



# BOAB BULLETIN

No. 119

December 2013

## NOTICE OF GENERAL MEETING

commencing 7.15 for 7.30 p.m. at

The Palms Community Centre, corner Nicholson and Rokeby roads, Subiaco

**Wednesday, 4 December 2013**

**Kevin Kenneally (Botanist)**

### **“Exploration and Botany: The W R Easton 1921 Expedition”**

The WA Government exploration team led by surveyor William Robert Easton included botanist Charles Gardner, whose report on the plants and vegetation of the region would contribute to a major advance in the understanding of Kimberley flora.

**Wednesday, 5 February 2014**

**Peter Buck and Roger Passmore (Kimberley Society members)**

### **“Bush Walking on the Manning Creek and Charnley River”**

The speakers will give illustrated talks on their 2013 bush walking adventures. Some of the best Wanjina rock art sites are found along Manning Creek and the Charnley Gorge, as is one of the biggest and most dramatic gorges in the region.

**Wednesday, 5 March 2014**

**Western Australian Dingo Association**

### **“Understanding the Dingo”**

This presentation will discuss the many myths and fallacies surrounding the Dingo. The Australian dingo is a unique family-orientated predator that has lived on this continent for thousands of years and evolved alongside native prey species to establish efficient and well balanced ecosystems.

Please note that, with many of our speakers involved in work-related travel, this program may change at short notice. Should a speaker not be available, we try to find a substitute with a similar topic.

Members and visitors are invited to stay for supper after the meetings.  
The Society asks a \$2.00 hospitality fee from non-members.

## FROM THE PRESIDENT

The end of 2013 is approaching and another interesting year of Kimberley Society presentations brings challenges of providing equally educational and informative talks for 2014. While investigating potential talks from the vast array of subjects that the Society endeavours to provide I was directed to pastoralist Jack Burton's exciting and challenging venture of the Yeeda Abattoir, situated between Broome and Derby.



This project was given state approval last year and will be the first abattoir in the Kimberley since 1993. The construction phase has started on the \$20 million plant, which is expected to begin processing cattle next year at the rate of 55,000 head per year. Kimberley Investments, a Singaporean investor, assisted with the funding.

Yeeda Abattoir under construction

With the many changes occurring in the Kimberley region I was not surprised with the tourist development at the Bungle Bungles. During my career as a Cartographer, specialising in photogrammetry in the Lands and Surveys Dept, now Landgate, I was tasked in about 1980 to map the area depicted as the Ord Regeneration Area. The process involved interpretation of aerial photographs to determine land system boundaries. Within this area was the strange sandstone structural plateau called the Bungle Bungle Range. The range later was recognised as Purnululu, the name given to the sandstone area by the Kija Aboriginal people. The range is now fully within the Purnululu National Park. Access at the time was by pastoral station tracks that lead to the range to muster the cattle that took refuge in the maze of gorges.

Now there is the Bungle Bungle Caravan Park with a variety of accommodation, including safari tents, powered and non-powered caravan sites, and camp sites. Provided for the tourists are 4WD bus tours and helicopter flights leaving direct from the caravan park. How the face of our previously remote Kimberley region is changing so quickly.



Beehive domes in the Bungle Bungle Range

I encourage everyone with the enthusiasm to explore the Kimberley to get active now as it becomes more and more accessible and less and less remote every year.

*Jeff Murray*

## KIMBERLEY CATTLE STATIONS

In the Kimberley, cattle stations are big business. Figures are not readily available for their contribution to the economy but, while lower than mining, retail, construction or tourism, it is nonetheless substantial. In the year 2009/2010, the total value of livestock slaughterings and other disposals was \$160,345,881. The cattle were fetching around \$1,000 per beast when the live export market peaked in 2009. Then everything changed. In June 2010 the Indonesian government, which is aiming to achieve beef self-sufficiency, imposed a maximum weight of 350 kg on imported live cattle (compared to the 415–450 kg preferred by Australian processors). Pastoralists were still adjusting to that change in mid-2011 when the Australian government suspended live exports for a month after *Four Corners* exposed animal abuse in some of Indonesia's abattoirs. Opposition to live export continues and, in a bid to inform people about raising and exporting cattle, some station women have created a website called [Central Station](#). Their introductory comments read (in part):

### WHAT

Central Station is here to give you the chance to learn about the North Australia and Indonesian cattle industry ...

