

NATIONAL ARCHIVES & PUBLIC RECORDS SERVICES
OF PAPUA NEW GUINEA

PATROL REPORTS

DISTRICT: CENTRAL

STATION: Port Moresby

VOLUME No: 12

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1962 - 1963

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Papua New Guinea Patrol Reports

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PATROL REPORTS CENTRAL DISTRICT 1962/63

PORT MORESBY

<u>Report No.</u>	<u>Conducted by:</u>	<u>Area Patrolled.</u>
P.M. 1-62/63	G.C.B.Black	West coast Central Division
" 2-62/63	G.C.B.Black	Vanapa Tax-Census Division
" 3-62/63	P.Abbott	Special escort to Mt.Kenevi for USAF Recon. Team
" 4-62/63	H.W.Morris .	Efogi - Mt.Koiari Census Div
" 5-62/63	P.M.Abbott	Efogi to Mt. Kenevi
" 6-62/63	P.M.Abbott	Kokoda Trail



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of CENTRAL Report No. 1 1962 - 1963

Patrol Conducted by G.C.B. BLACK P.O.I

Area Patrolled WEST COAST CENTRAL DIVISION

Patrol Accompanied by Europeans VARIOUS OCCASIONS

Natives ONE
2/7/62 to 4/8/62 &

Duration—From 13/8/1962 to 24/11/1962 broken trips total 12 days
12/11/62 to 16/11/62 21-30/11/62 total of 6 day trips.
Number of Days TOTAL 34 days

Did Medical Assistant Accompany? 2 days

Last Patrol to Area by—District Services / / 19

Medical ... / / 19

Map Reference

Objects of Patrol Collection of Tax and revision of census and routine patrol work.

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

/ /19

.....
District Commissioner

Amount Paid for War Damage Compensation £.....

Amount Paid from D.N.E. Trust Fund £.....

Amount Paid from P.E.D.P. Trust Fund £.....

.....
.....
.....

e Po

67-1-25 ✓

2281.
67-2-4
Folio 20

NMc. HMc.

Sub-District Office,
Ela Beach,
PORT MORESBY.

28th February, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESBY.

PATROL REPORTS. 62/63 - PORT MORESBY

Your minute 67-2-1 of the 18/2/63 on the Director's
67-1-25 of the 13th February, refers.

Two copies of the three sets of instructions are
enclosed.



(Signature)
(N.G. McNamara.)
A/Assistant District Officer.

Att. 3.

3222.

cc. 67.2.1.
→ The Director of Native Affairs,
Konedobu.

As requested in your memorandum 67.1.25 of 13th
February, 1963, the patrol instructions are forwarded herewith.

(Signature)
(PLEAY)
ACTING DISTRICT OFFICER.
5.3.63.

att.

COPY.

67-2-4
Folio 7.

Sub-District Office,
Ma Beach,
PORT MORESBY.

26th July, 1962.

Mr G. Black,
Sub-District Office,
PORT MORESBY.

Patrol No 1. 1962-63 - West Coast Central
Division.

The following is an amendment to my memorandum 67-2-4
Folio 5 of the 23rd July, 1962.

To avoid all possible chance of an incident and to
ensure that procedure is strictly adhered to, the following
action is required in respect of tax collection by you:-

- (i) Under no circumstances will you take court action
in your capacity as a Magistrate for Natives when
defaulters are encountered;
- (ii) Because of some doubt regarding the legal position
you will not demand taxes of past years but such
taxes may be accepted;
- (iii) You are to warn defaulters that it is the intention
of this Office to take court action against defaulters,
but be careful not to give the impression that back
taxes will be overlooked. At this stage however, we
have no intention of launching wholesale prosecutions.
It is hoped that carefully selected actions will have
the desired effect. Future policy will be discussed
with the District Officer in light of our experience;
- (iv) In the village of BOERA or elsewhere in a village to
be selected by you, should the need not arise in
BOERA, the following procedure is to be followed:-

Ask the villagers:

1. What is your name?
2. What is your father's name?
3. Where do you live?
4. How long have you lived there?
5. Have you been away from your village for any length
of time?
6. Has anyone asked you for tax this year?
7. Have you paid your personal tax?
8. Then say, "I am a tax collector and demand
immediate payment of £2.-.-d. tax of this year (1962)".

If he does not pay tax, again question:-

9. Have you any reason for not paying?

You are also to note (i) appearance of the Native in question
and (ii) age he appears to be to you.

I suggest you have a suitable questionnaire roneed to save time. Include name of Native on top of the form with his personal particulars.

After each questionnaire is completed sign the form and date it, and, if an Interpreter is used and he can read, have him countersign.

When this procedure is taken, inform the defaulter that it is intended that court action is to be taken. In such court action you will appear as witness for the prosecution and it will be your duty to prove the following elements:-

The defendant is:

1. A male person;
2. Resident of the Territory.
3. Over 18 years of age;
4. A Native;
5. That you are a tax collector;
6. That you have properly demanded tax for the current year;
7. The time and place of the demand;
8. That no money has been paid to you or anyone, else in response to the demand.

I suggest that if Native is clearly eligible for an exemption, that if you grant the exemption without recourse to legal action for non-payment. But if you have doubt then take the action as outlined above. You can give any defaulter a week to pay the tax.

When you return from the patrol, the court action to be taken will be arranged but, while I hope to obtain the service of a Stipendiary Magistrate, it is possible that Mr Anthony will hear the cases, so please do not discuss the matter with him.

If you have any cause for concern, please advise me immediately but I anticipate that, at this stage, no incident will occur.

(C. Fleay)
Assistant District Officer.

c.c. The District Officer,
East Central Division,
Central District,
PORT MORESBY.

Our discussion today refers. Mr Black is departing a.m. Friday 27th July, 1962.

(C. Fleay)
Assistant District Officer.

c.c. Secretary for Law,
KONEDOBU.

Our discussions with Mr C. McLaughlin refer. I greatly appreciate the time that Mr McLaughlin spent with us and the advice that he gave.

(C. Fleay)
Assistant District Officer.

COPY.

67-2-4
Folio 5.

Sub-District Office,
Ela Beach,
PORT MORESBY.

23rd July, 1962.

Mr. G. Black,
Sub-District Office,
PORT MORESBY.

PATROL NO.1. 1962/63.

As per our verbal discussion, please be prepared to depart on a patrol of the West Coast Census Division, commencing Thursday 26th July, 1962.

You should commence patrolling from BOERA Village and work your way northwards. Radio your A.T.A. from Manu Manu using the Hisiu Beach transmitter and an endeavour will be made to have you picked up by boat from Manu Manu. Upon your return to Port Moresby, the villages of Porebada, Roku and Konderika can be visited by vehicle on day trips.

Hire canoes where necessary at the rate of 12/6d. per hour for a power canoe and 7/6 an hour for sailing canoes.

The main objects of this patrol which should take approximately 12 days, will be collection of Personal Tax, revision of Census and general routine Administration.

CENSUS:

This should provide little difficulty except in the case of Porebada where the people are not co-operative and the large population may make it necessary for the Census to extend into the second day. There are also large numbers of men away at work in Port Moresby who may not be available to pay their tax. Regulation 101a of the N.R.O'S should be invoked where necessary.

PERSONAL TAX:

No action has ever been taken against these people for the non payment of tax. A list of defaulters last year ran into some hundreds. It should be pointed out on this patrol that action will be taken against any defaulters many of whom owe tax for five years.

ROUTINE ADMINISTRATION:

Particular attention should be paid to the following matters:-

- (a) Village hygiene - this should be virtually non-existent as it is 18 months since this area was last patrolled.
- (b) Village Constables: These men are feeling somewhat neglected at the moment. Their prestige and authority should be boosted as much as possible and every encouragement given to them. Their task in this area is more difficult than in most areas of the Territory.

- (c) Make a brief study of the crocodile skin industry in the Manu Manu and Gorohu areas. Difficulties with certain Europeans as previously discussed by us, should be gone into.
- (d) Registration of Passenger Carrying Canoes: The relevant Ordinance should be explained to those canoe Owners operating for hire and the necessity of registration, pointed out.
- (e) Native Moneys Trust Account: Check the list of receipts and pay any outstanding, from your Patrol Advance.
- (f) Examine the possibility of re-opening the road around the head of Lealea Inlet, bearing in mind that very little funds will be available.
- (g) You should give the Gorohu and Manu Manu people concentrated attention as you are fully aware of the unrest and petty troubles which seem to be increasing in this area. If the Village Officials are not able to cope with the job, perhaps they could be replaced.

MANU MANU GENEALOGY:

One of your major tasks will be the compilation of this genealogy as instructed by the District Officer. Make a careful examination of the relevant file before your departure.

A Patrol Advance of £50.--d. should be sufficient for your requirements. Please draw this from the Sub-District Cash Office.

I will endeavour to have Const. ARAWO withdrawn from the C.S.I.R.O. Survey team and made available for your patrol.

Any stores which you may require, should be drawn from the Sub-District Office Store.

Best wishes for a successful patrol.

(Q.P. ANTHONY.)
Assistant District Officer.

COPY.

67-2-4
Folio 9.

Sub-District Office,
Ela Beach,
PORT MORESBY.

11th October, 1962.

Mr G.C. Black,
Sub-District Office,
PORT MORESBY.

PATROL NO.1. 1962-63 - WEST COAST CENSUS
DIVISION

My memoranda 67.2.4. folio 5, of the 23rd July and 67.2.4.folio 7, of the 26th July, refer.

Please be prepared to commence the second patrol of the West Coast Census Division on Wednesday 17th October, 1962.

I require you to proceed at a leisurely pace spending as much time as possible in the villages. I have no objection to you basing yourself upon Port Moresby whilst paying attention to the land matters listed below, excluding LEALEA.

Apart from follow-up action arising from your first visit to the area, the following duties are to be undertaken:-

(a) LOCAL GOVERNMENT SURVEY: It is likely that we will either incorporate the whole of the West Coast Census Division in a combined council, or commence a separate council for the Division. I am attaching hereto a copy of DNA Circular Instruction No 304 which it is requested you study before you depart so that any queries you may have, may be answered. Mr WHITAKER will assist you in the first village to be surveyed but it is requested that this be not POREBADA. Before you depart, I will advise you further regarding action to be taken by you under paragraph 'K'.

(b) LAND MATTERS:

(i) Lealea (See file 26.2.1) I have confirmed with the District Officer that you may endeavour to persuade the owners to nominate one person to represent them for the transaction - name him in the lease and then finalise. I am attaching hereto partly prepared documents. Funds are available on 'B' Requisition No. 25/62-63 but upon your return, please draft a memorandum to the District Officer in accordance with his request in 35.4.2. of the 3rd September, 1962 (our file 35.1.1. folio 19).

(ii) Papa: (See file 35.2.34) Carry out the same procedure as at Lealea.

(iii) Porebada: Conduct an enquiry under DNA Circular Instruction No.235 into the school site.

(iv) Boera: Conduct an enquiry under DNA Circular Instruction No.235 into the school site.

(c) ROOFING MATERIALS: Please see Mr BORN of the District Office in regard to his requirements for Native roofing materials from MANU MANU, and endeavour to arrange delivery.

(d) TAX: Court action is to be commenced against all tax defaulters for the current year. Please check the names of those who have paid since your patrol and then carry out the procedure outlined in paragraph 4 of my memorandum 67.2.4. folio 7 of the 26th July, 1962. Of course tax may be collected from any defaulter, and in this event no further action need be taken.

(e) NATIVE BANK ACCOUNTS: The following accounts have been inoperative for six or more years:-

22600 HISUI DAURE of BOERA.
9104 RAHO GUBA of "
22954 TARATA ROGBA of PAPA.
23050 MARAGA HENAO of LEALBA.

If any of the abovenamed are deceased please submit the required forms. Others should be advised to present their bank pass books to the Commonwealth Trading Bank at an early date, as their balances no longer accrue interest.

(f) MANU MANU FISHING GROUP: (See file 25.2.25.Folio 14) and advise the Group accordingly.

(g) POREBADA TRANSPORT GROUP: (See file 25.2.138) and endeavour to assist the applicants to make out a case to support their application.

(h) N.M.T.A.: Again, check with Mr Bell before your departure.

(i) GENERAL: Canoes may again be hired at the rate of 12/6 per hour for power canoes and 7/6 per hour for sailing canoes.

Patrol Allowance of £40 may be drawn.

Discuss with Mr WHITAKER the selection of two Police to accompany your patrol.

As early as possible after this patrol, you will be required to patrol the MOUNTAIN KOLIARI accompanied by our new Cadet Patrol Officer. Because of the imminent on-set of the wet season, it is in your interests to submit the west Coast Patrol Report without delay to ensure your early departure. I would advise you to compile as much of your report as possible as you proceed.

Do not hesitate to contact me if any difficulties should arise regarding the tax collection.

(C. Fleay)
Assistant District Officer.

1974.

Att.

67-1-25

13th February, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESBY.

PATROL REPORT NO. 1 62/63 - PORT MORESBY:

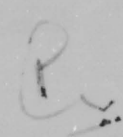
Receipt of the abovementioned Patrol Report and accompanying memoranda is acknowledged with thanks.

The content of the report is adequately covered in the covering memoranda from yourself and the Assistant District Officer.

I agree that the matter of road access is of great importance in the area. The encroachment on land will invariably lead to trouble in a plural society.

The unco-ordinated activities of technical departments will no doubt cause confusion. You should consult with the District Commissioner to ensure these people are not pulled and pushed about by enthusiastic technicians in an endeavour to make a name for themselves. A little co-ordination should satisfy the problem.

Let me have a copy of the patrol instructions.


(W.R. DISHON)
Acting Director.



TERRITORY OF PAPUA AND NEW GUINEA

67. 1. 28. ✓

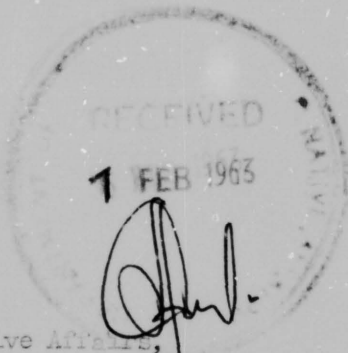
Telegrams

Telephone

Our Reference 67-2-1

If calling ask for

Mr.



District Office,
East Central Division,
Central District,
PORT MORESBY.

1st February, 1963.

The Director,
Department of Native Affairs,
KOMODOBU.

Patrol No 1/62-63 West Coast

Mr G. Black P.O.

1. Comments from A.D.O. Moresby are attached to the report.
2. The matter of road access is vital to this area and it is possible to reconstruct the coast road to Lea Lea and so avoid the Fairfax Cattle Company. The degradation of people passing through this property leads me to support them in their action of closing the gates. ✓
3. The people on this coast have lost their traditional way of life, and cooking pot/sago trading ventures are finished. They have a low standard of education and are undecided whether to try and follow the old way of life or accept the new.
4. Being close to the town they receive a lot of attention from specialist departments in an experimental/survey way and are heartily sick of it all as they gain no foreseeable advantage. ✓
5. Two things are needed to help this area:-
 1. An all weather coastal road.
 2. A local Government Council.
6. With this we can put in schools and get on with some small scale economic development.
7. I have asked the A.D.O. to follow up the repair of this road with the District Commissioner and the newly arrived A.D.O. (IG) to consider the commencement of a council in the west coast area centred at Porebada.
8. I am not impressed with Mr. Black. His work is generally ineffectual and this report bears this out.

(D.R. MARSH)
DISTRICT OFFICER.

c.c.
District Commissioner.
A.D.O. PORT MORESBY.
A.D.O. (IG)

67-2-4
Folio 11.

CF.HMc.

Sub-District Office,
Ela Beach,
PORT MORESBY.

29th January, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESBY.

PATROL NO 1 62/63 - WEST COAST CENSUS DIVISION
CONDUCTED BY MR G. BLACK P.O.

I am forwarding herewith Mr Black's report on his patrol of the West Coast Census Division conducted prior to his transfer to KIKORI. I am also forwarding Contingency for Camping Allowance for favour of your signature, please.

It will be noted that the Census Statistics have not been included. These have been returned to Mr Black as I am unable to reconcile the figures for the previous Census and, in addition, the POREBADA figures were not included. While Mr Black states that he only completed the patrol two days prior to his transfer, the POREBADA Census was conducted on the 21st August, 1962. Apart from pressure of work at this office, under the circumstances I did not feel inclined to have Mr Benham laboriously compile the required figures from some 1,175 names. The census statistics will be forwarded when returned by Mr Black.

