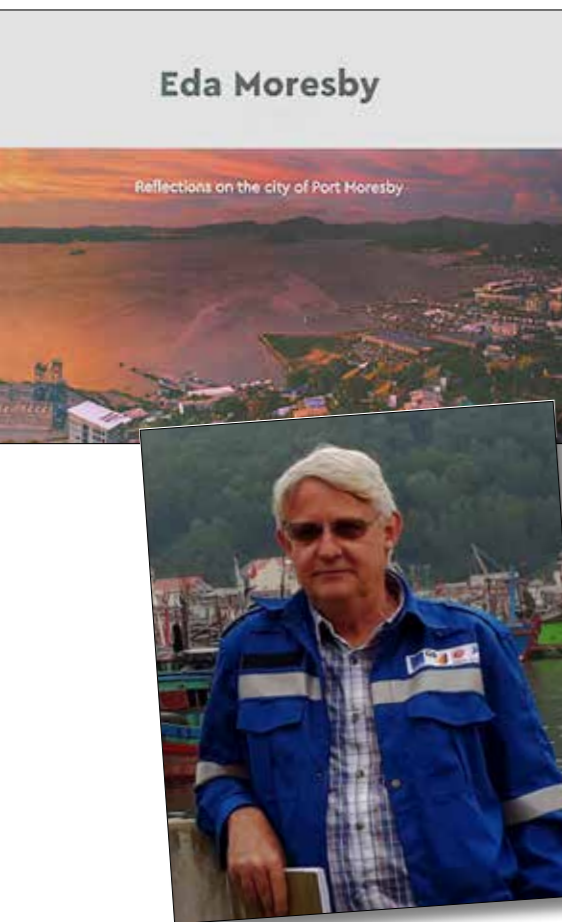




JOHN BROOKSBANK
Eda Moresby: Reflections on the City of Port Moresby

This is a lavishly illustrated reference book for all matters concerning Port Moresby—its history, people, languages, villages, streets, suburbs and entrepreneurs, and how they have changed since Captain John Moresby ‘discovered’ it.

In a review in the *Post Courier*, Theresa Patterson complimented



Featuring book reviews about Papua New Guinea, art and craft exhibitions, interviews and information of interest to members and authors, artists and craftspeople.

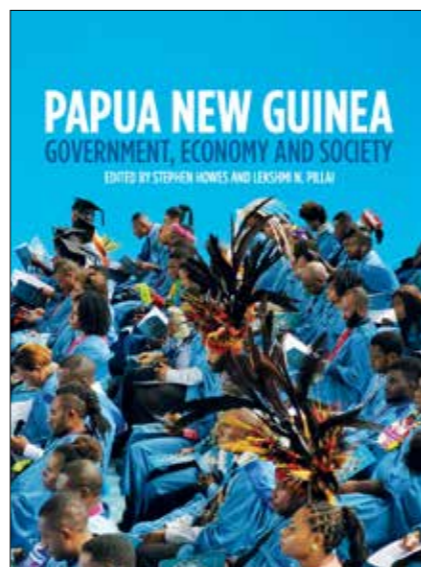
Please send your articles and photos for the next issue by the Copy Deadline, 11 July 2022, to editor@pngaa.net

the author (pictured below) on his colourful, ‘PNG in nature’ anecdotes and said that he had collated them into a coherent narrative which is a part tribute, part textbook publication. He has told the stories that do not normally find their way into standard history books; rather they are the types of stories told by old-time journalists and kiaps. ISBN: 978-06468510-1-3 Published by Paradise Press, 2022 Hardback Coffee table book Cost: \$100 + \$15 for postage in Aust. Available from PO Box 32, Port Moresby NCD, Papua New Guinea or (email) eda.moresby@gmail.com

STEPHEN HOWES & LEKSHMI N PILLAI
Papua New Guinea Government, Economy and Society

Papua New Guinea (PNG), a nation of now almost nine million people, continues to evolve and adapt, and this volume—written by experts at the University of Papua New Guinea, Australian National University (ANU) and other universities, and edited by Professor Stephen Howes and Professor Lekshmi N Pillai—brings together research done on Papua New Guinea in the last decade.

The book provides up-to-date surveys of critical policy issues for PNG across a range of fields, from elections and politics, decentralisation, and crime and corruption, to PNG’s economic

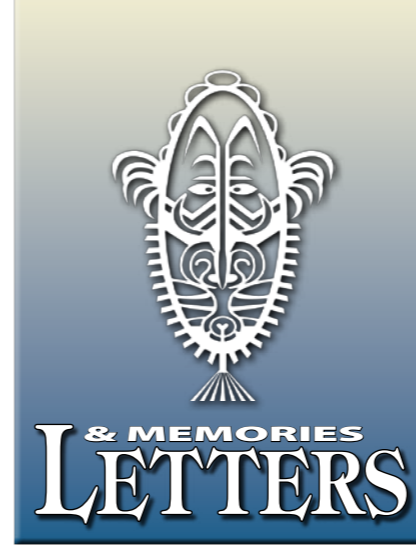


trajectory and household living standards, to uneven development, communication and the media.

The first part, ‘Politics and Governance’, includes chapters on elections and politics, decentralisation, and crime and corruption. The second part, ‘The Economy’, includes two chapters that track trends in the macroeconomy and household living standards. The third part, ‘Society’, interrogates uneven development and communications.

Each chapter comprises an analysis of a combination of previously published research, surveys completed and available data on each of the topics examined.

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 Download/free view options are available at the following website: <http://doi.org/10.22459/PNG.2022>



PNGAA Website Comment

A small correction to Chris Sharples’ story, ‘The PNG Star Mountains: Still Wild After All These Years, Part One’.

In the third paragraph: The ASME 1965 took a week to walk through from Telefomin to Kaworabip (spellings vary) then from there made machete-cutting forays north to the Beroro Pass, and followed the dry bed of the Krom to Dokfuma Plateau (Dokfuma so-named by our carriers, roughly translatable as ‘The place where the dog was cooked’).

From a base camp there the path was explored north then west along the ridge between the Sepik (to the north) and Alice (Ok Tedi/Digul headwaters) to the south, to Scorpion peak, then back to climb Capella, then to a camp perched above the ridge that fell north to Busilmin where the third base camp was established.

From there two routes back to Telefomin were followed—one more-or-less following the Sepik upstream and the other back into the high country east of Dokfuma and along the course of the upper Ilam to Tifalmin then to Telefomin.

From each base camp various

Featuring commentaries about previously published articles and news items, along with opinions of interest and memories. Also included are enquiries from those who require assistance with their research or finding someone from the past.

Please send your contributions by 11 July 2022, the Copy Deadline for the next issue, to editor@pngaa.net

exploratory walks were made. Tom Hayllar’s 2016 book covers the details. A few images may be found at <https://www.flickr.com/photos/uscnpg/> go to ‘Albums’ and select ‘Star Mtns’.

One is from near Scorpion west to Juliana, another north over the Sepik basin to the distant Bewanis and a third is of the foothills of the Digul headwaters, looking west.

PNGAA members may be interested in various papers available for viewing and download at <http://www.uscnpg.com/papers/>, especially ‘Thurnwald and Rodoni in the upper Sepik 1914’.

BARRY CRAIG,
Member of the 1965 Expedition
 Reply:

Thanks for clarifying those details, Barry. Yes, my description of your expedition was a bit brief! It was

quite an amazing coincidence that Tom Hayllar’s book about your 1965 edition came out the same year I finally climbed mounts Capella and Scorpio—it was great to discover and read the book just shortly after returning from our own expedition!

CHRIS SHARPLES

More on Bristol Freighters

An ex-PNG mate sent me the article on Bristols written by Ron Austin (*PNG Kundu*, December 2021) since I flew them for about 12 years or so, with about five thousand hours in PNG.

I was based in Cairns and hauled stuff on contract for Burns Philp et al ex-Cairns all over. We used to backload cars and personal effects of people going finish or sometimes seafood ex-Daru. We all make jokes about



Kaworabip Village

Bristols, so ugly that we wore disguises in case one of our mates saw us and, to be doubly sure, we flew them at night-time, but they did a good job.

Their empty weight was a bit over a ton heavier than the All-Up-Weight of a DC3 and they met the segments of climb limits as against the so called 'developmental DC3' that didn't. In good weather they were easy to fly since they used tabs to move the control surfaces and the air load on the tabs moved the surface. We devised a method of fitting an extra car on board by making pipe ramps so that the effective hold length of a car was reduced by having the rear elevated on a ramp because the hold was fairly high and a VW Beetle would fit through the rear bulkhead into what was euphemistically called the passenger area of six or so seats.

We inherited VH TBA and VH TBB after Trans Australia Airlines (TAA) more or less abandoned them, gave TBB a coat of paint and used TBA for spare parts to modify our Allowable Damage Limit (ADL). TBA had just about run out of the 10,000 landings allocated to the main spar of the Bristols. We supposed Bristol in typical Brit fashion had used the bolts that were supposed to hold the instrument panel on in the

main spar and the main spar bolts to hold the instrument panel on.

TAA had done the right thing to their freighters by putting DC6 wheels and brakes on them but the brakes were still air operated and it was a blessed relief to have decent brakes instead of the 'bag' brakes, which were rubberised rubber bags that pushed the brake bands against the rim as in old style car brakes. These would overheat and explode leaving one at the mercy of twenty tons of aeroplane acting like an overgrown Tiger Moth.

Some of those grass PNG strips gave us a bit of a workout and I remember as a young captain skidding the whole length of Talasea on wet grass, and going into Baiyer River with a load of a grader in bits plus a tractor also in bits. The bits were fairly large but larger than they would have been for a DC3 load. Memory tells me that we also had a VW Beetle on board, but on reflection what would a VW be used for? The ramps used to unload the stuff were an arrangement of 44-gallon drums and planks.

Once at Kieta we blew a hydraulic hose but, thankfully, Francis Seeto had a British-built grader behind his trade store, and he donated a hose from it to allow us on our way.

The above may be of some interest to use or discard and at past 80 years of age I am probably one of the last Bristol men left upright and certainly the most experienced with about six thousand hours on them.

BILL MORONEY

(See page 45 of this issue for another article by Ron Austin about flying Bristols)

Books for Schools in PNG

For 30 years my family and I have been collecting books, teachers' reference books and stationery from Brisbane schools. Otherwise, they are sent to the tip because when new books arrive at the library they have to make room for the new ones. We sort and pack them in my garage. I also collect soft toys from op shops and pretty them up for the children in PNG hospitals. The preloved clothing we collect goes to the Callan centre in Alotau, Milne Bay. There it goes to market and is sold to help 100 disabled children.

I told my son Robert recently that I was going to contact *Readers Digest* to see if they could help the teachers in PNG who have nothing to read and pass on knowledge to the children. He said, 'Good idea, Mum, as they educated us when we were in Mendi for the 23 years you subscribed to them, and six of us in the family wanted to be the first to read it when the mail came.'

When I contacted them and explained the sad situation in the schools they sent 3,000 magazines to me to be sent to PNG. This will happen four times a year so the teachers all over PNG will receive 12,000 magazines a year.

All my boxes for the schools leave from Brisbane. The Australian Army and Air Force have been wonderful. They come to my house with a big army truck and, after morning tea, load all the boxes from my garage and leave a very happy lady who will be 90 next year.

At present my two eldest sons

are campaigning for the PNG elections in Milne Bay for the open and regional seats. I am praying that they get elected as they have been trying to make the area a better place for the people, but without the support of the members it is impossible.

I have been trying to get a larger area to sort and pack the thousands of books that come into my garage, but it is now too small. My son, Peter, has been encouraging the Prime Minister, James Marape, to contact Prime Minister Scott Morrison to ask for his assistance to arrange a depot, so that the books and stationery can be brought straight from the schools to the depot. Prime Minister Marape asked Peter to compose a letter to send to Prime Minister Morrison. Peter has done this but to our knowledge it has not been sent.

It is 80 years since the Second World War came to PNG and I am trying to understand why the Australian Government is not using the opportunity to say thank you to the families of the ancestors who were killed to save Australia from being invaded by Japan. The present children are their descendants, and we are obliged to educate these children—instead of that we're throwing away books to the tip.

God bless.

COLLEEN NEVILLE

Kevin Parer Article

Whilst we were researching the article on the death of pilot, Kevin Parer, on page 25 of this issue, I asked some of our members if anyone knew who it was with Parer in the photograph. Quentin



Anthony sent the picture (above) of a Minj tribesman to support his opinion that the location was in the Western Highlands. The Minj live in the Anglimp-South Wahgi District in the Jiwaka Province.

JOHN EGERTON
PNG Kundu Editor

Papuan Soprano Sings Papuan Songs

I am one of your newest members. I am a classically-trained opera singer based in Brisbane, but I was born in Port Moresby and grew up in Cairns. My mother is from Central Province and my father is Anglo-Australian.

I think your association might be interested in my performance project, 'Bilum Mamma'. The performances will include community engagement such as: collecting *bilum* stories and images, encouraging and commissioning *bilum* making and having workshop choirs sing songs from Papua New Guinea (PNG) in the show.

Bilum Mamma will be a mixture of old Papuan string band songs and chants, alongside contemporary PNG pop tunes, with storytelling as well.

I am working with Little Match Productions and they have helped me secure funding from Arts Queensland. However, we are also applying for Aust-Arts Council funding this year and we hope to bring the show to other states later. The show launches in Cairns in November. The promotional material for the show includes:

This performance by Papuan-Australian operatic soprano, Heru Pinkasova, weaves the threads of Papuan stories together through song, creating her unique Bilum. Woven by the hands of mothers, daughters, aunts and sisters, the bilum is a symbol of life, strength and story. The textures and colours informed by and informing the songs of her life, exploring traditional Papuan chants, folk songs, PNG Top 40, and how their beats thrum through contemporary music. Join this Bilum Mamma as she gives, takes and holds a unique history, one ready to be carried by those after her.

A traditional craft that has become a cultural icon. When



Heru Pinkasova



Bristol 170 Freighter Vh-TBB

you sling a handwoven bilum bag across your body, you carry with you not just the goods that fill the sack, but the history of the women who created it and a space to store your future story.

The Bilum Mamma is the creator and the user. She is a provider, warrior and source of comfort. She also is an artist, creating a masterpiece—something unique to be shared with the world. Each loop and strand pulling together the stories she has been told, the lullabies she was sung and all of the histories that she will pass forward.

You may read more about me on my website:

<https://herupinkasova.com.au>

HERU PINKASOVA

Seeking memories of John Dale

John Dale, known as Jack, was born in Warnambool, Victoria in 1925 and served as a Warrant Officer in the RAAF in Port Moresby during the Second World War. He returned to Papua New Guinea (PNG) in 1962 and worked as a draftsman

in the Department of Posts and Telegraphs for the next 14 years. He married Doris in 1965 and their daughter Helen was born in Port Moresby in 1966. The family settled in northern NSW in 1977, later moving to Brisbane where Jack died, aged 61.

Jack was a keen sportsman, especially as a lawn bowler. Not much is known about his life in PNG, but he always belonged to a bowling club wherever he lived, and in fact his death occurred on 9 August 1986 at the Manly Bowls Club in Brisbane. I am hoping this request will stir the memories of some former bowlers of Port Moresby and would appreciate any information or recollections anyone with memories of Jack could share with me.

I can be contacted by email at judyw@hi-speed.com.au

JUDY WATERER

Travel to Papua New Guinea

Entry into the countries in this part of the world is finally starting to open up although it is not yet back to what existed before COVID-19.

In order to enter PNG you now need to be fully vaccinated, have a visa for PNG and have a negative PCR test not more than 72 hours before your flight departs for Port Moresby.

PCR tests can be done at both Sydney and Brisbane Airports, but they may have to be done on the day before departing depending upon the time it takes to get the result, and the departure time of your flight. You have to pay for this test.

On arrival in Port Moresby you will be given a rapid antigen test prior to proceeding to immigration. If you test negative you will proceed as normal, if positive then you may have to go into quarantine for seven days. The test is simple and fast (about 20 minutes) and there is no cost for this test if arriving from Australia.

We are open for business and accepting bookings, and are committed to recovering from the pandemic and getting our international travel business moving again.

BOB BATES

Email: bob@pngtours.com

PNG Kundu Corrections

We apologise for the error on the March 2022 back cover, stating that the Battle of Rabaul was on 23 February 1942, when it was actually on 23 January 1942!

A careful reader, Steven Gagau, has alerted us to a mistake in the caption of the photograph on page 8 of the March issue, which should actually read:

Founding father, Sir Peter Lus, with Sepik Governor Allan Bird at his last public appearance.

JOHN EGERTON, Editor



Solomons Signs Deal with China

Kate Lyons and Dorothy Wickham reporting for *The Guardian* from Honiara on 20 April 2022 revealed that Matthew Wale, the leader of the Solomon Islands Opposition, first learned of the proposed deal in mid-2021 from a source. He claimed the deal was being negotiated by a very small team of elected representatives trusted by the prime minister, Manasseh Sogavare, but was being kept secret from everyone outside this tight circle including the rest of Sogavare's cabinet.

In March, these fears proved to be justified when the draft text of the security agreement, granting Chinese military and police significant access to Solomon Islands, was leaked online. The news alarmed diplomats in Canberra, Wellington and Washington.

The secret China-Solomons security pact took diplomats and government officials—even from within Solomon Islands—by surprise, prompting a scramble by western governments to try to block Chinese influence in the region.

In response to the leak, two delegations were dispatched from Australia to Honiara, while two

Featuring news and articles about contemporary Papua New Guinea—also included are the nation's sporting achievements and events, and stories about people doing interesting things. We encourage young people to become involved in the PNGAA to ensure the strong ties formed between Papua New Guinea and Australia continue into the future.

top US officials, including Kurt Campbell, the national security council Indo-Pacific co-ordinator also visited the capital.

These hurried diplomatic overtures failed. Late on 19 April, China's foreign ministry announced that the deal had been signed.

<https://www.theguardian.com/world/2022/apr/20/the-deal-that-shocked-the-world-inside-the-china-solomons-security-pact>

James Marape Meets Chinese Premier in Beijing

On 5 February 2022 Chinese Premier, Li Keqiang, met with Papua New Guinean Prime Minister, James Marape, via video link in Beijing, as the latter was visiting China to attend the opening ceremony of the Beijing Olympic Winter Games.

The two sides had an in-depth exchange of views and reached broad consensus on developing bilateral relations and on other issues of shared interest, and issued a joint statement after the meeting.

The joint statement of 14 paragraphs issued following the meeting, contained a commitment from both leaders to further develop the China PNG relations and included reference to PNG's recognition of the One China policy of the Chinese government.

The two sides agreed to strengthen practical co-operation



Chinese Premier, Li Keqiang

on trade, investment, energy, resources, infrastructure, agriculture, forestry, fisheries and downstream processing, and expand exchanges and cooperation in education, culture, youth, health, sports, law enforcement, and sub-national interactions. The Chinese side would continue to provide to the Papua New Guinea side economic and technical assistance without any political strings attached, and support Papua New Guinea in developing its economy and improving its people's livelihood.

The full statement can be accessed on the following website: <https://english.news.cn/20220206/0276f9edf57b4bfb2a049c915930844/c.html>

The 2022–23 Budget and the Pacific

In a story about the budget of 2022–23 in the *West Australian* on 29 March 2022, Dominic Giannini of AAP reported that Australia will build a new high commission chancery in the Solomon Islands and provide Pacific nations with an additional \$325 million to



William Dargie's painting, 'Stretcher Bearers in the Owen Stanleys' (1943), depicts four unidentified Papua New Guineans carrying a wounded man on a stretcher made of saplings along the Kokoda Trail



Foreign Affairs Minister, Marise Paine

respond to COVID-19 under its Pacific step-up program.