### WHO

The Central Station journal has been created by a group of women who love their way of life in the northern cattle industry. Like many farmers we are passionate about what we do and proud to be able to use the highest welfare standards in the world to supply much needed protein to millions of people in developing countries.

### WHERE

While on an industry visit to Indonesia we took the opportunity to learn about and develop an appreciation for the cultural differences of our closest neighbour. After meeting the people involved in the care of Australian cattle in Indonesia and seeing their facilities for ourselves, we were impressed and proud as to how the local standards compare to those in Australia...

### WHEN

Each week Central Station will be hosted by someone involved in the northern cattle industry, whether it be a station, family or industry employee based in Australia or Indonesia...

The introductions to the hosts provide interesting reading, as do their blogs. The Kimberley station hosts are:

- ❖ Helen Champion who, with husband David Stoate, manages Anna Plains.
- ❖ Connie Gray whose partner Matt Wood manages Blina.
- ❖ Nikki Elezovich who, with husband Kurt, owns and operates Country Downs.
- ❖ Anne Marie Huey who, with partner Mike De Long, runs Dampier Downs.
- ❖ Wave Camp whose parents Peter and Cheryl own and operate Kalyeeda.
- ❖ Karen O'Brien whose husband Peter (Jed) is the livestock manager on Liveringa.
- ❖ Pam Daniell whose husband Chris manages Myroodah.
- ❖ Jane Sale who, with husband Haydn, part owns and manages Yougawalla Pastoral Company with its holdings of Yougawalla Station and the adjoining Bulka Station.
- ❖ Vicki Burton who, with husband Jack and two other equal partner families, owns Yeeda Pastoral Company with its holdings of Kildo, Yeeda, Mt Jowlaenga, Springvale and Springvale's aggregation area of Mabel Downs, Texas, and Alice Downs stations. The company also has butcher's shops at Innaloo (Perth) and Broome.

## ORD RIVER DIVERSION DAM 1963–2013

The previous *Boab Bulletin* mentioned the Engineering Heritage Marker presented to the Water Corporation by Engineering Heritage Australia on 20 July 2013. That date was the 50th anniversary of the formal opening of the Ord River Irrigation Project by Prime Minister Robert Menzies, and the marker recognised the engineering heritage significance of the Ord River Diversion Dam.

The opening of the Ord River Irrigation Project was the start of a new era. Aboriginal people had occupied the fertile Ord River valley for thousands of years, and cattle had grazed there for almost 80 years. Now, after decades of dreaming and planning, water storage and irrigated farming had become a reality.

Ord River irrigation had been visualised from the early 1900s but it was 1936 before systematic research began. Agricultural scientist [Kim Durack](#) experimented with fodder crops on Argyle Station; Jewish refugee settlement on irrigated farms was proposed but not implemented; and in the early 1940s the state government looked for dam sites and established a small research station at Carlton Reach. Kim Durack managed the research station, where the crops included irrigated pasture (to improve the quality of the local beef), fruit, vegetables, cotton, and tobacco.

Kimberley Society member [John Lewis](#), who from 1954 to 1964 was the Public Works Department WA Engineer for Planning, Design and Investigation, Hydraulics Section, recalled the background to the decision to proceed with the Ord River Irrigation Project. In 1958, he said, Prime Minister Menzies made an election promise that, if his government was re-elected, £5,000,000 would be made available to the Western Australian Government for northern development, providing the money was spent by 1963. At that time, the Prime Minister was unaware that the state government was sufficiently advanced in its planning to allow construction to commence in 1960 and the irrigation project, of which the diversion dam was the centrepiece, to be in place by early 1963.

It was unusual for a diversion dam to be built before, and without the protection of, a main storage dam further upstream. Yet, due to the funding constraints, that is what happened. The main dam was completed in 1971, resulting in the massive storage reservoir, Lake Argyle, and maintaining stable water levels at the diversion dam. It received a Historic Engineering Marker in 2004.

The PWD WA investigations prior to the detailed design of the diversion dam concluded that a maximum flood flow of about 57,000 cubic metres per second could be expected at the proposed site. The fortunate occurrence of a quartzite bar (Bandicoot Bar) across the river, on which the diversion dam could be anchored, provided a convenient location to store water to reticulate to the proposed farm lots. This position, however, imposed some difficulties in the layout of the 335-metre spillway because it put the dam on a bend of the river and at a slightly oblique angle. A model was built at PWD's Perth laboratory and studies proved most useful in confirming various design assumptions about which there had been some uncertainty.

