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Personal Communications:
Wilfred Bowie – Injinoo Aboriginal Community
David Byrne - previously an Employee/advisor to Injinoo Aboriginal Community Council) now a resident of Topaz, Far North Qld.
Miriam Crow – Injinoo Aboriginal Community
Daniel Ropeyarn (deceased) - previously Chairman of Injinoo Aboriginal Community Council during most of my research.
Meun Lifu- Injinoo Aboriginal Community
Ann Hall nee Holland
Arthur Androm- Napranum Aboriginal Community, Weipa South.
Mike Rowlands – Dept of Environment, Queensland.
Joseph Elu – Chairperson Seisia Community.
## Appendix A

### Key Historical Dates for Cape York Peninsula

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1606</td>
<td>Torres &amp; Pedro sailed through the Strait</td>
</tr>
<tr>
<td>1623</td>
<td>Coen River named by Jan Cartensz a Dutch explorer who sailed down the West Coast in the Pera (NB Not Coen River at Coen but the one Mapoon people refer to as 'Con River')</td>
</tr>
<tr>
<td>1770</td>
<td>Cook sailed through Endeavour Strait</td>
</tr>
<tr>
<td>1789</td>
<td>Bligh in Bounty's launch landed at Lockhart River Mission (Old Site)</td>
</tr>
<tr>
<td>1792</td>
<td>Bligh sailed through the Strait from eastern Group to Mabuiag</td>
</tr>
<tr>
<td>1793</td>
<td>Bampton and Alt land at Treachery Bay, Darnley Island</td>
</tr>
<tr>
<td>1802</td>
<td>Flinders in the Investigator sailed through Strait from North to South</td>
</tr>
<tr>
<td>1819</td>
<td>Phillip Parker King surveyed the waters around Cape York</td>
</tr>
<tr>
<td>1835</td>
<td>Post Office established at Booby Island</td>
</tr>
<tr>
<td>1842</td>
<td>H.M.S Fly surveyed the Eastern islands</td>
</tr>
<tr>
<td>1846/8</td>
<td>H.M.S Rattlesnake surveyed the Peninsula, Strait and Port Essington</td>
</tr>
<tr>
<td>1859</td>
<td>Colony of Queensland Proclaimed</td>
</tr>
<tr>
<td>1862</td>
<td>Governor Bowen sailed for Cape York to investigate a site to form a settlement</td>
</tr>
<tr>
<td>1863</td>
<td>Qld Government instructed John Jardine Police Magistrate at Rockhampton to go to Cape York and set up outpost there</td>
</tr>
<tr>
<td>1864</td>
<td>Settlement at Somerset officially began</td>
</tr>
<tr>
<td></td>
<td>Frank &amp; Alex Jardine left Carpentaria Downs</td>
</tr>
<tr>
<td></td>
<td>Dec 18th Battle of the Mitchell where Jardine and party record their biggest slaughter of Aborigines (possibly occurred on the Alice River about 3 mile west of where Koolatah station was later situated)</td>
</tr>
<tr>
<td>1865</td>
<td>Frank &amp; Alex Jardine arrive at Somerset</td>
</tr>
<tr>
<td></td>
<td>Vallack Point Cattle Station established</td>
</tr>
<tr>
<td>1866</td>
<td>Missionaries Jagg &amp; Kennet land at Somerset</td>
</tr>
<tr>
<td></td>
<td>First English mail passed through via Torres Straits</td>
</tr>
<tr>
<td>1867</td>
<td>Marines withdrawn from Somerset.</td>
</tr>
<tr>
<td></td>
<td>In March Peter, Barney and Sambo (3 of Jardine’s stockmen) appeared before Simpson for killing 10 Yaidhaigana.  Barney accused of murdering a Gudang woman.</td>
</tr>
<tr>
<td>1868</td>
<td>Frank Jardine replaced Simpson in January.</td>
</tr>
<tr>
<td></td>
<td>10th May Gudang attack Vallack Point Station and kill Eulah (Jardine’s stockman). Barnery, Sambo and Peter join with Gudang. 20th June Frank Jardine and brother John find Barney and Sambo camped with Gudang about 2km from Somerset, shoots them and leaves them to die in the bush. Police contingent assigned to Somerset consisting of half Euroepan police and half Abroiginal troopers.</td>
</tr>
<tr>
<td>1869</td>
<td>Frank Jardine goes on ‘leave’ and is replaced by Henry Majoribanks Chester.  Sperweer atatched at Maurura (Wednesday Island).</td>
</tr>
<tr>
<td>1870</td>
<td>Chester suprises Islander camp at Maurura and executes 3 men allegedly involved in the attack on the Sperweer.  Survey of Torres Strait by London Missionary Society</td>
</tr>
<tr>
<td>1871</td>
<td>1st of July – The coming of the light. The official advent of Christianity in the Torres Strait.</td>
</tr>
<tr>
<td>1872</td>
<td>William Hann party from Lynd River to Stewart River and return</td>
</tr>
<tr>
<td></td>
<td>Telegraph Communications opened to the Gulf of Carpentaria</td>
</tr>
<tr>
<td></td>
<td>Captain Moresby returned to the Straits with the power to police pearling industry re practices such as kidnapping of native labourers</td>
</tr>
<tr>
<td>1873</td>
<td>James Mulligan found Gold at Palmer River</td>
</tr>
<tr>
<td></td>
<td>Intercolonal conference recommended a lighthouse for Booby Island.  Massacre occurs 40km from Somerset on the mainland.  Crews from two pearling luggers allegedly avenging the killing of James Atkins.</td>
</tr>
<tr>
<td>1875</td>
<td>In June of this year a measles epidemic decimated the Gudang population.  Work commenced on the building of a new settlement at Thursday Island.</td>
</tr>
<tr>
<td>1876</td>
<td>Work commenced on the building of a new settlement at Thursday Island.</td>
</tr>
</tbody>
</table>
Telegraph line completed to Maytown and then through Palmerville to Junction Creek linking Brisbane to the then second largest settlement in Qld (Cooktown). M Chester, Police Magistrate at Somerset took up duty on Thursday Island
Gold discovered at Coen River
Robert Logan Jack (Qld Government Geologist) expedition from Cooktown northward
Robert Logan Jack Expedition Cooktown to Somerset
Lalla Rookh Station taken up by the Massey Brothers. It covered most of the headwaters of the Stewart River (later incorporated mostly into Silver Plains). Peralers request lighthouse to point out entrance to Normandy Sound and Prince of Wales reefs.

1883
McIlwraith government decided to annexe Papua New Guinea
Langi cattle station on the Archer River was taken up by A.W Knott
H.M. Chester leaves on the "Pearl" to survey New Guinea. Rokeby Station on the South Coen river was taken up by John and Charles Massey. Charles shortly afterwards killed by Aborigines

1885
Cape York Expedition led by J.R. Bradford
Tenders called by Post & Telegraph Dept. To construct the telegraph line to Cape York
York Downs Station was established by Lachlan Kennedy on Myall Creek

1886
December- the following telegraph stations opened in this order: Fairview (on Boralga Holdings/"Olivevale"), Musgrave and Coen. Northern section of line also commenced. Telegraph station at Patterson and McDonnell built. Cable laid Patterson to Thursday Island
Lighthouse at Goode Island built (completed 1887)
The following telegraph Stations opened in this order: Mein (July), McDonnell, Patterson and Thursday Island (August) and Moreton (September)
Reef gold found at Wilson Reef, near Coen
Pine Creek Station near Mein telegraph station was established by Patrick Fox.
Bertie Haugh station established by Jardine
Also Lockerbie on Laradinya Creek and Galloway on Black Gin Creek

1888
Merluna Cattle Station on Lagoon Creek at the head of the Watson River, taken up about now by the Watson brothers

1890
Booby Island Lighthouse built

1891
Mapoon established by Moravian Missionaries
J. T Embley formed Thronbury Station on Black Gin Creek near the Telegraph crossing

1893
Great Northern Mine was found near Coen

1894
Paterson Telegraph station moved to Peak Point

1898
Weipa Mission established

1899
Cyclone hit Bathurst Bay area of Princess Charlotte Bay
Worst cyclone on record

1901
Commonwealth PMG Dept, took control of telegraph services from Qld Dept. of Posts and Telegraph

1904
Aurukun Mission Established

1905
Mitchell River Mission established

1907
Govt. Gazetted a reserve for South sea Islanders at Moa

1911
Jack McLaren starts plantation at Utingu

1913
Ginger Dick Holland went to Cape York

1914
Mornington Island Mission established

1915
Ginger Dick left for World War I
London Missionary Society pulled out of the Torres Straits and handed over to the Anglican Church

Likely to be the year that Cowal Creek settlement was established (mentioned as existing in Chief Protectors report for 1916)

1917
Site of Mitchell River Mission shifted

1919
Frank Jardine died aged 77, buried at Somerset
Jack McLaren leave Utingu - plantation abandoned

1923
First lay missionary at Cowal Creek
Sana Jardine nee Solio died and was buried at Somerset

1924
Lockhart River Mission established

1927
Cowal Creek gets first teacher -

Herbert Somerset Vidgin tourist tour to Cape York
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1929</td>
<td>Telegraph facilities at Musgrave, Mein &amp; McDonnell withdrawn</td>
</tr>
<tr>
<td>1931</td>
<td>Ginger Dick Holland returns to Lockerbie with family</td>
</tr>
<tr>
<td>1933</td>
<td>Miriam Crow born at Cowal Creek</td>
</tr>
<tr>
<td>1937</td>
<td>Holland built third home at Lockerbie</td>
</tr>
<tr>
<td>1939</td>
<td>Outbreak of WWII</td>
</tr>
<tr>
<td>1942</td>
<td>Horn Island bombed by Japanese</td>
</tr>
<tr>
<td>1943</td>
<td>Telegraph line and installations handed over to the army for the duration of WWII. (Sheehy says maybe not???)</td>
</tr>
<tr>
<td>1945</td>
<td>Severe cyclone hits Coen</td>
</tr>
<tr>
<td>1947</td>
<td>Holland left Mackey to return to Lockerbie</td>
</tr>
<tr>
<td>1948</td>
<td>Cape York Reserve established/gazetted (i.e NPA) Saibai migration to Muttee Head</td>
</tr>
<tr>
<td>1949</td>
<td>Bamaga settlement established</td>
</tr>
<tr>
<td>1951</td>
<td>Holland tries tin mining</td>
</tr>
<tr>
<td>1954</td>
<td>Australian Board of Presbyterian Missions meeting - decided to merge Mapoon and Weipa</td>
</tr>
<tr>
<td>1955</td>
<td>Four man team led by geologist Harry Evans (Enterprise Exploration P/L subsidiary of Consolidated Zinc Corporation) sent to search for possible oil bearing structures in Cape York Peninsula - found rich deposits of bauxite</td>
</tr>
<tr>
<td>1957</td>
<td>Commonwealth Aluminium Corporation Pty. Ltd Agreement Act 1957 (Comalco Act) passed</td>
</tr>
<tr>
<td>1960</td>
<td>First shipment of ore from Weipa</td>
</tr>
<tr>
<td>1961</td>
<td>Cape York Telegraph Station personnel moved to Bamaga</td>
</tr>
<tr>
<td>1962</td>
<td>Dept of Native Affairs attempts to establish small family farms in NPA</td>
</tr>
<tr>
<td>1963</td>
<td>Con O’Leary Qld. Director of Native affairs retired.</td>
</tr>
<tr>
<td>1964</td>
<td>Cyclone ‘Dora’ destroyed Mitchell and Edward River Missions</td>
</tr>
<tr>
<td>1967</td>
<td>‘Peninsula project’ upgrading of Telegraph Line</td>
</tr>
<tr>
<td>1970</td>
<td>Father Patrick Brisbane an Injinoo man (McDonnel River) became the first Aboriginal man in Australia to be ordained an Anglican minister.</td>
</tr>
<tr>
<td>1970s</td>
<td>People start to return to Mapoon</td>
</tr>
<tr>
<td>1985</td>
<td>Queensland Premier, Joh Bjelke Peterson hands over empty envelopes in the TS and unsigned photocopies on mainland, as part of Deed of Grant in Trust handover ceremonies</td>
</tr>
<tr>
<td>1986</td>
<td>Sue McIntyre's first field trip to Cape York</td>
</tr>
<tr>
<td>1987</td>
<td>Old Telegraph line made obsolete by completion of radio microwave system</td>
</tr>
<tr>
<td>1988</td>
<td>Injinoo joins CDEP (Community Development and Employment Program)</td>
</tr>
<tr>
<td>1989</td>
<td>Mapoon Interim Council given D.O.G.I.T (at Old Mapoon)</td>
</tr>
<tr>
<td>1990</td>
<td>TAFE Aboriginal and Torres Strait Islander Ranger Training courses commences.</td>
</tr>
<tr>
<td>1991</td>
<td>Sue McIntyre and Robert (Rocky) Tamwoy get married at Injinoo St Michaels and All Angels. First wedding there in 6 years...very big party.</td>
</tr>
<tr>
<td>1999</td>
<td>Mr Daniel Ropeyarn retired chairman of Injinoo, founder of Apuhdama died</td>
</tr>
</tbody>
</table>
Appendix B

Correspondence relating to the forced Removal of Aboriginal People from Port Stewart.

The attached documents have been selected from documents provided to me by Injinoo Council and the Kulla Kulla family and relate to the discussions leading up to the removal of Port Stewart people from their homeland. Unfortunately the documents are photocopies of poor quality originals however their content and its implications are still clear.
The Deputy Director,
Department Native Affairs,
Brisbane.

Dear Sir,

I attach a list of Indigent Natives residing at Port Stewart, Cape York Peninsula. These natives roam over Silver Plains Station accompanied by their dogs and disturb the cattle, chiefly around watering places.

Also we know they kill beasts for meat, take what they want and throw the rest of the carcass into a stream where the obligators will destroy all evidence.

Boys employed as stockmen on the station spend days with the above natives instead of doing the work they have been sent out to do. We ask if these indigent natives could be removed from Station country.

There is, as you will know, a reserve in possession of Mr. Stewart and a Mission Station to the west. We would be grateful for a favourable consideration of our request.

Yours faithfully,

A. L. Pratcaug

In the presence in the Estate of
The late M. J. Thompson, Q.C. Macrae

36 Sander St.
Graveville
16th June 1918.
30th June, 1955.

The Protector of Aboriginals,

Re Indigent Natives Residing at Fort Stewart.

Attached is copy of letter received from Mrs. A.E. Prideaux for the Executrixes in the Estate of the Late H.J. Thompson, complaining regarding the indigent natives whose names are supplied in the list forwarded with her letter. It is obvious that if the complaints regarding these indigent natives are based on fact, action must be taken to remove them from private property.

As you will doubtless have knowledge of the circumstances, particularly as the natives are drawing indigent rations, your comments on the situation are sought.

If the facts are as stated, it may be desirable to transfer these people to Lockhart River Mission and in anticipation of the possibility of such happening copy of this memo is being sent to the Director of Native Affairs, Thursday Island.

The Director of Native Affairs,

THURSDAY ISLAND.

For your information, Mrs. Prideaux called at this Office and discussed the position with me and was requested to submit her complaint in writing. I take it that if these aboriginals are creating a nuisance on private property there will be no option but to arrange for their removal to a Mission or Settlement. These natives are indigent but are in possession of substantial Child Endowment funds which by reason of their isolation they have been unable to expend.
The Deputy Director of Native Affairs, Exeter.

Sir,

Re: Indigent Natives Residing at Fort Stewart. Ref. 1D/96 of 30/9/55.

I am in receipt of your aforesaid and wish to advise that I am quite sure that the complaint of the Executors of the Estate of E.J. Thompson is entirely without foundation and has undoubtedly been made in retaliation for the refusal of Harry Liddy, one aged Aboriginal, to work on Silver Plains Station for 10/- per week and keep.

When I first arrived in Exeter in September, 1951, it was customary for Harry Liddy, Jimmy Sealous (Sellers) and Jimmy Kulla Kulla, to be worked by the late E.J. Thompson unloading shipments of goods at Fort Stewart and on the Station, Silver Plains, without agreement or payment. Then I became aware of this state of affairs, I instructed the Natives not to work for Thompson. I took this action because they are all old men and not in a fit condition to work hard for the very small wage they would receive. I would mention that Thompson held the estate still holds a franchise to collect payment for all goods shipped through Fort Stewart. It was customary for the others of goods to pay 2/- per ton of goods landed. Since the average shipload would be about 50 tons, I felt that payment could have been made to the Natives at ordinary farm labourer's wages, but on considering their age it appeared better for them not to be employed, since certainly Thompson would not pay them the amount.