The new funding came amid fears of a security pact between China and the Solomon Islands and accusations that Australia has turned its back on its island neighbours.

Just over \$65 million of the total will go towards the construction and maintenance of a new chancery in Honiara.

The federal government is also resuming indexation for Australia's baseline level of Official Development Assistance of \$4 billion—resulting in an additional \$90 million in the next financial year.

An additional \$460 million in ODA would also be spent in 2022/23 for temporary measures arising from 'complex and overlapping challenges we face in our strategic environment', the Foreign Affairs Minister, Marise Paine, said.

According to the Minister for International Development and the Pacific, Zed Seselja, a record \$1.85 billion of the ODA is being sent to the Pacific this year. <https://thewest.com.au/politics/new-australia-solomons-high-commission-c-6251015>

PNG and US Military Collaboration

On 1 April 2022 the US Embassy to PNG, Solomon Islands and Vanuatu reported that the US Army and the Papua New Guinea Defence Force (PNGDF) had concluded a three-week joint military exercise, Tamiok Strike.

The exercise built on last year's exercise and strengthened the bonds of friendship between the US Army and PNGDF. The exercise enhanced combined interoperability capabilities through training, skills sharing, and cultural exchanges. The US Army shared their experiences for basic security operations and medical training, while the PNGDF shared their expertise on jungle operations.

This exercise builds on the growing relationship between the US military and the Papua New Guinea Defence Force. In addition to last year's Tamiok Strike, the United States hosted senior leaders from the PNGDF in Hawaii and in Wisconsin and will continue exchanges for years to come. <https://pg.usembassy.gov/usa-png-tamiok-strike-22/>



PNG soldiers in training

COVID-19 and Tuberculosis in PNG

PNG reported that, at the end of March 2022, 348,938 people (about 4% of the population) had been vaccinated against COVID-19. By comparison 69.6% of Fijians had been vaccinated at that time. The reluctance of Papua New Guineans to use vaccines is a recent phenomenon. The campaign against polio, which preceded the pandemic and which was also based on vaccination, was successful.

Similarly, the uptake of BCG vaccination of newborn children was initially very successful. Starting in 2008 about 80% of children were vaccinated and five years later this had risen to an estimated 93%. The up-take of BCG then began to decline and had fallen to 52% by 2019, the year before the pandemic struck. Meanwhile tuberculosis persists as a major health problem in PNG.

In a review of activities in 2021 Dr Ann Clarke of Business 4 Health (B4H) referred to the impact of the COVID pandemic on the provision of, and access to, essential tuberculosis (TB)

services, e.g. the number of people diagnosed with TB and notified as TB cases through national disease surveillance systems and the size of TB disease burden.

At the time of their annual report PNG had recorded 596 deaths from COVID-19. However, with 39,000 people sick with TB and over 4,000 deaths, TB remained PNG's largest infectious disease killer.

By getting involved in COVID education and vaccination promotion B4H managed to take on two additional workplace health educators. They were also awarded a WHO COVID small grant which supplemented their sponsorship and subscriptions to support the salaries of PNG staff and all local operations.

In 2021 B4H hosted twelve monthly COVID Private Sector Zoom webinars – and three extra-special presentations on our brilliant vaccine toolbox, for World TB Day and on world AIDS Day. In PNG B4H ran twenty-seven workplace sessions on COVID-19 and vaccine promotion for their business subscribers.

<https://covid19.info.gov.pg/>
https://www.who.int/immunization/monitoring_surveillance/data/png.pdf

Green Energy for PNG?

Business News PNG, Issue 4, 2021, reported that Fortescue Future Industries (FFI) is partnering with the government of Papua New Guinea to develop green hydrogen and green power projects. They recently signed a master development agreement under which 11 thermal energy projects and seven hydrogen



Porgera Mine

power production plants are envisaged.

These projects would produce renewable electricity for the production of green hydrogen and green ammonia. These products could form the basis of a new export industry for Papua New Guinea which currently relies heavily on imported oil.

Chief executive Julie Shuttleworth said these projects would provide additional employment and reduce greenhouse emissions creating a better environment and more prosperity

Once completed these broad projects could produce 2.3 million tonnes of green hydrogen annually.

All projects would be conducted in full compliance with PNG laws concerned with safety, environmental protection and bribery and anti-corruption.

Porgera Mine to Re-open

Late in April 2020, in the middle of a global pandemic and slow-

boiling domestic economic crisis, the government of Papua New Guinea made the surprising announcement not to extend the mining lease on a goldmine that contributes roughly 10% of the country's total exports.

Porgera is one of Papua New Guinea's longest running goldmines. Operating for thirty years in Enga province, this large mine was expected to produce around 250,000 ounces of gold in 2019. It employed more than 5,000 people and the 5% landowner and provincial equity stake has helped to fast-track the efforts to bring services and education to one of the country's most remote provinces.

While a significant economic contributor, the mine has also brought with it significant controversy, including concerns over human rights, environmental issues and conflicts over compensation.

The mine is likely to resume in April according to Dairi Vele, head of the state negotiating team.

Continued on page 17

Royal Visit to PNG

On Monday 11 April 2022, after a weekend of engagements in Australia, including opening the 200th Sydney Royal Easter Show, the Princess Royal, HRH Princess Anne, and her husband, Vice-Admiral Sir Timothy Laurence, arrived in Papua New Guinea for a whirlwind visit to celebrate Queen Elizabeth II's Platinum Jubilee.

They were greeted at Jackson International Airport, Port Moresby, by Prime Minister James Marape, and Princess Anne was presented with a garland of flowers before she inspected a guard of honour. They then paid a courtesy visit to Governor-General Sir Bob Dadae and attended an official reception.

The next day the royal couple visited Caritas Technical Secondary School in Port Moresby where they received a wonderful welcome from students in traditional dress representing 22 provinces. Princess Anne and her husband were taken on a tour of the school before visiting the Port Moresby General Hospital where she opened the National Kumul Heart Centre.

They also visited the Bomana War Cemetery and the National Museum and Art Gallery and the tour ended with a dinner with Mr Marape and representatives from the charity sector and business groups.



Princess Anne was greeted by the Prime Minister and senior officials when she arrived in Port Moresby (top); Students performed for the Princess Royal on the second day of her Papua New Guinea tour (second); Princess Anne and Vice-Admiral Sir Timothy Laurence walking around Hanuabada village, Port Moresby (third); The royal couple visited the Caritas Technical Secondary School, a Catholic boarding school in Port Moresby, where she was given a tour of the facilities (bottom)

Continued from page 15

He predicted also that ramping up to consistent output would take several months. The cost of re-starting the mine will be the responsibility of the operators, Barrick Niugini Ltd (BNL) but the state is likely to re-imburse BNL for its portion of the costs.

The shareholders' agreement has still to be signed by equity partners, according to Mineral Resources Authority managing director Jerry Garry.

The Porgera Joint Venture (PJV) owns the Porgera Mine which is operated by Barrick (Niugini) Limited (BNL) on behalf of the JV partners.

BNL owns 95 per cent of PJV while the remaining 5% is owned by Mineral Resource Enga (MRE) Limited, which is a consortium between the Enga Provincial Government (2.5%) and the Porgera landowners (2.5%).

BNL is a company incorporated in Papua New Guinea. It is an independently managed company and is jointly owned through an equal partnership between Barrick Gold Corporation (Barrick) of Canada (47.5%) and Zijin Mining Group Company Limited (Zijin) (47.5%) of China.

Source: *The National* (18 March 2022)

Madang Fisheries Zone

Hon. Prime Minister James Marape says he wants Madang to become a pillar of Papua New Guinea's economy.

He addressed this topic in front of hundreds of people at Walium Station in Usino-Bundi when announcing K100 million in financing for the Pacific Marine Industrial Zone (PMIZ).

Marape said that hundreds of millions of kina for the PMIZ had been spent with little to show for it during the previous two administrations' tenure and promised that this would not happen again.

He stated that the project will be administered by the National Fisheries Authority, and that K100 million had already been set up in the 2022 Budget.

The PMIZ project was initially proposed in 2004 and inaugurated by the O'Neill administration in 2015, however despite hundreds of millions of kina being spent, nothing has transpired.

'I want Madang to grow into an economic powerhouse in the country,' PM Marape said. 'The National Government will spearhead this and I appeal to the Madang people to support us in this drive.'

PM Marape reassured Madang residents that the previous two governments' failures would not be repeated.



PM Marape and Madang Governor Hon. Peter Yama being welcomed to Walium Station in Usino-Bundi

'We are doing it (PMIZ) much better (than previous governments). This year, for the first time, we are putting K100 million into the PMIZ project. We will be making the PMIZ project come to life for the first time.'

Reference: *PM James Marape News Page* (20 March 2022). 'PM Marape announces K100 million funding for Madang PMIZ project.'

Sisters Use TikTok to Teach and Preserve Language

Social media is often blamed for eroding traditional culture but two sisters Lisa Marie and Emma Papa are reversing the story. They are using TikTok to teach their Enga dialect and have found that people are excited to learn.

'We are starting with the basics then leading on to pronouns,' they said. The girls have posted five videos. The first of these has been viewed 84,000 times.

Danielle Barth, a linguist at Australian National University, said that it is the first example she



Enga linguists, Lisa and Emma Papa has seen of the use of social media to preserve language.

Emma Papa hopes that other young Papua New Guineans will follow their lead and showcase their culture, showing pride in who they are.

Source: Hilda Wayne and Jordan Fennell of ABC Radio Pacific Beat <https://plessingsing.com/2022/04/02/young-papua-new-guineans-use-tik-tok-to-teach-and-preserve-their-language/>

Snakebite Antivenom for PNG

In a story about the Commonwealth Serum Laboratories (CSL) on the business pages of *Sydney Morning Herald* on 27 January 2022, Emma Koehn referred also to the role of Sequris, its vaccine division, in the preparation of antivenom for snakes and other poisonous creatures. Antivenom is the most effective



One of the deadly snakes from which the venom is collected

treatment for snakebites and its production and availability are a national priority. The Australian Government therefore assists with production of this emergency medicine product for use in Australia and for our neighbours. The government has recently extended an agreement with Sequris and PNG's Department of Health, whereby \$750,000 will be provided over five years to ensure the availability of antivenom for snakebite victims in PNG. <https://www.smh.com.au/business/companies/dangerous-liaisons-csls-other-line-of-work-is-poisonous-20211215-p59hpi.html>

Snakebite Research in PNG

The Australian Venom Research Unit (AVRU) within the Dept. of Biomedical Sciences, University of Melbourne is collaborating with the Charles Campbell Toxinology Centre (CCTC) of the University of PNG on a project designed to reduce the cost of antivenom for snakebite victims in PNG.

Sequris is donating 600 doses of antivenom to the research team to assist with this project. This is more than triple the amount of antivenom currently purchased annually by the PNG National Department of Health and the donation is valued at more than PGK2.5 million annually.

Papua New Guinea (PNG) has one of the highest localised snakebite rates in the world. In some parts of PNG, snakebite mortality rates can be three times higher than those from more notorious diseases such as malaria or tuberculosis. In southern PNG, Papuan taipan snakes (*Oxyuranus*

scutellatus) cause more than 90% of all cases of 'envenoming' (venom-induced injury) admitted to Port Moresby General Hospital. Death Adders (*Acanthophis sp.*) account for most of the others. This single cause of injury accounts for 60% of all ventilator bed-days in the hospital's intensive care unit (ICU). The snakebite clinic at Port Moresby General Hospital, run jointly by CCTC and AVRU, treats between 350–400 cases of snakebite each year.

<https://biomedicalsciences.unimelb.edu.au/departments/departments-of-biochemistry-and-pharmacology/engage/avru/research/png-snakebite-research-project>

Fee-Free Education for Papua New Guinean Children—Again

PNG's latest fee-free education policy announced by the Prime Minister in June 2021 (<https://pnghausbung.com/free-education-for-schools/>) is the fifth in the country's history. It will take effect in the current year and is planned to be executed over the next ten years with provision made for regular review of the success or otherwise of the new policy's objectives.

Grant Walton and Husnia Hushang, of the Development Policy Centre, Australian National University, have recently analysed the background to the regular changes in education policy and the difficulties arising from the devolution of funding from central to provincial and district governments. This analysis has been published in the Centre's journal.

<https://devpolicy.org/the-politics-of-free-education-in-png-20220118/>



THE PACIFIC WAR

Kokoda 1942



They carried stretchers over seemingly impassable barriers, with the patient reasonably comfortable. The care they give to the patient is magnificent. If night finds the stretcher still on the trail, they will find a level spot and build a shelter over the patient. They will make him as comfortable as possible, fetch him water and feed him if food is available, regardless of their own needs.

They sleep four each side of the stretcher and if the patient moves or requires any attention during the night, this is given instantly. These were the deeds of the 'Fuzzy Wuzzy Angels'!

The Japanese invasion fleet left Rabaul and landed on 8 March 1942 at Lae, without opposition, and Salamaua where a small detachment of the New Guinea Volunteer Rifles (NGVR) and some men from the 2/22nd Infantry Battalion set about the demolition of key infrastructure. After a small skirmish that resulted in one Japanese casualty, they destroyed the bridge over the Francisco River and then withdrew into the hills towards Mubo.

Following the completion of the operation to capture the area, the Japanese began to push inland from Salamaua from 18 March. But when their plans to secure Port Moresby by a seaborne landing in July were disrupted, the Japanese saw the Kokoda Trail as a means by which to advance on it overland.

The Kokoda Campaign

The Kokoda Trail was a path that linked Owers Corner, north-east of Port Moresby, and the small village of Wairopi, on the northern side of the Owen Stanley mountain range. It was connected to the settlements of Buna, Gona and Sanananda on the north coast.

Japanese troops of the South Seas Detachment began landing at Gona on 21 July 1942, where a full-scale offensive soon developed. The first fighting

SPECIAL FEATURE



1. A patrol of Australian Infantry battalions crossing Brown River, during the Kokoda Campaign;
 2. 'Fuzzy Wuzzy' carriers transporting Allied wounded through the jungle at Kokoda;
 3. Thomas Fisher's photograph of Australian soldiers moving along the Kokoda Trail in 1942. Fisher joined the Military History and Information Section of the Australian Army in 1941, and his work is some of the best they produced. He was killed in action in November 1942. Previous page: Detail from the photograph of the 14th Field Regiment's 25-pounder gun being pulled into position near Uberi—© Thomas Fisher

occurred with elements of the Papuan Infantry Battalion (PIB) and the 39th Australian Infantry Battalion, commanded by Brigadier Arnold Potts, at Awala on 23 July 1942. Although steadily reinforced by the battalions of 30th and 21st Brigades, the Australian force was unable to hold back the Japanese army.

A number of desperate delaying actions were fought as the Australians withdrew along the Trail. They finally stopped on 17 September 1942 at Imita Ridge, the last natural obstacle along the Trail, a mere 8 km from the junction with the road to Port Moresby. The Japanese held the opposite ridge, 6 km distant at Ioribaiwa.

The tactical situation, however, had now swung in favour of the Australians. Their artillery at Owers Corner was now in range and their supplies could be trucked most of the way forward, whereas Japanese supplies had to be carried all the way from the north coast. Australian troops of the 25th Brigade began to edge forward from Imita Ridge on 23 September, and the Japanese withdrew from Ioribaiwa the next day, but fought delaying actions every bit as determined as those of the Australians.

Several difficult and costly battles were fought before the 16th and 25th Brigades crossed the Kumusi at Wairopi in mid-November 1942 heading for even more bitter fighting around the Japanese beachheads at Gona, Buna and Sanananda.

The Kokoda Trail fighting was some of the most desperate and vicious encountered by Australian troops in the Second World War. Approximately 625 Australians were killed along the Kokoda Trail and over 1,600 were wounded. Casualties due to sickness exceeded 4,000. Those Australians who died on the Trail are buried at the Bomana War Cemetery outside Port Moresby.

Fuzzy Wuzzy Angels

Papuans living in the villages along the Kokoda Trail prior to WWII lived a wholly traditional existence. Their only previous contact with the modern world had come with the occasional visits of Australian Government patrol officers. They knew nothing of the war or the nature of modern warfare, until it came crashing into their villages in July 1942.

Both Australian and Japanese soldiers trampled crops, destroyed huts and stole food. Terrified villagers fled into the jungle to escape the

destructive battles and air raids which followed on the heels of the troops. Villages were destroyed and many villagers were killed, injured or mistreated.

The Papuans were recruited to work as labourers, carriers and scouts for both sides and executed their tasks in conditions of extreme heat and wet. Teams of carriers brought Australian supplies to the front lines and carried seriously wounded and sick soldiers back over the trail to Owers Corner.

Many worked until they dropped, and it is said that no living soldier was ever abandoned by the carriers, not even during heavy combat. Their compassion for the wounded and sick earned them the eternal gratitude of the Australian soldiers, who called them 'Fuzzy Wuzzy Angels'.

When this war is over we should raise a memorial ... so that we may remember how many Australians owe their lives to the natives who bore the wounded in their stretchers across the tortuous trail to safety.

Chester Wilmot, Australian war correspondent

'Architect of the Kokoda Trail'

Captain Herbert Thomson 'Bert' Kienzle was born in Fiji in 1905 of Samoan, English, German descent. In 1927, Bert moved to Papua and by 1942 he had establishing his own rubber plantation in the Yodda Valley, near Kokoda. Bert was already fluent in *Motu*, the lingua franca of Papua at the time, and was well-liked and respected by the local people, so he was the obvious man to put in charge of the carrier and labour lines being assembled at Sogeri for preparations being made along the Kokoda Trail.

Over the period of the ensuing battles, Bert earned accolades including 'The Architect of the Kokoda Trail' and 'The King of the Angels' and historians would say of him that without his presence the outcome of the whole operation may have been very different.

It was Bert Kienzle who located and named the Myola Lakes, the use of which as a drop zone for supplies proved a logistical turning point in the campaign. He also named Templetons Crossing after Captain Sam Templeton, from B Company, 39th Australian Infantry Battalion, whom he had led across the Trail in July. Bert's local knowledge and ability to communicate with the Papuans was put to constant use by his superiors in planning military



Map of the Kokoda Trail and Captain HT 'Bert' Kienzle (left)



1. Brigadier Arnold Potts, DSO, MC, commanding 21st Infantry Brigade (left), with other army officers on the Kokoda Trail; 2. Papuan carriers transporting an Australian wounded soldier; 3. Boatmen transport Allied supplies by water; 4. Villagers with the plaque in the Naduri village

and logistical strategies, and it was he who helped reduce the number of the desertions of Papuan carriers.

Following the war, he was instrumental in having a monument commemorating the contribution of the native carriers erected at Kokoda in 1957, and also to have a monument erected to honour those Papuan and New Guinea servicemen, police and carriers who served during the campaign in Papua New Guinea. It was unveiled at Three-Mile Hill, Port Moresby, on 3 November 1967, as part of the 25th Kokoda Anniversary commemorations.

Papuan Carriers Memorials

While there are many memorials along the Kokoda Trail commemorating Australian soldiers, other than those organised by Bert Kienzle, there is very little that acknowledges the significant contribution of the Papuan carriers and soldiers. However, in 2018 a plaque was designed and installed by the Kokoda Memorial Foundation (KMF) in the Naduri village, halfway along the Kokoda Trail.