A civil engineering project of the scale of the Ord River Diversion Dam had never been attempted in the north of the state and it faced both technical and logistics challenges. The spillway, abutments and piers, which support 20 steel radial gates each weighing 96.5 tonnes, required 41,000 cubic metres of concrete. Wet season flooding curtailed work in the river bed from December to March, and the remote site—3,000 kilometres from Perth, mostly by unsealed roads—presented multiple difficulties. All construction materials except concrete aggregates were shipped from Fremantle to the port of Wyndham, then transported 100 kilometres by road to the site.



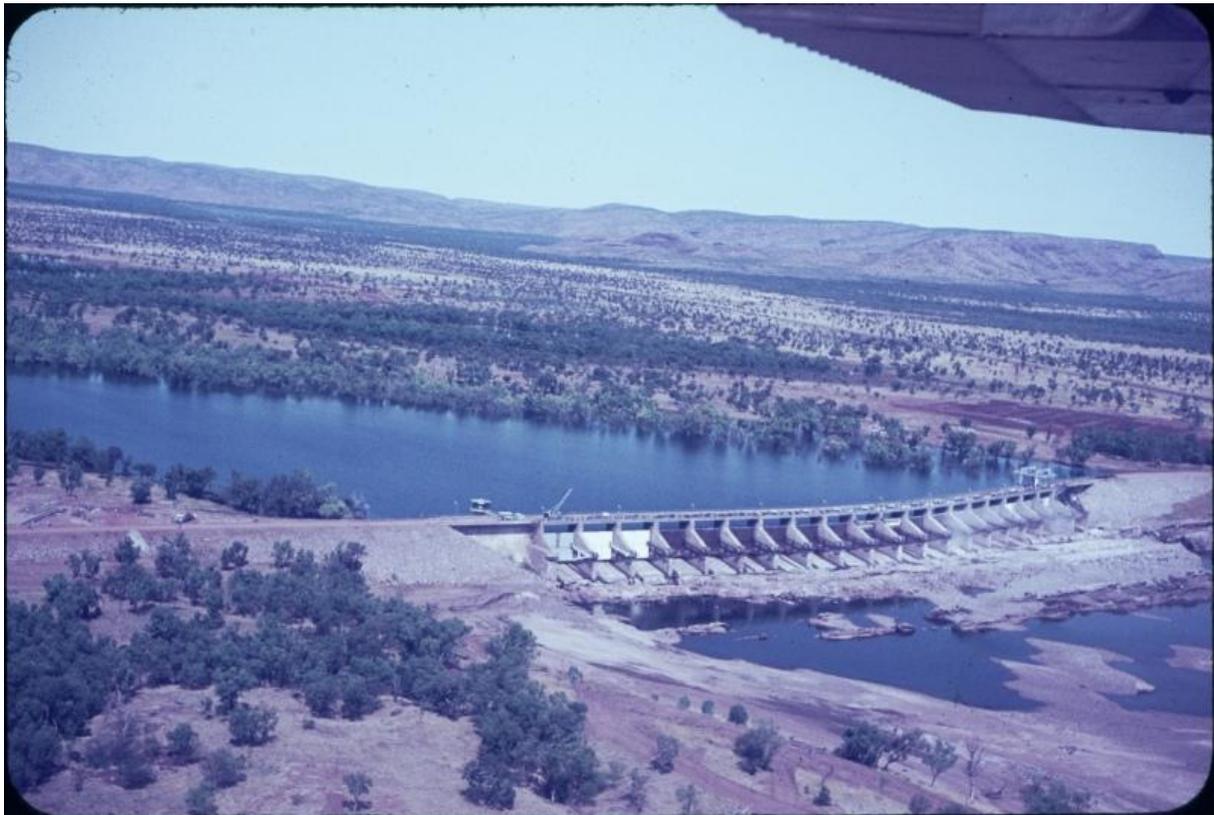
Bandicoot Bar at commencement of excavation. Photo courtesy John Lewis.