Subsequently about 12 months ago, Harry Liddy informed me that Joseph Leatham Bell Russell, husband of Ethel Aubeau, one of the Executors of the Estate, had been trying for some time to get him to agree to work on the Silver Plains Station. About this time Mrs. Russell approached me with a request to employ Harry Liddy. I agreed on the understanding that if he agreed I would make him available. Then I mentioned the matter to him and he did not desire to take the job. He then told me that Russell had inquired as to whether he had worked for him and threatened him that if he did not agree he would give him and all the rest of the Fort Stewart Natives sent to Lockhart River Mission.


dated 8/10/55
I do not doubt this statement of Harry Liddy, particularly as Terry was seen by a reputable citizen of Ooien to have several conversations with Liddy at Port Stewart, after which Terry reported to that person the text of the conversation.

This took place to the best of my recollection at the time that Rupert R-121 left the employment of H.J. Thompson to work a gold field that he had made at Pullabridge, and which was the subject of an attempt by Terry to make possession, vis my R-121 Report No.106/35 of 27/5/55. It was evidently the desire of the Estate to replace Rupert who received 10/- a week from them with Harry Liddy.

I regret that the time I did not follow out my intention to take a statement from Harry Liddy. However that can still be done.

These natives are under constant supervision by myself and members of my staff, and as you know are regularly supplied with indigent rations, whilst their children are just as regularly supplied with rations from their Child Endowment accounts. Consequently there is no necessity for them to indulge in indiscriminate killing of Silver Plains cattle.

With regard to this allegation would you not consider it reasonable that if such a complaint were made to me as Officer in Charge of Police? No such complaint has ever been made to me and I can find no trace in my Office records of one having been made prior to my taking over this Office.

The persons making this complaint are the Owners of Silver Plains Station, of 1,100 square miles, the Exchange Hotel, Ooien, and the General Store in Ooien. It is noteworthy that their first choice for the natives to be removed to is Ooien, there being no doubt they would hope for greater expenditure on the child endowment accounts.

I would mention also that these natives are the sole remainders of the Lampa Lampa tribe, who were noted fishermen and lived solely on products of the sea. From my own knowledge of the Port Stewart natives, I would say that 90% of their food requirements are obtained from the sea and they have constructed outrigger canoes for this purpose.

With regard to the old native women Mallie who is also complained of, I understand that she is identical with Mallie Tadgellere referred to in my report No.205/35 of 2/7/55. Your Ref.687 of 22/12/35, from the Secretary of the Lockhart River Mission reports that of the mission on 13/4/35.

These people apparently subscribe to the idea that unless it can be used to their advantage he should be denied the right to live in his ancestral country. And for your information, actually the old natives do not reside on Silver Plains Station in an Reserve II, Reserve for Public Purposes, laid by the Native under Occupation License No.432.

I attach hereunto a copy of a communication from this Office to the Chief Clerk, Cockburn, who advises that the matter has been referred to the Superintendent of Stock Roads and that he will attend later at the ensuing meeting. This is to illustrate the attitude of this family in this incident.

The 82 of this Office is not present on the strength, with more work to do than it is possible to carry out. I have therefore sent this report in the hope that it will meet the situation hereafter. However, if it is desired that an investigation be carried out I shall undertake it as soon as possible. Please advice.

Copy to Director of Native Affairs.
The Director of Native Affairs,
THURSDAY ISLAND.

Sir,

Re. Indigent Natives residing at Port Stewart. Ref. 19/25 of 19/7/55. B.D.N.A. Ref. 17/96 of 30.6.55.

In the above connection I refer to my B/c File to you of 19/7/55 No. 206/55, wherein I explained the probable reasons for this complaint to the Deputy Director of Native Affairs, Brisbane.

I have no doubt that the Superintendent of Lockhart River Mission will be only too happy to receive the Natives concerned into his care, as he is with all others whom I consider should be received there for various reasons. Mr. Warby is most co-operative and in the past has received similar Natives from this Protectorate, who were unable to care for themselves upon my request.

The leader of the Port Stewart Natives is Jimmy Kulla Kulla, but he is very difficult to converse with. Accordingly on 19/7/55 whilst at Port Stewart I interviewed Harry Liddy, with whom it is possible to converse easily and who I am quite sure is a very honest and reliable Aboriginal. Harry informed me that at no time have any of the Port Stewart Natives killed any Silver Plains cattle or in any way disturbed them. Without any prompting from me, he explained to me that they were not interested in cattle as a source of food, as they preferred, as their tribe always has, to live on the sea and its products, together with the rations supplied to them by us. He stated that none of the people ever hunted very far inland as the principal game they require is wild pig, which abounds in the swamps and salt pans within a mile or so of the coast, and since they live largely on dugong, fish, crabs and shellfish, they did not need to go inland in search of game.

Personally I am much better acquainted with these Natives than with any others and I know of my own knowledge that Harry Liddy’s explanation of the natives’ food requirements is correct. I know also that they are easily the most tractable and honest Aboriginals in this Protectorate where incidentally, it is exceptional to find fault with the behaviour of the natives generally.

As mentioned in my B/c File aforementioned, I am operating this Office understaffed and consequently have a great deal of work to attend to, consequently a full investigation of the complaint of the Executors of the Estate of H.J. Thompson, would place me very much at a disadvantage, particularly as I am quite satisfied that enquiries could have no other result than I have already outlined.

Therefore, should you so desire it a full investigation will be carried out. Please advise me of your decision.

A.V. KILIAN.
Protector.

B/c. Deputy Director of Native Affairs,
BRISBANE.

For your information and attention please.

20/7/55

337.55

356
REFERENCE MY REPORTS 186 207 AND 209/55 PORT STEWART AND NULLABI GEE NATIVES WASSELL DESIRES PERMISSION ENTER COEN RESERVE TAKING TAPE RECORDINGS ABORIGINALS NOT MY POLICY TO PERMIT WHITE VISITS AM PARTICULARLY DISINCLINED THIS CASE IN VIEW PREVIOUS DEALINGS APPRECIATE ADVICE AIR MAIL HERE 12TH

MOYLAN 4 22P SH
10th August, 1955.

The Protector of Aborigines,
COEN.

Re Application by Mr. Wassell to Enter Coen Reserve.

It is noted that you consider it unwise for Mr. Wassell to be granted permission to enter the Coen Reserve for the purpose of taking tape recordings from aboriginals resident on such Reserve. Naturally, the Department will be guided by you in this matter in view of your knowledge of the particular circumstances of the case.

It will, therefore, be in order for you to refuse the necessary sanction to Mr. Wassell and your action will have the support of the Department should the matter be referred here.

Deputy Director of Native Affairs.

358
OCFY.

Lockhart River Mission, Iron Range.
27/2/58.

Protector of Aboriginals,
Coon.

Dear Sgt. Moylan,

I understand there are a number of Aboriginals living at Port Stewart. These people have many relatives here who have requested me to write to you in the hope that these people may be permanently removed to the Mission. We have many more single men here than girls, which leads to the usual problems, and it appears that there are a number of marriageable girls at Port Stewart who could easily find husbands here.

Should you agree to their removal, our boats could be made available to collect these families and transport them here. I understand that some of the old people are in a poor state of health also. It would appear that nothing but good could come from such a proposal, I trust that your approval to this as forthcoming and look forward with interest to your reply.

With all Good Wishes,

Yours Sincerely,

Sgd. John A. Harby.

Superintendent.
17/3/58.

Memo for File:--

During my visit to Coen the Protector of Aboriginals advised that he was in receipt of an application from the Superintendent, Lockhart River Mission, requesting that approximately 25 Aboriginals, at present residing at Port Stewart, be removed to Lockhart River Mission.

The Protector of Aboriginals, Coen, informed me that the Aboriginals residing at Port Stewart have been there for many years and he is of the opinion they do not desire to leave that area.

The Protector of Aboriginals, Coen, was requested to forward the copy of the Superintendent's letter to the Director of Native Affairs with his recommendations.

P.D. Murphy

18/3/58.
SUB-DIVISION OF NATIVE AFFAIRS
QUEENSLAND
OFFICE OF PROTECTOR OF ABORIGINALS

Port Stewart/1
The Director of Native Affairs,
BRISBANE.

SIR,

I am in receipt of a letter from Mr. John W. B. W. Superintendent of Lockhart River Mission, requesting me to agree to the removal of the Aboriginal population of Port Stewart to Lockhart River Mission.

This is a matter which crops up from time to time, and it is refreshing to find that on this occasion it comes from Lockhart River Mission. The natives concerned, Harry Liddi, Jimmy Mulla, and Jimmy Jealdu, (bailiffs), have repeatedly informed me that they have no desire to leave their tribal locality to go to the Mission, and you will no doubt recall the strenuous efforts of other interested parties to have them removed against their will.

I have not the slightest doubt that Mr. W. B. W. is actuated by the best possible motives, but it is possible that he is being used without his knowledge and although he informs me that "some of the old people are in a poor state of health," I have no knowledge of this.

The way the wet season is progressing it should not be more than a month or so before I can visit Port Stewart. It is my intention to take the first opportunity of doing so and ascertaining the views of the Aboriginals there, to Mr. W. B. W.'s proposal. In the meantime I recommend no action at present.

Copy to Supt. Lockhart River Mission.
Copy of letter attached.

A. W. BLYTH, Protector.
11th August, 1959.

The Deputy Director of Native Affairs,
THURSDAY ISLAND.

Recently Mr. Meanwell, Manager of York Downs Station, adjacent to Port Stewart, called on Dr. Fryberg and then on me with respect to living conditions of the aborigines at Port Stewart.

He stated that there were up to 50 people living around the area but the number comprised mainly the members of three or four families. He mentioned Harry Liddy with two adult daughters and five children, Jimmy Cullin Culla with two adult daughters and two other children, and Jimmy Jealous (could be construed as Sellars), with three adult daughters.

It seems the only employment being carried out by the people is the gathering of salt for some of the cattle stations adjacent to Port Stewart but the main idea behind the old men’s refusal to go to Lockhart River Mission is that they are trading their adult daughters to stockmen employed on adjacent cattle stations and visiting crews from boats calling at Port Stewart.

Mr. Meanwell tells me the position is particularly bad and the welfare of those people warrants urgent rectification.

B/C The Protector of Aboriginals,
GOVERNMENT.

For your information.

[Signature]

Director of Native Affairs.

Copy in folder for Ministerial visit to Hopevale, Lockhart and Port Stewart.


[Additional handwritten notes and signatures]
Messrs. Henderson & Lahey,
Solicitors,
Queen Street, Brisbane.

Dear Sirs,

Further to our recent conversations re the Aborigines at Port Stewart, an Silver Plains Pastoral Holding. We now wish you to interview the Lands Dept., Brisbane; Dr. A. Fryberg, Director-General of Health and Medical Services; and Mr. C. O’Leary, Director of Native Affairs and read this letter to them, we wish you to retain the letter and our signatures on your files.

In asking you to contact the Lands Dept. we feel that they will request the removal of the natives from Port Stewart on our behalf. We do not desire that Mr. O’Leary, who was very sympathetic towards the natives’ plight and our own problems during our recent conversation, should be made to feel that we are forcing his hand. Being sure that he does not know the real conditions under which we and the natives live, we feel that it will make his future dealings with his local Protector more harmonious if the move did not originate from his own office.

After my talks with Mr. O’Leary and Dr. Fryberg I understand that Mr. O’Leary contacted Sgt. Dunlap of Coon, the local Protector, and asked him to comment on my report. Sgt. Dunlap was very hostile and told my son that I was trying to run his office and the Port Stewart natives. Sgt. Dunlap sent word that Mrs. Wassell was to come up and see him immediately, my wife had to transport and was unable to do so. We have not seen Sgt. Dunlap since my return but expect to see him next week. We wish to go further in the matter before seeing him. As I did not ask Mr. O’Leary to withhold my name and as the Sgt. is to comment on my report I feel it is necessary to give a great deal more information, particularly
as I have heard that the Sgt. is talking of removing the young natives and leaving the adults at Fort Stewart.

Pressure may also be brought to bear on him by several Ceun families to have the natives left there to be used in the future as they have been in the past. I will deal with a few generalities and probabilities first and then give a few facts regarding the problem and the conditions of the Fort Stewart natives.

In general, the natives live an isolated and unprotected life at Fort Stewart. Silver Plains has repeatedly tried to sign on one of the three families and our young original stockmen wish to obtain wives but the old fathers and mothers receive too much food, money, clothing and alcohol from the prostitution of their daughters to agree to any change. The only work they do is the help they give in unloading small craft that put in to the Port with supplies and the gathering of salt for various stations. They do this work without being signed on and receive what people think fit to give them. None of this work is vital to the stations or the inhabitants of Ceun.

Silver Plains station has left the Fort Stewart salt pans untouched for many years and we gather our salt with signed on labour from pans further away.

As freight rates are heavy a petition to leave the native there may be made, or a resolution, suitably garbled, maybe passed by the Ceen Progress Ass. this would allow stations to get salt and cheap labour easily. The natives are also used to get fish and crabs for people coming to Fort Stewart and sometimes used to help haul unlicensed nets in prohibited places, i.e. mouth of Stewart River.

Nets, including the large net that comes to Port Stewart, use one of the families to mark the channel by hanging torches on stakes, payment being made in "goods". This service is unnecessary, with the record run in and out of the Port.
by the motor vessel "Seawak" on a recent date without markers. A request is
person to mark the channel after each "wet" season should be sufficient to en-
all the supplies to enter Fort Stewart.

Some facts concerning the condition of the natives and the problem they are to us.

Cattle Breeding

Fort Stewart is situated on Silver Plains pastoral —
holding and is surrounded by some of our best breeding country and is stocked with
our quietest cattle, yet our records show that the only section of the station
where the herd is not increasing is around Fort Stewart. There are 23 natives at
the fort and sometimes up to two dozen dogs, there are many times when there are
native stockmen from surrounding stations, with their wives and families, holidaying
with the natives, sometimes we find crews from mission boats camped with them.

All these people are most eaters and we and our own
employees have seen calves worried and/or killed by Fort Stewart dogs; to our
knowledge there is one and possibly two rifles owned and used by the Fort Stewart
natives. Mission crews say they came in for water but, as coastwatcher for this
area I know that they water in Massay Cr, and do not use the poorer and scarcer
Fort Stewart water.

It has been the practice of Silver Plains Station to
allow the Fort Stewart natives full freedom over the country south of the Casa-
Fort Stewart road, yet they have brought their dogs as far north as Breakfast Creek
and, one occasion, the dogs get into our bullock paddock and the northern
bullocks took the north fence and the southern bullocks the south fence, this
entailed the loss of months of work, the loss of a cancelled sale and the expense
of fence repairs. Fort Stewart dogs have repeatedly torn open bags of flour
and other goods landed at Fort Stewart.
Cattle Musterin.

Whenever our native stockmen muster other parts of Silver Plains their feed supplies are adequate and usually a little is brought back but when mustering around Fort Stewart and/or the southern end of the station they repeatedly run out of supplies and send a boy home for more, giving various excuses. During the first week in September this year the plant returned home hungry and without tobacco, three stockmen tried to obtain tobacco from their wives and one wife refused and had her teeth smashed through her top lip, she reported to my wife that the boys had visited the Fort Stewart natives and given their supplies to them. They were not supposed to be near the Fort on this muster.

Health.

When it was found this year that one of our native stockmen had V.D. we traced it to his relations with Fort Stewart girls. Sgt. Dunlop asked us to bring the natives up for examination and as usual I intimated that we would transport them free on our station truck. When the time came to take them to Ceon the truck was unserviceable. My youngest son undertook to take them up and bring them back later in his own truck. He is 16 years and trying to pay off the truck by carting, when he presented a bill for transport at 30/- per head for adults, something for goods and nothing for children. Sgt. Dunlop said he had no authority to pay. Whenever a native is sent away by ANA I believe they have to pay the 30/- a head from Ceon to the aerodrome, a distance of 16 miles of made road with bridges. If this is so then there is authority and further, they are carted by ANA agent who is already receiving payment by mail porterage and freight charges for the trip. My men’s trips were 45 miles each time over tracks, bad ranges and a little made road near Ceon. As he is a miner I have re-imbursted out of my own pocket.
Here I would like to state that all carting is charged for on the peninsula and the 1st agent charges at the rate of 1½ d. per pound or £14 per ton for the 10 miles Gen to aerodrome but that I have repeatedly carried the indigent rations from Gen to Port Stewart free of charge and, further, that Silver Plains has twice recently taken the Port Stewart natives to Gen and return on special trips to allow them to obtain their pelle injections and not asked for payment.

Many times in the past few years we have taken them to Gen for the annual races so that they may have the excitement and collect rations and child endowment.

Many times various cases come over to our wife for treatment as Mrs. Wansall is a 3 certificated sister. We are only 16 miles from them and Gen is 43 miles. Last week we returned by vehicle, 4 adults who had come over with a child with sore hands, they also wanted .22 ammunition, this party sat under the trees for a week and caused us to send to Gen for fleur as we ran out and the boat did not come until today.

Native girls are sent from cattle stations to Thursday Island to have their babies, stations having to transport them to Gen. None of the Port Stewart girls have received any attention, to the best of our knowledge, Mrs. Wansall is an obstetric sister and we have several times notified Gen (met Sgt. Dunlop) re deaths and imminent births. Sometime ago Mrs. Wansall notified Gen of the urgent need for medical aid for a four year old girl, an examination the child's blood count was so low that the Doctor expressed amazement that she could live.