This magnificent plaque is the largest and best along the Kokoda Trail, and a great credit to the KMF for their highly professional work—all done by volunteers.

Also, in 1990 a plaque was fixed to the Sogeri Memorial at the road junction of the Kokoda Trail and Sogeri Road, in recognition of the support given by the local Ianari community.

Courage, Endurance, Mateship & Sacrifice

One of the most desperate battles in Australian history was fought in August 1942 at Isurava in the Papua New Guinea Highlands. To commemorate the event, the Australian Government commissioned the design and production of a memorial to coincide with the sixtieth anniversary of the event in 2002.

Visitors approach the site from an upper pathway and their first view is of the commemorative circle, a simple geometric form in a wild landscape that boldly states: *Battle of Isurava Kokoda Track 1942*.

The inner segments of grey granite surround a central stone of polished granite with hand-chiselled lettering.

Four black Australian granite sentinel stones, each weighing 3.5 tons, were airlifted by helicopter for installation. Each stone is inscribed with a single

word representing the values and qualities of those soldiers who fought along the Kokoda Trail. Also, an interpretive platform looking out over the valley is concealed from the top memorial tier. This lower platform contains ten interpretive panels describing the time frame and significance of the event, while paying tribute to the local people.

Papuan Infantry Battalion (PIB)

This was a unit of the Australian Army raised in the Territory of Papua for service during WWII. Formed in April 1940 in Port Moresby to help defend the territory in the event of a Japanese invasion, its soldiers consisted of 550 Papuan soldiers led by 77 Australian officers and non-commissioned officers.

Following the outbreak of the Pacific War, the PIB served in many of the Allied campaigns in New Guinea; however, due to the nature of its role its sub-units mainly operated separately, attached to larger Australian and US Army units and formations. Slow in forming, the first members of the PIB were not officially posted in until March 1941.

By 1942 it consisted of only three companies, all of which were under-strength and poorly equipped. It was subsequently employed on scouting, reconnaissance and surveillance patrols against the Japanese, where the natural bushcraft of its native soldiers could be used to their advantage.

The PIB soldiers were often sent on dangerous missions behind enemy lines. By blending in with the local people, they were able to gather valuable information, and in June 1942 they were sent forward to patrol the northern coast of Papua over a wide area. These small parties were the first to make contact with the Imperial Japanese forces upon their landing in Papua, before participating in the Kokoda Trail campaign.

As part of Maroubra Force, the PIB fought alongside the Australian 39th Battalion at Kokoda, Deniki, and Isurava as the Japanese forced them back along the Kokoda Trail, but was withdrawn before the campaign finally turned in favour of the Australians.

They were amalgamated with the New Guinea Infantry Battalion in November 1944. ♦



1. Soldiers of the Australian 39th Battalion, September 1942; 2. Isurava Memorial; 3. Members of the Papuan Infantry Battalion (PIB); 4. Captain Tom Grahamshaw from ANGAU (right) with SM Katu (PIB) and two RPC scouts
Acknowledgement is given to the contributors, to the Australian War Memorial, and the online sources referenced in this publication.

PORT MORESBY, Monday

First eye-witness accounts of the Japanese raids on the goldfields ports of New Guinea, Salamaua and Lae [in January 1942] were given by a party of civilian evacuees, who have arrived on the south coast after an epic journey in a canoe. They had to make their way along native tracks for more than 180 miles of wild coast.

All the members of the party were sick or wounded. They were in the charge of Mr Robert Melrose, Director of District Services. They all highly praise the heroism and uncomplaining devotion to duty of the administration nurse, Miss Esther Stock, the sole woman in the party of 32, many of whom were suffering from wounds, malaria, or ulcers. Nurse Stock bore a man's part in the desperate adventure. She cheered on the others and tended their wounds. Seven of the evacuees were carried by natives on crude stretchers. Twenty-four Japanese planes swooping on Salamaua on 21 January about noon smashed the aerodromes and several buildings, causing heavy damage.

Crocodile Menace—Next Day

One hundred and thirty-two evacuees prepared to camp among the hills, travelling four miles through crocodile and mosquito-infested swamps, thigh deep in mud and swept by a tropical rainstorm ... Many arrived without their boots, which had seen sucked off in the mud. The party was subdivided into healthy and sick. The healthy set off to walk 58 miles over a wild jungle track to Wau across mountains 7,000 feet high. The sick decided to walk along the coastal track 100 miles to Buna. Pinnacles loaded with food skirted the coast, keeping up with the party. From the hills the refugees saw Lae in flames after the Japanese attack, the glare lighting up the storm clouds. After ten days of terrific hardships, during which a food pinnacle was overturned on a river bar by high seas, the party arrived at Buna. Later they made an eight-day trip by canoe and walking to Kokoda. They were helped on by friendly natives at the missions, where the missionaries including the women, were staying on regardless of the Japanese menace.

Machine-Gunned

An assistant district officer, Mr J Rigby, who comes from Hawthorn, Melbourne, said the Japanese used four types of planes, heavy and light dive-bombers,



Ordeal of New Guinea Evacuees

OSMAR WHITE
War Correspondent, Courier-Mail,
17 February 1942

and fighters, which machine-gunned installations from a low level. The party of healthy men are now believed to be crossing the heart of New Guinea from Wau, over extremely rough country.

The arrivals on the south coast include Mr Ernie Clarke, of Sydney, who was wounded three times by machine-gun bullets in a heroic attempt to drag Kevin Parer from a burning plane.

Official reports of the attack on Lae reveal the amazing ordeal of the Administrator of the Mandated Territory (Sir Walter McNicol), who was carried out by natives. There is also a grim story of looting of liquor and stores after the bombing by natives, Chinese, and some whites. All the liquor subsequently was destroyed. ♦

Editor's Note: This item was sent to *PNG KUNDU* by Bev Melrose. Robert Melrose was an uncle of Leo, Bev's late husband and a great-uncle of Sienna and Skye and Ben and Kira. Robert Melrose joined the Administration of the Mandated Territory of New Guinea in 1921 as a patrol officer. In 1941 he was Director of District Services and after the war was Government Secretary, Territory of Papua New Guinea. He was a foundation member of the Retired Officers Association of Papua New Guinea.



The First Australian to be Killed by the Japanese Imperial Force on the New Guinea Mainland

After the attack on Pearl Harbor on 7 December 1941, photographer Damien Parer's cousin, Kevin Parer, with his three-plane fleet of Parer's Air Transport, based at Wewak, and other pilots, began air lifting the women and children to Port Moresby, as part of the evacuation to Australia of some 800 people. With sustained efforts in trying flying conditions, Kevin and his team continued evacuating the remote men of New Guinea and flying in the military and supplies. He then returned to Salamaua to repair his aircraft. On 21 January 1942, he and fellow pilot, William Ernest Clarke, were about to take off when there was an unexpected Japanese air raid, during which he was killed on the runway by a Zero fighter as part of a force of 30 'Betty' bombers and 60 Zero fighters that took off from a Japanese carrier fleet, and attacked Kavieng on New Ireland and Lae, Salamaua, Bulolo and Madang.

Kevin was hit by a cannon shell and died almost immediately, but his wife wasn't notified of his death until 30 January. This showed how disorganised and caught napping Australia was in this theatre of war.

Ernie Clarke was awarded the George Medal in 1943 for his outstanding valour in evacuating civilians from New Guinea in early 1942 while flying with Parer Aircraft Company, but was killed in an aircraft accident at Higgins Field, QLD, on 5 May 1945, when he was a member of the RAAF Reserve, Civil Aircrew—he was 41 years old.



Parer after a flight into the Western Highlands



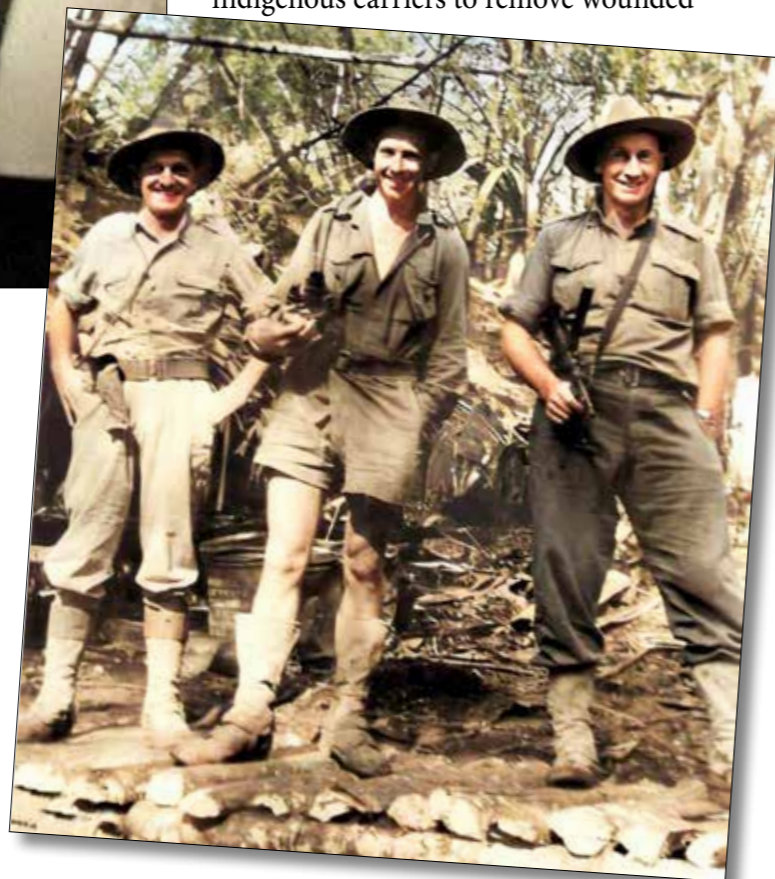
Damien Parer, Master Photographer 1912–1944

Nearly 80 years after his death,
Damien Peter Parer remains one of
Australia's most well-known
combat cameramen

He was born on 1 August 1912 at Malvern in Melbourne but was educated largely in Bathurst, New South Wales, at St Stanislaus College. Upon leaving school, after completing his photographic apprenticeship, he moved to Sydney to work with the director, Charles Chauvel, and filmed the Australian classic *Forty Thousand Horsemen*.

When the Second World War began, Parer was appointed as official movie photographer to the AIF. He filmed the action in the Middle East, Greece, Syria and Tobruk, before covering the fighting in the Western desert. By mid-1942 Parer was in New Guinea ready to cover the fighting against the Japanese.

During this phase of the war, he filmed some of his most famous sequences, some at Salamaua and, most notably, those used in *Kokoda Front Line*, an award-winning documentary made by Parer and film-maker, Ken G Hall. It was filmed on location in New Guinea in 1942, and shows Australian troops along the Kokoda Trail, the fighting conditions in the jungle, and the help of indigenous carriers to remove wounded



soldiers from the front line. This film was shown at cinemas throughout Australia.

Other important newsreels and documentaries contained Parer's footage—these included *Men of Timor* (1942), *Moresby Under the Blitz* (1942), *The Road to Kokoda* (1942), *Assault on Salamaua* (1943) and *The Bismarck Convoy Smashed* (1943). Most Australians became familiar with his work and through it learnt of their countrymen's ordeals and exploits.

In late 1942 Parer travelled to Timor to film Australians of the 2/2nd Independent Company, who were fighting a guerrilla campaign on the island. He then returned to New Guinea where he flew on a series of hair-raising Beaufighter operations against Japanese shipping in the Bismarck Sea. After that he moved to the Salamaua area where he filmed, among other actions, the well-known assault on Timbered Knoll.

In August 1943, he began work for Paramount News, and his early assignments involved filming further air raids over New Guinea. On 23 March 1944, during a period of leave, he married Elizabeth Marie Cotter in Sydney, after which he returned to action, leaving the war in New Guinea behind to accompany the United States Marines.

He filmed them first on Guam and then, on 17 September 1944, during the battle on the island of Peleliu, fought between the United States and the Japanese—keen to get shots of the faces of advancing soldiers—Parer was walking backwards behind a tank, filming a group of marines advancing under fire. He was shot in the back and killed by a burst of Japanese machine gun fire. He was only 32 years old.

Damien Parer was initially buried in a shallow grave on Peleliu but later exhumed, and finally moved to Ambon War Cemetery, Indonesia in 1961.

His son, also named Damien, was born in 1945, six months after his father had died and, in 2004, the Parer Gallery was established in his father's honour at St Stanislaus College, in Bathurst NSW. ♦



Members of D Company, 39th Battalion, returning to their camp (top); Australian soldier assisting a wounded mate across a creek (centre); Salvation Army Chaplain lighting a cigarette for a wounded soldier (bottom)—© Damien Parer, Kokoda Campaign, 1942

OPPOSITE PAGE: Official portrait of Damien Parer and Parer (centre) photographed with two diggers

Sourced from the Australian War Memorial and various online sites. The original photographs have been digitally colourised.



Snakes Alive!

JOHN EGERTON AM

My veterinary career started on 4 January 1956 when I joined the Division of Animal Health of the Department of Agriculture Stock and Fisheries. I was posted to the Kila Kila Quarantine Station in Port Moresby, where there was also a veterinary laboratory. The Quarantine Station had been set up in 1950 on the site of the pre-war airstrip to receive and hold cattle and buffalo en route from Pakistan to Australia. The idea was to make sure that these animals, selected by CSIRO, were free of diseases exotic to Australia before they were on-shipped. These had been transferred to Australia in 1952.

As Veterinary Officer, Papua, my job was to provide veterinary services to owners of livestock in that part of the Territory of Papua and New Guinea (TPNG). The cattle were mostly on rubber and coconut plantations, but the Division also owned cattle on livestock breeding stations at Moitaka (at the Eight Mile) and Bisianumu (Sogeri). Many of the plantations also had horses and, to increase the variety, by 1957 there was a chicken farm and a pig farm on the road to Sogeri. Veterinary Officers were also expected, at that time, to care for the veterinary needs of the pets of expatriates. To make life even more interesting it became apparent that I had to deputise for the officer in charge of the laboratory who had gone to the UK for further education. He never came back.

Apart from dealing with animals with which I was familiar I needed to learn something about some exotic ones. Early in my first term in the Territory, Ken Slater began work in the Division with the title of Assistant Animal Ecologist. Perhaps there was a plan to employ a real one in the future for him to assist. Ken was a fitter who had worked for an oil search company in the Gulf District. He was also an avid amateur herpetologist (snake expert) and somehow talked himself into a government job. He was self-taught and his knowledge of snakes, their classification and their zoological relationships was impressive.

The Division must have been well funded because, as soon as Ken was appointed, work began on a separate building for him at Kila Kila. He sent off to Australia and elsewhere for all the supplies to establish an ecology laboratory. What he was

really setting up, though, was a menagerie of snakes although, in theory, he was employed to begin a survey of the fauna in the Territory.

There were three species of venomous snakes in the Port Moresby area and readily accessible to Ken. He was adept at capturing them and he soon had a collection of all three: taipans, death adders and Papuan Blacks. He had devised a plan to establish his importance in the scheme of things. He had contacted the Commonwealth Serum Laboratories in Melbourne and offered to collect venom and send regular consignments for the production of anti-venene. He had a technique for collecting venom—he held the snake just behind its head and allowed it to strike at a 100 ml beaker covered with a rubber diaphragm. The taipans in particular seemed to enjoy this. Papuan Black Snake venom had not previously been collected and so eventually an antiserum became available for the first time at the Port Moresby Hospital.

Because I was holding the beaker at which the snakes struck, I did not get a great deal of pleasure from the exercise. However, I recognised the value of the few ml of venom that trickled down the inside wall of the beaker after each strike and collaborated. The problem was that these snakes and particularly the taipans would not, in Ken's hands, eat in captivity and died within a few weeks. How to keep them alive? At this time our daughter, Lee, had been weaned and was living on a diet of Farex, fruit and canned baby food made by the Heinz company. I knew that the taipans were unlikely to thrive on banana custard, but reckoned that liver soup might suit their carnivorous tastes. But they had to be persuaded to take this stuff. The solution was obvious—deliver it by stomach tube!

Among the military medical materials in the laboratory store left over from the war were some big metal syringes with flexible attachments which I imagined might have been used to deliver enemas to constipated troops. They proved to be very satisfactory as stomach tubes for taipans. The syringes were loaded with liver soup, Ken held the jaws of the taipans open and I learnt to guide the tube past the fangs, over the epiglottis and into the oesophagus. Using this technique, the taipans could be kept alive for six months and milked of their venom each month. A minor triumph—not many

other vets have routinely put a tube down the throat of taipans.

It must have been after Ken Slater left that we had what came to be known as the great dragon drama at Kila Kila. If he had been there, I am sure he would have taken charge. It happened like this: a small group of German zoologists had come through Moresby on their way to the Gulf District to hunt and collect the Komodo Dragon. This creature had only been seen previously in Indonesia but the zoologists, imaginative travellers no doubt, reasoned that it might be in Papua also. There were occasional stories from the remote parts of the Gulf about creatures dropping from trees and bearing off chickens, dogs and even children so perhaps they were right. It was outside our usual line of business and we wished them well in their visit to the Gulf.

Weeks after they left on their hunt, I had a call from the airport. The Germans were back and they had a creature. Would I send someone to collect them and it? Off Magaru (the station boss boy) went, in the three-ton International, and was back quite soon.

The Germans, pale and pasty from their stay in the jungle, and sporting wispy, fresh beards, were very pleased with themselves. They had a rough cage of bush materials, split bamboo and vines. It was less than 0.75 m³ and coiled inside was their creature. It was jungle green with yellow spots, broad in the head and mouth and it let out an angry, guttural sort of hiss from time to time. Its tail was at least as long as its body and tapered off into a whip-



Papuan Black Snake *Pseudechis papuanus* and Taipan *Oxyuranus scutellatus canni* (opposite page)



Crocodile monitor *Varanus salvadori* (top) and scaled death adder *Acanthophis* sp. (below)

like end. They seemed to be inviting me to share their problem.

Obviously, the first thing to do was to make a container for it more appropriate to its size. But it was late in the day by now and the task would have to wait until tomorrow. I had no idea how the great green dragon, as we quickly christened it, would be transferred from the old to the new container. Perhaps the zoologists were skilled in this department. 'Septimus,' I said to one of my favoured technicians, 'take the dragon in its cage to the ecology lab and lock it in there for the night.' The veterinary laboratory was deficient in comfortable accommodation for travelling dragons.

The zoologists wanted to get on the plane in two days' time and start the long journey back to their institute in Germany. They were disappointed that they had not found the Komodo, but perhaps this creature of theirs was new to science if not to the people in the Gulf. From what I had seen it was

a king-sized goanna but I had never seen a goanna as big and green and vocal as this one. Perhaps there was an arboreal, predatory goanna out there in the jungle. I came back to work the next morning and decided to take another look at our visitor. I unlocked the door to the big open room that was the ecology lab and there it was—outside its flimsy cage, standing up on all fours hissing and gurgling at me and trying very hard, I swear, to emit some fire and smoke. We looked at one another for a while (approx. one nano second) and I backed out and locked the door.

What to do? I retreated to the vet lab and met Septimus on the verandah. Instant solution! And in keeping with my status as officer in charge I called out:

'Septimus, the dragon is out of its cage. Get some help and go and put it back.'

'Io, taubada,' said the loyal Septimus.