The radial gates, used for storage and flood control, are a key feature of the operation of the diversion dam. **John Lewis** had visited a dam equipped with radial gates in Montana USA in 1952, when on an overseas study tour. Contact with the designers, the US Bureau of Reclamation, resulted in the drawings of the Montana dam gates generously being provided free of charge. The majority of detailed design of the concrete, mechanical and electrical works was carried out by the PWD WA staff with the design of the concrete roadway the responsibility of the Main Roads Department of WA.

Tenders for the construction of the diversion dam were called in the first half of 1960 and the successful tenderer, Christiani & Nielsen Australia – Clough joint venture (CNC), was awarded a £2.9 million contract in July 1960. Contract completion was to be 30 November 1962. This was the first major civil engineering contract let by the PWD WA to private enterprise. Another major contract, valued at £763,000, for the prefabrication and trial assembly of the radial gates, was awarded to Perth firm, Vickers Hoskins Pty Ltd.

Before the construction contractor mobilised, the PWD WA began establishing the town of Kununurra (about four kilometres away), site access roads, a town water supply, a power station and an airstrip suitable for a De Havilland Dove aircraft. Mobilisation of the contractor's accommodation, offices, workshops, concrete plant and some preliminary work in the river bed commenced in late 1960 but most of the construction took place in the 1961 and 1962 dry seasons. A feature of the logistics was the conversion of the State Shipping Service vessel *Dulverton* to a bulk cement carrier. A total of 15,000 tonnes of cement was shipped in cargoes up to 1400 tonnes on each voyage from Fremantle to Wyndham, where it was stored in silos before being carted to the site.

CNC completed the concrete work by 30 November 1962 but the painting of the gates was not completed until early 1963. Work had continued during the 1962–1963 wet season by placing the maintenance stop logs upstream of the gates thus allowing work to continue on individual gates although the dam was storing water.



Early 1963, showing dam storing water and painting of gates in progress. Photo courtesy Kununurra Historical Society.

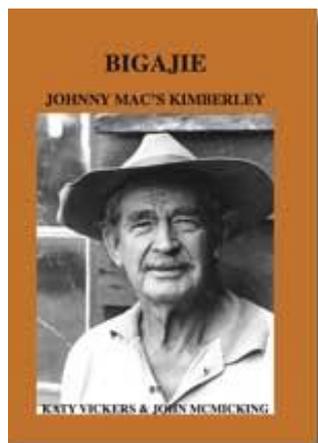
In recognising the engineering heritage significance of the Ord River Diversion Dam, the Statement of Significance in the nomination document identifies the following points:

- The construction of the Ord River Diversion Dam was a highly significant event in the development of the East Kimberley region in Western Australia.
- The Ord River Valley had been a pastoral area since the late 1880's but the declining importance of the area for the cattle industry paved the way for the establishment of an irrigated farm development on the black soil plains of the lower Ord valley in the early 1960s.
- The first stage of the Ord River Irrigation Project included the Ord River Diversion Dam, a well planned barrage at a strategic location across the river at Bandicoot Bar, providing gravity flow to the main irrigation channel serving the first irrigated farm lots.
- The diversion dam was a significant successful technical and logistical achievement, overcoming multiple difficulties such as an extremely remote site, basic transport and communication facilities and adverse seasonal climatic conditions.
- The successful completion of the dam was a credit to the planners, designers, offsite suppliers and manufacturers and contractors involved.

For more, go to [Engineers Australia Western Australia Division](#), click on Find groups and college branches, and then, under Colleges & Panels, click on Engineering Heritage Panel and scroll down to Engineering Heritage Recognition Program for documents about Ord River Diversion Dam - The Start of a New Era.

*Don Young & Cathie Clement*

## BOOK NOTE



***Bigajie: Johnny Mac's Kimberley* by Katy Vickers and John McMicking. Hesperian Press, Carlisle (WA), 2012. Soft Cover, A4, 196 pages, illustrated, ISBN 978-0-85905-532-1, RRP \$40.00.**

John McMicking and his older brother Torrance were well known East Kimberley stockmen. In addition to their stock work and droving, Torrance started El Questro Station in 1958.

The book's title is the name bestowed on John McMicking by Aboriginal people in the 1950s. By that time, Torrance was known as Mulaga, a name given to a boss 'or any white man of standing'.