This patrol was conducted in two sections, the first section being completed on the 23rd August, 1962. From verbal reports received from Mr Black it was apparent that follow-up action would be needed at the earliest opportunity. I therefore instructed him to undertake the Vanapa River Patrol, submit his report and then return to the West Coast Census Division. I thought it undesirable to delay the Vanapa Patrol indefinitely awaiting the submission of a report on the first section of the Patrol. The Patrol was recommenced on the 17th October, 1962.

Upon the report I would comment as follows:-

(a) BOBBA ROAD (Patrol Diary 29/7/62)

The matter was raised with Mr G Cadden. We do hold a key to the gate at this office and I do not know what the legal position is as to the closure of the road.

(b) PURCHASE OF LAND -- POREBADA AND LEA LEA (Patrol Diary, 25/10/62 30/11/62)

It is not intended that the decision not to sell or lease these blocks of land be accepted as final.

(c) NATIVE AFFAIRS.

It is unfortunately true that these people are generally unco-operative. The simple way out is either to run around with a "big stick" or withdraw all assistance. The efficient officer is the one who can win these people over without resorting to such means. Not that we must always lean over backwards, for instance, Dr Gunther recently told the POREBADA people that they either set to and erect the necessary school buildings or no standard six teacher would be provided by the Administration. A little of such action is very desirable.

Prevailing attitudes go much deeper than a lack of DNA patrolling. Perhaps one reason is the great number of visits by technical officers for one purpose or another. These villages, being in close proximity to Port Moresby, are visited continuously and it could be that the purpose of the visits is not understood, leading to some antipathy towards the Administration.

As regards the suggestion that there is a lack of authority to back up orders, I know of no instructions that the laws of the Territory will not be enforced in this Sub-District, in fact I went to great lengths to outline to Mr Black proceedings he should take in the event of any tax defaulters but this he chose to ignore and this was one of the reasons it was necessary for him to return to the West Coast Census Division.

The NOHO KAU Fishing Group loan is not a fair example of attitudes, the loan was rather unfortunate. They received no instruction in the use of the motor and it seized up before even reaching the village and on another trip when approached by me regarding their outstanding loan repayments they paid £60.

(d) TAXATION AND CENSUS

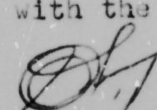
If all Mr Black has to worry about when on patrol is winds blowing his papers around I think perhaps a little experience in patrolling on the South Coast of New Britain and at his present posting will make him realize how fortunate he was.

As regards the lack of warning of the impending patrol, it is true that his written instructions were only given to him four days prior to the patrol but the patrol was fully discussed with him first by Mr Anthony and then by myself some days previously.

The matter of collection of taxes in the town area is one of pressing urgency but I am unable at the moment to allocate staff to the task.

(e) GENERAL COMMENT.

This report is not up to the standard of Mr Black's submission on the Vanapa and does I am afraid reflect an attitude of rather a disgruntled and somewhat cynical officer. Some of the matters briefly discussed in the diary should have been included in the body of the report and some of the matters listed for attention in his patrol instructions should not have been mentioned at all. No map was submitted with the report.


(C. Fleay)
Assistant District Officer.

PATROL DIARY.

- 27/7/62 - Patrol moved out by Landrover to Boera. Roku and Kouderika requested to report to District Office on Monday re gravel lease. Commenced tax census. Slept at Boera.
- 28/7/62 - Completed tax/census in the morning. Message sent to Fairfax Cattle Company for key to Boera Gate. Refused. Patrol forced to go back through Porebada and round to Papa (by Landrover). Papa village tax censused in the afternoon. Slept at Papa.
- 29/7/62 - Sunday, observed at Papa.
- 30/7/62 - Borrowed tyre at Papa located and people told to return it. Walked to Lealea and tax/census conducted. Slept at Lealea.
- 31/7/62 - Several complaints investigated. Walked to Kido. Many absent - tax/census delayed but later commenced. Slept at Kido.
- 1/8/62 - Completed tax/census. Patrol moved to Gorohu by canoe. Tax/census again delayed by absentees. Village the filthiest I have ever seen and everybody put to work cleaning it up. Tax/census conducted and many minor complaints. All a bit concerned about Indonesia. Slept at Gorohu.
- 2/8/62 - Several complaints and one C.N.M. Patrol moved to Manumara by canoe. Tax/census

PATROL DIARY.

Page 2.

conducted. Several child deaths here. Land dispute with Madabaira investigated and commenced compiling genealogies. Slept at Manumanu.

- 3/8/62 - Completed genealogies and returned to Manumanu by canoe. Further complaints investigated. Slept at Lealea.
- 4/8/62 - Patrol returned to Port Moresby.
- 13/8/62 - To Roku and Kouderika by Landrover. Villages inspected and tax/censuses conducted. Returned to Port Moresby 5.30 p.m.
- 14/8/62 - To Porebada but returned as Smallpox vaccination campaign been conducted. V.C. advised patrol will come on 21/8/62.
- 21/8/62 - To Porebada and tax/census commenced. Returned to Port Moresby.
- 22-8/62 - To Porebada, tax/census completed 5.30 p.m. and returned to Port Moresby.
- 23/8/62 - To Porebada - message left for land owners to assemble. On through Boera towards Fairfax Cattle Company to investigate a complaint by the latter that people were burning Fairfax land to hunt. The road was found to be completely fenced off so I returned to Porebada and commenced C.235 for purchase of land for School. People wanted to have a meeting among themselves about it.

PATROL DIARY.

- 17/10/62 - To Papa and Lealea with C.P.O. Mr. H. Morris and E.M.A. Mr. R. Peterson. Discussions with land owners at Lealea re purchase of land for School. Will not sell. Land purchased at Papa for Co-op Society.
- 19/10/62 - To Boera for Land Investigation.
- 23/10/62 - To Boera to survey lease.
- 24/10/62 - To Porebada to discuss purchase of land for School. No land owners present. To Boera and survey completed. **Clerk KOHU** dropped at Porebada gardens near Fairfax to investigate alleged damages by Fairfax cattle. On to Papa and cement markers for Co-op Society lease positioned. Returned to Port Moresby collecting KOHU en route. Mr. C. Viner-Smith, C.P.O. accompanied me.
- 25/10/62 - To Porebada with C.P.O.'s Viner-Smith and A. Plumer. Porebada will not sell or lease land for the school under any conditions. Will not even discuss it.
- 26/10/62 - To Porebada gardens near Fairfax Cattle Company. Gardens located on map. Accompanied by C.P.O.'s as above.
- 2/11/62 - To Porebada gardens with Mr. J. Rissen from Public Solicitor's Office. Returned to Port Moresby.

PATROL DIARY.

- 12/11/62 - To Lealea. Discussions with Education Officer. By canoe to KIDO. Slept the night.
- 13/11/62 - Tax defaulters investigated and taxes collected. Advised of impending N.L.G.C. General discussions tools loaned in February returned. Patrol moved by canoe to Gorohu. Village inspected. A great improvement since I was last here. The whole village has been fenced and its environs are almost spotless. Two village councillors resigned and replacements elected. NOHOKAU fishing group questioned re repayment of insurance premium. Slept at Gorohu.
- 14/11/62 - Two complaints re canoes investigated and settled. One house to be replaced under N.R.O. 101(a) and (13). Patrol moved to Manumanu by canoe in afternoon. Self suffering from a touch of the sun. Discussions with people.
- 15/11/62 - Discussions with L.M.S. Pastor, Mr. R. Peterson E.M.A. arrived by ship from Port Moresby.
- 15/11/62 - Assisted E.M.A. in distributing Polio Vaccine. Tax collected from defaulters. General talk given to men of village re their attitude to Administration Patrols and lack of co-operation. People are not willing to sell "BIRI" at one shilling but will for 2 shillings. The normal market price is four shillings. Slept the night.

PATROL DIARY

16/11/62 - Returned to Port Moresby by canoe with Mr. Peterson.

DAY TRIPS.

21/11/62 - A complaint from Porebada re Fairfax Cattle. Went to gardens, damage assessed and returned to Port Moresby.

Delay of patrol caused by lack of Transport.

26/11/62 - To Taurama Native gardens to investigate complaint of damage by Fairfax Cattle. Location marked on map roughly by means of a compass. Statement made and sent to Public Solicitor's Office to handle the matter.

27/11/62 - To Kouderika and Boera to collect tax from defaulters.

28/11/62 - To Roku for the same reasons.

29/11/62 - To Porebada to collect tax from defaulters.

30/11/62 - To Lealea for same reasons. Lealea land for School discussed. Owners will not sell or lease under any conditions. Returned to Port Moresby.

END OF PATROL.

34 Days.

INTRODUCTION.

The West Coast Census Division through which the Patrol was conducted consists entirely of villages situated at river mouths or on beaches. There are large areas of mangrove swamps, the soils are extremely poor and fresh water almost unattainable. The villages of Manumanu and Gorohu in particular have to travel miles up river by canoe with containers in order to obtain water for drinking. The people generally co-operate as little as possible and are very surly.

All traffic through the area is by canoe, after powered by outboard motors obtained by loans from the Administration.

NATIVE AFFAIRS.

As stated in my introduction the people are generally as un-co-operative as possible. For example, there were a number of child deaths in Manumanu village and I was approached in regard to an Aid-Post. On my return to Port Moresby I contacted the Regional Medical Office concerning the matter who advised that they would supply an Orderly when the Manumanu village people constructed an Aidpost. I then sent word for this to be done. Manumanu subsequently reported that the Aidpost was completed, the Regional Medical Office was advised and a representative sent to Manumanu who discovered that there was no Aidpost and the people wanted him to use the partially completed Resthouse. I subsequently discovered that they have been requesting an Aidpost since 1959 when they were advised that an Orderly would be supplied if they built an Aidpost. It is now four years later and they still have not found the energy to build an Aidpost. The example speaks for itself and the people have similar attitudes towards all other aspects of the Administration.

NATIVE AFFAIRS CONT.

The trouble appears to have resulted from insufficient patrols visiting the area and the lack of a firm stand being taken by the Administration on such matters as loan repayments and benevolent decisions by the Courts. This is born out by the following example. At Manumanu again, many were reluctant in paying the personal tax even after being advised of the law. However when advised that a Magistrate would come to the village to hear the Courts and that they would not be held by the Port Moresby Magistrate, approximately 20 defaulters lined up saying they had the money to pay their taxes. This is typical of all West Coast villages who appear to be bent on getting all available assistance possible from the Administration and helping the Administration as little as possible. Another instance is Parebada who want their School but will not sell or lease any land for it. See File 35-2-35. When because of this a teacher was removed they complained to the Administrator's Department. This again is typical of West Coast villages who when put out a little frequently do this and do not go through the normal channels which are well-known to them.

This situation is likely to continue until the Sub-District Office is given some authority to back up instructions.

For the same reason it is difficult to secure the repayment of loans as evidenced by the NOHOKAU loan group of Gorohu who even denied ever receiving an outboard motor by loan. See File 25-2-63.

Village Officials are almost useless and have no authority whatsoever except on the occasion of a patrol passing through. This is due to the fact that patrolling has been irregular and because the young men who have nearly all had some sort of education regard the old men as 'buh kanakas' and treat them with contempt. If these

NATIVE AFFAIRS CONT.

young men could have some sort of realisation of what the Administration is doing taught to them in the schools that they should not accept Administration assistance as being charity the position could possibly be improved.

MEDICAL AND HEALTH

Health is excellent throughout the area with the exception of Manumanu where several children have died, probably the village's own fault as they will not construct an Aidpost. On my last visit to Manumanu, with E.M.A. Mr. Peterson present a young girl was in a semi-comatose state from malaria and the child's parents had to be forced to bring her to the Lealea Aidpost for medical attention and supervision. It was explained to the assembled men of the village that the girl's condition was unnecessary and that she would have been alright if they had had their own Aidpost. However I feel that the message did not strike home. Sanitation was fair in all villages except at Gorohu where the people were severely reprimanded and one man fined ~~£~~ £1 in a C.N.M. for refusing to clean the area around his house. However on my second visit the village was almost spotless and ~~one~~ one of the best I have ever seen.

ECONOMIC DEVELOPMENT

Relatively speaking there is little agricultural development in the area, the soil being so infertile as to limit crops for sale in Port Moresby almost exclusively to bananas. These bananas are transported by truck or canoe and sold mainly at Hanuabada or Koki.

Fishing also supplies a small income to many small groups most of whom have obtained loans to purchase outboard motors to assist them.

By far the largest source of income is provided by men

who have obtained employment in Port Moresby as clerks and carpenters. Porebada supplies the majority of the latter tradesmen.

The villages of Kido, Gorohu and Lealea obtain an income from shooting crocodiles and selling the skins. Mr. P. Henwood is the largest purchaser of skins and has supplied many Gorohu people with shotguns under Employer's Arms Permits to assist them (and himself).

At Porebada there are several groups who transport workers to Port Moresby in trucks and derive an income from this source. P.&G. Pako's Murikuro Transport group are the leaders in this field and have three trucks and a utility.

LAW AND JUSTICE.

There were many minor disputes brought to the patrol's attention, mostly in the evenings, however all were settled without recourse to court action. Only one C.N.M. was held, the details of which have already been related under the section entitled 'Medical and Health'.

ROADS & COMMUNICATIONS.

The roads in the area are fair, going from Port Moresby to Roku; Porebada; and Boera; to Papa and Lealea. the Papa road is by far the worst, passing through the Fairfax Cattle Co. Many complaints were received about the condition of this road. Also the people complained that the Fairfax gates were often locked and that the manager refused to give the keys to open them. This was also experienced by the patrol. The road connecting Boera to Papa which goes through the Fairfax property has been completely fenced off as noted in my patrol diary. There is quite a large file on this subject at this office however nothing has been done to remedy the situation to date.

Outboard motor powered canoe is the main means of communication but this is infrequent in the South East season because of the rough seas.

TAXATION & CENSUS.

Taxation and Census were severely hampered because of two main factors: firstly, the South East Season was in full swing and high winds impeded tax/census by blowing papers in all directions. It is therefore felt that future patrols should be conducted in a more favourable season, secondly, little warning of the Patrol was given to the villages and consequently they were not prepared for Taxation and several groups are believed to have approached the District Officer for adequate notification of the Patrol's movements to enable them to raise money for their taxes. The Census Division was given only four days notice which in their and my estimation is totally insufficient. Many were unable to pay their taxation for this reason and extensions of time and exemptions were given rather freely. On this second portion of the Patrol Tax was collected from those who had been insufficiently prepared earlier with little ado. This latter work would have been unnecessary if the villages had received adequate notification of the Patrol.

On the first section of the Patrol a total of £351.10.0 was collected and from the Day Trips a total of £151.10.0 was collected; from the second portion of the Patrol a total of £36.0.0 was collected. There are no outstanding

defaulters in the villages apart from those who are employed by various enterprises in and around Port Moresby who were absent during the Patrol's visit. A list of these people and their places of employment has already been submitted to the Assistant District Officer. I feel that it is now very necessary for Tax Collectors to visit all enterprises as unless this is done the people in the villages will be the only ones who have paid taxation and are ~~in~~ not in nearly as favourable a monetary position as those who are employed yet they have not paid taxes.

An aggregate of £539. 0. 0 was collected in tax monies.

CONCLUSION

The main piece of information gained by the Patrol is the general unco-operative attitude of nearly all villages in the Census Division. It is my opinion that ~~only~~ ^{only} basic assistance should be given to these people until they realise that Administrative assistance is for their own benefit and that they should therefore co-operate as much as possible. However, it would be necessary for this to be done very cautiously and the reasons for withdrawing much Administrative assistance be carefully explained. Never-the-less my opinion would probably be regarded as a negative one and no doubt the present

position will continue for many years. Other officers who have patrolled through this area ~~for~~ have in general received similar impressions to myself as to the uncooperativeness of the people in the area and in several instances the people have refused to give assistance in any form to these officers. I feel it is time something was done about this attitude.

.....S. Black...
G. BLACK P.O.

-13	Over 13	Females
F	M	F

TGA.LBK

67-1-12

7th March, 1963.

The District Officer,
 East Central Division,
 Central District,
PORT MORESBY.

PATROL REPORT No.2/1962-63
PORT MORESBY.

Receipt of the above mentioned Patrol Report is acknowledged with thanks.

2. Your covering comments adequately covers the content and I agree in your approaches to the problems of these people.

3. A recent review of DA601 has resulted in a proposal to make arrangements for the people to have a large area of DA601 returned to them and the Department of Lands is to proceed with the survey. This will be dealt with on a subject file.

*Records
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 map cabinet together
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 J.A.*

(J.K. McCarthy)
DIRECTOR.

