

Anzac Day

Lest we forget



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More than 80 locals, particularly expats from Australia and New Zealand at the Anzac Day dawn service in Luganville. Photo – Mayumi Green.

On 25 April, communities across Australia and New Zealand – and around the world – paused to commemorate Anzac Day, a national day of remembrance marking the anniversary of the landing of Australian and New Zealand troops at Gallipoli during World War I.

More than just a commemoration of that historic campaign, Anzac Day honours all Australians and New Zealanders who have served and died in wars, conflicts, and peacekeeping operations. It is also a day to reflect on the contribution and sacrifice of all who have worn their nation's uniform. The term "ANZAC" comes from the Australian and New Zealand Army Corps.

In Luganville, a dawn service was held on the banks of the Second Channel, bringing together Australians, New Zealanders, Ni-Vanuatu, and other members of the local and expatriate community. This year's service was organised by Kevin Green, with support from Dravid Crowe, David Natoli, the Australian Federal Police, and the Vanuatu Military Force.

More than 80 people attended, including students from Luganville International School, who contributed moving poetry readings to the ceremony.

At the conclusion of the service, a fabulous breakfast was generously provided by Deco Stop Lodge. Our thanks to the team for their wonderful hospitality and continued support of this important tradition.



At dawn on the banks of the Second Channel, Vanuatu VMF personnel stand to attention as the dedication is read. Photo – Mayumi Green.



Vanuatu VMF personnel and Vanuatu and Australian police officers at the conclusion of the ceremony. Photo – Mayumi Green.

THIS MONTH IN MILITARY HISTORY

Down under, up fifth



The ANZAC Parade down Fifth Avenue, April 25th, 1943. Airmen and women took part in the march.
Photo – Australian War Memorial.

New York is famous for its gigantic parades, but on April 25th 1943, there was one on a much smaller scale that spoke volumes about the globe spanning war being fought at the time.

The AAP news agency, in a story circulated back to Australian and New Zealand audiences, described the first ever Anzac Day parade held in the Big Apple.

As the story described:

About 300 Australian and NZ (New Zealand) air-men and sailors, with a few merchant seamen, marched down a beflagged and thronged Fifth Avenue today . . . they were led by a US Army band and colour party.

A warm-hearted crowd, enjoying the city's first real spring sunshine, gave them the "big hand."

The men formed up outside the Anzac Club, where they were entertained at luncheon, turned into Fifth Avenue at Fifty-sixth street, and marched to the collegiate church of St. Nicholas for a commemoration.

As an aside - the church itself had for a long time been the home of a service club for sailors and soldiers – it was later knocked down for an oil company building that became part of the Rockefeller Centre.

The article resumes with Dr Herbert Evatt, the Australian External Affairs Minister, who:

Explained the origin of the word "Anzac," and outlined the Anzacs' part in this and the last war. He called on the congregation to remember how Australians and Americans

were fighting shoulder to shoulder, with courage and self-sacrifice.

On the same day the New York Times in an editorial had this to say:

In the South Pacific we owe the Anzacs the same debt of gratitude as we owe the British standing at the final rampart in Europe. Both held the line until we got there.

It was not until the Japanese tide was surging against Australia itself that it was halted and thrown back. If the Australians fighting grimly and alone at Port Moresby had ever faltered that barbarian tide would still be rising now.

(continued...)

We are deep in the battle of the Pacific. It is inconceivable that we shall ever let the Anzacs down.



An American hospitality centre for Australian and New Zealand forces was the Anzac Club. Shown are the leaders of the Anzac Day Parade, which started from the Anzac Club and marched down Fifth Avenue. Photo – Australian War Memorial.

We don't know anything more about the composition of the 300 who marched that day but since most were airmen, they are almost certainly have been a contingent destined for the Empire Air Training Scheme, mainly in Canada. EATs turned out thousands of aircrew who would fight in Europe and the Pacific.



Members of the RAAF file into a church after the Anzac day parade down 5th Avenue, New York. Photo – Australian War Memorial.

ANZAC DAY MARCH IN NEW YORK

NEW YORK, Mon, AAP.