In her foreword to *Bigajie*, Katy Vickers explains that, when John asked her to help him write a history book about the Kimberley, she suggested that they 'write stories to go around his poems'. The poems, written over the years on beer coasters and scraps of paper, had been languishing in an old Globite school case in John's shed. That approach works well, and the book also contains poems by other people. Some are by the late Dame Mary Durack; some are anonymous.

*Bigajie* contains a map and a glossary but has no table of contents, index, or chapter headings. It begins with John's move to the Kimberley in 1951. Readers who prefer a chronological progression can flick to chapter 14 for earlier material. There, John tells of his parents marrying in Dongara in 1921, living on Cashmere Downs Station near Youanmi (WA) until 1944, and having four children. John was the last of those, born at Dongara in 1931.

Chapter 14 describes life on this marginal sheep station and John's grounding in the stock work there. The recollections of his sister Challa complement and expand on his recall of events, prompting him to elaborate with comments on the infamous murderer Snowy Rowles. The chapter ends with John's schooling, his three years of work at Mingenew (WA), and his readiness to join Torrance in the Kimberley in 1951.

The Kimberley chapters commence with a series of droving trips in which cattle were delivered to the Wyndham meatworks. The names of well known locals that pop up include Jimmy Klein from Texas Station and the drover Wally Dowling. Other lesser lights include the drover "Slippery" Prendegast. With the meatworks killing season over, Chapter 4 tells of travel, a Negri Race Meeting, and fill-in jobs that included bar work and driving the afternoon 'Bum-Boat' of beer to the meatworks.

John married Vivienne in 1953 and they spent several years on stations in the Fortescue and Ashburton districts before John got work on Anna Plains Station (south of Broome) in 1961. Chapter 5 tells of that time. The next chapter has John, Vivienne and their two small children (Julie Anne and Gilbert) going to Lissadell Station where Torrance, who was managing the station, engaged John as the bookkeeper. Anecdotes here include some about "Farmer" Wilson (from nearby Glen Hill Station) and John Naughton, the managing director of the company that owned Lissadell and other East Kimberley stations.

And so *Bigajie* unfolds, continuing the story of John's working life and commenting on people he met or knew. As is often the case with reminiscences, not all names are spelt correctly and not all the history is factual. But, with a laid back writing style and plenty of photographs, some of them in colour, the book is well worth reading.

*Cathie Clement*

## ONE ROAD: CANNING STOCK ROUTE PROJECT APP

Given the strong interest shown in Eric Gard's recent talk on the Canning Stock Route, an app developed for the stock route will probably appeal to some members. You can find it [here](#), where the description reads:

One Road: Canning Stock Route Project app takes users on a journey through the remote deserts of Western Australia. Part rich cultural resource, part travel guide, One Road is an interactive map spanning the 2000km Canning Stock Route, which was surveyed between 1906 and 1910 to transport cattle to the south during the first of the state's mining booms.

One Road tells the story of a pioneering track that cut a line through three deserts and irrevocably changed the lives and destinies of the Aboriginal people whose Country it transected. It explores the hidden connections between people, Country, culture and history along the world's longest, and reputedly most dangerous, historic cattle route.

Told from the perspectives of Aboriginal contributors and historical figures, *One Road* captures a story of exploration, first contact, conflict, diaspora, droving, culture, Country and family and the development of an art movement that has taken the world by storm.

Features include:

- A scale-able hand-drawn historic map of the stock route by surveyor Alfred Canning and detailed notes relating to wells and land features.
- Interchangeable aerial view of the route.
- Essential information for 4WD travellers about first aid, permits, camping, restricted areas, vehicle preparation and cultural protocols.
- Over 100 images of paintings from the Canning Stock Route collection, acquired by the National Museum of Australia as a 'national treasure', with accompanying stories and diagrams.
- 160 videos located along the route documenting historical accounts of life in the desert and the droving era; traditional hunting practises, Dreaming stories, the stock route wells and contemporary life in communities.
- Hundreds of text, image and video-based stories documenting the extraordinary events that have occurred along the route since 1906, drawn from archival research and oral histories.
- Stories of the Aboriginal guides who led Alfred Canning's 1906 survey team to the waters that would become the stock route wells, sourced from a 1908 royal commission.
- Information about Aboriginal languages spoken in the stock route region and a dictionary of essential words.
- 3D animations of Australian wildlife and ancestral beings including knob tailed geckos, thorny devils, ants, and the sacred ancestral rainbow serpent.
- Information about each of the stock route wells, including water condition, drinking quality and native title region.
- Information about the Aboriginal art centres involved in the Canning Stock Route Project and contact details for purchasing ethical contemporary art.
- Links to the Mira Canning Stock Route Project archive for those who want to delve deeper into the content.

