

NATIONAL ARCHIVES & PUBLIC RECORDS SERVICES
OF PAPUA NEW GUINEA

PATROL REPORTS

DISTRICT: MILNE BAY
STATION: RABARABA
VOLUME No: 2

ACCESSION No: 496.

1965 - 1966

ISBN: 9980 - 910 - 26 - 7

Filmed by/for the National Archives of Papua New Guinea,
PORT MORESBY - 1991

Sole Custodian: National Archives of Papua New Guinea.

Papua New Guinea Patrol Reports

Digitized version made available by



Copyright: Government of Papua New Guinea. This digital version made under a license granted by the National Archives and Public Records Services of Papua New Guinea.

Use: This digital copy of the work is intended to support research, teaching, and private study.

Constraints: This work is protected by the U.S. Copyright Law (Title 17, U.S.C.) and the laws of Papua New Guinea. Use of this work beyond that allowed by "fair use" requires written permission of the National Archives of Papua New Guinea. Responsibility for obtaining permissions and any use and distribution of this work rests exclusively with the user and not the UC San Diego Library.

Note on digitized version: A microfiche copy of these reports is held at the University of California, San Diego (Mandeville Special Collections Library, MSS 0215). The digitized version presented here reflects the quality and contents of the microfiche. Problems which have been identified include misfiled reports, out-of-order pages, illegible text; these problems have been rectified whenever possible. The original reports are in the National Archives of Papua New Guinea (Accession no. 496).

Rabaraba Sub-district Headquarters

Vol No 2. 1965/66

Report Nos 2, 7 & 9 only.

67 - 4 - 8

PATROL REPORT No. 2 - 65/66

By

R. D. Kelvin

RABARABA

MILNE BAY DISTRICT

67 - 4 - 8



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of **MIKE LAY** Report No. **RBA 2/65-66**

Patrol Conducted by **KEVIN R.D.**

Area Patrolled **CAPE YORK (COASTAL ONLY)**

Patrol Accompanied by Europeans **NA**

Natives **Four**

Duration—From **14/9/65** to **28/9/65**

Number of Days **Fourteen**

Did Medical Assistant Accompany? **No**

Last Patrol to Area by—District Services **9/7/65**

Medical **3/1965**

Map Reference **TUPI Fournil**

Objects of Patrol **Area Familiarisation, Routine Administration,**

Lead Investigation, Pre-Council Election & Currency Discussion.

Director of Native Affairs,

PORT MORESBY.

Forwarded, please.

5/2/1966

E.J. Emanuel
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

.....

.....



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MILNE BAY Report No. RBA 2/65-66

Patrol Conducted by KELVIN R.D.

Area Controlled CAPE VOGEL (COASTAL ONLY)

Patrol Accompanied by Europeans Nil

Natives Four

Duration--From 14 / 9 / 19.65 to 28 / 9 / 19.65

Number of Days fourteen

Did Medical Assistant Accompany? No

Last Patrol to Area by--District Services 9 / 7 / 19.65

Medical / / 19

Map Reference TUPI Fourmil

Objects of Patrol Area Familiarization, Routine Administration,

Road Investigation, Pre-Council Election and Decinal Currency Discussions

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

5/2/1966

S.J. Smauel
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

.....

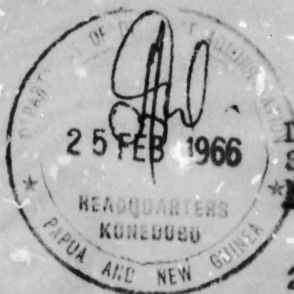
.....

.....

27-4-8

~~XXXX~~ Discom.

67-1-5 Part 2.



District Office,
SAMARAI,
*Milne Bay District.

25th January, 1966.

The Assistant District Commissioner,
RABARABA,
Milne Bay District.

Patrol Report RABARABA -2/1965-66.

1. Receipt is acknowledged with thanks of the abovementioned report together with your covering memorandum reference 67-2-17 of 3rd November, 1965.

2. The matter of the Tarakwaruru-Dabora Road require further investigation based upon Mr. Kelvin's detailed and well presented report. Perhaps the only feasible route lies along the line suggested by Mr. Kelvin in Para 29 Page 8 of the report. If this is the case a more detailed investigation could be carried out by a subsequent patrol.

3. Mr. Kelvin is to be complimented on the manner in which the patrol was conducted and the way he has presented the information in the Patrol Report.

4. Camping Allowance claim is being processed.

5. For your information, please.

E. J. Emanuel
(E. J. EMANUEL) *E*
a/District Commissioner.

c.c. Director,
D.D.A. Konedobu.

The Director,
Dept. of District Administration,
KCNEDOBU.

Submitted for your information and records,
please.

E. J. E.
(E. J. EMANUEL) *E*
a/District Commissioner.

67-2-17

ERS/pj

Sub District Office,
Rabaraba,
Milne Bay District.

3rd November, 1965.

The District Commissioner,
Milne Bay District,
SANARAI.

PATROL REPORT RBA 2/65-66

Attached please find four copies of patrol report Rabaraba 2/65-66 prepared by Mr. R.D. Kelvin, Cadet Patrol Officer, covering his recent patrol to portion of the Cape Vogel census division of this sub-district.

2.
are:-

Copy of patrol instructions are attached. My comments

Page 2 para 5 : Since this patrol, general rain has fallen over the sub-district, and though food shortages are evident, and will remain so until new gardens are bearing, the situation is not considered to be serious.

Page 5/6 para 6-10 : The situation is that outlined in my 92-1-0 of 21st July 1965 to which I have not, as yet received a reply.

Page 7 para 11 : This matter has been adjusted and compensation paid to Raymond.

para 23 : This is, I believe, a resolution of the Cape Vogel council, and not a council rule.

Page 9 para 31 : Temporary repairs are currently being carried out, however it is evident that the three "bridges" connecting the stone causeway will have to be completely replaced. You will be further advised on this matter at a later date.

Page 10 paras 34-37 : This information has been passed onto the Dept of Agriculture, Rabaraba for their information.

Page 11 paras 38/39 : Attached for your information and records are two copies of Mr. Malera's report. His patrol was to gain a first hand appreciation of the area and problems therein contained. No concrete proposals, other than a suggested re-organisation

34

.2.

of the "Barbara Freese Club" on co-operative principles, have been proposed.

Page 12 Paras : The Anglican Mission should be complimented on the job they are doing.
40/44

3. General : This is, I believe Mr. Kelvins first solo patrol, and he should be complimented on the manner in which the patrol was carried out, and also for the manner in which the information, gathered by the patrol, was presented. Sketch map of the patrol route is attached.

4. For your information please.



E.R. Johnson
Assistant District Commissioner.

c.c. Mr. R.D. Kelvin,
Cadet Patrol Officer,
Sabarsha.

Rabaraba

(3)

67-1-1

ERE/pj

Sub District Office,
Rabaraba,
Milne Bay District.

12th September, 1965.

Mr. R. Kelvin,
Cadet Patrol Officer,
BANIARA.

Dear Rob,

PATROL INSTRUCTIONS.

As verbally advised you are required to conduct a patrol on the eastern portion of Cape Vogel commencing on Tuesday 14th September, 1965.

2. Mr. Memafu Malara, Co-operative Officer, has been requested by the Assistant Registrar of Co-operatives to accompany you on patrol. The main objects of your patrol are:-

1. Are familiarization by both yourself and Mr. Malara.
2. Routine Administration.

3. matters:

In particular I would like you to attend to the following

(a) Roads and Bridges

(i) Investigate the possibility of a road from Tarakwaruru to Dabora branching off the new detour near Tarakwaruru Mission and by-passing the Dabora escarpment.

(ii) The Rousewa escarpment (near Mukawa) on the Mukawa - Tarakwaruru road is, as you will see, a steep and dangerous section of road. From funds previously allocated on roads, please attempt to re-grade the top section of the hill.

(iii) The people at Tapio were requested to provide four "Bendoro" log piles to replace broken piles on the Tarakwaruru causeway/bridge. Please check that this has been done, and if possible, have the piles pulled to Magavara wharf.

(b) Local Government:

(i) The Cape Vogel Local Government Council is currently undertaking its annual tax collection. In your discussions with the people outline the necessity for taxation and how the Council is using their money to help the people.

(ii) The elections for the Cape Vogel Council will commence on the 22nd November 1965. Please inform the people of this fact and request them to consider possible nominations. I will enclose various papers that may assist you in such pre-election talks.

(c) Currency Conversion:- Please discuss the impending change over of our existing currency to decimal currency. On no account give the impression that our present money will either be worthless or become less in value. In press on the people that this is happening in Australia and that both forms of currency will be legal tender for a long period.

4. I anticipate that you will be away for approximately two weeks, and trust that you have an enjoyable patrol.

Yours faithfully,



E. F. Johnson

Assistant District Commissioner.

31

Patrol Post, BANIARA,
Baniara Sub-District,
Milne Bay District.