Handwritten notes:
Moresby
6/11/62
11



TERRITORY OF PAPUA AND NEW GUINEA

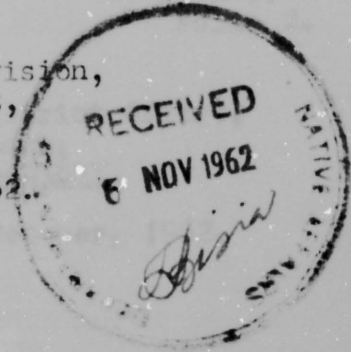
67-1-12 ✓

In Reply
Please Quote

No. 67.2.2.

District Office,
East Central Division,
Central District,
Port Moresby

29th October, 1962.



The Director,
Department of Native Affairs,
Konedobu.

REPORT OF VANAPA PATROL.

Reference Patrol Report Moresby 2 of 1962/63 attached, with map, census figures and A.D.O.'s comments.

2. The writing of this report is probably the most expensive piece of paper ever received by Native Affairs and Mr. Black will need to smarten himself up in this regard.
3. Nevertheless, the report is informative and gives me a picture of the information I was seeking.
4. Despite the death toll from malaria and, possibly, encephalitis which is inevitable when mountain people move to the lowlands without medical aid, I consider that it would be wrong to encourage these people to return to the mountains.
5. It appears to me that the prime need is an aid post on the Vanapa River at Kanobaba with a vigorous orderly who should do a weekly trip to TOIVA, IOGU and ENAGE, concentrating on malaria.
6. Secondly, we must seek advice from the Department of Lands who have aerial photographs to find the best route for a road from Kanobaba to Toiva and Iogu, and also a route from Motu Motu to Iogu and Enage.
7. Thirdly, I believe we would do well to encourage a population drift to the area to bring in new blood such as Kabadai (Kairuku) people who probably already have some resistance to malaria. This would help to open up the area and social and economic work would be warranted. I believe that the area should be exempt from tax for three years to help encourage this.
8. Fourthly, I would like to expand some money opening up the road routes and so stimulate the development.
9. These matters are now referred back to the A.D.O. to see what he can achieve.
10. The decision on ownership of DA.601 is awaited, and I understand will be taken up by you when the Lands Department survey is completed.

Handwritten signature of D.R. Marsh

(D.R. MARSH)
DISTRICT OFFICER.

att.

67-2-7.
Folio 2.

CF.EVB.

Sub-District Office,
Ela Beach,
PORT MORESBY.

22nd October, 1962.

The District Officer,
East Central Division,
Central District,
PORT MORESBY.

REPORT OF VANAPA PATROL - MR. G.C.B. BLACK.

I am forwarding herewith Mr. Black's report of his patrol of the Vanapa Census Division. It will be noticed that this Report is No.2. of 1962/63. Report No.1. has not yet been submitted as quite a few matters remain to be completed and Mr. Black is in course of revisiting the area.

While the late submission of this report is to be deplored, Mr. Black has been engaged in re-writing Tax Census Sheets, the old copies being valueless because of the many migrations.

Upon the report I would comment:-

NATIVE AFFAIRS:

The unplanned migration of these people has had disastrous results. It seems inconceivable that mountain people could be brought to a lowland area without provision for their health - the 73 deaths against 19 births are only to be expected in the circumstances.

They must now be given every assistance by the Departments of Health and Agriculture, Stock & Fisheries. I understand that the Department of Health is already formulating plans for an Aid Post although I have doubts as to the effectiveness of the Post if it cannot be reached by a jeep track. District Advisory Councillor WIENA has told me that he intends raising the matter of a road to the Vanapa people at the forthcoming District Advisory Council meeting.

It is apparent that the move has not been voluntary and Mr. Black is of the opinion that they would only have to be given the word and most would return immediately to the mountains. With respect I suggest that you call a Conference of interested parties to decide the best course of action and what assistance can be given them.

The problem of D.A. 601 is also involved as the 'border' villages of BINIGA, ENAGE, DOURAMOKU, KANOBABA IOGU and VASAGABILA are vitally concerned. If they are to settle in this area, they must have suitable land and Mr. Black states that this is not available in any quantity outside of D.A. 601.

VILLAGE CONSTABLES:

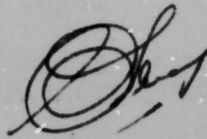
Separate memoranda will be submitted upon the various recommendations.

LAW AND JUSTICE:

The defendant in the case referred to was fined £1.-.-d.

TAX/CENSUS:

The matter of the rate of tax will be considered when under review later this year.



(C. FLEAY)
Assistant District Officer.

2004.

PATROL DIARY.

Date.	Para. No.	Particulars.
28.8.62	12.	Patrol moved out in afternoon to Motumotu.
29.8.62	13.	Census of Motumotu and Edebu. Walked to Edebu and inspected village. Returned to Motumotu and moved on to Kanobaba. Camped, the night.
30.8.62	1.	Walked to Douramoku - Tax/Census Douramoku, Vasagabila and Rabis at Douramoku, Returned to Kanobaba.
31.8.62	2.	Patrol gear sent ahead to Toiva. Walked to Rabis and back up through Douramoku to Toiva.
1.9.62	3.	Tax/Census conducted at Toiva.
2.9.62	4.	Sunday observed.
3.9.62	5.	Walked to Iogu.
4.9.62	6.	Tax/Census conducted at Iogu.
	7.	Long discussions endeavouring to ascertain whereabouts of many people from old villages.
5.9.62	8.	Walked to Horigi.
6.9.62	9.	Tax/Census conducted at Horigi.
6.9.62	10.	Further discussions as per para. 7.
7.9.62	11.	Walked all day and made a bush camp.
8.9.62	12.	Walked to Idigara Hamlet.
9.9.62	13.	Tax/Census conducted and walked on to Boine.
10.9.62	14.	Patrol rested and gear dried out.
	15.	Many discussions as per paras. 7 and 10.
11.9.62	16.	Tax/Census conducted at Boine and walked to Idigara.
12.9.62	17.	Idigara to Bush Camp.
13.9.62	18.	Bush Camp to Horigi.
14.9.62	19.	Horigi to Iogu.
15.9.62	20.	Iogu to Enage.
16.9.62	1.	Portion of Tax/Census conducted.
17.9.62	2.	Tax/Census completed.
	3.	Several complaints heard.
	4.	VC's from Iogu and other villages given a long lecture on advice given to Patrol on villages.
18.9.62	5.	Walked to Biniga.
19.9.62	6.	Biniga Tax/Census conducted.
20.9.62	7.	Returned to Enage.
21.9.62	8.	Walked to Motumotu.
22.9.62	9.	At Motumotu.
23.9.62	10.	Returned to Port Moresby.

INTRODUCTION:

The VANAPA River Tax Census Division through which the patrol was conducted, may be geographically divided into two sections. The plains of the Vanapa and Brown Rivers, and the rugged mountainous terrain of the Mt. VICTORIA region of the Owen Stanley Ranges. This latter section is broken by innumerable fast flowing streams and small rivers in deep valleys and gorges. They make patrolling extremely difficult as they are hard to bridge or get lines across. Rafts were used in crossing the Vanapa and Fanisa Rivers. Other rivers were crossed on logs or waded. This is alright at this time of the year but during heavy rains would be impassable as the rivers rise within minutes of the commencement of rain.

The mountain villages were mostly located on ridge tops but as most of the people have moved down to new sites, this should be the last patrol to have to go up into the mountains, unless the people have an epidemic or something of that nature, and return to their old village sites.

NATIVE AFFAIRS:

There have been many movements of population over the preceding years but the recent shifts in the past year appear to be the final ones, provided that something is done to improve their health; otherwise they will return to the mountains.

As stated by Mr. M. BROWN, in Patrol Report No.1/51-62, previous patrols have advised the people from the mountain villages to move down to sites just outside the Northern boundaries of DA.601. This move is almost completed and the new villages are TOIVA, consisting of old HAMASEBA and HOTELOHO villagers; IOGU, the biggest and consisting of people from BOINE, GOSISI, DUBA and PIATE; ENAGE consisting of people from KUREI, IMITI, DUBA and BEBENI (DUBA Hamlet); and BINIGA which is LUMA village on a new site. These moves are subsequent to the moves noted by Mr. BROWN.

These movements have been largely due to the influence of the L.M.S. Pastor in the case of ENAGE and by EKV MUNEBI in the case of IOGU. EKV was mentioned by Mr. SEEFELD in Patrol Report No.1459-60. He is by far the most influential man in the area and was very helpful to the patrol. It is through his efforts that the people of GOSISI and BOINE have moved down.

Although there were a few people at BOINE, IDIGARA (the remnants of GOSISI mentioned by Mr. Brown in Report No.1. 61-62) and at HORIGI, I have included them with IOGU as they are in the final stages of moving there, and indeed, the 13 people from IDIGARA and most residents of BOINE, returned with the patrol under their own initiative. HORIGI is in a state of ruin and the people have already commenced new gardens at IOGU and intend moving as soon as these come into bearing. Approximately 1½ hours walk from IOGU is a small hamlet named OMUTA. The people stated that it was only a garden settlement and an intermediate step in moving to IOGU. However, it has a population of 50 and although censused at IOGU, I have grouped the place separately as a hamlet (the same applies to HORIGI) as their moves to IOGU may not eventuate.

The people were extremely helpful and co-operative except in regard to information on the population remaining in the old villages, as they had no desire to carry such long distances (for which no one could blame them). The required information was eventually elicited and the old villages visited. The one exception being BEBENI in regard to which the patrol was effectively deceived. On arrival at ENAGE it was found that families were still living at BEBENI. It was not visited however, for the following reasons :

- (a) The families were already at ENAGE for the census;
- (b) The patrol's rations were by then, almost finished;
- (c) There were no fresh carriers available, as most were worn out having carried the patrol for over a week.

The BEBENI people were advised to move to either ENAGE or IOGU as their gardens at BEBENI were almost finished (by their own statements). They were all in extremely poor health due to lack of food. According to Mr. BROWN's report and I quote "Houses here are of a very poor standard and the people are suffering from malnutrition." EMA Mr. PETERSON's report was similar and I quote "Not actually a village but merely a camp by the river. People here are mainly from Duba who went down to settle in HORIGI, but owing to land difficulties were forced to return to the mountains. They are at present living in garden houses scattered over the ridges. A dejected and dispirited lot. Hygiene and sanitation bad. Gardens not yet developed. Food scarce. Children undernourished. People, including village officials unco-operative. Rest house non-existent. Tracks in area overgrown and dangerous for travel in wet weather" - 20 people were censused on that occasion. For these reasons then the people were strongly advised to move to one of the new villages.

There is a move afoot at BINIGA and ENAGE for BINIGA to move in with the latter. BINIGA is quite isolated and is still no more than a camp.

There is quite an amount of rivalry between the ENAGE and IOGU villages. ENAGE being smaller, is trying to attract people from IOGU and its hamlet of HORIGI to settle at ENAGE to boost their population, but more especially I feel, to assist in making more extensive gardens. The food supply at ENAGE is scarcely sufficient and the crops in the past year have been very poor.

The movement of these people to the new sites has had severe repercussions in the alarming death rate. On the other hand the people are now in a position to develop economically, and I am of the firm opinion that unless these people receive assistance in the fields of health and agriculture within the year, that they be required to return to their mountain villages where at least they were contented, had a plentiful supply of food and enjoyed relatively good health. I feel they would have been far better off before they moved, unless they are assisted in economic development. This again will be dependent on what settlement is made on DA.601 and this problem has been discussed and periodically, investigated since approximately 1947, until the present, so it will probably take a few more years yet!

Village officials are a very mediocre lot with the exception of UBERI-MAIVA, V.C. at ENAGE. He is now quite an old man however, and his influence appears to be waning. He has been a V.C. since 12.4.1944. The others should improve if the area is patrolled more frequently, which should no

longer present much problem as none of the villages, with the exception of BINIGA, is more than a short day's walk from the VANAPA Road.

Due to the fact of the old villages combining there were two V.C.'s at both IOGU and ENAGE. Consequently the appointment of GORABE DINAI, previously of IMITI and DUBA now deserted, has been revoked, subject to confirmation. However if the present V.C. of ENAGE dies, GORABE should be recommended to replace him.

Similarly, the appointment of BISUI MUNEBI has been revoked subject to confirmation. However, many earlier patrols have found fault with this man as did this patrol, and he is not recommended if a new appointment becomes necessary at a later date. He is formerly of BOINE, which village has now merged with GOSISI to form IOGU.

MEDICAL AND HEALTH:

The patrol was accompanied by Mr. R. PETERSON EMA., who inspected all persons who attended the census.

Mr. PETERSON accompanied Mr. BROWN's patrol last year and this patrol followed up his work.

Mr. BROWN reported under this Section that "the death rate in the larger villages has been quite high". This time the death rate was 11.92% which is most alarming. The majority were children and the patrol was informed that they died of headaches and fever. Mr. PETERSON treated 54 similar cases during the patrol. At BINIGA out of a population of 69, there were 17 deaths (9 were children) and no births. In all the mountain villages deaths exceeded births.

Statistics are as follows:-

<u>Village.</u>	<u>Births.</u>	<u>Deaths.</u>	<u>Decrease.</u>
TOIVA	5	12	7
IOGU	8	27	19
ENAGE	6	17	11
BINIGA	NIL	17	17
TOTALS.	19	73	54

The total population at the moment in these villages is 640, and if the present death rate continues there will be no one left within 12 years. It is therefore, imperative and of the utmost urgency, that an Aid Post be established as quickly as possible. After discussions with Mr. PETERSON, we agreed that ENAGE would be the logical place for the Aid Post - being the most central village. TOIVA unfortunately, is cut off by the Vanapa River which is extremely difficult to cross, even when not in flood. Their only solution is to walk to DOURAMOKU.

Many fevers were treated by Mr. PETERSON in the course of the patrol as these mountain people have little, or no resistance to it. If no Aid Post is forthcoming, the only solution will be for the people to return to the mountains.

The DOURAMOKU people are well catered for by the Infant Welfare Clinic which makes regular trips along the Vanapa Road.

ECONOMIC DEVELOPMENT:

The villages along the Vanapa Road have excellent opportunities for development but have made little or no effort, and appear unlikely to do so. They have several jeeps and small trucks and take small quantities of Native produce to Koki once or twice a week and that is all. No attempt has been made to establish any cash crops and they appear generally, to be very lethargic - GOROGO JACK being a possible exception. He is an ex Village Constable and exerts some influence at DOURAMOKU. He has formed his own hamlet of KANOBABA and has established gardens there and has people from GOILALA, POPONDETTA and KAIRUKU working with him.

The people from the mountain villages have had no opportunities for economic development until the present. The opportunities now exist since these people have moved down. It will be necessary for a road to be put through, however, either to IOGU or ENAGE, but preferably both. This should present no real difficulties in location as most of the land to be traversed is either flat or undulating. It should join the Vanapa Road between the Vanapa and Brown Rivers. There would be no rivers that could not be forded, with the possible exception of one which could easily be bridged.

A road would be of little use however, until a settlement on DA.601 is made (which should not be too distant now after 15 years of investigation) as the land best suited to development will be within its boundaries.

The people are extremely friendly and I think a patrol by D.A.S.F. of a general nature as recommended by Mr. BROWN in his report No.1.-1961/62, is warranted at this stage. I have already mentioned this to D.A.S.F. who say they may be able to carry out a patrol in November of this year. In which case, I would prefer to accompany it if possible.

LAW AND JUSTICE:

There were a number of minor disputes brought to the notice of the patrol and these were discussed and settled amicably. Most were brought in the evenings and came up during general discussions.

Only one Court for Native Matters was held, this being at DOURAMOKU and was for refusing to attend the Census.

ROADS AND COMMUNICATIONS:

There is only one vehicular road in the area - the Brown River Road to the Vanapa River. This has recently been repaired and is in good condition.

There are two jeep tracks continuing off the end of the Brown River Road. One goes to DOURAMOKU and the other as far as FODU, both on the eastern bank of the Vanapa River.

Walking tracks through the area are very poor, little more than hunting pads, with the exception of the FODU-TOIVA track which is quite good. Tracks between TOIVA, IOGU, GMUTA, ENAGE and BINIGA are to be improved and taken out of creeks where possible. The ENAGE-MOTUMOTU track is also to be improved.

As mentioned under 'ECONOMIC DEVELOPMENT', it would take relatively little work to locate a road from ENAGE or Iogu down to the Vanapa Road, and this is of prime importance if the people are to be given any assistance in Agricultural development.

A map of the new village sites and tracks is attached.