About 300 Australian and NZ airmen and sailors, with a few merchant seamen, marched down beflagged and thronged Fifth Avenue today in the first Anzac Day march New York has seen. They were led by a US Army band and colour party. A warm-hearted crowd, enjoying the city's first real spring sunshine, gave them the "big hand."

The men formed up outside the Anzac Club, where they were entertained at luncheon, turned into Fifth Avenue at Fifty-sixth street, and marched to the collegiate church of St. Nicholas for a commemoration service. Dr Evatt, Australian External Affairs Minister, explained the origin of the word "Anzac," and outlined the Anzacs' part in this and the last war. He called on the congregation to remember how Australians and Americans were fighting shoulder to shoulder, with courage and self-sacrifice.

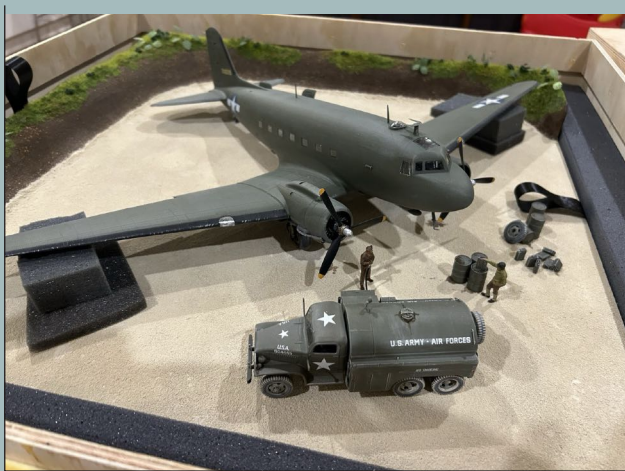
New York Times says in a leader on Anzac Day: "In the South Pacific we owe the Anzacs the same debt of gratitude as we owe the British standing at the final rampart in Europe. Both held the line until we got there. It was not until the Japanese tide was surging against Australia itself that it was halted and thrown back. If the Australians fighting grimly and alone at Port Moresby had ever faltered that barbarian tide would still be rising now. We are deep in the battle of the Pacific. It is inconceivable that we shall ever let the Anzacs down."

The parade down 5th Avenue even made the papers back home in Australia and New Zealand. This clipping is from *The Argus* in Melbourne, 27 April 1943. Newspaper clipping – TROVE.

Crate Expectations

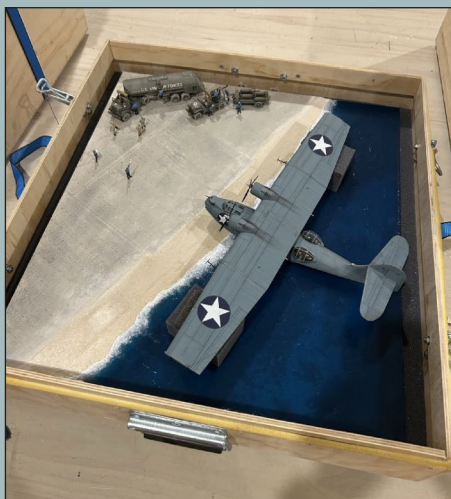
The museum is set to receive some wonderful dioramas from Museum Project Manager Jimmy Carter.

These detailed displays have been meticulously constructed over the past 12 months in Melbourne, Australia. Each one represents aircraft that flew in and out of Base Button during World War II.



The C-43 (DC-3) diorama in its shipping crate and almost ready to go.
Photo – Jimmy Carter.

Among them is a C-47 diorama, measuring approximately 800mm x 800mm, complete with micro-interior lights in the fuselage and functional landing lights in the wings. Another features a Catalina coming ashore at the seaplane base, set in resin water and accompanied by scale Marston matting.



The PBV Catalina diorama based on the seaplane base in Santo. Photo – Jimmy Carter.

The largest and most complex of the collection is a 1000mm x 1000mm diorama depicting the Naval Air Transport Service (NATS) jetty on the Second Channel. Weighing in at 50kg, it includes a Martin PBM Mariner seaplane and scale personnel figures, custom-cast in Spain.