I had great faith in Septimus. And he and his helpers got that thing back into its cage. I never enquired how, but presumed he used the equipment and technique we had trained ourselves to use for catching and restraining mad dogs. Cases of encephalitis were fortunately always a sequel to distemper, but at any time we could have been confronted with a rabid animal. This became much more likely after the Indonesians, with the tacit approval of the Australian and US Governments, invaded and took possession of what had been Dutch New Guinea.

A long coffin-like box was made for the dragon by Hari Abari, the carpenter, and the last I saw of it was as it was carried into the Qantas DC4 on the way to Australia and Europe. Did it survive? What was it? I never heard at the time but its fierce image as it commanded the high ground in the ecology lab stays with me. Later, with the benefit of the internet, it seemed likely to have been a crocodile monitor.

Ken Slater published *A Guide to the Dangerous Snakes of Papua* in 1968. Readers interested in a comprehensive description of all the snakes of the New Guinea region can see them at this site: [https://www.researchgate.net/publication/259869057_A_Guide_to_the_Snakes_of_Papua_New_Guinea_](https://www.researchgate.net/publication/259869057_A_Guide_to_the_Snakes_of_Papua_New_Guinea)

I am indebted to Professor Mark O'Shea of the University of Wolverhampton for the images of snakes used in this story. The photo of the crocodile monitor is from Alamy photos. ♦

Building the Kassam Pass Road in 1953

MALUM NALU

Whenever I drive along Kassam Pass, Eastern Highland Province, I always make it a point to stop at the Memorial Lookout on the top.

Gazing down on the magnificent panorama of the great Markham Valley below, is a sight that always fills me with awe, and the words of one of my favourite poems, 'Requiem', by Robert Louis Stevenson, come to mind immediately.

*Under the wide and starry sky,
Dig the grave and let me lie.
Glad did I live and gladly die,
And I laid me down with a will.
This be the verse you grave for me:
Here he lies where he longed to be;
Home is the sailor, home from sea,
And the hunter home from the hill.*

More so, because I'm standing at the memorial of young Haviland, who built this road linking the port of Lae with the Highlands as a 21-year-old kiap (patrol officer) in 1953.

Since I first travelled the Highlands Highway from Goroka to Lae with my father, the late Mathias Nalu, just before independence in 1975, as a seven-year-old, I have always been fascinated by this *bik rot*. One of the things that touched me then and does to this day was when we stood at the Rupert Haviland Memorial Lookout on top of Kassam Pass and gaze down into the magnificent panorama spread out from the Markham Valley of

Morobe Province to the towering Finisterre range. Haviland was only twenty-one when he supervised this construction of the Kassam Pass Road, but upon return to Australia he died at a very young age and his ashes were returned to New Guinea to be scattered over the Kassam Pass.

In 1952, legendary Eastern Highlands District Commissioner, Ian Downs, had promised Brigadier Donald Cleland, the new Administrator, that he would finish the Kassam Pass Road by July 1953: 'Give me 300 shovels and I'll finish it by the 1st of July '53,' Downs told Cleland. Former kiap, Bob Cleland, the Administrator's son, who worked with Haviland on part of the Kassam Pass Road, and later supervised the building of the Daulo Pass, writes in his book, *Big Road*, that his friend died unexpectedly of complications following pneumonia while on leave in Australia.

At his request, Rupe's ashes were scattered over Kassam Pass where a stumpy concrete obelisk with an engraved brass plate was placed by his friends.

In those days PNG's immense mountain barriers inhibited road building, but the need to develop the Highlands meant that a road down to the headwaters of the Markham River, and then on to the North Coast port of Lae, was vital. The





Rupert Haviland Memorial and plaque on Kassam Pass (above), and panoramic view of the Markham Valley as seen from the Kassam Pass, today (previous page)
© Akemi Mikata & Maum Nalu

existing Markham Valley track from Lae was passable for about forty kilometres. The next 100 kilometres of track to the wartime strip of Gusap near the headwaters was virtually non-existent, and there was no link to the Highlands towns of Goroka and Mount Hagen.

This was the Kassam Pass Road that Haviland supervised building using local labour, prisoners from Kainantu gaol, ace bridge and culvert builder Ludi Schmidt and paramount *luluai* Anarai, a local village elder of the people between Kassam and Kainantu. On 1 July 1953 Administrator Cleland, his wife Rachael, Acting Director of the Department of District Services, Alan Roberts, and two men with historical connections to Kassam, Tom Aitcheson and Gerry Toogood (immediate past-Assistant District Officer at Kainantu) flew from Lae to Gusap, from there in three Land Rovers began the climb up Kassam Pass.

Kassam Pass—the road into the Highlands dreamed up by many, rejected as impossible by others was now open for traffic. ♦

<https://malumnalu.blogspot.com/2012/05/building-kassam-pass-road-in-1953.html>

Editor's Note: There is another article on our website about the opening of the Kassam Pass:
<https://pngaa.org/opening-the-kassam-pass-bob-cleland/>

Memorial Commemorative Roll

MARGARET HENDERSON

I knew that my father, the Reverend Thomas Simpson, had died in the Mandated Territory of New Guinea in World War II, but as a child, when I visited war memorials in Adelaide and Melbourne, I could not find his name. I concluded that he must have done something dishonourable that made him unworthy of formal recognition.

Many years later, I found out that 'official' war memorials were only for members of the Australian Armed Forces who had died in war. Civilians, Australians who served in allied armed forces (RAF, for example), merchant seamen, and charities (Red Cross, Salvation Army, for example) who were killed in the war were not eligible for formal recognition because they were not members of the Australian Armed Forces.

I also noticed that those on 'official' war memorials often 'gave' their lives as if it was a voluntary action. My father did not 'give' his life, it was 'taken' when he was beheaded on a beach in Kavieng. It is relevant to note that he and other Australian

civilians were required by the Australian Government to remain in New Guinea after women and children were evacuated.

I concluded that this policy was discriminatory and I wrote to the Australian War Memorial in Canberra, asking why civilian war deaths were not publicly acknowledged. The formal reply explained that the policy was due to a lack of resources, inadequate, unreliable records of civilian deaths and the possible large numbers.

I wrote several more letters over a number of years and got similar replies. I realised that I did not have sufficient clout, so I wrote to Kim Beazley about the issue. I chose Mr Beazley because his uncle, Sid, had been a builder with the Methodist Church in Rabaul and had been killed in the war. A couple of weeks later, I received a letter from the Australian War Memorial acknowledging my most recent letter, and informing me that it had been decided that a Commemorative Roll on public display would be

created to record the names of Australians who were killed in the war, but who were not members of the Australian Armed Forces.

There were, however, limitations on those who were eligible for inclusion on the Commemorative Roll. To be eligible an individual must have been killed during or as a result of conflict or operation the same as for the Roll of Honour, been born in Australia or had Australia as his or her last place of residence and a member of one of the following organisations or categories:

- The armed forces of allied countries
- The Merchant Navy
- Philanthropic organisations
- Official war correspondents, photographers, or artists
- Munitions or other workers
- Official historians
- The Air Transport Auxiliary.

The Methodist Church was regarded as a 'philanthropic organisation' and my father was eligible for inclusion. However, in New Guinea for example, planters, business people, public servants and employees were not eligible. Again, it seems that some deaths are more worthy than others. This discrimination is disappointing but the Commemorative Roll is better than nothing.

Official statistics suggest that 900 Australian civilians were killed in World War II. It seems reasonable to assume that many of these were in New Guinea. It is important that as many as possible of those deaths should be recognised and included in the Commemorative Roll. If you believe that you know somebody who is eligible for inclusion it is worth checking with the Australian War Memorial to see if they are already there and, if they are not, to get them added.

The Commemorative Roll is located at the top of the staircase in the remembrance section of the Memorial. Attendants at the information desk are happy to open the roll at any page requested by the public. ♦





Dr Robin Cooke, a member of PNGAA, has drawn my attention to his article in a recent issue of the Australian and New Zealand Journal of Pathology about Martin Ata'ó, the curator of the Pathology Museum at the University of Papua and New Guinea (UPNG)—Editor

Martin Ata'ó, Curator of the PNG Pathology Museum

**ROBIN COOKE
OBE OAM**

Martin, already a graduate in science, has been the curator of the Museum in Port Moresby since 2016, and after winning a scholarship to study medicine he is now also a fourth-year medical student at UPNG, doing very well in his studies. As the curator, he is also responsible for preparing practical classes in pathology for medical students. He has recently completed a rejuvenation of the Museum, a project funded by the Royal Australasian College of Surgeons with support from James Cook University and UPNG.

Encouraged by Dr Cooke, Martin applied for a research grant from the Royal Australasian College of Pathologists, a process which is quite competitive. He was awarded one of the two grants available to assist him with a research project supervised by Dr Cooke. This will entail cataloguing of some thousands of digitised 35 mm photographs of pathology specimens and clinical photos taken in PNG from 1958 to 1970. Martin hopes to complete this cataloguing work during his Christmas vacation. Further investigations on all this material will follow its being properly recorded and stored in a robust database. Martin's project will make this further research possible.

On a recent visit to Brisbane funded by the Histotechnology Group of Queensland, Martin visited various hospitals and universities to give a report on the PNG museum restoration. He also met Professor Walter Wood, the first Anatomy lecturer at the then Papuan Medical College, now the School of Medicine and Health Sciences of the UPNG.

Intrigued by Martin's story I asked for some more information about him. What follows is an extract of his response to Dr Cooke—Editor

I WAS BORN IN OKAPA in the Eastern Highlands Province of Papua New Guinea on the 24 December 1988. I lived with my parents and my three brothers and three sisters in a round, bush material house with dirt floor, with no water and electricity.

I went to Okapa Primary School, which is about half a kilometre away from my house. I walked to and from school every day. I used a kerosene lamp to do my homework and studies. I did lower secondary at Kainantu High School and upper secondary education at Aiyura National High School. All was at my own sponsorship and they are fulltime residential schools.

I received an offer to study science at the University of Papua New Guinea. After the foundation year, I was streamed into the Bachelor of Medical Laboratory Sciences course at the School of Medicine and Health Sciences. Every successive year I had to compete for a scholarship. After becoming a medical student, I took special leave during my third year to assist my wife and twin daughters

I had never heard of pathology until I did the medical laboratory science program at the medical school. I find pathology very interesting because I look into the microscope to see the actual organisms that cause disease. I physically see the blood cell changes during disease conditions; I actually see the tissues and cellular changes during disease conditions. This is the only field that takes you right into the cellular and even molecular level to see the change to help you provide an expert clinical advice for the patient's care. Modern medicine is evidence based, and much of the evidence comes from pathology. ♦

Editor's Note: Martin's parents never had the chance to go to school. All his six siblings did and one sister became a nurse and two brothers are primary school teachers. His parents now have a house with electricity, an iron roof and a tank for water storage.

FEATURED PHOTOGRAPHS:

Martin at the rejuvenated Pathology Museum (top); Martin during the renovation (centre); with his wife and twin daughters in 2018 (bottom).

OPPOSITE PAGE:

Martin Ata'ó and Dr Robin Cooke, 2016



Lieut-Col Maurice Wilder-Neligan CMG DSO & Bar DCM Croix de Guerre

GREG KNIGHT

Maurice Wilder-Neligan had a meteoric rise through the ranks from private at Gallipoli to lieutenant-colonel on the Western Front and, when the war ended, he was the second-most decorated soldier in the AIF.



Maurice returned to Australia on the *Takada* arriving in Brisbane on 11 September 1919 and was discharged on 12 October that year. He gave the reason for his discharge as ‘headaches’. His medical report stated:

These were the result of ‘a gunshot wound to head at Fleurbaix, large loss of bone to right eye socket, several operations on head—was completely paralysed for about six months, now walks normally, only suffers from occasional headaches, other wounds all quite healed causing no disability.

After a brief attempt to return to civilian life he enlisted in the Australian Naval and Military Expeditionary Force (AN&MEF) on 26 March 1920. He was appointed lieutenant and attached to the Rabaul garrison. Maurice returned to Brisbane in April 1920 to receive his French Croix de Guerre in an investiture conducted by Sir William Birdwood on 1 May. He returned to Rabaul as Temporary Deputy District Officer, Rabaul.

When the military government ended he transferred to the civil administration becoming the District Officer at Talasea, New Britain with the honorary rank of lieutenant-colonel. He was vested with police and magisterial powers and travelled extensively in the district, completing a well-documented patrol in July 1920. In the report he wrote of one of his favourite villages, Kerapi:

One of the best villages I have seen. The old chief is anti-whiteman, his son Galu has now been created

chief and is a fine stamp of man. An excellent native plantation, well kept. Cocoanuts [sic] have all suffered from paga and are all dead. Good water, fair tracks. They have recently suffered from an epidemic which seems like measles, it decimated the young and very old.

The Administrator of New Guinea said of Neligan’s patrol report:

This report is one of the best and is certainly the most complete it has been my pleasure to receive during the period of my service and I think it will be of interest to the Minister and any bodies who are interested in native races.

Neligan became financially involved with two German nationals—Hans Shipmann and Leslie August Fischer, previous managers of Talasea Plantation. They hatched a plan to move cash, cheques, German silver currency stamps and bird of paradise feathers overseas without going through official channels during the expropriation period.

Neligan met up with Shipmann on one of his furloughs to Sydney in December 1921 to discuss the financial dealings. Neligan attempted to pay back money owing to the Germans, but his cheques were dishonoured by the bank. Neligan visited a close friend, Dr SV Appleyard, in an attempt to gain some credit. Appleyard had been attached to the 10th Battallion AIF as medical officer at the time of the bloody battle of Polygon Wood and they had become close friends.

Early in January 1923 he was called to Rabaul by the Administrator to answer allegations of financial mispractice made by Shipmann, as well as his other debts in Australia. In an attempt to clear his name Neligan resigned his position in the Administration and set out for Rabaul by sea in the MS *Manum* with his servants, Yami and Kubrik, and Patrol Officer Cunningham. He went ashore to stay at the village of Ekerapi on 6 January 1923. The next day he directed his Chinese cook to take his surplus belongings to Rabaul as he intended to stay at Ekerapi for a few days. The *Manum* departed for Rabaul with Cunningham and his police on 7 January.

In the early hours of 10 January Neligan called Yami to his room to clean up a mess as he had been violently ill. When they went to wake him later in the morning they found him dead, aged forty-one.

The Ekerapi people were instructed to prepare a canoe on which the body was to be conveyed west to the government rest station at Talasea but, due to a storm, the journey took twenty-six hours.

An external examination was made by the medical assistant at the station, Francis John Giles, who found that decomposition had already set in but there were no signs of foul play. The next day a coronial inquest was held by the Acting District

Officer at Talasea, who again found that his death was from natural causes. There was a widely held assumption that he had poisoned himself as his actions would have brought disgrace to himself and his family. His war-related head injuries may have exacerbated his erratic behaviour which had been evident in recent months.

Dr Appleyard also stated:

Neligan was not normally in financial want as he received money from England from time to time, although he had begun to hear of peculiarities of Neligan’s behaviour in New Guinea, but he put that down to the after-effects of the head wound.

Maurice Wilder-Neligan was buried on the hillside overlooking the sea behind Talasea Government Station on 12 January 1923. His funeral was conducted by the District Officer Edward Taylor and was attended by all residents and officials in the vicinity, who, with the native police, accorded him the fullest honours possible. Some accounts say he is buried on nearby Gurua Island but that is incorrect.

By late 1923 attempts to resolve Neligan’s financial issues had gone all the way to the Prime Minister’s Department. The head of the department made the comment:



There is a strong assumption that Neligan committed suicide by taking poison, and we should let the matter drop due to his military record.

In November 1923, the Crown Solicitor recommended:

There is not enough evidence to warrant the institution of civil proceedings against Neligan's estate to recover the amount that is alleged he obtained from Shipmann and Raettig.



TOP: Inscription on the gravestone: *In loving memory of my dear husband Lt Colonel Maurice Wilder-Neligan CMG, DSO and Bar, DCM, Croix-de-Guerre. Who passed away on 10th January 1923 —A gallant Soldier, loved and respected by all who served with him in 9th Battalion AIF.*

RIGHT: The broken gravestone, 2019



A request was made for his body to be reinterred in the AIF Cemetery, West Terrace Adelaide—the home city of the 10th Battalion which he commanded in the final stages of the war. But, in accordance with his wife's wishes, he remained at Talasea and a memorial stone was placed on his grave in 1926.

The expatriate community and locals continued to hold Anzac Day services at his grave for many years, but it eventually fell into disrepair and was forgotten. The surrounding area is actively volcanic and it was also within Japanese occupied territory during WWII, which compounded the problem.

Miles Farmer, OAM, the son of a soldier who had served with Neligan, arranged to visit the grave for Anzac Day 2015. Peter Humphreys informed me that Ashley Barnes from Kimbe, PNG, spearheaded the location and initial clean-up of the site and the purchase of a brass plaque which now hangs in the San Remo Club at Kimbe, West New Britain.

In 2019 the Office of Australian War Graves (OAWG) became involved and late in September 2019, was able to have Neligan's death accepted as war-related, which entitles him to an official 'post-war' commemoration placed at his grave site or a plaque in an Australian Garden of Remembrance.

The OAWG Manager PNG and Cheyne Benjamin visited the site in December 2019 and found that it was again very overgrown and a large tree had fallen and smashed the gravestone. The site was re-cleared by local landowners.

They revisited the grave site in February 2020 and Cheyne was tasked to find a local builder who could construct a new grave as the old grave was beyond repair, and to confirm if the local landowners would be interested in maintaining the grave and its immediate surrounds. As the headstone is of significant historical value, OAWG is going to establish if it could be reused in some way.

In early 2020 COVID-19 was beginning to be a problem in PNG and Australia and the OAWG Manager returned to Australia to operate out of his Canberra office. This put all plans on hold until he is able to return to PNG when he hopes to resume discussions and planning with Cheyne to restore Maurice Neligan-Wilder's grave. ♦

John Downie's Flying Career in Papua New Guinea

CATHERINE DOWNIE

My father, John Downie, was one of those pilots who flew with Sepik Airways and others in the early days in Papua New Guinea. Although originally from Tumbumba, NSW, he never lost his fondness for this beautiful country where he met my mother, the glamorous schoolteacher, Christina. He passed away 25 February 2021 and is much missed by friends and family.

The following is a copy of something he wrote about their time in the Territory of Papua and New Guinea (TPNG).

John arrived in TPNG in September 1955 to fly for Gibbes Sepik Airways based in Minj in the middle of the glorious Wahgi Valley. He flew Norseman aircraft primarily into the Southern Highlands until November 1956 when he accepted an offer to be chief pilot of Territory Airlines, the forerunner of Talair, and flew a Cessna out of Goroka until late 1957. He then had another change of venue and took the position of co-pilot on DC3s with Mandated Airlines (MAL) based in Lae. In early 1959, while working hard to get his golf handicap down into the low teens, he was uprooted once more, this time to Madang to fly Junkers 52s. The flying proved very interesting but all those coconut palms on the Madang golf course were very intimidating and didn't do a thing for his handicap. In October he returned to flying DC3s and was appointed senior captain of MAL's Madang base.

Christina arrived in PNG in mid-1957. Following a short period as a governess on a coffee plantation out of Goroka she was employed by the Department of Posts and Telegraphs in Goroka. However, as a qualified primary school teacher in Australia, she quickly gained a position with the Education Department, subsequently teaching in schools in Mount Hagen and in Wabag where she had the dubious honour of being the most remote single female officer in TPNG. After leave in 1959 she sidestepped the offer of a transfer to Tari and returned to Goroka to teach at the school at Okiufa. Here she crossed paths with the aforementioned intrepid aviator and they were subsequently married in Goroka in September 1960.

