

RABK

81

SURVEY OF AIR ROUTES - SOUTH PACIFIC "1926"

5 + 3 lines

Plus charts

SEAPLANE FLIGHT TO SOUTH PACIFIC  
ISLANDS.

Date.	Place.	Time.	Flying hours.
25. 9.26	Point Cook	Dep. 0550	
"	Paynesville	Arr. 0850	3.00
"		Dep. 1019	
29. 9.26	Sydney	Arr. 1540	5.21
		Dep. 1035	
	Nelson's Bay	Arr. 1140	1.5
		Dep. 1235	
5.10.26	Southport	Arr. 1800	5.25
		Dep. 0620	
	Bingham	Arr. 0920	3.00
		Dep. 1040	
6.10.26	Gladstone	Arr. 1320	2.40
		Dep. 0650	
	Mackay	Arr. 1010	3.20
		Dep. 1105	
8.10.26	Bowen	Arr. 1240	1.35
		Dep. 0935	
	Cardwell	Arr. 1150	2.15
		Dep. 1237	
9.10.26	Cooktown	Arr. 1450	2.13
		Dep. 1120	
	Flinders Is.	Arr. 1235	1.15
		Dep. 1328	
11.10.26	Thursday Is.	Arr. 1700	3.32
		Dep. 0817	
12.10.26	Daru	Arr. 1000	1.43
		Dep. 1134	
	Kiaruka	Arr. 1500	3.26
		Dep. 1720	
13.10.26	Pt. Moresby	Arr. 1810	.50
		Dep. 0959	
	Fyffe Bay	Arr. 1312	3.13
		Dep. 1515	
15.10.26	Samarai	Arr. 1610	.55
		Dep. 0933	

2.

Date.	Place.	Time.	Flying hours.
	Baniara	Arr. 1050 Dep. 1224	1.17
17.10.26	Morobe	Arr. 1520 Dep. 1150	2.56
18.10.26	Lindenhafen	Arr. 1500 Dep. 1337	3.10
29.10.26	Rabaul	Arr. 1622 Dep. 1050	2.45
30.10.26	Nissan	Arr. 1300 Dep. 1137	2.10
31.10.26	Kieta	Arr. 1345 Dep. 1215	2. 8
3.11.26	Shortland	Arr. 1330 Dep. 0850	1.15
4.11.26	Gizo	Arr. 1020 Dep. 0930	1.30
	Lilihina (Maravo Lag.)	Arr. 1040 Dep. 1110	1.10
5.11.26	Betuna (Maravo Lag.)	Arr. 1125 Dep. 1125	1.15
	Tulagi	Arr. 1320	1.55
24.11.26	Tulagi	Dep. 0620	
	Gizo	Arr. 0840 Dep. 0940	2.20
	Kieta	Arr. 1130 Dep. 1205	1.50
	Soraken	Arr. 1310 Dep. 1510	1.05
25.11.26	Rabaul	Arr. 1750 Dep. 0650 Dep. 1330	2.40
	Palmalmal	Arr. 1530 Dep. 1600	2.00
26.11.26	Lindenhafen	Arr. 1710 Dep. 1253	1.10
27.11.26	Arawe	Arr. 1400 Dep. 0858	1. 7

Date.	Place.	Time.	Flying hours.
28.11.26	Finschhafen	Arr. 1010 Dep. 1110	1.12
	Salamoa	Arr. 1205 Dep. 1253	.55
	Buna Bay	Arr. 1445 Dep. 1145	1.52
	Baniara	Arr. 1315 Dep. 1355	1.30
29.11.26	Samarai	Arr. 1510 Dep. 1155	1.15
	Abau	Arr. 1325 Dep. 1357	1.30
30.11.26	Pt. Moresby	Arr. 1520 Dep. 0905	1.23
	Fule Is.	Arr. 0955 Dep. 1027	.50
1.12.26	Kerema	Arr. 1145 Dep. 0812	1.18
	Bamu R.	Arr. 1020 Dep. 1300	2.08
2.12.26	Daru	Arr. 1410 Dep. 1008	1.10
	Thursday Is.	Arr. 1135 Dep. 1250	1.27
3.12.26	Flinders Is.	Arr. 1645 Dep. 1705	3.55
	Cooktown	Arr. 1850 Dep. 0710	1.45
	Cardwell	Arr. 0940 Dep. 1000	2.30
	Bowen	Arr. 1220 Dep. 1340	2.20
	Mackay	Arr. 1505 Dep. 1529	1.25
	4.12.26	Port Alma	Arr. 1830 Dep. 0906

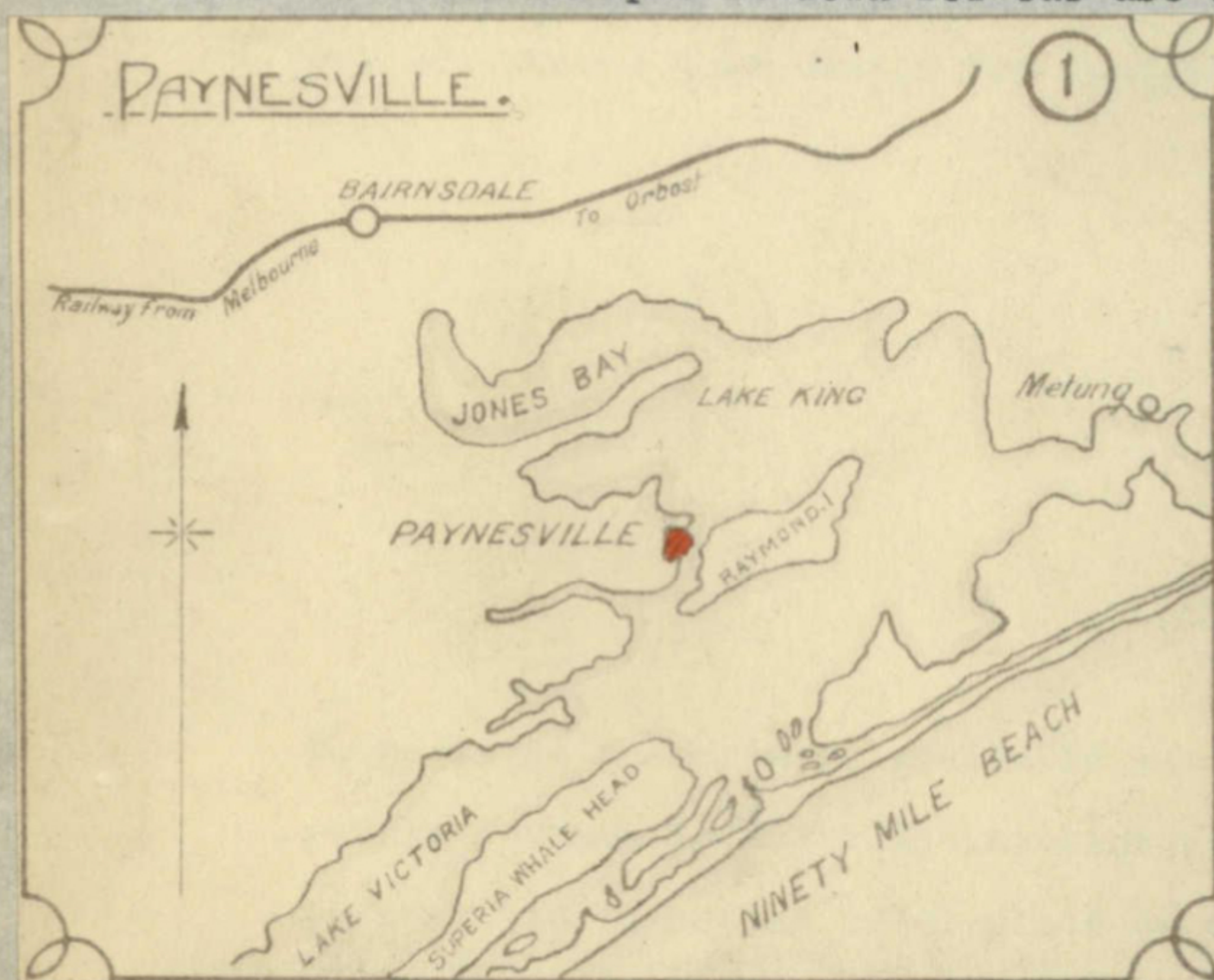
Date.	Place.	Time.	Flying hours.
5.12.26	Gladstone	Arr. 0930 Dep. 1027	.24
	Mary River	Arr. 1230 Dep. 1331	2.03
	Southport	Arr. 1547 Dep. 0743	2.16
	Pt. Stephens	Arr. 1105 Dep. 1242	3.22
7.12.26	Eden	Arr. 1622 Dep. 0835	3.40
	Paynesville	Arr. 1045 Dep. 1133	2.10
	Point Cook	Arr. 1445	3.12

PORTS AND LANDING PLACES VISITED DURING THE FLIGHT.

1. PAYNESVILLE. (Vic.)

Paynesville is situated on the Gippsland Lakes and the Vic. State Govt. Workshops and Slipway for handling and repairing small river and lake steamers and dredges are located there. Petrol and oil supplies for the R.A.A.F. have always been obtained at Paynesville through the Officer-in-Charge of the Govt. Slipway. The slip has a narrow strip of water running along its front and a landing has to be made some little distance away on the open lake unless the wind is in a favourable direction for doing so close in and the machine has then to be taxied to the slip. No buoys are used at Paynesville normally, in fact none were available on the outward journey. The Officer-in-Charge Govt. Slipway made one and put it down for our use on the return trip. This

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There is no suitable place to beach a machine at Paynesville, but seaplanes can be floated right up to the land in front of the office at the Govt. Slip.

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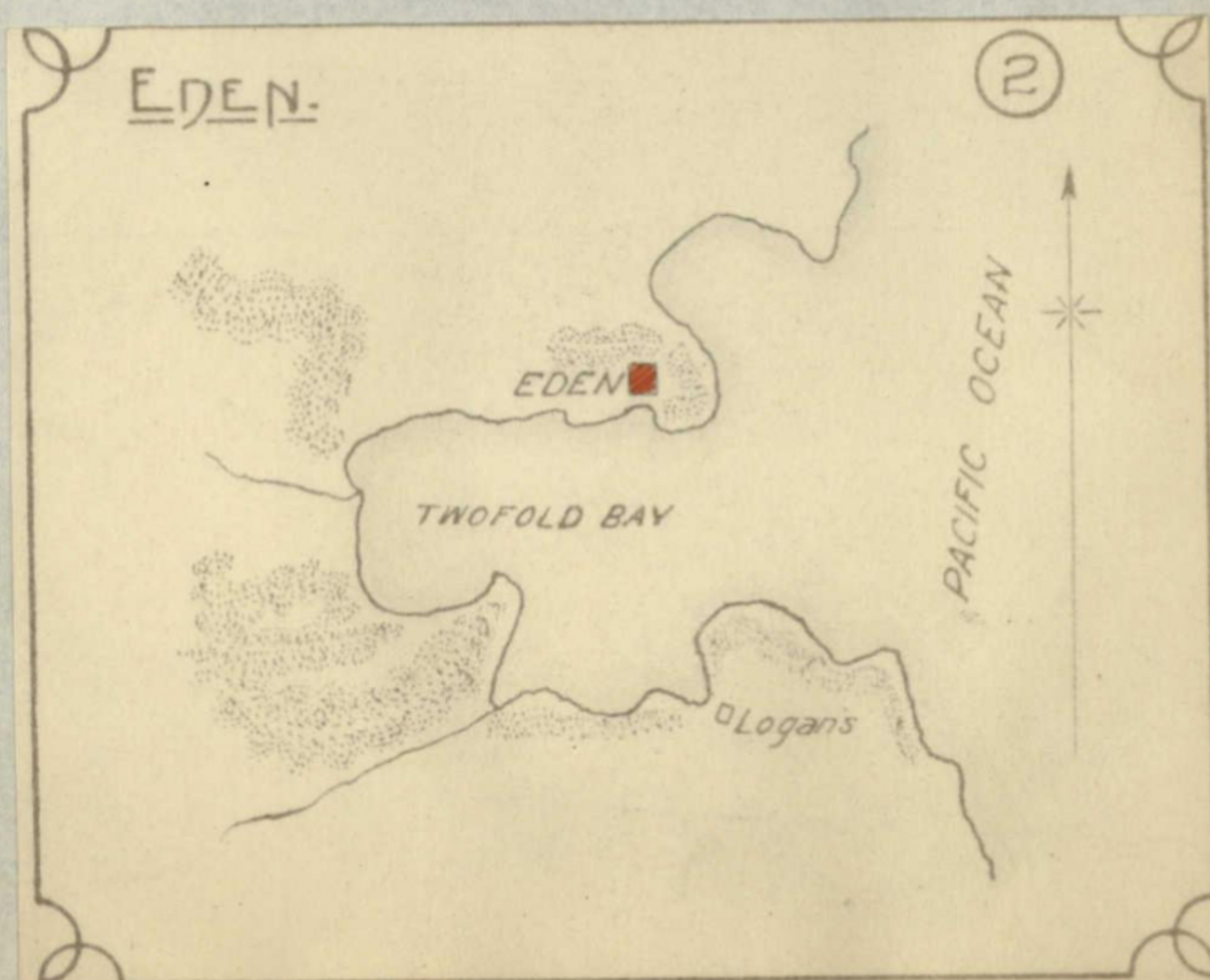
No boats at anchor were available either on the outward or return journey to which the machine could be tied up. Paynesville is not an ideal place as a refuelling point for seaplanes and, judging from aerial observation it would appear that a more suitable place is to be found between Paynesville and Lakes Entrance, with communication by road with Bairnsdale. This will be inspected with this object in view.

There is no suitable place to beach a machine at Paynesville, but seaplanes can be floated right up to the land in front of the office at the Govt. Slip.

2. EDEN. (N.S.W.)

Eden is on the N. shore of the main entrance to Twofold Bay and is suitable for the operation of seaplanes so far as the area of water is concerned. It has the disadvantage, however, that it is open to the swell of the ocean and, if the wind is from the sea, a heavy sea runs inside the bay and the swell is considerable - so much so that probably nothing but large flying boats could, on many occasions, operate, and at times not even these. The S. side of the bay, opposite Eden, does, in certain conditions of the weather, and often when the wind is from the sea, offer better shelter than the N. side and a buoy or anchor is usually found there, the owner being Mr. J.R. Logan, whose residence is nearby. This gentleman has always in the past done everything possible to assist the crew of seaplanes alighting there in the way of providing anchors, buoys, etc., if necessary.

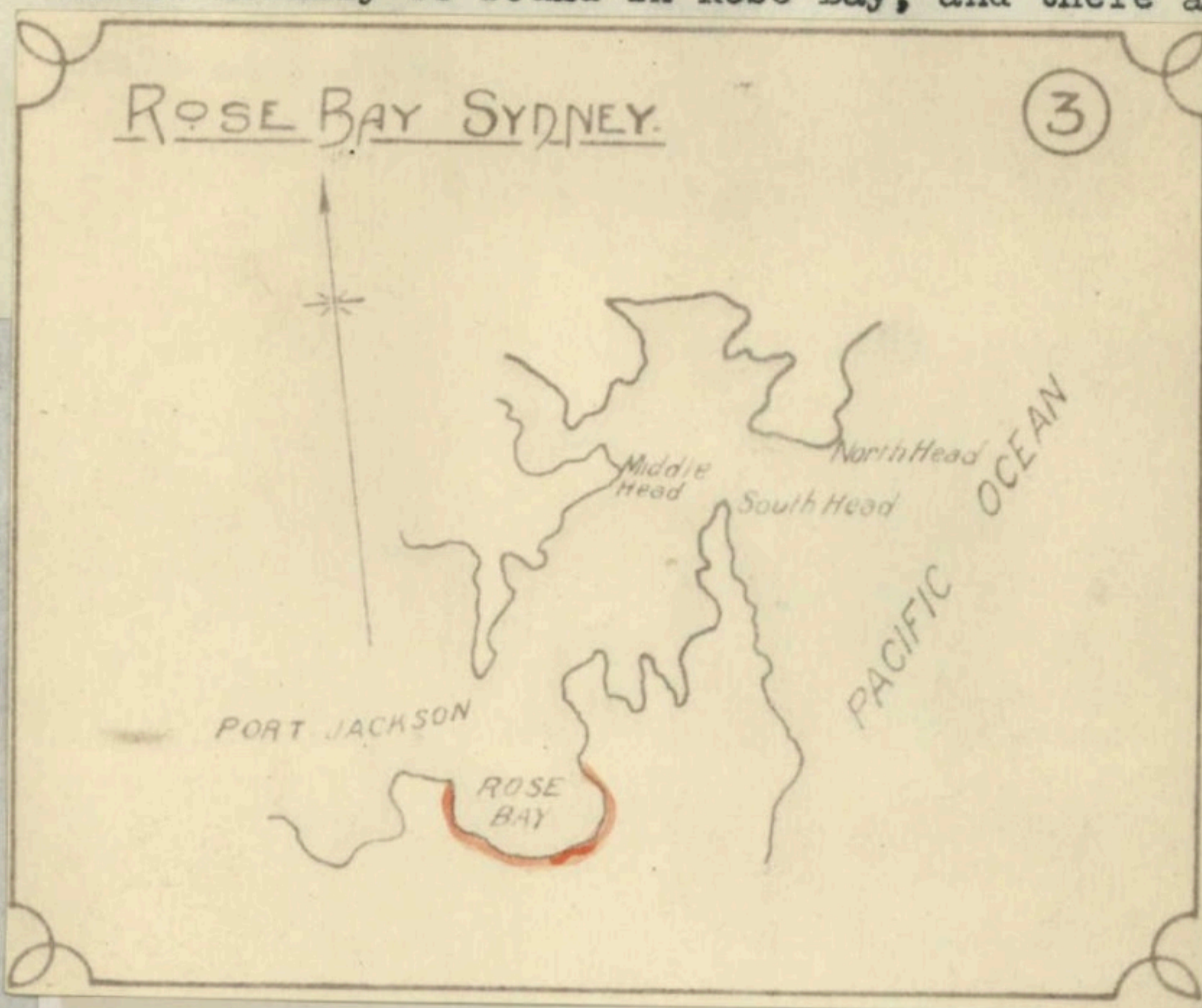
Twofold Bay cannot, however, be said to be <sup>particularly suitable</sup> ideal for the operation of seaplanes, except in special conditions of weather. There is a suitable beach for beaching on either side of the pier at Eden, as well as near Logan's on the S. side of the bay.



3. ROSE BAY, Sydney (N.S.W.).

Rose Bay is inside Sydney Harbour and is well protected being open to a certain extent only to a N.E. wind. Seaplanes could except in exceptionally bad weather be operated from here.

Rose Bay is a harbour for a good many yachts and these have to be watched when the bay is being used for seaplane purposes. A suitable beach for beaching seaplanes will be found on the N. side of the pier. A vacant buoy could usually be found in Rose Bay, and there are always



Seaplane beached at Rose Bay, Sydney.

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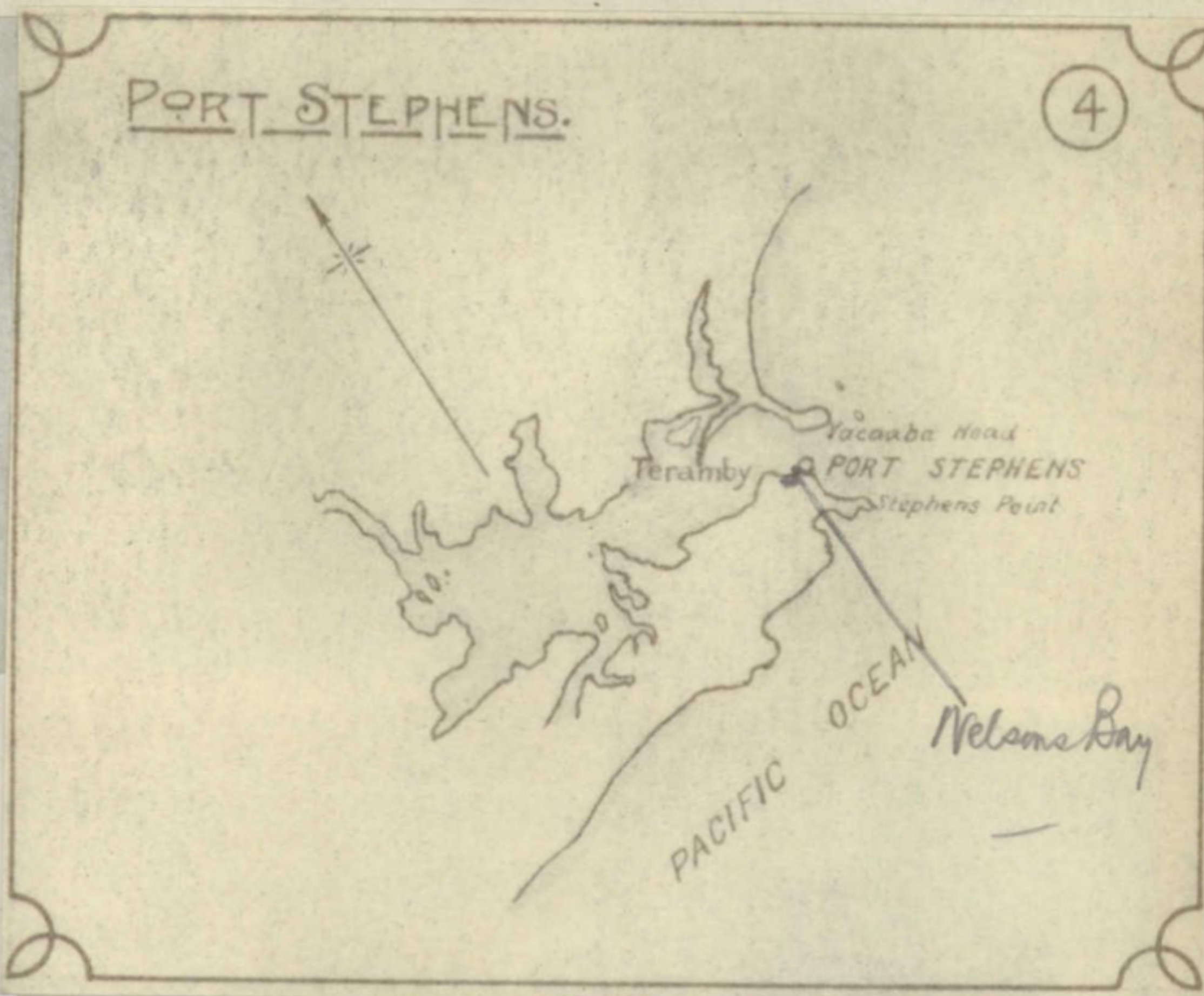


Seaplane beached at Rose Bay, Sydney.

4. NELSON'S BAY, Port Stephens (N.S.W.)

Nelson's Bay is situated on the S. side of Port Stephens near the entrance. Communication to it is by water only. The port is sheltered from all winds but that from the N. <sup>4E.</sup> A certain amount of swell is experienced just outside Nelson's Bay when the wind is from the ocean. There is an excellent beach.

Buoys will probably not be found here normally but there is usually a boat or two at anchor.



At Nelson's Bay, Pt. Stephens (N.S.W.)  
(Wharf in the background)



Scenes of the Coast of Northern N.S.W.



Camden Haven (N.S.W.)