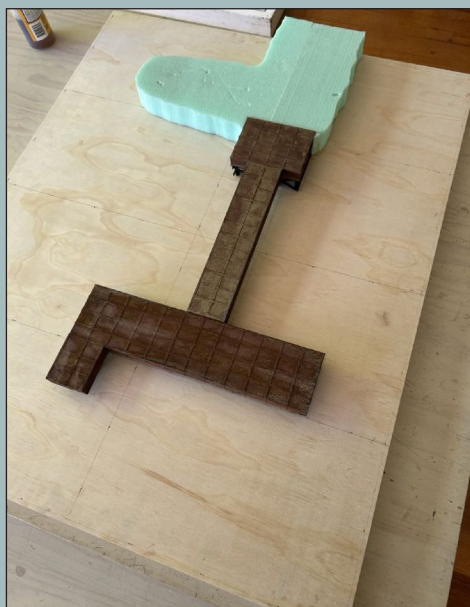
Other aircraft represented include a battle-worn Japanese Zero and a Wildcat fighter once based at Turtle Bay Fighter Airfield.



The Japanese Zero on its mini diorama and packed in its shipping crate.
Photo – Jimmy Carter.

Shipping these delicate dioramas to Santo proved a challenge—both in terms of cost and ensuring their safe arrival in custom crates. Fortunately, Museum Chairman Bradley Wood was back in Australia and able to include them in a container shipment of items he was sending to Santo.

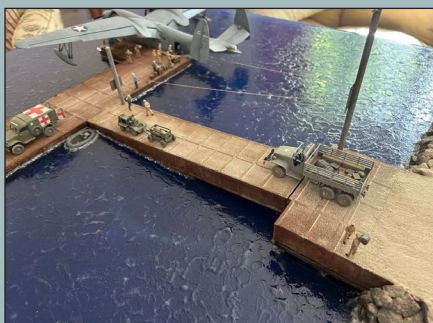
Several additional pieces have also made the journey with the dioramas, and we'll be sharing more about those in upcoming editions of the newsletter.



Where the NATS diorama began. The pontoons were first scratch built to scale and everything else was built using the pontoons as reference. Photo – Jimmy Carter.



The almost complete diorama, prior to going into its shipping crate. Final 'dusting', distressing and wear and tear elements will be added at the museum. Photo – Jimmy Carter.



The pontoons were scratch built from styrene card and included all the scale nuts and bolts on the real thing. Photo – Jimmy Carter.



A close up of the mooring buoy scratch built from a spare upper turret machine gun from a B-17 kit. Photo – Jimmy Carter.



The lower pontoon depicting the loading of mail and freight into the PBM Mariner seaplane. Photo – Jimmy Carter.



Packed up and ready for shipping. Fingers crossed the dioramas arrive in Luganville in good shape. Photo – Jimmy Carter.

Then and now

In last month's newsletter we brought you a comparison between the PT Boat base site in 1943 and today. This month we found another shot from 1943 featuring the turn off to Bomber #2 Airfield, which is now the road to Santo International Airport.



Today, the old garbage pier in the bottom left of frame is gone and several of the roads have been built on by the locals.

Of course the best part about the photo taken in June 2024, is seen in the centre far right of the shot - our favourite Thai restaurant! Don't miss it if you ever have to wait for your flight home.

While much of the land has been cleared for the Service Command Post Exchange, the surrounding coconut palm plantations were left to camouflage camps and buildings. Photo - US Archives.



Today, the jungle has grown back, the Garbage Pier has gone and most of the coconut palms have been chopped down or died out. Photo - Google Earth.

Honouring a lost hero of the Pacific War

The remarkable story of Lt (jg) Murray "Chile" McKinney and the cousin who's working to bring him home.

At the South Pacific World War II Museum, we are privileged to be entrusted with stories of incredible bravery, sacrifice, and resilience. Each one deepens our understanding of the human dimension of war—stories of lives lost, heroes remembered, and families still seeking closure. This story comes to us from long-time friend and supporter of the museum, Joe Hamrick.

On the night of 7 July 1943, U.S. Navy pilot Lt (jg) Murray Charlton "Chile" McKinney was returning from a combat mission to Bougainville in his heavily damaged TBF #125 from VT-21 Squadron. Flying through hostile skies, the aircraft had been shot up by a Japanese night fighter, and ARM2c Jacob Casper "Jack" Durner, Jr., his turret gunner, had already been killed.



Chile in his wedding photo with wife Ruth. Photo – Joe Hamrick.