Alcohol When we have been to Port Stewart for supplies we have repeatedly seen signs of drunkenness. On one occasion I found it necessary to help one of the fathers who was constantly falling down amidst mangrove stumps.

On another occasion I arrived at Port Stewart and was approached by this same native with a bad "hangover", he asked me for a bottle of rum and offered his
young daughter as payment, she would then have been about 13 years old.

**Orchids**  
The totally protected orchid *Brodiea pulchra* grows in dry scrub land south of Fort Stewart and I have seen bundles of these plants being taken aboard the "Woodak" by the natives. In one occasion I made a complaint about this practice to the then sergeant of police but it is still going on.

**Fishing**  
It is illegal to net fish at or adjacent to the mouths of creeks and/or rivers. There is a fish net in Cork that is brought down to the Fort and natives are often used to help haul it at the mouth of the Stewart River.

"Net Season"  
Many years ago it was the habit of the Fort Stewart natives to come over to Silver Plains Homestead for the wet. While at the homestead they received fresh and salt beef, small supplies of tea, sugar, flour and tobacco and left with new shirts and trousers for the men and dresses for the women. More recently the local Police had a Land Rover and supplies were taken down. There is no police rover at present and this wet season we took the feed to the homestead and rationed it out to those who came over. When at the homestead the natives were expected to pull weeds, this wet we had the responsibility of the natives but had to feed ourselves. We do not want the tribe at the homestead or at the Fort.

**Tourists**  
Recently a launch with several young Dutch men arrived at Fort Stewart, while they were working and wading about their boat without clothes two of the natives arrived. The visitors, thinking that there might be people around, asked the natives if there were any women around and the natives said "You get sugar, tobacco, we get plenty girls." Just recently a party of tourists, 2 single men and 2 married men with their wives came to Fort Stewart.
via Coon in 2 Land nevers for a fortnights fishing holiday. After a few days at Fort Stewart they drove over to the homestead and asked if there was another fishing spot that they could finish their holiday at. The two wives told my wife that the behaviour of the native girls was unendurable and that the men could not leave their camp without several girls following and accosting them in an endeavour to obtain tobacco, sugar, tea, tobacco and following them where ever they went. As we had no bullocks in the paddock at the time, Mrs. Russell told them they could go to our own fishing spot on the coast. They finished their time there but were cut off by floods, salt pans and had to cut the fences in two places to get out, as they could not repair the fences they were upset and left here very disgruntled with Fort Stewart and its appalling conditions.

All the foregoing is true to the best of my knowledge and I accept the full responsibility for it and anything arising from it.

Russell.

No matter what is done by the Fort Stewart natives we always seem to be involved in a loss of time, labour, supplies or something. We are trying hard against great difficulties to improve the stock, improvements, pastures, water and living conditions on Silver Plains and are heartily tired of having this uncontrollable body of natives 16 miles from the homestead. There is 1/ A mission station on our northern boundary, 2/ A native reserve and camp on the Coon River near Coon and 3/ a new building site in Coon for aged natives or pensioners. We request, therefore, the removal of all natives from Fort Stewart to a place where they can be watched over.
Removal of the younger members and the leaving of the older adults at Port Stewart would serve no useful purpose, benefit no Aborigines, prolong the nuisance to us and only be of value to a few pec, {' " who are too avaricious to worry about anything but their own pockets.

Yours faithfully,

[Signature]

[A.W. Wassell]
Administratrix of Sgt. A. J. Thompson

[Signature]

[A. J. Wassell]
Justice of the Peace, Queensland.
30th October, 1959

The Secretary,
Commissioner of Police,
BRISBANE.

Sir,

Attached is original telegram received at this office at 10.45 a.m. today. Attached also is copy of letter of the 11th August, 1959, addressed to the Deputy Director of Native Affairs, Thursday Island, following call at this office by Mr. Waseall.

It is understood that discussions on matters raised by Mr. Waseall have occurred between the Deputy Director of Native Affairs and the Protector of Aboriginals, Cen.

The matter is referred to you as it appears to be one purely for your administration.

Yours faithfully,

B/C The Under Secretary,
Department of Health and Home Affairs,
BRISBANE.

For your information. Attached is copy of the urgent telegram referred to.

D.N.A.,
30.10.59.

Director of Native Affairs.

B/C.
The Deputy Director of Native Affairs
THURSDAY ISLAND.

Copy for your information.

D.N.A.,
4/11/59.
MR CON O'LEARY
DIRECTOR NATIVE AFFAIRS
BRISBANE QLD

BADLY BASHED BY POLICE STOP TRUMPED UP CHARGE DRUGS
AND ENTERING PORT STEWART ALSO NEW RIFLE IN SCABBARD
PLEASE ADVISE ........ WASSELL
Memo for File:

Telephone contact was made with Sergeant Dunlop, Protector of Aboriginals, Coen, and the following information was furnished by him:

Wages Agreements:

All but 3 or 4 are held by him, duly completed, and he will forward them by airmail, leaving Coen on Thursday the 11th instant. The delay in lodging such was because he was retaining all Agreements until they were fully completed. He was informed that Agreements should be submitted as completed and should any individual Agreement take some time to complete, details of the Agreement should be furnished for the purpose of checking wages etc. This he undertook to do.

Pension Claims:

Sergeant Dunlop stated that 20 persons were involved in his area. A number of the claims were held, duly completed, but some time might elapse before all were signed by the aboriginals who are spread throughout the area.

Sergeant Dunlop was requested to forward all claims whether completed or not by airmail on Thursday, to enable tentative claims to be lodged with the Pension Department, thus protecting the rights of the individual. A further claim form could be completed later by the individual when contacted. Sergeant Dunlop undertook to forward these also on Thursday's plan.

Port Stuart Natives:

Sergeant Dunlop intimated that he had now completed his report on the natives at Port Stuart and intimated that he was recommending their transfer north. He further intimated that all of the persons at Port Stuart are willing to go to Thursday Island for complete medical check up etc. and he is suggesting that this action be taken and that the aged and infirm be provided for on one of the establishments or Missions of the Peninsula.

9/2/60.
CONFIDENTIAL

B/c.
Director of Native Affairs,
William Street,
BRISBANE.

For your information.

Inquiries have not disclosed positive evidence of the prostitution of young female aborigines but there are definite indications that the aboriginal women have been sexually associating with white persons. It will be noted that David Burton Wansell, the son of the original complainant on behalf of the welfare of the aborigines, is alleged to be the father of an illegitimate child born to a half-caste girl named Joan Iddy and that no action has been recommended. As there is no definite proof of the allegation and this person is the son of the complainant, Joseph Latham Hole Wansell, you may consider it advisable to withhold.

Although the natives are unwilling to leave Port Stewart permanently they are agreeable to travelling to Thursday Island for medical and dental treatment and should it be decided to move them this may provide the means of making their removal less difficult.

(sigd.) J.V. Gill
Inspector
29 Feb. 60

B/c.
The Commissioner of Police,
BRISBANE.

Your file is returned herewith.
Contents of it have been noted.

(2/W.A.
11/3/60)

MEMO for file:—

On the 9th instant when discussing other matters with the Protector of Aboriginals, Cairns, he stated that Mr. Wassal of Silver Plains was complaining against no action by this Department concerning Port Stewart natives whose circumstances are mentioned on this file.

On even date message went forward to Mr. Killoran asking him to contact direct the Protector of Aboriginals, Cairns, informing him of the present position.

The telegram in which Mr. Wassal was complaining against the police was given Mr. Killoran.

11-11-60.
COPY

POLICE STATION, COEN.

14th October, 1963.

Re: Aboriginals Jimmy Kulla Kulla and Harry Liddy. Thursday Island Ref. Nos. 8H/154 and 8J/34.

Sir,

I have to advise that old Kulla Kulla recently came to Coen, from Cowal Creek, for a holiday for approximately one month's duration. He now states that he does not want to return to Cowal Creek and desires to stay in the Coen District.

Old Harry Liddy absconded from Cowal Creek a few weeks ago with the intention of walking to Coen. According to letters he has written to his sons and one to Mrs. Arnbrust of Coen, he was made return to Cowal Creek. It is requested in correspondence from Thursday Island that Liddy's four sons visit him at Christmas. I have interviewed them and they stated that they do not want to go to Cowal Creek but that they would like their people to come to Coen and visit them. It is also requested that his sons send him money. If he is in receipt of the Aged Pension I do not see why this should be necessary.

I do not know under what circumstances Liddy's and Kulla Kulla were removed from Port Stewart a few years ago but their removal appears to be a sore point with some residents of this area. Apparently Port Stewart had been their home but I understand they lived was on private property.

Ian Boyd Pratt who has a block of country at Running Creek on the coast of Port Stewart said that if they returned to Coen they could live on his property. There would also be sufficient accommodation at the Coen Reserve should they return.

It is suggested that the Liddy and Kulla Kulla families could return to the Coen area if you concur.

T. J. Newman
C/O POLICE, COEN

The Director of Native Affairs,
BRISBANE.
Protector of Aboriginals,
Police Station,
COON.

Dear Sir,

Your communication of the 14th October to the Brisbane Office has been forwarded to me with respect to the Port Stewart Natives at Cowal Creek.

Whilst sympathising with the desire of the "old timers" to remain in the Port Stewart area, I would refer you to reports from the Coen Protector in 1959/60 and particularly Report No. 1/59.

The history of these people whilst at Port Stewart left much to be desired and there is no wish on the Department's part to condemn the young folk to a life of isolation, lack of educational opportunities or a reversion to a nomadic way of life.

Harry Liddy has been promised a trip to Coen on similar lines as Jimmy Kulla Kulla who has gone forward to you.

When Jimmy Kulla Kulla comes back, arrangements will be made for Harry to go back in keeping with the assurances given earlier.

Yours faithfully,

B/c.
Director of Native Affairs,
BRISBANE.

For your information.


12th November, 1963.

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Appendix C

Definitions used in the National Reserve System An Interim Biogeographic Regionalisation For Australia: A Framework for Setting Priorities in the National Reserves System Co-operative Program.


Comprehensiveness
The degree to which the national reserve system encompasses the full range of biological/biophysical diversity and other values as identified by an agreed nationally recognised system of scientific classifications.

Adequacy
The capability of the national reserve system to maintain biological diversity and ecological patterns and processes and other values, given temporal and spatial perturbations, both natural and human-influenced.

Representativeness
The extent to which the areas selected for inclusion in the national reserve system sample known biological/biophysical diversity and other values.

Protected area
Defined according to the IUCN CNPPA definition of protected areas viz: An area of land and/or sea especially dedicated to the protection and maintenance of biological diversity, and of natural and associated cultural resources, and managed through legal or other effective means.

Biogeographic region
A complex land area composed of a cluster of interacting ecosystems that are repeated in similar form throughout. Region descriptions seek to describe the dominant landscape scale attributes of climate, lithology, geology, landforms and vegetation. Biogeographic regions vary in size with larger regions found where areas have more subdued terrain and arid and semi-arid climates.

Ecosystem
All of the organisms in a given area in interaction with their non-living environment.
Reservation status
A measure of the percentage of land area within a biogeographic region which is dedicated as protected area.

Bias
A measure of how well the reserve network samples known environmental variation in the same proportion as it occurs within a biogeographic region. Bias in the comprehensiveness of protected areas was defined as the extent to which the existing system of protected areas fails to include examples of the most extensive ecosystems (or land systems); those that characterise entire sub-regions.

Context
Context describes the degree of alteration to the biodiversity at a landscape scale that has occurred due to European land management influences. This is described in terms of the current land use, grouped into three classes.

National reserves system
The national reserve system encompasses the existing reserve systems which are managed and / or administered by the Commonwealth, State or Territory nature conservation agencies. One of the primary goals of the national reserve system is the conservation of biodiversity. Conservation may be achieved at a regional scale through a range of management measures including protected areas as well as off-reserve conservation approaches.

Conservation management measures
Conservation management measures are techniques for achieving conservation of biodiversity. Within any biogeographic region these measures may include land acquisition, binding legal agreements, planning instruments, and non-binding conservation activities.
Appendix D

List of WWII Radar Stations in Cape York and Extracts from RDF History Sheets

RADAR STATIONS
The following extracts from RDF Operational records are from records held in the Australian War Memorial. The following information may contain errors as the original history sheets were mainly handwritten and completing them was obviously not a task that filled officers with enthusiasm as there are occasional memorandums on file that urge the units to fill them out regularly. Where I have been unable to make out a word it is indicated by ‘?’.
1942
Oct 5th  Colonel Langford & party visited Island on inspection of future gun emplacements. Camouflage; dummy roads, RDF station and gun emplacements.
Oct 31st 28 (actual) people  64 (establishment)
Nov.11  Flying Officer Naylor, Armanent officer from Horn Island visited to instruct in the demolition of RDF
Nov.30  29 (actual)  49 (establishment)
Dec. 24  4 RDF operators posted to station to await arrival
Dec.31  27 (actual)  49 (establishment)
1943
Jan.22  Pilot Officer JH Davies posted to station to command
Jan. 27  Davies arrives with 5 operators
Jan. 31  25 (actual)  49 (establishment)
Feb. 28  30 (actual)  49 (establishment)
Apr. 24  Japanese recon aircraft 2125 hours 88 miles, 240deg followed in overhead about 20min. Followed out at 300 deg for 128miles at 2303 hours.
Apr.30  35 (actual)  45 (establishment)
May.17  Major Quanlan of US Army signals, visited the Station
May. 21  ?hose on screen. Trouble experienced by the unit with wireless communication at same period. Attributed to sun spot activity.
May.31  34 (actual)  38 (establishment)
Jun.17  at 2358 hours. Japanese raider seen at 94miles on 275deg and followed in to 18 miles at 0026 hours. Followed out to 120miles on approx. 292deg at 0133.5 hours
Jun. 30  33 (actual)  38 (establishment)
Aug.2  Advance party of 8 airmen proceeded to Horn Island by Invasion barge with equipment
Aug. 23  F/Officer G. Morrison arrived at Horn Island to take over command of No. 36 RDF Station
Aug.24  No.36 RDF Station Hammond Island ceased operating at 1933 hours and commenced movement of equipment to Horn Island
Aug. 27  Move completed. Operation performance of A.W Mk. 1 for period operating Total Hours= 551 Number of hours off air 20 hours 36min.
Aug. 31  Horne Island  30 (actual)  35 (establishment)
Sept. 27  Three additional slit trenches provided
Sept. 28  Camp building known as the store completed and handed over for use by the Station. Serious breakdown in receiver. Station off during the early night period for 3 hours. Several faults occurred all due to poor construction.
Sept.30  34 (actual)  35 (establishment)
Oct. 31  34 (actual)  35 (establishment)
Nov. 10 Moved #1 prime mover (Lister 20kVa set) to new concrete igloo and installed in position.
Nov. 14 Installation of Selsyn motors & PPI section arranged for plotting
Nov. 30 34 (actual) 35 (establishment)
Dec. 30 34 (actual) 35 (establishment)
1944 Jan. 19 Erection of a bomb blast wall around the Radar. Technical installation was completed this day.
Jan. 21 The commencement of period of strong radar jamming from unknown source. Continued nightly for several nights
Jan. 31 35 (actual) 35 (establishment)
Feb. 29 Camouflage working party commenced erection of structure for supporting camouflage around technical installation. 33 (actual) 35 (establishment)
Mar. 31 The camouflage of radar installation is progressing satisfactorily. 80% complete Camouflage consists of dummy rock work and machine cut net. 33 (actual) 35 (establishment)
Apr. 34 (actual) 35 (Establishment)
May. 2 Camouflage inspected - now complete
May. 31 Total number of echo tracks for month was 570. 129 of these are over 100 miles. These are record high figures for the station. 34 (actual) 35 (establishment)
June. 30 # of echo tracks and good ranges were again a record high. Total # 892. Total # over 100 miles = 222. Average of the 6 highest ranges recorded = 164.5 miles. 36 (actual) 35 (establishment)
July. 18 Directed lost aircraft to Higgins
July. 20 The unit rifle range was completed and put to use
July. 24 Again directed lost aircraft to Higgins
July. 31 Total # of echo tracks 515. 98 of these at distance greater than 100 miles. 35 (actual) 35 (establishment).
Appendix A: "messing this month has been very satisfactory due mainly to the good standard of rations supplied and many airmen report that they are increasing in weight. A fish trap was constructed on the reef adjoining the comp and it is hoped that this will produce a welcome and beneficial variety in the menu." also mentions welfare; cricket etc.
Aug. 9 Arrangements for water to be delivered while unit has storage capacity for 6,000gal and piping to kitchen and ablutions. There is no catchment for these tanks.
Aug. 13 Recreation party for non essential personnel to Wednesday Island for fishing, shooting and swimming. Lost a dinghy during the night due to king tides.
Aug. 28 Anti jamming exercise carried out by Lt. Wiggs of USA A.C
Aug. 31 791 tracks. 127 of these were over 100 miles. [Appendix mentioned voting for referendum, recreational concerts etc] 34 (actual) 35 (establishment)
Sept. Electrical power installation mentioned. 815 tracks, of these 135 tracks over 100 miles. 34 (actual) 34 (establishment). [Appendix A: Total # of tracks 815; 135 of these picked up at a range greater than 100 miles. The 815 tracks represents 85% of total number of targets in area and of that total 80% were either in the southern or northern sectors. Most of army have now left the island. Rations obtained direct from No.28 OBU. Isolated atmosphere. Following a visit by Welfare Officer it has been decided to erect a recreation hut. Practice for next months cricket match.]