RBA 2/65-66

Patrol Conducted by	R.D.Kelvin, Cadet Patrol Officer
Area Patrolled	Part Cape Vogel Census Division
Personnel Accompanying the Patrol	M.Malara, Co-operatives Officer R.P.& N.G.C. -2 Interpreter -1
Duration of Patrol	14/9/65 to 28/9/65 Fourteen days
Last Patrol to the Area	D.D.A. 9/7/65 six days D.A.S.& F. 8/65 P.H.D. 3/65 Malcon 7/65
Objects of the Patrol	1. Area familiarization of CPD and ... 2. Routine Administration 3. Road Investigation 4. Pre Local Government Council Election discussions 5. Decimal Currency discussions
Map Reference	TUFI Fourmil Sketch map accompanies

Introduction 1. The patrol visited the coastal villages of Cape Vogel. It went anti-clockwise around the Cape from Baniara to Midino, across to Koiabagira and on to Baniara.

2. This area supports the Cape Vogel Local Government Council which undertook a successful tax patrol at the same time as this one. Discussions included mention of the need to pay taxes, the function of the Council, some current Council projects and the coming Council elections. The people were told how the election provides the link between the people, or taxpayers and the council, and were asked to consider nominations.

3. Copies of "Dollars and Cents" were left in all villages. Discussion on the impending change of currency stressed the continued validity of pounds, shillings and pence. They were told that the new money will simplify counting, but as long as the present money exists, it can be spent. This appeared to be well taken by everyone, although they were told to bring any query they may have to the patrol post.

4. Mr. M. Malara, Co-operatives Officer accompanied throughout. He spoke in general terms of the Co-operative movement, and was well received.

5. At the time of the patrol, no rain had fallen on Cape Vogel for over three months. This was an exceptionally dry spell, and although there is no serious food shortage, evidence was seen in the gardens of this.

Diary

Tuesday 14/9/65 1400 Left Baniara in Station speedboat for Menapi. Inspected Village, and visited Mission.

Wednesday 15/9/65 Talked at Menapi about the Council and Decimal Currency. Mr. Malara talked. No complaints, left 1000, proceeded to Banapa. Arrived 1115 inspected village, talked, proceeded to Dabora 1400.

- Thursday 16/9/65 Inspected village and talked.
The only problem is the desire to market
Betel Nut. 1000 walked along the ridge
from the Dabora-Tarakwaruru track back
to Dabora. No suitable track down was
found. Arrived Bako 1730.
- Friday 17/9/65 Left patrol at Bako and proceeded to the
Western end of Tarakwaruru Strip, walked
inland from there looking for a suitable
crossing of the Irikaba Creek. Returned
to Bako 1430. Talked and inspected village
Raymond Algeron complained of damage to
his property done by a fire lit by the
Council Clerk.
- Saturday 18/9/65 0800 to Tarakwaruru, spent the morning
with Father D. Jones being shown the Mission
Station. Arrived Mukawa 1330.
- Sunday 19/9/65 Observed at Mukawa
- Monday 20/9/65 0730 employed 22 labourers from Mukawa to
work on the grade at Rousewa. Went with
Council V. President Josiah and McDonald
with Hubert of Ginada as guide to detour
near Tarakwaruru and thence along a track
to Dabora. Returned approx 1700.
- Tuesday 21/9/65 Tried to find a better track to Dabora,
with guides from Bogaboga. Returned to
Mukawa 1530 hrs.
- Wednesday 22/9/65 a.m. Inspected villages and talked to the
people of Mukawa, Bogaboga and Ginada.
1530 to Rousewa Grade, worked there.
- Thursday 23/9/65 By M.V. "Anne" to Tapio, arrived 0915.
Inspected village and water supply, talked.
Arrived Pem about 1430, inspected village
talked about fires, decimal currency, and
local government.

Friday 24/9/65 Arrived Medino per "Anne" 1100. Inspected village and talked, no complaints.

Saturday 25/9/65 Arrived Wakwapu 1300, inspected village and talked.

Sunday 26/9/65 Observed at Wakwapu

Monday 27/9/65 Left Wakwapu 0730, arrived Mapona 0915. Inspected village and talked, no complaints. Left Mapona 1100, went to Wanaki, a hamlet of Koibagira to pick up a woman with bronchitis, constructed a stretcher with canopy for shade and proceeded to Koibagira. Arrived 1530, talked and left at 1700. Arrived at Giwa to meet speedboat 1800.

Tuesday 28/9/65 Baniara speedboat arrived 0600, took Semerien (female patient) to Baniara Hospital. Talked to people and inspected village, speedboat returned 1100, travelled to Baniara. Visited Abuara 1600, people still in gardens.

Wednesday 29/9/65 Visited Abuaro 0700, inspected village and talked to people, no complaints.

Reception 1. The reception of the patrol was good. There were good attendances at all meetings and carriers were easy to get. The Co-operatives Office was well received in all villages. The general comment on his outline of co-operative ventures was "we would like to try it!" This was expressed in these words in a few places.

Villages 2. The building standard is good. Most houses are off the ground with walls of Kipa (sago). Houses are generally well built, and in only one instance was a building instruction left.

3. Bako Village is in the middle of a rebuilding project. Five houses are newly completed, and another six stand half finished, because of lack of materials for walls. These buildings are said to be undertaken by communal effort.

4. Water supplies are lower than usual, but there is enough for the time being. Most coastal villages draw from shallow wells or springs which will not run dry, while Wakwapu is served by the Ruaba.

5. The villages of Cape Vogel are exceptionally clean and tidy, the exception being Midino. It is not really bad, but it is noteworthy that it is the only village of the Cape with pigs. Sanitation is in order, being in most places over water.

Village Officials

6. The Assistant District Commissioner's 92-1-0 of 21st July, addressed to the District Commissioner refers.

7. A peculiar position exists on Cape Vogel with regard to village officials. At present twenty-six Local Government Councillors represent the people of the main villages. Also, all the Village Constables in office prior to the proclamation of the council have kept their former positions, if not power. They still hold the Village Register and wear the uniform, but have not been paid since the Council Elections.

8. The position is either:

(a) The Local Government Councillor has taken over the village power, or

(b) The two officials work together to some extent.

(a) occurs in most villages. The Councillor leads the work and is the greatest "noise" in the village. Although the Councillor might not have all the "say" in the village, he certainly says a lot. In many of these villages it is obvious that the Village Constables can see that they have lost all ostensible power, and are merely awaiting retirement. Atu, the Village Constable of Wakwapu asked when he should return his uniform to Baniara, and he is the oldest V.C. on the Cape, being V.C. pre-war.

The presence of the Village Constable goes ignored in some villages as the Councillor performs his duties. In others the Constable hinders, as neither is completely sure of his particular duties and responsibilities.

(b) is the case of Bako and Maona. At Bako the Village Constable has held his position for the last twenty years and the Councillor has served under him in the position of Village Councillor for just as long. The coming of the Council has left things virtually unchanged, except that the councillor has a higher rate of pay, and attends Council meetings. The position in the village looking at Government, Mission and village work is the same as every. They claim to work together, share responsibilities and make decisions together. When asked who has the responsibility of bringing courts to Baniara there was indecision, and both passed it back and forth for a while.

At Maona the Village Constable and Councillor are relatively new and are both young. There is no doubt that the Village Constable would give competition to the Councillor at elections if not for his present position.

9. The experiment may have worked if each official had been made aware of his individual duties. They may have been told, and have since forgotten. If the Local Government Councillor as representative of the villagers, worked as such, leading them in village projects, representing them at the Council meetings, and the Village Constable held the duties of Government appointee, it may have worked much better. The Constable as representative of the Department could lead the people in Government work, settle minor disputes and take courts to the patrol post. As it stands though, the Local Government Councillor generally attends to all these matters.

10. Whether or not an arrangement could be worked out to help the officials work together more efficiently, the fact stands that these people only need one official per village.

Complaints 11. A complaint was made by Raymond Algerram of Bako village that he lost 106 immature and 35 mature coconut trees as well as five gardens in a fire lit by the Council clerk in August. The Village Constable and three other people also had gardens damaged in this fire which was lit with permission for the purpose of finding a route for a road.

12. The complaint was brought to Charles, the Village Constable on the 27th August, the time of the fire. He referred the matter to the Local Government Councillor who delegated it back to him. Consequently nothing was done until the patrol passed on the 17th September and Raymond reported it himself.

Rest Houses 22. The Rest Houses of Cape Vogel are roomy and well built. Off the ground with sago walls, they each have a large verandah-type room at the front. The only one in need of repair is at Nakwapu and materials have already been collected for the job.

Carriers. 23. There was no problem in obtaining carriers for the patrol. Through a Council rule, men will only carry between barracks. There is no problem in replacing them with men of the next village if word is sent ahead though. Money is the only acceptable payment to carriers.

Roads and Bridges

24. The Cape Vogel Local Government Council owns a tractor and trailer which is intended in time to assist most of the people of the Cape. Based at Mukawa, the Council Headquarters, the tractor can travel West as far as Tapio, and across the Cape almost as far as Tarakwaruru.

25. A quarter of a mile from Mukawa, at Rousewa, there is a steep climb which necessitates abandoning the trailer. Work was done on grading this during the petrol, and although not yet finished, it should be passable to tractor and trailer shortly.

26. A detour of about four miles has been found off of the track to Tarakwaruru. This suitably fords the Tarakwaruru River and with a little more work here, the tractor and trailer will be able to cross to the Tarakwaruru Mission.