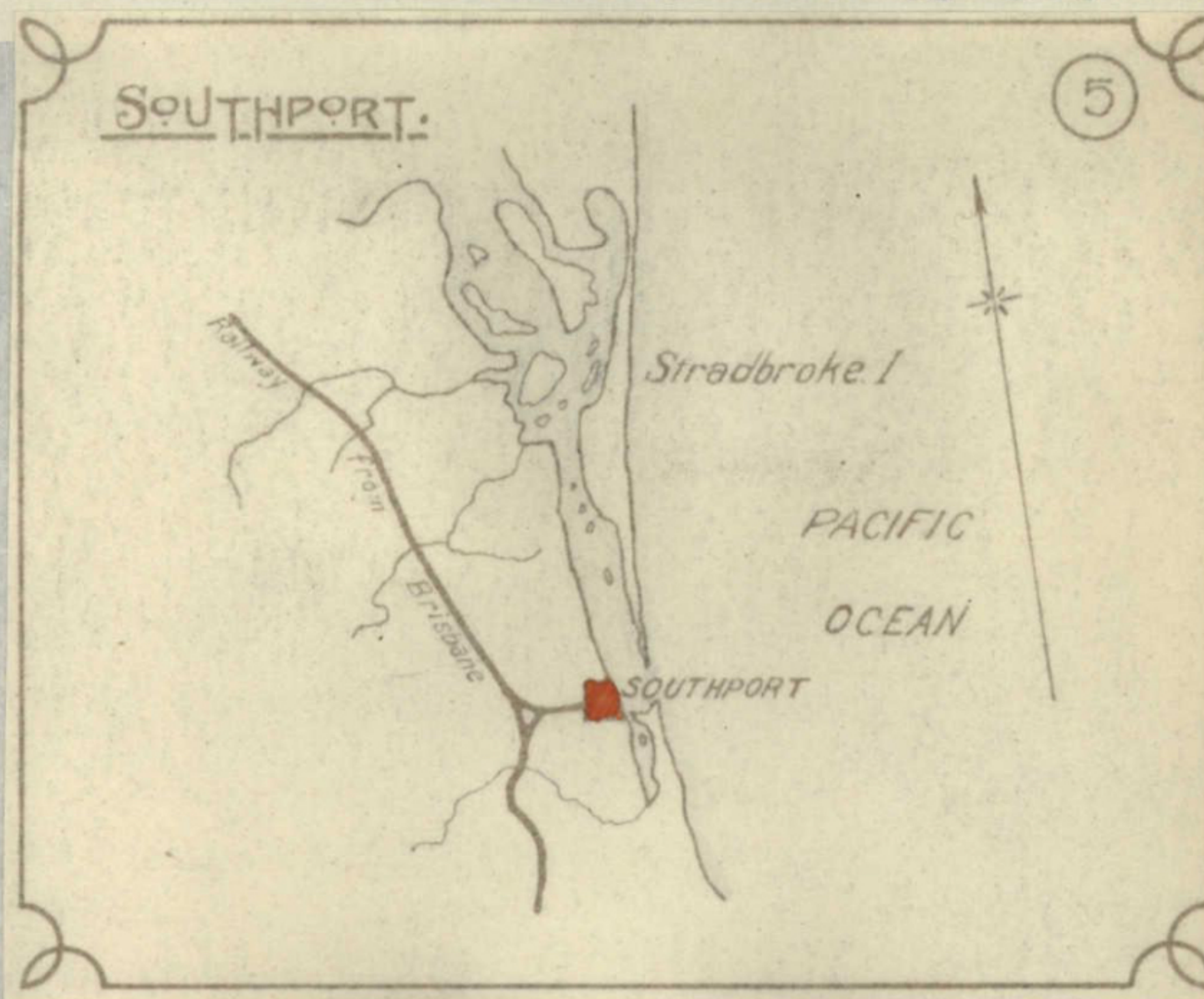


Near Tweed Heads (N.S.W.)

5. SOUTHPORT (Queensland).

Southport is not an ideal place for the operation of seaplanes. The water is sheltered but there are numerous sandbanks and very little depth of water, particularly when the tide is out, and great care has to be exercised to avoid running aground. The beaches are mostly very shallow - the best for beaching a seaplane is probably that just N. of the Grand Hotel which is on the N. end of the town of Southport.

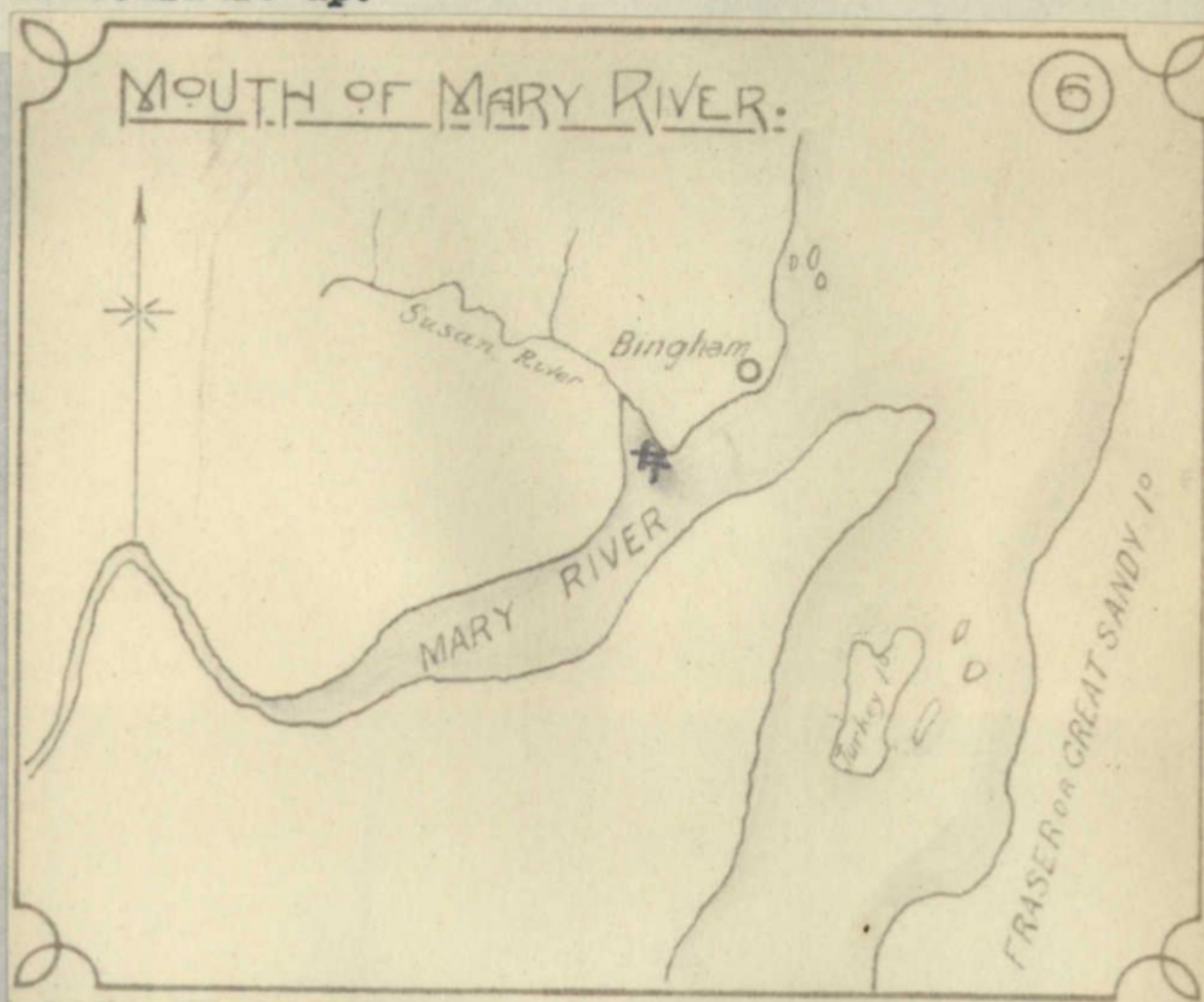
Neither buoys nor boats at anchor will usually be found here in suitable spots for <sup>ie</sup>tying up seaplanes.



Refuelling at Southport (Qld.) (beached).  
Grand Hotel in background - town beyond that.  
Entrance from ocean round point of land over tail of  
seaplane.  
(Notice beach very shallow).

6. Mouth of the MARY RIVER (Qld.) (Map, in this vicinity, marked BINGHAM)

The Mary River (on the N. shore just inside the main entrance from the sea) provides a suitable place for refuelling seaplanes provided arrangements are made beforehand. There is little habitation in the vicinity and no buoys are to be found there normally nor are there suitable beaches for beaching, but on two occasions when we alighted there we found a boat at anchor to which we could tie up.



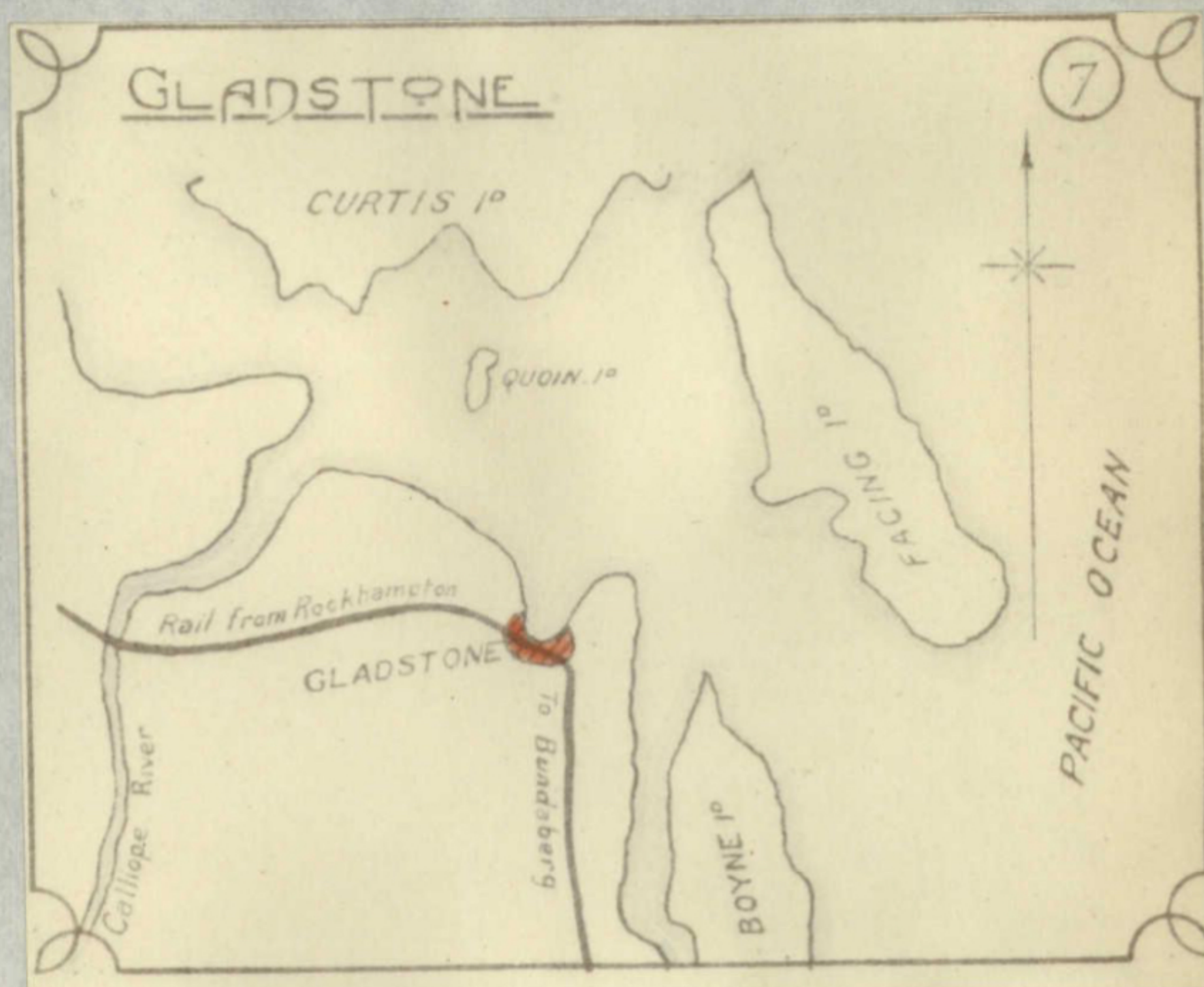
*at point marked X in plan*  
Refuelling at the Mouth of Mary River (Qld.) (Looking South)  
Exit to ocean round point of land to left over radiator of  
Seaplane.

7. GLADSTONE. (Qld.)

Gladstone is protected from the ocean by islands which stand some distance off the coast but the area of water inside is extensive and so Gladstone itself may be termed fairly open, but not to the swell of the ocean.

It is probable that seaplanes could be operated from here in most weathers.

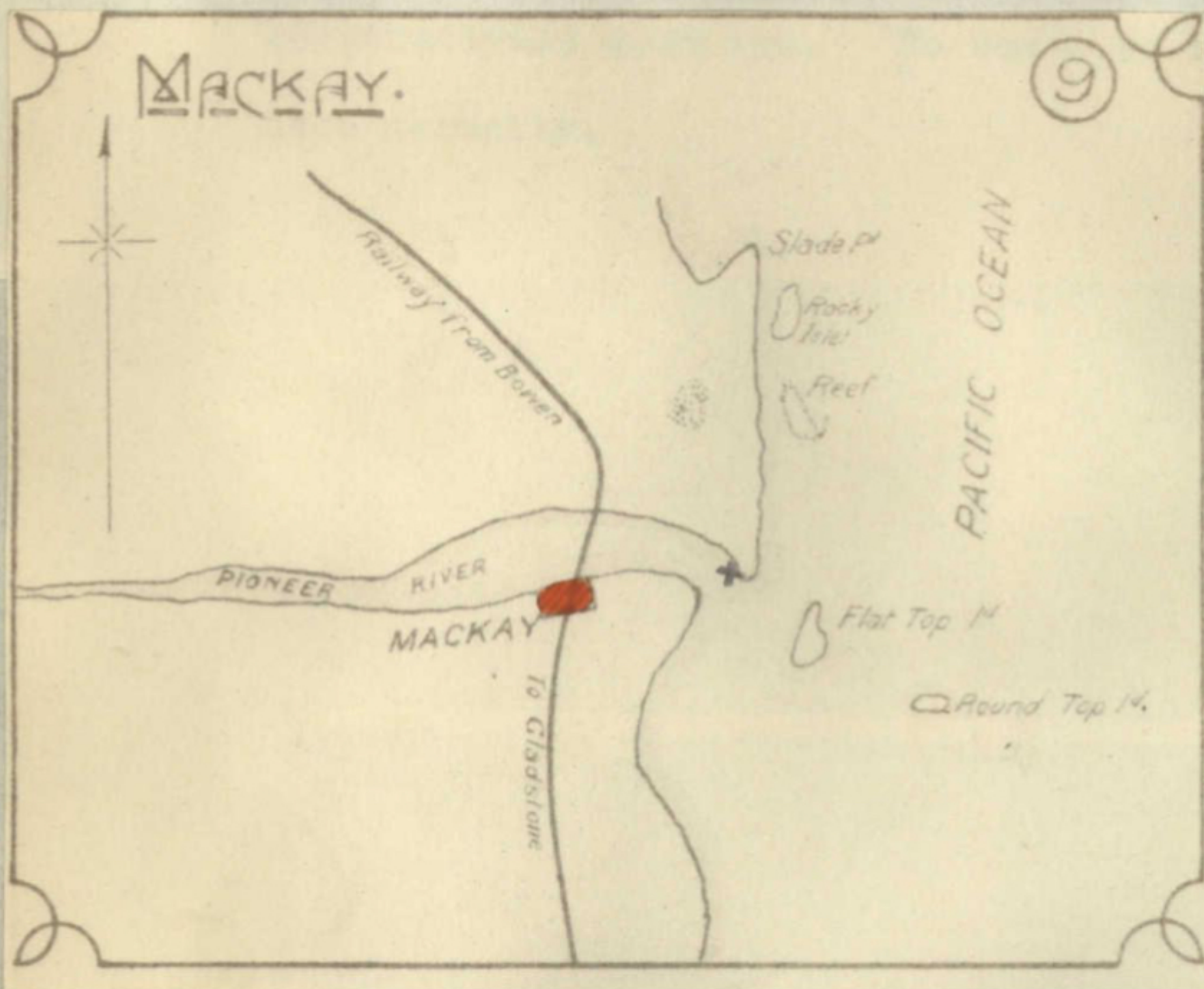
Buoys or boats at anchor at suitable spots and to which seaplanes could be tied will not usually be found.



9. MACKAY (Qld.).

A landing was made on two occasions at the mouth of the Pioneer River. A landing is possible here on most occasions but when the tide is out there is very little water, sandbanks are exposed and only if the wind is favourable would it be possible to take off again. Ships wait for a suitable tide before they can come in. There is a good beach on the N. bank of the river at its mouth. This spot is suitable for refuelling, providing arrangements are made beforehand, but it must be considered as an emergency refuelling place only for craft which cannot operate in

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Refuelling (beached) at Northern side of Mouth of Pioneer River near Mackay (Qld.) at point marked *to on plane*  
 Tide is in - sign posts will be noted over top of main planes - these mark rock wall marking entrance of river (channel) which is exposed at low tide.

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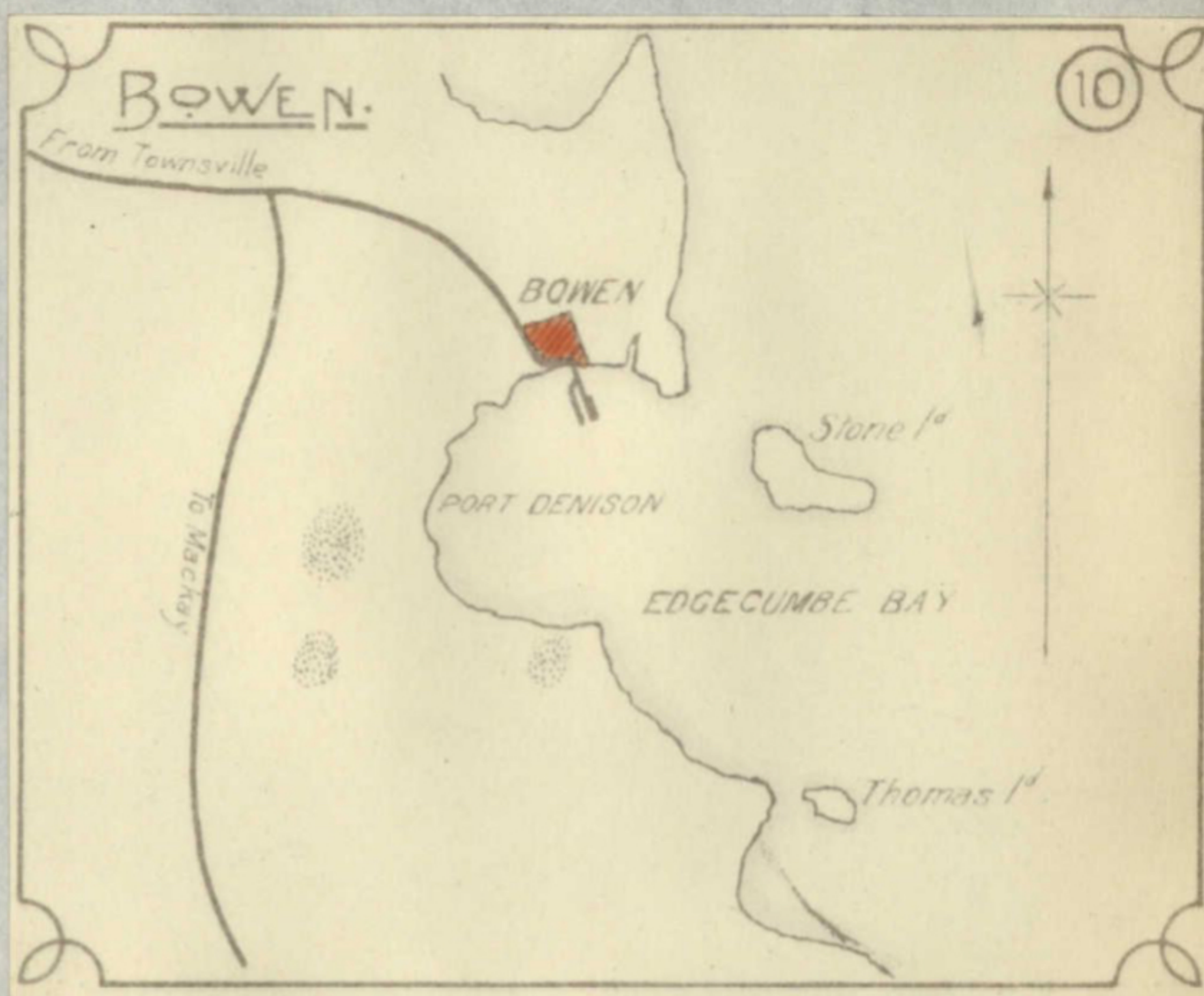


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Tide is in - sign posts will be noted over top of main planes - these mark rock wall marking entrance of river (channel) which is exposed at low tide.

10. BOWEN (Qld.)

Bowen, on Port Denison, is suitable for the operation of seaplanes in most weathers. It is more suitable for amphibians than for seaplanes, the shore being very shallow.

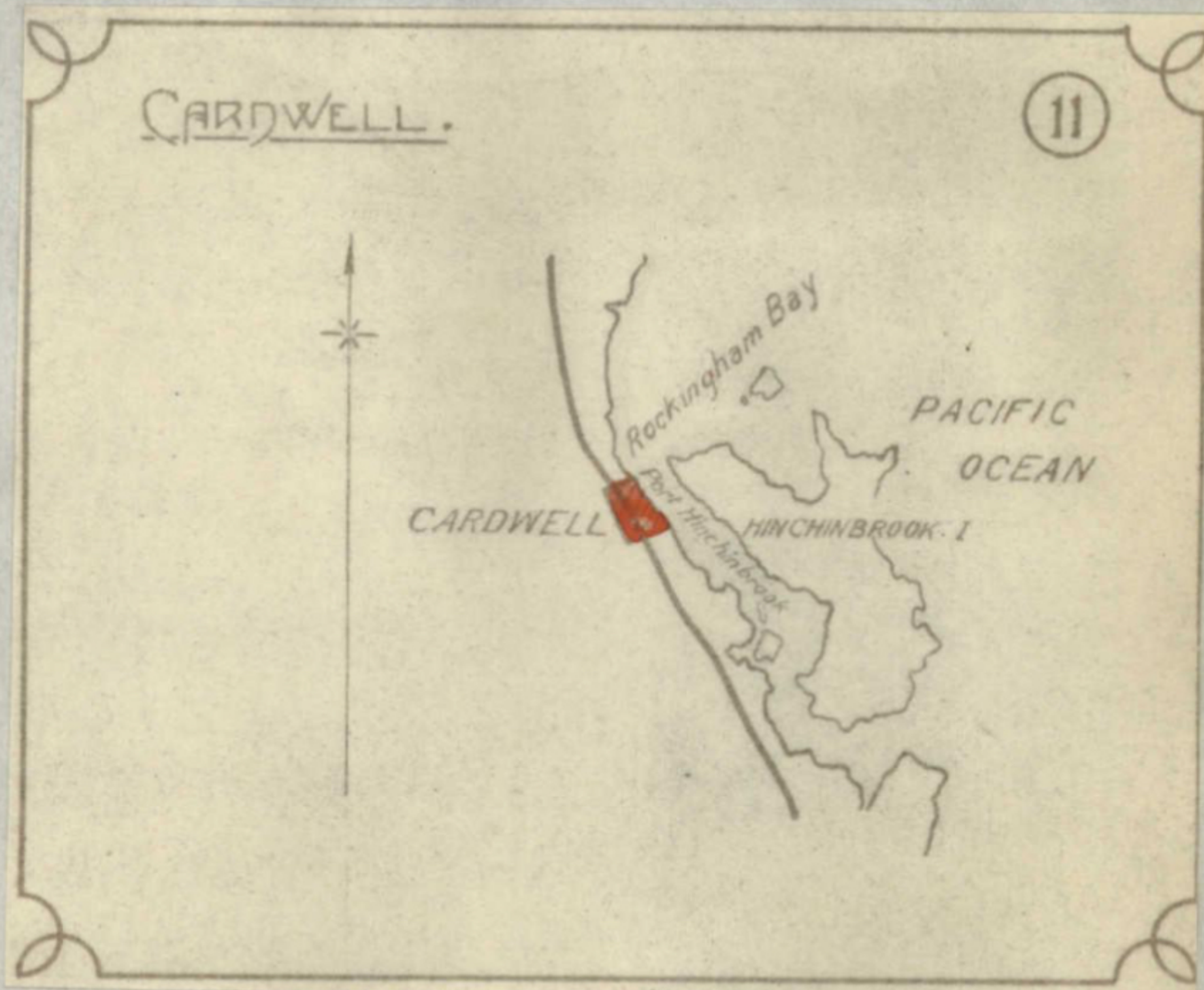
An R.A.A.F. unit (amphibians) operates from there in co-operation with Naval Survey ship in the survey of the Great Barrier Reef.