McKinney managed to keep the aircraft aloft long enough to reach Lunga Point, Guadalcanal, where he ditched off the coast near the USS Skylark (AM-63). Chile and Jack went down with the aircraft. The radioman, ARM2c Richard Thomas "Dick" Dole, was rescued within five minutes—an outcome that would not have been possible without Chile's quick thinking and expert piloting.

Joe Hamrick is Chile's first cousin, once removed, but he never knew of Chile's existence until recently. Born sixteen years after Chile's death, Joe explains that the family's grief likely kept the story hidden. His grandaunt, affectionately known as Aunt Octo, was Chile's mother and someone Joe remembers fondly. She passed away just days before his 16th birthday in 1972.

A Connection Rediscovered

"Imagine my surprise when I recently learned about Chile for the first time while researching our family tree," Joe says. "He was a hero – a TBF Avenger combat pilot awarded the Distinguished Flying Cross—who died alongside his gunner, fighting in the battle for Guadalcanal and the Solomon Islands."

In a letter dated 19 March 1943, Chile wrote to Joe's grandparents, W.D. and Juanita Lemon, who ran a dairy farm near Sulphur Springs, Texas. He playfully asked to "fly" Papa Lemon's tractor when he got home, inquired if Joe's mother was now a high school senior, and asked after the family.



A colour photo of a TBF-1 in flight. Photo – Joe Hamrick/Ewan Stevenson.

(continued...)



Chile's TBF crew. (Left) Richard Thomas "Dick" Dole 1941 senior picture at Roosevelt High School, Des Moines, IA. (Right) ARM2c Jacob Casper "Jack" Durner, Jr. from Norwalk, CT. Photos – Joe Hamrick.

He also mentioned H.B. Onley, Joe's uncle, who was training to become a B-17 pilot, and mused about how milk tasted—signs of longing for home amid the chaos of war.

With characteristic modesty, Chile wrote that he had been "tangling with the Japs some."

The Mission to Find TBF #125

Once Joe learned about Chile's fate, he committed himself to uncovering the full story and finding the lost aircraft. Over the course of six years, Joe researched the lives of Chile, Jack, and Dick; the operations of VT-21 (formerly VGS-11); and the location of the crash.

The USS Skylark's War Diary, which described the rescue of Dick Dole, became a vital clue. It provided enough detail to identify a high-probability sonar search area off the north coast of Guadalcanal, where Joe believes TBF

#125 still rests today.

"This was the first major Allied victory in the Pacific, and my dad served at Okinawa in 1945. I've always been deeply interested in the history of the Pacific war," said Joe.

Joe's dedication led to the creation of a remarkable website, torpedo21.org, which chronicles his journey. It includes a detailed biography of Chile and Jack, their service with VT-21, rare documents, family letters, and downloadable research files.

He credits much of the site's richness to contributions from Chile's nephew, Andrew "Andy" Hardin, and Andy's son Blaine, whose archival material and memories added valuable context.

Thanks to Joe's commitment, the story of Lt (jg) Murray McKinney and ARM2c Jack Durner is no longer hidden in the fog of history. It is a story of honour, sacrifice, and a family's unyielding desire to bring closure to a legacy lost in war.

At the South Pacific World War II Museum, we are honoured to help preserve and share their story.

To learn more about Joe Hamrick's research or follow the ongoing mission to locate TBF #125, visit: www.torpedo21.org



TBF-1 crew with the pilot climbing the wing to enter his cockpit while the turret gunner and radio operator are entering through the rear hatch. Photo – Joe Hamrick.

The spy of Pearl Harbour

Based on personal accounts by Takeo Yoshikawa, Former Ensign, Imperial Japanese Navy, with Lieutenant Colonel Norman Stanford, U.S. Marine Corps.



Pearl Harbour one month before the Japanese surprise attack. This photograph looks southwest, much as did Yoshikawa during his night vigils at the Sunchoro restaurant. In the centre is Ford Island with Battleship Row along its lefthand edge. Photo – Naval History and Heritage Command.