8 27. From Tarakwaruru, the Irikaba can be forded in the dry season, but is reported to be a quarter of a mile wide in flood. Past this the road is excellent for five miles. There are small patches of rock, but these pose no great problem. The Southern end of this road meets the Dabora escarpment which is untrafficable.

28. The land adjacent to the escarpment is rocky and a sheer hundred to two hundred foot drop, whereas the escarpment is a rocky, very steep hundred foot slope. It is much too steep to manage the tractor and trailer, and could not be levelled to a reasonable grade using village labour.

29. The chance of finding another way from the plain, to utilize some of the existing road was investigated. The ridge was walked along almost to Dabora, then people were asked about any tracks they might have, and if they knew the nature of the land. The ridge is said to go almost as far as Banapa, rock all the way. Two valleys come down from the top but these were walked down and are out of the question. The present walking track seems to be the best way down from the plain to the coastal road. This makes the chances of the tractor serving Bako, Wabubu and going through to the South coast slim.

30. The possibility of an alternate road from the detour near the Mission, bypassing the escarpment was also investigated. Using a guide from Ginada, a track was found which avoided the swamplands of the Tarakwaruru River and was said to lead to Dabora. The track also crossed the Irikaba River, but much higher up than the present road. It leads for about two miles quite well, nearing Dabora there are more obstacles than the present road. Detours could not be found around many of these, and there is not a suitable way down to the coastal road. This was the only way found out of the swamp, and the only other way known across the Cape at the Eastern end.

31. The Tarakwaruru Foot-bridge is badly in need of repair. A couple of Bendoro piles have rotten right through, causing the bridge to cant awkwardly at that section. Several marsden matting sheets have gone and the horizontal supporting poles here must be walked along. Much of the remaining sheets have rusted to a dangerous extent.

32. The Tapio people have cut four Bendoro logs as replacement piles, and these are at Dabi, a short way from Tapio. They refused to drag the logs to Magabara, claiming that previously logs had been loaded onto a Government boat from Dabi. The harbour there seems suitable for this.

33. Children from Bogaboga, Ginada, Mukawa and Tapio use the bridge daily to go to school at Tarakwaruru. Unless it is repaired shortly the chances of an accident are will grow. It is a dangerous crossing at the present time.

Agriculture 34. Rice was planted in most coastal parts of the Cape last year, but this was washed out through heavy rains in the beginning of this year. Several villages are keen to try again this year if seed rice can be supplied to them.

35. Subsistence crops have suffered through the current dry season. This is said to be a seasonal phenomena and the people are not unduly worried about the shortage. They have enough food to ensure that no one will starve, but there is none to spare. No fresh foods were offered for sale to the patrol except at Wakwapu, which is watered by the Kuaba. The usual crops include sweet potato, yam, taro, bananas, pumpkin sago and pineapples. Water melon and passion fruit are also grown.

Cash crops are at present confined to copra. This is marketed through the numerous communal Trade Stores to Copra Marketing Board, Samarai. The problem in this is the long and uncertain waiting period for shipment. Motor vessels "Bev", "Maclaren King" and "Mirigini" sometimes call into the harbours near some villages, but these services are unreliable. They say more copra would be made if they had a more reliable service.

37. The people of Dabora inquired into the possibility of selling Betel nut at the Rabaraba Market, and the chance of transportation to it by a Government boat. They have many trees and say there is no closer market for it. It was suggested that they go by canoe around the Bay to Rabaraba and try it.

Commerce and Industry

38. Mr Memafu Malara accompanied the patrol and spoke to many people of the Co-operative movement in general. The general concensus was one of support and willingness ~~listen~~ ~~further~~. I feel that when his ideas have formed and support is called for, it will be forthcoming, probably more easily on the Coastal villages than inland.

39. Bogaboga has the basis for a small-scale fishing venture. A smoke house has been recently built, they have good canoes, excellent nets and well-stocked waters. I believe the Agricultural Officer intends to tutor representatives of the village on the proper use of the smoke house, and have the dried fish marketed through D.A.S. & F. Rabaraba.

Education 40. There are two Anglican Mission Stations within, the area, one at Menapi and the other at Tarakwaruru.

41. The Menapi Mission teaches about 320 children up to standard five. They are predominantly from the Menapi area with about forty above average children from the Daga boarding.

42. The Tarakwaruru Mission has 288 children up to standard six. Menapi children go on to Tarakwaruru to do the extra year. This school serves Bak, ~~Tarak~~ Ginada, Bogala, Mukawa and Tapio villages. Eighty children from the Pumani area board.

43. Mission schools such as Mukawa and Kem teach the first two grades.

44. There are no Administration schools in the Cape Vogel area which is ~~not~~ well served by the Anglican Mission.

Conclusion 45. The main object of the patrol, to find a suitable vehicular road from Tarakwaruru to Dabora was not achieved. Perhaps a bigger problem than terrain in making such a road possible is a lack of enthusiastic population. The work forces of the three closest villages to the escarpment are forty, thirty-five and thirty. These are up to two and a half hour's walk from it. There is also an unwillingness to plunge deeply into dreams of this type of project because of fear of disillusionment.

46. This does not, and I feel will not apply to the Co-operative movement. Each village has its own communal trade store to market the village copra and on occasion sell trade goods bought with the proceeds. These are run on community funds, usually having a storekeeper-manager and two "village representatives" perhaps to keep an eye on him. If the co-operative movement does nothing more than running these more efficiently and providing a regular service to Samarai, it will accomplish a lot of good on the Cape.

47. The community store at Pem was completely empty, having nothing more than empty paper bags on the shelves. At Dabora the opposite was seen, the store sold coffee, soft-drinks, cheese, sweet biscuits and clothes as well as the usual trade goods and supplies. This does raise the standard of living of the villagers, seeing the goods on the counter makes an incentive to produce more copra to attain them.

48. It was said in a few places that more copra would be made if it could be sent to Samarai more often. If the "Hiri" could be used for this some time in the future it could solve the problem.

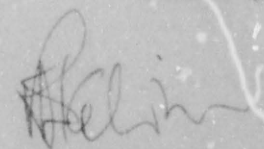
49. The only "administrative" problem on the Cape is that of fires in this present dry season. Some people seemed uncertain of some facets of the law, but all were told. The patrol was enjoyable and I feel offered me good field experience.

R.D. Kelvin
(R.D. Kelvin, C.P.O.)

Appendix

Report on Members of the Royal Papua & New Guinea Constabulary.

Number	Rank	Name	Conduct	Remarks.
9907	Constable	Matthias	Good	Casual but reliable and efficient.
11353	T/Constable	Lapei	Good	An enthusiastic member. Dress and bearing good.



(R.D. Kelvin)

Cadet Officer R.P. & N.G.C.

16

Patrol Post, BANIARA,
Baniara Sub-District,
Milne Bay District.

RBA 2/65-66

Patrol Conducted by K.D.Kelvin, Cadet Patrol Officer

Area Patrolled Part Cape Vogel Census Division

Personnel Accompanying
the Patrol M.Malara, Co-operatives Officer
R.P.& N.G.C. -2
Interpreter -1

Duration of Patrol 14/9/65 to 28/9/65
Fourteen days

Last Patrol to the Area

D.D.A.	9/7/65	six days
D.A.S.& F.	8/65	
P.H.D.	3/65	
Ma.com	7/65	

Objects of the Patrol

1. Area Familiarisation of GPO and C.O.
2. Routine Administration
3. Road Investigation
4. Pre Local Government Council Election discussions
5. Decimal Currency discussions

Map Reference TUII Journal
Sketch map accompanies

Introduction 1. The patrol visited the coastal villages of Cape Vogel. It went anti-clockwise around the Cape from Baniara to Nadine, across to Keiabagira and on to Baniara.

2. This area supports the Cape Vogel Local Government Council which undertook a successful tax patrol at the same time as this one. Discussions included mention of the need to pay taxes, the function of the Council, some current Council projects and the coming Council elections. The people were told how the election provides the link between the people, or taxpayers and the council, and were asked to consider nominations.

3. Copies of "Dollars and Cents" were left in all villages. Discussion on the impending change of currency stressed the continued validity of pounds, shillings and pence. They were told that the new money will simplify counting, but as long as the present money exists, it can be spent. This appeared to be well taken by everyone, although they were told to bring any query they may have to the patrol post.

4. Mr. M. Malara, Co-operatives Officer accompanied throughout. He spoke in general terms of the Co-operative movement, and was well received.

5. At the time of the patrol, no rain had fallen on Cape Vogel for over three months. This was an exceptionally dry spell, and although there is no serious food shortage, evidence was seen in the gardens of this.

Diary

Tuesday 14/9/65 1400 Left Baniara in Station speedboat for Menapi. Inspected Village, and visited Mission.

Wednesday 15/9/65 Talked at Menapi about the Council and Decimal Currency. Mr. Malara talked. No complaints, left 1000, proceeded to Banapa. Arrived 1115 inspected village, talked, proceeded to Dabora 1400.

Thursday 16/9/65

Inspected village and talked.
The only problem is the desire to market
Betel Nut. 1000 walked along the ridge
from the Dabora-Tarakwaruru track back
to Dabora. No suitable track down was
found. Arrived Bako 1730.