11. CARDWELL(Qld.)

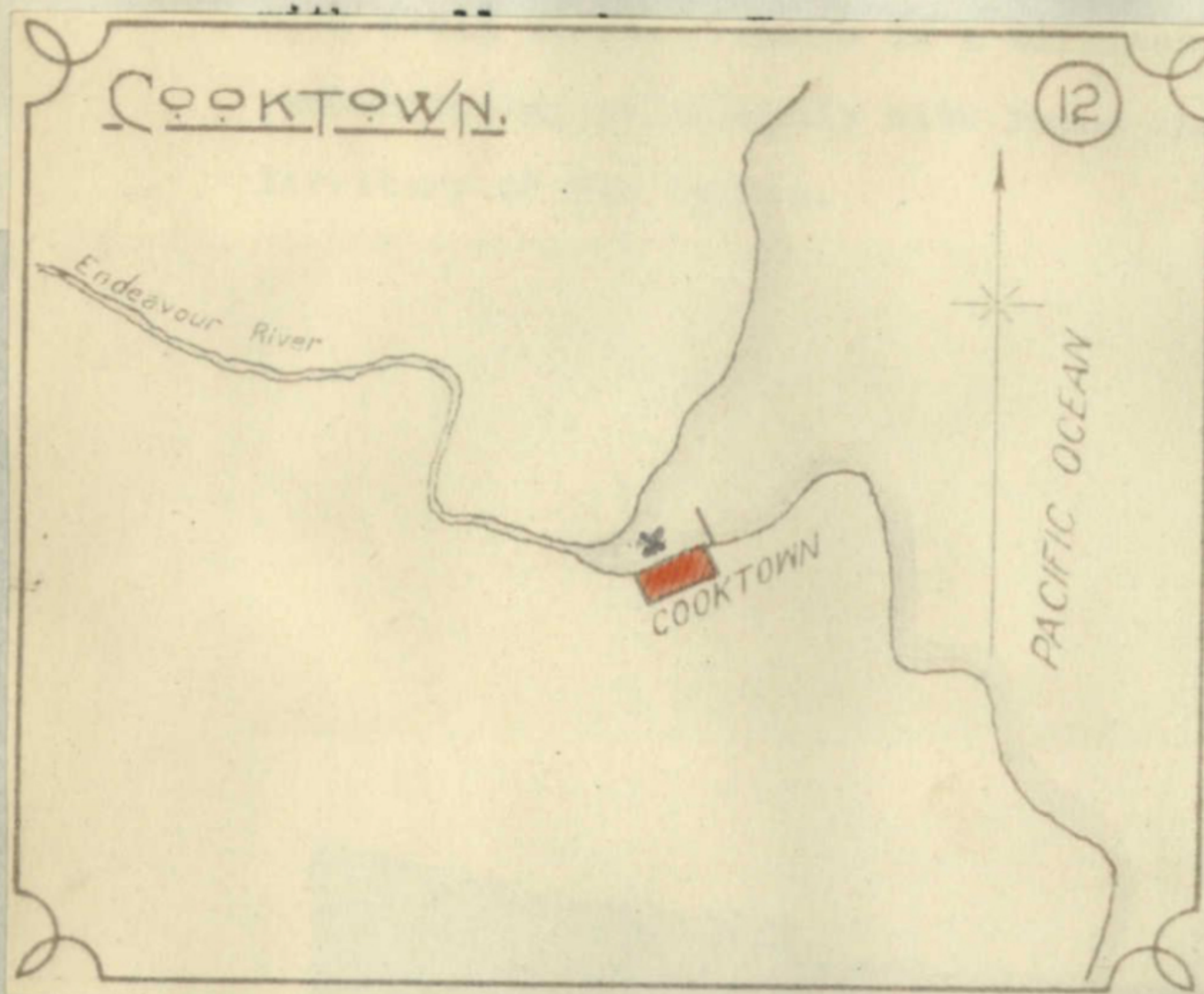
Cardwell is well protected from the ocean by islands lying some distance off the shore. There is a large expanse of water and it is probable that seaplanes could be operated from here at any time except in very heavy weather. The beach right along the town front is sandy and excellent for beaching, particularly on either side of and near to the pier.

Buoys nor boats at anchor will not usually be found here.



12. COOKTOWN (Qld.)

There is a fair area of water inside the mouth of the river at Cooktown and unless a very long run is necessary it would usually be possible to operate aircraft from here. Buoys are not likely to be found unless arranged for. The finding of a boat at anchor to which to tie up cannot be relied on. The beach is shallow and sandy and although beaching would be possible a good deal of care would need to be exercised as the beach is strewn



station here  
the Mandated



Cooktown (Qld.) showing buoy provided for mooring seaplane. *at point marked on plan.*  
School children on beach. Wireless station on top of hills off the picture to the left. Ocean beyond the hills - entrance from the left of picture. Town (P.O. etc.) to the right of the picture, principal hotel to the left.

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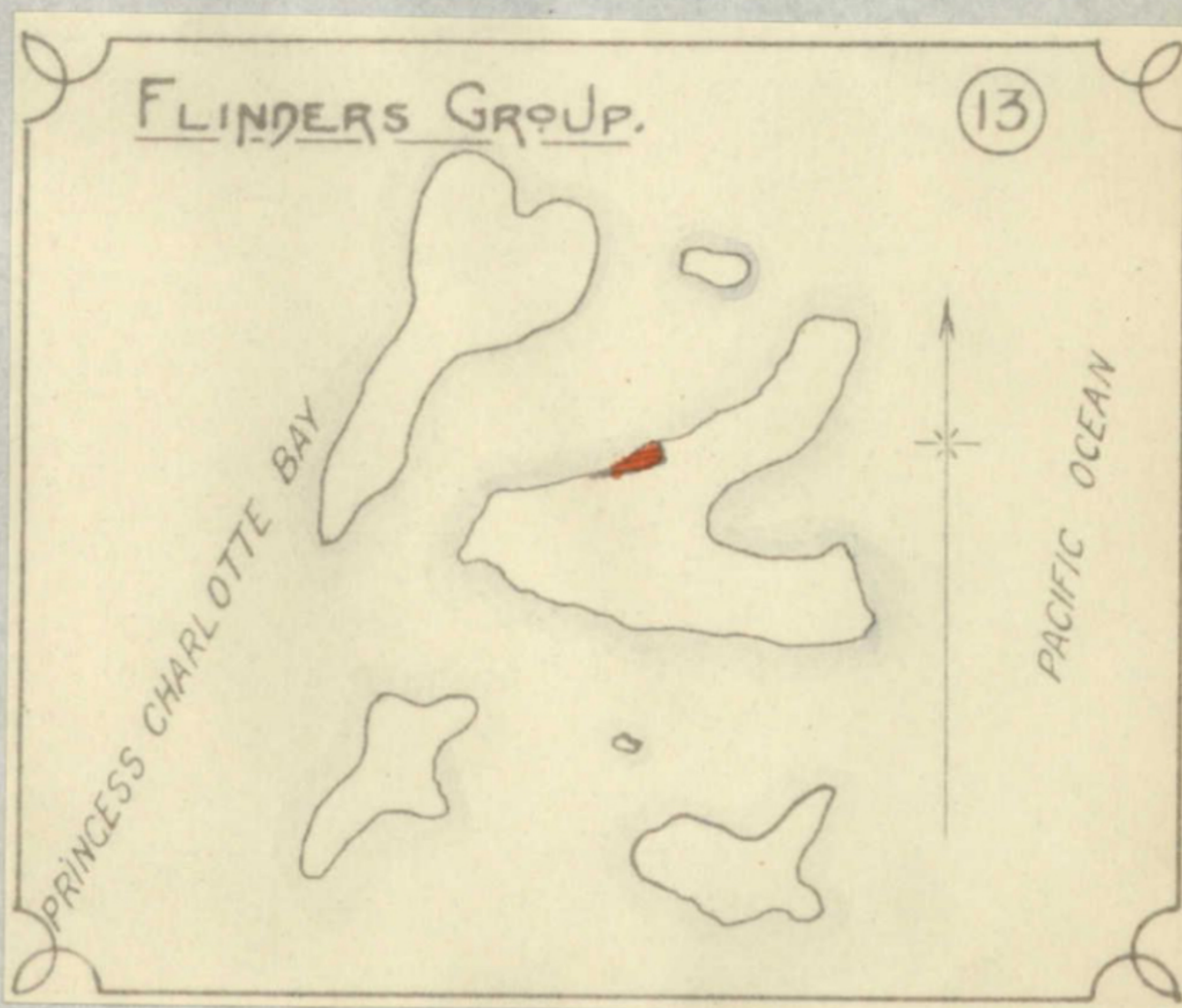
There is a fair area of water inside the mouth of the river at Cooktown and unless a very long run is necessary it would usually be possible to operate aircraft from here. Buoys are not likely to be found unless arranged for. The finding of a boat at anchor to which to tie up cannot be relied on. The beach is shallow and sandy and although beaching would be possible a good deal of care would need to be exercised as the beach is strewn with small rocks. There is a wireless station here communicating principally with Papua and the Mandated Territory of New Guinea.



Cooktown (qld.) showing buoy provided for mooring seaplane. *at point marked X on plan.* School children on beach. Wireless station on top of hills off the picture to the left. Ocean beyond the hills - entrance from the left of picture. Town (P.O. etc.) to the right of the picture, principal hotel to the left.

13. FLINDERS ISLANDS, Princess Charlotte Bay (Qld.)

Flinders Islands provide an area of very good sheltered water suitable, it is thought, for the operation of seaplanes in almost any possible flying weather. The only habitation consists of two houses and a small store shed occupied by aborigines and one small house which is occupied by any whites who may visit the group. Normally, the only whites visiting the place are those passing through by John Burns & Coy. steamer which trades there periodically and which is met at the Flinders Group by a small schooner from Port Stewart. The only communication with the Group from Nth. to Sth. is by means of the steamer and from Pt. Stewart by the schooner referred to above. No buoys nor boats would be found here unless the schooner or steamer referred to happened to be calling at the time. The beach is sandy and is excellent for beaching seaplanes. The natives understand English.

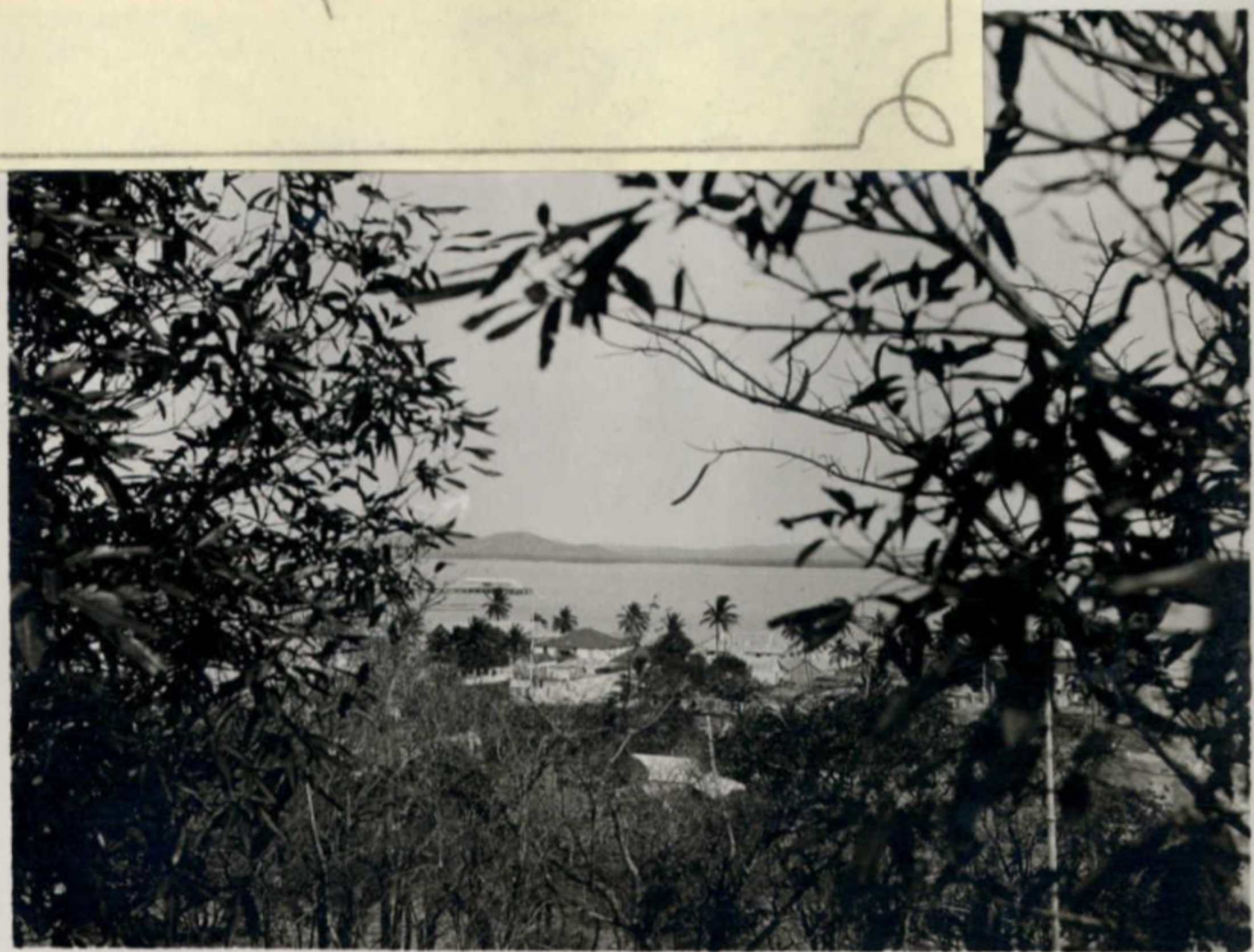
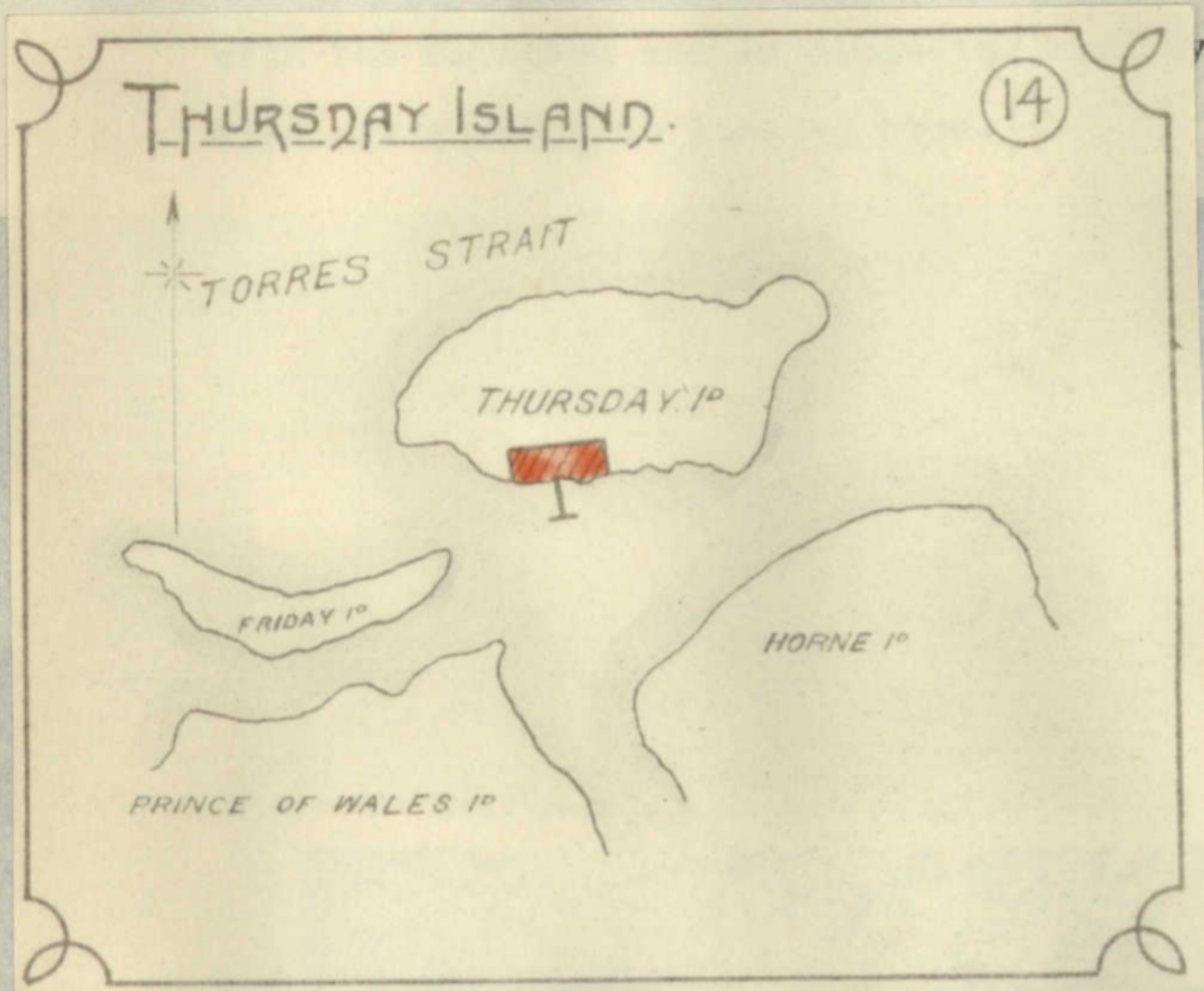


14. THURSDAY ISLAND (Qld.)

Thursday Island is a more or less open roadstead but is fairly well protected by off-lying islands and it should be possible to operate from sheltered water there in most weathers. There are a number of buoys in the port. These are mostly used by local boats, a number of which are always lying at anchor. There are two Naval oil barges at anchor here. The beach is sandy and excellent for beaching seaplanes immediately E. of the pier and right in front of the P.O.

Thursday Island has regular shipping communication

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View from the door of the Officers' Quarters, Garrison, Thursday Is., looking Sth. towards Pearlers Wharf. Principal wharf to the left of the picture. Town principally to the left.

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Thursday Island has regular shipping communication with the mainland and is connected also by telegraph. A wireless station is located here.



View from the door of the Officers' Quarters, Garrison, Thursday Is., looking Sth. towards Pearl's Wharf. Principal wharf to the left of the picture. Town principally to the left.

15. DARU. (Papua).

This is an open roadstead on the N. side of the island of Daru, which stands some 5 or 6 miles off the mainland of Papua. No buoys are likely to be found here normally but a Govt. launch, a Mission launch, or a trading vessel is usually to be found anchored there. The beach is muddy and unsuitable for beaching seaplanes. Large logs are to be found in the mud. Daru could not be relied on as being suitable for the operation of seaplanes in strong winds from the E. or W., although it may be possible to operate

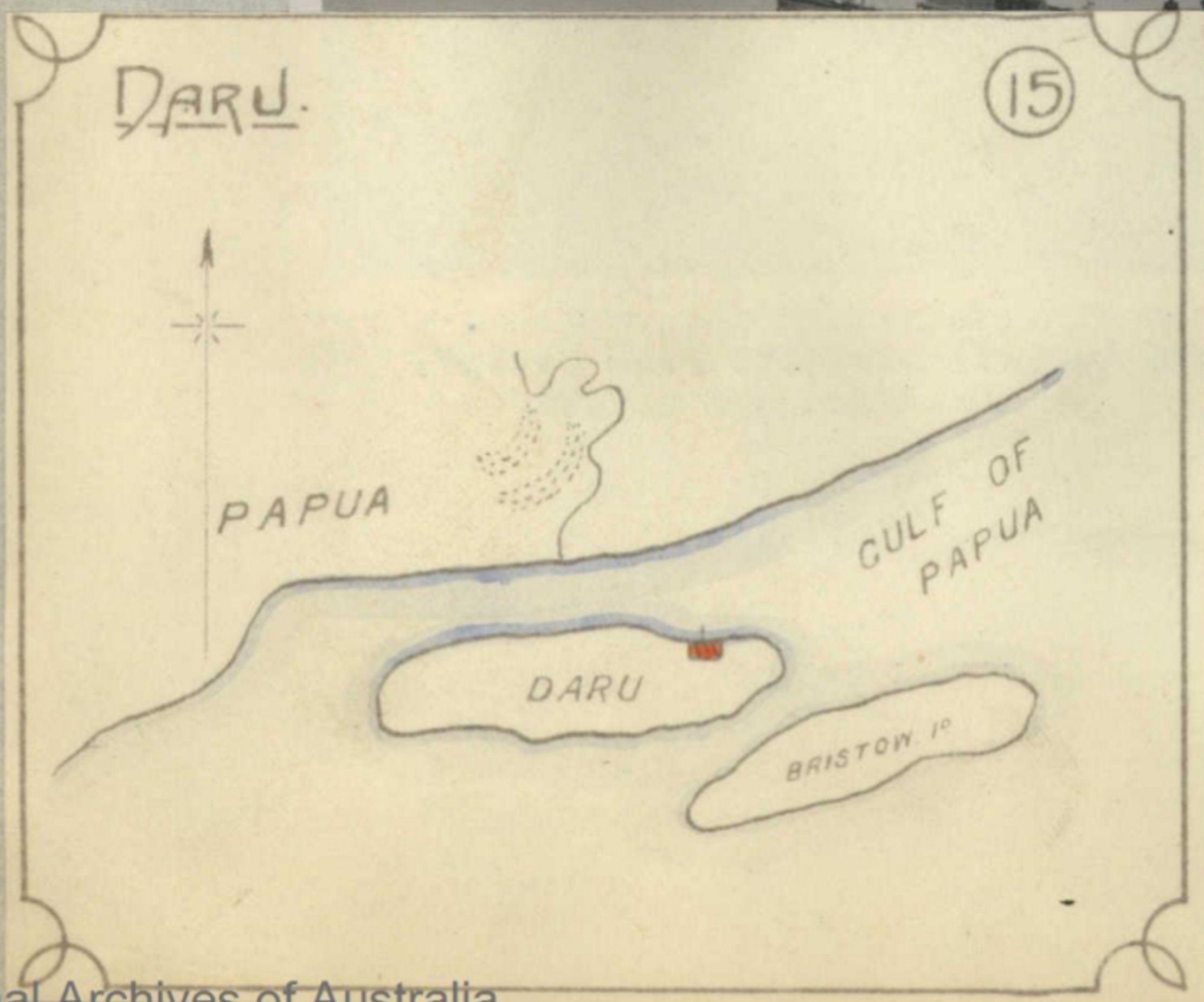
7.

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A small steamer calls monthly from Pt. Moresby via Gulf ports and a schooner trades irregularly with Thursday island - there is no other communication with Daru.



X



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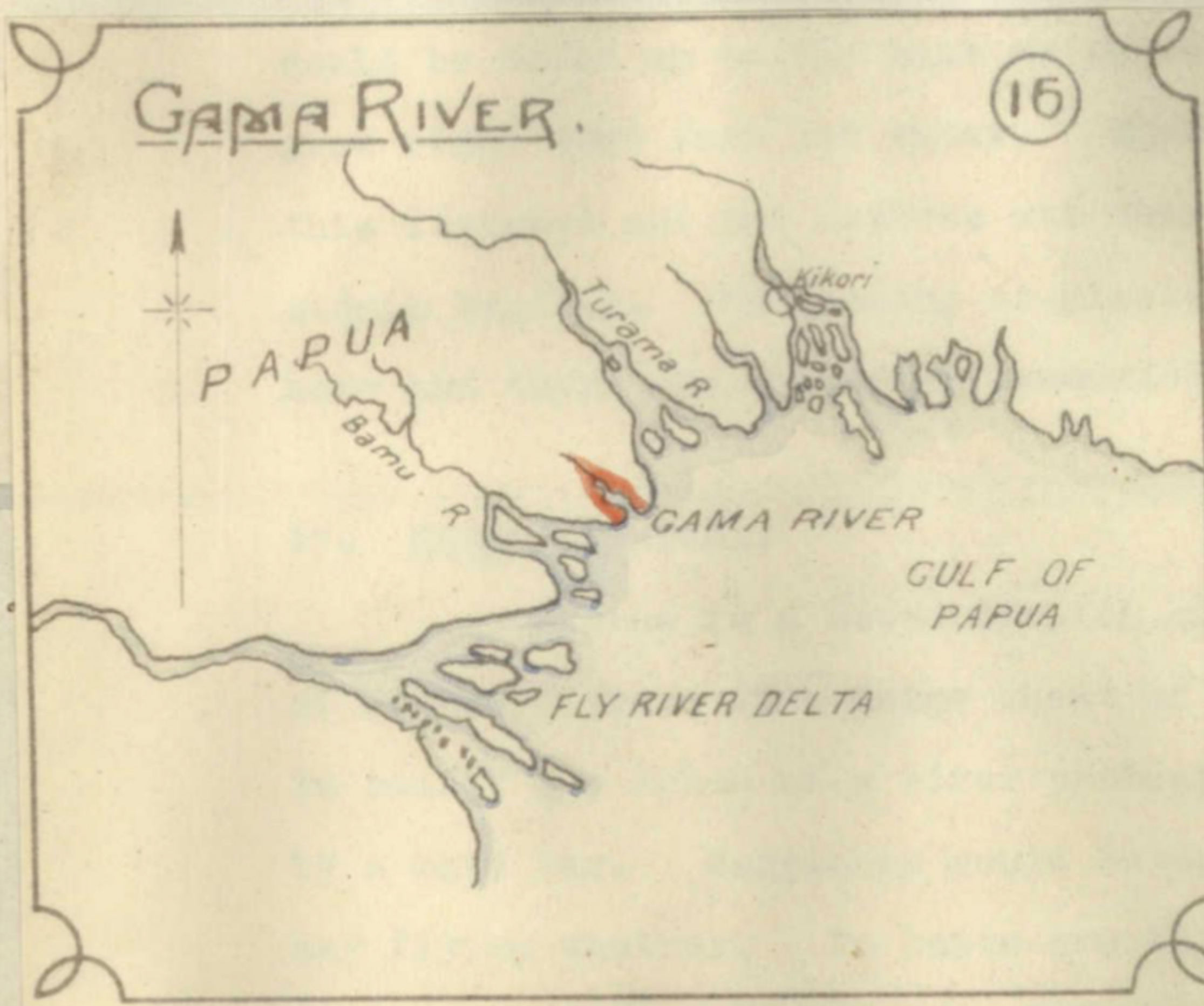
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Native boat Off Daru (Papua) looking Nth. towards the mainland.