They happily spent the next six years in Madang where Christina taught at the primary school and then at the Native Girls High School. Their daughter Catherine was a Madang baby.

In late 1966 John accepted the offer of a position with the Department of Civil Aviation and they spent the next four years in Port Moresby, John slaving out of Konedobu and Christina teaching at Hohola then setting up and teaching at the Koki Vocational Centre before son Timothy arrived.

In 1970 the lure of the exotic east saw them travel to, and spend the next five years, in Malaysia. They were enticed back to Papua New



VH-ASN in service with Gibbes Sepik Airways (Bob Neate Collection)

Guinea by the offer of a position with Civil Aviation, and arrived in Port Moresby four days before the independence celebrations. Again, John worked out of Konedobu and flew a couple of different aircraft throughout the country while Christina taught for a time at Murray Primary School. In late 1976, with the Civil Aviation Authority handing over administration to PNG, they accepted a posting to Australia and closed the book on their time in PNG.

But ... in 1997, aged 71, John answered the advertisement for a position with the PNG Civil

Aviation Authority (with tongue firmly in cheek) and, bless me, was accepted so, in early 1998, they returned to a very different PNG to that which they had known. They quickly settled in and met a few old *wantoks*. John enjoyed the many challenges and a few more hundred hours of flying over that magnificent country, while Christina found some charity work and craft groups to keep her happy. They finally decided they should act their age and departed in September 2000 returning to their domicile on the Gold Coast. ♦

New Britain. The orders also came from areas on the mainland that were not easy to get to.' Copra was then, and remains today, a significant agriculture cash crop in PNG. Burns Philp owned copra, as well as other plantations.

Once the order had been received, the items would be categorised. Often the lists of goods would be jumbled up. *'Food items were mixed in with whatever else was wanted, such as spades, or tomahawks,'* Kate reminisced. She typed the lists on different sheets of paper and sent the lists to whichever department organised those items.

'Some of the items on the lists were strange,' she told me. *'For example, fifty mantles: a mantle,* I found out, is part of a hurricane lamp. Not all the plantations would have electricity, and some may not even have had a generator.'*

Locals, as well as a manager, were employed on the plantations. The orders would often include food items for the workers: *'50 cartons of bully beef were a typical order, and tins of mackerel were very popular ... and they would be shipped back to the plantation on a barge,'* said Kate.

'If I needed clarification on an order,' recalled Kate, *'I would ring someone at the plantation or, more often, I would ask someone on the floor.'* Her response to my asking if she ever met any of the plantation managers or owners was, *'No. If I noticed someone that I didn't know, I would ask 'who is that' and they would say, "That's the manager of x";* Kate added rather disparagingly, *'I thought it would have been nice to have been introduced but maybe that wasn't what one did!'*

Kate was the only invoice clerk but she trained a local girl, Daisy, who took on the job when she left. *'She was a bit older than me—we would have chatted, [but] like a lot of the locals she was very shy. Even the men were,'* Kate added.

'We get 168 dollars a month,' wrote Kate. *'We start at eight in the morning and finish at 4.30 in the afternoon and have an hour for lunch. Occasionally, I would walk the 400 metres home for lunch,'* said Kate, *'We had a staff canteen though, and could get a discount at the Beeps supermarket [where] I would buy my lunch—a green apple and processed European cheese.'* She went on to say, *'You didn't buy apples by the variety, it was either green apples or red apples.'* This must have seemed most unusual to a family from

Mantles & Mackerel from Beeps

JANE BELL

***'Work is rather good now,'* wrote my younger sister, Kate, in May 1972.**

'I am really into a routine ... I think they are rather amazed when I get a letter typed with no mistakes in quarter of an hour instead of half an hour.'

'It was an old Royal typewriter—not even an electric one,'
recalled Kate when I interviewed her in May 2019.

Our parents, with youngest sister, Louise, moved from Tasmania to Port Moresby in April 1971. Kate followed them and took up a job at Burns Philp—the famous Island trading firm. *'The firm was known as Beeps, or BPs,'* Kate said, *'and I was working as an*

invoice clerk in the Plantation and Trade Department.

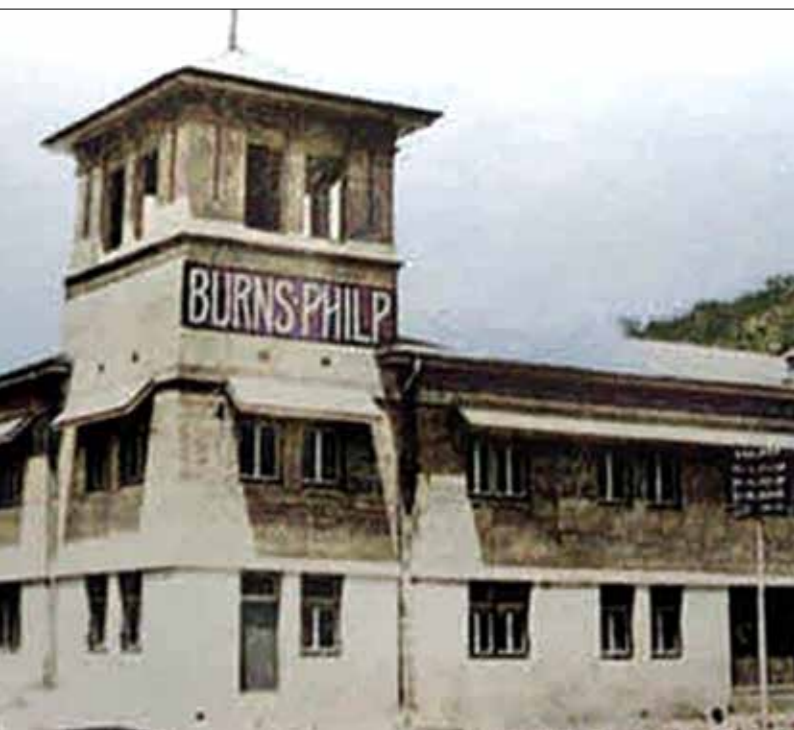
'For many years the famous Burns Philp Store, built in 1912, was the biggest and most substantial building in Port Moresby. Its handsome, four-storey tower on the corner remains, despite much recent high-rise building, one of Port Moresby's landmarks.'

The company was once a major Australian shipping line and merchant that operated in the South Pacific. It went out of existence in 2006.

Kate's letters to me were a rich resource and a valuable reference for our interview. *'I am typing invoices,'* she wrote. *'The job isn't too bad. When I leave, I will be a qualified invoice clerk—heavens, I seem to be doing everything.'*

Usually an entry-level position, the invoice clerk's job was to receive and process orders. *'Some of them were ten pages long and I had to decipher the handwriting as well,'* recollected Kate. *'The main responsibility was to make sure the invoices were accurate and that bills were paid on time. This would necessitate entering information about customer purchases, ensuring that the prices and amount due were correct and sending the invoice to the customer.'*

Kate recalled, *'The orders would come in from the estates—copra, coffee or tea plantations which were out on the islands—Bougainville, New Ireland or*



Original Burns Philp Haus, Port Moresby, built in 1912 and destroyed by fire on 12 July 2009.

Source: *Happenings in Papua New Guinea*, Malum Nala



The Papua Hotel was known locally as The Pap or The Top Pub. Its restaurant served, amongst other 1970s delicacies, Lobster Thermidor, Bombe Alaska and French Onion Soup (top); Good Shepherd Lutheran Church, Koki. Note the advertisements for Paradise Gold beer, Capstan and Cambridge cigarettes. Koki was a popular, meeting place of many of the local residents (centre); City centre, Port Moresby (bottom)

Tasmania who knew their Red Delicious from their Granny Smiths!

Kate worked as an invoice clerk for about seven months and left Port Moresby to travel and work in London. Although short lived, her employment at Beeps was *'fascinating'* and she added, *'I learnt so much about other parts of PNG.'* Kate agreed that in the 1970s *'Port Moresby is a very pleasant and extraordinarily interesting place in which to live.'* ♦

* **Editor's Note:** More likely for a Tilley or Coleman lamp.

Trials and Tribulations

KEEPING THE HIGHLANDS HIGHWAY OPERATIONAL & SAFE

BEVYNNE TRUSS

When transferred from Kavieng to Kundiawa by the Public Works Department (PWD) in 1970 we were allocated an old administration house. This was not suitable, as a hole had been burnt through the living room floor by previous tenants, so we were then presented with a new admin house overlooking the works' depot, which had new workshops along with a stores complex.

My first task was to oversee the layout of the mechanical workshop and supervise the laying of RSJ beams in the concrete floor enabling heavy tracked road machinery to walk into the workshop for routine maintenance without destroying the floor surface.

As District Inspector my duties included training indigenous staff to foreman level, and also other staff as skilled heavy equipment maintenance mechanics.

On the road, apart from regular mechanical serviceability inspections, another aspect of my role was to assist civil staff in accident recovery of transport vehicles blocking the Highlands Highway.



Public Works Department Office and Mechanical Workshop, at left rear (above); Rolled Kenworth prime mover and low loader trailer, bottom Kassam Pass (right)



Easter of 1970 coincided with a heavy wet season and included a large *guria* (earth tremor). The tremor triggered an extensive collapse of the highway near Chuave, an area renowned as unstable limestone country.

A new road alignment had to be established quickly. There was no time to negotiate compensation with the locals concerning gardens and old burial sites. As the week went by, anger mounted with the affected villages and half-way through construction, a group of locals approached the working road machinery with bows and arrows drawn. Some had spears. Fearing a dangerous situation, the drivers leapt from the PWD machines and melted away.

I still remember this *lapun* (old man) passing me with a skull firmly under his arm, grinning as he patted the item again and again, saying '*Em mama bilong mi*' as he headed towards a new burial location. Kiaps were brought in to diffuse the situation and the new road link was operational within a week. There was always a great deal of urgency in maintaining the highway as a vital transport link between Lae and all the Highlands districts.

During this same wet season, to the west of Kundiawa, in the Kerowagi area, road machinery began to sink through the road's surface while carrying out upgrades. Two graders and a tracked loader became stranded when attempting a tow. Due

to the unstable limestone nature of the countryside, water had built up in underground craters and creating enormous pressure on the roadway. This meant the water could not drain away and the road foundations became like a pudding.

A decision was made to bring in a rotary diamond drill and bore horizontally below the road level to alleviate the pressure. The rotary head forced PVC slotted tubing down the bore to enable the water to escape down the mountainside. Road stabilisation was subsequently successful. A Caterpillar D6 bulldozer was walked from the Kundiawa workshop to clear the stranded machinery and assist in the reopening of the highway in a few days.

In 1971 extensive realignments and widening of the lower Daulo roadway occurred. Large 'Armco' culverts were installed to mitigate erosion in the mountainous terrain.

Highway speed limits were in force, but some 'Euro' drivers would not abide by these PWD rules. For example, a Mack 10-wheeler fuel tanker came to grief rolling into an embankment, destroying the vehicle and throwing the driver through the windscreen. He did survive but lost an amount of skin from his back. The vehicle was carried to Lae for strip down and a rebuild to run another day.

As can be seen in another photo, a 'Dillingham' Kenworth prime mover with a low loader rolled over, completely crushing another piece of heavy machinery near the bottom of the Kassam Pass. Incorrect load balance and excessive speed were contributing factors. This kind of incident caused considerable traffic delays, as extra heavy haulage equipment had to be drawn from Lae to recover and reload trucks and trailers. Incidentally, according to a local eye witness in this latter case, the 'Euro' driver and his 'passenger meri' crawled from the squashed cab and ran down the road in the direction of Lae, never to be seen again! Oh '*stori bilong PNG*.'

Fortunately, for these mountainous and treacherous conditions I was supplied with a Toyota Noddy 4x4 wagon fitted with a powerful two-way radio, which greatly assisted in reaching our nearest depots to draw down heavy recovery equipment, so reducing down-time, road delays and, in some cases, looting. ♦

Editor's Note: PCH Ranasinghe's book, *Tyranny of Terrain*, presented the difficulties of developing road transport in PNG.



Sunken graders and tracked loader near Kerowagi (top); Rolled Mack 10-wheeler fuel tanker, Lower Daulo Pass (second); Road collapse caused by *guria*—dozers cutting a new alignment, Chuave (third); The house at Kundiawa with the works depot in the background (bottom).

Literature in Papua New Guinea

Part Three: LIGHTS ON THE HORIZON

PHILIP FITZPATRICK

Editing Papua New Guinean writers can be complex because it deals with writers whose first language is usually not English.

Editing often fractured English has all the pitfalls of straight translation.

The danger is that the unique flavour of Papua New Guinean expression and creativity can be subdued in the process.



Another concerning factor is that, by publishing Papua New Guinean writers from an Australian base, we are repeating the mentorship of Ulli Beier and Brian Clouston in the 1970s in influencing Papua New Guinea's literary output. That can both distort and even encourage dependency.

There is no easy solution to this problem. The Papua New Guinean government is largely oblivious to the benefits of a national literary culture and doesn't seem to consider a free and flourishing native literature a good thing anyway. In 2020, despite concerted efforts, the Prime Minister, James Marape, failed to meet with a delegation of writers who wanted to present him with a petition signed by over three hundred writers and their supporters calling for government assistance.

The Crocodile Prize passed to Papua New Guinean management at the beginning of 2016. This followed a successful hosting of the annual awards by the Simbu Writers Association in Kundiawa, the first time this had happened outside the national capital.

Unfortunately, after that date the competition faltered and was finally discontinued in 2018. In its place however, a number of smaller Papua New Guinean competitions have emerged, including one conducted by *Ples Singing*, which is managed by a number of writers who were influential during the years of the Crocodile Prize.

Ples Singing publishes Papua New Guinean writers on its website and is supported by both *The National* and the *Post Courier* newspapers. In Australia *PNG Attitude* also continues to publish work by Papua New Guinean writers.

Writers' associations may be where the future of Papua New Guinean creative writing rests but they have been slow to develop. Coupled to the advantages of digital publishing and print-on-demand services these groups, if they can achieve strong leadership, may offer another dim light on a distant horizon.

Pukpuk Publications was wound down a couple of years ago and only occasionally publishes Papua New Guinean writers. In its place, however, a number of similar enterprises based in Papua New Guinea have emerged. One of them, JDT Publications run by poet and writer, Jordan Dean, follows the original Pukpuk Publications format. A number of commercial self-publishing companies owned by Papua New Guineans have also been established in Port Moresby.

Meanwhile, Papua New Guinean literary culture struggles onward. So long as the writers write and are published, no matter how and where their books are distributed, even in small numbers, the flame still flickers. ♦

Editor's Note: This is the last of three instalments of a publication by Philip Fitzpatrick in *PNG Attitude*. Titles published by Pukpuk Publications may be viewed at the following website:

pukpuk-publications-book-list.pdf (typepad.com)

Writing of contemporary PNG authors may be accessed on the blog:

Ples Singing – A PNG Writer's Blog – A space for Papua Niuginian creativity

Examples of Jordan Dean's work may be accessed on *PNG Attitude's* website:

<https://www.pngattitude.com/free-jordan-dean-books.html>



How to Bog a Bristol

RON AUSTIN

In previous issues, Ron Austin related the history of Bristol Freighters in TPNG, and now he tells some of the stories of his time in flying in the Highlands.

One afternoon our senior traffic officer advised me that there was a full load of building material for Tari, west of Mt Hagen and the furthest airstrip from Madang. They would load the Bristol aircraft overnight, and it would be my first flight in the morning.

The load sheet showed we would have spare weight availability on this trip, so I asked my wife, Audrey, if she would like to come for an unusual tour. A fellow Madang-based captain, Aart Hofman, elected to fly as second pilot to experience the strip at Tari. Most traffic in and out of there was light charter, so the strip surface was not designed for heavy aircraft. Because of its isolation and lack of heavy equipment the strip surface was maintained using only a tractor to pull a light steel roller along it. This soft surface was to prove my downfall.

The early morning visibility was excellent. Take off was at 0800 and I flew the first leg to show Aart the geography of the route. We departed, tracking for Wapenamunda, a slight dog-leg from the direct track, but a good track guide for Tari.

We were soon on descent through the Tari gap. The gap is just another entrance to the valley, slightly lower than the surrounding mountains. At the

bottom of the descent we tracked to position for our downwind leg, turned for the final leg and landed.

I rolled the full length of the strip to avoid heavy braking on the dirt surface, then turned and backtracked to the unloading bay near the centre of the strip. This small gravel area was really too small for a Bristol and, attempting to turn the aircraft, I put the left wheel into loose dirt.

The wheel sank into this softer surface and the aircraft bogged. I have been asked what a pilot thinks in this situation. Well, having come to an unexpected stop, my first reaction was to look down at the left wheel. You immediately accept the fact that the aircraft is not going anywhere. There was nothing to do but shut down the engines and give a normal arrival call to Madang air-radio. During these actions your mind is processing the procedures you could use to get the aircraft out of this situation. This consideration of alternatives is a familiar feeling: we do this constantly from the time the aircraft first moves on the tarmac until the engines are cut at the completion of any flight.

Back to our problem! Disembarking, we confirmed there was no damage to the wheel or aircraft. The tyre had just broken through the



Modern-day Tari airstrip



Moving B170 up to the ramp to unload a truck

surface. Aart and I agreed that the first step was to have the heavy cargo unloaded to make the aircraft lighter. We discussed the situation with our local agent; I asked for a shovel to dig the wheel out and he said he would contact the local patrol officer—the kiap.

These young officers were always very enthusiastic. They helped with any problem in the district. Ours appeared, not alone, but with a large number of *'calaboose bois'* in jail for various misdemeanours. As a work team they usually repaired roads and generally improved the district. As they were fed and housed while in jail they were happy to do the kiap's bidding. The team had several shovels so it was a breeze to commence digging a ramp down to the level of the bogged tyre. Caution was needed to curb their enthusiasm or they would have buried the aircraft in dirt.

With the load removed and the ramp completed we shut the front clam-shell doors. Aart and Audrey stood forward of the aircraft where I could see them. On Aart's clearance, I started the left engine and increased the power while holding the right brake in an attempt to lever the left wheel out of the hole. From my seat I could see that the wheel would not move. It seemed time to shut the engine down and have a 'committee meeting'.

The kiap could see our problem and he suggested he organise the *bois* to push sideways on the rear fuselage and add more leverage and to drive the wheel up the ramp. For this second attempt Aart also suggested we apply some flap to boost the down wash and improve the lift.

This attempt was successful. The wheel rolled

up the ramp and forward on to firmer gravel. I believe the native team pushing on the side won the day for us. Only then did I note that while the engine was running Audrey and Aart had their hands completely over their ears. At close range the noise of just one Bristol engine at high power is painful to the ears.

Our 'emergency' team expertly filled and repaired the parking bay. Their long practice building roads did make them experts. After thanks all-round, we climbed aboard with Aart at the helm as nominated captain. I offered to point out an alternative route to Madang, but he asked me which was the most direct route and I told him it was over Mt Hagen, so he made his command decision and this direct track was his choice. We had a clear run home over the Wahgi Valley and were soon on the ground at Madang. I don't think Audrey has ever been so glad to climb out of an aircraft. Even now, fifty years later, she can still remember the noise and the headache. There were no repercussions following this adventure: *'Just another day at the office'*.