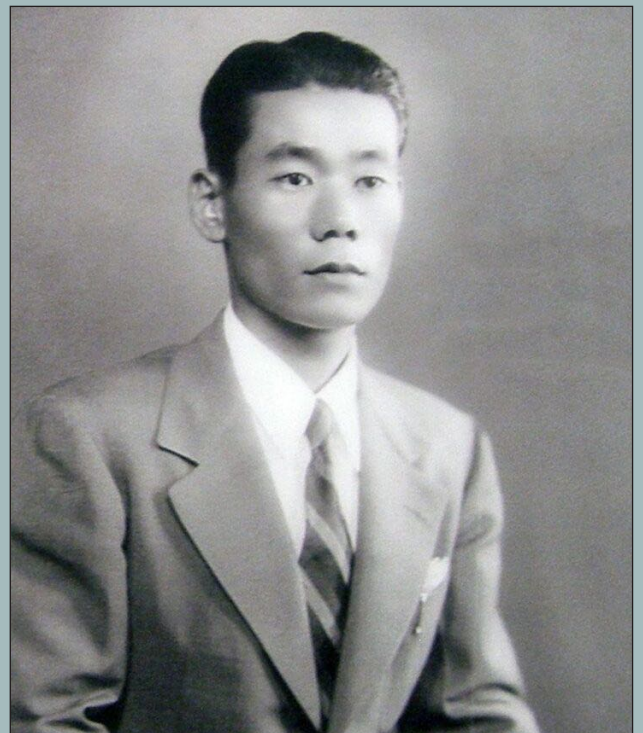
However, a severe stomach ailment in 1934 curtailed his aspirations of becoming a naval aviator, leading to his discharge from active service in 1936. Facing personal despair, Yoshikawa contemplated suicide but ultimately redirected his path toward intelligence work.

In 1937, Yoshikawa embarked on a career in naval intelligence, assigned to the Imperial Japanese Navy's headquarters in Tokyo. There, he immersed himself in the study of the U.S. Navy, analysing every available source to become an expert on American naval operations. His proficiency in English and analytical skills made him an invaluable asset to Japan's intelligence community.

In the vast tapestry of World War II espionage, few narratives are as compelling and consequential as that of Ensign Takeo Yoshikawa. Operating under the guise of a diplomat, Yoshikawa meticulously gathered intelligence on the U.S. Pacific Fleet at Pearl Harbour. His clandestine activities provided critical information that shaped the Imperial Japanese Navy's surprise attack on December 7, 1941. Nearly two decades later, Yoshikawa broke his silence, revealing the intricate details of his mission in an article co-authored with Lt. Col. Norman Stanford, published in the December 1960 issue of *Proceedings*.

Charting a naval course

Born on March 7, 1914, in Matsuyama, Japan, Takeo Yoshikawa exhibited an early interest in naval affairs. He graduated at the top of his class from the Imperial Japanese Naval Academy in 1933. His initial assignments included service aboard the armoured cruiser Asama and various submarines.



Takeo Yoshikawa. Photo – Library of Congress.

(continued...)



Japanese consulate staff - Honolulu. Photo - US Archives.

Mission under cover

In early 1941, as tensions between Japan and the United States escalated, the Imperial Japanese Navy sought detailed intelligence on the U.S. Pacific Fleet's disposition. Recognising Yoshikawa's expertise, they assigned him to a covert mission in Honolulu. Operating under the alias Tadashi Morimura, he assumed the role of a vice-consul at the Japanese Consulate, arriving in Hawaii on March 27, 1941, alongside the new Consul-General, Nagao Kita.



Pearl Harbour before the Japanese attack on December 7, 1941. In the foreground is the Honolulu harbour area. The Aloha Tower, the tallest building, is at left in the foreground. Photo - AP/Sacramento Bee.

Yoshikawa's cover as a diplomat provided him with a legitimate presence in Honolulu, allowing him to conduct his espionage activities with relative freedom. He rented a second-story apartment overlooking Pearl

Harbour, providing an unobstructed view of the naval base. From this vantage point, he could observe and document the movements of U.S. warships.

Gathering storm signals

Yoshikawa employed various methods to gather intelligence. He frequently took drives around Oahu, noting ship movements and harbour defences. He rented small aircraft to conduct aerial reconnaissance, capturing photographs of military installations. Additionally, he engaged in casual conversations with locals and military personnel, extracting valuable information under the guise of friendly banter.