One Road is an outcome of the Canning Stock Route Project, which has been run by Western Australian not-for-profit cultural hub FORM since 2006. One Road is based on the internationally award-winning multimedia display, which was a feature of Yiwarra Kuju: the Canning Stock Route the blockbuster art and social history exhibition co-produced by FORM and the National Museum of Australia. The app is based on its internationally award-winning multimedia display ... and now features an extensive range of new content for travellers and 4WD enthusiasts, art lovers, history and culture buffs, teachers and students.

All sales of the One Road app benefit participating Aboriginal artists and art centres with 90% of all profits returning to the eight participating art centres.

The app costs \$1.99 and is designed for both iPhone and iPad.

*Jeff Murray*

## THE ROYAL VISIT TO BROOME, March 21st, 1963

*Alison Underwood (Paynter), a Kimberley Society member who lives in Bunbury, WA, sent us this further excerpt from her book Derby – the Town that Time almost Forgot, which is soon to be published.*

After the initial settling in period, my teaching routine was interrupted by the visit of Queen Elizabeth to Broome. To instil the concept of monarchy into the class was quite difficult, as most of the students had no idea, so for the next few weeks I pretended to be the Queen and the children practised curtseying and saying with a note of deference, “Yes Your Majesty, No Your Majesty, Yes Ma’am, Your Royal Highness, Your Majesty”, etc. This was done in case one of them should draw the attention of the Queen. Finally, the big day arrived and there was much excitement throughout the school. The Wet Season was in full swing. The children were all packed onto the back of trucks to transport them to Broome, one hundred and ten miles away. However, when they arrived at Langey Crossing (the old concrete roadway crossing the Fitzroy River) there was a problem, as the river was in flood. There had been massive rainfall inland and the concrete structure was inundated beneath the swirling muddy waters, but the trucks proceeded through, only to be caught in the middle. It took many hours to make the somewhat hazardous crossing to the other side.

Finally, we were on our way on the muddy, corrugated road to Broome and it took a while to reach the little port. Imagine everyone’s disappointment to find upon arrival, that the Queen had been and gone! We were too late! The students, however, soon got over this setback, as they were taken to the beautiful Cable Beach, to spend the rest of the day swimming and frolicking. Remember, Derby being surrounded by mudflats, had no beach and so the blue waters of Broome were something very special.

I remember sleepy little Broome clearly on that day in March, 1963, for the stones on the edge of the roads lining the Royal route were still wet from being painted white, a last minute attempt to try and spruce up the dusty little pearling place. After all the guests had departed Broome settled down into its slumber again—you would have been lucky to have seen one man and a dog in those far off days. We spent all that weekend in Broome for we were granted a holiday the next day for the honour of the Royal visit, and we spent most of that time at Cable Beach trying to keep cool. I had the luxury of staying at one of the Master Pearlers’ homes which was like a mansion, and we slept in the servants’ quarters. In an attempt to get some relief from the heat a group of us decided to sleep on Cable Beach for the night. Being so sunburnt and exhausted we were soon asleep, only to be rudely awakened by something crawling over us, and our feet getting wet. A whole army of mudcrabs was coming in on the incoming tide and they were a startling sight in the bright moonlight. Somewhat bedraggled, wet and amused we retreated back to our lodgings in Broome town at about three o’clock in the morning.

I remember seeing a programme of the Royal visit a little later. At 9-30 am, the Royal Yacht “Britannia” arrived at anchorage off Broome Jetty. At 9-40 am, the Royal couple embarked onto the Royal Barge to disembark off the Broome Jetty. The director of the Tour, Mr R.Doig, was ably assisted by his chief administrative officer, Mr Logue, and it was his task to ensure it all ran smoothly. The yacht was to arrive in the channel and anchor in deep water, and Her Majesty with a party of about fifteen, was to enter the Barge and proceed to the Jetty. Pearling luggers all decorated were lining the Royal Barge’s route, making sure they were well out of the way, and the public was not permitted anywhere near the Jetty. The steps to the landing had been repaired by the Public Works, making sure all locks had been applied over all the rail points so that no one would be injured. Six cars, including the Royal car were supplied by the Commonwealth, and were drawn up abreast in lines of three, proceeding down the Jetty in single file. Her Majesty was met by a Minister of the Crown, Mr Nalder, the Deputy Premier and Minister for Agriculture and Electricity, and Mrs Nalder who escorted them to the Royal Car, which then drove down the Jetty to a ramp and onto Robinson Street,