Bristol pilots gained a high sense of achievement by handling an extreme variety of cargo. Our overall responsibility was to see the cargo offloaded in the safest manner and within a practical time schedule. Some Bristol cargo loads were particularly difficult to handle. For example, we could carry a complete D4 Caterpillar tractor, weighing over five tonnes. The traffic officers would ask me, as captain, where I wanted the load to be tied down; in Melbourne a team of 'engineering boffins' would take ages to do the calculations for such a load, but in TPNG it was at the captain's discretion. Judging the centre of balance of the tractor, you would instruct the loading crew to place this balance point below the centre of the wing structure which is visible at the top of the cargo bay. To secure the load properly was impossible; we chocked the tracks and then used light chain to attach it to the floor's attach points—tie down rings set in the aircraft's aluminium and plywood floor. This meant that we accelerated very carefully on take-off and braked very gently after landing.

We once flew a complete tea processing plant from Madang to Mount Hagen. It came in kit form from England, and the specification required that every tank and condenser would fit into a Bristol cargo bay. Loading this factory, we found the large

round condensers fitted into the hull almost like a cork in a bottle.

When this 'build yourself' factory kit was unloaded on the Madang wharf, the native stevedores cut the steel wrapping holding each specific bundle of piping together. This greatly helped us load and carry it but was a nightmare for the engineer sent from England to assemble the plant. On one occasion I saw an engineer walking around holding a complex bendy pipe seeking its correct location.

Occasionally long H-section steel beams were carried. They were very heavy: four of them made up a maximum cargo load of 5,443 kg. In Madang they were loaded using forklifts but there was none of this kit available in the Highlands. I used the agent's truck and a chain to unload them. Several half hitches of chain were wrapped around the beam and we pulled the beams out one at a time from the front of the aircraft with the truck. Because the beams fell onto soft dirt, I don't think we bent them, but they were quite a sight as they crashed to the ground.

Another interesting load was the two steel underground petrol tanks loaded by forklift in Madang and flown to Minj. The strip at Minj was a stretch of grass adjacent to the village and we found there was no equipment for unloading. Our agent contacted the local kiap and, again, this one brought a team of prisoners from the local jail.

Being an old boy scout, I used rope to form a

girth around the tank, extended two ropes outside the front doors and divided the labourers into two teams to pull on the ropes and drag the tanks out. When working as a team the natives often sang in a cadence similar to sailors, and applied effort in time with the song. The first tank was moving to the doorway when one of the ropes broke. There was much hilarity as the team climbed to their feet and we did a quick reef knot to join the rope. The tank emerged from the aircraft, fell to the ground and was rolled away. The second tank was at the back of the cargo bay; the extraction went smoothly using additional rope, but on exit the tank rolled sideways and hit the side of our nose door quite heavily.

Trying to close the door, we found that the clamping levers would not move into the locked position. The aircraft could not fly with doors unlocked, so I asked the kiap to again divide his team in two to push the doors together while I attempted to lock them on the inside. Success! We flew back to Madang and told the engineers about the problem, suggesting they take care releasing the locks as they could be dangerous with all that strain on them. It all ended well—the door struts were adjustable and that night the door was restored to its original shape.

These stories illustrate the strength and adaptability of the Bristol Freighters and their pilots and engineers and yes, kiaps and the prisoners in a couple of different jails, too. ♦



Madang airstrip

A Biographical Story: The Army Patrol That Went Wrong

Part 2

NALAU BINGEDING



In Part 1 of this story schoolboys re-enacting an army patrol on the banks of the Buso River had called for a helicopter to evacuate a wounded 'soldier'.

... and as the platoon anxiously waited, we could hear in the distance the sound of a helicopter approaching. As the sound got louder and louder, there were smiles all around and Wayakwa, our radioman, was given some praise for his efforts in getting a helicopter to come so soon to pick up the casualty.

But after a while, the sound of the helicopter's engine faded and we could tell that it was no longer headed in our direction, but it was headed for the headwaters of the Buso River. *'Maybe the helicopter had missed our location, but it would come back if Wayakwa got back on the radio and pointed out our exact position to Igam Army Barracks,'* somebody said.

Yes, most of the troopers agreed that Wayakwa should get back on the radio and call Igam Army Barracks again to pinpoint our exact location and get the helicopter pilot to turn around and head downstream to where we were. Enthusiastically, Wayakwa got back on the radio and called the barracks again, *'This is Alpha 1 calling Bravo 2. Over. Bravo 2, do you read me? Over. Please inform the helicopter pilot to head downstream. Over. We are located some three miles downstream from Wagangluhu village, and some five miles from the sea, do you read me? Over.'*

And even as Wayakwa was calling Igam Army Barracks, we could hear a helicopter approaching. The sound got louder and louder. As we waited, the sound got even louder and yes, a helicopter was really heading down the banks of the Buso towards where we were located. Surely there was a helicopter flying low towards where we were. As we watched anxiously for what could happen next, we could see some white men inside the helicopter, and the helicopter was attempting to land on the riverbed.

And when the helicopter finally landed, some 30 metres away from where we were, somebody shouted, *'The white men are going to steal us and take us to Australia.'*

Escape and Evade

At that instant every trooper fled in every direction into the thick jungle behind the riverbank. Although barefoot, we did not care about rattan spikes or any other mishaps that may be in our way. We had to flee as fast as we could and as far away as we could from the riverbank.

In the next few minutes, it was a case of every man for himself for the platoon commander, his subordinates and the troopers. It was *'abandon ship'*. It was chaos and nobody could tell where the other one

was going as we disappeared into the thick jungle.

The radioman was left behind as the troopers and their commanders fled into the jungle. And the last thing I could remember about the radioman was that he was still on the radio calling Igam Army Barracks when the civilian helicopter landed. But I was not sure if the radioman had also fled into the jungle just like the rest of us after the helicopter landed on the riverbed.

For the next few moments everyone went his own way, and all one could see was the path in front of him as each kid made his way through the jungle without knowing what his final destination was.

And as kids, this was a terrifying experience, especially when there was a helicopter with white men inside that had just landed on the riverbank behind us. The thought of these white man catching up with us and taking us to Australia drove our adrenaline levels so high that running through the thick jungle was just like running a 100-metre race on a grassy athletic field.

Then after some time there was a call in the jungle. Somebody was calling for all troopers to come together. Maybe one of our commanders was calling for all troopers to gather in one place for a head count. I was not sure, but I reluctantly made my way to where the call was coming from. As I made my way through the jungle, I came upon some of the troopers and we slowly headed to where the call was coming from. *'Come all troopers, we all need to gather to make a head count. Please come quickly, this is an emergency call.'*

We came upon a new garden and there was Uyac', one of the two subordinates to the platoon commander. He was with some of the troopers and was making a head count as I and the other troopers arrived on the scene. Geding, the other subordinate to the platoon commander, was not present. As the troopers arrived on the scene one by one or in groups, we would burst out in laughter over the incident we just encountered along the banks of Buso River.

As each group sat around in circles in the garden and chatted about what happened, there was laughter everywhere. Some people could not hold back tears as each story unfolded, and people were literally lying on the ground and holding onto their stomachs as they laughed off what they just heard.

As we waited and laughed at the stories that were told by each trooper, Geding and the platoon commander, Namun, arrived on the scene. There was laughter all around again as these two senior officers arrived on the scene. After they told of their stories and everybody had another laugh, the platoon commander wanted another head count to ensure no soldier had gone missing in action.

'Do a thorough head count for us to see if anybody is missing in action. Uyac', Geding, my two subordinates, please get all troopers in line and do a head count,' Namun ordered.

After a thorough head count the two subordinates informed the platoon that everybody was present except our radioman. Wayakwa was missing, and nobody knew about his whereabouts. *'He was still on the radio as we all fled into the jungle when the helicopter landed on the riverbed,'* somebody asserted. *'Yes, that's true, Wayakwa was still on the radio calling the barracks when we all fled into the jungle,'* somebody else interjected.

Then somebody solemnly threw in the notion that maybe the helicopter and the white men inside had taken hold of our radioman and had taken him away. Poor guy, maybe he is now on his way to Australia with the white men in the helicopter. We may never see our radioman again, and what will we say to his old mother when we arrive back in the village?

There was silence, and everybody was anxious as to what had happened. The absence of our radioman was a big concern to the commanders and the troopers as our little minds endeavoured to fathom the events that led to our escape into the jungle and his disappearance. However, somebody suggested that we should call out again to attract our radioman's attention. Maybe he was still in the jungle, but he was scared and did not want to come out.

'Yes, let us all call out for the radioman,' our platoon commander suggested, *'maybe he has gone too far and could not hear us or he has met some people from the village and has accompanied them back to the village.'*

Then everybody started calling out for our radioman, *'Wayakwa, come back, we are here in the garden. The helicopter has gone, and there is nothing to fear. Please come out, we have to go home now.'*

Please come quickly, we are waiting for you. The callings went on for a while, but there was no return call from Wayakwa. We could hear the birds singing in the trees, but we could not hear any human beings returning our calls.

Maybe Wayakwa has gone home or maybe he is on his way to Australia right now. If he is on his way to Australia with the white men in the helicopter, he would never return to our village. He may become like the white men and speak English like them and live like them. He may have a better life in Australia and forget all about Buso River and our little village.

Then, all of a sudden, we could hear somebody coming through the bushes. It was as if a bulldozer was pushing its way through the jungle. We could hear somebody breathing heavily, and the bushes gave way as this person came running through the jungle. *It's Wayakwa, our radioman; he is here at last,* somebody shouted.

It was Wayakwa all right. He had heard our calls in the jungle and had come to find us.

Recover and Regroup

As Wayakwa came onto the scene, we all were relieved that he had finally found us. We were all happy that he had not been taken away to Australia by the white men and, surely, we would not be in trouble with his old mother or the village people when we returned to the village that day. It was a joyous moment for the troopers and our



Nalau Bingeding is one of the troopers and the author of this story. He is a former public servant, now a private citizen living in Port Moresby.

Wayakwa Aimak, the radioman, is now living in the village. He is currently the chairman of the Law and Order Committee for Wagangluhu village.

Namun Awaka, the platoon commander, is now a common villager living in Wagangluhu village.

Geding Tiaga, one of the subordinates to the platoon commander, is now living in the village. He is currently the Peace Officer for Wagangluhu village.

Uyac' Dhao, another of the subordinates to the platoon commander, is now living in the village. He is currently the Deacon of a local Pentecostal Church in Wagangluhu village.

commanders. We were all present, and no soldier was missing in action.

As Wayakwa took his seat in the garden, every trooper went up to him and hugged him. It was as if he had come back from a faraway place after being away for many years. As soon as Wayakwa had taken a good breather and had regained his composure, everybody wanted to know what happened to him after the helicopter landed on the riverbed. At that instant, Wayakwa burst out in laughter as every trooper and commander joined in. The laughter went for a while and then there was silence.

Regaining his composure, Wayakwa began his account of what happened, *I was still on the radio when the helicopter landed on the riverbed. My eyes were fixed on the helicopter and I was not aware that all of you had fled into the jungle. After realising that I was the only one left, I ran away into the jungle with the wireless radio still on my back. I had gone some thirty metres or so, not realising that the wireless radio was still on my back. But the radio got stuck in between two trees as I tried to squeeze myself through. And in order to free myself, I just dumped the wireless radio on the forest floor and fled into the jungle.*

Even before Wayakwa had completed his story, some of the troopers and commanders were lying on the ground holding onto their stomachs as they laughed off their heads. Some of the troopers literally had tears in their eyes as they laughed at Wayakwa's story. After all the laughter, Wayakwa completed his story. It was a long story, and every time it hit a funny part, there was laughter everywhere. His story was the climax of the army patrol that went wrong that very day.

Wayakwa was commended by the commanders and troopers for being a good radioman. In fact, his frantic calls had really brought a real-life helicopter to land on the riverbed in real time as anticipated by the platoon.

This was a children's military game that we played out in the jungles beside the Buso River many years ago. But it became a reality when our radioman's call for a helicopter actually landed one right beside us in real time as we had anticipated.

It was a day like no other and an army patrol like no other. It was an experience we would cherish for the rest of our lives. ♦

How Jackson Airport, Port Moresby, Was Named

GYNNIE KERO

John Francis Jackson was a father that his two children, Patricia and Arthur, never knew. John was the eldest of six children and purchased a sheep grazing property at an early age at St George in Queensland.

At 26, he purchased his first plane, an open cockpit monoplane, which he used for stock and property inspections. This involved landing the plane wherever he could put down, as there weren't many airfields in those days, and he soon earned the nickname 'Claypan'.

Later, he purchased a Beechcraft Stagger-wing biplane, which had a greater range and passenger capacity. Incidentally, it happened to be faster than any single engine aircraft in the air force at that time.

Aged 30 and still unmarried, he went on a two-week cruise to New Zealand where he met an Irish girl, Betty Thompson, who was doing a round cruise from England chaperoned by her aunt. The couple fell in love. But Betty was soon to return home to Ireland, so he pursued the ship to Adelaide in his plane and persuaded her to marry him then and there, leaving Aunt May to sail home alone and face the wrath of Betty's father in Dublin. Betty did not see her family in Ireland for another nine years. They settled down on his sheep property near St George. A daughter, Patricia, was born in 1939 and a son, Arthur, a year later.

Within a month of the declaration of war in 1939, John joined the RAAF as a Pilot Officer and commenced a year of training, mostly in Wirraways at Archerfield. The RAAF, desperate for men with flying experience, was prepared to overlook some physical disabilities like John's poor eyesight.

He saw little of his family though he was able to keep a Beechcraft at Archerfield and fly to St George whenever possible. In October 1940 John was posted for a year to No 3 Squadron in the Middle East; this is where he earned the Distinguished Flying Cross.

He was posted home in October 1941 and probably thought that the war was over for him. He

was given three weeks' leave with his family, but during this time the Japanese attacked Pearl Harbor, so he was sent to Point Cook, Victoria, to train new pilots, something he hated after the excitement of being in an operational squadron—also because he was once again far from his family. John was moved to Canberra in January 1942 for more instructing.

Rabaul was taken, Singapore fell, Darwin was bombed and John and his mates were soon learning to fly newly-arrived American Kittyhawk fighters, which were to be the basis of Australia's air defence against a Japanese invasion. Three Kittyhawk squadrons were hastily formed in Townsville and John was given command of the first, No. 75,



John Francis Jackson DFC

manned mostly by pilots with no combat experience and about ten years younger than John. He soon became known as 'Old John'. Another pilot in his early thirties was nicknamed 'Grandad'.

In less than a fortnight, 75 Squadron was in Port Moresby, which was being bombed almost daily by Japanese aircraft flying from Lae and Rabaul.

John's brother, Les, who had been with the RAAF in Singapore before it fell, joined him in the squadron. A day after arriving, they launched a surprise low-level strafing attack on the Japanese-held airfield at Lae, destroying a number of aircraft on the ground. It was extremely low level; one Kittyhawk clipped the propeller of one of the Japanese planes, which were foolishly lined up in neat rows beside the airstrip. The attack caused such confusion on the ground that the Australians were able to do a second run before heading home.

Conditions at the Port Moresby airstrip were primitive with no proper toilets for the men, and a serious risk from malaria and dysentery.

For six weeks, the action was intense, with air battles occurring regularly. The Australian pilots soon learned not to dogfight the Japanese Zeros, as they were superior in manoeuvrability, though not in speed or toughness, to the Kittyhawk. The Japanese pilots were also very experienced in combat. The Australian tactics were therefore to get above the



Squadron Leader John Francis Jackson, No. 75 Squadron, RAAF confers with others in front of a US Air Force Douglas A24 Dauntless dive bomber, in which he had returned to Port Moresby after a walk through the jungle, after he was shot down into the sea by three Japanese Mitsubishi Zeros

Zeros, make diving attacks on them, and use their superior speed to get away.

One day, John flew over to Lae alone to do some reconnaissance but was jumped by two Zeros. With his aircraft on fire, he managed to land it in the sea and struggle free before it sank about a kilometre offshore. John shed his flying boots and swam towards a village (Busama) stopping at the mouth of a creek to rest near a floating log. When the log turned out to be a crocodile, he found new strength to get ashore.

There, at great risk to their own lives by the Japanese, two New Britain boys offered to guide him to safety. So began a ten-day walk over mountains and through rugged jungle to Wau, from where John was flown to Port Moresby. His ordeal was not quite over, as the plane carrying him was attacked by a Zero just before landing, and a bullet took the tip off one of his fingers.

During his walk to safety, he had managed to keep a diary using a pencil and scraps of paper and this diary has been published in many magazines and books over the years.

The squadron's elation at having their leader back was to be short-lived. Over the previous months they had lost seven pilots killed in action, and all but five of their Kittyhawks. Illness from malaria and dysentery had also taken its toll.

Four days after his return, John led the five aircraft against a superior force of eight bombers escorted by 11 Zeros. Unable to gain sufficient height, they attacked the bombers from below, but the Zeros came down on them and after a furious dogfight, John and another pilot were shot down and killed.

A few days later, only one serviceable aircraft was left and the squadron withdrew to Australia. Later that year the Seven Mile Aerodrome, from which they had operated, was renamed Jackson Field in honour of John. Today it is Port Moresby's International Airport.

The squadron regrouped at Kingaroy and, under my Uncle Les Jackson's command, did a terrific job supporting the Australian ground forces at the Battle of Milne Bay, then went on to pursue the Japanese up through the islands until the end of the war. ♦

Editor's Note: This story was published in PNGVR's *Harim Tok Tok*, February 2022, and is republished here with permission of the president, Phil Ainsworth.