To relay his findings, Yoshikawa utilised the Japanese diplomatic communication system, transmitting coded messages to Tokyo. These reports included detailed sketches and descriptions of ship types, anchorage patterns, and daily routines of the fleet. He paid particular attention to the presence or absence of aircraft carriers, battleships, and other capital ships.

Despite the inherent risks, Yoshikawa managed to avoid detection throughout his mission. His ability to blend in and maintain his cover was a testament to his training and discipline. Notably, he refrained from involving the local Japanese American community in his activities, fearing that their participation might compromise his mission or lead to broader repercussions.

Close calls, coded truths

Yoshikawa's espionage activities were not without challenges and close calls. One notable incident involved his attempt to gather information on the underwater defences of Pearl Harbour. Disguised as a fisherman, he ventured into the harbour using a

hollow reed as a makeshift snorkel to observe anti-submarine nets and patrol patterns. However, a sentry spotted him, forcing Yoshikawa to remain submerged for an extended period.

(continued...)

He later recounted the ordeal, describing how he nearly drowned but managed to escape undetected.

In another instance, Yoshikawa rented a small plane from John Rodgers Airport to conduct aerial reconnaissance. Posing as a tourist, he flew over military installations, taking photographs and noting details of ship placements and coastal defences. These

exact composition and positioning of the U.S. Pacific Fleet within Pearl Harbour. This intelligence was instrumental in finalising the Japanese attack plan.

Yoshikawa's last report confirmed that all nine U.S. battleships were present in the harbour, along with other significant vessels. His information allowed the Japanese Navy to plan their attack with precision,



Battleship Row was the primary target of the Japanese. This shot taken prior to the attack shows seven Pacific Fleet ships at their moorings. From left to right, USS Nevada, USS Arizona inboard of USS Vestal, USS Tennessee inboard of USS West Virginia; USS Maryland inboard of USS Oklahoma; USS Neosho and USS California. Photo – pearlharbor.org

daring missions provided invaluable intelligence for the Japanese Navy.

Yoshikawa also frequented a Japanese tea house on Alewa Heights, where he would relax and listen to conversations among military personnel and civilians. These casual gatherings often yielded useful tidbits of information, which he meticulously recorded and included in his reports.

Final words, last strikes

As tensions reached boiling point in late 1941, Yoshikawa's intelligence became increasingly valuable. On December 6, 1941, he sent his final message to Tokyo, detailing the

targeting the most valuable assets of the U.S. fleet. The following day, on December 7, 1941, Japan launched its surprise attack on Pearl Harbour, propelling the United States into World War II. (continued...)



Battleship Row three days after the Pearl Harbour attack. In upper left is the sunken California. Diagonally, from left to lower right are Maryland, lightly damaged, with the capsized Oklahoma outboard. Tennessee, lightly damaged, with the sunken West Virginia outboard. Arizona, sunk, with her hull shattered by the explosion of the magazines. The dark oil streaks on the harbour surface originate from sunken battleships.



View from Pier 1010, looking toward the Pearl Harbor Navy Yard's drydocks, with USS Shaw (DD-373) in floating drydock YFD-2 and USS Nevada (BB-36) burning at right, Photo – US Archives.

Vanishing point

Following the attack, Yoshikawa destroyed all incriminating evidence of his espionage activities. Despite the FBI's suspicions, they lacked concrete evidence to detain him. He continued his diplomatic duties until August 1942, when he was repatriated to Japan as part of a diplomatic prisoner exchange.

Back in Japan, Yoshikawa resumed his work in naval intelligence but never returned to espionage abroad. As the war progressed and Japan faced defeat, he went into hiding, fearing retribution from occupying Allied forces. Disguised as a Buddhist monk, he evaded capture and eventually reunited with his wife after the war.