TAX AND CENSUS:

A total of £183. --. -d. was collected by the patrol. Details as follows:-

<u>Village.</u>	<u>Amount Taxed.</u>	<u>No. Exempted.</u>
MOTUMOTU	10	2
EDEBU	6	1
DOURAMOKU	29	1
VASAGABILA	25	5
RABIS	14	3
TOIVA	26	2
IOGU (Horigi/Idigara/Boine inclusive)	55	10
ENAGE	18	6
BINIGA	-	4
TOTAL	£183.	£34.

Due to the population breakup and movements, it is impossible to compare the present census statistics (attached) with previous ones.

New Tax/Census numbers have been allotted to the new villages and a new Tax/Census Register is being compiled.

There were several people who had never attended a census before, and there are probably a few more to come from the BEBENI area.

A total population of 1,004 - there were 54 absentees, either at work or school.

I agree with Mr. BROWN's recommendation in Report No.1-61/62 that the people living in close proximity to the main road to Port Moresby should be taxed £2.--. -d. for the same reasons.

MISSIONS AND EDUCATION:

The spiritual welfare is in the hands of the London Missionary Society and the Roman Catholic Mission.

RABIS and DOURAMOKU are visited by the priest from KANOSIA and have a school at RABIS which is also attended by a few children from DOURAMOKU.

The London Missionary Society has Pastors stationed at ENAGE and Biniga and intend establishing a third at IOGU in the New Year. They teach the rudiments of English and Arithmetic to a small number of children. The Pastor at ENAGE has quite a strong influence in the village.

On discussing the education of these people with the Department of Education, it was learned that members of the Roman Catholic Mission had been into the area earlier this year. On contacting the Mission it was found that the area comes under the Priest at KANOSIA but that it is intended to revise the boundaries and include it under Port Moresby. They will look into the matter of Education and advise this Office.

CONCLUSION:

The villages adjacent to the Vanapa River Road still have an advantage over the mountain people in agricultural development - an advantage of which little use has been made to date because of their lethargy.

The mountain people appear to be a far more energetic type, however, and if they are assisted to a similar degree, I feel sure they will advance more rapidly. Advancement is dependent on three things, - firstly, and of the utmost urgency and importance, is an Aid Post. Secondly, a road which will give them an outlet for their produce and also give better health facilities in that the Infant Welfare Clinic would be able to make regular visits. Thirdly, a settlement of D.A. 601 which I hope will not be too far distant.

G. Black
G.C.B. BLACK.
Patrol Officer.

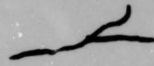
APPENDIX:

	<u>WALKING TIME.</u>		<u>HOURS.</u>
KANOBABA	-	DOURSMOKU	1.
DOURAMOKU	-	VASAGABILA	2.
VASAGABILA	-	RABIS	1.
KANOBABA	-	TOIVA	5 1/2.
TOIVA	-	IOGU	4.
IOGU	-	HORIGI	7.
HORIGI	-	BUSH CAMP	6.
BUSH CAMP	-	IDIGARA	5.
IDIGARA	-	BOINE	4.
IOGU	-	ENAGE	5.
ENAGE	-	EINTGA	7.
ENAGE	-	MOTOMOTU	7.

.....

LEGEND

RIVERS



WALKING TRACKS



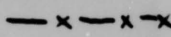
ROADS



BRIDGES



BOUNDARY D.A. 601

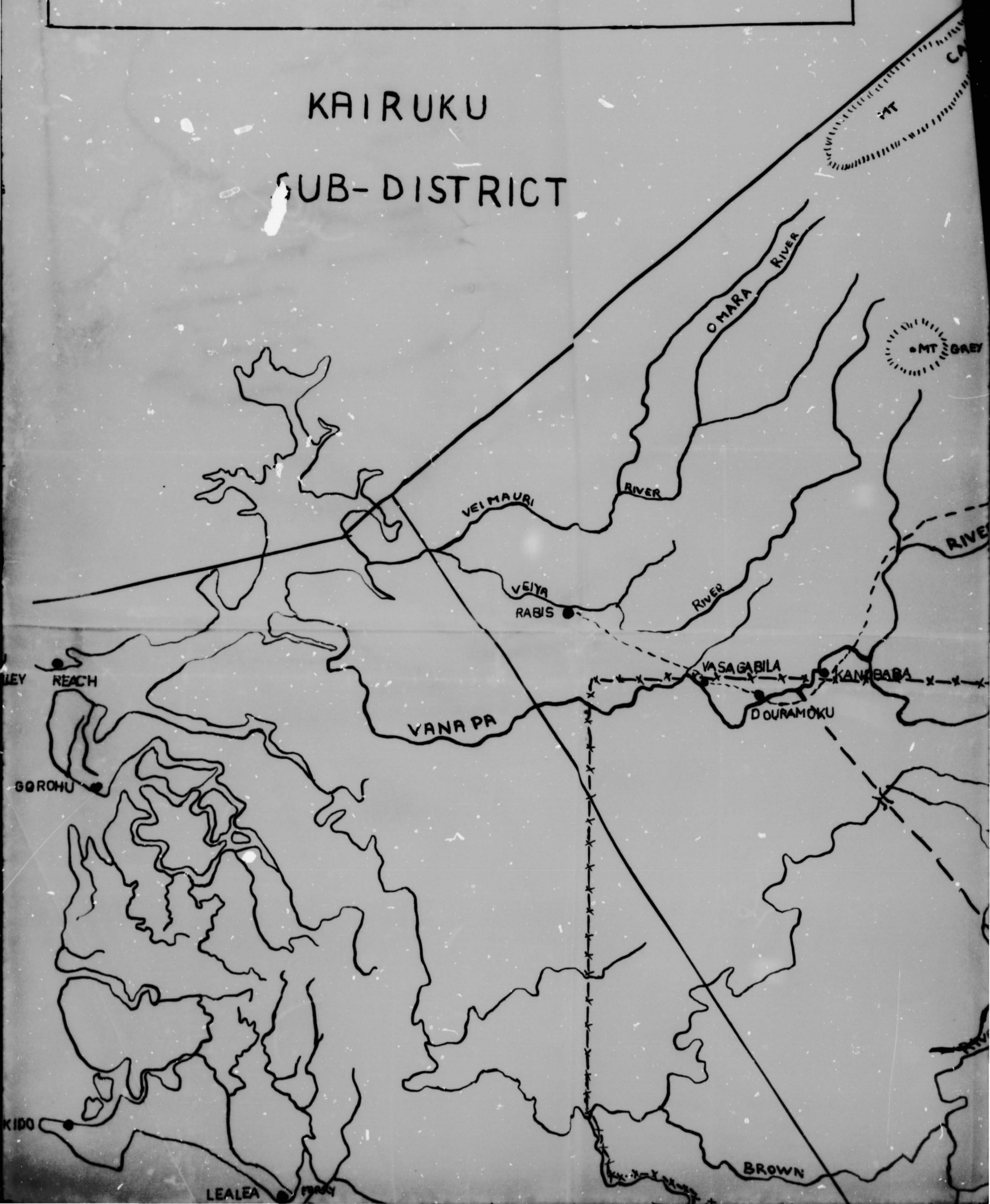


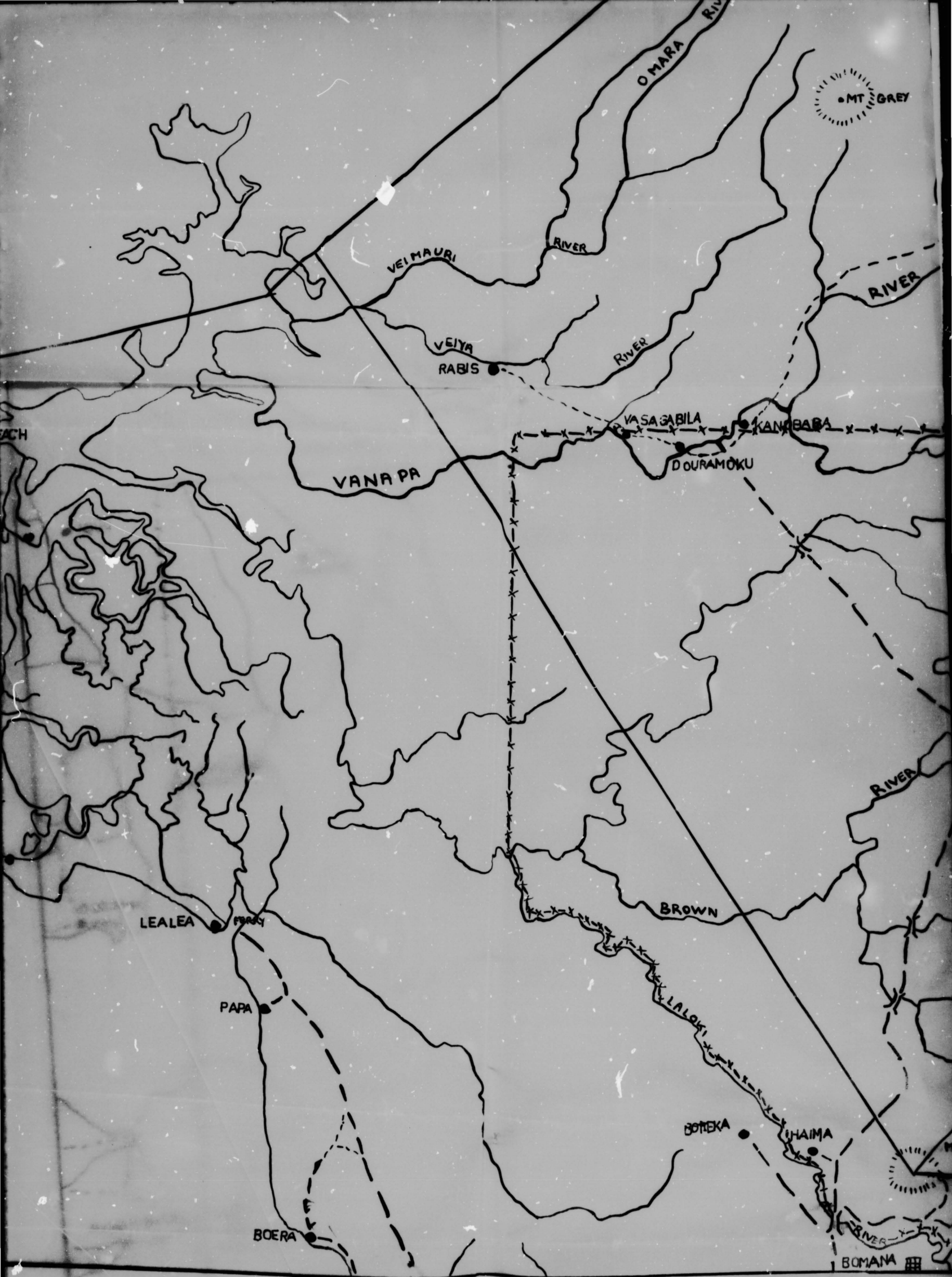
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DRAWN BY: G.C.B. BLACK. P/O

KAIRUKU

SUB-DISTRICT



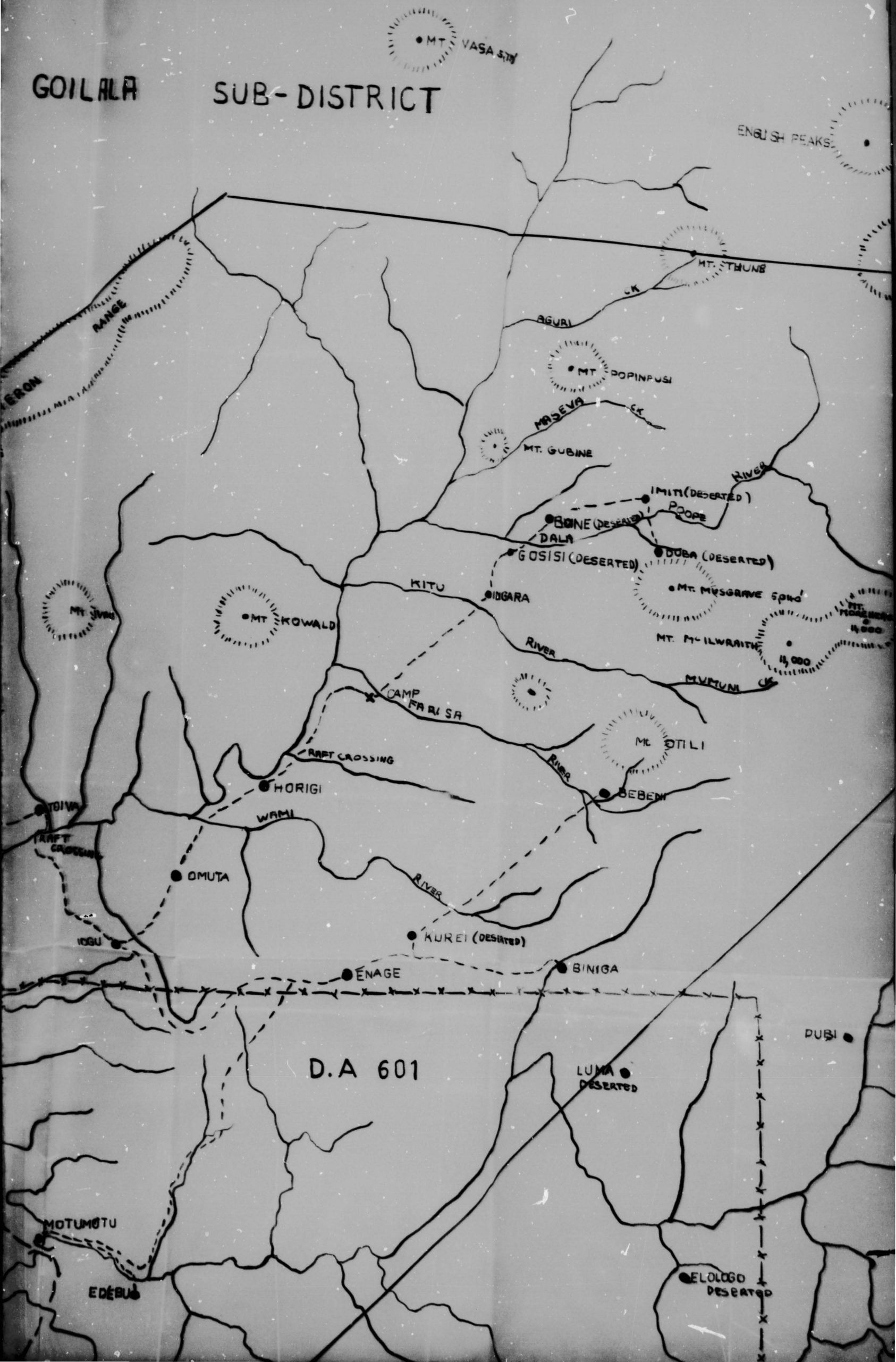


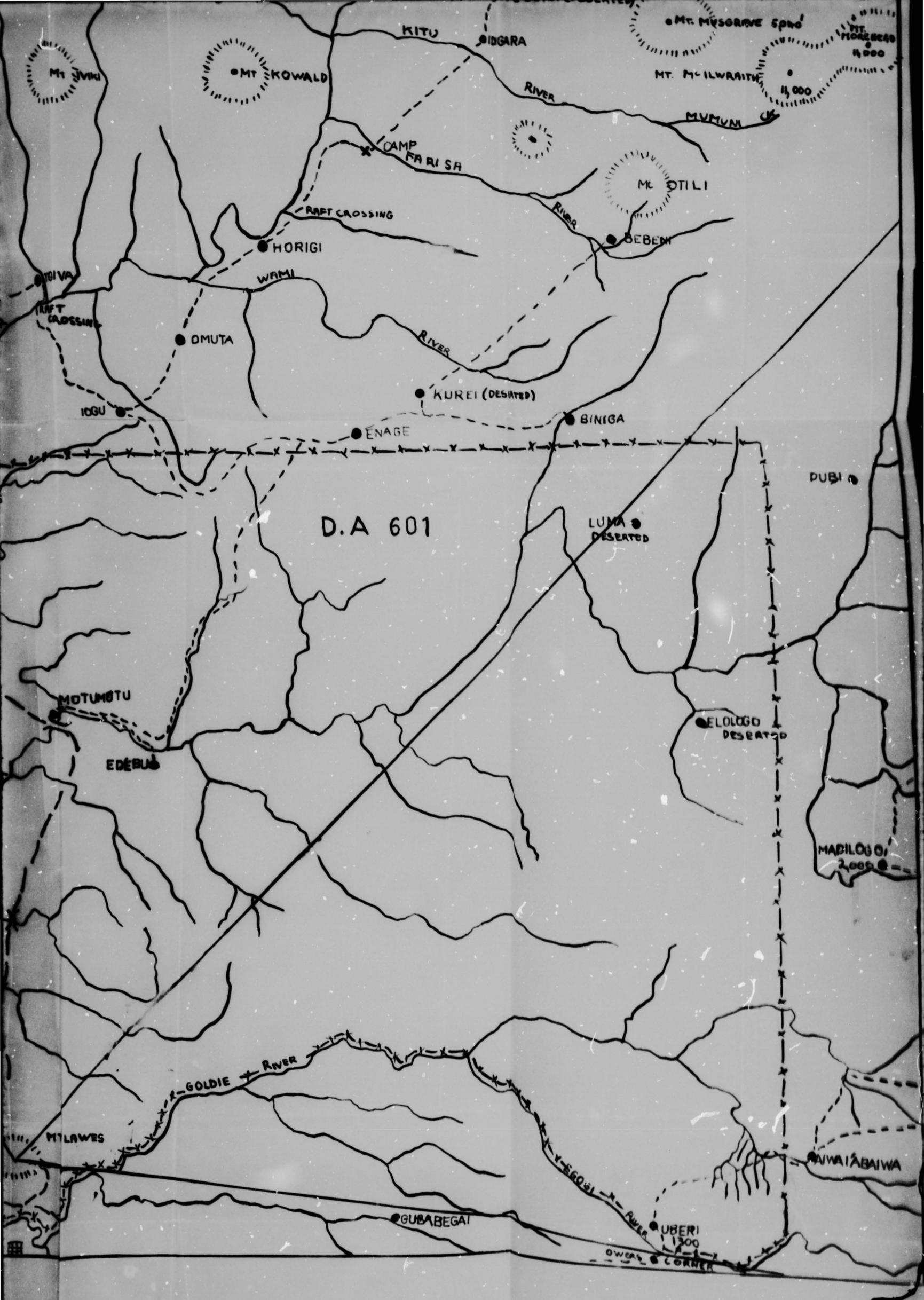
VANAPA

CENSUS

GOILALA

SUB-DISTRICT





DIVISION

TERRITORY OF PAPUA AND NEW GUINEA

67.1.24 ✓

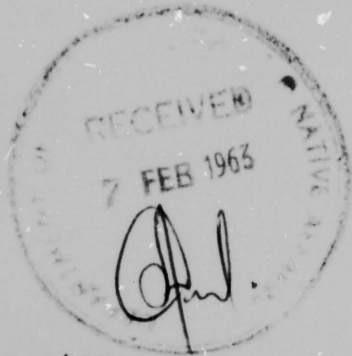
Telegrams

Telephone

Our Reference 67.2.3.