Oct. 5 Instructions were received from No32 Zone Filter Centre that quarantine conditions were now in force in the Torres Strait area due to the presence of small pox suspects.

Oct.19 At 2100 hours a very good track was commenced on a Ventura of No.13 Squadron. The aircraft indicated at 2130 that it was in distress it was then tracked until it alighted on the sea at 2200 hours. It is understood that the entire crew survived and were rescued by motor launch in a very short time. 34 (actual) 34 (establishment)

[Appendix A Oct 1944: This was the first month during which the unit came under the Administration and Technical and Operational Control of #32 Zone Filter Centre (only 4 miles away by road). The number of aircraft flying in area continue to increase. This month station recorded 892 tracks. Visit to Island of the team of International and Interstate cricketers. Played Island team successfully. “messing this month has been satisfactory due mainly to the large proportion of fresh meat and vegetables supplied. several meals of ‘home’ caught fish and turtle provided a welcome change.........A crate of Ducklings and chickens were received from the NEA and these together with those the unit already have bring the poultry strength to quite a satisfactory number. A larger fowl house and chicken runs have been built to accomodate the new arrivals” W.B Ross Flying Officer OIC#36RS]

Nov. 897 tracks of these 70 were greater than 100miles. 35(actual) 34 (establishment). [Appendix A discusses weather- approach of wet season; water rationing. Food rations were good regular supplies of fresh vegetables; meat, eggs and fruit. Mention of sports ground at No.32 Zone Filter Centre]

Dec. Wet season commenced. 807 tracks recorded. 35 (actual 34 (establishment) [Appendix A: includes description of Christmas celebrations. No.28 OBU practically completed their disbandment. Complaint about lack of letter ‘n’ on typewriter.

1945 Jan. “At 0001 hours GMT on 31st January 1945, this station ceased to operate on a continuous basis and was placed on a ‘care and maintenance’ basis... also No.36 Radar Station became a section of the Air Defence HQ Higgins......No.32 Zone Filter Centre completed their move to Higgins and this unit together with the Marine Section detachment of No. 33 OBU are the only
remaining RAAF establishment on the Island and together comprise the majority of personnel still residing on the island.”

856 tracks 36 (actual) 34 (establishment)

Feb. Mention bi-weekly trip to Thursday Island picture theatre. 34 (actual) 34 (establishment)

March 28 Handover from F/Lt wB Ross to CPL Nicholls. C.H Radar Mechanic (G) now became NCO in charge. Drop in establishment and hence cricket curtailed due to lack of numbers. 12 (actual) 8 (establishment).

April 9 (actual) 8 (establishment)
May 7 (actual) 8 (establishment)
June Marine Section 33 OBU left island. “36 Radar Station only personnel except Torres Strait natives residing on the island”\{This is the first mention of Torres Strait Islanders in the records of this radar station!\} 7 (actual 8 (establishment).

July 31 Preparation for installation of diesels near the campsite. 7 (actual) 8 (establishment)
Aug News of peace 7 (actual) 8 (establishment).

Series 64
# 52 Radar Station
Muttee Head
1943 Jan. First entry in Operation Record Book. Total 13 personnel. F/O G.R Terry (A3279) posted from Radio School Richmond to command. At this point the radar station was located at Mascot.

Feb 18 Terry to 101 RDF Station to Command. F/O H.P Simpson A6216 Posted from 101 RDF Station to 52 RDF Station to command. Station left Mascot for Townsville.
Feb. 21 Arrived #1 RPP Townsville. 21 (actual) 57 (establishment).
Mar 22 Left Townsville
Mar 23 Arrived Cairns
Mar 28 Arrived Horn Island
Mar 29 Left Horn Island for Muttee Head. Arrived Muttee head in company with F/O Metcalfe. 38 (actual) 57 (establishment) vehicles - nil

April 39 (actual) RAAF 59 (establishment)
HO#312 59 (establishment) Vehicle 1

May 38 (actual) RAAF 40 (establishment)
HO#692 ? (establishment)
Vehicles 1 Vehicles 1\} establishment
Dinghy 1 Dinghy 1\}

June 15 Capt. A B Yeates of 5th Australian Field survey company and
Party surveyed the area on sea and land.  *{where is the map??????}*  

40 (actual)    40 (establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

July  
Multiple visits relating to telephone installation.  
38 (actual)    40 (establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

Aug 2  
CPL Glover No.1 Maintenance Party 42 RDF wing visited for installation and alteration of Mains, Transmission lines connecting RDF and Diesels.  

Aug 30  
Hostile aircraft reconnaissance at 1100 hours  
37 (actual)    40 (establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

Sept  
35 (actual)    40 (establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

Oct 7F/Lt K.M Williams 256275 arrived from the 42 Radar wing to takeover.  

Oct 22  
F/O H.P Simpson 256216 relinquished command- posted to 55 Radar Station.  
38 (actual)    39 (establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

Nov 23  
Mr J Stubbs contractor for new camp. Construction work is to begin 1st week in Dec. Direct telephone line to IR&S U was opened for administration traffic.  
39 (actual)    39(establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

Dec .8  
Construction of new buildings commenced. Four new buildings in progress.  
40 (actual)    39 (establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

1944 Jan.  
37 (actual)    39 (establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

Feb.  
During the month work on kitchen, airmen and officers mess; admin building; store; one airmens barracks was completed. In progress - 3 barracks buildings for airmen; one building containing medical section, officers and sergeants quarters.  
36(actual)    39 (establishment)  
vehicle 1    vehicle 1  
dinghy 1    dinghy 1  

March 4  
0147 hours mobile Fighter Section advised unit of an air raid.
“Alert, hostile reconnaissance plane in area at 0151” A horn was sounded, the all clear was notified at 0312 hours. No Target was sighted by this unit. Weather was unfavourable for visual sights, the sky was overcast.

March

The following units have arrived in area during month: 27 Field Company (approx. strength 160); 2/18 battery + 2/9 field regiment (approx. strength 170); B Coy. 5th Australian Machine Gun Battery (approx. strength 90). With the exception of B Co. these units are supplying labour for the construction of a jetty approx. 1/2 mile on the Red Isand Pt Side of Muttee head. the proposed Jetty is to be 900’ long and work is well under way. Buildings erected by this unit during month - 3 barracks for airmen (acc. 10 airmen in each building); 1 building containing officers and seargents quarters and medical section.

35 (actual) 1 (establishment)
vehicle 1 vehicle 1
dinghy 1 dinghy 1

April 15

At 1053 hours local time the 32 Zone Filter Centre advised unit of an Air Raid warning “Yellow” Unidentified aircraft sighted on bearing of 70deg at 40 miles- Air raid warning “red” at 1057. All clear at 1059 hours. “yellow” at 1101 hours “red” at 1103 hours and green at 1106 hours. Aircraft identified as friendly.

April

Building completed :- 2 buildings to house diesel motors -Traverse 11ft high enclosing transmitter and receiver rooms; 2 A Machine Gun pits: 1 building used as armoury.

35 (actual) 39 (establishment)
vehicle 1 vehicle 1
dinghy 1 dinghy 1

May 22

Camouflage of all new buildings began

36(actual) 39 (establishment)
vehicle 1 vehicle 1
dinghy 1 dinghy 1

June

Camouflage work completed 16/6/44. 5th Aust Machine Gunners ‘B’ Coy. moved to their HQ at Horn Island. 27th Field Coy. moved to Merauke.

June 28

Jetty built by army completed 600’ instead of 900’ as planned. Road to Higgins almost completed bar 2 miles.

37 (actual) 39 (establishment)
vehicle 1 vehicle 1
dinghy 0 dinghy 1

July

Road to RIP and Higgins completed.

36 (actual) 39(establishment)
vehicle 1 vehicle 1
dinghy 0 dinghy 1

Aug 17

Concert Philip Hargreaves {can’t read my writing}

Aug 28

Demo of anti jamming
Aug 31 Only ship to dock at Jetty this month “Matthew Flinders” to load up army equipment.

Sept During the month army unit No.4 Marine Food Supply Unit arrived a made camp within 1/4 mile of this unit and adjacent to 57th Field ? Coy. Role to supply units in the area with fresh fish (strength approx. 30). 57th Field ? Coy. the only other army unit remaining in the area is preparing to move out. Visits by aircrew of 7th Squadron

36 (actual) 39 (establishment)
vehicle 1 vehicle 1
dinghy 0 dinghy 1

[Appendix : No.4 marine Food Supply Unit net the fish in the Jardine River Lt. Peters in charge; approx. 30 men; 1x45 ft launch with built in refrigerator; 1x25ft launch and several dinghies. Water supply will be pumped from Army 80,000 gal tank, but this unit will maintain the pumping station at the Jardine River, although plant itself will be on charge to the Army at Thursday Island. Fuel and oil will be supplied by army. Army mobile cinema last picture 3/10/44. Army had constructed tennis court; Batminton [sic] court and sports oval. 52RDF will now use these.

Oct 4 57 Field P? Coy. moved out of area at 0730 hours
Oct 5 Telephone line to 32 Zone Filter Centre connected.
Oct 9 Lieut. Ring and Lt. Silcock, Torres Strait Forces arrived with approx. 80 personnel by “Queen Mary” from Thursday Island to load equip left by 57 Field P? coy.
Oct 10 No. 4 Marine Foods Supply moved to Horn Island
Oct 12 Tug from T.I “Castlecliff” berthed at Jetty to tow 2 barges to T.I

Oct 13 Outbreak of Variola at Merauke. Full quarantine applies to T.I and Horn Island.
Oct 15 3 small boats pulled to jetty at 1300 hours carting water. SS Marnoo berthed at 1600 hours to load army equipment.
Oct 17 Cricket with visiting international team.
Oct 19 Distress signals picked up at 2114 T.T 25 1090 - 307deg 31 miles.
2119 operations advise a/c with one motor failing coming in from west.
2125 T.T LN 2008 -319deg 53 miles
A/c sighted onscreen at 2127.5

2127.5 320deg 51 miles LN2305
2730 325deg 49 miles LN3107
2731.5 325deg 47miles LN3504
2135 334deg 43 miles LN4905
2137 337deg 41 miles LN5403
2140 340deg 40 miles LN5803
when picked up by this station A/c was flying due east and showing distress signal. First plot was at 320deg 51 miles LN 2305 approx. 2 miles from position given by Zone Filter Centre 2 minutes earlier. Aircraft was tracked for another 20 mn, the last plot being 346deg 41 miles LN 6407 on point 1 mile NW of Hawkesbury Island. After echo faded the distress signal was still sighted for about 1 min but no further echo from a/c appeared. The aircraft echo faded at 2148 .

Oct 21  Handover/ Takeover betw F/Lt Williams and F/O Cook
Oct 22  Receiver caught alight. [Appendix: “This month a fishing crew has come to camp. personnel have caught a lot thus supplying quite a few meals. the welfare committee bought one doz ducklings to be fattened up for Christmas. These are being well cared for. Several men have started a garden. Quite a few tropical plants and watermelon have been planted. A dinghy is in the process of being built by several enthusiasts. A piano and miniature billiard table have been welcome additions to the recreation” E.B. Cook.

Appendix also indicate that the plane in distress was the same “ventura” aircraft as reported from Horn Island.

39 (actual)    35 (establishment)
vehicle 1  vehicle 1
marine craft 0 marine craft 1

Nov 9  “Dilga” which loaded all army vehicles left Mutee Head. details in records are mainly of social events cricket games, card games, swimming in Jardine; pictures at Higgins etc., runs to RIP etc. Obviously a fish trap has been constructed several accounts of good hauls.

Nov 14th  Crocodile 7’ long caught in fish trap
Nov 17  Small ship called into Mutee for 75 tons of water.
Nov 26  Commanding Officer took party to Somerset. A lot of coconuts and mangoes were brought back.

38 (actual)    35 (establishment)
vehicle 1  vehicle 1
marine craft 1 marine craft 1

[Appendix: Garden thriving. Prefab hut obtained for shift workers to sleep in . Recreation room remodelled with palm trees and deck chairs. pipeline from Jardine broke twice due to heat.

Dec  wet season . Construction of drains, army fires around camp drove mosquitoes into the camp. Several rooftops tarry or relined with corrugated iron because of leaks. Flowers coming out in bloom. rains causing roads to disintegrate between station and 33 OBU. Pipeline pulled apart another 4 times. Only one more coupling left.
Operation Record - mainly deals with social events; films at Higgins etc.

Dec 8  ship called in for 75 tons water.
Dec 13  F/Lt Long and Father Law visited the unit and F/Lt Long
brought a selection of gramophone records which were
appreciated by all.

Dec.14  “A party comprising F/L Durre and personnel visited the mouth
of the Jardine River to erect a Mark II IFF Set. the position was
found unsuitable. One the way back a large turtle was caught
laying eggs.”

Dec. 18  2 ships in for water.

Dec.  Also account of Christmas dinner. minor problems for month
etc.

38 (actual)    35 (establishment)
vehicle 1    vehicle 1
marine craft 1   marine craft 1

1945

Jan  Operational record - minor events/ wet weather

Jan. 5  F/Lt Lane came over to see Lac Tibbett who was stung by a
‘man - o- war.”

Jan 7  Party took a launch up Jardine and got large haul of fish with
net.

Jan 8  Unit tender took Cpl Collins to No. 33 OBU suffering from
severe wound in leg- stepped back on unprotected fan.

Jan. 27  Personnel went to No. 33 OBU to hear Prof Brown of
Melbourne University, speaking on post war reconstruction.
Received a signal that this station would be put on care and
maintenance from 31st Jan 1945.

Jan 31st  Signal received - this station will operate daily
0600-1200hours and to be effective from 0001hrs GMT 31st
Jan. 1945.

42 (actual)    35 (establishment)
vehicle 1    vehicle 1
marine craft 1   marine craft 1

[Appendix notes: More melons sown, more leaking roofs fixed;
road to 33 OBU fixed where it had been washing away.]

Feb. 4  Lecture by Lieut. Gray of USA on radar jamming.

Feb. 5  Hudson aircraft demonstrated 3 types of jamming of radar
equip.

Feb 9  Commanding Officer invited to see the natives dancing at the
mission by Lieutenant Lane. *This must have been Cowal
Creek*

38 (actual)    22 (establishment)
vehicle 1    vehicle 1
marine craft 1   marine craft 1

[Appendix; new drying room erected]

March 6  F/Lt Sheaffer and J.W Reed of the C.S.I.R visited this unit. Mr
Reed gave a very interesting talk on the use of A1465.

March 28  F/Lt Sheaffer arrived for handover-takeover.

24 (actual)    22 (establishment)
vehicle 1    vehicle 1
marine craft 1   marine craft 1
April 4  F/O K. Chillingworth took over temporary command. F/Lt Sheaffer left for Higgins.

April 10  Fish trap completed and provided excellent results.
20 (actual)  22 (establishment)
vehicle 1  vehicle 1
marine craft 1  marine craft 1

May 15  The new commanding officer of AD HQ Higgins, S/Ldr P.L Strahan inspected the unit.

May 18  New Diesel engine transported from RIP
15 (actual)  22 (establishment)
vehicle 1  vehicle 1
marine craft 1  marine craft 1

June  [Operation record includes social stuff - picture shows, table tennis etc.]

July 8  Inter unit sports event

July 10  Station ordered “on air” at 1328 hours in order to track 3 Wirraways which departed Higgins for Port Moresby. Closed down 1510 hours.

July 17  F/Lt W.B Ross returned from leave to take charge at 1200hrs.

July 23  Handover/takeover from F/O Chillingworth to F/Lt Ross completed.
17 (actual)  22 (establishment)
vehicle 1  vehicle 1
marine craft 1  marine craft 1

[Appendix A: Inter unit sports event held on 8th at Higgins. “The native boys of the T.S.L.I Battalion won the majority of the events and put up a very fine performance.”]

Aug. 10  News received of japans proposed surrender

Aug 15  Officially announced that Japan would accept allied terms.

Aug 27  Notified by A.D HQ that an American C.47 had made an emergency landing at approx 0430 hours local time, possibly in the vicinity of this unit. Investigation revealed that no one had heard an aircraft and nothing could be seen on the beaches.