Friday 17/9/65

Left patrol at Bako and proceeded to the
Western end of Tarakwaruru Strip, walked
inland from there looking for a suitable
crossing of the Irikaba Creek. Returned
to Bako 1430. Talked and inspected village
Raymond Algorra complained of damage to
his property done by a fire lit by the
Council Clerk.

Saturday 18/9/65

0800 to Tarakwaruru, spent the morning
with Father D. Jones being shown the Mission
Station. Arrived Mukawa 1330.

Sunday 19/9/65

Observed at Mukawa

Monday 20/9/65

0730 employed 22 labourers from Mukawa to
work on the grade at Rousewa. Went with
Council V. President Josiah and McDonald
with Robert of Ginada as guide to detour
near Tarakwaruru and thence along a track
to Dabora. Returned approx 1700.

Tuesday 21/9/65

Tried to find a better track to Dabora,
with guides from Begaboga. Returned to
Mukawa 1530 hrs.

Wednesday 22/9/65

a.m. Inspected villages and talked to the
people of Mukawa, Begaboga and Ginada.
1530 to Rousewa Grade, worked there.

Thursday 23/9/65

By M.V. "Aime" to Tapio, arrived 0915.
Inspected village and water supply, talked.
Arrived Pem about 1430, inspected village
talked about fires, decimal currency, and
local government.

Friday 24/9/65

Arrived Medine per "Anze" 1100. Inspected village and talked, no complaints.

Saturday 25/9/65

Arrived Wakwapu 1300, inspected village and talked.

Sunday 26/9/65

Observed at Wakwapu

Monday 27/9/65

Left Wakwapu 0730, arrived Mapona 0915. Inspected village and talked, no complaints. Left Mapona 1100, went to Wancxi, a hamlet of Kolbagira to pick up a woman with bronchitis, constructed a stretcher with canopy for shade and proceeded to Kolbagira. Arrived 1530, talked and left at 1700. Arrived at Gira to meet speedboat 1800.

Tuesday 28/9/65

Baniara speedboat arrived 0600, took Semerier (female patient) to Baniara Hospital. Talked to people and inspected village, speedboat returned 1100, travelled to Baniara. Visited Abuara 1600, people still in gardens.

Wednesday 29/9/65

Visited Abuara 0700, inspected village and talked to people, no complaints.

Facilitation

1. The reception of the patrol was good. There were good attendances at all meetings and carriers were easy to get. The Co-operatives Officer was well received in all villages. The general comment on his outline of co-operative ventures was "we would like to try it!" This was expressed in these words in a few places.

Villages

2. The building standard is good. Most houses are off the ground with walls of Kipa (sage). Houses are generally well built, and in only one instance was a building instruction left.

3. Bako Village is in the middle of a rebuilding project. Five houses are newly completed, and another six stand half finished, because of lack of materials for walls. These buildings are said to be undertaken by communal effort.

4. Water supplies are lower than usual, but there is enough for the time being. Most coastal villages draw from shallow wells or springs which will not run dry, while Wakwapu is served by the Ruaba.

5. The villages of Cape Vogel are exceptionally clean and tidy, the exception being Midine. It is not really bad, but it is noteworthy that it is the only village of the Cape with pigs. Sanitation is in order, being in most places over water.

Village Officials

6. The Assistant District Commissioner's 92-1-0 of 21st July, addressed to the District Commissioner refers.

7. A peculiar position exists on Cape Vogel with regard to village officials. At present twenty-six Local Government Councillors represent the people of the main villages. Also, all the Village Constables in office prior to the proclamation of the council have kept their former positions, if not power. They still hold the Village Register and wear the uniform, but have not been paid since the Council Elections.

8. The position is either:

- (a) The Local Government Councillor has taken over the village power, or
- (b) The two officials work together to some extent.

(a) occurs in most villages. The Councillor leads the work and is the greatest "noise" in the village. Although the Councillor might not have all the "say" in the village, he certainly says a lot. In many of these villages it is obvious that the Village Constables can see that they have lost all ostensible power, and are merely awaiting retirement. Atu, the Village Constable of Wakwapu asked when he should return his uniform to Baniara, and he is the oldest V.C. on the Cape, being V.C. pre-war.

The presence of the Village Constable goes ignored in some villages as the Councillor performs his duties. In others the Constable hinders, as neither is completely sure of his particular duties and responsibilities.

(b) is the case of Bako and Napona. At Bako the Village Constable has held his position for the last twenty years and the Councillor has served under him in the position of Village Councillor for just as long. The coming of the Council has left things virtually unchanged, except that the councillor has a higher rate of pay, and attends Council meetings. The position in the village looking at Government, Mission and village work is the same as ever. They claim to work together, share responsibilities and make decisions together. When asked who has the responsibility of bringing courts to Baniara there was indecision, and both passed it back and forth for a while.

At Napona the Village Constable and councillor are relatively new and are both young. There is no doubt that the Village Constable would give competition to the Councillor at elections if not for his present position.

9. The experiment may have worked if each official had been made aware of his individual duties. They may have been told, and have since forgotten. If the Local Government Councillor as representative of the villagers, worked as such, leading them in village projects, representing them at the Council meetings, and the Village Constable held the duties of Government appointee, it may have worked much better. The Constable as representative of the Department could lead the people in Government work, settle minor disputes and take courts to the patrol post. As it stands though, the Local Government Councillor generally attends to all these matters.

10. Whether or not an arrangement could be worked out to help the officials work together more efficiently, the fact stands that these people only need one official per village.

Complaints 11. A complaint was made by Raymond Alexraa of Bako village that he lost 106 immature and 35 mature coconut trees as well as five gardens in a fire lit by the Council clerk in August. The Village Constable and three other people also had gardens damaged in this fire which was lit with permission for the purpose of finding a route for a road.

12. The complaint was brought to Charles, the Village Constable on the 27th August, the time of the fire. He referred the matter to the Local Government Councillor who delegated it back to him. Consequently nothing was done until the patrol passed on the 17th September and Raymond reported it himself.

Rest Houses 22. The Rest Houses of Cape Vogel are rocky and well built. Off the ground with cage walls, they each have a large verandah-type room at the front. The only one in need of repair is at Wakwapu and materials have already been collected for the job.

Carriers. 23. There was no problem in obtaining carriers for the patrol. Through a Council rule, men will only carry between barracks. There is no problem in replacing them with men of the next village if word is sent ahead though. Money is the only acceptable payment to carriers.

Roads and Bridges

24. The Cape Vogel Local Government Council owns a tractor and trailer which is intended in time to assist most of the people of the Cape. Based at Mukawa, the Council Headquarters, the tractor can travel West as far as Tapic, and across the Cape almost as far as Tarakwaruru.

25. A quarter of a mile from Mukawa, at Rousewa, there is a steep climb which necessitates abandoning the trailer. Work was done on grading this during the patrol, and although not yet finished, it should be passable to tractor and trailer shortly.

26. A detour of about four miles has been found off of the track to Tarakwaruru. This suitably fords the Tarakwaruru River and with a little more work here, the tractor and trailer will be able to cross to the Tarakwaruru Mission.

27. From Tarakwaruru, the Irikaba can be forded in the dry season, but is reported to be a quarter of a mile wide in flood. Past this the road is excellent for five miles. There are small patches of rock, but these pose no great problem. The Southern end of this road meets the Dabora escarpment which is untrafficable.

28. The land adjacent to the escarpment is rocky and a sheer hundred to two hundred foot drop, whereas the escarpment is a rocky, very steep hundred foot slope. It is too steep to manage the tractor and trailer, and could not be levelled to a reasonable grade using village labour.

29. The chance of finding another way from the plain, to utilize some of the existing road was investigated. The ridge was walked along almost to Dabora, then people were asked about any tracks they might have, and if they knew the nature of the land. The ridge is said to go almost as far as Anapa, rock all the way. Two valleys come down from the top but these were walked down and are out of the question. The present walking track seems to be the best way down from the plain to the coastal road. This makes the chances of the tractor serving Bako, Wabubu and going through to the South coast slim.

30. The possibility of an alternate road from the detour near the Mission, bypassing the escarpment was also investigated. Using a guide from Ginada, a track was found which avoided the swamplands of the Tarakwaruru River and was said to lead to Dabora. The track also crossed the Irikaba River, but much higher up than the present road. It leads for about two miles quite well, nearing Dabora there are more obstacles than the present road. Detours could not be found around many of these, and there is not a suitable way down to the coastal road. This was the only way found out of the swamp, and the only other way known across the Jape at the Eastern end.

31. The Tarakwaruru Foot-bridge is badly in need of repair. A couple of Bendoro piles have rotten right through, causing the bridge to cant awkwardly at that section. Several wadded matting sheets have gone and the horizontal supporting poles here must be walked along. Much of the remaining sheets have rusted to a dangerous extent.

32. The Tapio people have cut four Bendoro logs as replacement piles, and these are at Dabi, a short way from Tapio. They refused to drag the logs to Magabara, claiming that previously logs had been loaded onto a Government boat from Dabi. The harbour there seems suitable for this.

33. Children from Bogaboga, Ginada, Mukawa and Tapio use the bridge daily to go to school at Tarakwaruru. Unless it is repaired shortly the chances of an accident ^{will} are growing. It is a dangerous crossing at the present time.

Agriculture

34. Rice was planted in most coastal parts of the Cape last year, but this was washed out through heavy rains in the beginning of this year. Several villages are keen to try again this year if seed rice can be supplied to them.