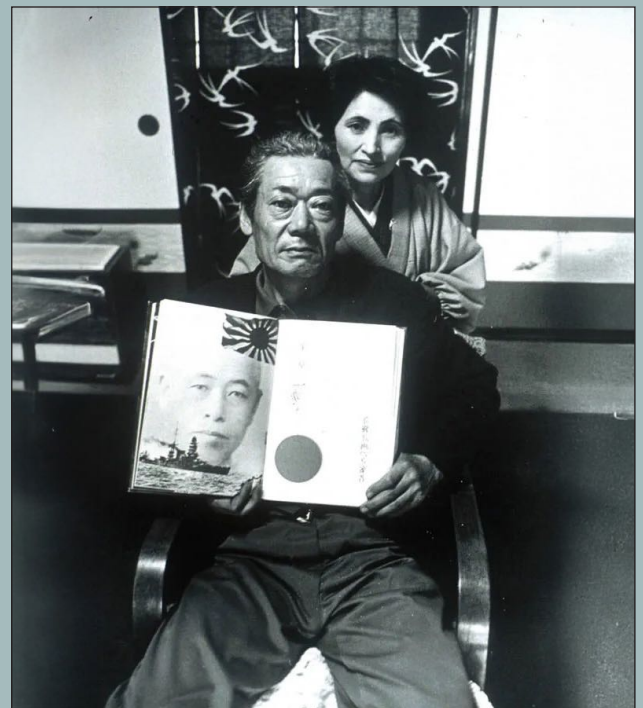
Bittersweet legacy

In the post-war years, Yoshikawa lived a modest life, largely avoiding public attention. In 1955, he opened a confectionery shop, but the business failed after his role in the Pearl Harbour attack became public knowledge. Many Japanese citizens blamed him for provoking the war and its devastating consequences, including the atomic bombings of Hiroshima and Nagasaki.

Despite the lack of official recognition for his wartime service, Yoshikawa remained proud of his contributions. He lived out his days supported by his wife, who worked as an insurance agent. In interviews, he expressed a sense of historical significance, stating, "Only my wife gives me respect. Every day she bows to

me. She knows I am a man of history."

Yoshikawa passed away in 1993 in a nursing home, his story largely forgotten by the public. However, his account resurfaced in 1960 when he co-authored the article "Top Secret Assignment," providing a rare firsthand perspective on one of the most significant intelligence operations of World War II.



Takeo Yoshikawa, his wife, Etsuko, and his hero, Admiral Tsoroku Yamamoto, planner of the Japanese attack force that attacked Pearl Harbour. Photo – Ron Laytner for Edit International.

Echoes of a spy

Takeo Yoshikawa's clandestine mission in Honolulu stands as a stark reminder of the profound impact intelligence operations can have on the course of history. His detailed observations and reports directly influenced the planning and execution of the attack on Pearl Harbour, altering the trajectory of the war in the Pacific.

By recounting his experiences, Yoshikawa offers invaluable insights into the world of espionage and the complexities of wartime intelligence. His story serves not only as a historical account but also as a cautionary tale about the far-reaching consequences of covert operations.

Family affair

On December 7, 1941, as the sun rose over Pearl Harbour, the battleship USS Nevada was moored along Battleship Row, adjacent to the USS Arizona. Unbeknownst to the sailors aboard, including seven brothers from the Patten family of Iowa, this day would mark a pivotal moment in history.

On the morning of December 7, 1941, the USS Nevada was positioned just astern of the USS Arizona. Due to scheduling changes, the Arizona occupied Nevada's usual berth. During the surprise Japanese attack, the Nevada was the only battleship to get underway, attempting to escape the harbour. However, it suffered



The seven Patten brothers, and their father, all members of the crew of USS Nevada (BB-36) celebrate atop three of their ship's 14-inch guns, 9 September 1941. Father Patten had just enlisted in the Navy in ceremonies on board the ship. Present are (left-right): Clarence F. Patten, Sr., (father) and Gilbert, Ray, Marvin, Myrne, Allen, Bruce and Clarence (Jr.) Patten. Photo – Naval History and Heritage Command.

The Patten family's dedication to the U.S. Navy began in 1934, when the eldest sons started enlisting. By January 1941, seven Patten brothers—Clarence Jr., Myrne, Allen, Ted, Ray, Marvin, and Bick—were serving together aboard the USS Nevada. Their father, Clarence Floyd Patten Sr., joined them later that year, enlisting in September 1941 after receiving an age waiver. This made the Pattens the largest family serving simultaneously in the Navy during World War II.

significant damage and was eventually beached to prevent sinking.

Remarkably, the six Patten brothers aboard the Nevada survived the attack. Their proximity to the Arizona, which suffered catastrophic explosions, underscored the peril they faced and the fortune of their survival.