Aug 28  At 1045 LAC Tonkin who had been working on the wharf reported wreckage which could be a canvas dinghy floating 200 yards north of the wharf. The unit dinghy was taken to the beach and four men put off to investigate. No trace of the wreckage could be found but investigation disclosed that at about 1000 hours men of the T.S.L.I battalion camped nearby and had dumped an old tent fly and some cases off the pier and it was assumed that this constituted the wreckage.
19 (actual)  22 (establishment)
vehicle 1  vehicle 1
marine craft 1  marine craft 1

Sept 1  Party - trip to Cape York

Sept 3  Station resumed operation until 1730 hrs local time in order to cover the liberation aircraft in search of American C47 lost on the 27th.
Sept 11  Advised by A.D HQ Higgins to cease operations from 1800 hrs local time and to carry out disbandment procedure.
Sept 24  Camp will be vacated and personnel temporarily quartered at Higgins.

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**Series 64**

**# 311 Radar Station**

**ARCHER BAY (Aurukun)**

1943  Jan 5  No. 311 RDF formed to establishment HD 319 at Mascot on 5/1/43. Under control of HQ Eastern Area. The purpose of this unit is to provide early warning of approaching aircraft and shipping. 5/1 F/O Keighley (A63110) appointed CO in place of F/O Durre.

Jan 27  F/Lt H.V. Bassett (1818) posted from 1RDF School Richmond to command.

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Feb 10  Unit embarked at mascot for Horn Island per M.V “Wanaka” and rail.

Feb 16  Arrived T’ville after rough voyage during cyclone. Serious damage by saltwater to technical equipment. Unit under control of H.Q NE Area.

Feb 17  Embarkation- proceeded to Horn Island

Feb 21  Arrived Thursday Island transferred to Horn Island. balance of the month spent replacing and ...?.. equipment and rations. Numerous cases of Dengue Fever.

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<td>marine craft</td>
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March 13 Notification of formation of 42RDF wing to command and administrate all RDF Stations in NE Area as from 17th March.

March 15  Embarked personnel for Archer Bay per MV “Wombat”

March 16  Arrived Archer Bay. Welcomed by Missionary and natives. Selected camp site and camp struck inside Northern Point of Archer Bay.

March 17  Mission natives helped unload approx. 100 tons of equipment via two boats lashed together.

<table>
<thead>
<tr>
<th>Actual</th>
<th>Establishment</th>
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<tbody>
<tr>
<td>36</td>
<td>39</td>
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<tr>
<td>vehicle</td>
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<td>marine craft</td>
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April 1  Battery Charger temporarily repaired. Maintaining a 24hr watch with difficulty due to accommodation position. Many
P.E’s sighted some doubtful. Suspect enemy vessel in vicinity.

April 3   Unidentified vessel in vicinity. Unit prepared for emergency
April 4   Unidentified vessel again located
April 5   Submarine sighted visually and located by RDF. Action Stations maintained.
April 12  Again as above
April 30  Maintain generator-type “Howard “generators
All general posts and lit trenches completed and camp area camouflaged. All RDF and visual sightings reported to Fighter Section Cairns.

38 (actual)  40(establishment)
vehicle -    vehicle 1
marine craft - marine craft

May 19   Unexpected visit of 4 x American P.T Boats under command of Commander Bulkley who was responsible for the successful evacuation of General Macarthur from the Philippines.
Ongoing problem with availability of spares.

May 27   Many improvements were affected in the camp are including filling of sandy floor spaces with clean shells carted from the beach area. This necessitated constructing 2 miles of bush track for light utility truck. lack of water transport is a problem.

39 (actual)  40(establishment)
vehicle -    vehicle 1
marine craft - marine craft

June 1   Arrival of 2 American PT Boats under command of Lt R.J Buckley.
June 20  Arrival of lugger “Morning Star” with mail and postings and fuel from Aurukun Mission strip.
June 25  Arrival of lugger “Sheila” with essential spares and aviation fuel from mission strip.
June 29  Arrival of lugger “Galston” with spare, oil and kerosene; aviation spirit and oil from mission strip. During the month the foundations of a stone pier were laid utilizing stone deposits some distance along the beach. When completed the pier will be 150’ long and 8’ high.

37 (actual)  40(establishment)
vehicle -    vehicle 1
marine craft - marine craft

July 1    F/Lt Bassett relinquished command. F/O S.A Keighly appointed OIC.
July 3    Arrival of Walrus
July 20  Arrival of lugger “Ward” with mail and spare parts.
Construction of pier proceeded. Also constructed were the store, new showers, orderly room, recreation room. The kitchen was altered and concreted. A 200 yds range was constructed and range practices, bayonet and anti gas training were continued.
Aug 6  Construction of new lavatories and grease traps
Aug 13 Arrival of M.V “Butha” from Karumba with rations.
Aug 15  Walrus arrived with emergency canteen supplied.
Aug 23  Calibration flights commenced by Anson and Hudson.
Aug 25  Arrival of lugger “Bacton” with petrol from Thursday Island.
          25 yds of rifle range constructed.
34 (actual)    40 (establishment)
vehicle 1  vehicle 1
marine craft - marine craft 1

Sept 3  Single aircraft without IFF Followed approx. 40 miles.
Sept 9  Arrival of “Dragon” aircraft from Townsville with first
        consignment of fresh butter, eggs, vegetables.
Sept 14  Arrival of lugger “Bacton” with mail
Sept 27  arrival of Catalina with mail - landed successfully in Bay but
          unable to unload because of strong current and lack of dinghy.
Sept 29  Passing visit by Lt/Col Grith and staff during an aerial
          reconnaissance of the Gulf area. All huts were re-roofed for wet
          season. Construction commenced on new engine room.
33 (actual)    40 (establishment)
vehicle 1  vehicle 1
marine craft - marine craft 1

Oct. 2  Anson aircraft left strip for Townsville.
Oct. 4  Lugger “Sheila” arrived with 6 personnel on posting.
Oct. 10  Building of garage commenced.
Oct. 11  Anson arrived with F/O McKenzie (42 Radar wing equipment
        officer) and mail.
Oct. 14  Anson departed.
Oct. 15  MV “Britha” arrived with stocks, rations and fuel for strip.
Oct. 16  “Britha” departed
Oct. 20  Arrival F/O Davies new commander by Anson aircraft.
          Handover/takeover. Arrival of dragon aircraft with fresh
          supplies and mail.
Oct. 21  New range commenced.
Oct 24  One Catalina arrived ex Karumba with inspection party.
38 (actual)    40 (establishment)
vehicle 1  vehicle 1
marine craft - marine craft 1

Nov 1    “Morning Star” from Thursday Island with mail
Nov 4    Dragon aircraft ex Horn Island for Karumba.
Nov. 8   SS “Poonbar” arrived ex Cairns with dinghy, 9 tons rations,
          fuel, oil and canteen supplies.
Nov. 9   One Dragon ex Karumba; 2x Airacobras ex Horn Island. SS
          Poonbar departed for Mitchell River.
Nov. 12  Dragon aircraft arrived ex Townsville with fresh rations and
          comfort...?Wet season began.
Nov. 24 1x Catalina followed to 62 miles with IFF.
Nov. 25 Arrival of lugger “J.G.Ward” with mail and 3 personnel returning from leave. During the month a barge of estimated capacity 3 tons was constructed. An armoury was built, improvements in kitchen, new food store almost completed. Timber was cut for the construction of a wooden tower and the garage completed.

Dec. 4 “Leisha” arrived
Dec. 9 Walrus arrived
Dec. 11 Lugger “J.G Ward” arrived with equipment.
Dec. 13 Anson aircraft ex Townsville with mail and equipment and .. comforts”.
Dec. 17 Anson aircraft ex Iron Range with Radar installation party.
Dec. 18 1 aircraft followed to 68 miles without IFF
Dec. 23 3 Fighters, 1 med. bomber followed to 65 miles without IFF, 90 miles with IFF.
Dec. 29 “Glenda” arrived ex Thursday Island with equipment. Improvements on kitchen and foodstore were completed. Timber cut for construction of wooden tower transported to station. Engine shed partially walled in with bark.

1944 Jan 1 MV “Britha” ex Thursday Island
Jan. 2 MV “Britha” and MV “Glenda” departed.
Jan. 8 MV “Britha” arrived ex Burketown.
Jan. 9 2 sick people evacuated to 28OBU by Walrus aircraft MV “Britha” departed
Jan 14 Dragon aircraft ex Horn Island with mail
Jan 21 Mail arrived overland from Mapoon Mission by native courier.
Jan. 23 MV “Leisha” with equipment and Fordson tractor. Fourth improvements to kitchen; airmen’s mess re-floored; new latrines and shower constructed; and w/t hut re-organised. Electric lighting installed throughout the camp. camp cleared of grass as precaution against snakes. Basketball and Batminton courts constructed.

Feb.15 Anson aircraft ex Townsville with pay
Feb. 19 Anson aircraft ex Horn island with mail. New workshop commenced; material obtained from the building of a new airmen’s mess, kitchen flooring improved; grass constantly cleared re snakes.
March 3 Norseman aircraft ex Townsville with maintenance party
March 5 Norseman aircraft ex Horn Island return and take guy on leave
March 11 Norseman departed to T’ville
March 15 Luger “J.G. Ward” ex Thursday Island with mail.
March 17 MV “Leisha” inspection party. This month new airmen’s mess commenced, new defence positions were dug; Ration storehouse re-organised; New technical workshop completed. 35(actual) 40(establishment)
April 4 MV Leisha” departed for Horn Island
April 16 MV “Glenda” ex Karumba with rations.
April 19 Luger “Francis Pritt” ex Thursday Island
April 23 Luger “J.G. Ward” ex Thursday Island with personnel
April 29 “J.G. Ward” departed for Thursday Island with personnel. This month new airmen’s mess and recreation room were completed. new defence positions were finalized and new armoury built. A corduroy road was commenced in order to obviate difficulties in driving the truck over loose sand. 34 (actual) 34 (establishment)
May 2 Beaufort from Higgins dropped sealed bags
May 3 Norseman landed Aurukun Mission with mail and fresh food. Signal received advising proposed move of station to Townsville.
May 5 Oxford departed. Signal advising effort being made to move station per sea shipment.
May 10 Dragon landed and departed - inward mail. Luger “Francis Pritt” departed with outward mail to Thursday Island.
May 11 Norseman landed at Mission with mail and equipment from T’ville.
May 12 Volte Vengeance from Higgins dropped sealed bags with mail.
May 28 Beaufort from Higgins dropped sealed bag, letter mail and small supply of tobacco.
May 29 Army lugger “Pearl” arrived direct from Thursday island with rations, canteen stock. Dragon landed at Mission and took part mail out.
May 30 Luger “Pearl” departed for T.I carrying outward mail
This month personnel packing and preparing equipment for shipment. No further improvements. 24 (actual) 37(establishment)
June 1 Station ceased operating on instruction from North East Area
June 6 Signal received advising service aircraft would arrive Aurukun strip AM 7/6/44 to uplift 17 personnel.

June 7 Aircraft didn’t come- men billeted at mission. Personnel returned to unit in batches. The only transport was 1 dinghy.

June 9 Signal advising departure of Norseman from T’ville enroute to Aurukun for ferrying personnel to Higgins.

June 10 negotiations re sale of supplies to mission.

June 11 Norseman arrived and departed with mail and 8 men.

June 12 Norseman departed from Higgins with another 4 men and returned to mission stopping overnight.

June 13 Norseman departed for T’ville with 5 men and mail. Only 7 men remain. Dragon arrived from Higgins with mail.

June 23 MV “Glenda” ex Thursday Island going to Karumba.

June 24 MV “Leisha” arrived and departed Aurukun taking outward mail to Thursday Island. 08-11 arrived ex Karumba, enroute to Merauke, stopped overnight at mission.

June 25 08-11 departed carrying outward mail. Station has been non operational since 1/6/44. equipment all packed.

July 7 Dragon arrived ex Higgins with mail. Lugger “J.G.Warrd” departed for T.I carrying outward mail.

July 13 MV “GLenda” arrived ex Karumba enrouet to T.I with one bag potatoes and small quantity of onions- first since Nov.’43. MV “Britha” sheltered overnight in river on trip from south to T.I. A.83 (naval patrol boat) arrived to destroy landmine on coast 12 miles from unit.

July 14 MV “Glenda” departed for Thursday Island with mail.

July 19 “J.G. Ward” ex Thursday Island but no mail or canteen supplies (latter urgent) came.

July 21 Signal received - canteen supplies held at 32 ASP since 8th July.

July 23 Lugger “J.G Ward” departed for T.I with mail.

July 25 Signal received advising mail and canteen supplies would be forwarded on RAAF lugger within few days. Only one mail delivery received this month, although transport available for more. Part of supplies exhausted since 12/7. Representations made but not satisfactorily answered.

Aug 1 Lugger “J.G.Ward” ex T.I neither mail nor canteen supplies

Aug 8 Canteen supplies and mail delivered

Aug 9 Lugger “J.G Ward” departed to T.I with outward mail.

Aug 25 SS Poonbar arrived for removal of unit

Aug 26 Balance of personnel and equipment transferred to SS Poonbar enroute for T’ville via T.I
Aug 27  SS Poonbar arrived at T.I - 6 personnel off loaded and transported to Higgins for on transport to T’ville. One airman escorted equipment on boat.
Aug 29  Higgins to T’ville by Douglas aircraft then to No. 42 Radar wing HQ.
15 (actual) 40 (establishment)
Sept 1 Demand...? to re-equip
Sept 2  SS Poonbar arrived T’ville.
Most of month taken up with admin stuff packing , unpacking etc

N.B This unit later moves to Green Island near New Guinea

Series 64
# 312 Radar Station
Horn Island

Squadron Leader R. Jaggard- Commander.

1942  March 8  Advice received from 42 RDF wing that Mitchell River had been surveyed to select suitable site. Departure of 312 deferred.
March 19  Submitted indent to ASC T.I for supply of rations for payment of native labour being made available by Mission station at Mitchell River.
March 29  “Wombat” arrived T.I loading commenced.
March 30  “Wombat arrived horn Island
ETD Mitchell River 0900 1st April. Advised by signal that 312 RDF destined for Mitchell River to be held at Horn Island pending selection of site at Cape Wessell by AOC NWA.
34 (actual) 39 (establishment)
Prime Mover 1 Prime Mover 1

April  [Incomplete records available for the 312 RDF from the appendix were at Wessel Island - ref to “natives”]
April 29  Natives report green vercy lights at 2230 hrs; also search lightbeacons from east. Sent native runner to Naval watch who went out to investigate.

Series 64
# 313 Radar Station
Mornington Island

1943  April 7  Aircraft landed approx. 16 miles north reported by natives
April 8  Visual observation of aircraft believed to be Catalina.
April 14  Aircraft ex Townsville with ...accumulator and battery charger.
April 15  Aircraft departed for T’ville
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>April 22</td>
<td>MV “Leisha” with mail and 24 tons of rations</td>
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<tr>
<td>April 23</td>
<td>Problems with Howard generating plant.</td>
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<tr>
<td>April 24</td>
<td>MV “Leisha” departed Groote Eylandt</td>
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<tr>
<td>April 25</td>
<td>MV “Bretha” arrived</td>
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<tr>
<td>April 27</td>
<td>MV “Bretha” departed for T.I</td>
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<tr>
<td>May 5</td>
<td>Water supply dried up</td>
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<td>May 7</td>
<td>Surveyed country north of Island -recommended unit remain where it is.</td>
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<tr>
<td>May 10</td>
<td>Mail service commenced with sailing boat to Burketown with mail</td>
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<tr>
<td>May 22</td>
<td>Sailing boat ex Burketown with mail</td>
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<tr>
<td>May 24</td>
<td>Anson with U.S Officer</td>
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<tr>
<td>May 25</td>
<td>Anson departed for Cloncurry</td>
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<tr>
<td>May 27</td>
<td>MV Bretha with posting and mail</td>
</tr>
<tr>
<td>May 29</td>
<td>MV Bretha departed for T.I</td>
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<tr>
<td>June 2</td>
<td>Struck water in well at 6’ but saline. Water carted from Creek 3 miles inland.</td>
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<tr>
<td>June 3</td>
<td>Problem with Katolight Petrol Electric Generator</td>
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<td>June 8</td>
<td>Walrus aircraft arrived with personnel</td>
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<tr>
<td>June 9</td>
<td>Walrus departed</td>
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<tr>
<td>June 10</td>
<td>Launch departed from Burketown</td>
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<tr>
<td>June 11</td>
<td>Aircraft Anson arrived.</td>
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<tr>
<td>June 14</td>
<td>Launch returned from Burketown with 9 bags of mail</td>
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<tr>
<td>June 16</td>
<td>Handover/Takeover</td>
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<tr>
<td>June 17</td>
<td>S/Ldr Matheson (outgoing commander) departed on “Bonny” posting to Townsville.</td>
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<tr>
<td>June 18</td>
<td>Aircraft walrus arrived - evacuate ...?.. parties</td>
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<tr>
<td>July</td>
<td>Series of visits by SS “Bretha” and walrus/c delivering stores</td>
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<tr>
<td>Aug</td>
<td>Series of visits from launch; Anson aircraft walrus etc.</td>
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<tr>
<td></td>
<td>Calibration test with Anson</td>
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<tr>
<td>Aug 8</td>
<td>Mr and Mrs McCarthy arrived on “Leisha” to relieve missionaries.</td>
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<tr>
<td>Sept</td>
<td>Visits from SS ‘Bretha”; “Bonny”(unit launch);”Angelica”(sailing boat captained by M.Thus with survey party; Catalina a/c. The number of satisfactory targets for the month declined attributed to decrease in air traffic. Howard generator troublesome; General camouflage repaired and improved; fresh water supply low - source creek 8 miles inland-truckered. Landing strips- on 6/9preparti on of landing strip commenced. “It is situated in a north westerly direction of Mission Station, 110 yds long, and running on a bearing of 315 degrees. The work should be completed in early Novemver”. Kitchen and mess hut 40’ x14’ nearing completion. As no galvanised iron is available- bark roof and sides used. Sleeping hut of similar dimensions to be commenced.</td>
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<tr>
<td>Oct.</td>
<td>Visits and departures MV “Leisha”; “Angelica”; Catalina from 43 Squadron; Anson EF924; sailing boat “Sheila”.</td>
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<td>Oct.18</td>
<td>Unit launch “Bonny departed for Burketown</td>
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Oct 19  “Bonny” returned after an encounter with wild natives on Sweers Island. Under instructions from 42 Radar Wing F/O Jasper proceeds to Sweers Island with Mr McCarthy Superintendent of Mornington island.