16. GAMA RIVER (Papua).

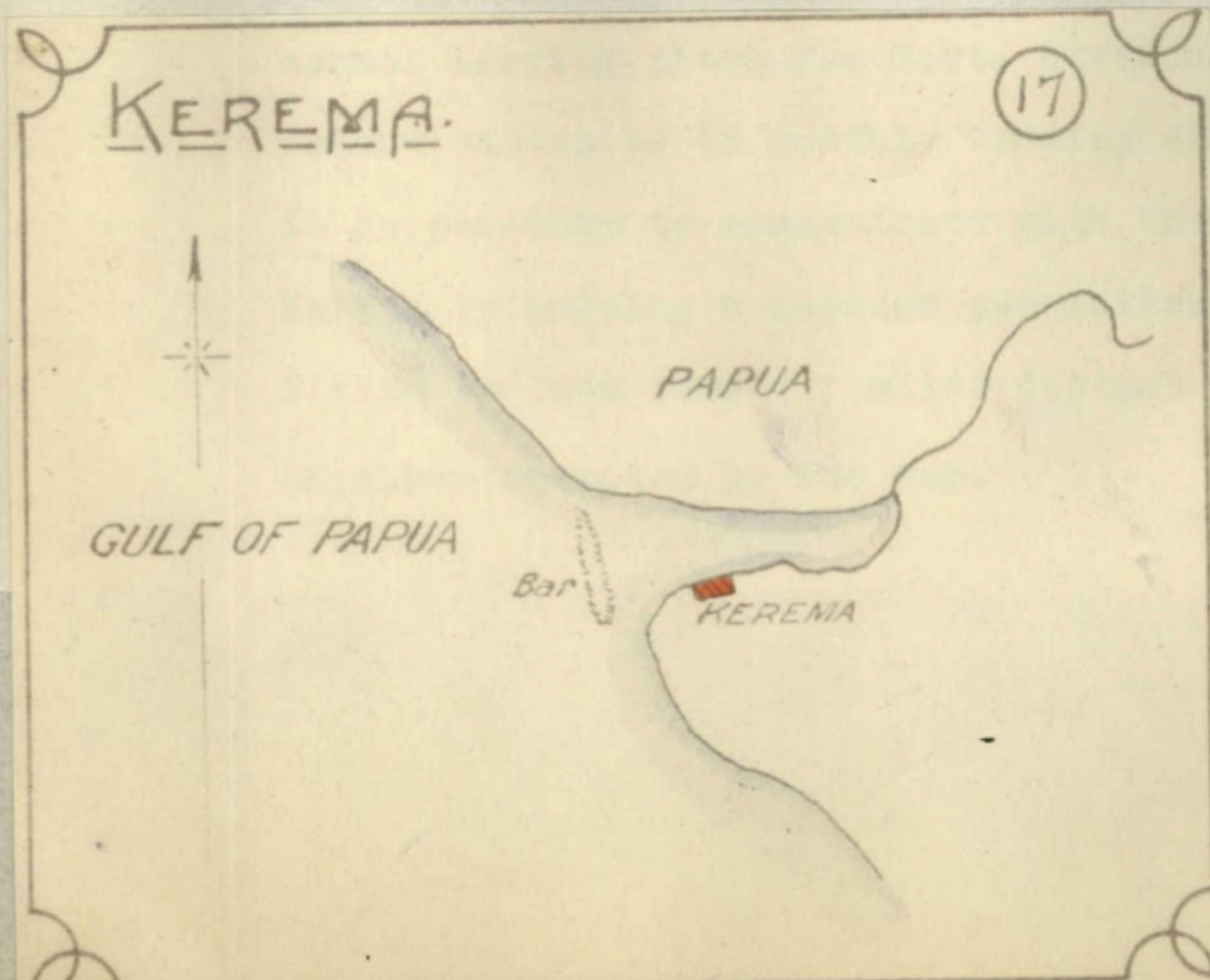
The Gama R. runs into the sea in the N.W. part of the Gulf of Papua. It is a wide and winding stream of apparently good depth and steep banks. It is possible within, say 4 miles of the mouth, to land across the river if necessary. Owing to the bends in the river it is probable that a sufficient run could be obtained to get off in any direction of the wind. There is a rise and fall of the tide of several feet and a strong stream runs when the tide is on the move. A good deal of debris comes down the river at times.. There are very few places where a seaplane



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17. KEREMA (Papua).

Kerema is a Govt. Station on N.E. coast of the Gulf of Papua. There is a large sheet of sheltered water which is really the mouth of a river protected from the ocean by a sand bar. Seaplanes could be operated from here in any flying weather. No boats are likely to be found at anchor there nor any buoys. The beach is sandy and is suitable for beaching seaplanes immediately alongside the normal landing place for Govt. Station. The only regular communication is by monthly trading schooner with Pt. Moresby. It is possible to communicate with the outside world from Kerema by sending a message per native on foot to the Oil Fields at Popo some 37 miles distant and from there by wireless operated by the Coy.

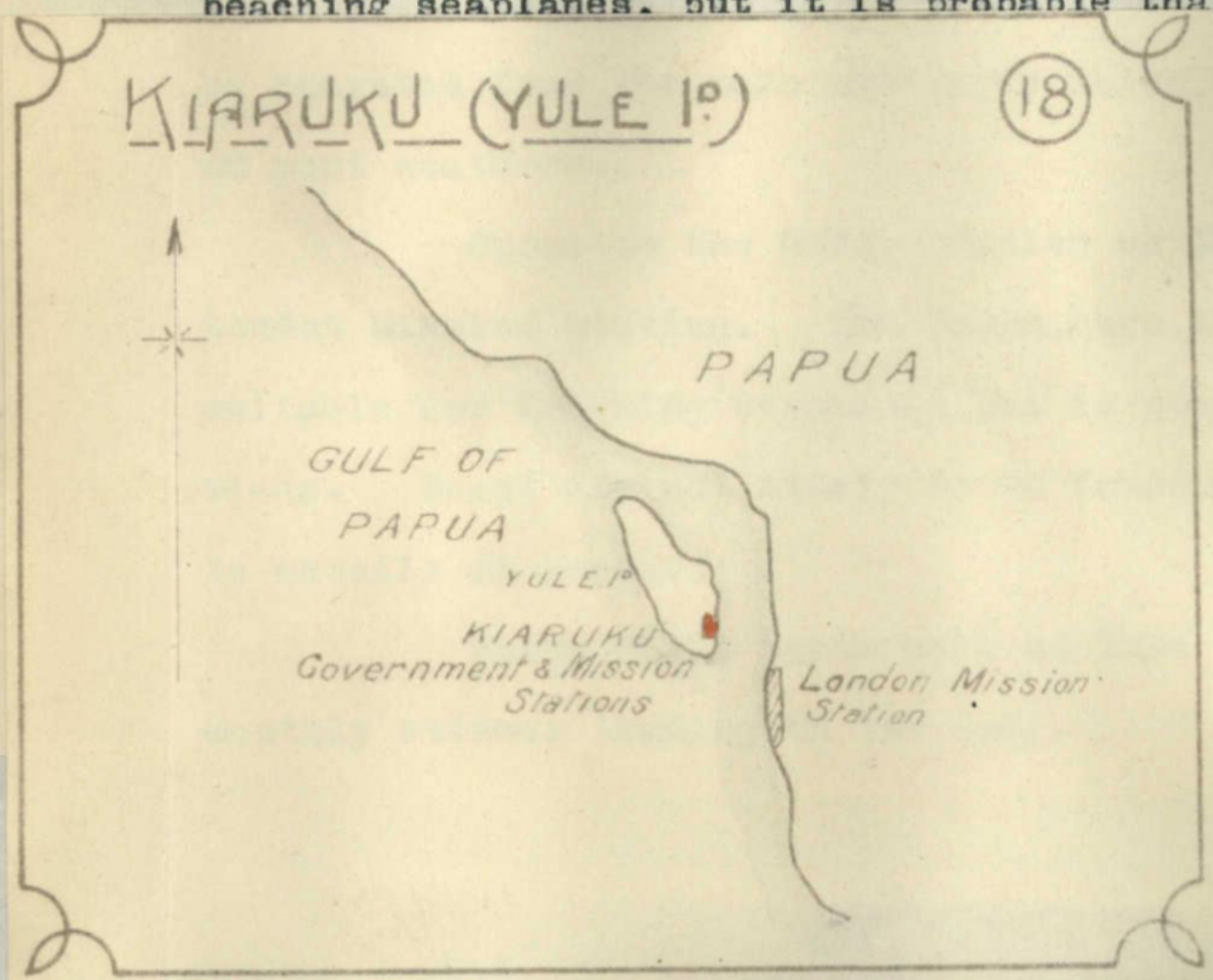
18. KIARUKU, Mule Island, (Papua).

The Govt. Station of Kiaruku is situated on Yule Is. which is also occupied by the H.Q. of the R.C. Mission. The landing place, where there is a small pier, is on the S.E. part of the island where the water is fairly open to the ocean and S.E. winds. Buoys are not likely to be found here but there is usually a boat or two at anchor. The beach at the landing place is not very suitable for beaching seaplanes, but it is probable that seaplanes could

inside Yule Is.

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Is. as well as



At the Catholic Mission YULE Is., Papua, looking East towards the mainland - exit to ocean on the right.

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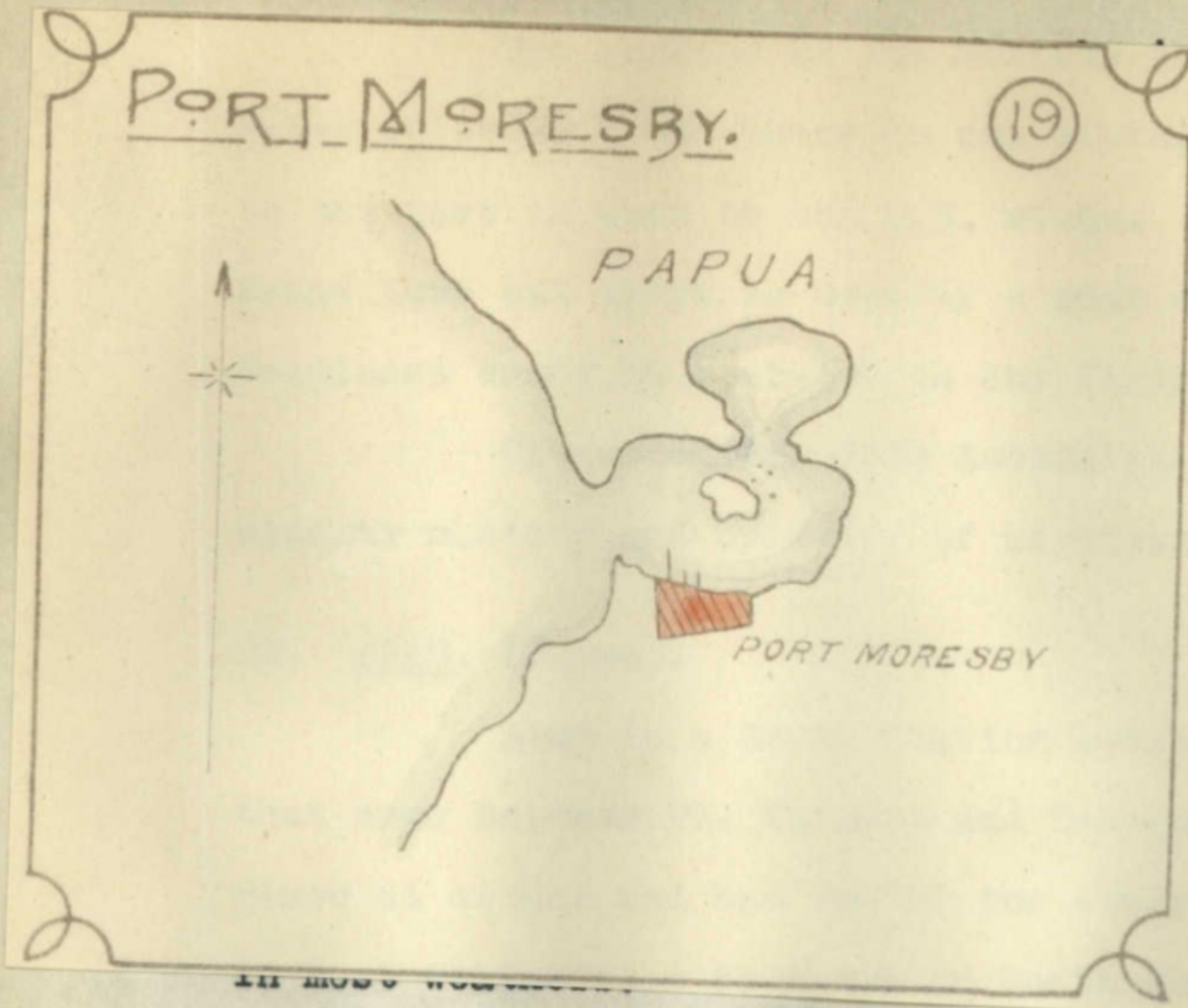
Opposite the Govt. Station on the mainland is a London Mission Station. The beach here is sandy and quite suitable for beaching seaplanes but is open to W. and N.W. winds. Buoys are not likely to be found here but a boat is usually at anchor.

Burns Philp boats call at Yule Is. as well as monthly steamer trading in the Gulf.



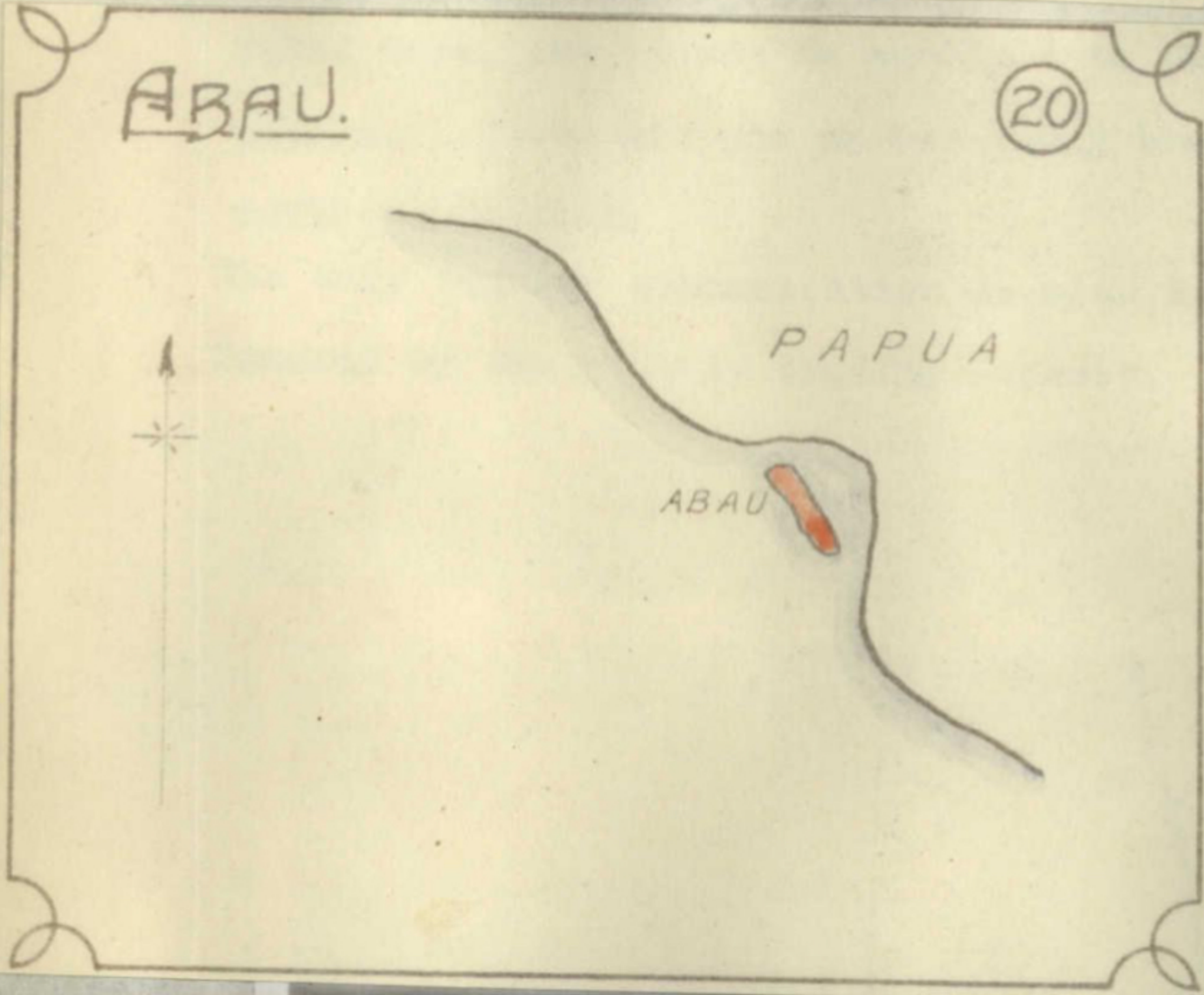
At the Catholic Mission YULE Is., Papua, looking East towards the mainland - exit to ocean on the right.

19. PORT MORESBY (Papua).



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 A buoy may be  
 . two at anchor.  
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 is by Burns Philp

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Moresby and



Typical scene on east coast of Gulf of Papua showing native village and cocoanut plantation.

19. PORT MORESBY (Papua).

The harbour at Pt. Moresby is good and sheltered water is to be found there in any weather. The entrance to the port is open to the S.E. winds. A buoy may be found here but there is usually a boat or two at anchor. Seaplanes could be operated in any flying weather.

Communication with Australia is by Burns Philp steamer monthly and by means of wireless.

20. ABAU. (Papua).

Abau is a Govt. Station located on an island of that name between Pt. Moresby and Samarai. It has a landing place at either end and one or the other would be sheltered in most weathers. No buoys or boats are likely to be found here, but it may be possible to tie up to landing places. There are one or two sandy beaches where a seaplane could be beached.

The only regular communication is with Pt. Moresby and Samarai by the monthly trading steamer.

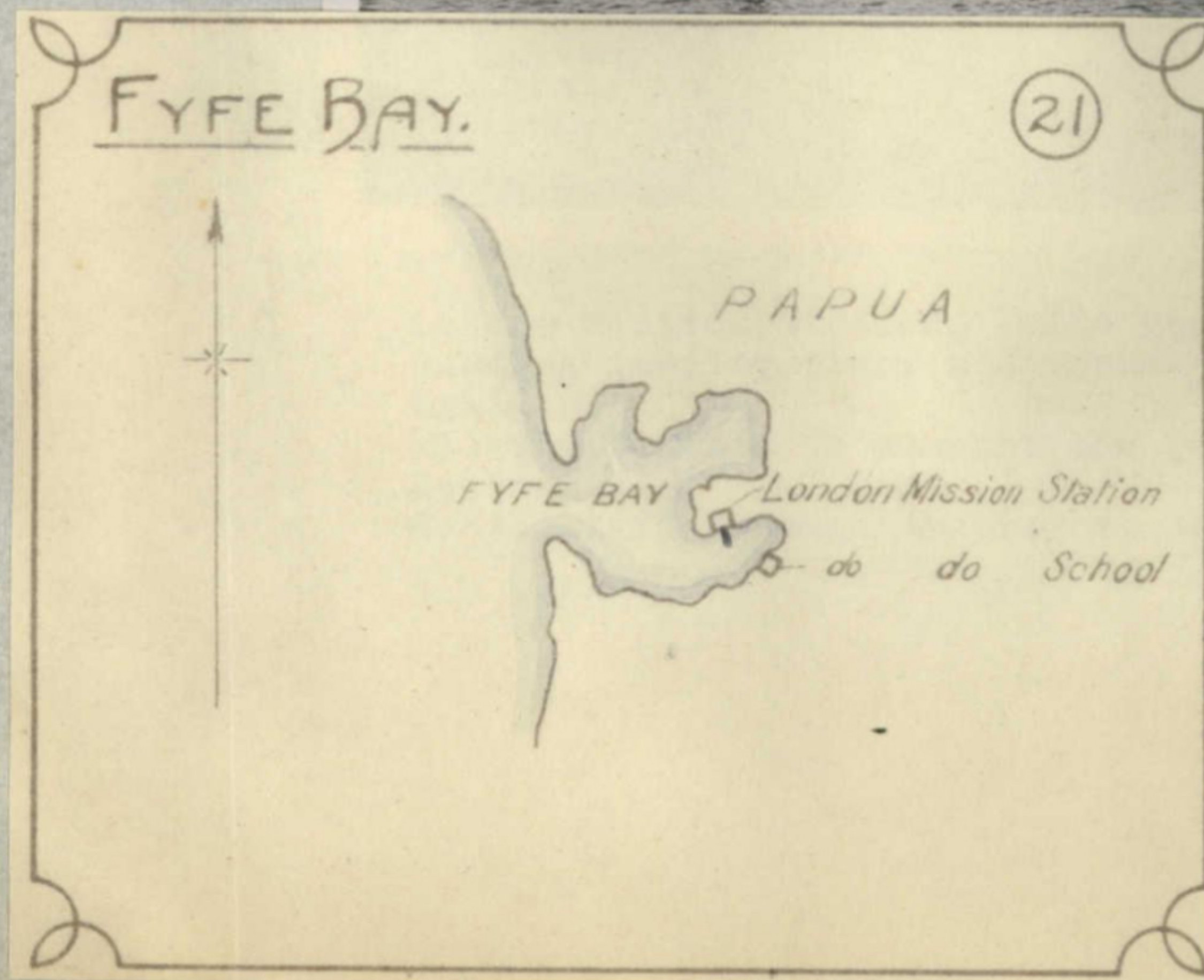


Typical scene on east coast of Gulf of Papua showing native village and coconut plantation.

21. FYFFE BAY. (Papua).

Fyffe Bay is on the coast of the mainland of Papua, between Abau and Samarai and about 60 miles from the latter. A London Mission Station is situated here. There is a large area of protected water and seaplanes could be operated from this bay in any weather. A boat is usually to be found at anchor. There are no buoys. Carpentering and metal and wood-working shops for training natives are in existence at this Station. Communication is with Samarai by motor schooner.

A wireless receiving set (receiving broadcasting from Australian stations) is maintained at the Mission Station.