If calling ask for

Mr. _____



District Office,
East Central Division,
Central District,
Port Moresby

31st January, 1963.

The Director,
Department of Native Affairs,
Konedobu.

PATROL REPORT PM.3/62-63. MT.KENEVI.
PATROL OFFICER P.ABBOTT.

The attached report and covering memorandum from the A.D.O.Moresby for your information, please.

2. This work has been excellent training for Mr.Abbott and he has acquitted himself very well. The real test is now going on and I believe he will achieve his objective.

3. The work being done by the Americans is of vital national importance. However, once they are installed, I think we will have to leave them to their own devices as Mr.Abbott has duties with the S.A.S. and P.I.R. in late February, and also has to conduct the Common Roll Census in this area. At best, we can pay them an occasional visit although I hope to post a constable with them permanently. The operation will take six months.

D.R. Marsh
(D.R.MARSH)
DISTRICT OFFICER.

att.

Att.



67-2-6
Folio 23.

CF.Hmc.

Sub-District Office,
Ela Beach,
PORT MORESBY.

29th January, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESBY.

Patrol P.M. 3 62/63 - Special Escort Duty Mt KENEVI
Conducted by Mr P. Abbott P.O.

I am forwarding herewith Mr Abbott's report, in diary form, of his special escort patrol to Mt KENEVI. While I would prefer a little more detail outside the diary the report is submitted for your consideration as Mr Abbott has this day returned to EFOGI to undertake further escort duty.

Mt KENEVI has finally been selected as the key point of the USAF Geodetic Survey. Unfortunately a helicopter is not available for the operation and there is no alternative but to carry the fragile and heavy equipment to the summit of Mt KENEVI by human portage.

Despite the fact that all carriers have been told of what they can expect and given the opportunity to withdraw, such an operation will prove both hazardous and difficult and I am by no means sure that we will be successful. Of course full use will be made of airdrops where practicable. I am anticipating trouble from them when they realise the tremendous task before them. To assist Mr Abbott I have allocated to him a most reliable Sergeant, two forceful Senior Constables and one other Constable. I have also made available Mr Morris C.P.O. to escort the first group of carriers to EFOGI and to assist in the first stage of operations from EFOGI to KAGI, probably the most difficult terrain of the whole journey.

Mr Abbott in his quiet and unassuming way, fulfilled the first section of his duties to my complete satisfaction and I have every faith in him again reaching Mt KENEVI if it is humanly possible.

A claim for Camping Allowance is attached for your signature, please.



(G. Fleay)
Assistant District Officer.

Att.

3160

PATROL DIARY

Special patrol to the Mt. Kenevi area for USAF Recon. Team.

7th. - 21st. January (inc.)

MONDAY, JAN. 7th.

Departed Moresby at 8.30 a.m. on the third of four chartered STOL Cessna flights to EFOGI.

On the arrival of the fourth charter at EFOGI Sgt. Menchio USAF, a local village councillor and myself were taken on a flight over the MYOLA dry lake area and the mountains aimed at by the patrol in order to determine the Native names.

Camp was set up in EFOGI village with Sgt. Menchio and myself using the Rest House and the three police using a tent set up nearby as the barracks were very small.

At 2p.m. the 20 Gailala carriers despatched from Moresby arrived. At this time 20 local men had been issued with ~~map~~ equipment prior to their assisting the patrol tomorrow. All the local people seemed keen to help the patrol, and the 20 volunteers were chosen from among many offering their services.

The Gailala carriers were issued with rations for the night and provided with a mug of soup and an extra blanket and jumper each. Following this a medical line up was held, and as a result it was found that 8 of the Gailalas were unfit for further ~~map~~ carrying and would have to return to Moresby.

As a result of talks with Const. GUNUA and Sgt. IGARABAI the Gailala carriers were interviewed to answer charges of misbehaviour on the track between Sogeri and Efogi, and afterwards it was decided to return all the Gailalas to Moresby for the following reasons:

- (1) They displayed unwillingness to work, and insolence towards Const. Gunua between Sogeri and Efogi, and as a result the walk took longer than it should have.
- (2) With the numbers of the Gailalas diminished by illness it would have been necessary to supplement them with local villagers. Neither the Gailalas nor the local people were at all keen to work together and it seemed that if this position was enforced trouble could result. There were ample local people all knowing this part of the country well and keen to volunteer for work with the patrol, so that the necessity of creating a risk by mixing two groups was considered unnecessary.

At evening the Gailalas were told to report in the morning to return their extra issues and collect rations for the return trip, and the extra villagers required to take their places in the labour line were recruited.

At 1.30p.m. radio contact was established with Moresby Aeradio, who could not read our messages, and with Lae, who retransmitted our messages to Moresby.

Sgt. Menchio established contact with the USAF base in Moresby and passed his first progress report.

Overnight Efogi at 3,650'.

PATROL DIARY

TUESDAY, JAN. 8th.

Collected extra issues of blankets and jumper from the Goilalas before issuing them with 2 days rations for the return journey to Port Moresby.

Left Efofi at 7.50a.m. with 52 carriers from Efofi, Kagi and Bodinumu villages. A lot of extra carriers were needed as the track from Efofi to Kagi was very rugged, and packs had to be accordingly reduced in size and weight.

After 2½ hours exhausting walking the patrol reached Kagi at 10.30a.m. Rain could be seen falling heavily between Kagi and Myola, and it was decided to remain at Kagi and utilise the Rest House in view of the approaching foul weather. As the last of the carriers were arriving at Kagi the rain began falling heavily and continued intermittently for the rest of the day.

At 1p.m. Sgt. Menchio attempted to contact the USAF base without success. At 1.30p.m. Moresby Aeradio was contacted and with assistance from Lae and Madang a request for a supply drop on Thursday 10th, instead of Saturday was sent. The return of the Goilalas left us short of equipment for the labourers.

Began purchasing locally grown fruit and vegetables to supplement the labourers' rations.

Paid and rationed carriers who are remaining overnight at Kagi to carry to Myola tomorrow.

Overnight Kagi at 4,700'.

WEDNESDAY, JAN. 9th.

Left Kagi at 7.45a.m. and proceeded in fine, cool weather along an undulating ridge. After walking for 2 hours along the old Kokoda trail reached the top of a mountain at 6,600'.

Established radio contact with Moresby via Lae and received confirmation that airdrops would take place on the following day at Myola at 6.30 and 7.30a.m.

Following the radio call, continued on through typical rain forest country, bypassing the clearing known as Myola No. 2 and arriving on a hill at the edge of Myola dry lake at 11.45a.m. Here the patrol rested and decided on the best site for a camp and the best way to tackle the mountains tomorrow.

Crossed Myola dry lake through one river and over a very swampy area of 3' high and very thick buffalo grass, finally arriving at the chosen camp site near the old wrecked Junkers aircraft and a good source of drinking water at 1.30p.m. It took 1.10 to cross the clearing, the length of the track followed being about 2 miles.

On arrival at the site grass was cut and 4 tents erected. Use was also made of the "house" made by the two wings of the wrecked aircraft as a shelter for the carriers.

Sgt. Menchio was again unable to contact the USAF radio station despite several attempts.

This evening the work required to be done on Mt. Kenevi was described, volunteers were asked for and their names taken.

Overnight at Myola at 6,800'.

PATROL DIARY

THURSDAY, JAN. 10th.

STOL airways Cessna arrived at 6.30a.m. and again at 9.30a.m. and dropped supplies onto a marked cross near a smoke signal. Only very minor damage resulted.

After the airdropped supplies had been found and sorted out, the 32 chosen labourers were issued with 3 blankets, 1 groundsheet, 1 jumper and 1 cup, plate and spoon each, and were set to work to cut a track over the mountain at the foot of which we were camped.

At 2p.m. Sgt. Menchio and myself went along the newly cut track for 2 hours up a very steep gradient through thick stands of large trees, typical rain forest country, and an area of large, thick ferns until we met the labourers on the way back down. They had cut to a small clearing called BOGILOGO in a valley over the mountain, and it was decided to move camp there tomorrow.

Radio contact was established with Moresby at 11.30a.m. and a sched. arranged for this time each day.

Overnight at Myola, 6,800'.

FRIDAY, JAN. 11th.

Broke camp at 9a.m. and left a base camp with one tent, surplus supplies and one police boy.

Proceeded along the track cut yesterday and after 3 hours hard walking up the very steep, very muddy mountain slope reached the small valley, Bogilogo. This was covered with thick tufts of buffalo grass and many 15-20' high palm type ferns, and through it ran a stream providing good drinking water.

Last of the carriers arrived 1p.m. and after setting up camp for Sgt. Menchio, myself and two police boys they left to observe the SDA Sabbath in their own villages.

Overnight at Bogilogo at 8,500'.

SATURDAY, JAN. 12th.

SDA Sabbath observed as all labourers have returned to their villages for the day.

Sgt. Menchio contacted his base by radio and arranged an airdrop of digging tools and explosives near Mt. Kenevi next Wednesday.

Heavy rain all day - overnight at Bogilogo.

SUNDAY, JAN. 13th.

Observed at Bogilogo.

Self returned to Myola at 11a.m. to ensure that only those supplies required for the trip to Kenevi and until the airdrop on Wednesday are brought on by the carriers tomorrow. Returned to Bogilogo with some stores previously overlooked, and arrived 4p.m.

Overnight at Bogilogo.

PATROL DIARY

MONDAY, JAN. 14th.

Broke camp at Bogilogo early in the morning and waited for the carriers to arrive with supplies from Myola base camp.

At 9.30a.m. 6 labourers were sent ahead to cut a track over the next mountain (Lolove) and the patrol followed at a distance. Made very slow progress up a steep track cut through thick rain forest and eventually reached a large clearing at the foot of Mt. Kenevi, the native name for which is Gonsala.

Chose a suitable camp site and set up camp on Bonobilage. Overnight at Ponobilage at 10,500'.

TUESDAY, JAN. 15th.

At 8a.m. self and labourers began cutting a track on a compass heading straight up Mt. Kenevi. Reached the summit at 11,400' after 2½ hours.

The summit was very uneven and covered in a thick growth of rain forest. Sgt. Menchio marked the areas to be cleared for the helicopter pad, living area and antenna system. 3 tracks also had to be cut on bearings from the antenna site so that bearings ~~from the antenna site so bearing~~ can be taken on distant mountain peaks.

Late in the afternoon Sgt Menchio contacted the USAF and was advised that as a Helicopter could not be obtained there would be no need for a Helicopter Pad, but a drop zone would have to be chosen for later parachuting of the equipment to be installed. Overnight Vonobilagi - 10,500 ft.

Wednesday January 16th

STOL Cessna arrived at 7 a.m. and 8 a.m. a drop zone had been marked but the pilot chose an area 1 mile from the camp. This resulted in difficulty in locating packages but all were eventually discovered. Later radio contact with Moresby confirmed that 31 parcels had been recovered.

Following the radio Sgt Menchio and myself proceeded to the summit of Mount Kenevi to supervise work and see that all the workers previously engaged on the Helicopter pad were concentrating on the Antenna area. Having reached the top Sgt Menchio was able to return to camp due to a sprained back. Whilst he continued blasting in the area I returned to the base camp and had a tent and basic equipment carried to the summit. Self and Sgt Menchio at summit of Mount Kenevi overnight - 11,400 ft.

THURSDAY JANUARY 17th

All labourers arrived at the Summit early in the morning and began leveling the antenna area and living areas which were cleared of trees yesterday. Sgt. Menchio continued blasting large boulders in the centre of the area.

A track was cut from the summit down to a possible parachute dropping area chosen by Sgt Menchio. Recon. marks were stamped on the area, and at 5 p.m. all returned to base camp at Bonobilage.

PATROL DIARY

FRIDAY, JAN. 18th.

Broke camp at 9a.m. and left surplus rice, picks and shovels (oversupplied in the airdrop) for future use or later recovery.

Walked steeply downhill for 2 hours to the previous base camp at Rogilogo. Collected the extra supplies left here on the way up and after a spell continued on to Myola. Rain began falling heavily, and we had a steep, muddy and treacherous walk of 2½ hours to Myola.

After a break at Myola, continued across the x swampy dry lake and set up camp on the hill overlooking the clearing on the Kagi side.

Many of the labourers returned home for the Sabbath, and the remainder were rationed and housed in an old garden hut nearby, improved with a tent fly.

Overnight at Myola at 7,000'.

SATURDAY, JAN. 19th.

Observed SDA Sabbath at Myola.

Radio contact was made with Moresby who wanted to know the number of charter flights required to return Sgt. Menchio and his equipment on Tuesday. This was at the time uncertain as it was not known if some of the equipment would be needed by the installation team.

Overnight at Myola.

SUNDAY, JAN. 20th.

Broke camp at Myola at 9a.m. and employed a large number of people from Kagi Village to assist the carriers who by this time were in a state of near exhaustion. The villagers were also employed to bring our old base camp from Myola to Kagi.

Reached Kagi at 12.30 a.m. after 3½ hours walking. Radio contact was established with Port Moresby and I was told to return on Tuesday's charter with Sgt Menchio instead of continuing on the inspect Manumu airstrip. Carriers were paid off and the labourers' issues were returned ~~and~~ stock-piled at Kagi. Overnight Kagi.

MONDAY, JAN. 21st.

Departed Kagi 9.30 a.m. after leaving blankets and other carrier issues in charge of a policeman at Kagi.

On arrival at Efogi, learnt that STOL'S Cessna was returning later for a load of vegetables, so Sgt Menchio contacted his base by radio 1 p.m. for permission to return the same day.

Sgt Menchio departed for Port Moresby by STOL Cessna at 2 p.m.

The 22 carriers used to transport the patrol from Kagi to Efogi were paid off and the labourers were told to

PATROL DIARY

return to Efogi airstrip for payment when the American paying officer arrived. Overnight Efogi.

TUESDAY, JAN. 22nd.

U.S.A.F. and Mr Fleay. STOL Cessna arrived 6.30.a.m. with Cpt Lewis on Mt Kenevi and a possible airstrip site near the mountain. However STOL'S aircraft pilot considered the site impractical.

Returned to Efogi and aircraft returned with cargo and one ~~box~~ as well as Cpt Lewis and Mr Fleay.