35. Subsistence crops have suffered through the current dry season. This is said to be a seasonal phenomenon and the people are not unduly worried about the shortage. They have enough food to ensure that no one will starve, but there is none to spare. No fresh foods were offered for sale to the patrol except at Wakwapa, which is watered by the Ruaba. The usual crops include sweet potato, yam, taro, bananas, pumpkin, sage and pineapples. Water melon and passion fruit are also grown.

Cash crops are at present confined to copra. This is marketed through the numerous communal Trade Stores to Copra Marketing Board, Samarai. The problem in this is the long and uncertain waiting period for shipment. Motor vessels "Bev", "Maclaren King" and "Mirigini" sometimes call into the harbours near some villages, but these services are unreliable. They say more copra would be made if they had a more reliable service.

37. The people of Daborn inquired into the possibility of selling Betel nut at the Rabaraba Market, and the chance of transportation to it by a Government boat. They have many trees and say there is no closer market for it. It was suggested that they go by canoe around the Bay to Rabaraba and try it.

Commerce and Industry

38. Mr Mamafa Malara accompanied the patrol and spoke to many people of the Co-operative movement in general. The general consensus was one of support and willingness listen further. I feel that when his ideas have formed and support is called for, it will be forthcoming, probably more easily on the Coastal villages than inland.

39. Beqabega has the basis for a small-scale fishing venture. A smoke house has been recently built, they have good canoes, excellent nets and well-stocked waters. I believe the Agricultural Officer intends to tutor representatives of the village on the proper use of the smoke house, and have the dried fish marketed through D.A.S. & F. Rabaraba.

Education

40. There are two Anglican Mission Stations within the area, one at Menapi and the other at Tarakwaruru.

41. The Menapi Mission teaches about 320 children up to standard five. They are predominantly from the Menapi area with about forty above average children from the Daga boarding.

42. The Tarakwaruru Mission has 268 children up to standard six. Menapi children go on to Tarakwaruru to do the extra year. This school serves the Hake, Tazulu Ginada, Kegaboga, Mukawa and Tapie villages. Eighty children from the Pusani area board.

43. Mission schools such as Mukawa and Posa teach the first two grades.

44. There are no Administration schools in the Cape Vogel area which is well served by the Anglican Mission.

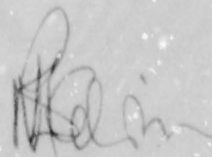
Conclusion 45. The main object of the patrol, to find a suitable vehicular road from Tarakwaruru to Dabera was not achieved. Perhaps a bigger problem than terrain in making such a road possible is a lack of enthusiastic population. The work forces of the three closest villages to the escarpment are forty, thirty-five and thirty. These are up to two and a half hour's walk from it. There is also an unwillingness to plunge deeply into dreams of this type of project because of fear of disillusionment.

46. This does not, and I feel will not apply to the Co-operative movement. Each village has its own communal trade store to market the village copra and on occasion sell trade goods bought with the proceeds. These are run on community funds, usually having a storekeeper-manager and two "village representatives" perhaps to keep an eye on him. If the co-operative movement does nothing more than running these more efficiently and providing a regular service to Samarai, it will accomplish a lot of good on the Cape.

47. The community store at Foa was completely empty, having nothing more than empty paper bags on the shelves. At Dabera the opposite was seen, the store sold coffee, soft-drinks, cheese, sweet biscuits and clothes as well as the usual trade goods and supplies. This does raise the standard of living of the villagers, seeing the goods on the counter makes an incentive to produce more copra to attain them.

48. It was said in a few places that more copra would be made if it could be sent to Samarai more often. If the "Hiri" could be used for this some time in the future it could solve the problem.

49. The only "administrative" problem on the Cape is that of fires in this present dry season. Some people seemed uncertain of some facets of the law, but all were told. The patrol was enjoyable and I feel offered me good field experience.

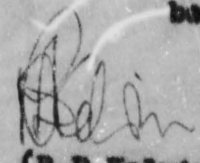


(R.D. Kelvin, C.P.O.)

Appendix

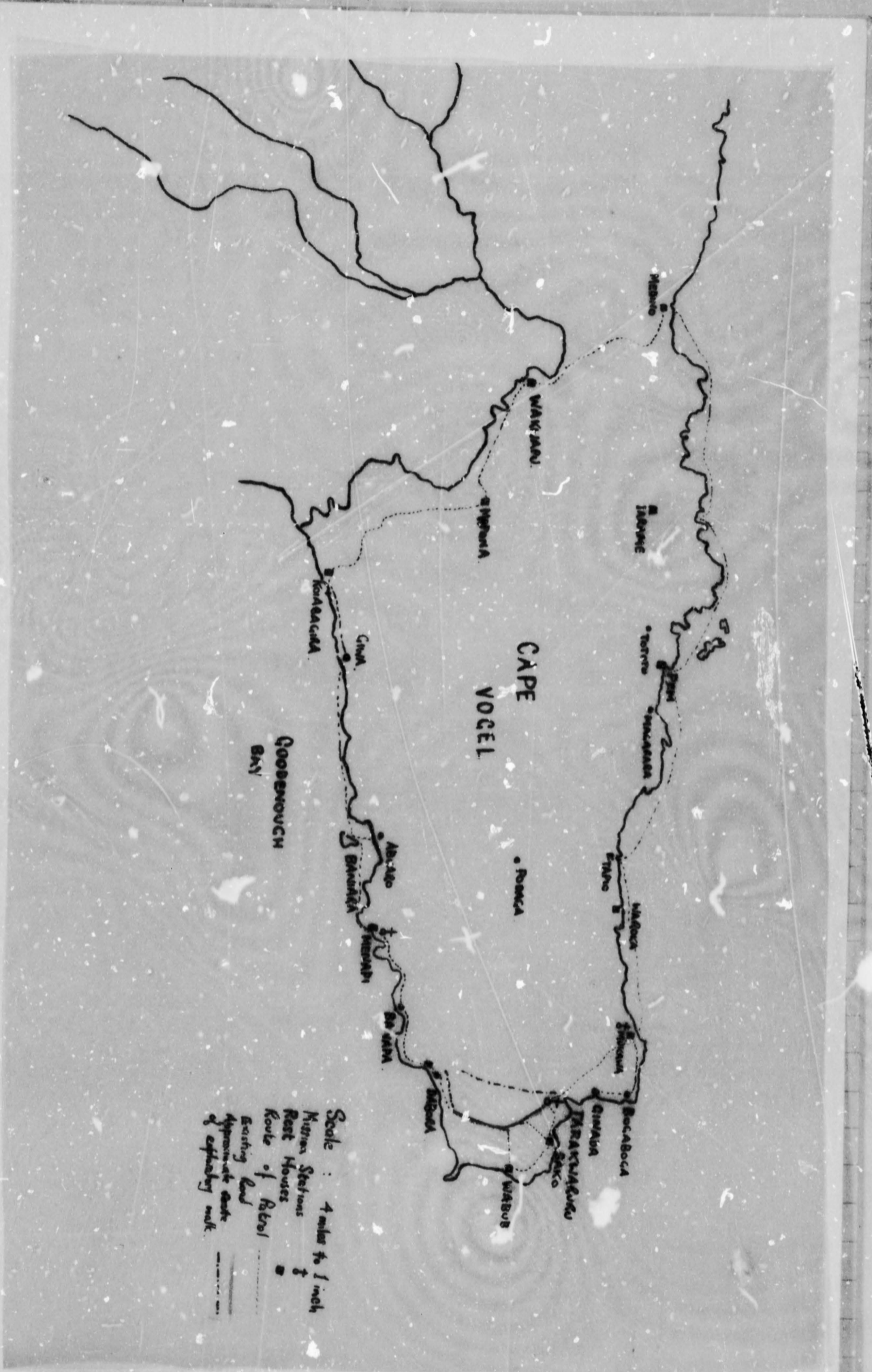
Report on Members of the Royal Papua & New Guinea Constabulary,

Number	Rank	Name	Conduct	Remarks.
9907	Constable	Matthias	Good	Casual but reliable and efficient.
11353	T/Constable	Lapei	Good	An enthusiastic member. Dress and bearing good.



(R.D. Kelvin)

Gadet Officer R.P. & N.G.C.



Bentinik.

District Commissioner,
Palmer Bay District,
Samoa

67-1-8.

17-3-66.

Rabaraba Patrol Report NO2/1965-66

1. Receipt is acknowledged with thanks of a patrol report by Mr Kelvin covered by your memorandum 67-1-5 of 25th January 1966.
2. Your comments & those of Mr Johnson have been noted.
3. Mr Kelvin seems to have finished a useful patrol and has submitted a lengthy & interesting report, but this report should have been submitted months ago.
4. Is the Regional Local Government officer fully conversant with the position existing in the Cape Vogel area in respect of former village officials still wearing their uniforms but not being paid? I have referred the matter to the Commissioner for Local Government for his comments.

J. K. McCarthy
Director.

67-4-24.

PATROL REPORT No. 7-65/66.

— By —

R.D. KELVIN.

RABARABA.

MILNE BAY DISTRICT.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MILNE BAY Report No. RBA 7/65-66

Patrol Conducted by R.D. Kelvin, Cadet Patrol Officer.