, Papua  
ps on shore over  
lms.  
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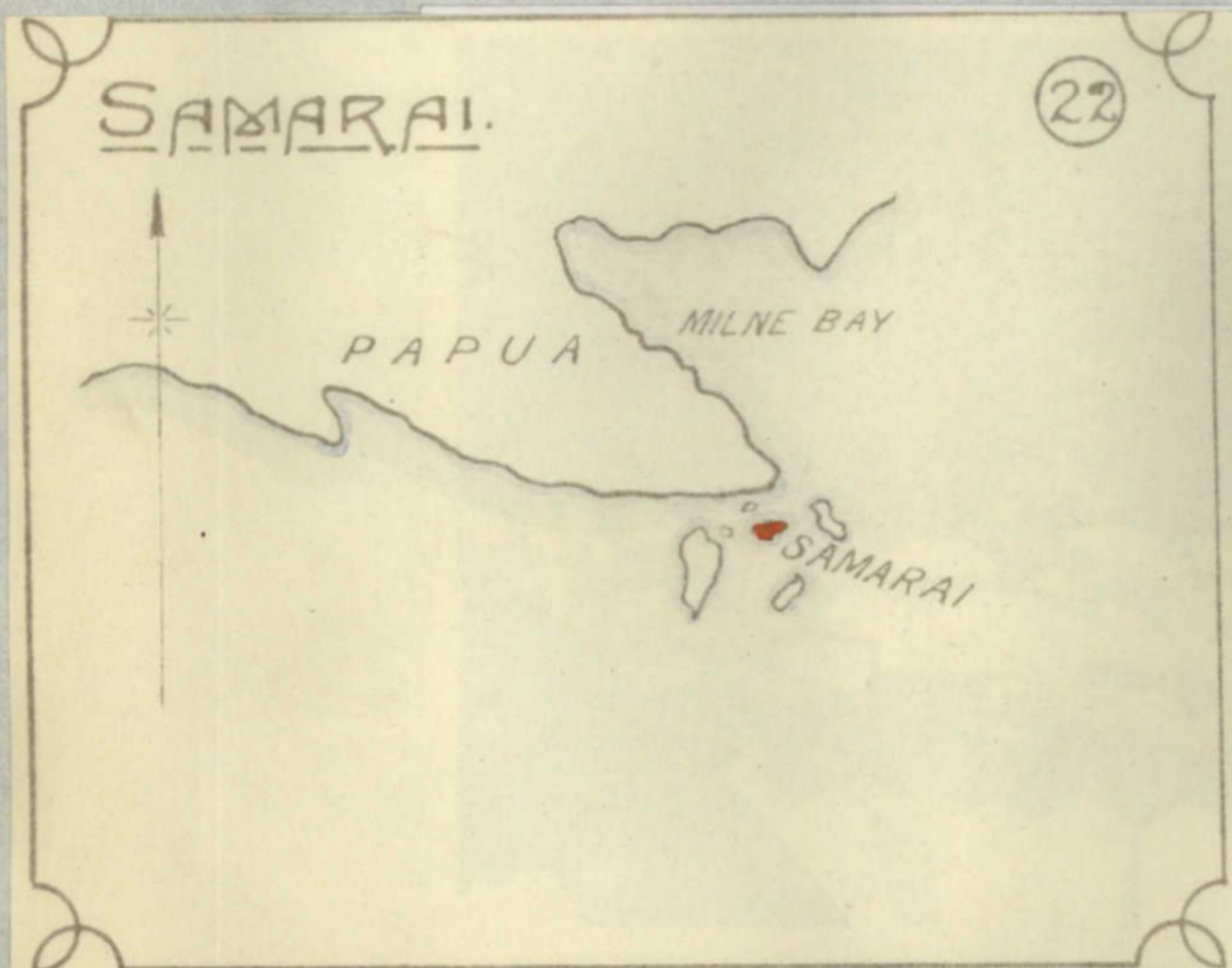
London Mission Station, Fyffe Bay, Papua showing landing place and workshops on shore over boat.  
Mission station is amongst the palms.  
Looking Nth.  
To the left through the bay to the ocean.

22. SAMARAI. (Papua).

Samarai is situated on a small island of that name on the S.E. extremity of the mainland of Papua. It is one of the principal places of call for steamers trading between Aust., Papua, and the Mandated Territories. It lies some 5 or 6 miles off the mainland and is surrounded by other small islands but the water is not enclosed in any other way and the area round the wharves is exposed to a N.E. E. and W. wind. A number of boats are usually to be found at anchor here. It would probably be possible to operate seaplanes from some part of the islands in most weathers, but it would not be considered a good seaplane site. A sandy beach suitable for beaching seaplanes is to be found between the baths on the S. end of the island and the wharves.

Boat-building and other wood-working shops are to be found at the London Mission Station on the island of Quato, some 2 or 3 miles from Samarai.

In addition to being a place of call for Burns Philp boats, Samarai maintains a wireless station communicating with Pt. Moresby and Cooktown.



Scene on our arrival at Samarai (Bishop of New Guinea in the foreground).

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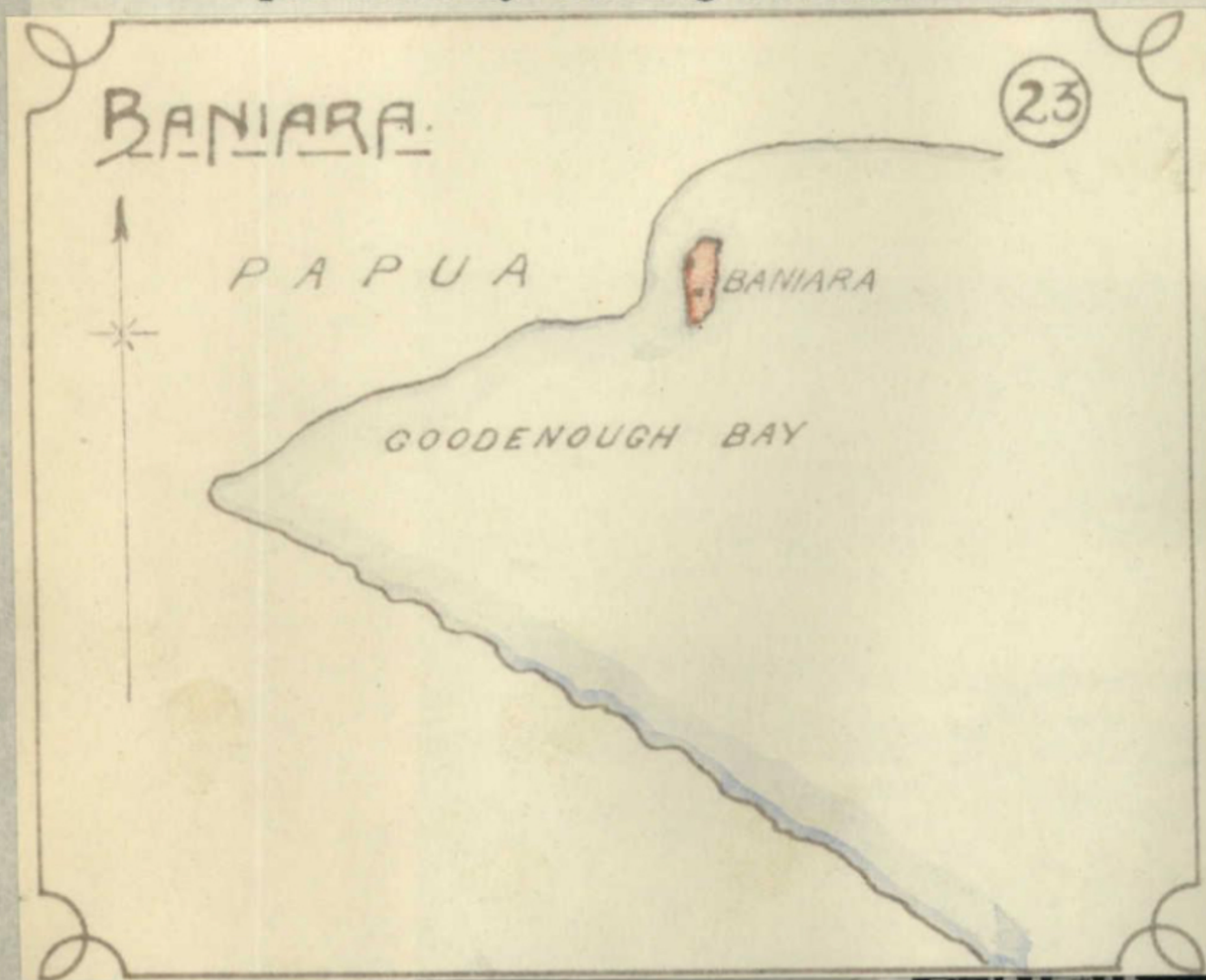


Scene on our arrival at Samarai (Bishop of New Guinea in the foreground).

23. BANIARA. (Papua).

Baniara is a Govt. Station located on an island of that name on the N.E. coast of Papua. It stands off the mainland about one mile and provides quite a good area of sheltered water between it and the mainland in most weathers. Seaplanes could be operated from here in almost any flying weather. No buoys or boats are to be found here. Coral exists along the shore but a good sandy beach free of coral and suitable for beaching seaplanes will be found near the boatshed of the Govt. Station.

The only regular communication is with Samarai per monthly trading vessel.



Government official with family and native police at Baniara (Papua). Looking N.W. towards the mainland - water shown is good landing place in most weathers. Note storm clouds.

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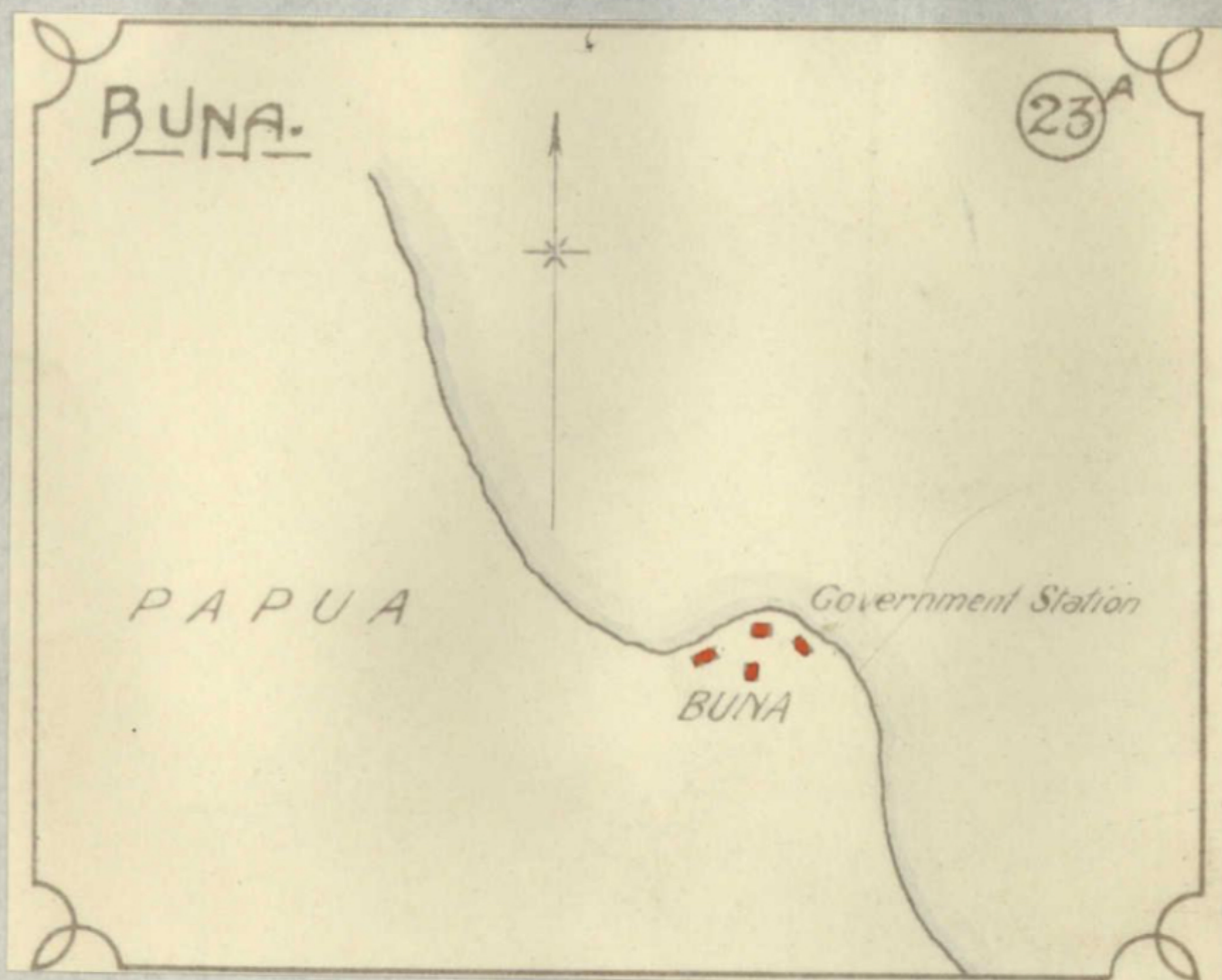
The only regular communication is with Samarai per monthly trading vessel.



Government official with family and native police at Baniara (Papua). Looking N.W. towards the mainland - water shown is good landing place in most weathers. Note storm clouds.

23A 24. BUNA BAY. (Papua).

Buna Bay is a Govt. Station of the Papua administration. The only protection for the water at Buna Bay is by means of submerged coral reefs some distance off the shore and the bay cannot be said to be suitably protected for seaplanes under all conditions. Mooring buoys or boats at anchor will not be found here. The beach is sandy and excellent for beaching seaplanes almost anywhere. Communication is by means of a vessel trading monthly from Samarai and overland by native carrier to Port Moresby. The latter occupies about 12 days.

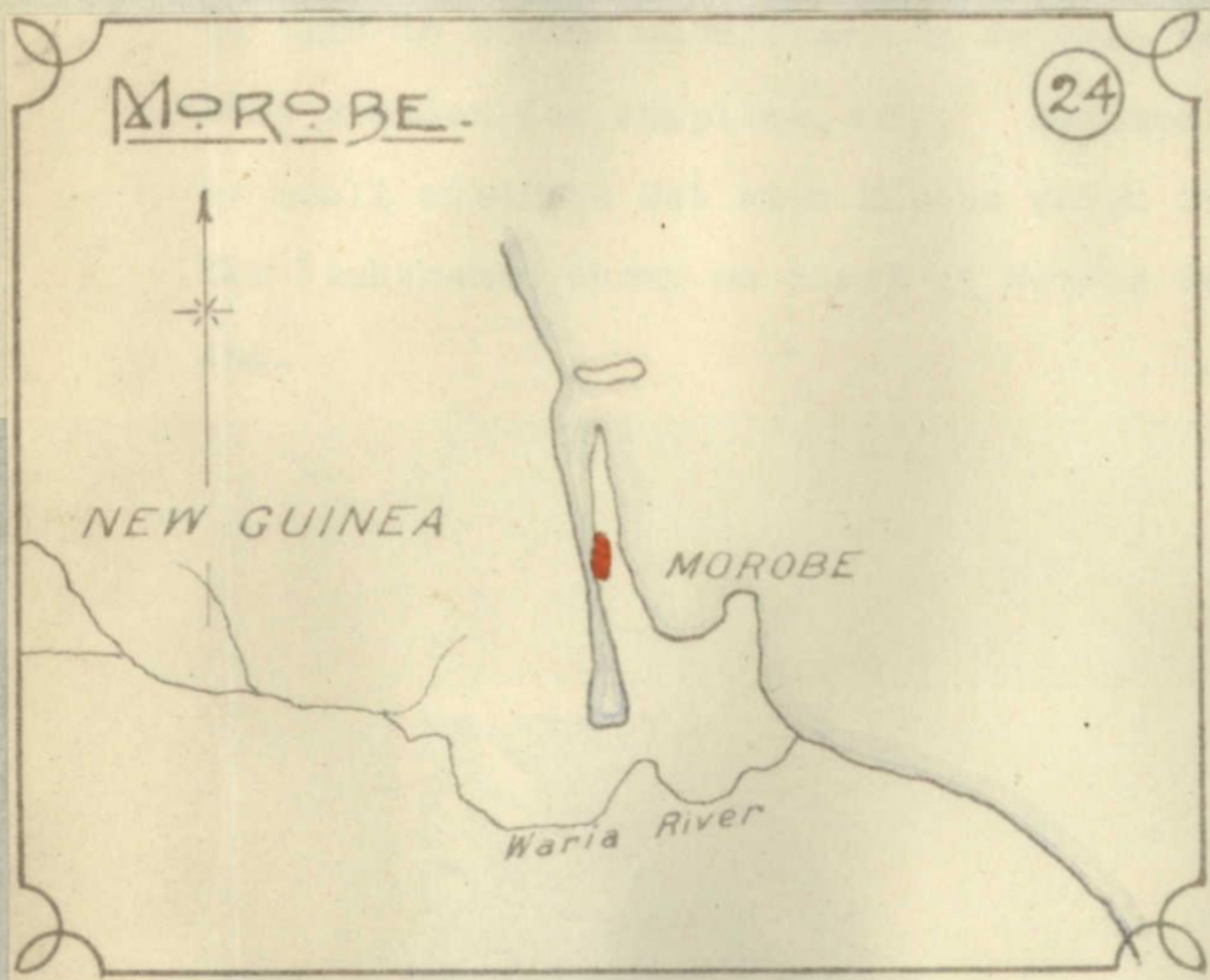


24 25. MOROBE. (New Guinea).

Morobe is a Govt. Station equipped with wireless. There is a good sheet of water surrounded, except on the North, by high ground. Here it is open and exposed to the ocean and a good deal of swell comes in particularly when the wind is from the ocean. Buoys will not be found unless specially arranged nor will boats be normally found at anchor. Suitable beach for the beaching of seaplanes is to be found immediately North of the small pier at the Govt. Stn.

Morobe was the principal Govt. Stn. on this coast until the Gold rush to Edie Creek developed - it now appears

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Looking West across the bay at Morobe, New Guinea, - passage out to the ocean on the right.

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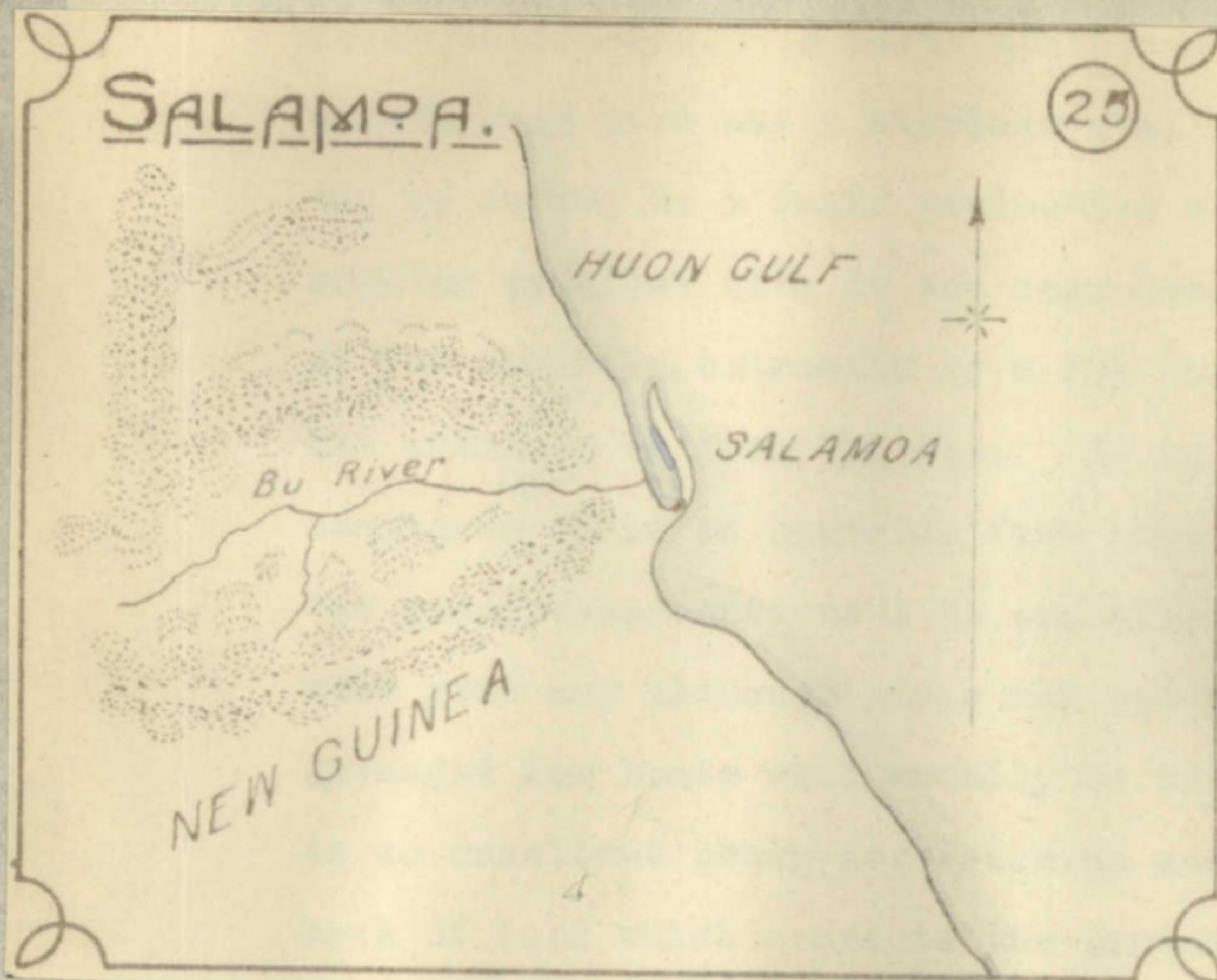
Morobe was the principal Govt. Stn. on this coast until the Gold rush to Edie Creek developed - it now appears to tend to become subsidiary to Salamoia Bay and to rely on that station for supplies, etc. Salamoia Bay communicates by small wireless Set with Morobe which transmits to Rabaul. The lighthouse shown on chart at Morobe is not now functioning.



Looking West across the bay at Morobe, New Guinea, - passage out to the ocean on the right.

25 26. SALAMOA BAY. (New Guinea).

Salamoa Bay is the port of entry for the Edie

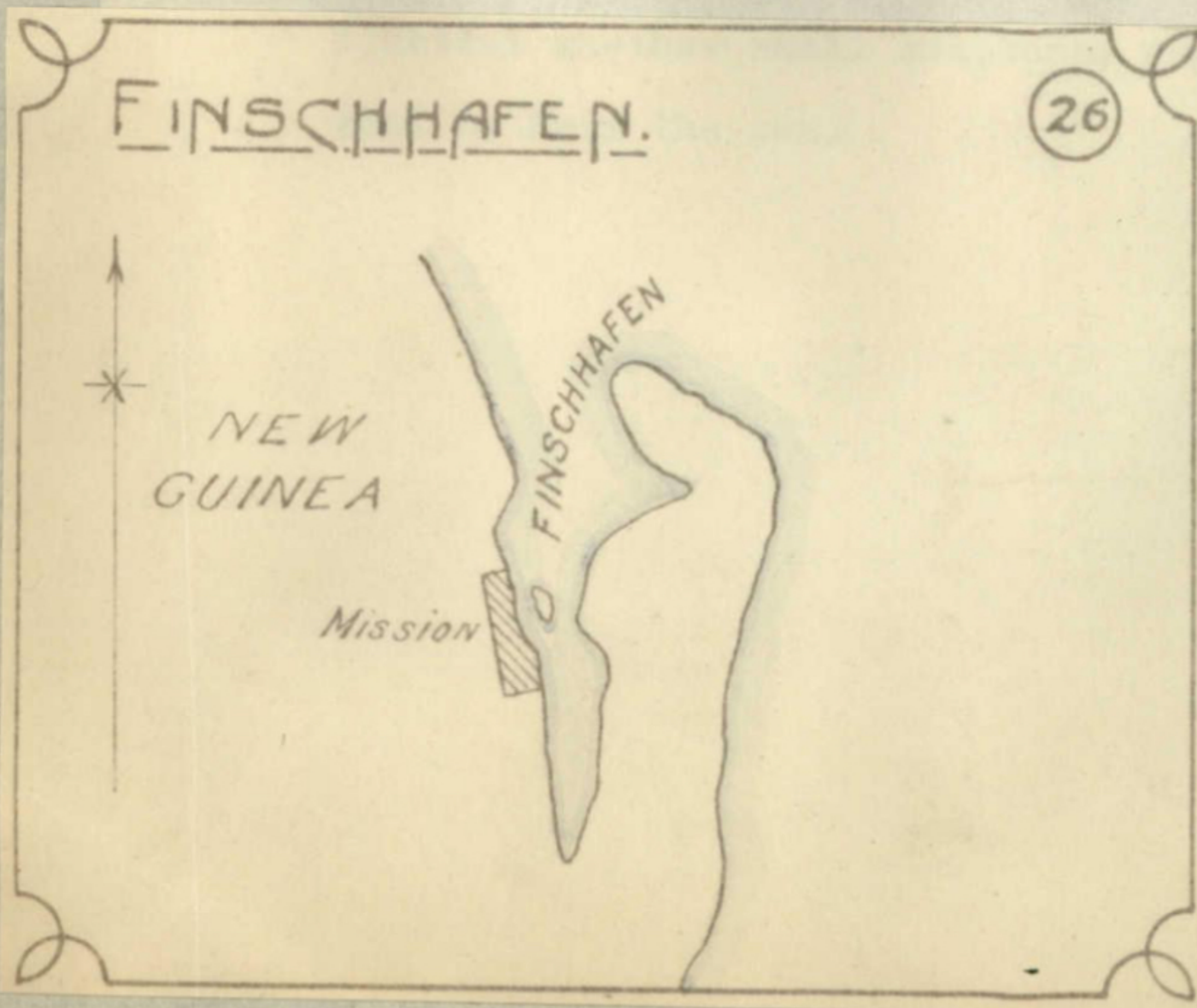


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boats now call at Salamoa Bay every six weeks.