Paid off 32 labourers @ £3 each with additional funds provided by Cpt Lewis.

Self returned by STOL at 10 a.m.

CONCLUSION

The object of this patrol was to escort and provide carriers for Sgt. Manchio USAF from Efogi to the Mt. Kenevi area and to assist him in selecting and preparing a site for an installation of equipment, preferably on Mt. Kenevi.
This was achieved in 15 days.

Peter Abbott
(P.M. Abbott)
Patrol Officer.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of.....CENTRAL..... Report No.....4 of 62/63.

Patrol Conducted by.....H.W. MORRIS Cadet Patrol Officer.....

Area Patrolled.....Sogeri Patrol Post to EFOGI Village, Mt.Koiari Census Division.....

Patrol Accompanied by Europeans.....

52 Papuan Carriers.

Natives.....3 members of R.P.N.G. CONSTABULARY.

Duration—From.....25/.....1/19.63.....to.....31/.....1/19.63.....

Number of Days.....SIX.....

Did Medical Assistant Accompany?.....No.....

Last Patrol to Area by—District Services...../...../19.....

Medical/...../18.....

Map Reference.....UBERI & MYOLA 1" - 1 mile Sheets.....

Objects of Patrol.....To conduct 52 carriers to EFOGI for use in the establishment of a ground station at Mt. Kenevi - USAF GEODETIC SURVEY.....

Director of Native Affairs,

PORT MORESBY.

Forwarded, please.

/ /19

..... District Commissioner

Amount Paid for War Damage Compensation £.....

Amount Paid from D.N.E. Trust Fund £.....

Amount Paid from P.E.D.P. Trust Fund

.....

.....

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9-13		Over 13	
M	F	M	F

67-1-33

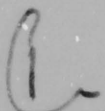
8th April, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESEY.

PATROL REPORT NO. 4-1962/63 - PORT MORESEY

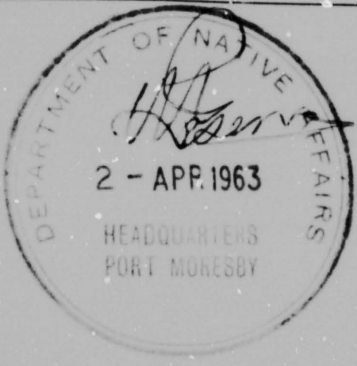
Receipt of the abovementioned Patrol Report
is acknowledged with thanks.

I am very favourably impressed with the
presentation of the Report and with the work performed
in assisting to get the U.S.A.F. Geodetic Survey personnel
and equipment to their destination.


(J. J. McCarthy)
Director.

67-1-33

TERRITORY OF PAPUA AND NEW GUINEA



Telegram
Telephone
Our Reference 67.2.4.
If calling ask for
Mr.

District Office,
East Central Division,
Central District,
Port Moresby

1st April, 1963.

The Director,
Department of Native Affairs,
Konedobu.

PORT MORESBY PATROL NO. 4/62-63

Herewith two copies of the above report submitted by Mr. H.W. Morris, C.P.O. and the Assistant District Officers comments thereon.

- 2. This report has been well presented and the neatness of the map is a credit to the officer. I have requested Mr. Morris to keep to the normal scale of 4 miles to the inch when preparing future patrol maps.
- 3. The NAORO airstrip proposal is being further investigated by Mr. Abbott.
- 4. Forwarded for your information, please.

(C. FLEAY)
ACTING DISTRICT OFFICER.

67-2-6
Folio 59

NMc.HMc.

Sub-District Office,
Ela Beach,
PORT MORESBY.

27th March, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESBY.

PORT MORESBY PATROL NO. 4/62 - 63.

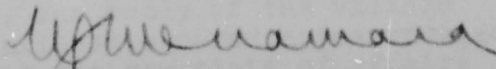
I am forwarding copies of Mr Morris' patrol report on his brief patrol into the Mt KOIARI Census Division. The purpose of this patrol was to escort 52 carriers to EFOGI for use in the establishment of a ground station by the U.S.A.F. Geodetic Survey team at Mt KENEVI. This was accomplished in four days.

Mr Morris has submitted a report which while brief adequately covers his patrol.

In his first paragraph under Native Affairs, Mr Morris refers to the intention of the S.D.A. Mission school teacher at NAORO to construct an aerodrome there. Mr Abbott who is currently patrolling the Mt KOIARI Census Division has been asked to investigate the possibilities fully before work is commenced. I consider it important that these people do not move their village and go to the tremendous effort of building an airstrip unless it will be of such a standard as will be approved by D.C.A. for commercial (even though only light aircraft) operations. The economic advantages to be derived also have to be gone into.

In the second paragraph under that heading Mr Morris mentions a recent refusal of a request by a Constable from Sogeri Patrol Post for carriers. These carriers were originally intended to be used to move equipment for the survey to EFOGI. The constable reported to me that the men of NAORO had wished to do the carrying because of the pay but that the teacher ordered them not to go and they obeyed. It is indicative of the hold the S.D.A. has in this area.

Claim for Camping Allowance is attached for your signature please.


(M.G. McNamara.)
A/Assistant District Officer.

Att.

3290

Patrol Report No. 4/62-63

Officer conducting Patrol : H.W. Morris, Cadet Patrol Officer

Area patrolled : Sogeri to Efogi Village, Mountain Koiari Census Division, East Central Division, Central District.

Objects of Patrol : To conduct 52 Papuan Highlands Carriers to EFOGI for use in the establishment of a ground station in the USAF Geodetic Survey of the Territory.

Duration : 6 Days.

Personnel accompanying : 3 members of the Royal Papua and New Guinea Constabulary.
38 Coilala Sub-District Carriers.
14 Kairuku Sub-District Carriers.

Introduction

In accordance with instructions I departed Sogeri on Saturday, 26th January to conduct 52 Carriers to EFOGI. The Patrol arrived at EFOGI on 31st January. There I handed over the Carriers to Mr. Abbot P.O. and returned to Port Moresby by Charter Cessna flight on Thursday 1st. February.

The Patrol was uneventful.

Diary Attached.

Observations

1. Native Affairs

Fullest cooperation was received from the village officials at each of the villages visited. The size of the Patrol was such as to necessitate the renting of overnight accommodation, however no difficulty was experienced in obtaining the number of houses requested.

Some mention should be made of NAORO Village. At that village general conditions appeared to be at a higher standard than at the other villages visited. The reply of the village officials to a comment on the cleanliness, ordered appearance, and apparent general well being, was that the new state of affairs was the result of the efforts of a Seventh Day Adventist Missionary Schoolteacher who has recently been posted there. Conversation with this Schoolteacher, ELI of Kerema, Gulf District,

Native Affairs (continued)

elicited the information that when he arrived at NAORO he was dissatisfied with the conditions there and set about to introduce improvements. He mentioned plans to construct an airstrip on a site running parallel to NAORO Creek (Upper Brown River), and which would involve the relocating of at least 10 houses in the village. When this latter point was mentioned, the Mission Schoolteacher's reply was in effect that there should be no difficulty in achieving this for the villagers would move the houses if asked to do so. He said that the purpose of the airstrip would be to make the NAORO Valley area readily accessible to the Seventh Day Adventist Missionaries. A secondary use would be to provide an outlet for fresh produce.

Other evidence in the village of recent activity is in the construction of a large school house. The construction of this building, at present only half completed, was the reason given for the recent refusal of a request made by a Native Constable from Sogeri Patrol Post for Carriers to aid the Patrol. This request made in the weekending 18th January was refused on the grounds that all the able bodied men in the village were required to build the school house and that none could be spared for the Patrol. At the time I was at NAORO, Monday 28th January, I counted 22 young men and youths playing football in the village. At the same time at least 10 men were engaged in work at the school house site. However I would emphasise that at the time I was in NAORO Village, no mention was made to the then recent refusal to assist the Government in not providing Carriers.

2. Medical and Health

The condition of one of the Carriers who had a tropical ulcer on his leg deteriorated and upon reaching EFOGI, Mr Abbot decided it was necessary to return him to Port Moresby by air together with another of the Carriers who was suffering from a bad attack of Malaria.

When the Patrol reached MANARI Village I made arrangements with the Aid Post Orderly stationed there for some of the Carriers to be treated for cuts, sores etc. Upon my return to Port Moresby I contacted the Regional Medical Officer and passed on a request for replenishments.

3. Roads and Bridges

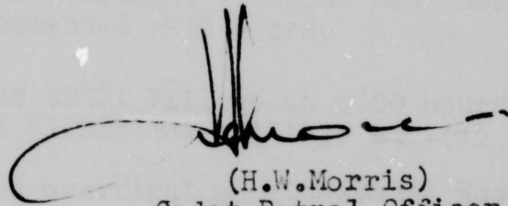
The vehicular road from SOGERI to OWERS CORNER is in a very poor condition from VESILOGO Village out. However two Army personnel I met at UBERI Village said that the road will shortly be repaired to enable Army personnel to be trucked to Owers Corner. They also said that Engineer's Bridge, GlenCraig, at present impassable to traffic, is to be repaired or, if necessary, replaced.

The route followed from OWERS CORNER to EFOGI was in most places the old Kokoda Trail. Generally speaking the track is in a good condition. In certain places however, especially the sections from NAORO to MANARI and MANARI to EFOGI, the track is in a very poor condition. The former section, where it follows the course of Naoro Creek (Upper Brown River), is virtually a swamp with deep mud in a number of places. In addition submerged logs and roots made this section difficult to negotiate and resulted in a disproportionate amount of time being spent on the distance covered. The MANARI to EFOGI section has been cut in places by washaways and is overgrown in a number of places.

Roads and Bridges (Continued)

The river crossing over Naoro Creek (Upper Brown River) by way of a single log, will not last very long under present conditions. At the moment the log is half submerged and is insecure with the result that on the trip recently completed a number of the Carriers fell off and ended up in the river with their cargoes.

Sketch Map of the route taken by the Patrol is attached.



(H.W. Morris)
Cadet Patrol Officer.

DIARY

Saturday
26.1.63

Carriers, Cargo and rations arrived at Sogeri by truck at 1310 hours from Sub District Office, Port Moresby.

Departed by truck from Sogeri at 1315 hours
Arrived VESILOGO Village at 1350 hours
Departed VESILOGO Village on foot at 1415 hours
Arrived OWERS CORNER 1550 hours
Arrived UBERI Village at 1630 hours.

Remained overnight at UBERI Rest House.
Rain commenced 1430 hours.

Sunday
27.1.63

Departed UBERI Village at 0600 hours.
Arrived VIORIBAIWA Village at 1145 hours.

Remained overnight at VIORIBAIWA Rest House.
Rain commenced 1400 hours.

Monday
28.1.63

Departed VIORIBAIWA Village at 0555 hours.
Arrived NAORO Village at 1130 hours.

Remained overnight at NAORO Rest House.
Rain commenced at 1330 hours.

Tuesday
29.1.63

Departed NAORO Village at 0605 hours.
Arrived MANARI Village 0900 hours.
Departed MANARI Village 1000 hours.
Arrived EFOGI Village at 1325 hours.

Remained overnight at EFOGI Rest House.

Wednesday
30.1.63

Remained at EFOGI. Assisted Mr. Abbot P.O. with treatment of carriers and organizing cargo for EFOGI to Mt. KENEVI. Waited for Charter aircraft.

Thursday
31.1.63

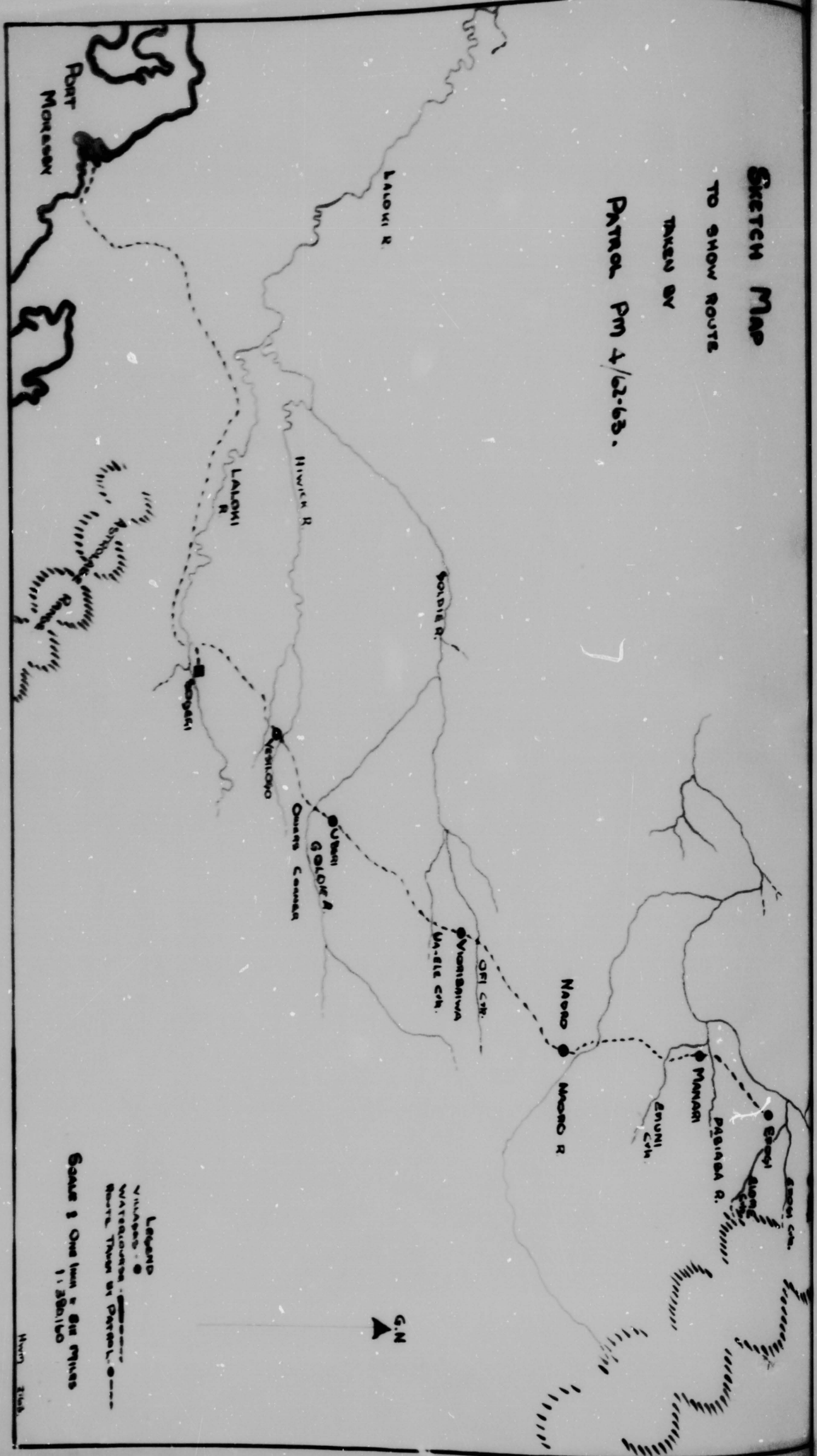
Departed EFOGI by Charter Cessna Aircraft at 0645 hours.
Arrived Port Moresby at 0745 hours.

Sketch Map

TO SHOW ROUTE

TAKEN BY

PATROL PM 4/22-63.



Scale 1:10,000

Legend
Villages - ●
Watercourses - ~~~~~
Route Taken by Patrol - - - - -

10 Kilometers



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of **EAST CENTRAL** Report No. **PM/ 62-63**⁵

Patrol Conducted by **P.M. Abbott, Patrol Officer.**

Area Patrolled **Mountain Koiari - EFOGI to Mt. KENEVI.**

Patrol Accompanied by Europeans **3 members USAF geodetic survey team.**

Natives **6 members R.P.&N.G.C., 120 carriers.**

Duration—From **29/1/1963** to **18/2/1963**

Number of Days **20**

Did Medical Assistant Accompany? **No**

Last Patrol to Area by—District Services **Sept./1960**

Medical **Unknown/19 No record.**

Map Reference

Objects of Patrol **To escort 3 USAF personnel from EFOGI to Mt. KENEVI and to assist them in setting up a survey station. To arrange transport of 1800 lb. fragile equipment by carriers from EFOGI airstrip to the station site.**

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

/ /19

District Commissioner

Amount Paid for War Damage Compensation ... £.....

Amount Paid from D.N.E. Trust Fund £.....

Amount Paid from P.E.D.P. Trust Fund £.....