Area Patrolled A AUN, in the Daga Census Division

Patrol Accompanied by Europeans Nil

Natives Three

Duration—From 10/1/1966 to 20/3/1966 (Broken Periods)

Number of Days Sixty-two (62)

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services 11/1965

Medical/...../19.....

Map Reference TUPI Fourmil

Objects of Patrol Restoration of the Agaun Aerodrome.

Investigation of Jargo Cult.

Director of Native Affairs,

PORT MORESBY.

Forwarded, please.

28/11/1966

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

.....

.....

.....



(11)

TERRITORY OF PAPUA AND NEW GUINEA

Telegrams DISADM

Telephone 4601 67-4-24

Our Reference.....

If calling ask for

Mr.....

Department of District Administration,
Konecōbu, Papua.

9th December, 1966.

The District Commissioner,
Milne Bay District,
SAMARAI.

OVERDUE PATROL REPORTS

Reports as listed below have just been received at this Headquarters for patrols undertaken prior to 1st September, 1966.

Under your reference 67-1-5 dated 28th November, you state that any action arising from these patrols has been taken and any further comment superfluous. I concur.

Reports received :-

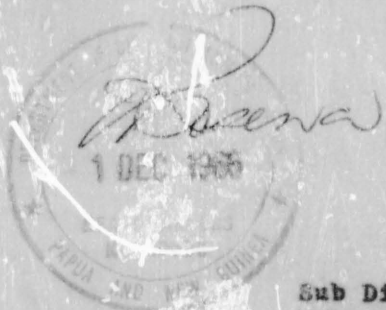
Guasopa Patrol Report No.2	65/66	by H.W. Morris
Guasopa Patrol Report No.3	65/66	by H.W. Morris
Misima Patrol Report No.5	65/66	by W.M. Bloxam
Baniara Patrol Report No.4	65/66	by J.J. Soroda
Rabaraba Patrol Report No.7	65/66	by R.D. Kelvin
Rabaraba Patrol Report No.9	65/66	by R.D. Kelvin
Rabaraba Patrol Report No.2	66/67	by R.D. Kelvin
Rabaraba Patrol Report No.3	66/67	by J.J. Soroda
Misima Patrol Report No.3	66/67	by W.M. Bloxam

Reports should be forwarded with the minimum of delay even if handwritten comments or no comment at all is possible.

(J. K. McCarthy)
DIRECTOR

4-2-3
67-2-17

MMI/pj



Sub District Office,
Rabaraba,
Milne Bay District.

14th April, 1966.

The District Commissioner,
Milne Bay District,
SANARAI.

RECONSTRUCTION AGAUN AERODROME

RABARABA PATROL REPORT 7/65-66

Attached please find Rabaraba Patrol Report No. 7/65-66 prepared by Mr. R.D. Kelvin, Cadet Patrol Officer, covering the reconstruction of Agaun aerodrome in this sub-district.

2. The report is straight forward and requires no elaboration. That the work carried out was well done is evidenced by the fact that Mr. Miller, Airport Inspector, Department of Civil Aviation, had no hesitation whatsoever in approving the aerodrome as capable for full unrestricted use by Category "J" aircraft.

3. During Mr. Miller's inspection the following points were made, the completion of which would allow Category "B" aircraft operation.

- (1) Compaction and filling north eastern section from 2,700' mark to 3,000' mark.
- (2) Cutting the bank on the northern side of the strip at a gradient of 1 in 10 for a distance of 25' for the length of the aerodrome as a "flyover" area.
- (3) Further compaction of surface as required - especially after rain.

4. Mr. S. Moyupasa, Council Clerk of the Daga Local Government Council was informed of these requirements and was requested to arrange for a start to be made as soon as the tax patrol, currently taking place, was completed. My 4-2-3/45-14-1 of 12th April is relevant.

5. The "cargo cult" described by Mr. Kelvin at paragraphs 13-21 has been commented on in my 51-2-0 of 11th March, 1966, and needs no further elaboration.

9

.2.

6. Claim for camping allowance attached.

7. Mr. Kelvin has done a first rate job- both as to the physical work on the aerodrome and in his relations with the Daga people - paragraph 5 of my 4-2-3/67-2-17 of 9th January, 1966, copy attached, refers.

8. For your information please.



E.R. Johnson
Assistant District Commissioner.

c.c. Mr. R.D. Kelvin,
Cadet Patrol Officer.
Rabaraba.

Cadet Patrol Officer

(5)

Sub District Office,
Rabaraba,
Milne Bay District.
11th April, 1966

PATROL REPORT - RPA 7/65-66

Patrol Conducted by	R.D.Kelvin, Cadet Patrol Officer.
Area Patrolled	Agaun, Daga Census Division.
Personnel Accompanying the Patrol	RP&NGC - 3
Duration of Patrol	10/1/66 to 22/1/66 and 27/1/66 to 20/3/66. sixty-two days
Last Patrol to the Area	D.D.A. 11/65 fourteen days D.A.S.F. 8/65 six weeks
Objects of the Patrol	1. Airstrip work. 2. Investigate reports of Cargo Cult activity in the Daga.
Map Reference	TUPI Fourmil

(7)

Introduction: 1. Agaun is in the most heavily populated valley of the Daga, and is very nearly the geographical centre. The land "Agaun" supports the Daga Anglican Mission Station, a D.A.S.F. Extension Centre and the Daga Local Government Council. These establishments are largely dependant on the aerodrome as the alternative method of communication is a two or three day walk to the coast, depend~~ant~~g on the strength of the rivers.

2. Mission labour first cleared the strip in 1953. Mr Anthony, P.O., mentioned it in his Patrol Report 5 of 1955/56 as an area of cleared land 300 X 100 yards, and noted the possibility of extending it a further 400 yards. About five years later Mr Roach, P.O. inspected the site and later purchased the land. Major reconstruction was supervised by Mr Hamilton in the first half of 1965 to bring it up to class "Y" specifications of 3000 X 175 feet.

3. This aerodrome is vital to the economic development of the area. At present about four tons of coffee are in the storage shed to be flown to Rabaraba for enforwarding to Lae. Much of this year's crop of eleven and a half ton would not have been produced if it had to be carried to the coast to be sold. Further cash crops will include english potatoes, eschallots, cabbages, carrots and citrus fruits if a market and regular shipping can be organised. Ingoing necessities are the goods for the Council Bulk Store. This store is the answer to the inflationary situation caused by injecting \$4,000 per annum into the area through coffee and having virtually no outlet.

4. The aerodrome was closed in early January after the D.C.A. inspection of 24th November. This necessitated a postponement of the Council opening and put a stop to the operation of moving the coffee to Rabaraba. The closure was attributed to lack of width, insufficient markers and lack of fly-over area. The operational width at the time was 75 feet, the other 100 feet being closed, considered too soft.

5. Unfortunately, the same time as it was found that the airstrip had been closed, a report came to the office of Cargo Cult activities in the area. Two "prophets" had come to the area proclaiming that the end of the world is at hand and all Baniaras should be rid of "white man's rubbish" eg. coffee trees.

Diary:

Monday 10th Jan. Left Rabaraba by canoe ~~1000~~ 0900, reached Sirisiri about 1600, heavy rain all day.

Tuesday 11th Walked to Radarada, the track had not been cut since early November and was almost overgrown with a 5' kunai growth. Slept at Radarada trying to get rid of a heavy head cold.

Wednesday 12th To Kanaturu, sick in the afternoon through head cold.

Thursday 13th Walked to Danawan. Walking was difficult because of swollen streams.

Friday 14th Reached Agaun approx 1230, heavy rain, talked to Councillors of Kakaia, Uni, Komania and Bonenau on the subjects of the airstrip work and the cult.

Saturday 15th Inspected airstrip, an amount of work had been done since November under the supervision of Mr. Samuel Moyupnen

Sunday 16th Observed.

Monday 17th Contacted ADC by Mr Murane's transceiver, reported that cultists in Mt Simpson area. Work commenced on strip by clearing growth.

Tuesday 18th and Wednesday 19th Compacted soft parts of surface within 100' markers using battering rams.

Thursday 20th Walked to and slept at Biman en route Rabaraba.

Friday 21st Biman to Radarada, streams much stronger than on 13th.

Saturday 22nd Walked from Radarada to Rabaraba.

23rd to 26th At Rabaraba for the Supreme Court.

Thursday 27th Returned to Agaun per S.I.L. charter.

Friday 28th Airstrip reasonably firm within 100' markers, further compacting done on this area.

Saturday 29th Contacted ADC through Mr Murane's radio, learnt that the strip has been opened to Mission aircraft and 10 commercial flights have been allowed to carry out maintenance work.

Sunday 30th Observed.

Monday 31st Australia Day.

Tuesday 1st Feb Met Messers Snooks and Williams of PWD and ADC, all making airstrip inspections. Set up Cramm transceiver.

Wednesday 2nd Supervised repair work on drainage.

Thursday 3rd Assembled cone markers and painted them, supervised planting of grass on strip.

Friday 4th Marked airstrip with extra markers to 100' width. Supervised work on compacting soft surface outside markers.

Saturday 5th Inspected drains, windsock, airstrip surface, contacted ADC.

Sunday 5th Observed

Monday 7th Supervised repairs to drainage then compacting by battering rams.