26 27. FINSCHAFEN. (New Guinea).

Finschafen is the main centre of the Lutheran  
Mission. It provides a long narrow stretch of sheltered  
water and the wind would need to be coming from a Northerly  
or Southerly direction in order to operate from the inner  
water of the harbour. What might be termed the outer  
waters are more or less exposed to the ocean and it is



ould be operated when the

15 26. SALAMOA BAY. (New Guinea).

Salamoa Bay is the port of entry for the Edie Creek Goldfields. A Govt. Station has recently been established here and a wireless stn. is to be erected. The Bay is formed by a small peninsular standing off the coast, running parallel with it and connected to the mainland at its Southern extremity by a low narrow neck of land. The entrance is from the Nth. It is considered that seaplanes could be operated from here in any weather. If the goldfields continue it is probable that this centre will grow and although buoys may not be available unless arranged for boats will usually be found at anchor. There is an excellent beach for beaching seaplanes on the narrow neck of land which connects the peninsular with the mainland and on which the Govt. Stn. is situated. Burns Philp boats now call at Salamoa Bay every six weeks.

26 27. FINSCHAFEN. (New Guinea).

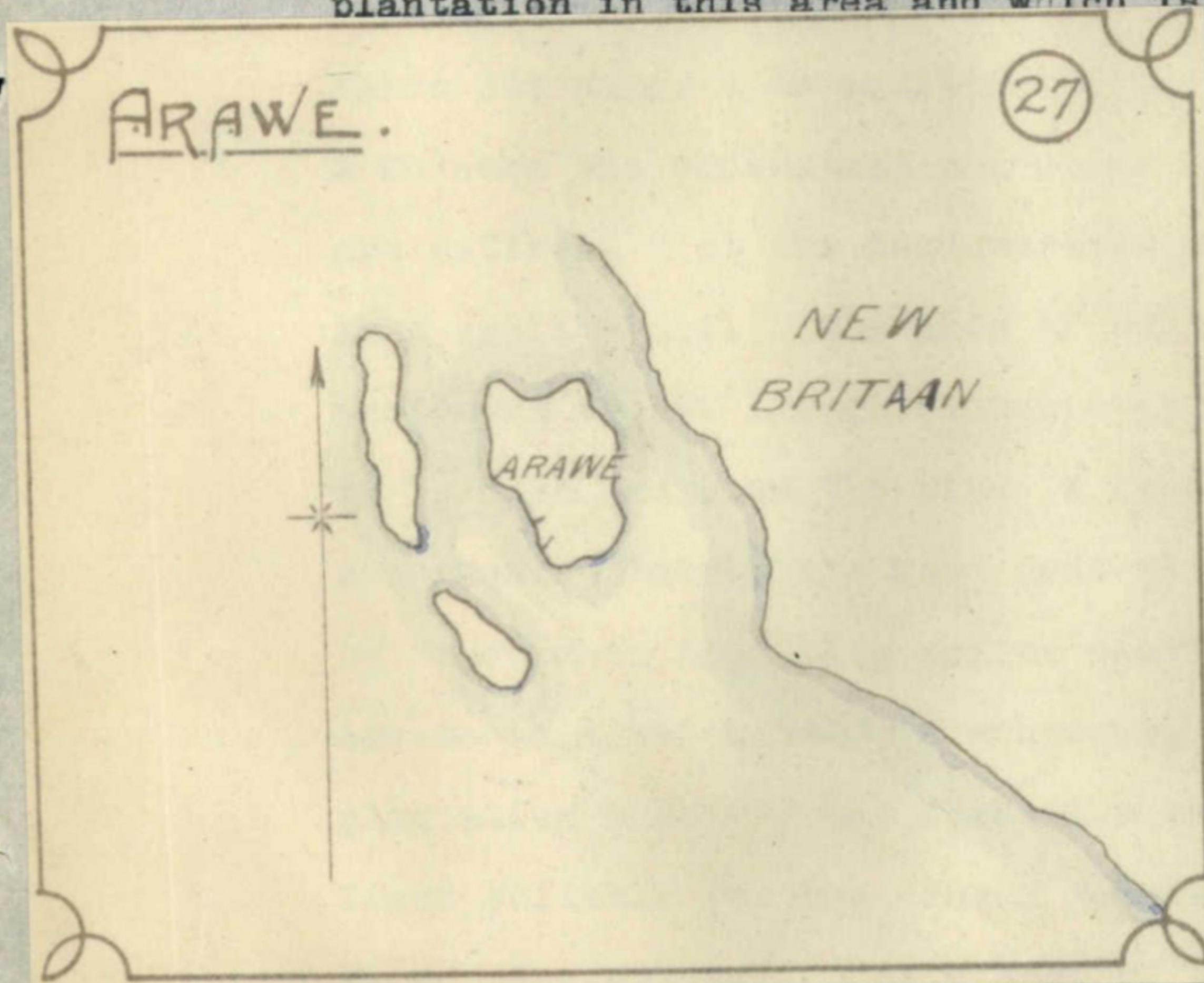
Finschafen is the main centre of the Lutheran Mission. It provides a long narrow stretch of sheltered water and the wind would need to be coming from a Northerly or Southerly direction in order to operate from the inner water of the harbour. What might be termed the outer waters are more or less exposed to the ocean and it is doubtful whether small seaplanes could be operated when the wind is from the sea.

Neither buoys nor boats at anchor will normally be found but there is a good beach suitable for beaching seaplanes close to the main buildings and just Nth. of a small wharf and Sth. of a small island in the harbour. The inhabitants are of German extraction, mostly from America and Australia.

Communication with the outside world is by Burns Philp boat which calls every six weeks.

27 28. ARAWE. (New Britain).

Arawe is one of a group of small islands on the Sth. West corner of the mainland of New Britain. The only plantation in this area and which is controlled by a white



white manager there are English well, the remainder of the plantation there opposite it is large and in the Sth. West where in this direction a heavy coral here and care must be taken for seaplanes. No buoys are the property of the plantation found at anchor. A beach and free of coral will be found. There is no

regular communication with the outside world.

28 29. LINDENHAFEN. (New Britain).

Lindenhafen consists of a plantation owned by the Lindenhafen Estates Ltd. and managed by an Australian assisted by 2 other whites. Lindenhafen becomes a port only because of the coral reefs and islands lying off the shore. It provides an area of protected water from which seaplanes could operate in almost any flying weather.

Neither buoys nor boats at anchor will normally be found but there is a good beach suitable for beaching seaplanes close to the main buildings and just Nth. of a small wharf and Sth. of a small island in the harbour. The inhabitants are of German extraction, mostly from America and Australia.

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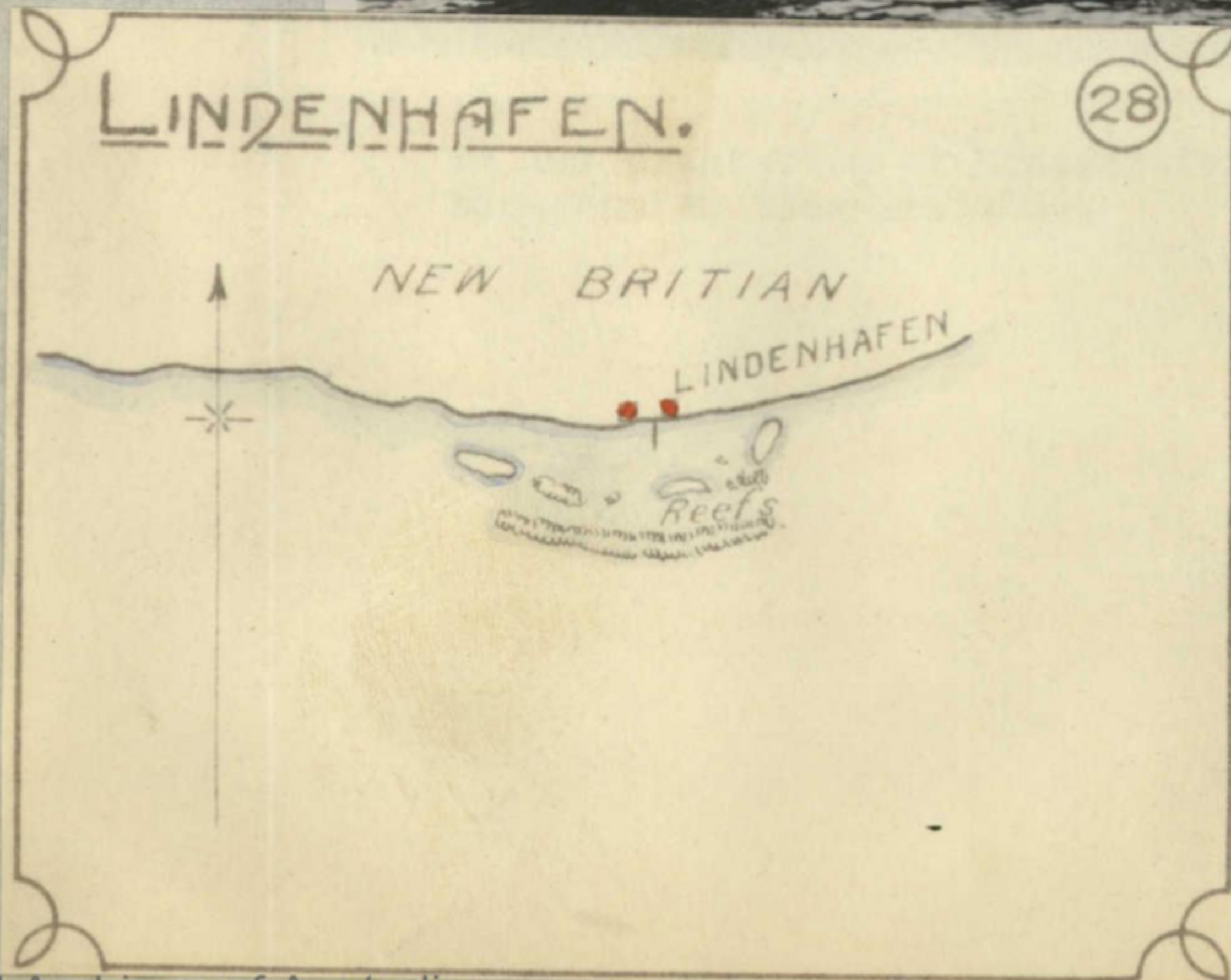
Arawa is one of a group of small islands on the Sth. West corner of the mainland of New Britain. The only plantation in this area and which is controlled by a white takes its name. In addition to the white manager there are 2 Chinese who understand and speak English well, the remainder are natives. At the Headquarters of the plantation there is a small wharf. The area of water opposite it is large and protected by off lying islands except in the Sth. West where it is open and when the wind is from this direction a heavy sea runs. There is a good deal of coral here and care must be taken when operating marine craft or seaplanes. No buoys ~~are to be~~ <sup>will normally be</sup> found here. A schooner, the property of the plantation manager, may sometimes be found at anchor. A beach suitable for beaching a seaplane and free of coral will be found about half a mile Nth. of the pier. There is no regular communication with the outside world.

28 29. LINDENHAFEN. (New Britain).

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Lindenhafen (cont.)  
13.

It is most exposed to the Sth. No buoys will normally be found here. The plantation schooner may be found at anchor. A beach suitable for beaching a seaplane will be found immediately to the West of and close alongside the plantation wharf. The Govt. Stn. of Gasmata where an area of protected water suitable for seaplanes is to be found is about 12 miles to the West of Lindenhafen. The only communication is by means of Burns Philp steamer which calls at Lindenhafen every six weeks.



Estates Ltd.

Lindenhafen (cont.)  
13.

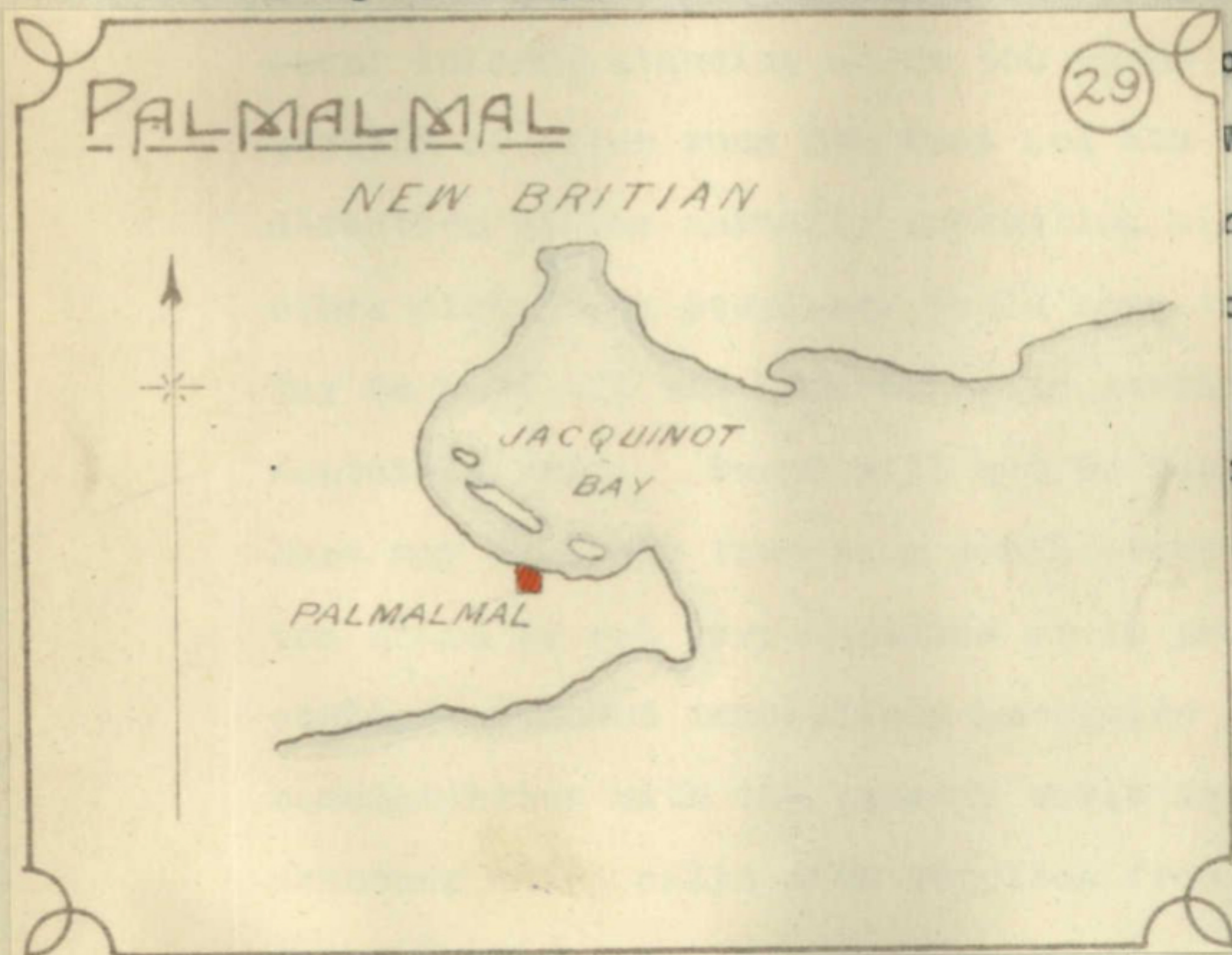
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At the plantation of Lindenhafen Estates Ltd.  
Lindenhafen (New Britain).

29 30. PALMALMAL. (New Britain).

Palmalmal is a plantation owned by Carpenter and Co., Ltd., managed by an Australian (the only white man in the vicinity) and situated on the Western extremity of Jacquinet Bay. Here is an area of water protected by small

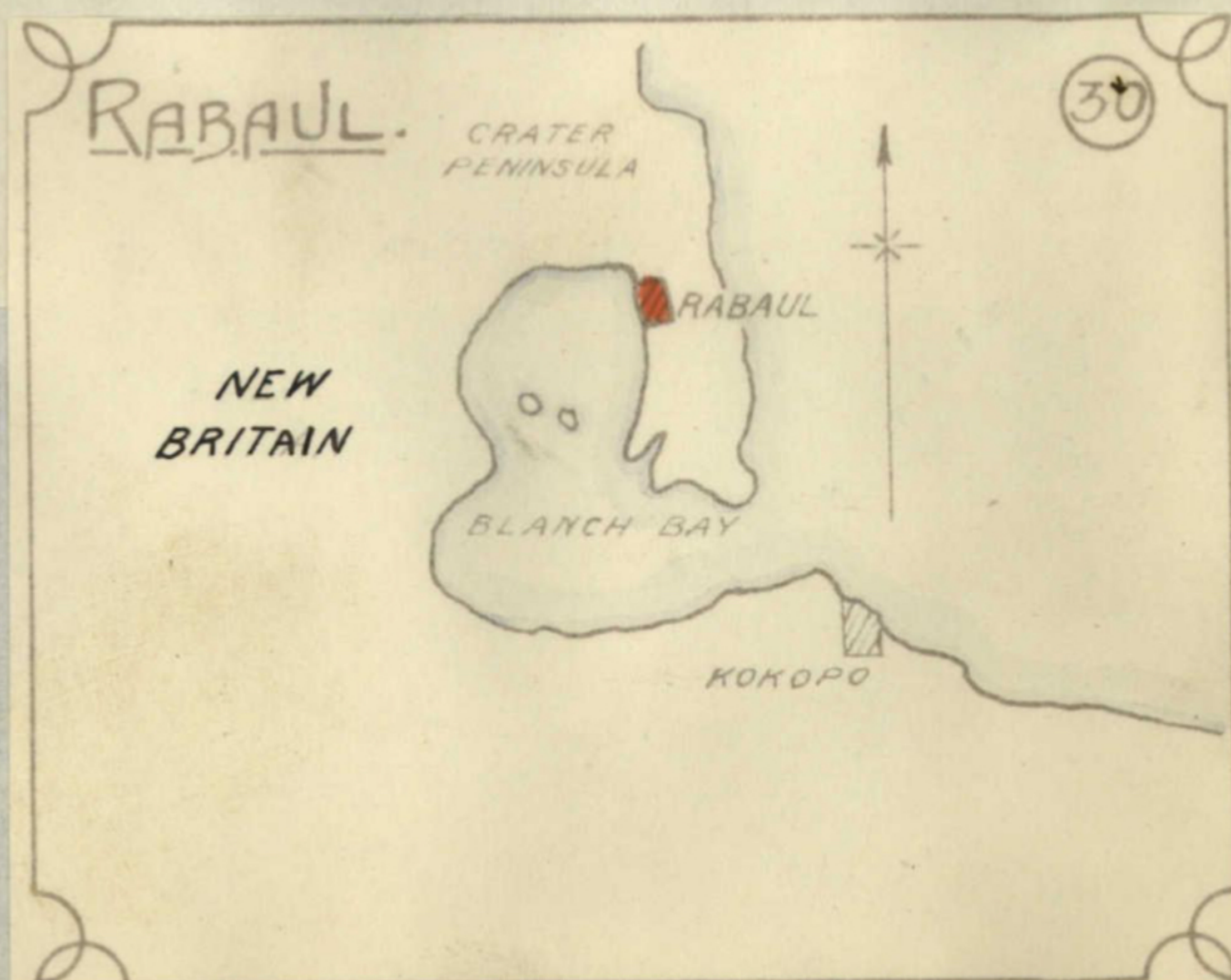


off shore. This West, which is the nds. For winds in go out into Jacquinet would have to be and here. A sailing pier and although bable that a machine he pier. The only by means of Carpenter's Rabaul about once in

THREE MONTHS.

30 31. RABAUL. (New Britain).

Rabaul is the headquarters of administration for the Mandated Territories of New Guinea. The harbour provides sheltered water for the operation of seaplanes in any flying weather.

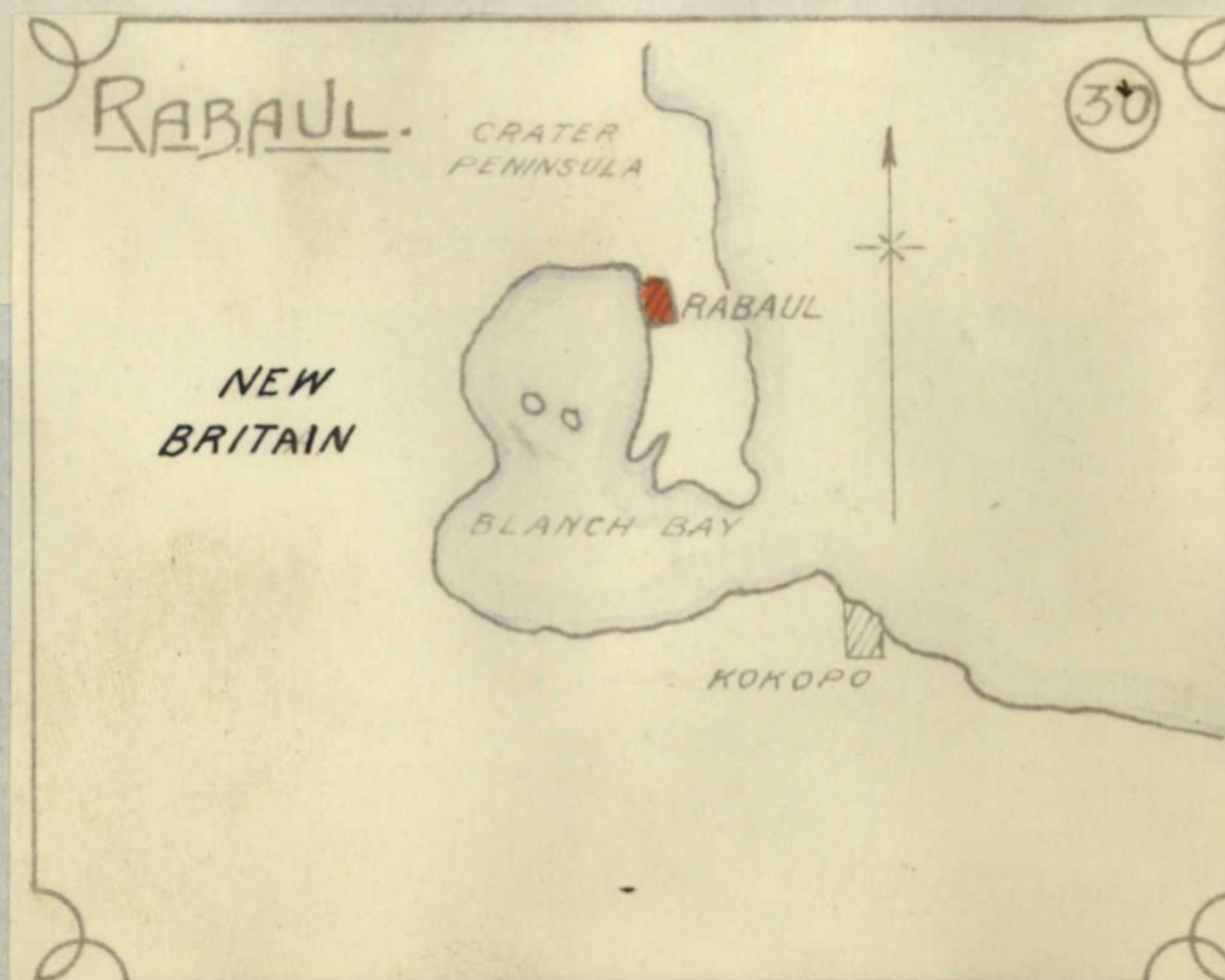


29 30. PALMALMAL. (New Britain).