Oct 20  Ineffective contact made with Bentinck Island natives, Buried one native body on Sweers Island. Party proceeded to Burketown to report incident to civil police.

Oct 22  Launch party made further inspection of Sweers Island accompanied by Sgt Nuss of civil police.

Nov 11  1,100yds of landing strip completed

Nov 12  Anson EF 9224 landed on new air strip. P.O R.J Brown to takeover command.

Nov 18  Water shortage acute, aggravated by lack of petrol, bad tyres and tubes. Source of water 10miles over rough bush track.

Nov 19  Preparation for wet season commenced. Large mess hut and kitchen constructed of bush timber and bark with raised stone floor. Work commenced to raise tent floors.

Visits during month from Anson a/c ’MV “Britha”; Catalina a/c; MV “Leisha”

36 (actual)  31 (establishment)

Dec  Visits from MV “Britha” Anson a/c; walrus a/c

Dec 15  New 200 yd rifle range commenced

Dec 17  Store for rations constructed of bush timber and bark completed

Dec 26  All power supplies unserviceable. Station no-operational pending supply of new parts.

38 (actual)  39 (establishment)

1944 Jan 3  Spare parts arrive. Throughout month there are visits from Walrus a/c; Dragon a/c; RAAF boat “Glenda”.

Jan 10  Commenced building officers mess

Jan 14  Unidentified a/c plotted. Appeared to be viewing island 10 -15 miles north of unit.

Jan 15  natives reported large black ship made 4 unsuccessful attempts to land at beach approximately 15 miles NW of unit. Disappeared in direction of Rocky Island. Description suggested a tanker. Investigation was immediately carried out by officer in charge and W/O Dunlop, Aerodrome Defence instructor. No trace found. Natives making the discovery were again questioned but were adamant. from further questioning it was revealed that they were first attracted from the bush by the sounding of the boats horn. before leaving the area 8 natives were posted in pairs, as lookouts about 5 miles apart.

Jan 16  At dusk an unidentified surface vessel was plotted from Rocky Island to within 10 miles of the unit. the track showed the vessel to be fast moving and travelling directly toward the station. All precautions were taken and blackout strictly
observed. All station personnel manned guns throughout the night.

Jan 17  At dawn, no trace was found. Natives had nothing to report. OIC and party made observation of Rocky Island from high peak inland. Nothing unusual sighted.

Jan 18  Construction of machine gun emplacements commenced.

Jan 25  Work commenced to build up jetty and approaches approx. 4’ using rocks and gravel, so that new Ford power supplies due beginning of February can be unloaded.

36 (actual) 39 (establishment)

Feb 2  Rain. Catalina a/c instructed “Glenda” to proceed to NE tip of island and commence salvage of two American Boston aircraft.

Feb 5  jetty and approach completed.

Feb 12  Very heavy rain- 11 inches in 15 hours. Tents and marquee leak. New reservoir overflowing - further re-inforced with rock. Landing strip wet but solid.

Feb 19  Catalina arrived- departed for salvage location and returned with sick native- departed for Karumba.

Feb 21  Commenced gravel surface on strip rendered boggy by heavy rains. MV “Glenda” arrived with P/O Rhodes, marine officer Karumba. It collected rations from Mission for the natives working on salvage.

Feb 24  Heavy rain- gravel unworkable. Commenced widening strip using 15 natives.

Feb 27  Walrus a/c arrived with mail and rations for native salvage workers. Refueled and left for salvage location. Returned, refuelled and departed for Karumba.

Feb 28  natives working on strip did not report for work. Unit personnel continued gravel spreading.

35 (actual) 39 (establishment)

March 3  Walrus aircraft arrived from Karumba and departed for location of salvage. Returned heavily loaded. Unsuccessful attempt to take off. Unloaded and landed on strip- bogged. Surface gravelling recommenced using some native labour.

March 31  Completed gravelling landing strip. Surface now gravelled from end to end and in excellent condition.

36 (actual) 39 (establishment)

Miscellaneous visits recorded in operational record include: MV “Glenda”; Catalina A/c Walrus a/c etc.

April  Miscellaneous visits recorded in operational record include: MV “Leisha”; Norseman a/c. Completed widening of landing strip - now 90yds wide and 1100 yds long with gravel runway surface.

May 7  F/O R.J Brown OIC departed with mission superintendent per launch “Bonny” for Bentick Island in an endeavour to contact hostile natives.

May 11  “F/O R.J Brown returned after landing at several points on Bentick island inspecting recently used camps and leaving turtle and dugong. Natives were called but none could be sighted. camp was made on an adjacent island from where
natives could be seen carving the turtle. Launch developed engine trouble - proceeded to Mornington under sail.”
[Summary of operational record includes details of miscellaneous visits of Norsemen aircraft].

June 1  Ceased operations and began packing
June 13 Norseman arrived to evacuate personnel
June 21 Evacuation of advance party complete. Seven remain to guard and load equipment.
June 22 MV Britha arrived
June 23 MV Britha departed .....?...

No further records until 1945 when 313RDF was at Green Island

Series 64
# 320 Radar Station
Mitchell River

1943 July  Records not written up until 5/8/43.
Visits from  Seagull amphibian a2/3
          Anson EF924
          ANA Aircraft with Royal Mail
Construction of cabbage tree huts for kitchen; orderly room; w/t station all completed.
  “Mention is made of the continued and valuable assistance rendered to the unit by the Mitchell River Mission Station.”
Aug  Two Ansons and a Lockheed Hudson used for calibration.
    Lugger “sheila” from T.I 8/8 with rations. because of tides it could not get closer than 2 miles to landing - stuff ferried by dinghy
    Rations in poor condition. “Vegetables grown by the unit have been in use in small quantities throughout month.
    The Magnificent Creek on which this camp is situated has fallen some 4’ since June 9 but there is no reason to doubt the permanence nor quality of the water.....”
Sept 2 Elevated ramp from bush timber for maintenance of unit tender completed. The bulk of entries relate to rifle and tommy gun practice etc
Sept 19 Vegetable gardens extended to an area 40yds x 15 yds
Sept 23 Additional slit trenches located for covering fire were dug
Sept 24 Construction commenced on the recreation hut 36’x 16’ from bush timber and cabbage tree palms. Kitchen, radar hut, w/T hut, hospital and orderly room huts already in use- constructed from above materials.
Sept 28 F/O Ray DWO arrived for survey of an air strip
Sept 29  Visit by Lt Col Frith, Commanding Officer 43rd Australian Infantry Battalion. He is also officer in charge of defence of the east coast of the gulf. Fresh vegies from garden in use. Visits from “Francis Pritt “ etc.

Oct 9  The mess hut was completed and put into use. The airmen’s section has comfortable accommodation for eight 6’X3’ tables and a separate officers mess is partitioned off at one end. The structure provides a cool and airy mess and recreation hut and is regarded as a worthy addition to camp facilities.

Oct 15  The shelters for the motor generator sets were extended and the roofs raised at hip so as to provide quicker run off from the heavy downpours experienced here.

Oct 16  A well approx. 20’ deep with a plan areas of 25sq feet has been sunk in order to provide auxiliary water supply. Owing to sandy nature of the soil it has been found necessary to line the well completely with timber. This work has been put in hand, ti-tree being selected as having the least effect on the drinking quality of the water.

Oct 18  River sinking rapidly. Water has developed a strong weedy taste and slight odour. All supplies boiled before use.

Oct 23  During the past week all tents were mounted on elevated platforms constructed from a log framework filled with earth. This provides a deck approx. a foot above the surrounding ground in preparation for the heavy rains which are expected shortly. Drains have been dug to discharge surface water from low lying areas to the River.

Oct 24  A span of the low level bridge over Magnificent Creek on the road o the landing was dismantled, new foundations out in and decking reconstructed. A creek crossing further down towards the Mitchell River was provided with a complete new decking of heavier timber. This work was done with native labour supervised under RAAF supervision. {Other entries relate to the delivery of provisions etc.}

Nov  Supplies bought by SS Poonba. Lugger “Francis Pritt operating as pilot [obviously difficult to navigate to RDF Station when river is low.]

Nov 24  Well completed. [Other entries relate to delivery of stock and general operation. Note a diminishing number of aircraft in the area].

Dec 9  Extensions to kitchen completed. Extension of roof in three directions making interior cooler and reducing the number of flies.

Dec 10  Road to landing in bad condition due to rain.

Dec 15  Road closed.

Dec 31  “An offer was made by Mr A W McLeod Superintendent of the Mission to supply 10 milking cows for the unit. The offer was unsolicited and is gratuitous. A yard is being constructed together with bails etc. Delivery of cows is expected in a few days.”
[Long complaints about delivery of equipment and stores from T.I and Horn Island]

“All necessary timber for the elevated platforms for the radar equipment has been collected and dressing of timber is well underway. The platform will give an elevation of 21’ making the centre of the array 36’ above the ground.”

1944

Jan 5
Work commenced on construction of tower for elevation of radar equipment, bloodwood and ti-tree local hardwoods are being used.

Jan 24
The Magnificent Creek has risen 7’ in last 2 days another 5’ before reaching camp but as tents have platforms of approx. 1’ above ground we anticipate no problem.

Jan 25
Tower for Radar equipment completed.

Jan 30
New overhead transmission and telephone lines constructed. Severe electric storms experienced during month and a native woman at the mission was killed by lightening strike. Vegetable garden suffering because of heat and grasshopper plague. Cow yard completed and 5 cows on loan from mission provided. Producing approx. 5 gals of milk per day.

Feb 28
Magnificent creek has risen 6’ since 20 Feb. High flood level now been reached. precautions taken earlier have proved adequate and no inconvenience has resulted. The creek is now 14’ above min level in Nov and is flowing at about 6knots. The surrounding country side is completely flooded except for the aerodrome which is still serviceable condition except for the cross strip which is boggy at the south end.

Feb 29
Veggies doing poorly due to weather and insects except for potatoes planted with slips from the mission. Few aircraft sighted suggest 6 months maximum life of the unit. Complaint re service of unit with supplies.

March
Complaint about equipment at Horn Island awaiting delivery to this unit in excess of 7 months. Serious problem with equipment due to lack of spare parts. River back to normal level. Work recommenced on vegie garden.

April 4
Commenced grass cutting on strip. Road to landing not available for traffic for another 3 weeks.

April 8
OIC visited Mission to examine communication system (message arriving by radio are sometimes addressed to Mission- Mission strip. Mission runners frequently convey info to unit relative to shipping movements) and generally further goodwill.

Visits by :-
C47;
4x Boomerang (No.5 squadron) on cross country exercise.
Walrus and Norseman

April 26
Trip to landing 1st since wet season. track good but very overgrown.
Visits by:- DC3; Dragon; Boomerang; and Lugger ‘Francis Pritt’

New mechanics workshop is being fitted in centre section of tower. Electric wiring system renewed. MV ‘Glenda’ with supplies from Horn Island disabled between Aurukun Mission and Horn Island. Tomatoes about to ripen in garden.

May
Norwegian. Indication that unit may soon move out.

May 8
NEA instructs arrangements be made with Mission superintendent to hold aviation fuel after movement of unit. [Reference to security risk of/to? Mission].

May 31
Cabbage tree has been placed over roof and walls of top section of radar operation tower. Further work deferred because of impending movement. MV “Glenda” unserviceable near Mapoon Mission.

June 2
Commenced dismantling of Radar equipment. Unserviceable packing cases replaced by others from Rutland Plains Cattle Station. Local grass used to pack delicate equipment. Bush timber used for sturdy crates. 2x DC3 (C47) aircraft evacuated 18 personnel.

June 12
Temporary camp set up. All equipment at landing and personnel. The river landing is 15 miles from Mitchell River and approx. 16 miles from old campsite. [No “landing” constructed - just the point where the mission unloads stores. Includes description of the spot and its unsuitability for long term camp].

June 13
“In response to this units request to HQ NEA and 42 Radar wing HQ that the RAAF should assist the Mission whose food stocks were extremely low and which was unable to secure transport of 33 tons of general cargo awaiting shipment from Horn Island, aircraft Norseman arrived with 1000lbs of flour, sugar and rice. Norseman was in process of evacuating personnel from 311 Radar station (Aurukun Mission) to Higgins. 320 Radar owes debt to Mitchell River Mission for general assistance, provisions and native labour.”

June 28
Someone got dengue fever “The existence of mud flats and close proximity of natives probably is responsible for the incidence of fever in this area”

June 30
Notes thank people by name: Late Mr A McLeod and current superintendent Mr W.F Carrington, Mr W Wilson and Revd. Sailor Gabriel of Mitchell River Mission. Mr W.F Kreidemann of Rutland Plains Station. Sisters Pike and Shaw of Australian Inland Mission Hospital Dunbar; and No. 5 Squadron for mail and supplies

July 8
Tender sent to Rutlands to purchase supplies. Aboriginal guides to River mouth to await arrival of MV “Glenda”.

July 20
Signalled that vessel “Britta” was in Gulf and could uplift unit if heavy items of equipment could be dismantled and packed. Other entries deal with discomfort and inadequacies of temporary camp. Can’t swim because of sharks and water
snakes. 10 personnel left- 7 of which are at Mitchell River camp.

No further operation record sheets until Jan 1945 when the unit is in T’ville and ready to go to New Guinea.

Where and when these RDF units were about

<table>
<thead>
<tr>
<th>RDF Station</th>
<th>Location</th>
<th>Dates</th>
</tr>
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<tbody>
<tr>
<td>No. 312 Radar Station</td>
<td>Mascot NSW</td>
<td>21.2.43 - 25.3.43</td>
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<td>Horn Island</td>
<td>21.2.43 - 23.4.43</td>
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<td>Wessel Island NT</td>
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<td>Marsden Park NSW</td>
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<td>Strathpine Qld</td>
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<td>Tarakan Borneo</td>
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<td>No. 313 Radar Station</td>
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<td>Mornington Island</td>
<td>25.3.43 - 3.9.43</td>
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<td>T’ville</td>
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<td>Jacquinot Bay</td>
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<td>No. 320 Rada Station</td>
<td>Mascot</td>
<td>21.4.43 - 3.9.44</td>
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<td>Mitchell River</td>
<td>21.4.43 - 23.5.43</td>
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<td>Townsville</td>
<td>25.3.43 - 3.9.43</td>
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<td></td>
<td>Bougainville Island</td>
<td>5.9.44 - 1.1.45</td>
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<td>9.6.43 - 5.9.44</td>
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<td>6.1.45 - 6.12.45</td>
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<tr>
<td>No. 2 Air Ambulance Unit</td>
<td>Horn Island</td>
<td>1.3.44 - 30.4.44</td>
</tr>
<tr>
<td>No. 113 Air Sea Rescue Flight</td>
<td>Rathmine</td>
<td>1.2.46 - 22.4.46</td>
</tr>
<tr>
<td>No 9 Mobile Fighter Sector HQ</td>
<td>Horn Island</td>
<td>9.10.42 - 3.11.42</td>
</tr>
<tr>
<td>(later renamed 109)</td>
<td>(later renamed 109)</td>
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<tr>
<td>No. 12 Mobile Fighter Sector HQ</td>
<td>Horn Island</td>
<td>28.6.43 - 6.4.44</td>
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<tr>
<td>(renamed no112 18.10.43)</td>
<td>(renamed no112 18.10.43)</td>
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<tr>
<td>RAAF Station</td>
<td>Archer Field</td>
<td>17.6.40 - 1.7.42</td>
</tr>
<tr>
<td>RAAF Station</td>
<td>Rathmines</td>
<td>14.8.39 - 1.10.47</td>
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<tr>
<td>Air Defence HQ</td>
<td>Higgins Field</td>
<td>31.1.45 - 16.1.46</td>
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<tr>
<td>No. 75 Wing HQ</td>
<td>Townsville</td>
<td>30.9.43 - 24.10.43</td>
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<td>Horn Island</td>
<td>27.10.43 - 7.2.44</td>
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<tr>
<td></td>
<td>Higgins</td>
<td>18.2.44 - 25.8.44</td>
</tr>
</tbody>
</table>
No. 26 Operational Base unit Iron range  7.6.42 - 9.12.44
No. 27 Operational Base unit Cooktown  24.4.42 - 26.4.46
No. 28 Operational Base unit Horn Island  15.5.42 - 29.12.44
No. 3 Operation Training Unit Rathmines  17.12.42 - 1.2.46
No. 13 Stores Unit Thursday Island  12.6.43 - 27.10.43
No. 23 Air Stores Parts Thursday Island  15.1.44 - 18.9.44

Notes on DC 3 Crash at Higgins Field
Information from Australian Archives at Mitchell
A705/1
32/10/3557
Subject: Investigation re accident USAAF Aircraft operated by ANA at Higgins Field 5-5-45

DC3 xall sign VH-CXD occurred at Higgins Field near Cape York at 5.18am.
Captained by Australian National Airways - Capt W.E Clarke
Crew - W/O W.H Hornibrook (2nd pilot)
       W/O A.H Gidley (radio operator)
       F/S N.T Brown (extra 2nd pilot)
2x US passengers ex Brisbane were on board. viz S/sgt Gorghty and Cpl Cozens.
Plane left Brisbane about 8.30 pm on 4/5/45 on courier trip to New Guinea. Crashed
while circling on aproaching to land at Higgins Field and caught fire. All occupants were
incinerated.
Director General of Civil Aviation to Minister.
Appendix E

Transcripts of conversations with Mrs Sagigi regarding experiences with red devils.