Tuesday 8th to Friday 18th Supervised compacting of airstrip surface by use of "battering rams"

Monday 21st to Tuesday 8th March Supervised levelling of mound in airstrip to remove "dip" mentioned by Airport Inspector, and digging of a shallow spoon drain on the North Western side of the strip.

Wednesday 9th to Tuesday 15th Levelled the mound on the other side of the dip.

Wednesday 16th Supervised compaction of soft patches by battering ram method. Planted couch grass and cut trees, bamboo and kunai at the Eastern approach.

Thursday 17th Compacted the strip once more and planted more couch grass.

Friday 18th 1430 to 1800 walked to Danawan and slept there.

Saturday 19th Danawan to Radarada.

Sunday 20th Walked to Sirisiri, picked up at 1330 by M.V. Zircon

END OF PATROL

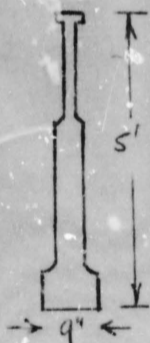
Thurs 31st March Flew to Agau with Mr Miller, Airport Inspector and ADC. Agau Aerodrome opened to category "C" aircraft.

Aerodrome: 6. On my arrival at Agaun on 14/1/66, a meeting was called of all nearby Local Government Councillors. The reasons behind the airstrip being closed and consequent postponement of the Council opening were explained. It was agreed that fifty men, drawn mainly from Komania and Kakaia would make the improvements at the rate of four shillings a day.

7. Work began on the following Monday morning. First the kunai and grass growth on the strip was cut by sarif, then the surrounds to a width of 50 feet were cleared. A P.W.D. machine operator is stationed at Agaun with a grass cutter, but had no fuel at the time.

8. Once the grass had been cut, the surface of the airstrip was closely inspected. It was seen that within the 100' width required to be open to private category, only two patches of 25 X 200 feet needed compacting. These were concentrated on for the first two weeks.

9. The method of compacting which proved most successful was the use of a number of one man battering rams. Logs of up to nine inches diameter by five foot length were brought to the airstrip and pounded on it using the pile driver principle to compress the earth. Gradually these were shaped for hand holds and wielded by one man instead of the original two. The final shape of these instruments resembled the diagram opposite. This method, as would any other, proved most effective after a substantial rainfall. It was necessary to go over all soft patches about five times before the required firmness was reached. Even now though, the surface will be soft after a soaking rain.



10. A small amount of erosion was caused on the airstrip surface itself by water running onto it from the North-Western bank. To counter this, a shallow spoon drain has been cut immediately beneath the bank, and running the length of the strip. Drains have been cut joining this to the main catch drain at the only three points where the drain is lower than the airstrip. In the last two weeks it was seen that the spoon drain did keep a lot of water from the strip. Couch grass has been planted over all the bare parts to cut down rain erosion.

11. The surface of the airstrip has a natural fall to the North East. At no time are there puddles of water on it. One January night produced 570 points of steady soaking rain without there being a puddle on the strip the following morning.

12. Water erosion has posed a problem in the main catch drain. Several times it was necessary to stop work on the airstrip surface to patch holes gouged in the floor of the drain. Later, at the time of the inspection, it was found that the side of the drain nearer the strip had eroded. This will need further work, possibly needing planking to form a channel away from the side of the drain.

13. The "dip" mentioned in Mr Miller's November Inspection report was removed by cutting mounds at each end of this from the surface, thus levelling the whole section. This was done by following Mr Hamilton, C.P.O.'s ~~method~~ method outlined in his reconstruction report.

- (i) Mark out the section of ground to be worked on with string tied to short stakes and stretched tightly. This should touch the ground at at least one place, and be as the four sides of a rectangle.
- (ii) Using "measuring sticks" to gauge depth, cut ditches beneath the strings, the bottoms of which are the same distance from the string.
- (iii) The dirt inside the ditches is removed to that depth.
- (iv) Couch grass is planted over the exposed earth.

14. Asbestos triangles were wired together, painted white, then set out to correctly mark the airstrip.

Conclusion: 15. Work has by no means finished on the Agaun aerodrome even though it has been opened to category "C" commercial aircraft. Constant maintenance to the catch drain is needed until it can be strengthened by planking and another drain cut to the hillward side of it. The surrounds must be cut by hand, possibly even the airstrip itself whenever the grasscutter breaks down.

16. The airstrip surface tends to be soft after a soaking rainfall. Further compacting at these times would not only make it safer for take off on that day, but add to overall firmness.

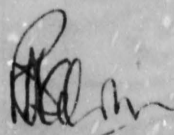
17. From the time of the departure of Mr Hamilton, the airstrip had received no maintenance at all. When the first inspection was carried out, there was uncut grass, an u/s windsock and overgrown drainage. Now that the instrument of authorization has been given to P.W.D., and the Daga Local Government Council has been established, the council should be ~~maintained~~ encouraged to maintain this airstrip with an appropriate contract.

Cargo Cult: 18. Many Daga people were interviewed about their knowledge of the cargo cult and the teachings of Aidan Gariadi. No follower was found in the area, although some are undecided, they wouldn't at all be surprised if "Iesu" and his hosts did descend from Heaven, but they are not enthusiastic about giving up shirts, shorts, knives, axes, meat, coffee and other comfortable "white man's rubbish". Their position would be described as being "on the fence".

19. These people come from the villages of Gwagut and Gwadede, bordering the Denewa region which harbours the cult leaders and disciples. They have cleaned their cemeteries and places a ring of stones at a central point in the village for the Ancestors to more or less aim at during the resurrection. These are the only signs of cultism here, and the Councillors are both strongly pro-Government and did in fact bring any person sympathetic to the cult to me. No coffee tree has been burnt, every man who wore shorts before, still wears them. There are no outward signs except those mentioned. I feel there is nothing to worry about.

20. The Assistant District Commissioner's 51-2-0 of 11th March describes fully the situation. Sympathisers I talked with had only heard "talk" from someone else, I only saw men who had listened to Aidan first hand, and they had Abau side, no one in the Daga had.

21. The Administration gained a great amount of goodwill on April 5th with the concurrent opening of the Council and the Council Bulk Store. The Bulk Store was the realization of Daga ambition for as long as they have had money to spend. With this established, and various "prophecies" falling flat, I cannot see any Daga pulling out his coffee trees, his ticket to cargo of his own.


R.D. Kelvin
Cadet Patrol Officer

67-4-25.

Cleared
Dy 15/1/69

PATROL REPORT No. 9-65/66.

— By —

R.D. KELVIN.

RABARABA.

MILNE BAY DISTRICT.

10



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MILNE BAY Report No. RBA 9/65-66

Patrol Conducted by Robert Dene Kelvin, Cadet Patrol Officer.

Area Patrolled Agaun, Daga Census Division.

Patrol Accompanied by Europeans Nil

Natives One

Duration—From 6/5/1966 to 11/6/1966

Number of Days Thirty-six (36)

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services 1/1966

Medical/19.....

Map Reference TUPI Fournil

Objects of Patrol Supervision of Airstrip Improvements.

Director of Native Affairs,

PORT MORESBY.

Forwarded, please.

28/ " /1966

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

.....

.....

.....



10

TERRITORY OF PAPUA AND NEW GUINEA

Telegrams DIS/ADM
Telephone 460
Our Reference 67-4-25
If calling ask for
Mr.

Department of District Administration,
Konedobu, Papua.

9th December, 1966.

The District Commissioner,
Milne Bay District,
SAMARAI.

OVERDUE PATROL REPORTS

Reports as listed below have just been received at this Headquarters for patrols undertaken prior to 1st September, 1966.

Under your reference 67-1-5 dated 28th November, you state that any action arising from these patrols has been taken and any further comment superfluous. I concur.

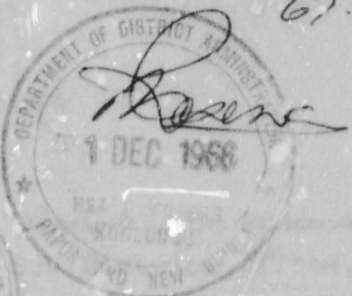
Reports received :-

Guesopa Patrol Report No. 2	65/66	by H.W. Morris
Guasopa Patrol Report No. 3	65/66	by H.W. Morris
Misima Patrol Report No. 5	65/66	by W.M. Bloxam
Baniara Patrol Report No. 4	65/66	by J.J. Soroda
Rabaraba Patrol Report No. 7	65/66	by R.D. Kelvin
Rabaraba Patrol Report No. 9	65/66	by R.D. Kelvin
Rabaraba Patrol Report No. 2	66/67	by R.D. Kelvin
Rabaraba Patrol Report No. 3	66/67	by J.J. Soroda
Misima Patrol Report No. 3	66/67	by W.M. Bloxam

Reports should be forwarded with the minimum of delay even if handwritten comments or no comment at all is possible.

(J. K. McCarthy)
DIRECTOR

67-4-25
⑨



67-2-17

OKA/ja

Sub-District Office,
KABARABA.
Milne Bay District.
20th June, 1966.

District Commissioner,
Milne Bay District,
SAMARAI.

PATROL REPORT KABARABA PATROL 9/65-66

Mr. KELVIN C.P.O. - AGAUN.