Palmalmal is a plantation owned by Carpenter and Co., Ltd., managed by an Australian (the only white man in the vicinity) and situated on the Western extremity of Jacquinet Bay. Here is an area of water protected by small coral islands standing about 500 yards off shore. This stretch of water runs Sth East and Nth West, which is the direction of the normally prevailing winds. For winds in other directions seaplanes would have to go out into Jacquinet Bay to take off and here an ocean swell would have to be contended with. Buoys will not be found here. A sailing boat may be found tied to a small stone pier and although the shore is not very suitable it is probable that a machine could be beached immediately alongside the pier. The only communication with the outside world is by means of Carpenter's schooner which calls with supplies from Rabaul about once in three months.

30 31. RABAUL. (New Britain).

Rabaul is the headquarters of administration for the Mandated Territories of New Guinea. The harbour provides sheltered water for the operation of seaplanes in any flying weather.



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The original document is damaged. The most legible version contains information.

A ship building yard owned by the Japanese (Komini) is to be found on the Northern shore of the harbour. There are a large number of motor cars in Rabaul and two well equipped garages are in operation. In addition, there is a well equipped metal workshop until recently owned by the Expropriation Bd. A number of boats of different sizes are always to be found at anchor in the harbour. Suitable places for beaching seaplanes are not difficult to find. The principal wireless stn. in the Mandated Territories is located just outside Rabaul. Communication by sea is by means of a Burns Philp steamer every six weeks. Occasional steamers call for copra from overseas. small boats trade from Rabaul to the outlying islands. An aerodrome suitable for land planes could probably be prepared at the Racecourse. The present pier on the East of the harbour and immediately below the town has been extensively damaged by fire and construction of a new wharf on the Northern shore is under construction.

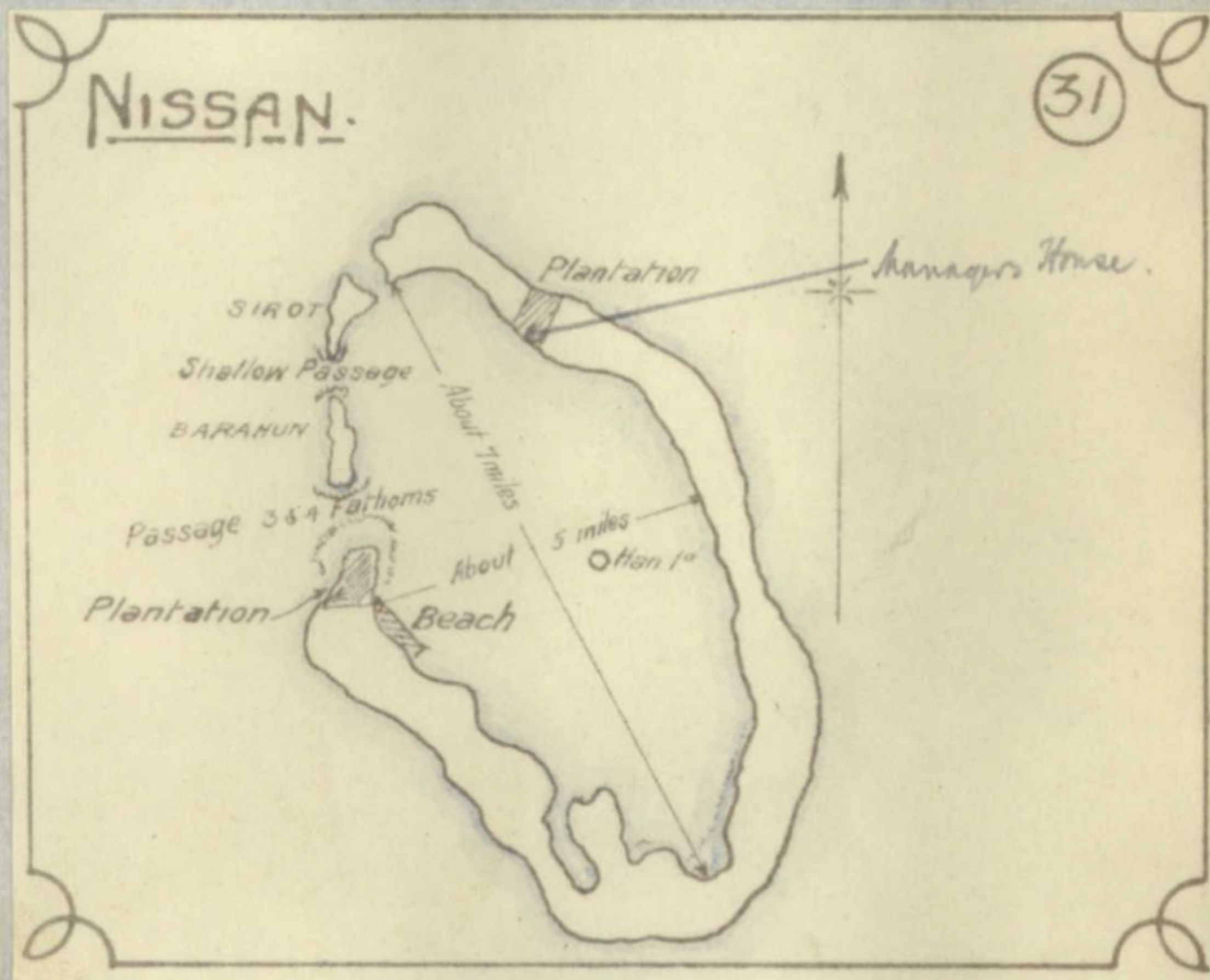


On the slip at Komini's ship-yards, Rabaul, looking Sth. down the harbour.

31 NISSAN.

Nissan is a coral island in the Pacific between New Ireland and Buka. It is circular in shape enclosing an area of water some 4 to 5 miles in diameter. There is an entrance from the sea on the West. The island is inhabited by natives and there is one plantation (in two parts) managed by white men.

A schooner is usually to be found at anchor opposite to the plantation about a mile in from the entrance on the Northern side where the manager lives. A excellent sandy beach suitable for beaching seaplanes exists just inside the entrance on the Southern side and opposite portion of ground planted with cocoanuts there. There is no regular communication between Nissan and the outside world.





The Island of Nissan  
entrance from the ocean  
in left background.

Plantation beyond island  
in lagoon and to left of  
entrance from ocean.



Refuelling at the  
plantation on right of  
entrance coming in from  
the ocean (left above) -  
Nissan.



Looking towards lagoon  
from principal plantation  
on left of entrance  
coming in (right over  
island in above picture).



The principal Street  
Rabaul.

*Note: This neg. has  
been printed back  
to front.*



The office of the  
Administration -  
Mandated Territory  
of New Guinea, Rabaul.



At Government House  
Rabaul.

The Administrator  
(Gen. Wisdon) and  
two members of the  
Parliamentary Works  
Committee, Messrs.  
McKay and Gregory  
and Mrs. McKay.



Natives shoot wild  
pidgeon.



At the house of the  
Plantation Manager,  
Nissan.

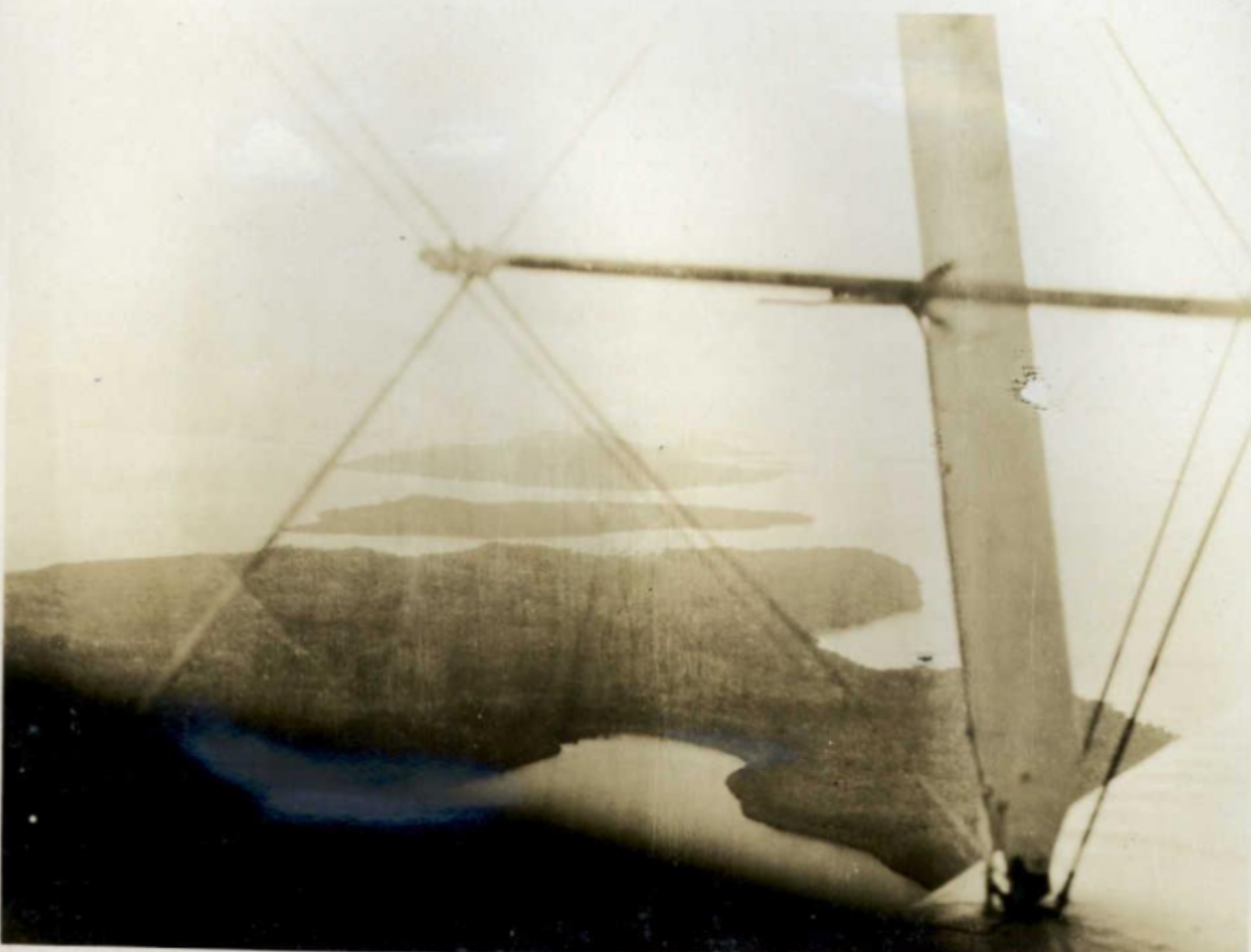




The landing stage at  
principal plantation,  
Nissan - looking towards  
entrance from ocean.

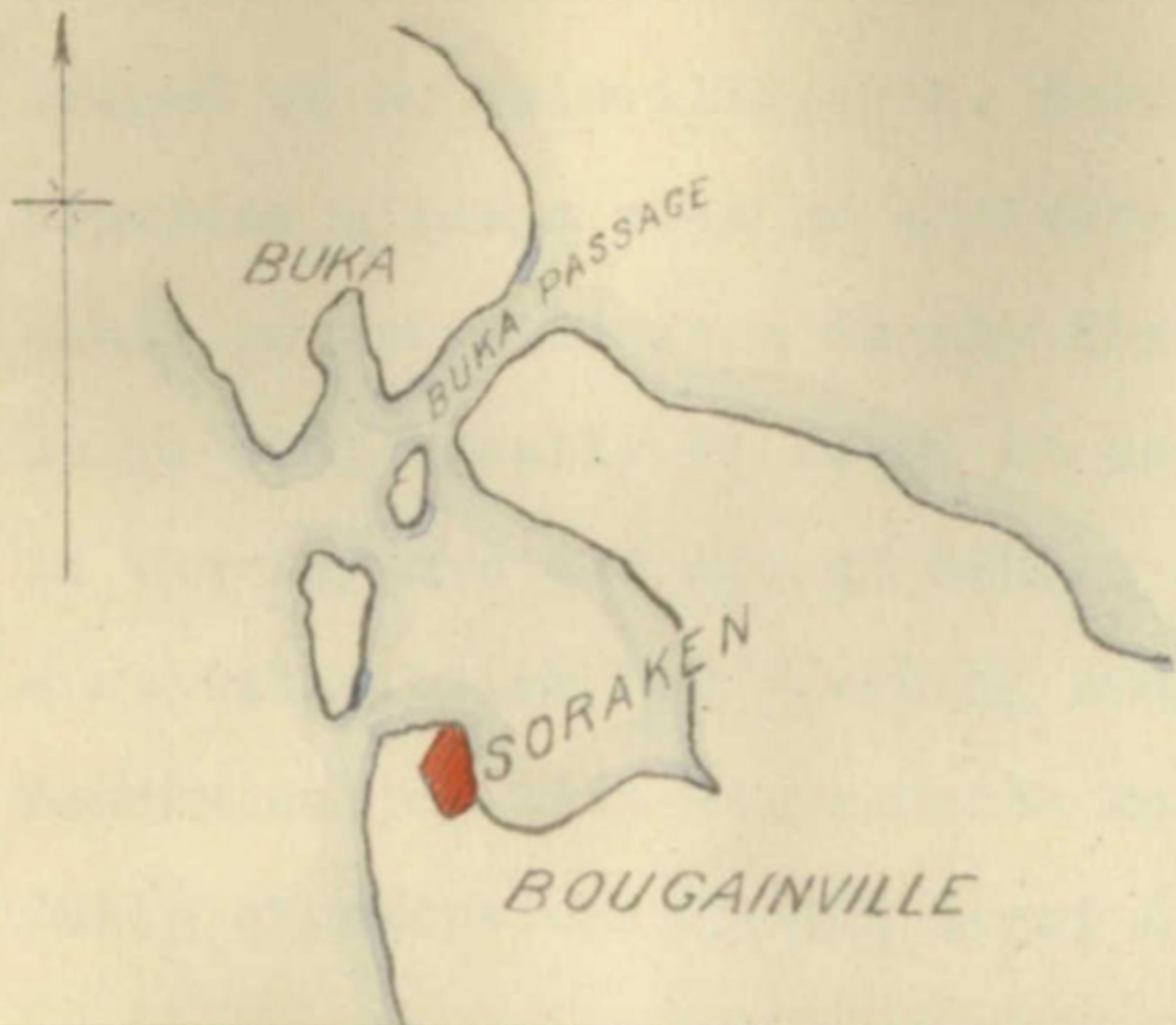


Typical country round  
Buka and Northern  
Bougainville.



SORAKEN.

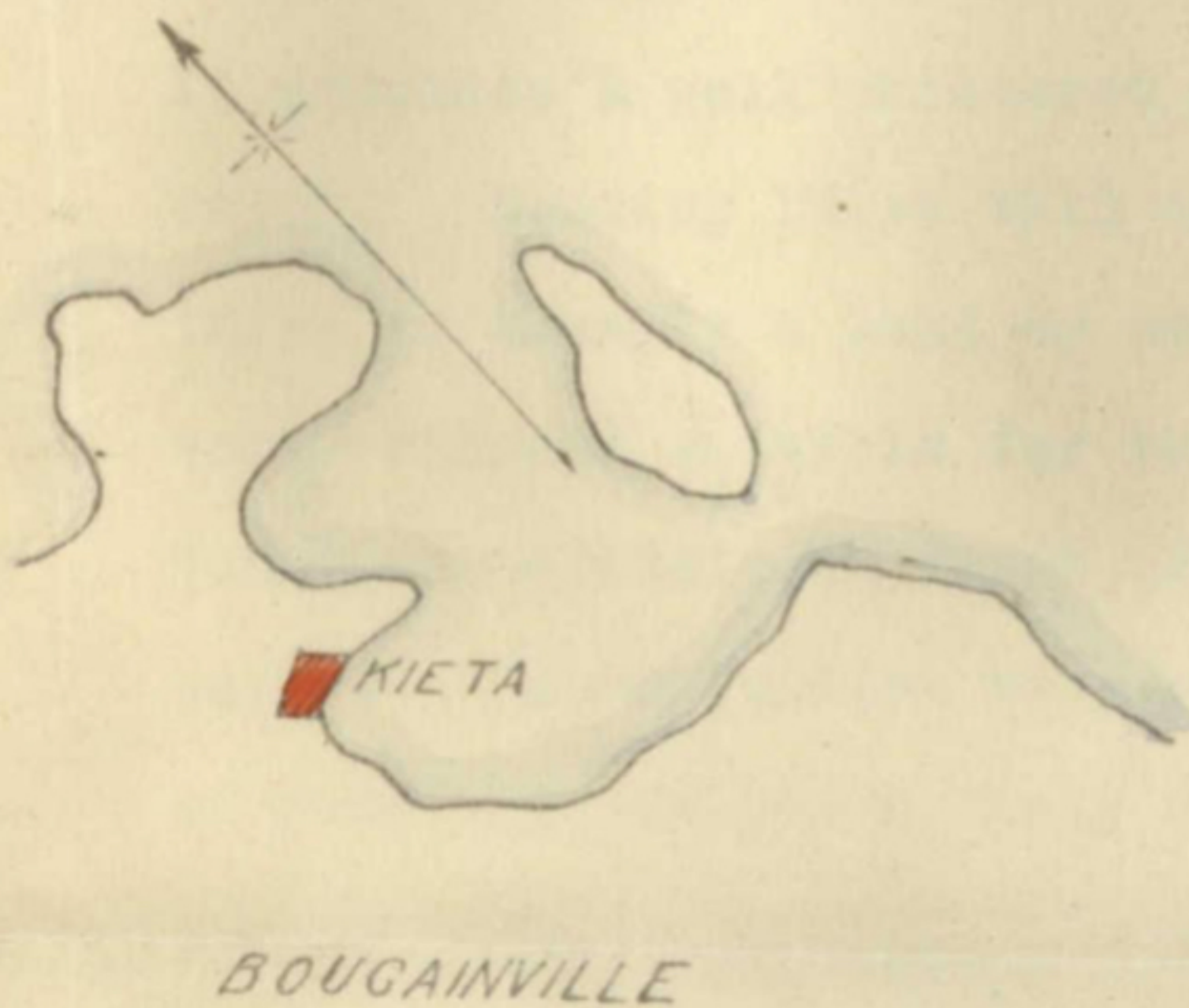
(32)



station and is  
 northern end of the  
 Buka passage. It  
 is from which seaplanes  
 gather. A boat or  
 here. We anchored out  
 at information regarding  
 cannot be given.  
 by means of Burns

KIETA.

(33)



the Mandated Territories.  
 with a good expanse of  
 can be found here, but  
 poor. Excellent steep  
 seaplanes are to be  
 found which are near the  
 world is by means  
 of visit here every 6 weeks.



Kieta Harbour looking  
 from Wireless Station  
 towards S.E. entrance.

32. SORAKEN. (Bougainville).

Soraken is a Burns Philp plantation and is situated in a sheltered bay on the Northern end of the Island of Bougainville, Sth. West of Buka passage. It provides a large area of sheltered water from which seaplanes could be operated from in any flying weather. A boat or buoys will usually be found at anchor here. We anchored out in the Bay and did not go ashore so that information regarding a suitable beach for beaching seaplanes cannot be given. Communication with the outside world is by means of Burns Philp steamers which call every 6 weeks. 15

33. KIETA. (Bougainville).

Kieta is a Govt. Stn. in the Mandated Territories. It provides a well sheltered harbour with a good expanse of water. Mooring buoys will not usually be found here, but there is usually a boat or two at anchor. Excellent steep sandy beaches suitable for beaching seaplanes are to be found immediately in front of the stores which are near the water. Communication with the outside world is by means of wireless and Burns Philp steamers visit here every 6 weeks.

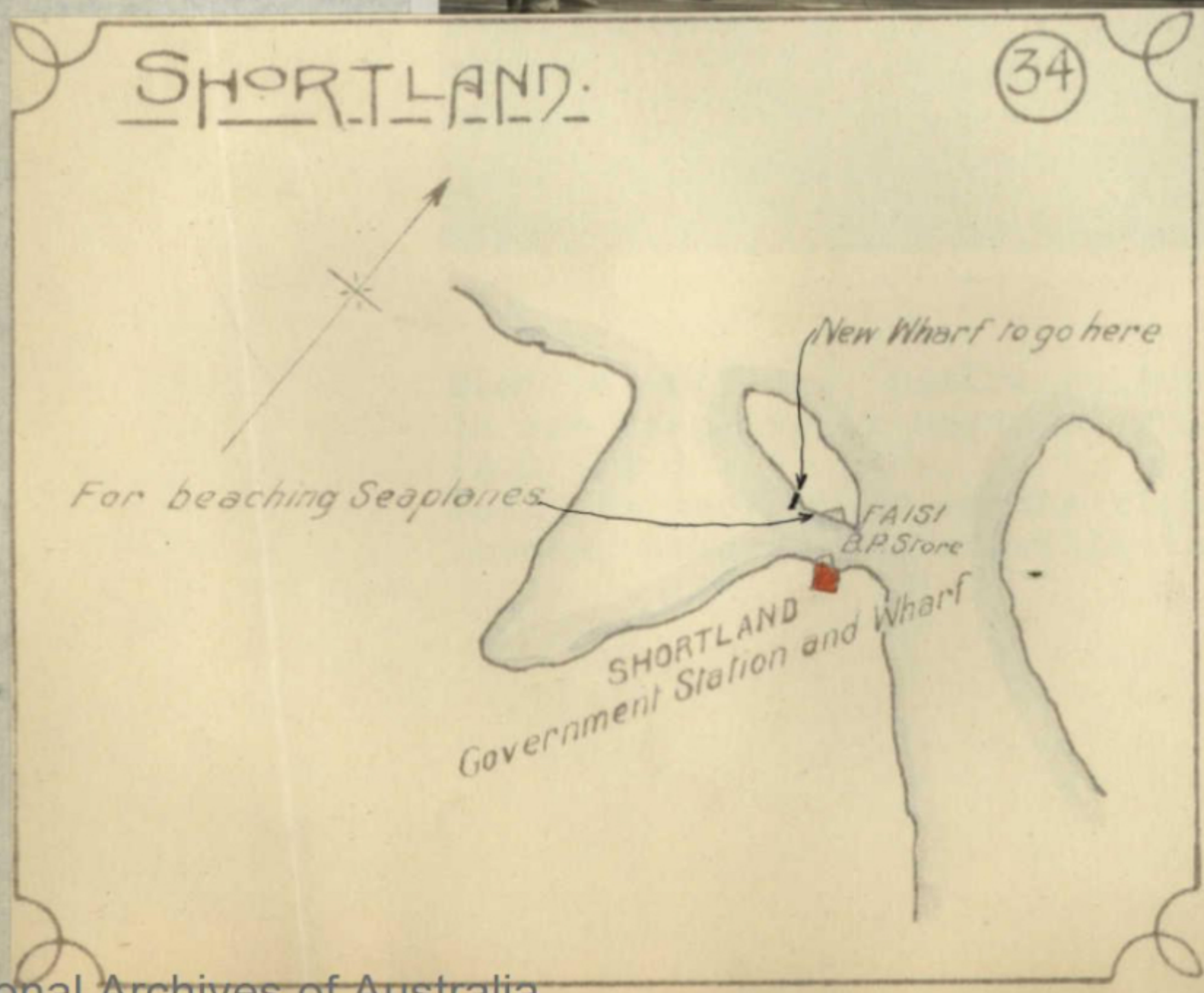


Kieta Harbour looking from Wireless Station towards S.E. entrance.

34. SHORTLAND ISLANDS.

This is the most Westerly Govt. Stn. in the British Solomon Islands Protectorate. There is a small wharf at the Govt. Stn. at Shortland and right opposite it, at a distance of only about 3 or 4 hundred yards, is the Island of Faisi, owned by Messrs. Burns Philp, where they have a store and trade station. Burns Philp boats call at Faisi every 6 weeks. A new Wharf is being built on this Island for the convenience of Burns Philp boats and a sandy beach suitable for beaching seaplanes exists close alongside the wharf.

The islands round contain quite a large number of whites and there are numerous motor launches operating between Faisi and various plantations and islands.



and visitors  
Shortland Islands,  
t.  
the middle background.

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The islands round contain quite a large number of whites and there are numerous motor launches operating between Faisi and various plantations and islands.



District Officer, native police and visitors to see seaplane at Govt. Wharf, Shortland Islands, (B.S.I.P.)  
Faisi in background on the right.  
Looking towards Bougainville in the middle background.



Natives at Shortland  
Island (B.S.I.P.)