Saville Terrace, Dampier Terrace, Anne Street and Weld Street to the State School grounds which was the assembly point. A special dais had been set up on the veranda in the breezeway. The Queen was met at the gate of the school by the President of the Broome Shire Council, Mr T.D.F. Farrell and Mrs Farrell and escorted to the dais. Other members of the Council with their wives, and members from other Shire Councils together with Parliamentary representatives and their wives, as well as the Sub-collector of Customs, the Magistrate, two Bishops, Mr Tognolini and Mr Max Anderson, together with their wives were all seated in a reserved area immediately in front of the dais. On duty was the Inspector and Sergeant of Police, reinforced with more police from Perth.

After the Queen and the Duke of Edinburgh were on the dais, the full first verse of the national Anthem was played and the Royal Standard was simultaneously and ceremoniously hoisted. A local school girl presented the Queen with a bouquet of flowers, after which the Shire President welcomed the Royal visitors. Then the Queen responded, the whole reception at the school being transmitted by the Royal Flying Doctor Service, and recorded on tape for later transmission by the A.B.C., and other radio stations throughout the world, plus T.V. and possibly Newsreel. A tree was then planted by Her Majesty, after which the Royal guests mingled among the crowd of assembled guests, invitations having been sent out to the Shires of Carnarvon, Derby, Hall's Creek, Port Hedland, Marble Bar, Nullagine, Roebourne and Wittenoom Gorge. Many of the visitors were billeted by Broome residents, with approximately seventy photographers and journalists present, and plans were also made to open the Meat Works quarters with service cooks flown in from Perth.

At approximately half past ten, the Royal party departed for the Broome Road Board's Hall, after her personal flag was struck, the route taken being Weld Street, Barker Street, Hamersley Street, Napier Terrace, Carnarvon Street, Short Street, Dampier Terrace, Napier Terrace, Hamersley Street and Barker Street, a distance of one and a half miles. They were once again greeted by the Shire President who also introduced Mrs D. McDaniel and Mr and Mrs A.S. Male. A collection of pearls, sea shells, full diving gear, models of luggers and other items connected to the pearling industry was displayed in the Hall and Sam Male and Mrs McDaniel explained the marine display to the Royal visitors as the Duke was very interested in natural history. A road train for the transport of cattle was parked outside the Hall. Morning tea was then served on the verandah of the Hall with members of the Shires and leading citizens and their wives, which was the V.I.P. party. Half an hour later at approximately five minutes past eleven, the Royal Party departed for the Broome Jetty after the Royal Personal flag had been struck. The route followed was Barker Street, Robinson Street, Anne Street, Walcott Street, Louis Street, and Robinson Street and back to the Jetty.

Lined along the way were Mounted Stock Boys, Boy Scouts, Brownies, R.S.L. members, Girl Guides and members of the Country Women's Association. As well as crowds of people. The Royal Party was farewelled at the jetty by the Shire President, Mr Farrell and Mrs Farrell, and the Deputy Premier, Mr Nalder and Mrs Nalder, after which they were driven to the Royal Barge for the return to the Royal Yacht "Britannia". At twelve noon the Yacht departed for Geraldton, and the Royal visit was over. I wished that we had been able to see all this instead of being stuck in the middle of the flooded Fitzroy River but it was still wonderful being in Broome and we enjoyed it as much as we could.

We even missed the Children's Picnic at 1-30pm at the Recreation Oval, all children being handed out cool drinks, lollies, Ice cream and Cakes, after which the children were taken to the Beach. The Exhibition in the Hall was open to the public from 12-30 until 3-00 pm and many visitors took the opportunity to see the displays. After all the excitement had died down, life returned to normality and Broome assumed its slumber once again, not to be awakened until the eighties when the tourists discovered a paradise on Roebuck Bay after the roads were finally sealed and access was easier to the little pearling town with its sea of aquamarine waters and pindan red soils.