Them Short man ee gad here too inside dem scrub. When you go rounc one place ah dere lo scrub you sabbee its dem that makke your head no good. You marke dis place you go you walk go den youm come out here again. Mepla bin dis kind before. Mepla all school gel. We always go inside por sorbee (look dis tree ee standup here front lo Mumma Duck heaya Sorbee tree. All wild one grow lo side lo road.) So dere were you go for dat depot now, before that scrub ee wannemere now, Alau scrub or Bamaga scrub the wanem we call em, mepla all go inside dere, Mepla all school girl, ee bin got dans there too ontop ee think mepla bin wagabout go ontop por dat business sorbee mepla go inside alsame angoon andaipah “eye open” like dat ahh? Go por wanem dere sorbee, nice black one we keep go go. Go alright we sitdaown an kaikai pas. Satisfy now enough for carry em go house and when we go inside we marke dem tree markem like dat! Come we sit down nice log ee got asalike black antbed ee stuck. Sitdown dere. Kaikai Okay pinnis satisfy. Alright. Tie em up em now for carry em go outside por road now. Alright here we go start wagabout now. Wagbout which way we go take em we go take dis course thas way we bin cum. Which way go? Go go cum out lo same antbed were we bin sitdown. Cum dis way dis way we go cut dis way we cut dis waynow gogogogo cum back por de same ant bed were we bin sitdown. Okay em now make head go ron. Ey! Which way north, south, east or west? East but we cum por de sameplace. An you know what the sun ee cum afternoon now. Sun ee cum afternoon now. We start sitdown now. We bin cry mimi or margie? one small gel ee cry “Mamma!” (Alfie alfie too) I stuck em “no cry no cry” you me go amen now. We start pright now we prayer. Prayer, prayer, prayer pinnis! We talk eh somebody have to climb up ontop lo tree. Alright nobody wanem, so I bin climb up no too wanem I bin cum down again. You me go take dis course we wagabout go sitdown Prayer Prayer Prayer prayer pinnis talk “Mepla wannie cum out por go house now go Bamaga” Talk por dempla “youpla make road por mepla go straight Youpla sabbee youpla, youpla wannie mepla like dat.” Talk por dem short man alright sitdown pas spell. Nobody bin bother for touch dem sorbee where you carry dem nothing! Everybody pright. Mutta carry dem sorbee inside lo dress. Go standup, short wagabout sitdown mutta spell Talk gen, chuckee talk por dem short man When talk lo mepla pinnis. Mutta bullock ee hullaa MAAAA! Dat one lo pence! Thank god bullock here! Mepla mutta wagabout straight, he hullaa gen three times. Dat number three, mepla dere outside pinnis cum out from scrub. Follow fence now down dis one ee fence go por road, ee got gate wad. We bin small kin, mepla bin tiee all sorbee now before sundown. Ee got big feasting dat day. Mepla bin wanna walkabout for dem kind business now. Wagarouns dere one place all day. From dere I never go inside lo scrub for sorbee. till today!”

Do they hurt you or just get you lost?

Only get you lost thas all. But them ones outside [off the mainland i.e on the islands] sometimes when dey wild maybe por someting like that, all can go for you. (all make you go silly {shorty} assa dis Mickery here {mumma Clae} everyone go firelight)
Mumma Elaine’s experience at Muri:

Me two fella bin go, me and olman. Metwo bin dere lo Muri. I listen em bin tell ee this kind haunted place. We go - when I be go gettee clam shell (I no bin kaikai clam shell too!) I bin you know, too glad dis kind. I bin speak for that old man: You go takem out all dem clam shell, big big one sildoen inside and the water just ready for go down ee bin high water. EE just ready for go down ee bin go down slowly, EE big wannem just straight here and other one dere you can look! An em I think em bin forget to chuck ee talk or something like that. Em listen too! Em go wannem ere dinghy - and me I start crackee oyster, I silly for dem oyster, cum straight in of that pointed hill, hill frontside, crackee oyyster inside mangrove. I peeget now, I whistle, I talk myself and den whence wane elp I talk too rough. I got big mouth, I go EHEH! I go like dat! An I think dempla listen they think ‘Mmm dis girl go too far!’ You know anyway I bin listen whisper! Asa man talkiing whisper cum and den my heart ee jump now! I mutta stop now I no wanne move! Ya gah! I bin whistle then sing. Sing go go and when that sing bin stop that frightened feeling now bin cum long me. I listen whisper! And them some stone ee roll asa this kind straight, as if ee can cum and hit my head! This oyster i bin bust him I go ron this kind and cum back. Ee got nither one I bin bust em bust em leabe him. I bin take dis one here. An I cum back. I cum back I go start em from begin cum rond this kind again. That big stone ee roll, I no bother for look cum ontop only wait. Ee hitee head blo me! Yeah I bin get that mark and I bin look blood! Two same time! I bin holler I no care only I wait em what time stone bin hittee mee but nothing stone bin fall down. When em bin heaya em bin sabbee straight away, em bin cum start ee engine "cum cum ontop’’ broke his shirt tight ee long that wannem ee put that shirt ron em say mutta go. Me two bin run dis way we run go, em show that where them old people bin camp em sow me ‘see look that ontop lo dat hill dere ee got road. Ee got cave dere.’ Me two go go – eeh talk about mutta allee all dem pissing wannemere carry sea cum all mullet nuther kind, nuther kind! Pass one cum, second one cum. Then look them wannem two catch ee spear. em speak for me lokk all piss ee cum you catchee outer [outboard]. I no sabbee outer. This school ee now cum inside. Em speak I mus go spear em. Ee stand up lo forehead, then there em let go em spear, outboard Whooa! mutta spear then em go through (SHOE??). Spear go pas em go behind! Sa dere when em be cumup em em swear now go ontop. F & B fly! anyway me two bin go small ilan dere, ee got all dem ‘saraiegg’ only small wannem diskind sand bank dis kind sand place. Isa mangaroo stoney place me to go dere em spek go pick up all egg mutta go em speak you go make fire here. I speak no no no I no wanna make fire, I pright! Em speak my foot ee sore, ee sore. I said I pright! ee said anyway ee no got nothing here isa that big rubbish ilan dere standup. Ee haunted ilan em speak dat one I supposed to talk too talk langs! . Anyway, I wagabout go ontop an pick up all dem saraiaeg. I pick up all saraieg go pas all sairai ee ply cumm sittdown back al bornee egg gen go. You cum back look where bin pickem em, gottee all egg dere. An from ther I speak I no wannee roast all fish here. Anyway speak no ee got nothing here. I chuckee wannem catchee jaremJarem I cas em three. One billa, an roast em kaiakai pinis .. no go longside that ilan it make als a wannem, go outside way! Nice and fine too the day.
Appendix F

Jomen Tamwoy’s Story

This account was written by Jomen Tamwoy for his family the unpublished and undated manuscript was kindly provided to me by Bekara Sebasio.

I Jomen Tamwoy, I was born at Badu Island on the 25th Oct 19... I was educated by European teacher the late Mrs...... At the age of 16 years I was appointed an Assistant teacher assisting my head Teacher in all school work. Also I was appointed a 1st Scout Master to Western Group of Torres Strait Islands and taught the Boy Scouts about scout movement and activiliesand displays.

In 1924 I got married on the following year 1925, I went across to Thursday Island to meet the World Chief Scout, Sir Baden Powell and his daughter Chief Girl Guide.

In 1930 I was transferred to Duaun Island near New guinea as a head teacher. In 1931 I was called back to Badu for further training course until 1933. In 1934 I was again transferred to Mabuiag Island then in 1935 I was sent to Yam Island.

In the beginning of 1936 I was called to T.I by the Director of Aboriginal Affairs who advise me to go across to the mainland to take over the school work from the Church mission (Cof E) at Cowal Creek.

After arriving at Cowal Creek Reserve to commence my school duties it was discovered that the village was in shocking condition (Humpy Day). No teachers accommodation, no school House. Children at the time were schooling in an part of the Bark Church. There were no decent buildings. People lived in humpies.

After settling down I started to work on the house with some men helping me, also we work on gardens, making big community garden, planting sweet potatoes, yams, cassava, pineapples and bananas.

Those early days were ration days simply call hand- out or spoon fed. My wife and I have to get up at 6am to cook for the old people and children.

I had several works to do each day namely 1st give the rations out at 8am; medical attention at 8.30am, 9 am at school.

Later years past the Director and I.I.B (Island Industries Board) appointed me to run the Store, as Branch manager. Then last of all I was elected community chairman until today.

In 1941 to 1944 when the World War was on. I had a very difficult occasions hich vacuated people to Muttee Head with stores and supplies of all sorts. We first build humpies to live in. The most difficult time I have, when the people and kids got sick, I have to send a man to army medical aid post for a Doctor. Its often or sometimes comes to my memory my old struggle days.

As I am an ex school teacher I’ve started my school career in 1936 on Cowal creek Aboriginal Reserve until I have finished my course in December 1971.

I have retired.

Before I come to conclusion I wish to express my sincere thanks to the Department of Aboriginal and Islander Affairs, the Director (Mr Killoran) the Minister Mr Hewett and the Premier Jo-Peterson for their great helpfulness in the past. (Tamwoy undated)
Appendix G

Selected Correspondence Relating to the Coen and Iron Range WWII Aerodromes.

The following records are held in the Australian Archives Repository (Mitchell ACT).

p411- p414  A705/1 Item 7/1/672
p415- p423  A705/1 Item 7/1/1484
p424      A705/1 Item 7/1/672
MEMORANDUM FOR

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE, S.G.I.

PREPARATION OF R.A.A.F. ADVANCED OPERATIONAL BASE NEAR COEN
AND EMERGENCY LANDING GROUND NEAR IRON RANGE - NTH. Q’L.D.

In reply to your memorandum 9782 dated 26/3/40 on the
above subject, it is desired to advise that, since writing my memorandum
No. 4,563 on 18th March, a detailed report has been received from the
inspecting officer (Mr. Augenson) who surveyed the Iron Range site and a
copy of same is attached.

2. This slightly modifies the layout suggested in our
memorandum of 18/3/40, but it is submitted that the NW-SE runway shown on
plan 2-1137 attached should answer your requirements.

3. Early advice regarding your wishes would be appreciated
as the wet season is now ending and the Main Roads Commission is making
arrangements to commence work on the Coen site.

\[A. B. Crockett\]
Director-General of Civil Aviation.
ROYAL AUSTRALIAN AIR FORCE

MINUTE PAPER.

(This side only to be written on.)

SUBJECT: PREPARATION OF R.A.A.F. ADVANCED OPERATIONAL BASE NEAR COEN AND EMERGENCY LANDING GROUND NEAR IRON RANGE - NTM Q'LAND.

D.W.B. 16.10.62

The position regarding Coen and Iron Range aerodrome sites is not clear from this file.

2. In A.S.7463 of 13th March you asked Civil Aviation whether Coen site would be suitable for the operation of Service aircraft, and referred to a conversation I had with Mr. Augenson. The point was that in my conversation I discovered that the proposed aerodrome site itself at Coen was not so liable to fog as the old site nearer the town. But this is not the whole crux of the matter. The Coen district is hard to get at by contact flying in all weathers owing to the mountainous nature of the country between Coen and the coast. Therefore, the fact that Coen aerodrome may be sufficiently big for Service aircraft is not the whole point.

3. In Civil Aviation's 4563 of 18th March it is apparently proposed that an emergency ground nearer the coast should be prepared, presumably to be used when Coen is not accessible, and— in paragraph 5 of this memorandum Civil Aviation asked us to concur in this course.

4. Again, attached to Civil Aviation's 4801 of 20th March was a submission from the Property and Survey Branch asking, in view of rumours, whether Coen was likely to be abandoned, and urgent advice was again required. The Air Board's reply (9782 of 26th March) has not at all made it clear to Civil Aviation whether we propose to go on with Coen and Iron Range or only with Iron Range. I notice in a report by Mr. Augenson that he thinks that an emergency landing ground suitable for all weather use could be prepared near Iron Range for £1500.

5. I would like to make the requirements of this Directorate clear -

(a) We require to be able to operate from a base or bases at or near Coen. This has been laid down on the policy file for advanced landing grounds. If Coen is not accessible in all weathers, due to cloud on the mountains, then an emergency landing ground which is accessible should be made.

(b) If the emergency landing ground is accessible in all weathers it would be preferable to have that ground only, provided that patrol and oil and telephonic communications could be got at that ground.

(c) If the communications mentioned in (b) above cannot be provided except at excessive cost, then the best arrangement is to have two grounds, Coen for normal use and the emergency landing ground so that aircraft can at least get down after the end of their patrols.

6. I do think that the question should be cleared up for the benefit of the Civil Aviation Department.

Wing Commander. D.O.T.

[Signature]
SUBJECT

EMERGENCY LANDING GROUND FOR R.A.A.F. NEAR IRON RANGE, W.A.

In my opinion it would be alright to give an assurance to the R.A.A.F. that an Emergency Landing Ground, which would be suitable for use in all weathers, could be prepared on the site inspected near Iron Range.

2. Plan of the suggested preparation is shown on Z-1137 attached to file.

3.
Estimates of the preparation are as follows:

(i) Grub out to depth of 26 inches all trees and stumps on the area edged red on Plan Z-1137.
Approx. 50 acres @ £5 = £250.

(ii) Full timber stump high on area hatched in red on plan.
Approx. 50 acres @ £5 = £250.

(iii) Grading and rolling surface of area edged red
Approx. 40 acres = £300

(iv) Contingencies and gravelling likely soft patches
= £550

£1,550

4. Alternatively two narrower strips 5 chains wide might be prepared, and timber felled back 1 chain from sides and 20 chains from the ends. However, such preparation would be somewhat more expensive and would not leave any surplus for gravelling any soft patches which might require attention. The winds are consistently E,SE,SE and occasionally N.W. and it is considered that one strip would be sufficient.

5. It is considered that items (i), (ii) and (iii) should be completed first, and the funds remaining be utilized for gravelling any soft patches or areas likely to be soft in wet weather.

6. Good gravel can be obtained close to the site.

7. The above estimates do not provide for any approach road or telephone to the site from Iron Range where there is a small radio set. However, if the preparation is carried out in the dry season no difficulty should be experienced in using the old Portland Road-Waaleck Road - as far as I can remember, when I proceeded to the site by motor truck. Some creek crossings might require a bit of temporary corduroy with timber. I think that the mining community at Iron Range would clear a more direct track to the site if it is prepared.

Inspector of Aerodromes
1/4/1940.
AIR BOARD.

SUBJECT—

AERODROME AT GOON, QUEENSLAND.

Urgent advice has been received from North Eastern Area that the runways at the Advanced Operational Base at Goon, Queensland, require to be extended to accommodate B.26 type aircraft.

2. The runways (one ESE/WNW and one NE/SW) are now gravelled 1,200 yards long and require to be extended to 2,000 yards. The approximate estimated cost of the work is £40,000 and approval is recommended. This figure is to be regarded as tentative only, as sufficient data is not at present available to prepare a close estimate. For this reason also, schedules and plans of the proposed work are not available, but, subject to approval, these will be prepared on the spot by an Aerodrome Officer of this Department in conjunction with engineers of the Department of the Interior.