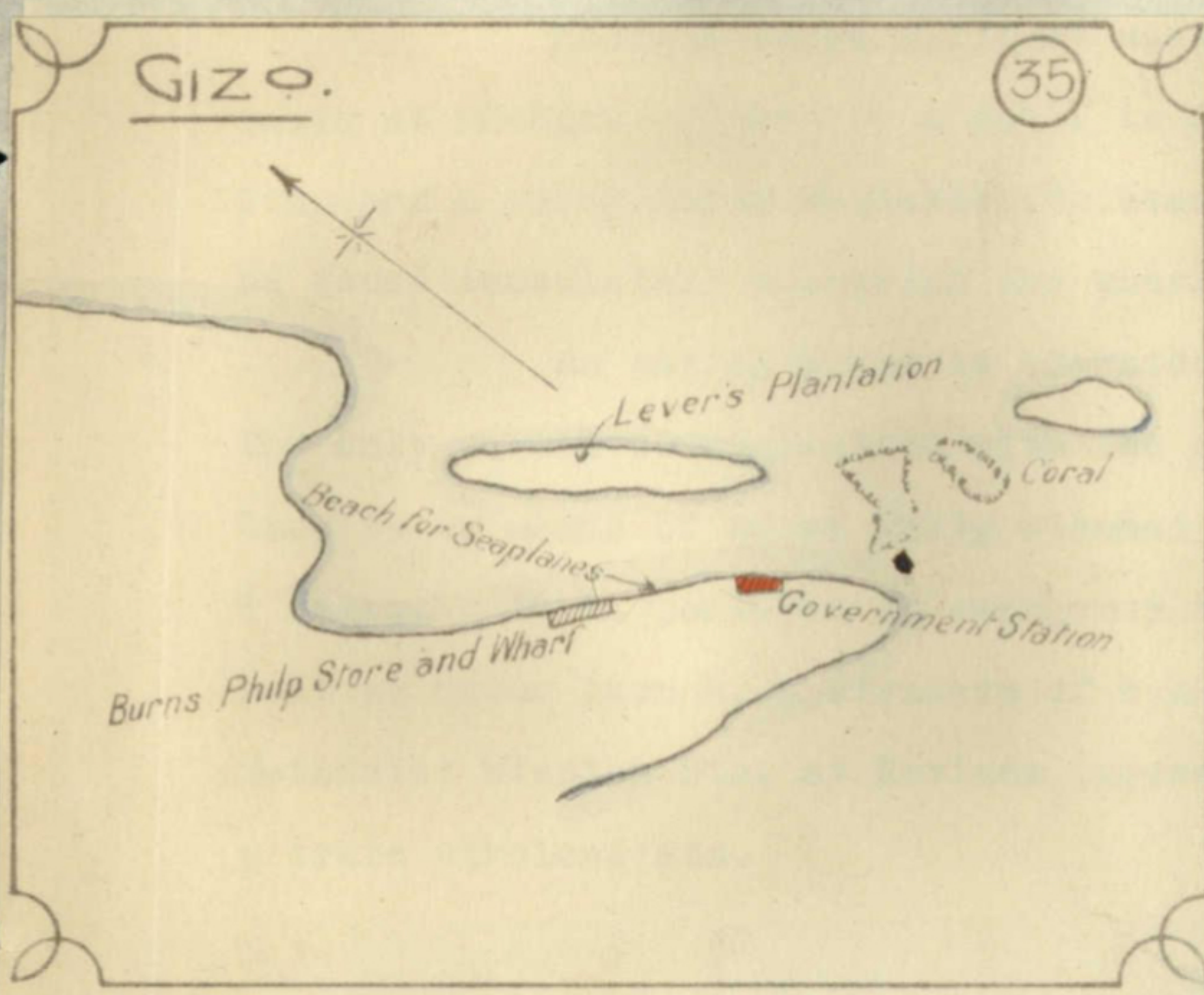
The Government Station  
at Shortland Island  
(B.S.I.P.)



District Officer and  
wife with native police  
Shortland Islands  
(B.S.I.P.)

35. GIZO. (British Solomon Island Protectorate).

Gizo is a Govt. Stn. in the British Solomon Island Protectorate and a Burns Philp trading Stn. There are other stores in addition. Gizo offers a fair expanse of sheltered water from which seaplanes could be operated from in practically all flying weather. A good deal of coral exists around Gizo and must be watched for when operating seaplanes or marine craft, but is easily observable from the air.



lly be found nor  
ront of Burns Philp  
hing seaplanes will

here by Burns Philp.  
outside world from  
which calls every  
o have a message  
35 miles to the  
where there is a



The Bay at Gizo  
(B.S.I.P.) looking  
from residence of  
District Officer  
towards Northern  
entrance.

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Mooring buoys will not usually be found nor boats at anchor. There is a wharf in front of Burns Philp Stn. and a sandy beach suitable for beaching seaplanes will be found immediately alongside the wharf.

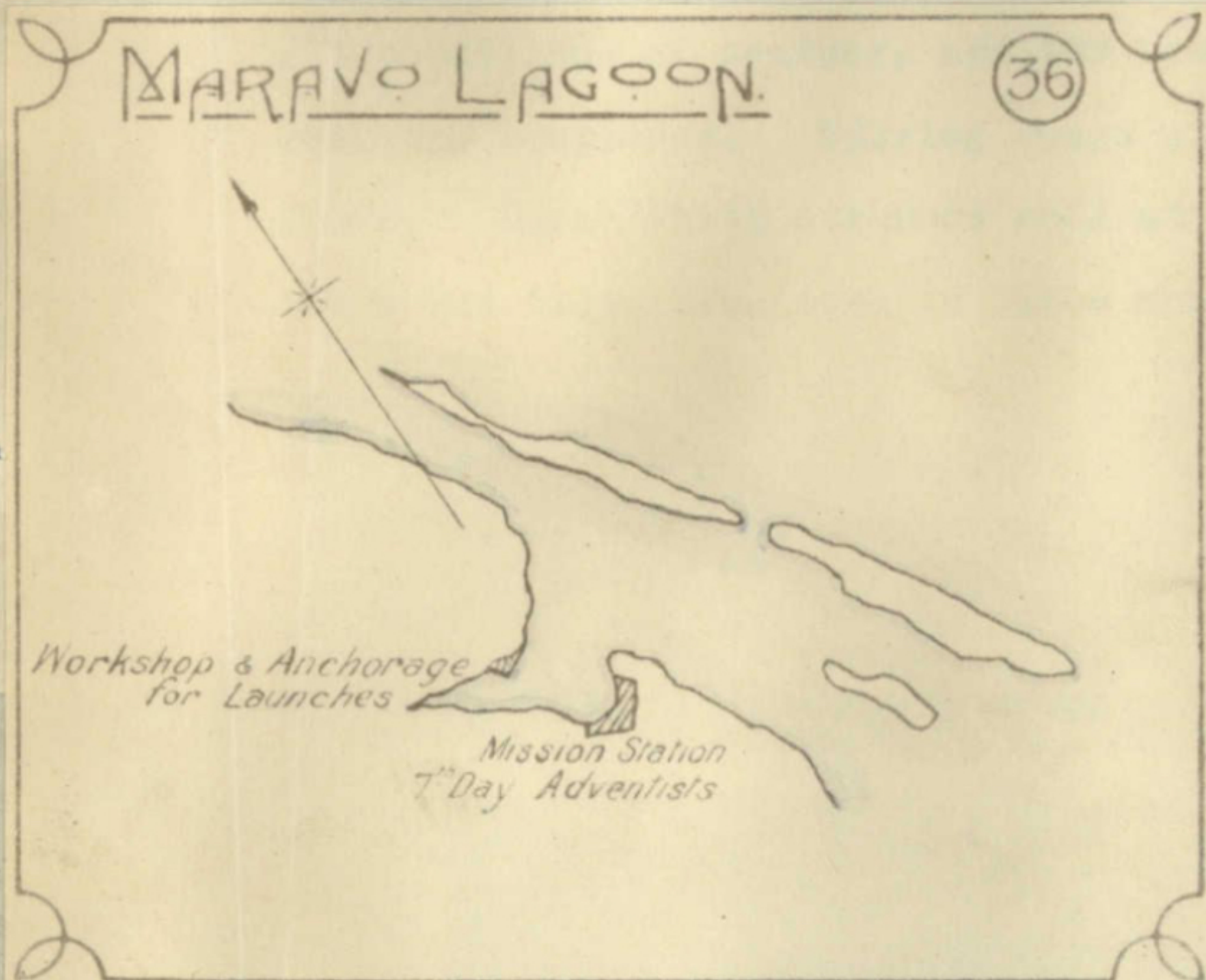
An eating house is operated here by Burns Philp. The only normal communication with the outside world from Gizo is by means of Burns Philp steamer which calls every 6 weeks. It is possible in emergency to have a message sent by motor launch, a distance of some 35 miles to the Methodist Mission Stn. at Ruviana Lagoon where there is a private wireless stn.



The Bay at Gizo (B.S.I.P.) looking from residence of District Officer towards Northern entrance.

36. MAROVO LAGOON. (British Solomon Islands Protectorate).

Marovo Lagoon is a considerable area protected from the ocean and dotted with islands. The water is suitable for the operation of seaplanes in this Lagoon in any conditions of flying weather. There are a number of plantations controlled by whites as well as mission stns. but there are few spots where seaplanes could be moored in



places suitable for  
all not normally be  
the Lagoon at Lilihina  
islands.



Gizo (B.S.I.P.) - Burns Philp Wharf on left -  
Levers plantation on island in background.  
Exit either right or left.

36. MAROVO LAGOON. (British Solomon Islands Protectorate).

Marovo Lagoon is a considerable area protected from the ocean and dotted with islands. The water is suitable for the operation of seaplanes in this Lagoon in any conditions of flying weather. There are a number of plantations controlled by whites as well as mission stns. but there are few spots where seaplanes could be moored in all conditions of weather, and few beaches suitable for beaching seaplanes. Mooring buoys will not normally be found. Burns Philp steamers call at the Lagoon at Lilihina every 2nd trip, i.e. once in three months.



Gizo (B.S.I.P.) - Burns Philp Wharf on left -  
Levers plantation on island in background.  
Exit either right or left.

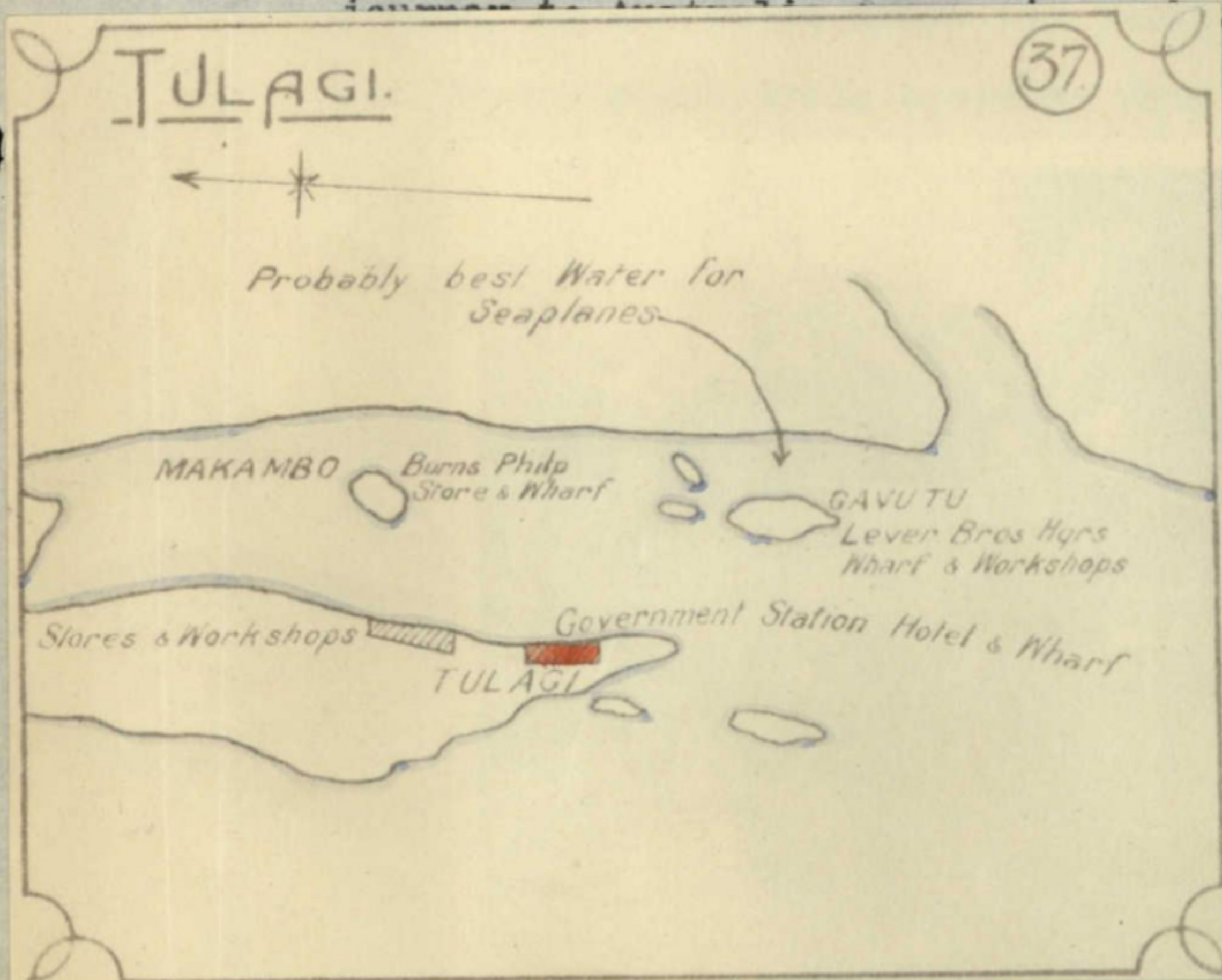
37. TULAGI.

Tulagi is the seat of the administration of the British Solomon Islands Protectorate. The harbour is not the best from a seaplane point of view, it being exposed to the Sth. East winds.

Messrs. Burns Philp own the island of Makambo in Tulagi Harbour, where they have a store, trading stn., and wharf. The Island of Gavutu is owned by Messrs. Lever Bros. and the headquarters of Lever's Pacific Plantations Ltd. are located here. The Island possesses a store, a wharf, and quite a good workshop. Another metal workshop as well as a boat building shop are to be found at Tulagi near Messrs Carpenter's trading store. Coral abounds in Tulagi Harbour, but is easily observable from the air, and although there is a good deal of coral in the vicinity of Gavutu it is fairly well marked and the water between Gavutu and the main island is probably best for the operation of seaplanes. Communication between Tulagi and the outside world is by means of wireless, and Burns Philp steamer calls both on the outward and homeward

A small B.P. steamer

Tulagi.



On the main island Tulagi (B.S.I.P.)

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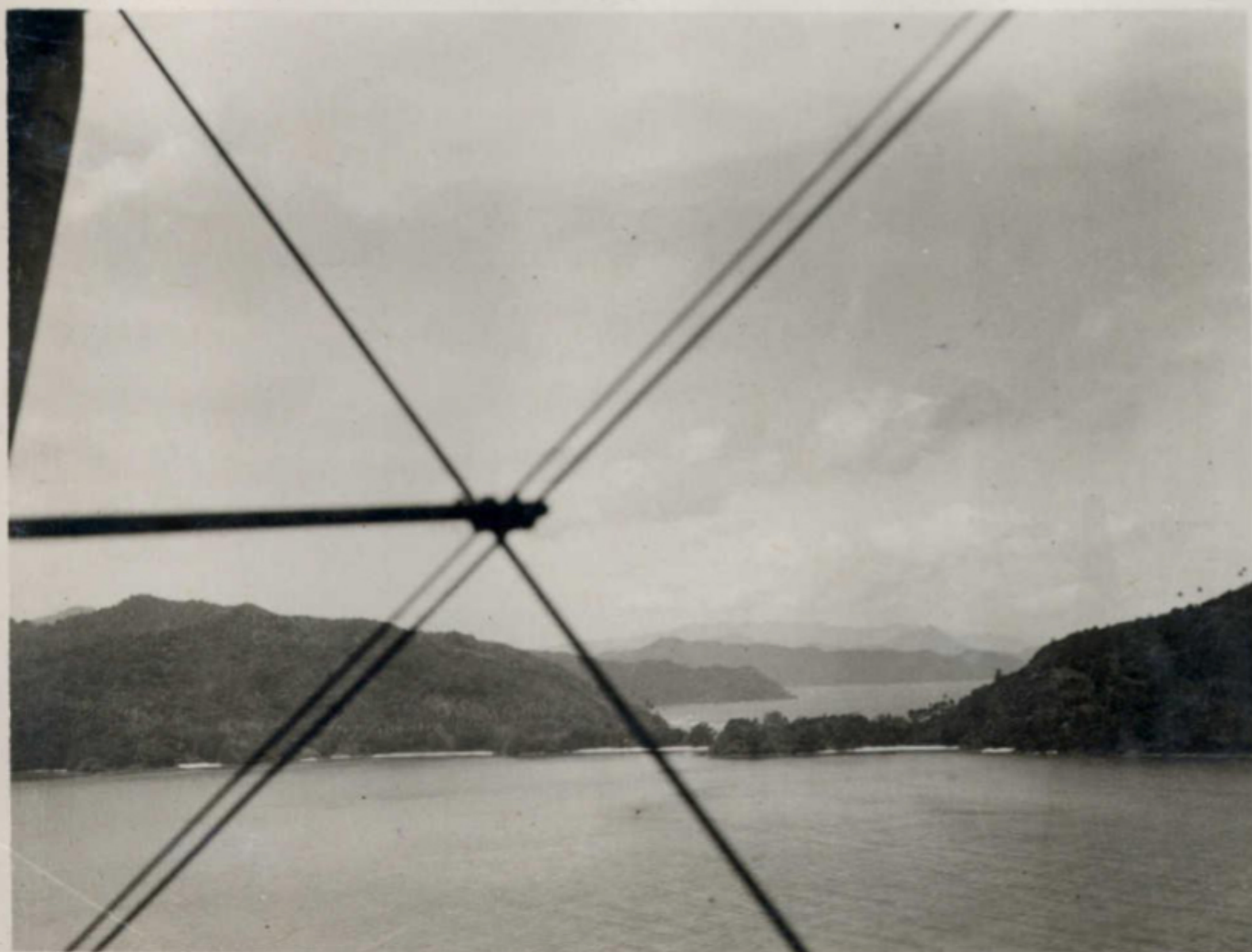
On the main island Tulagi (B.S.I.P.)

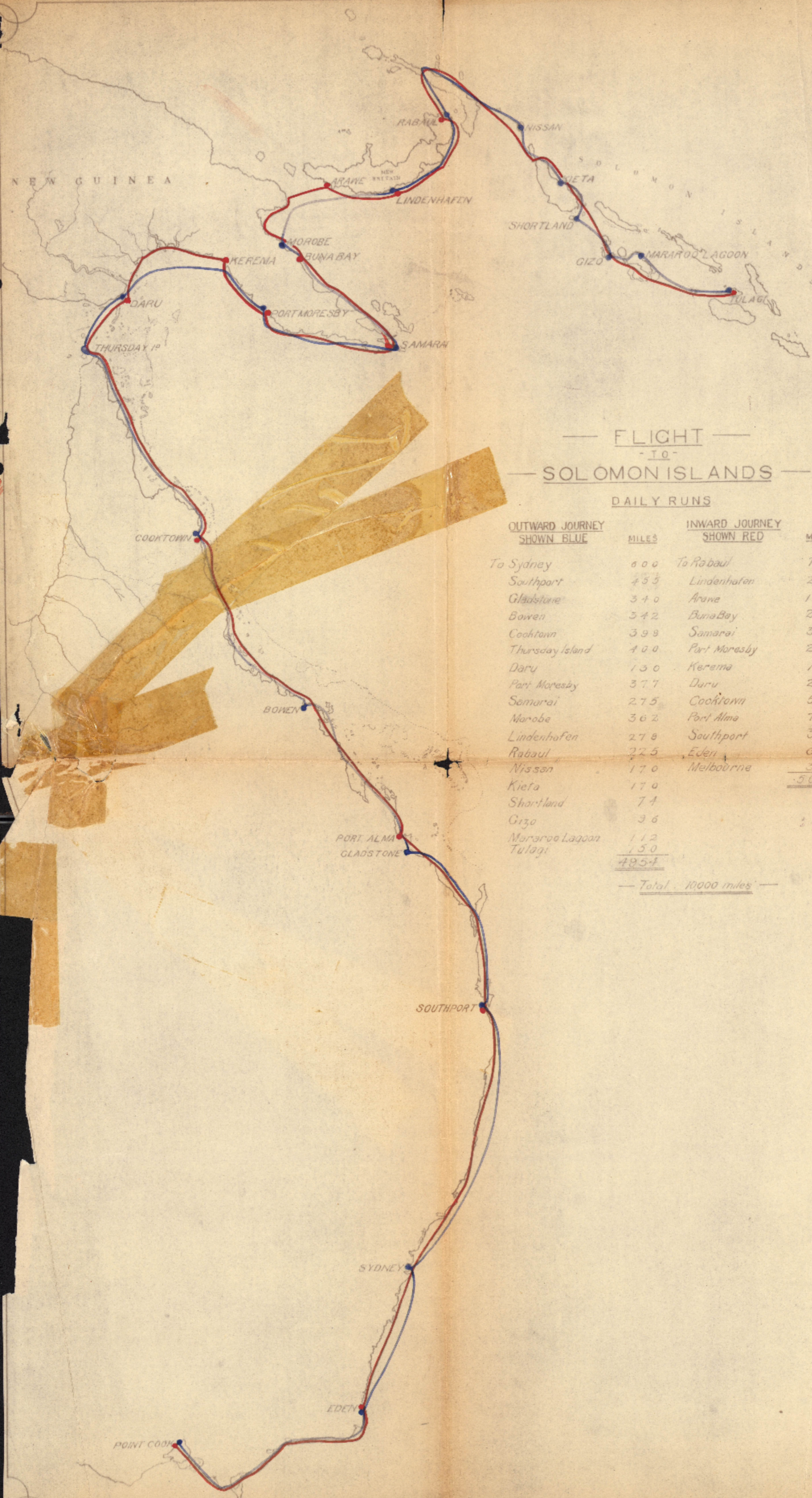


British officials at  
Tulagi and their wives.  
Resident Commissioner,  
Chief Judge, and  
Commissioner for Lands.



Typical island  
Coastal scenery.





— FLIGHT —  
— TO —  
— SOLOMON ISLANDS —

DAILY RUNS

OUTWARD JOURNEY SHOWN BLUE	MILES	INWARD JOURNEY SHOWN RED	MILES
To Sydney	600	To Rabaul	772
Southport	455	Lindenhafen	225
Gladstone	340	Arawe	120
Bowen	342	Buna Bay	292
Cooktown	399	Samarai	320
Thursday Island	400	Port Moresby	275
Daru	130	Kerema	142
Port Moresby	377	Daru	235
Samarai	275	Cooktown	530
Morobe	362	Port Alma	710
Lindenhafen	278	Southport	370
Rabaul	225	Eden	697
Nissau	170	Melbourne	366
Kieta	170		<u>5046</u>
Shortland	74		
Gizo	36		
Mararoo Lagoon	112		
Tulagi	150		
	<u>4854</u>		

— Total - 10000 miles —



FLIGHT TO SOLOMON ISLANDS.  
POINT COOK-THURSDAY? SECTION.

*Route Outward shown thus* ———— ———  
*do Inward* " " ————  
*Places of Call* " " (1) — (14)



FLIGHT TO THE SOLOMON ISLANDS.

DAILY RUNS.

<u>OUTWARD JOURNEY.</u>		<u>Miles.</u>	<u>RETURN JOURNEY.</u>		<u>Miles.</u>
To	SYDNEY	600	To	RABAU	772
"	SOUTHPORT	455	"	LINDENHAFEN	225
"	GLADSTONE	340	"	ARAWA	120
"	BOWEN	342	"	BUNA BAY	292
"	COOKTOWN	398	"	SAMARAI	320
"	THURSDAY ISLAND	400	"	PT. MORESBY	275
"	DARU	130	"	KEREMA	142
"	PT. MORESBY	377	"	DARU	235
"	SAMARAI	275	"	COOKTOWN	530
"	MOROBE	362	"	PORT ALMA	710
"	LINDENHAFEN	278	"	SOUTHPORT	370
"	RABAU	225	"	EDEN	690
"	NISSAN	170	"	MELBOURNE	365
"	KIETA	170			
"	SHORTLAND	74			<u>5046</u>
"	GIZO	96			
"	MARAVO LAGOON	112			
"	TULAGI	150			
		<u>4954</u>			

TOTAL : - 10,000 miles.