Age Pop

-13	Over 13		Females in Child Birth
F	M	F	



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of **EAST CENTRAL** Report No. **FM/5 62-63**

Patrol Conducted by **P.M. Abbott, Patrol Officer.**

Area Patrolled **Mountain Koiari - EPOGI to Mt. KENEVI.**

Patrol Accompanied by Europeans **3 members USAF geodetic survey team.**

Natives **6 members R.P.A.N.O.C., 120 carriers.**

Duration—From **29 1/1963** to **18 2/1963.**

Number of Days **20**

Did Medical Assistant Accompany? **No**

Last Patrol to Area by—District Services **Sept./1960**

Medical **Unknown/19 No record.**

Map Reference

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DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

/ /19

District Commissioner

Amount Paid for War Damage Compensation £.....

Amount Paid from D.N.E. Trust Fund £.....

Amount Paid from P.E.D.P. Trust Fund £.....

.....
.....
.....

-13	Over 13	Females in Child Birth
F	M	

67-1-32

8th April, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESBY:

PATROL REPORT NO. 5 - 1962/63 - PORT MORESBY

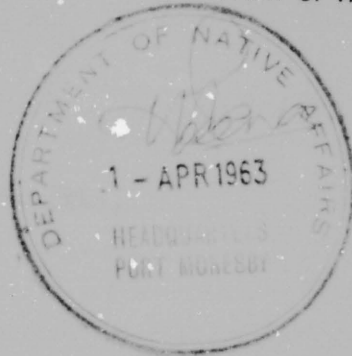
Receipt of the abovementioned Patrol Report
is acknowledged with thanks.

I am very favourably impressed with the
presentation of the report and with the work performed
in assisting to get the U.S.A.F. Geodetic Survey personnel
and equipment to their destination.

(J.E. McCarthy)
Director.



TERRITORY OF PAPUA AND NEW GUINEA



*In Reply
Please Quote*

No. 67.2.5.

District Office,
East Central Division,
Central District,
Port Moresby

26th March, 1963.

The Director of Native Affairs,
Konedobu.

PATROL REPORT PORT MORESBY NO.5/62-63.

SUBMITTED BY MR.P.ABBOTT, PATROL OFFICER GR.I.

Forwarded herewith is Port Moresby Patrol Report No. 5/62-63 as submitted by Mr.P.Abbott, Patrol Officer, Grade I, together with a covering memorandum from the Assistant District Officer, Port Moresby.

The patrol's objective was to establish an American Geodetic Survey post on the very summit of Mt.Kenevi (11,400') and was required to transport 1800 lbs of fragile equipment as well as other gear. Although broken down to the smallest possible units, some of the crates were unwieldy in their size. The U.S.A.F. required the setting up of the post as a matter of urgency as it is the key to the whole geodetic survey of this region. Because of American pressure we had to adopt expensive and undesirable methods against my better judgement. That the object of the patrol was so ably and promptly achieved can only be attributed to the outstanding ability of this young officer. I have already forwarded to you a copy of letter of appreciation received from the U.S.A.F.

The expenses of the patrol were borne by the U.S.A.F.

(C.FLEAY)
ACTING DISTRICT OFFICER

cc. A.D.O.PORT MORESBY.

67-2-6.
Folio 25.58.

NMc.HMc.

Sub-District Office,
Ela Beach,
PORT MORESBY.

22nd March, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESBY.

PORT MORESBY PATROL NO. 5/62 -63.

Attached are three copies of Mr Abbott's Patrol Report of the above numbered special escort patrol to Mt KENEVI.

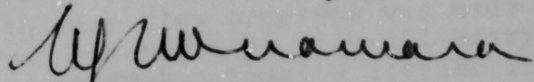
The objects of the patrol were to escort three members of the U.S.A.F. Geodetic survey team to Mt KENEVI, to have 1800 lbs of fragile radio and radar equipment transported from SFOGI to KENEVI by a specially recruited carrier line, and to assist in setting up the survey station at the summit of Mr KENEVI. These were achieved in 20 days.

It was unfortunate that the first lot of carriers were so inadequate. Because of the urgency of getting the equipment to Mt KENEVI and pressure exerted by the U.S.A.F., it was not possible to be overselective and the carriers were recruited from the unemployed in the town. There was more time available for the second lot and these were specially recruited from people used to mountain carrying - these proved to be up to the task.

Mr Abbott is to be congratulated on achieving the objects of the patrol so efficiently despite the enormous difficulties of terrain, size of some of the equipment, inadequacy of some of the carriers and the tensions created by the mixture of the groups of carriers.

Similarly the accompanying Police and certainly not least those carriers who pulled their weight have completed a difficult task well.

A claim for Camping Allowance is attached for your signature.


(N.G. McNamara.)
A/Assistant District Officer.

Att.

3274.

PATROL DIARY.

TUESDAY, JANUARY 29th.

Departed Port Moresby 9.45 a.m. on 4th of 5 charters of STOL to EFOGI.

Airmen ROLLAND JORENBY and KEN CALK arrived EFOGI on last charter at noon.

Mr H. Morris, CPO, arrived from SOGERI at 1.30 p.m. with 53 carriers. These were fairly spread out, and the last arrived at dusk.

Afternoon spent repacking cargo and supplies and buying local food to supplement carriers rations.

At evening a roll call was held and the carriers were handed over by Mr Morris.

Overnight EFOGI.

WEDNESDAY, JANUARY 30th.

All morning spent treating the Sogeri carrier line for sundry ailments.

Radio contact was established with Moresby at 10.30 a.m., rope and pulleys were requested, and Saturday morning was set as the date for the first supply drop at MYOLA.

Some EFOGI men were recruited to prepare the track and begin carrying 3 of the large crates to KAGI - departed 10 a.m.

Overnight EFOGI.

THURSDAY, JANUARY 31st.

Mr Morris left 7.a.m. by STOL Cessna with a Sogeri policeman and one carrier who had a bad ulcer on his ankle.

Patrol left for ^{KAGI} EFOGI at 7.30 a.m. with 50 villagers helping to carry cargo and making very slow progress.

Arrived KAGI noon - carriers at evening.

Overnight KAGI.

FRIDAY, FEBRUARY 1st.

Recruited fresh villagers from KAGI and BODINUMU villagers to assist carriers and despatched these at 7.30 a.m.

Again very slow progress was made and patrol reached KAGI with all heavy boxes at dusk. Today's carrier line was 116.

Set up camp on old site at MYOLA. All village helpers returned in night

SATURDAY, FEBRUARY 2nd.

U.S.A.F. DC4 arrived 7 a.m. and dropped 11 parachute parcels onto a

yellow disc marker. Recovery was complete, and rest of morning spent untangling and repacking parachutes.

Radio call to Moresby at 10.30 a.m. to set date for airdrop at KENEVI.

Carriers rested today as after the parachutes had been repacked there was not time to begin the walk to EFOGI.

Overnight MYOLA.

SUNDAY, FEBRUARY 3rd.

22 carriers left early this morning to return parachutes for collection EFOGI. They will there meet the new carrier line walking in from Moresby, and on their return are to bring the extra crates we will be unable to move from MYOLA.

MONDAY, FEBRUARY 4th.

Patrol left 7.30 a.m. for KENEVI with only camping gear and rations. Arrived at camp site KENEVI at 3p.m.

Preliminary search for suitable air strip site near KENEVI, but without success.

Very cold wet night at KENEVI.

TUESDAY, FEBRUARY 5th.

Villagers who arrived to help began moving some of the heavy cargo left at MYOLA.

Remainder of carriers continued enlarging and improving track to KENEVI for the heavy cargo.

Radio contact with Moresby - told to forget the proposed airstrip at KENEVI. Advised the major airdrop from a DC4 will take place tomorrow.

Overnight KENEVI.

WEDNESDAY, FEBRUARY 6th.

Mr JORREBY and CA LK, USAF, went to the summit of KENEVI early this morning with police and 12 carriers to mark the area for the airdrop. Self remained at KENEVI base camp to mark the area for the ration drop.

DC4 arrived 12.15 p.m. and dropped 9 parachute parcels at base camp and 26 at summit. The majority of these fell in trees and were unable to be seen from the ground.

A search for cargo was begun after the last drop but by evening 12 parcels had still not been found.

At 2 p.m. 68 carriers arrived from Moresby with the majority of the heavy cargo left at MYOLA.

Self to summit at 3 p.m. to help Americans

settle in - set up their operations tent on a previously cleared and levelled living area, and erected a fly to protect their equipment.

Returned to base camp at 5.30 p.m.

THURSDAY, FEBRUARY 7th

All heavy cargo carried to the summit this morning, and the search was continued for missing items.

The first 21 of the Moresby carriers were sent back this morning - their ETA Sogeri is Tuesday. Their surplus blankets were re-issued to new carriers who arrived yesterday.

All morning spent treating cuts and sores as the promised medical orderly has not yet arrived.

Went to summit at noon to supervise the recovery of cargo and to assist the Americans to set up their equipment.

Returned to base camp at 3 p.m. and repacked all the parachutes which have been recovered.

Medical orderly arrived this evening with medical supplies and the last of the heavy crates from MYOLA.

A list of essential equipment not recovered in airdrop was prepared as requested by USAF Captain ECKFERT for transmission at 4 p.m. but there was no one to receive this call and it was postponed until 8.30 a.m. tomorrow.

Overnight KENEVI.

FRIDAY, FEBRUARY 8th.

Conversation with A.D.O. and Captain LEWIS at 8.30 a.m. Reception too poor to pass list of requirements so advised to send list in with Cessna aircraft which will collect parachute at EFOGI Monday.

Received permission to return to EFOGI to collect an extra American for the KENEVI station.

Left KENEVI after sending the A510 radio to the summit. Cpl AKURU, Sgt. IGARABAI and 30 carriers remaining.

Arrived MYOLA 1.30 p.m. - heavy rain began at 2p.m. and continued for remainder of day.

Overnight MYOLA.

SATURDAY, FEBRUARY 9th.

Sent one carrier back to KENEVI with a dynamotor inadvertently

left at MYOLA.

Broke camp at 8 a.m. and left with Const. MUREPE and 29 carriers for KAGI - arrived noon.

Selected 20 village people to help carriers with parachutes between KAGI and EFOGI.

Overnight KAGI.

30 KAGI men took parachutes from KAGI at 7.45 a.m. and reached EFOGI 11.30 a.m.

Overnight EFOGI.

STOL Cessna arrived 6.30 a.m. with A2/c Bob JOHNSTON and his personal cargo. Parachutes returned to Moresby on two flights.

12 carriers used to transport cargo departed EFOGI 8.45 a.m. and arrived KAGI 11.30 a.m. Paid off carriers with £50 patrol advance received on Cessna.

Overnight KAGI.

Departed KAGI 7.30 a.m. and proceeded MYOLA, arriving 1.30 p.m. Longer than normal walking time due to exhaustion of the American airman who collapsed while crossing MYOLA.

Made list of supplies remaining at MYOLA for return trip.

Overnight MYOLA.

Departed MYOLA 7.45 a.m. and arrived KENEVI base camp 12.15 p.m. After lunch took the new American to the summit to join his station. Returned base camp 5 p.m.

Compiled a list of rations to be air dropped for the return walk home.

Overnight KENEVI.

Carriers rested - self to summit to complete work with Americans.

Radio conversation with Moresby advised me to bring parachute remains back to Moresby, pay off TAPINI carriers at EFOGI for direct return by STOL to TAPINI. Also self to return as early as possible to accompany P.I.R. to KOKODA.

Returned base camp 4.30 p.m.

Overnight KENEVI.

STOL Cessna arrived 9.30 a.m. and dropped rations for the return trip. It returned as the patrol was

SUNDAY, FEBRUARY 10th.

MONDAY, FEBRUARY 11th.

TUESDAY, FEBRUARY 12th.

WEDNESDAY, FEBRUARY 13th.

THURSDAY, FEBRUARY 14th.

FRIDAY, FEBRUARY 15th.

moving out and dropped rations to 6 labourers and one policeman remaining at KENEVI.

Arrived MYOLA 3.30 p.m. after dangerous walk down steep and slippery mountains.

Overnight MYOLA.

SATURDAY, FEBRUARY 16th.

Departed MYOLA 8.15 a.m. and arrived KAGI 2 p.m. Last half hour spent walking through drenching rain down a very slippery track.

Overnight KAGI.

SUNDAY, FEBRUARY 17th.

Left KAGI 8.30 a.m. and arrived EFOGI 11 a.m. There met Mr BROCKHALL, Agricultural Officer.

Paid off all but 9 of the TAPINI carriers and all but 6 of the village people who helped earlier in the patrol.

Overnight EFOGI.

MONDAY, FEBRUARY 18th.

Scaled rations and cargo for return of carriers to Moresby and collected issues from the returning TAPINI labourers.

STOL Cessna arrived 6.30 a.m. - first return flight comprised vegetables brought by Agriculture.

Self returned Moresby 9.15 a.m.

End of Patrol.

INTRODUCTION.

This patrol was the second to be carried out in conjunction with the establishment of a Geodetic survey station for the U.S.A.F. on the summit of Mt KENEVI in the Owen Stanley Ranges.

A previous patrol to the area was described in a detailed diary submitted on January 25th, and as time prohibited further details being included, this description is intended to cover both reports.

The purpose of this patrol was to escort 3 members of the United States Air Force from EFOGI to KENEVI, and to arrange the transport of about 1800 lbs of fragile radio and radar equipment by native carriers along the same route. This was achieved in 20 days.

TERRAIN.

As anticipated, the most difficult parts of the operation so far as the transport of the cargo was concerned were the sections between EFOGI and KAGI, and KAGI and MYOLA. Portions of these sections consisted of almost sheer ascents and descents for long distances along very muddy and slippery tracks, made worse by the regular rains which begin in this season at about 1.30 p.m. every afternoon.

Along this portion of the route a standard pattern was followed. Parties of carriers were sent in advance to cut steps and inset horizontal stakes at the edge of sheer portions to act as footholds. A system of vertical stakes acting as "banister rails" for handgrips were also used as required. During the actual movement of the heavy cargo, the only practical method of raising 230 lb crates up the sheer gradients was found to be simply weight of numbers. Carriers having comparatively light loads left these at the bottom of the sheer stretches and all assisted to force the crates foot by foot up the mountain. In this way progress was achieved slowly but surely.

From MYOLA to KENEVI the track had been cut over the mountains through thick rain forest and here the going was a little easier although just as slow. Here too advance parties had to go ahead to widen and improve the path and cut steps where required, but tree roots and shrubs by the side of the track provided ready made hand grips and footholds.

CARRIERS.

Soon after my arrival at EFOGI, Cadet Patrol Officer Mr Hugh Morris arrived with 53 carriers from Port Moresby. However these had been recruited from around the town and were on the whole a fairly incapable group. After medical treatment lasting all Tuesday afternoon and Wednesday morning for minor ailments 4 were found to be unfit for any work due to festering sores and the remainder all had ills of one type or another. In addition they were found to be physically incapable of carrying the heavy cargo over the track to ~~KAGI~~ KAGI. For this reason, during the following 2 days 54 local villagers were recruited, and these were both capable and willing, and moved the majority of the cargo from EFOGI to MYOLA on their own.

On the 6th February, 68 more carriers arrived from Port Moresby with Cpl SORLEMBO and Const. MUREPE. These appeared a far superior group than the original consignment and proved this by bringing the last of the heavy cargo from MYOLA to KENEVI.

This latest group of carriers however created other problems. We now had a wide mixture of different groups of people which resulted in a continual state of tension. Rations had to be scaled out very exactly and equally and carrier loads and tasks had to be fairly divided among members of different groups. Also a firm hand had to be shown at all times to prevent arguments and load changing and shedding on the track. This was especially prevalent towards the end of the patrol when restlessness and a desire to leave the cold and unpleasant windy atmosphere of KENEVI became apparent.

However despite a number of arguments and attempts to shirk work there were no actual brawls.

SUPPLY DROPS.

There were 3 airdrops of rations and supplies to the patrol, the first at MYOLA dry lake and the other two at KENEVI. The first two were from a DC4 of the U.S.A.F. using parachutes, and the third from a Cessna aircraft which used the free fall system on the day the patrol left KENEVI.

On each occasion ration recovery was complete, although on the second drop recovery was made extremely difficult owing to turbulent conditions which carried the parachutes far away among the trees at the base of the mountain range.

POLICE.

6 members of the R.P. & N.G.C. accompanied the patrol. They included Sgt. IGARABAI, Const. MUREPE and Const. ROIGI supplied by the Port Moresby police, and Cpl AKURU, SORIEEMBO and Const. DEDU of the Sub-District Office. A report on these is attached as an appendix to this report.

CONCLUSION.