I attach the following documents in respect of the above patrol:

- (a) Patrol Report (3 copies)
- (b) Folios 36-40 Field Officer's Journal
- (c) Claim for Camping Allowance.

2. The prime purpose of the patrol was the continuation of construction work on the Agaum airstrip to ensure that the special grant of \$1650 was fully expended before the end of this financial year. This aim was accomplished.

3. Mr. Kelvin has done a creditable job and the Civil Aviation team who recently inspected the airstrip expressed satisfaction at progress to date. The remaining tasks will be completed on a voluntary basis.

4. For onforwarding please.

(O. Alder)
Assistant District Commissioner.



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams.....

Our Reference 67-2-17

If calling ask for

Mr.....

Department of District Administration,

Sub District Office,

Rabaraba,

Milne Bay District.

17th June, 1966.

PATROL REPORT - RBA 9/65-66

Patrol Conducted by R.D.Kelvin, Cadet Patrol Officer.

Area Patrolled Agaun, Daga Census Division.

Personnel Accompanying
the Patrol RP&NGC - 1

Duration of Patrol 6/5/66 to 11/6/66
thirty-six days.

Last Patrol to the Area D.D.A. 1/66 sixty-two days
D.A.S.F. 8/65 six weeks

Objects of the Patrol Airstrip improvements.

Map Reference TUFI Fourmil.

Introduction: (1) Agauri Aerodrome was opened to commercial category "c" aircraft on the 31st March, 1966. On this day the Airport Inspector, Mr. Miller, recommended that further work be done to upgrade the airstrip to category "b". This extra work included,

- "(1) Compaction and filling north eastern section from 2,700' mark to 3,000' mark.
- (2) Cutting the bank on the northern side of the strip at a gradient of 1 in 10 for a distance of 25' for the length of the aerodrome as a "flyover" area.
- (3) Further compaction of surface as required - especially after rain."

I quote from the Assistant District Commissioner's 4-2-3/62-2-17 of 14th April, 1966. The dimensions of the airstrip at this time were 2,700' by 175', or 2,700' by 150' with 12½' flyover areas.

(2) The object of the patrol was to carry out improvements including filling the section of the airstrip between the 2,700 and 3,000' marks to the required level and cutting the northern bank to allow a 25' flyover area on that side of the airstrip.

Diary:

Friday 6th May: Arrived at Agauri approx. 0800 per Stolair. Talked to Councillors and asked for 100 labourers to carry out the improvements.

Saturday 7th: Inspected aerodrome, contacted ADC on outstation, radio schedule.

Sunday 8th: Day observed.

Monday 9th: Began work with 85 labourers. started cutting the northern bank, and lifting dirt to the opposite side of the strip.

Tuesday 10th: Cut approximately 150 feet of the bank at the Mission end.

Wednesday 11th: Shifted labour to the eastern end of the strip, marked out a small section at end for filling.

Thursday 12th & Friday 13th: Supervised cutting of northern bank and filling at ^{western} end of strip.

Saturday 14th: Worked on battery charger, contacted ADC.

Sunday 15th: Day observed.

Monday 16th: Supervised cutting of northern bank.

Tuesday 17th: Met ADC, Mr. Alder who arrived by Stol, supervised work on northern bank.

Wednesday 18th: Supervised work on northern bank.

Thursday 19th: Attended Daga Local Government Meeting. Mr Alder paid labour to date.

Friday 20th: Supervised work on the northern bank.

Saturday 21st: ADC flew to Rabaraba by Stol. Set retail prices for Trade Stores associated with Daga W/Bulk Store.

Sunday 22nd: Day observed.

Monday 23rd to Monday 30th May: Supervised cutting of northern bank to a gradient of 1 in 10 to a distance of 25' outside the markers. This job completed 30th May.

Monday 30th, marked out supplementary catch drain north of the existing drain.

Tuesday 31st May: Supervised work on the new catch drain. Stocktake of goods at Daga W/Bulk Store. Monthly Financial Summary prepared.

Wednesday 1st June: to Friday 3rd: Supervised work on the new catch drain. Completed Friday 3rd.

Saturday 4th: Dirt piled along side of strip carried in bags to western end, for filling.

Sunday 5th: Day observed.

Monday 6th: Aid Post Orderly sent to Bcnenau to check reports of pneumonia, supervised shifting of dirt and pegged out part of 2,700 to 3,000' section to desired level of fill.

Tuesday 7th June: Supervised the shifting of dirt for fill and clearing of loose pebbles from airstrip surface.

Wednesday 8th: Airport Inspection by D.C.A. Adjustments made to windsock and markers at ~~western~~ ^{eastern} end. Supervised shifting of dirt from edge of strip. Paid labour.

Thursday 9th: Pegged out last section of western end for filling at a later date.

Friday 10th: Awaited Stolair charter to Rabaraba.

Saturday 11th: Flew to Rabaraba per M.A.F.

---oOo---

Aerodrome: (3) The special allocation of \$1600 for this reconstruction work has been spent and vouchers were submitted before the 15th of June. Work remains to be done on this airstrip though. The 2,700' to 3,000' section has not been filled to the required level, very little grass was planted on the surface during this patrol because there was not sufficient rain to keep it alive, and although the northern bank of the airstrip has been cut to the required level, after the 25' from the markers, it rises perpendicularly to a height of 2' to 3½'. This should be graded at a later date.

(4) The labour situation in the Daga has changed considerably since my patrol of January (REA 7/65-66), when the labour line fluctuated between 30 and 50. At this time, the Daga economy was in a state of inflation, and since then the Daga Local Government Council has established the Wholesale Bulk Store and had a tax patrol. During this patrol, it was not uncommon for 150 Dagas to present themselves for work each Monday morning.

(5) It was previously seen that the Daga is not a consistent worker. Individually, he works hard for a week and then wishes for a break. By employing a work force of 100 from the 150 offering work on a day to day basis, and rotating this force weekly, a high degree of efficiency was reached.

(6) The area between the 2,700 and 3,000' marks was pegged to the required level by using the D.C.A. figures showing the level of the "finished surface", and working from the latitudinal and longitudinal slopes. This was done with a reasonable degree of accuracy. It was not possible to subtract the figures for "natural surface" from those of "finished surface" to give the exact depth of fill required, as an amount of filling has been spread over the area since the plan was drawn.

(7) The work force was split. Half worked with picks and shovels while the rest carried dirt on bags. This was an attempt to undertake the largest tasks of filling between 2,700' and 3,000' and cutting away the bank on the northern side concurrently.

(8) The bank was cut to the required level after the first three and a half weeks. The soil removed from here was carried to the eastern end and used as filling. From the 1,500' mark, four men had to carry a bag full of soil and weighing at least sixty pounds for three quarters of a mile. From this point, the soil was just removed from the airstrip.

(9) The bank on the northern side of the airstrip has been cut to a gradient of at least 1 in 10 for a distance of 25' from the markers for the length of the strip. The present dimensions are 2,700' by 150' with flyover areas of 25' either side of the strip.

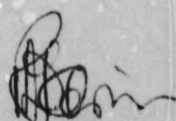
(10) Parts of the new eastern end section required filling to the depth of 2½ feet. With the exception of one part of about 10'X20' this south eastern end has been completed. The north eastern end remains to be filled, but as this is only to a few inches depth, it poses no problem. None of this new section has been compacted. There has been no significant rain, and the soil used as filling is almost in powder form.

(11) Heavy rains during the last wet season proved too much for the catch drain. Holes were gouged in the floor, and erosion occurred in both walls of it. To lessen the flow of water next wet season, a supplementary catch drain was dug on the hillward side of the existing one. It runs from the middle of the strip and empties into the very bottom of the original drain. At a point where the drain had eroded towards the airstrip, bush planking was erected as a wall, and the erosion filled with soil behind it.

(12) The villagers of Kakaia and Komania agreed to complete the work on the eastern end of the aerodrome in the hope of having it opened to larger aircraft, even if only serviced generally by Cessnas and Porters. Whether this will be done without payment remains to be seen. If not though, this should be within the scope of next year's airstrip maintenance funds.

Commerce: (13) The Daga Local Government Council Wholesale Bulk Store is at present operating as a Bulk Store, in contrast to earlier Trade Store activities. It sells to the public or representatives of Village Trade Stores in Bulk lots: by the carton, bag or dozen. Since the change there has been no slackening of business whatsoever.

(14) This removal of unfair competition has done a lot to encourage the Village Trade Stores. There are now two Stores, at Bonenau and Modeni (Kakaia), both with a very reasonable turnover. I believe that a number of other stores will be opened as soon as capital has been provided by the coffee purchase. As long as stock can be kept up at the bulk store and Trade Stores, pressure will be on the individual to earn spending money through coffee and english potatoes. I feel that the area has gone from one in a classic inflation, to a very money minded economy since the introduction of the Bulk Store. The Store has done a lot for the economic development of the Daga.



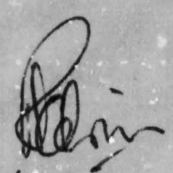
R.D. Kelvin,
(Cadet Patrol Officer)

Appendix

Report on member, Royal Papua and New Guinea Constabulary.

10574 Constable GOBARA BEU

An enthusiastic policeman,
dress and bearing good.



(R.D. Kelvin)
Cadet Patrol Officer.