External Interventions into the Forest Sector of PNG Before 1975

DICK McCARTHY

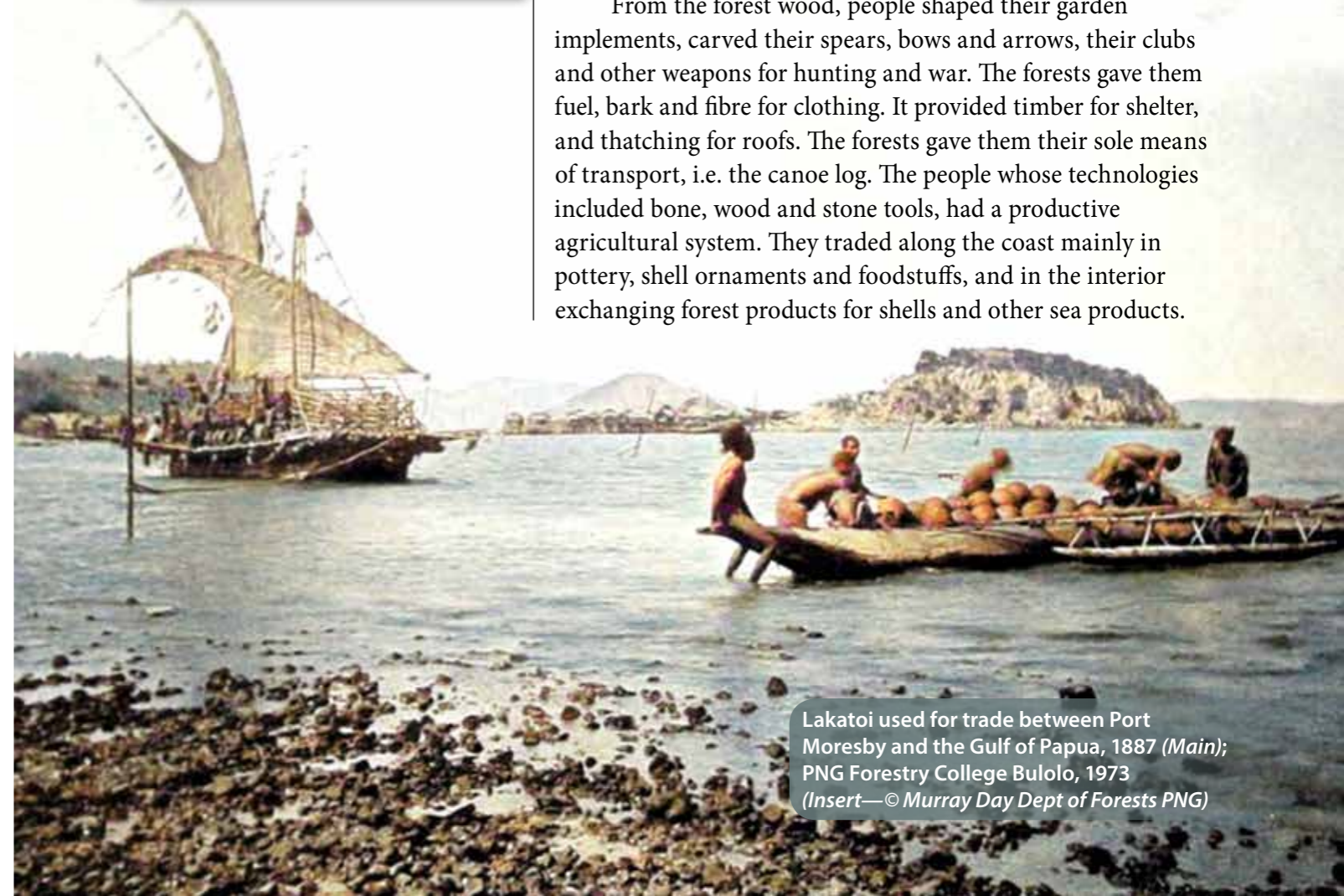


THE FIRST INTERVENTION into PNG's Forest Sector was early man who was a hunter and food gatherer. Archaeological evidence indicates that humans arrived on New Guinea perhaps 60,000 years ago. They probably came from Southeast Asia during an Ice Age period when the sea was lower and distances between the islands shorter. Although the first arrivals were hunters and gatherers, early evidence shows that people managed the forest environment to provide food. There are also indications of Neolithic gardening having been practised at Kuk while agriculture was developing in Mesopotamia and Egypt.

THE SECOND INTERVENTION into PNG's forested lands occurred some 5–10,000 years ago, when new arrivals brought with them the knowledge of gardening and the plants to cultivate, most of which had their origin in the rainforests of Southeast Asia. They brought basic elements for a subsistence economy: plants like taro, yam, banana and coconut as well as three domesticated animals—the pig, dog and chicken.

In PNG they found a few native plants suited to cultivation such as sago palm, sugar cane, certain types of bananas and breadfruit. For thousands of years, these people as the sole inhabitants of PNG, the forests of PNG made a vital contribution to their lives and livelihood. To the hunter, the forests meant birds and animals for food and personal adornment. In the forest clearings people made gardens.

From the forest wood, people shaped their garden implements, carved their spears, bows and arrows, their clubs and other weapons for hunting and war. The forests gave them fuel, bark and fibre for clothing. It provided timber for shelter, and thatching for roofs. The forests gave them their sole means of transport, i.e. the canoe log. The people whose technologies included bone, wood and stone tools, had a productive agricultural system. They traded along the coast mainly in pottery, shell ornaments and foodstuffs, and in the interior exchanging forest products for shells and other sea products.



Lakatoi used for trade between Port Moresby and the Gulf of Papua, 1887 (Main); PNG Forestry College Bulolo, 1973 (Insert—© Murray Day Dept of Forests PNG)

THE THIRD INTERVENTION came in the 19th century with the arrival of Europeans. Initially, the newcomers had little impact on PNG's forested land or the role the forests played in the customary life of the people. In his book, *The Plantation Dream*, DC Lewis provides a detailed analysis of land settlement by Europeans, and the early vicissitudes of plantation agriculture in British New Guinea and Papua before the outbreak of war in the Pacific in 1942.

THE FOURTH INTERVENTION came in the 20th century with World War II. The demands and devastation caused by the war, the expanded services needed to cater for the immediate development of the community, plus an increased demand for sawn timber in Australia provided the impetus to expand the scope of the forests from their traditional role.

THE FIFTH INTERVENTION came in the 1960s with the United Nations' *Sir Hugh Foot Report to Trusteeship Council* of 1962, and subsequent *World Bank Economic Report* of 1965, setting out the framework for agricultural and forestry



Joe Havel with students studying botanical specimens at the PNG Forestry College, Bulolo (top); Unloading logs at the Bulolo Ply Mill, 1954 (right)



development. This included a major assessment of PNG's forest resources and the need for agricultural development for oil palm clearing large tracts of forested land for the planting of oil palm. The development of this agricultural pursuit also saw PNG enter the global log-export trade because the large-scale clearings created an enormous quantity of felled trees, which if not sold were to be burnt.

THE SIXTH INTERVENTION came in 1968 with the House of Assembly announcing a development program for the PNG Forest industry (1968–69 to 1972–73) which greatly impacted on the forested lands of PNG. Much of the existing forest development in PNG today stems from that plan. The major objectives of that plan were to:

- Rapidly increase the production of forest products.
- Increase export earnings and local employment by encouraging local processing of forest products.
- Improve the supply and quality of forest products for local use.
- Establish a fully integrated forest industry by the development of industrial complexes working within permanent forest estates.
- Foster a measure of local equity participation in such industrial undertakings.
- Increase the levels of training and employment in the industry.
- Enforce environmental protection standards.
- Adopt a logging code of practice. (In 1996, the PNG logging code of practice was formally adopted by the PNG government).

The establishment of the Bulolo Forestry College in 1962 was the commencement of formal technical training for Papua New Guineans. The first principal was Joe Havel with Bill Finlayson, followed by Leon Clifford; then Robin Angus and later John Godlee. The College was opened by the Minister for Territories, the Hon. CE Barnes MP on 3 August 1965. It was then known as the Papua and New Guinea Forestry School, Bulolo.

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PNGAA notes with regret the death of three of our members:

MARKS, Arthur
d. 6 November 2021

Advised by his mate of 24 years, Lois Jackman.

ROACH, Henry Joseph Henry (Harry)
d. 22 January 2022

Late of Cooroy, Queensland. Advised by his widow Betty.

WHITTAKER, June Lovina
d. 8 February 2022

A fascinating article about this remarkable woman, a former lecturer at ASOPA/ITI, written by Gaynor Kaad, will appear in the September issue of *PNG Kundu*.

SCRAGG, Elsie Joy
d. 30 January 2022, aged 95

Elsie Joy Hann, known always as Joy, was born in Campbelltown, SA on 29 September 1926. Her family were horse-traders and she grew up riding and showing horses. After completing her secondary education she chose to start training as a nurse at the Bordertown District Hospital. One of her memories of that time was the shock and horror she felt upon seeing the poor condition of two of her uncles who had been POWs for three years and were returning home on the Overland

The recent history of Papua New Guinea is intimately bound up with the people who made PNG their home and, in many cases, their life's work—it is therefore fitting, but also with deep regret, that we record the passing of members and friends. Please send any tributes for the next issue by the Copy Deadline, 11 July 2022, to editor@pngaa.net

which, in those days, stopped at Serviceton.

In early 1947, Joy completing her nurse training at the Royal Adelaide Hospital (RAH) met Dr Roy Scragg who was about to go to PNG. They became engaged in April 1948 and were married in September 1949 by Roy's father at the Methodist church in Campbelltown. They resumed their duties after a four-day honeymoon: Joy at the Queen Victoria Hospital training in obstetrics and Roy as a registrar at the RAH. She never ever worked as a registered nurse.

In late 1950 Joy and their first child overnights at Cooktown then flew to Port Moresby on a DC-3; then by cargo plane to Rabaul and finally to Kavieng. In those days Kavieng was a small settlement which had been almost destroyed during World War II. There were only about two dozen Europeans, some 60 Chinese and it included two villages. At that time the New Ireland people were dying out



but now urban Kavieng has embraced other villages and has over 10,000 residents. Joy's second baby was born there, delivered by Roy.

She moved with her family to Pt Moresby in 1954 and developed her life-long interest in gardening and won many prizes at the Port Moresby Flower Show. She had an encyclopaedic knowledge of flowers and plants, including their scientific Latin names.

By 1957, after Roy was appointed the Director of the Public Health Department, Joy developed the knowledge and skills for organising large dinner parties and social events for visiting international dignitaries.

They would eventually have five children. The eldest, Robert, followed in his father's footsteps and is an academic epidemiologist in New Zealand. Peter is a lawyer in Adelaide where Alison practices as a clinical counsellor. Ian worked as a fisherman off the Queensland Coast and on the family farm. Sadly, her third child (Niels) died shortly after birth and is buried at Badihagwa.

With her older children in boarding school in Australia, Joy became deeply involved in community work. In 1962, she was a foundation member and from 1965 to 1969 second president of the YWCA of PNG. She was instrumental in raising money for and organising the building of the YWCA's hostel and youth centre. The hostel, opened in 1966,

provided safe accommodation and educational programs for the young women of Port Moresby and other districts seeking work or employed in the city.

In her president's address in 1966, Joy quoted an old Chinese proverb: 'Remember that all the flowers of all the tomorrows are in the seeds of today,' and added: 'We are being offered the privilege of sharing in the planting of these seeds that can have an untold influence on the girls and women of this land.'

In 1967 she organised the first Pt Moresby Art show at the YWCA and in 1969 arranged a grant of land for the extension of the YWCA to Lae.

In 1970, with the increasing indigenisation of the Public Service, Joy initiated a 'Hostess Training Course' at the YWCA Hostel for the wives of the men who were expected to take senior roles after Independence. Most of these women had minimal

experience of life outside their own villages and this course prepared them for their future socio-economic environment.

The program was comprehensive, including personality and poise, cookery, health and nutrition, family planning, sewing and dressmaking, budgeting and banking, current affairs, and political education. About a dozen women attended weekly including Maria Somare, Caladia Matane, wife of the second Governor General, and Nerrie Tololo, wife of the first High Commissioner to Australia. In 1981 Nerrie Tololo wrote: *Joy, I would like to say sincere thanks to you, Mrs Gunther and Mrs Rowley and all those wonderful women who did a lot to help some of us.*

After moving back to Australia in 1974, Joy undertook the demanding task of decorating, furnishing then managing the families' two Adelaide private

hospitals. She also organised social functions on their farm linked to their South Devon cattle stud.

When, in 1991, they moved to their country property at Victor Harbor, Joy put the same energy into establishing a thriving cut flower business with a commercial plantation of six hectares of leucadendrons, Geraldton wax and proteas. She surrounded their house with a rose garden and became a member of the Victor Harbor Town Pride Committee.

In 2006 they moved to Glenelg where they lived independently until Joy's passing.

Roy and Joy's marriage was always a mutually supportive partnership and they celebrated their 72nd wedding anniversary in 2021. She is survived by four of her children, seventeen grandchildren and nine great grandchildren.

Roy Scragg OBE AM



Guidelines for Contributors to PNG KUNDU

We welcome factual and anecdotal stories of various lengths, information about members of PNGAA and their activities, letters and enquiries, reviews of art and books, photos, news and reunions — a diverse range of material is welcome—the common factor being that it is relevant to Papua New Guinea in some way.

- **Who can contribute?** We welcome contributions from members and non-members. Citizens of PNG are welcome to contribute.
- **Contributions to be submitted as Word documents:** We prefer Arial font, size 11 for all electronic submissions. Appropriate references are required if the article has been taken from a website or another primary source. Note: PDFs and handwritten submissions will be accepted subject to availability of volunteers to convert them into Word documents.
- **Length of contributions:** Stories should be between 500 and 1,500 words—longer submissions are welcome but may be split over two or more sequential issues due to space issues. Vales are normally about 300–500 words—longer vales may be separated into a shorter vale and the longer version added to the website. News items and reviews should not normally exceed 500 words. The number of words should be added to each contribution.
- **Photographs:** should be submitted as JPGs, minimum 300 dpi, with appropriate acknowledgement and captions.
- **All contributions are subject to editorial consideration:** The editorial team reserves the right to reject, reduce and/or postpone publication. While every attempt is made to reply or publish in a reasonable time, there may be times when your patience is appreciated. However, members may add their stories and photos directly to our website.

All contributions should be submitted to the editor, John Egerton, at editor@pngaa.net by the Copy Deadline stated on the masthead page of each issue of PNG KUNDU

MEMORIAL NEWS

RABAUL & MONTEVIDEO MARU GROUP

Established in 2009 to represent the interests of the families of the soldiers and civilians captured in Rabaul and the New Guinea Islands after the Japanese invasion in January 1942, and the sinking of MS Montevideo Maru on 1 July 1942, the Rabaul & Montevideo Maru Group was integrated into the Papua New Guinea Association of Australia, after the erection of the commemorative sculpture at the Australian War Memorial in Canberra in 2012.

Members receive PNG KUNDU, the quarterly journal of the PNGAA, which includes the 'Memorial News', dedicated to those who lost their lives at the start of the Pacific War in New Guinea.

For more information, please contact Andrea Williams on admin@memorial.org.au

80th Anniversary Events

The sinking of *Montevideo Maru* and Fall of New Guinea Islands will be commemorated on 1 July 2022 in Canberra.

There will be an 80th Anniversary Commemorative Ceremony at the Australian War Memorial and a Dinner following the Last Post Service at 4:40 pm at the AWM, which will highlight George William Spensley and the New Guinea Volunteer Rifles.

Family and friends are all welcome—RSVPs needed by 8 June 2022. Please see the next page for more details.

Rabaul & Montevideo Maru website

Please note that the website address is changing to: www.montevideo-maru.org

Montevideo Maru Memorial Ceremony

The Papua New Guinea Rifles Ex-Members Association will be holding their annual Montevideo Maru Memorial Ceremony at the Brisbane Cenotaph at 10 am, Friday 1 July 2022. Email Phil Ainsworth on p.ainsworth@kingco.com.au for further information.

Bridge Naming Ceremony

A PNGVR event to name the Frank Holland MBE Bridge at Boundary Road, Wacol (Brisbane), was held on Saturday 19 February 2022, followed by a morning tea at the Everyman's Hut at the NGVR/PNGVR Museum Precinct, Wacol.

Frank and his new wife, Mabel, had gone to Papua New Guinea on their honeymoon and, on reaching Rabaul, decided to stay and look for work. Frank began working in the timber industry with Pacific Timbers Pty Ltd at Put Put.

He received his MBE for his actions after the Japanese landings in New Britain in 1942. Frank Holland was instrumental in bringing about the evacuation of troops from New Britain after the enemy had taken Rabaul. He enabled several parties of troops (and some civilians) on the island to reach points from which they could be evacuated.

Peter Stone writes in the foreword of *El Tigre*:

In taking these parties of troops through this difficult and almost impenetrable terrain, he displayed great leadership, great fortitude and ingenuity. He even led one party through the hostile Mokolkol country where his party was attacked. In all these episodes he displayed skill and bravery.



80th Anniversary Commemorative Ceremony & Dinner

Friday 1 July 2022, Canberra

Papua New Guinea Association of Australia Inc.
Rabaul & Montevideo Maru Group

80th Anniversary Commemorative Ceremony

Friday, 1 July 2022 at 11:30 am
Australian War Memorial, Canberra, ACT

RSVP: 8 June 2022—80th Anniversary Service at AWM
Book through the following link
<https://www.trybooking.com/BXXTY>
or place your camera on the following QR code:



80th Anniversary Commemorative Dinner

Friday, 1 July 2022 at 6:00 pm
Rydges Canberra, 17 Canberra Avenue,
Forrest, Canberra ACT 2603

Cost: \$100.00—Cocktails in Wellington Room followed by
2-course dinner in the Forrest Suite.
Payment will confirm booking.
All drinks to be purchased on the night.
Parking available at \$15.00.

RSVP: 8 June 2022—80th Anniversary Dinner
Note that it is free to join Rydges discount program 'Priority Guest Rewards', which provides discounts for accommodation and dining.

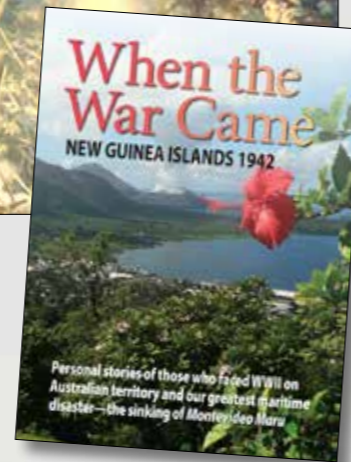
Book through the following link
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Please email the
Event Organiser at
admin@memorial.org.au
to advise of your booking
for the 80th Anniversary
Service and to provide the
following information:

- Full name of each person who wishes to attend
- Age of each person who wishes to attend (optional but helpful)
- Any mobility issues
- Full postal address, phone number (mobile and home) and email of each person who wishes to attend
- The relationship, if any, of the person to the events of 1942
- Any other people you are travelling with
- Even if you do not have all this information at this stage, please tell us what you can.

Any queries or for further information, please contact the
Event Organiser: admin@memorial.org.au
www.pngaa.org—www.montevideo-maru.org
Facebook: <https://www.facebook.com/RabaulAndMontevideoMaruSociety>
Facebook: <https://www.facebook.com/groups/PNGAA>



Frank crossed the island from North to South, bringing back with him 23 survivors who had made their way down the South Coast of New Britain after the debacle at Rabaul. They then moved in stages down the North Coast and left the Witu Islands on the *Lakatoi* eventually arriving in Cairns in March 1942. Frank then joined the Army, was posted to Z Special Unit and served overseas in Timor behind Japanese lines and then in Borneo. Lt. Frank Holland MBE enlisted in PNGVR when it was formed in Rabaul in 1951 and for a period was OC B Coy. A summary of his actions is told in *Harim Tok Tok*, Vol. 130.

Jamboree Council hosted the function and those attending included several members from the Council and the neighbouring Council (commences just across the road), members of the Holland family and a number of Association members.

A story board has been erected on one side of the bridge and the ceremony was held there. Councillor Sarah Hutton welcomed all those present, particularly the Holland family and went on to speak on the importance of the bridge connecting Boundary Road and the importance to the community of the Association Museum.

Association Patron, Maj Gen John Pearn AO RFD, responded, giving a brief praise of Lt Frank Holland and then Councillor Hutton requested Maj Gen Pearn and Assn Vice President, Bob Collins, to unveil the bridge name and story board. (Association President Phil Ainsworth was absent at a funeral in Central QLD.)

The story board reads:

Erected in memory of Lieutenant Frank Holland for his distinguished service to Australia and Papua New Guinea in World War II including his rescuing of survivors of Lark Force and civilians after the occupation of Rabaul on 23rd January 1942 (for which he was awarded the MBE) and serving in Z Special Force behind enemy lines in Timor and Borneo.

After World War II he assisted in the reconstruction of the Gazelle Peninsular, provided witness testimony at the Tol Massacre War Crimes Trial and was a founding member of the Papua New Guinea Volunteer Rifles in Rabaul.

The National Servicemen's Heritage Precinct was opened at 907 Boundary Road, Richlands, on part of the former Army Camp in February 2006. This precinct also houses the New Guinea Volunteer



Photo of attendees at the Frank Holland Bridge Naming Ceremony, courtesy *Harim Tok Tok*, Vol. 133, April 2022

Rifles & Papua New Guinea Volunteer Rifles Ex-Members Association and its museum, to which Frank was a valued member and major contributor of documents and memorabilia.