Following repairs and reassignment,

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the Patten brothers were transferred to the aircraft carrier USS Lexington. In May 1942, during the Battle of the Coral Sea, the Lexington was critically damaged by



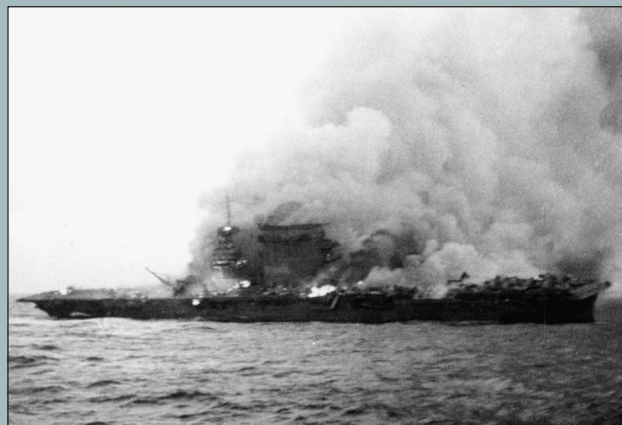
The Nevada, following its attack by Japanese aircraft at Pearl Harbour. Photo – Source unknown.

Japanese torpedoes and bombs. Fires raged aboard, leading to the order to abandon ship. The Patten brothers once again survived, escaping the sinking vessel and being rescued by accompanying ships.



The seven Patten brothers on an unknown ship. Photo – Sources various.

The tragic loss of the five Sullivan brothers in November 1942 prompted the Navy to implement policies preventing siblings from serving together on the same



The U.S. Navy aircraft carrier USS Lexington (CV-2), burning and sinking after her crew abandoned ship during the Battle of the Coral Sea, 8 May 1942. Note the planes parked aft, where the fires have not yet reached. Photo – Naval History and Heritage Command.

ship. Consequently, the Patten brothers were reassigned to different vessels for the remainder of the war.

Their father, Clarence Sr., served as a recruiting officer in Portland, Oregon, until his death from cancer in March 1945. The youngest Patten sibling, Wayne,

affectionately nicknamed "Patten Pending," joined the Navy once he reached enlistment age.

Remarkably, all seven Patten brothers survived World War II and returned home, a testament to their resilience and dedication. Their collective service became a symbol of American patriotism, with the family participating in war bond drives and other national campaigns.

Inspiring everyday heroes

If you've ever visited Vanuatu, you'd imagine that no matter what, things will grow. And they do.

Even so, natural disasters like Cyclone Lola show that there's always more to be learnt about helping recovery.

Lola was 18 months ago and was devastating for the country – destroying homes, schools, and plantations. It came not long after two other cyclones.

Save the Children in Vanuatu has been working with the country's Ministry of Agriculture and other local partners to support families through a cyclone recovery plan.

Communities are learning to grow climate resilient crops, 18 months after Cyclone Lola devastated the country.



Damage to South Pentecost village after Lola – photo courtesy of Save the Children.

The category 5 storm struck in October 2023, generating wind speeds of up to 215 kilometres per hour, which destroyed homes, schools, plantations, and left at least four people dead.

It was all the worse for following twin cyclones Judy and Kevin earlier that year.

Save the Children Vanuatu country director Polly Banks says of the cyclones, "It really affected backyard gardening and the communities across the areas affected – their ability to pursue an income and also their own nutritional needs."

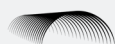
She told the RNZ Pacific news service: "We trained community members and also provided them with the equipment to establish cyclone resilient nurseries. So, for example, nurseries that can be put up and then pulled down when a harsh weather event – including cyclones but even heavy rainfall – is arriving.

Polly Banks says out of the project has also come the first seed bank on Epi Island. That provides ready supply of seeds, taken from climate-resistant crops.

There are plenty of other initiatives underway so that communities can more quickly bounce back when – inevitably – another cyclone arrives.

You can read more at <https://www.rnz.co.nz/international/pacific-news/559262/vanuatu-communities-growing-climate-resilience>

Inspiring Everyday Heroes is our Museum brand and means how the stories of yesteryear and our project can inspire today's new generation.



**SOUTH PACIFIC WWII
MUSEUM**

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