3. The additional land required is believed to be State Crown Land and will probably be available at a nominal rental. Action will, however, be taken to approach the State Government in this regard.

4. The work is essential for war operational requirements and approval is recommended.

5. Owing to the urgency of the matter, it is recommended that the Minister be requested to exercise his powers to approve pursuant to the provisions of War Cabinet Minute No. 1972.

6. Funds: Provision has not been made in the existing programme for this project (S.196) and it is therefore recommended that additional funds amounting to £40,000 be approved.

24/4/42.

Air Vice-Marshall.

Air Member for Organization and Equipment.

AIR BOARD MINUTE.

Date of Meeting: 24th April, 1942.


For submission to the Minister;
The Board concurs in the recommendations in paragraphs 2 and 5.

[Signatures]

Sgd. F. J. Mulrooney.

Confirmed TRUE COPY.
COMMONWEALTH OF AUSTRALIA
Office of the Deputy Director General of Allied Works
Queensland.

Allied Works Council,
Department of the Interior,
Box 1422 T. G.P.O.
23rd December, 1942.

MEMORANDUM:

IRON RANGE AIRFIELD

The following information is submitted for the
Director-General's information, for direction as to whether the
completion of the scheme is a U.S.A.F.I.A. or an Air Board pro-
ject, and for direction as to the extent of the work involved
in completing the airfield, and incidentally, the access road
from the Airfield to the shipping point at Portland Roads.

The state of the airfield, as given below, has
been summed up from a brief inspection by the Deputy Director-
General in September last, from notes by the Main Roads Commission
Northern Engineer's representative who visited the area, and
particularly from information obtained from the Public Estate
Improvement Branch Foreman (Mr. Moulden) who has been on the job
with the Civil Force assisting the U.S.A. 46th Engineers since
the inception of the job, and who left the job, on approved leave,
on the 11th inst.

The construction of the airfield, and the improve-
ment of the access road to the Port were undertaken by the 46th
Engineer Regiment of the U.S.A.F.I.A. as a directly controlled
U.S.A.F.I.A. project: Attached to the 46th Engineers was a civil
constructional force organised and operated by the Public Estate
Improvement Branch of the Main Roads Commission. This force had
been building the Coen Aerodrome, an Allied Works project, but that
job was closed and the P.E.I. Force transferred to Iron Range to
work with, and under the direction of, the 46th Engineers.

The Iron Range Airfield is in the Allied Works
Council's Priority List as part of an A1 project, Serial No. 1084,
which £500,000 was allocated. The Air Board's reference to the
project is D.W.B. 1207. In the original division of this amount
of £500,000, as decided by the Air Board, and as set out in Department
of Interior Order No. 10167 issued on the Co-ordinator-General of
Public Works on 19.6.42, £250,000 was allocated to Portland Roads
(Iron Range) Airfield. Recently Mr. K.T. Doig, Superintending
Engineer, Department of Interior, Townsville, forwarded an amended
allocation of the £500,000 prepared in collaboration with the Base
Section Engineer, Base Section 2, Townsville, in which the allocation
for Portland Roads Airfield is reduced to £200,000. Copy of original
and amended allocations is attached hereto. You were advised of
this re-allocation in a letter dated 9th inst.

The project comprised:

No. 1 Flight Strip:

A strip gravelled 100' wide in a clearing 250'
wide: The strip is 7000' in length. The strip was formed and a
quantity of gravel laid on top of the formation and rolled into
it with a sheepfoot roller finished with a cylinder roller:
Mr. Moulden was not there when this strip was made but his
observations indicate that the gravel is very thin. (NOTE: Mr. Pollock
stated that it would be about 2in.)

The U.S. Engineers are about to bitumen surface
this runway.

This strip is on higher, sounder country than the
other and will be less likely to cause trouble: However, observa-
tions made during the Deputy Director-General's last visit to the
field were that the strip surface may fail after bitumen surfacing,
under heavy aircraft traffic in the wet season. Numerous shrinkage
cracks in the runway surface were observed.

No. 2 (Claudie River) Flight Strip:

Strip 100' wide and 7000' long in a clearing about
250' to 300' wide. Formed on low country. 8" depth of red
clayey soil with a little gravel, applied to surface and con-
solidated with sheepfoot roller finished off with cylinder roller.
The surface tar and bitumen surfaced:-

1st coat bitumen covered with 2" screenings
Primer Coat Crude Tar
2nd coat bitumen covered with pea-size screenings.

Subsoil drains put in at each side of sealed strip;
these contain an 8" earthenware pipe covered with broken metal
for 6" then creek gravel to surface level. There is a bush timber
(mostly tea tree) 6' x 3' culvert under this runway.

This strip is in wet low country and it is considered
that the Claudie River overflow will submerge one end for some
considerable distance.

ROADS AND TAXIWAYS:

A is a taxiway leaving No. 1 runway and going towards Headquarters
Camp: Provides a 40' wide taxiway made with red clayey soil:
Very greasy in wet weather. About ¾ mile long, with 3 hard
standings of same material.

B is a taxiway off No. 1 Runway, formed as in A but bitumen
surfaced: ¾ mile long with 3 hard standings.

C is a taxiway about ¾ miles in length, built similar to A
joining Nos. 1 and 2 Runways: 3 hard standings.

D is a "ring" taxiway off No. 2 strip about 2½ miles in
length: 17 hard standings.

E is a "ring" taxiway. Approx. 2½ miles in length with about
20 hard standings. (Leaves No. 1 Runway and Joins A Taxiway.

F. Taxiway is a new one under construction: About 1 mile long
with a number of hard standings.

There is a number of bush timber culverts under the
taxiways, and one culvert made of a double row of 44 gal. drums with
the ends taken cut. Each drum attached to the other by welding;
A similar "drum" culvert being put in in F taxiway.

Mr. Houlden's general impression is that the drainage
provided in the field is inadequate.

ROAD TO PORT:

Generally on sound country with some low sections
on clayey soil which require graveling to carry traffic in wet
weather: A few sandy sections aggregating more than 1 mile - heavy
sand difficult for motor traffic in dry weather. Distance from
field to Port 29 miles (Speedo). The road generally would be at
least 25' wide and would be fit for two way traffic if the surface
were sound throughout, except on some small bridges and culverts
which are single track only. Mr. Houlden's rough estimate of the
nature of the road, working from the Port to the field, is:-

00 - 1.00 Loose sand requires a hard pavement
3.

1.00 - 2.00 Sound country.
2.00 - 2.50 Loose sandy - requires hard pavement
2.50 - 2.75 Short steep grade - greasy in wet weather - narrow bridge - Requires sound pavement:
2.75 - 5.00 Grade not steeper than 1 in 10.
5.00 - 5.50 Sound country - Requires grading and light graveling.
5.50 - 6.00 Some heavy clay soil requires proper graveling.
6.00 - 6.50 Patchy - Sand stretches.
8.00 - 12.00 White gravelly soil - good going. Wants only grading to formation.
14.00 - 15.00 Bad soil. Wants permanent pavement.
15.00 - 23.00 Formed and lightly gravelled by U.S. Engineers:
23.00 - and Road greasy in wet weather, including sections along taxiways.

COMMENT:

The exact requirements to complete the airfield require to be defined by the responsible authority. If the U.S.A.S.C. contemplate completion to mean completing where the 46th Engineers leave off, the requirement will comprise completing any unfinished taxiways and drainage, final trimming, and any improvement to the road in hand but incomplete. However, reports indicate that runways and taxiways strengthening may be necessary to ensure that the field is fit for its required purpose of being an operational field for heavy bombers, particularly in view of the fact that it is situated in a rain forest area of heavy rainfall.

The following preliminary estimate is furnished to indicate the extent of the work, and the cost thereof, if strengthening of runways and taxiways are decided upon:

<table>
<thead>
<tr>
<th>ITEM</th>
<th>QTY</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Gravel in place, complete with binder, watering and rolling on 2 runways.</td>
<td>23,000 c., yds. @ 17/-</td>
<td>£19,550</td>
</tr>
<tr>
<td>2. Bitumen surfacing 2 runways, as per standard specification.</td>
<td>155,755 s., yds. @ 2/3</td>
<td>£17,500</td>
</tr>
<tr>
<td><strong>TOTAL FOR 2 RUNWAYS:</strong></td>
<td></td>
<td><strong>£37,050</strong></td>
</tr>
<tr>
<td>3. Gravel, as above, on taxiways</td>
<td>28,500 c., yds @ 17/-</td>
<td>£24,225</td>
</tr>
<tr>
<td>4. Sealing taxiways with 1 coat primer and 1 coat bitumen.</td>
<td>191,111 s., yds @ 2/-</td>
<td>£19,111</td>
</tr>
<tr>
<td><strong>TOTAL FOR TAXIWAYS</strong></td>
<td></td>
<td><strong>£43,336</strong></td>
</tr>
<tr>
<td><strong>GRAND TOTAL OF ABOVE</strong></td>
<td></td>
<td><strong>£80,386</strong></td>
</tr>
</tbody>
</table>

In addition, completion of the work, outside runway and taxiway surfaces, such as flanks, drains and possibly renewal of bush timber culverts, together with necessary improvements to the access road to the port, will bring the total requirement to £100,000.
4.

The Main Roads Commission District Engineer at Townsville has been directed to augment the civil force at present on the field to the extent necessary to complete it as early as possible. However, an urgent decision in the above respect is necessary so that he will know the extent of the work required.

Financial authority to the extent indicated above has been provided: However, the revised allocation provides only £20,000 of which approximately £12,000 has been expended, to date.

Any additional funds could be provided from the unallocated balance of £100,000, shown in the revised allocation subject to the Director-General's approval.

(Sgd) W.A. Rogers.
Secretary.

The Secretary,
Allied Works Council,
271 Collins Street,
MELBOURNE C.I.
Introduction.

1. War Cabinet (vide Minute No. (2146) dated 15th May, 1942) approved of programmes of Australian-American works projects submitted in Agenda No. 225/42, the estimated costs of such programmes totalling £14,679,665. Provision of £500,000 was included in that programme for the construction of a number of advanced operational bases in Northern Queensland.

2. Of that latter amount, £50,000 was allocated for the landing ground at Portland Roads, the site selected being at Iron Range. This agenda relates to additional costs of that particular project.


3. The initial work of construction at Iron Range was originally commenced by U.S.A. engineers as a directly controlled U.S.A.F.A. project. Attached to the engineers was a civil constructional force, organised and operated by the Queensland Main Roads Commission.

Cost of Aerodrome Construction to Date.

4. The cost of aerodrome construction at that stage totalled £75,000, War Cabinet approval having been obtained (vide Minute No. (2605) dated 6th September, 1943) for the provision of additional £25,000 required to cover that commitment.

Additional Works Requested by U.S.A.F.A.

5. Requests for additional extensive works to be undertaken at Iron Range have since been received from Headquarters, U.S.A.F.A. Brief details are as follows:-

(a) Provision of additional runway and dispersal facilities -
   (i) Construction of a new sealed 160° runway.
   (ii) Improvements to the existing 120° runway and taxiway system.
   (iii) Construction of blast pens.
   The estimated cost of these works is £135,000.

(b) Reconstruction of existing road and provision of additional facilities -
   (i) Reconstruction of existing road between Portland Roads and Iron Range.
   (ii) Construction of camp sites, provision of water supply and final sealing of two runways, etc.
   at an estimated cost of £36,000.

6. These projects are an urgent requirement of the U.S.A.S.O.S. and have been co-ordinated with, and are in accordance with, strategical and operational plans.

7. In accordance with the terms of War Cabinet Minute No. (2397) it is certified that no alternative Australian accommodation is available, and the Allied Works Council have been requested to make a general oversight of the works to ensure that no material departure from the existing American standards involving additional expenditure is approved without the matter being brought to the notice of the Minister for Air.
Works Priority and Manpower Certificate.

8. The Works Priorities Sub-Committee have allotted an A.1 priority to this project, and certified that the manpower can be made available within the resources of the Allied Works Council.

Reference to Business Board.

9. These proposals were referred to the Board of Business Administration which "had no views to record".

Recommendation.

10. I recommend that War Cabinet approval be given to the granting of an authorisation allotment of £225,000 to cover these additional works, expenditure to be charged to Department of Air Appropriations vide Estimates 1943/44. (Division No. 117 - "Reciprocal Lend-Lease", Item No. 2 - "Expenditure on Joint Australian-U.S. Account."").

[Signature]

11th January, 1944. (Arthur S. Drakeford) MINISTER FOR AIR.
Iron Range comprises two strips situated about 25 miles S.W. of Portland Roads Jetty.

The area in which the strips lie contains two totally different types of country. Firstly, there is extremely dense jungle on the low-lying, poorly-drained areas. Secondly, there is fairly thickly timbered parkland country on the higher ground.

Although these presented extraordinary possibilities as far as camouflage was concerned, the jungle areas were discarded as possible camp sites for health and drainage reasons.

A good site, that had previously been considered by R.A.A.F. officers, was also written off the list of possibilities due to the fact that, since their last visit (accompanied by the Main Roads Supervisor) a large percentage of the timber there had been felled by Main Roads for corflute.

When taxed with this fact the supervisor was unable to present any reasonable excuse or explanation. In fact, he denied that they had cut it, whereas his foreman later admitted to doing it.

Eventually a site was selected, in a position shown on the accompanying plan adjacent to roadway "C" which links the two strips. This site will prove very handy for access purposes.

The site had formerly been used by an American Unit and they were leaving a building on the site that R.A.A.F. proposed to use as Barracks Store.

The general site was on a well drained gravel ridge, and the following buildings were pegged out in position:

1. Barracks Store (already on site)
2. Operations Building
3. Sick Quarters
4. Kitchen and Mess
5. Mess House and Cool Room
6. Store
7. Vegetable Hut
8. Ablutions and showers (officers and Sgts.)
9. " (airmen)
10. Latrines (officers and Sgts.)
11. " (airmen)

The best use possible was made of the natural cover, which was quite good, the area being covered mostly with fairly large spreading Eucalyptus.

Despite the fact that Main Roads were informed that the site was to be used and that timber should be preserved, a gang of their men felled a large amount of timber adjacent to the site and were actually spreading on the site itself when they were discovered...
Mr. Cameron, the supervisor, was again taxed with this point, but merely procrastinated.

R.A.A.F. personnel are building the camp themselves and wavy eaves are incorporated in the standard drawings being used.

It was suggested that, out of possible surplus iron, wavy eaves be added to the existing American building in accordance with a design left on the job.

It was recommended that the smaller buildings be dulled down with Khaki Green, and the larger ones painted in disruptive patterns in black and Khaki Green in accordance with plans also left on the job.

Personnel will live in pre-fabricated huts and tents. General sites for these were selected, but all tents will need to be dull painted.

Sufficient access should be provided by a single narrow loop road that already exists and passes directly through the camp.

It is understood that a camouflage will probably be supervising the concealment of the Iron Range A.A. Battery. In this case he could also look after the camp site and strips generally. At present these do not warrant a full time camouflage being stationed there.

It is recommended that careful control of tracking should be exercised.
Superintending Engineer,
Dept. of Works & Housing,
BRISBANE.

COEN AERODROME.

Coen Aerodrome was visited by Mr. Greenwood and myself on the 12th July.

The runways are of gravel and are in reasonably good condition. Some of the stones averaging up to 2" with odd pieces as large as 6" are unrolling from the pavement, particularly on the 1050 runway towards the inter-section of the two runways. The unrolling is due partly to the washing out of the binder during the heavy wet weather and also due to the fines being blown out by aircraft slipstreams.

The loose stones on the surface are causing some concern to the pilots of light aircraft. Steps are being taken by Mr. Greenwood of the Townsville Office to obtain quotations from some of the local contractors to have the stones removed and certain sections leased. It is proposed to carry out this work under funds provided by an R.A.A.F. Maintenance Requisition.

Couch grass is making good progress in covering the runways and probably about one third is now covered and it is believed that if the runways were watered occasionally it would not be long before they were completely covered with a mat of couch grass and maintenance then would be little more than keeping the couch grass watered.

It is strongly recommended, therefore, that when a permanent maintenance gang is established at this aerodrome, they be equipped with a suitable tank to enable the watering to be carried out, portable pump to facilitate filling the tank, and to keep weeds and grass in check until the couch grass had properly covered the runways, a suitable mower would also be of an advantage.

It is understood that during the dry season, the provision of sufficient water may provide a problem as the existing bore is reported only to be capable of delivering 2,000 gallons per day. However, if the grass could be given a good hold during the period when ample water is available, very little watering would be required to enable it to survive the dry season. At the time of visit, there was ample water in adjacent creek and from indications this would last at the very minimum, another month probably much longer.

The extensions shown on drawing attached were never completed and are so uneven as to be dangerous if used for aircraft landings.

L.G. REMOND (Sd.)

AERODROME ENGINEER.