Information from *Harim Tok Tok*, Volume 133, April 2022 and *El Tigre* by Frank Holland MBE, edited by Peter Stone.

Lorna Whyte and the Hay Water Tower

Lorna Johnston, née Whyte, has recently been immortalised with her image being placed on the Hay Water Tower, along with other service men and women who left their Riverina town on Hay Plains when the call to arms was made in World War II.

Portraits of the five service men and women on the Water Tower art design includes portraits by Melbourne artist, Matt Adante, of local people who served in the Second World War and chosen for their connection to Hay and their stories.

The towers are located near the famous Sandy Point Beach. The Water Tower Art is the latest edition to the Silo Art Trail that has proved such an attraction for regional Australia.

Lorna Whyte was born in Hay on 19 April 1915, the youngest of eight children. She attended Hay War Memorial High School before training as a nurse at Corowa Hospital.

In 1941 she joined the Australian Army Nursing Service (AANS) and was one of six nurses chosen to go to Rabaul, New Britain, the peacetime capital of this Australian Mandated Territory.

Travelling aboard *Wahini* with the 2/22nd Battalion AIF, which formed much of Lark Force, the women arrived Rabaul on 25 April 1941 to spend the year at the 2/10th Australian General Hospital treating soldiers suffering from tropical diseases.



Following the bombing of Rabaul on 4 January 1942, and almost daily after, the Japanese began their ground invasion of Australian territory on 23 January 1942.

Lorna became a prisoner-of-war, initially under the protection of the Catholic Mission at Kokopo for the first few months, but eventually travelling to Japan on *Naruto Maru* in July 1942 where she spent the rest of the war years. Lorna said:

We evacuated (from Rabaul to Kokopo) with only our uniform, shoes, stockings and a veil. We had one set of underclothing each—nun's underwear but that didn't matter! And they also gave us a sheet each which we made into clothing ... So that was what we left Rabaul with to go to icy Japan.

For many years nobody was aware that these women were still alive and incarcerated in Japan. They were found by accident when General MacArthur's troops were on their march into Tokyo in August 1945.

In 2011, Lorna aged 96, returned to Japan with her daughter, Patricia, to take part in a Japanese organised prisoners-of-war program and to receive an official apology from the Japanese Government. Despite the apology coming so late, the amazingly gracious and eloquent Lorna showed not a shred of bitterness towards the Japanese. Lorna (Whyte) Johnston died peacefully in Auckland Hospital surrounded by her family on 30 September 2013, aged 98 years.

The DVD, *Sisters of War*, was inspired by the true story of Lorna Johnston née Whyte and Sr Berenice Twohill.

A book, *Lost Women of Rabaul*, by Rod Miller, will be released in July 2022 and will include the stories of these women. More information at:

<https://www.australiansiloarttrail.com/hay>

Image from <https://www.hay.nsw.gov.au/Inside-Hay-Shire-Council/News-Council-Updates/ArtMID/580/ArticleID/632/Water-Tower-Art>

Mornington Peninsula Memorials

A memorial bench and story board will be located in Mornington and District Memorial Gardens. In 2021, following an initiative by Gillian Nikakis and with a submission from the Rabaul and Montevideo Maru Group of the PNGAA, the Mornington Peninsula Shire Council approved a wooden bench seat with galvanised metal, and a story board to be located at the Mornington and District Memorial Gardens, 22 Empire Street, Mornington VIC 3931.

There are other memorial seats in these gardens, including one with a plaque for the 2/22nd Battalion. It was felt that the wider story, including the sinking of the *Montevideo Maru* and the actions of the local civilian militia group, could also be told. The RSL also provided their support. These memorials provide a special place of remembrance and reflection.

The PNGAA committee felt that a story board, placed near the seat, would better explain this story than a plaque attached to the seat. Again, the Mornington Shire Council, agreed. The frame will be of aluminium construction with digital print text. The warranty on the products is five years and the

Shire will maintain the sign and seat once installed. Once the installation is completed, there will be a small ceremony.

The bench and story board are being paid for by Rabaul & Montevideo Maru Group funds.



Montevideo Maru Mural

A mural of the *Montevideo Maru* has been commissioned by Stanhope RSL. They engaged artist Tim Bowtell to paint it on a shop wall across the road from the Stanhope War Memorial. The Stanhope RSL Sub-branch was awarded a Commonwealth Government 'Saluting Their Service' grant of \$8,800 to paint the mural, which they hope will inform the public of the history of such a tragic event.

Federal Member for Nicholls, Damian Drum, said the mural focused on Australian prisoners of war, who died when the Japanese ship *Montevideo Maru* was sunk by an Allied submarine in 1942. In announcing the funding, Damian Drum said:

The sinking of the Montevideo Maru has been described as the worst maritime disaster in our history.'

George Gemmill, Stanhope Sub-Branch secretary, said he was blown away by the generosity of the community for donating so quickly that it helped get the project finished ahead of schedule. Mr Gemmill said the RSL plans to build a plaque at the Stanhope Memorial with information and stories on the sinking of *Montevideo Maru* and the Stanhope soldiers, Percy Clarence Crombie VX25551 and William (Bill) McLennan VX23813.

The Saluting Their Service program ensures Australia's wartime history is preserved and those who have served during wars, conflicts and peace operations are appropriately remembered. The mural has been added to the AWM's 'Places of Pride' website: <https://pop.awm.gov.au/node/266745>

ROD MILLER Lost Women of Rabaul

The inspirational true story behind the hit ABC-TV drama 'Sisters of War'.

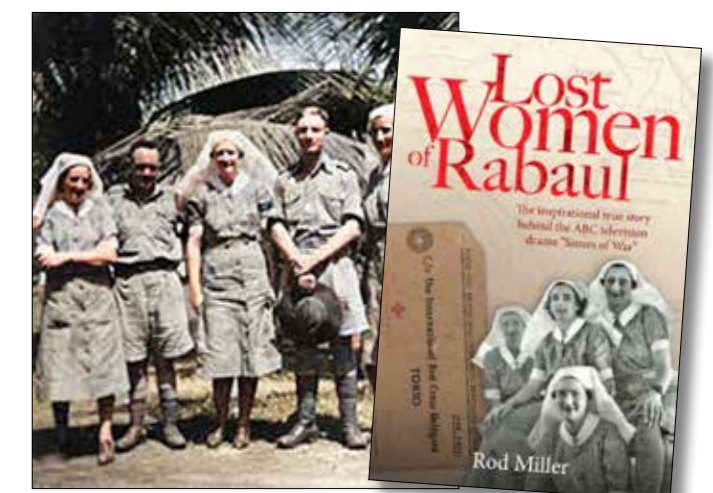
The publisher, Big Sky Publishing, writes:

- Travel with a group of captured Australian nurses into the dark heart of the ascendant Japanese Empire at the start of the Pacific War.
- Quiver with the nurses, abandoned by their own government, as they raise their hands in surrender to Japanese troops swathed in jungle camouflage.
- Witness the intrigues of international diplomacy and the fog of war as loyalties are tested, confidences betrayed and acts of defiance made at great personal risk.
- Retreat into the private world of the women's diaries, where poetry, memory and hope could still be kept alive.
- Cower before the might of the US War Machine that incinerated Tokyo, with firestorms, hunger and the ever-present threat of Japanese 'die-hards' still holding complete power over the women.
- Thrill to the joy of liberation and the amazing priority given to the Lost Women, as they became the very first liberated prisoners to be airlifted to Australia ... But why?
- Australian nurses captured and at the mercy of the rampaging Japanese Empire; how did they survive and what were the international secrets that determined their fate?

ISBN: 978-19226159-3-0; published by Big Sky Publishing, 360 pp, paperback; RRP \$32.99

Due for release July 2022

Pre-order now at <https://www.bigskypublishing.com.au/books/lost-women-of-rabaul/>





Painting Brings Back Memories

I recently stumbled across this art work unexpectedly and was immediately drawn towards it by the familiar funnel known to all with affiliations

to PNG as the BP Line. I was to be even more taken aback to see it was the MV *Neptuna* obviously berthed in Sydney. This was the vessel that women and children were evacuated on in the wake of the Japanese Invasion of Rabaul in 1942.

My mother, Johanna Rundnagel, and my Grandmother Florence (Florey, as she was affectionally known), were on board being sent south to Australia. Her father Carl Wilhelm (Reiven Plantation) and her brother Ferdinand (Tay), were farewelling them on shore.

As the time of departure drew near my mother told me how she was instructed by her mother not to leave the vessel under any circumstances, but evacuate to join her sister in Sydney where she was nursing at the time.

How gut wrenching, unimaginable, in fact,

could it have then been to then see and experience your mother proceeding to disembark and join her husband and son on shore.

All three were later interned by the Japanese for three years at Ramale Camp along with the missionaries from Vunapope. After all that time of not knowing, Gordon Thomas eventually got word to Mum and my aunt that the family were alive, although not without health issues.

In my own life, when faced with extreme adversity, I have drawn strength from this story.

JILLIAN VON LEIXNER

Anzac Day Brisbane 2022

Twenty-one NGVR & PNGVR Association members marched in Brisbane on a rainy and windy day. All members were in good spirits enjoying the moment after two years of interruption. Four other members accompanied the parade in jeeps.

After the march a reunion was held in the nearby Stock Exchange Hotel with 45 members and friends in attendance.

All were pleased with the photo of the happy group, which appeared on the front page of the *Courier Mail* on 26 April (below). Due to the intensity of the weather, no or few bands marched, presumably to prevent water damage to instruments; there were none near us when we marched.

PHIL AINSWORTH



© Brisbane Courier Mail, 26 April 2022, Brad Fleet, photographer



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PNGAA EVENTS

(See details in the Events Diary of this issue)

- 2022 PNGAA Christmas Luncheon—4 December 2022**

\$70.00 SYDX

PNGAA STORE

- Land of the Unexpected**

Covering many of the different facets of PNG—including the diverse history and some of those who helped to shape the nation
Add \$7 postage within Australia—o'seas extra

\$30.00 LOTU

- When the War Came: New Guinea Islands 1942**

Published to commemorate the 75th Anniversary of the Fall of Rabaul and the sinking of the *Montevideo Maru*
Add \$20 postage within Australia—o'seas extra

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- Walk Into Paradise (DVD)**

Add \$5 postage within Australia—o'seas extra

\$10.00 WIP

- Kiap: Stories Behind the Medal (DVD)**

Add \$5 postage within Australia—o'seas extra

\$25.00 KIAP

- Rabaul and Montevideo Maru 70th Anniversary (DVD)**

Add \$5 postage within Australia—o'seas extra

\$20.00 RMVM

- PNGAA Membership Directory: 2021 Edition**

Add \$3 postage within Australia—o'seas extra

\$7.00 DIR

- PNGAA Tote Bag**

Add \$10 postage (10 bags \$20) within Australia—o'seas extra

\$15.00 TOTE

TOTAL COST \$

PNGAA Membership

Annual membership within Australia is \$50.00 (overseas extra) and available to any person with an interest in Papua New Guinea

Members receive four issues of our journal, *PNG KUNDU*, per year, full access to all content on the website, including our eBooks, receive email updates via *Tok Save*, network through events and social media and are encouraged to explore and become actively involved with all aspects of the Papua New Guinea Association of Australia Inc. and new members are always welcome.

For more details, please turn to the previous page or follow the link: <https://pngaa.org/membership/become-a-member/>



PNGAA Store

If you are interested in the history, adventure and stories of Papua New Guinea, and those who helped build the nation, then any of the items in our store will be a great addition to your library or a unique gift for any occasion. Details are available on this form, or on our website: www.pngaa.org/store/

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Anzac Day 2022

After two years of cancellations of services and ceremonies, due to the pandemic, Australian and Papua New Guineans gathered on 25 April 2022 to commemorate Anzac Day—an opportunity to reflect on the spirit of Anzac forged at Gallipoli, and continued in the jungles and mountains of Papua New Guinea—and also to reflect on the courage and sacrifice of all service men and women.

As the Australian High Commissioner to Papua New Guinea, Ms Deborah Stokes, said at the ceremony in Port Moresby in 2015: 'During the New Guinea Campaign in WWII, Australians fought alongside men of the Papuan Infantry Battalion and the Pacific Islands Regiment. They were assisted by about 50,000 Papuan and New Guinean civilians who carried supplies, evacuated the sick and wounded, and built bases, airfields and other infrastructure. Australia will never forget the service and sacrifice of the brave Papua New Guineans.'

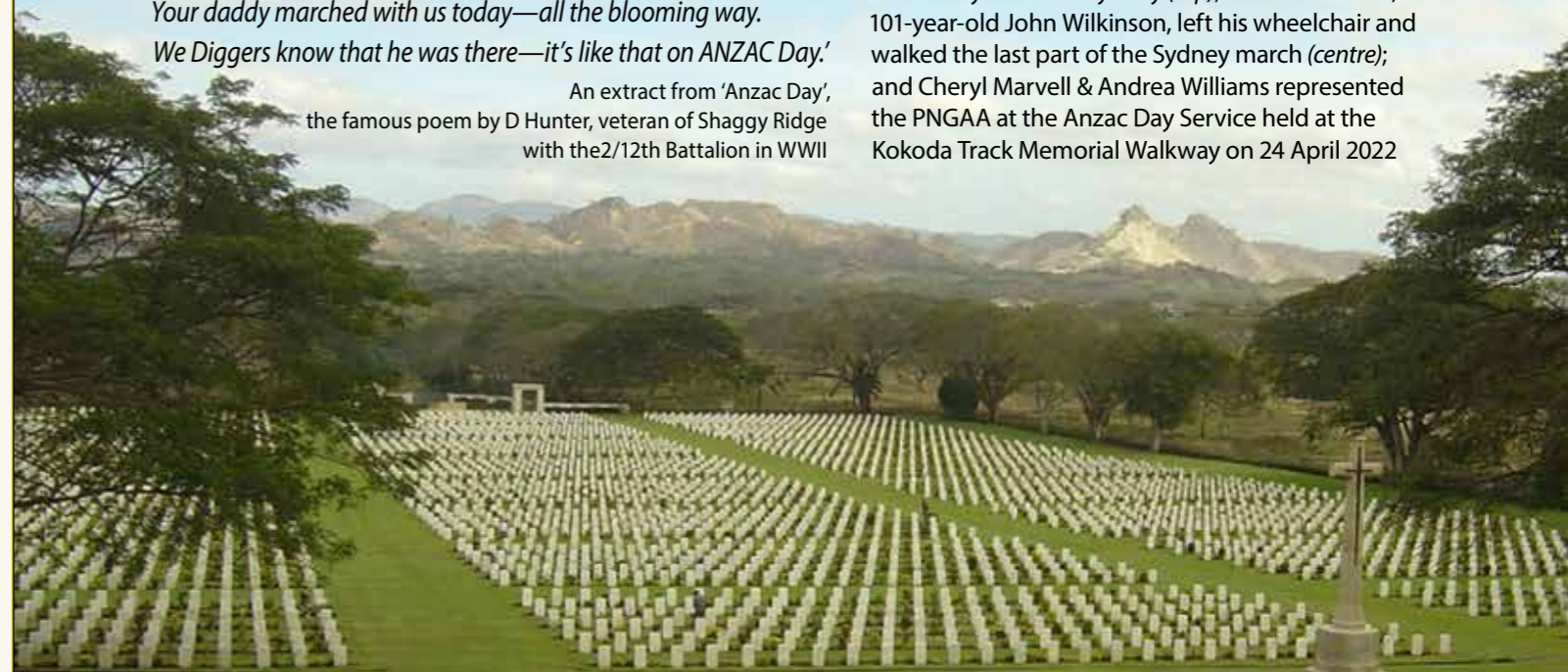
*I saw a kid marchin' with medals on his chest.
 He marched alongside Diggers marching six abreast.
 He knew that it was ANZAC Day—he walked along with pride.
 He did his best to keep in step with the Diggers by his side.
 And when the march was over the kid was rather tired.
 A Digger said 'Whose medals, son?' to which the kid replied:
 'They belong to Daddy, but he did not come back.
 He died up in New Guinea on a lonely jungle track.'*

*The kid looked rather sad then and a tear came to his eye.
 The Digger said 'Don't cry my son and I will tell you why.
 Your daddy marched with us today—all the blooming way.
 We Diggers know that he was there—it's like that on ANZAC Day.'*

An extract from 'Anzac Day',
 the famous poem by D Hunter, veteran of Shaggy Ridge
 with the 2/12th Battalion in WWII



A group of PNGAA members and friends at the Anzac Day March in Sydney (top); Kokoda veteran, 101-year-old John Wilkinson, left his wheelchair and walked the last part of the Sydney march (centre); and Cheryl Marvell & Andrea Williams represented the PNGAA at the Anzac Day Service held at the Kokoda Track Memorial Walkway on 24 April 2022



Bomana War Cemetery, Port Moresby, which contains the graves of those who died in the fighting in the former Territory of Papua and on Bougainville Island



Australia Remembers Kokoda

JOHN EGERTON AM

Public Memorial Sites: These include material in the Australian War Memorial, Canberra and the Army Museum of South Australia, the Kokoda Track Memorial Walkway in Concord, Sydney, the Kokoda Memorial Walk at One Tree Hill in the Dandenong Ranges in Victoria, the Kokoda Track at Mt Coot-tha, Brisbane and the Kokoda Track Memorial Walk in Perth. Townsville has a Kokoda Memorial Swimming Pool.

City Thoroughfares and Parks: Newly-made streets and roads were called Kokoda as Australian cities expanded after the war. Sydney and Melbourne have eight and seven of these, respectively—Kokoda Avenue in Turramurra, Sydney has its own Kokoda Monument. There are three roads named after Kokoda in the Greater Brisbane area. Sydney has a Kokoda Memorial Park at Kensington and a Kokoda Reserve at Mt Druitt, while in Victoria there is a Kokoda Memorial playground at Ararat.

Charitable and Other Foundations: Returned servicemen and their families and others, out of a sense of concern and gratitude for the contribution made by Papua New Guineans to the Kokoda Campaign, have established foundations that fund charitable work in Papua New Guinea. These include the Kokoda Track Foundation, that has been working in PNG since 2003 in education, health and community affairs. Network Kokoda provides support in similar areas to people along the Kokoda Trail.

The Kokoda Youth Foundation provides experiential programs that engage and inspire young people in Australia to reach their full potential. Their program includes the promotion of annual challenges which invoke the hardship and rigour of the campaign as an inspiration for young people.

Business Names: Most businesses which include the name Kokoda are companies in Australia and PNG which, before COVID-19, organised treks to and from Kokoda along the Kokoda Trail. Walking the Trail had become a challenge for individuals and groups. Before COVID-19 about 6,000 people were making the trek annually, providing a unique experience for participants, and a welcome source of employment and income for villagers along the trail.

Public Art: The montage prepared by Rob Barclay for the RSL Club at Blackburn, Victoria encapsulates some key elements of the campaign and is a tribute to the courage and sacrifice of those who fought, suffered and died in that conflict. Images from the montage were sent to PNG *Kundu* by the artist, Rob Barclay, who was a kiap in PNG from 1958 to 1979.



Sgt Bruce Kingsbury charged into the advancing Japanese, killing 30 with his Bren Gun and scattering the rest (*top*); Crack Japanese marines landed on 23 July 1942 (*below*)
(Both images courtesy Rob Barclay)

MAIN: Kokoda Memorial at One Tree Hill, Dandenong Ranges, VIC
(© Shaun Mitchell, Place of Pride/AWM)



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