## AWARDS, ACHIEVEMENTS AND RECOGNITION

Lonely Planet's *Best in Travel 2014* top 10 countries ranks **the Kimberley**, behind the state of Sikkim in India, as the world's second-best tourism region. The travel guide extols the region's scenery, advises 'military-like planning' for touring, and urges potential visitors to 'explore the area now, before big business encroaches'.

The work of the late Kimberley artist **Paddy Bedford** has inspired the livery of the latest Qantas Boeing 737-800. As the most complex paint job ever undertaken on a plane, and the first livery to involve the use of paint brushes, the project occupied ten days. It is an interpretation of the 2005 painting *Medicine Pocket*, which depicts Mendoowoorri, the artist's mother country in the East Kimberley.

Broome student **Kirra-Lee Stone**, 17, is to be nominated for a Community Hero Award by St John Ambulance WA. Just weeks after finishing an intensive two-day training course in first aid, Kirra-Lee revived a baby girl at Adelaide Airport. The baby made a full recovery in hospital. Kirra-Lee is planning to study nursing and midwifery at university.

In November, Guildford Grammar School students **Francis Divilli**, 15, and **Thomas Charles**, 16, participated in the National Indigenous Basketball Championships in Canberra. The cousins, who play with Midnight Basketball in Midland, left Yurmulun (Pandanus Park) Community south of Derby on basketball scholarships six years ago. Midnight Basketball is a Saturday night program for at-risk youths.

In the WA Premier's Awards for Excellence in Public Sector Management, the East Kimberley development package transitional housing program saw the **Department of Housing** come in as the winner of the category Improving Aboriginal Outcomes. At the 2013 National Architecture Awards in Sydney, **TAG Architects** and **iredale pedersen hook** won the sustainable architecture award for their work on the West Kimberley Regional Prison. The judges praised them 'for reimagining the role of a jail as a place of refuge and rehabilitation'.

In October, **June Oscar**, a community leader from Fitzroy Crossing, was the winner of the Social Enterprise or Not-for-Profit category in this year's *Australian Financial Review* – Westpac 100 Women of Influence awards. Identified as the CEO of the Marninwarntikura Fitzroy Women's Resource Centre Aboriginal Corporation, June was recognised for achievements that include the reduction of harm caused by excessive alcohol consumption in the Fitzroy Valley.

In September, 21-year-old **Jahlana Roe** from Broome beat eight other contestants in the Perth Fashion Festival's Chic Model Search. Her prize consists of a trip to Sydney, a one-year contract with Chic Model Management, and an opportunity to meet global agency Next Model Management in New York.

## BOOK NOTE ADDENDUM

Our last newsletter carried a book note on *Battle For The North* by **Barry Smith**. The third volume of the author's Kimberley trilogy was published in time for his talk to our November meeting. Discounted prices were offered to members on the night, and Palmer Higgs Books is offering a [package](#) containing all three volumes for \$50. The [original package](#) containing the first two volumes for \$40 is still available.

# SEASON'S GREETINGS



**WISHING YOU ALL THE BEST FOR THE FESTIVE SEASON AND THE NEW YEAR**

**Please don't forget this is your newsletter.**



Kimberley news, articles, and items of interest are all most welcome.

## **COUNCIL 2013-2014**

President:	Jeff Murray
Vice-Presidents:	Jack Vercoe and Mike Cusack
Secretary:	Frank Woodmore
Membership Secretary:	Mike Donaldson
Treasurer:	Jeffrey Gresham
Councillors:	Ken Ahmat, Audrey Bolger, Geoff Owen, and Roger Passmore.

© Kimberley Society Inc. 2013

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

Dr Cathie Clement OAM edits this newsletter for the Kimberley Society. The material it contains is copyright but may be cited with acknowledgment. Correspondence, including requests to reproduce articles or book notes, should be directed to The Editor, Kimberley Society, PO Box 8471, Perth Business Centre, Perth, WA 6849, E-mail [admin@kimberleysociety.org](mailto:admin@kimberleysociety.org) or telephone (08) 9272 3308.

**DISCLAIMER:** The opinions and the information presented in this newsletter are offered solely to inform members about matters that may interest them. The Council of the Kimberley Society accepts no responsibility for the newsletter's content, and it advises readers to obtain appropriate advice before they either apply information from the newsletter to particular circumstances or use it as a basis for formulating decisions.