The Geodetic survey station was established on Mt. KENEVI and carried out its first operation in conjunction with a B50 aircraft on Monday, February 11th.

The first lot of Moresby carriers were returned on Thursday, February 7th and have been paid off. In addition 48 Tapini carriers were paid off at £3 per week at EFOGI on Sunday, February 17th for direct return by Cessna aircraft from EFOGI to TAPINI. 54 village helpers were also paid off at the rate of 10/- per day for the 9 days for which they assisted the patrol.

Cpl. SORIEEMBO and 6 carriers who have been paid to the date of the patrol's departure are also remaining at KENEVI to assist the 3 Americans there.

P.M. Abbott
(P.M. Abbott)
Patrol Officer.

APPENDIX A. - POLICE.

SGT. IGARABAI.

A strong willed experienced policeman. He handled all the work given to him efficiently and well and was largely responsible for the success of the patrol.

CPL. SORLEMBO.

A quite efficient policeman who was able to keep a large line of restless carriers completely under control. He is remaining at KENEVI with 6 carriers to look after the American team.

CPL. AKURU.

Although elderly, Cpl AKURU showed that he was still able to handle mountain work, and was the strongest character among the police detail. He deserves the highest commendation for his work with the patrol.

CONST. ROIGI.

Young, but able and willing. With a little more experience he should become a very valuable patrol policeman.

CONST. MUREPE.

Keen but not very able. He tended to become too familiar with one group of carriers, and this reduced his value as an enforcer of orders with the remainder of the line.

CONST. DEDU.

Young, inexperienced and not very intelligent. All orders had to be repeated before he was able to comply, and even then he seemed half hearted and awkward in carrying them out. He will require much supervision by a senior N.C.O. before he will efficiently be able to accompany a patrol.

APPENDIX B - CARRIERS ASSISTING U.S.A.F.
at KENEVI.

N.C.O. i/c - CPL. SORIENBO.

LABOURERS.

SUISA TOKAI	of	TAPINI
BOWAI AKOI	"	"
TUMAU KOITO	"	"
AMATO GOLAI	of	MOROBE
ALOI GOROI	"	"
DAMOI PURAIA	"	"

These have all been paid to 16/3/63.

APPENDIX C - PATROL REPORT PM4/62-63

Route from Efogi to
Mt. Kenevi

1. EFOGI - KAGI. 2 hours.

From Efogi a short steep descent to a small river valley, then a longer steep climb to a small hamlet over the crest of a ridge. A long steep descent to a large swift river in a deep gorge, and a longer steeper climb to Kagi, about 1000 ft. above Efogi.

2. KAGI - MYOLA. 4 hours.

From Kagi an undulating walk of 20 minutes to the first of a series of 6 almost sheer climbs of about 80 ft. each. Continues over the first range along the crest to a short climb to the crest of a second range overlooking Myola dry lake. From Kagi the track initially follows the Kokoda trail but branches to the right after 2½ hours. A guide should be taken to avoid turning too soon and following a similar track leading to a smaller clearing known as Myola No.1.

3. MYOLA DRY LAKE. 1 hour.

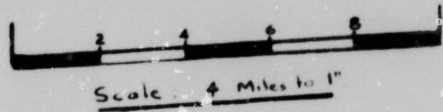
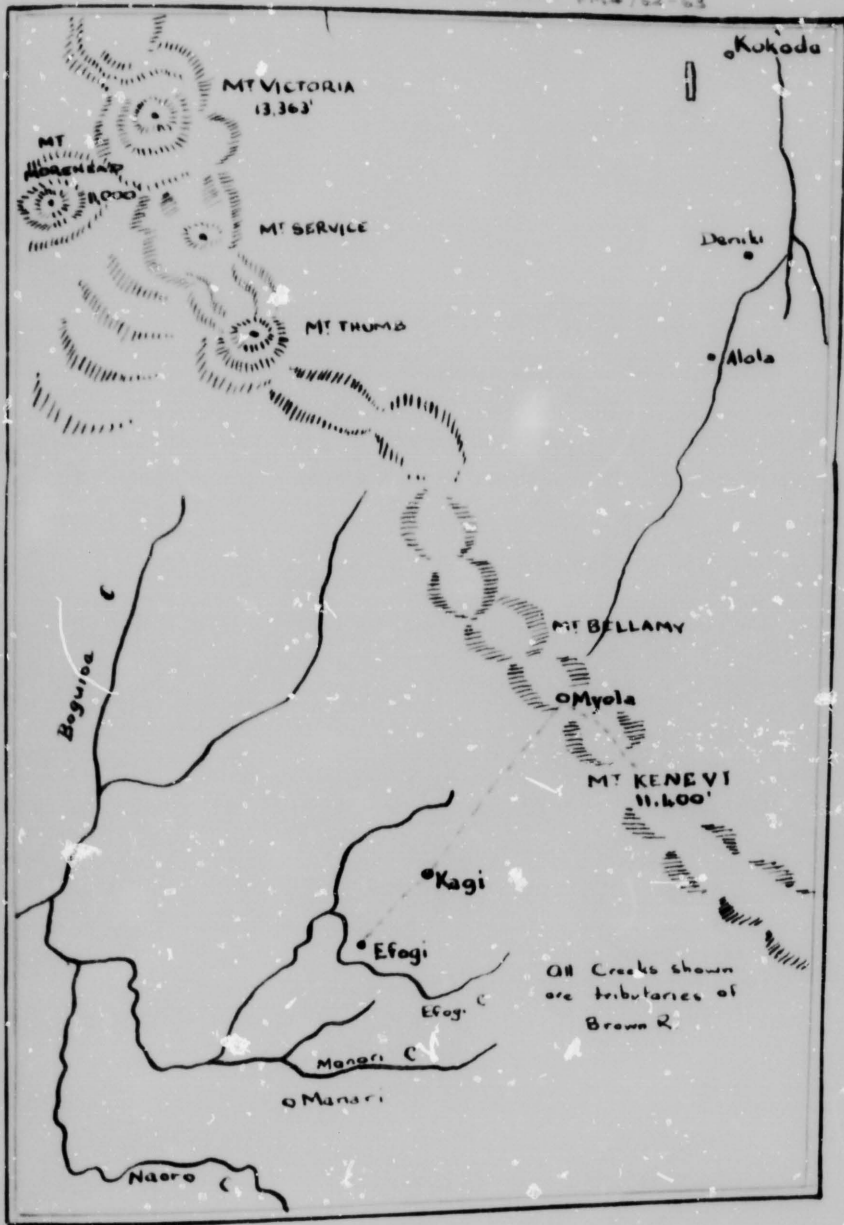
This is covered by thick clumps of buffalo grass which varies from ankle depth to 6 ft. in height. The track is very winding, recrossing a river twice and meandering through a very swampy area to the site of an old crashed aircraft on the far side.

4. MYOLA - KENEVI. 5 hours.

From Myola the track had to be specially cut and may soon be overgrown. It begins in front of the crashed aircraft and continues through rain forest level for 15 minutes, then begins a long, steep climb to the mountain ridge, and up and along this before descending a short distance into a grassed clearing known as BOGILOGO, through which a small river flows. This was used as a camp site on the first trip to Mt. Kenevi. From Bogilogo (2½ hours from Myola) the track climbs fairly steeply for about 1½ hours then follows the ridge line for a short distance before descending to a large clearing about 900 ft. below the summit of Kenevi. From the clearing and the old camp site a track is cut to the summit - a steep climb of 45 minutes.

PATROL ROUTE

PM 4/62-63



67.2.5.

District Office,
East Central Division,
Central District,
Port Moresby

26th March, 1963.

The Director of Native Affairs,
Konedobu.


PATROL REPORT PORT MORESBY NO.5/62-63.

SUBMITTED BY MR.P.ABBOTT, PATROL OFFICER GR.I.

Forwarded herewith is Port Moresby Patrol Report No. 5/62-63 as submitted by Mr.P.Abbott, Patrol Officer, Grade I, together with a covering memorandum from the Assistant District Officer, Port Moresby.

The patrol's objective was to establish an American Geodetic Survey post on the very summit of Mt.Kenevi (11,400') and was required to transport 1800 lbs of fragile equipment as well as other gear. Although broken down to the smallest possible units, some of the crates were unwieldy in their size. The U.S.A.F. required the setting up of the post as a matter of urgency as it is the key to the whole geodetic survey of this region. Because of American pressure we had to adopt expensive and undesirable methods against my better judgement. That the object of the patrol was so ably and promptly achieved can only be attributed to the outstanding ability of this young officer. I have already forwarded to you a copy of letter of appreciation received from the U.S.A.F.

The expenses of the patrol were borne by the U.S.A.F.


(C.FLEAY)
ACTING DISTRICT OFFICER

cc. A.D.O.PORT MORESBY.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of EAST CENTRAL Report No. P.M. 6 / 62-63

Patrol Conducted by P.M. Abbott, Patrol Officer.

Area Patrolled Kokode Trail

Patrol Accompanied by Europeans No. 1 SAS Company RAR advance party.

Natives 2 members R.P. & N.G.C., Popondetta detachment.

Duration—From 21 / 2 / 19.63 to 12 / 3 / 19.63

Number of Days 17

Did Medical Assistant Accompany? No.

Last Patrol to Area by—District Services Feb. / 19.63.

Medical Unknown / / 19.....

Map Reference Fourmil of Moresby; Fourmil of Buna.

Objects of Patrol Accompany SAS during Operation "Long Hop".

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

Amount Paid for War Damage Compensation £.....

Amount Paid from D.N.E. Trust Fund £.....

Amount Paid from P.E.D.P. Trust Fund £.....

.....
.....
.....

ge Pop

Over 13			Females and Birth
F	M	F	

67-1-31


1st April, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORLESBY.

PATROL REPORT NO. 6 - 1962/63 - PORT MORLESBY

Receipt of the above-mentioned Patrol Report
is acknowledged with thanks.

I am pleased with the satisfactory result of
the Patrol.


(J. J. McCarthy)
Director.



TERRITORY OF PAPUA AND NEW GUINEA

67-1-31 ✓

Telegrams

Telephone

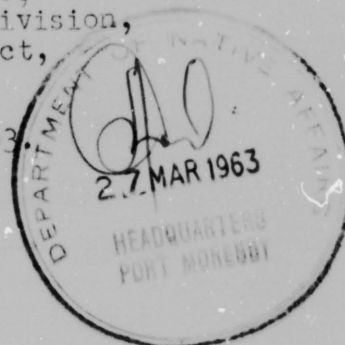
Our Reference 67.2.6.

If calling ask for

Mr.

District Office,
East Central Division,
Central District,
Port Moresby.

25th March, 1963



The Director,
Department of Native Affairs,
Konedobu.

PORT MORESBY PATROL NO. 6/62-63.
MR. P. ABBOTT. PATROL OFFICER GRADE I.

I am attaching hereto Patrol Report PM.No.6/62-63, as submitted by Mr.P.Abbott, Patrol Officer, Grade I, together with the Assistant District Officer, Port Moresby's covering comments.

2. While I expect the Commanding Officer of the No.1.S.A.S. Company will be in contact with you regarding the participation of D.N.A.officers in operation "Long Hop", it does appear that, once again, Mr.Abbott has performed his task most creditably.

(C.FLEAY)
ACTING DISTRICT OFFICER.

att.

cc.A.D.O.Port Moresby.

2281.
67-3-1
Folio 2.
NMc.HMc.

Sub-District Office,
Ela Beach,
PORT MORESBY.

22nd March, 1963.

The District Officer,
East Central Division,
Central District,
PORT MORESBY.

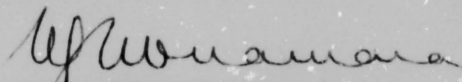
PORT MORESBY PATROL NO. 6/62 - 63.

I am forwarding Mr Abbott's Patrol Report of his special patrol along the Kokoda Trail accompanying members of No. 1 S.A.S. Company R.A.R. during Operation "Long Hop."

It is pleasing that Press reports of panic etc, among the villagers were unfounded.

Mr Abbott has again proved his ability to carry out the task set him. It is noteworthy that Mr Abbott carried his own gear for the whole of the journey and can thus lay claim to fitness and determination over an arduous trek equivalent to the S.A.S. who are specially trained for such work.

His claim for camping allowance is attached for your signature, please.


(W.G. McNamara.)
A/Assistant District Officer.

Att.

3275.

PATROL DIARY

P.M. 6/62-63.

SUNDAY, FEBRUARY 24th.

To Kokoda by RAAF Dakota with members of No. 1 S.A.S. Company R.A.R. Arrived 12.30 p.m.

Set up camp on Kokoda ridge.

Overnight Kokoda ridge.

MONDAY, FEBRUARY 25th.

To Kokoda station to discuss arrangements for supply and carrier movement with A.D.O. Mr Bentinck.

TUESDAY, FEBRUARY 26th.

R.A.A.F. Dakota brought in rations and supplies to be carried to supply dumps along the Kokoda trail.

WEDNESDAY, FEBRUARY 27th.

Accompanied S.A.S. patrol on walk to MAMBA plantation as a preparatory exercise.

THURSDAY, FEBRUARY 28th.

Accompanied S.A.S. patrol on walk to GEBARA, KANANDARA and PELAI villages.

Departed 7 a.m. returned 5 p.m.

FRIDAY, MARCH 1st.

To Kokoda station to discuss final plans for supply movement and obtaining of carriers with A.D.O.

SATURDAY, MARCH 2nd.

Supplies and rations from KOKODA to KANANDARA by landrover and tractor. Remainder of S.A.S. advance party by foot. Set up camp on ridge between KANANDARA and PELAI villages.

SUNDAY, MARCH 3rd.

Self to USIKAWA, KANANDARA, PELAI, GEBARA and SENGI villages to obtain the 69 carriers required tomorrow for ration movement.

MONDAY, MARCH 4th.

Accompanied Capt. W. Williams, advance party of S.A.S. and 69 carriers from PELAI to ALOLA. Departed 7 a.m. and arrived at camp site near river between ABUARI and ALOLA villages 4 p.m.

TUESDAY, MARCH 5th.

Departed 7 a.m. with S.A.S. advance party and 59 carriers for TEMPLETON'S CROSSING. Arrived during heavy rain at 4.30 p.m.

WEDNESDAY, MARCH 6th.

Departed 7 a.m. with S.A.S. advance party and 24 carriers for KAGI. Arrived 5 p.m. after last 3 hours spent in heavy rain.

THURSDAY, MARCH 7th.

Left KAGI 8 a.m. with 6 carriers and travelled via EFOGI to MENARI, arriving 4 p.m.

FRIDAY, MARCH 8th.

Left MENARI 7.30 a.m. for NAURO, arriving 4 p.m.

SATURDAY, MARCH 9th.

Spent morning preparing for and awaiting an airdrop of supplies which did not eventuate. Advised by radio to expect airdrop on 11th.

SUNDAY, MARCH 10th.

Observed at NAURO.

MONDAY, MARCH 11th.

Airdrop of supplies from a U.S.A.F. DC 4 took place 8 a.m.

After airdrop left for IORIBAIWA, arriving 5 p.m.

TUESDAY, MARCH 12th.

Left 7 a.m. for Owers Corner via UBERI.

Met at Goldie river by S.A.S. soldiers who rigged an emergency bridge to get us across as the river had flooded. Arrived Owers Corner 3.30 p.m.

Returned Moresby 9 p.m.

End of Patrol

P.M. 6/62-63.

INTRODUCTION.

The purpose of this patrol was to accompany an advance party of soldiers of No.1 S.A.S. Company R.A.R. on their trek from Kokoda to Port Moresby during Operation Long Hop. My job was to explain to the villagers the purpose of the exercise and see that they were not thrown into panic by the numbers of armed soldiers passing through their villages, and to act as a liaison officer between the army and the villagers. I also assisted in engaging carriers to help transport rations and supplies to previously arranged dumps along the track.

The total time spent with the army was 17 days.

GENERAL.

This report will be very brief, as I am returning in a few days to do a normal patrol of the KOIARI area and a detailed report will follow this.

Despite publicity to the contrary, villagers I met during the course of the operation were not obviously afraid of a "new war", as they had been advised previously of what would be happening, and accepted and apparently understood this quite well.

However, a few of the older people who may still be able to remember the last war too well did leave the villages to live in houses in the gardens and it may have been these who gave rise to the rumours that have been circulating.

In all the villages, food was made readily available to the soldiers, not out of fear, but for the spare rations and money which was paid out and was very popular.

Carriers were provided as required with little trouble from any of the villages, and were paid 1/- per hour by the army.

Overall the people were very interested in the soldiers with their strange equipment, and at no stage was any fear apparent.

P. M. Abbett
(P. M. Abbett)
Patrol Officer