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PATROL REPORTS

DISTRICT: EAST NEW BRITAIN

STATION: BAINING, 1967

Original documents bound with reports
for: Pomio, volume 7.

Papua New Guinea Patrol Reports

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PATROL REPORT OF: POMIO
 ACCESSION No. 496
 VOL. No: 7:1967-1968 NUMBER OF REPORTS: 10

REPORT NO:	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/PHOTOS	PERIOD OF PATROL
[1] 1-67/68	1-31	Michael Davies PO	WIDE BAY C/Surround E. Mengen c/s Sekwi - Baien	1 MAP	30.7-28.8/67
[2] 3-67/68	32-38	" PO	EX. Kel 2 EX Mengen 3 Kel c/s.		21.9-17.10/67
[3] 5-67/68	39-53	GC Lapthorne PO	Mamusi 1st coastal Melkor & part Gasmata		12.10-9.11/67
[4] 6-67/68	54-65	Michael Davies PO	Nide Bay Pomio adm. part Gead Mengen c/s		10.11-6.12/67
[5] 7-67/68	66-89	GC Lapthorne PO	West Mengen c/Sivision	1 MAP	4.31.1/68
[6] 8-67/68	83-124	" PO	Mandingg. Inland & Coastal Melkor & Mamusi	1 MAP	29.4-8.6/68
[7] 9-67/68	125-140	Michael Davies PO	Kel c/Sivision	2 MAPS	12.25.6/68
[]					
[]		K O K O P O			
[8] 1-67/68	141-159	M. J Breton PO	Duke of York Island	1 MAPS	6.6-4.6/67
[9] 3-67/68	160-172	I-K Halau PO	Central Bairinigs.	1 MAP	4-16.1/68
[]					
[]		BAININGS			
[]					
[10] 1-67/68	173-179	G Hamilton PO	Lauri - Pukitas coastal area	1 MAP	31.8-2.6/67
[]					
[]					
[]					
[]	179 bays				
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EAST NEW BRITAIN DISTRICT PATROL REPORTS

1967-1968

POMIO, KOKOPO, BAININGS

<u>Report No.</u>	<u>Officer Conducting Patrol</u>	<u>Area Patrolled</u>
<u>POMIO</u>		
1-67-68	Michael Davies	Wide Bay C.D. East Mengen C.D. (Setwi to Baien)
3-67-68	Michael Davies	Extended Kol 2, Extended Mengen 3 Kol C.D.
5-67-68	G.C. Lapthorne	Mamusi I & 2, Coastal Melkoi & part Gasmata C.D.
6-67-68	M. Davies	Wide Bay (Pomio adm. part & east Mengen C.D.)
7-67-68	G.C. Lapthorne	West Mengen C.D.
8-67-68	G.C. Lapthorne	Mansing, Inland & Coastal Melkoi & Mamusi I & 2 C.D.
9-67-68	M. Davies	Kol C.D.
<u>KOKOPO</u>		
1-67-68	M.J. Brereton	Duke of York Island
3-67-68	J.K. Nalau	Central Bainings C.D.
<u>BAININGS</u>		
1-67-68	G. Hamilton	Laun-Puktas Coastal area

67-2-12

(2)

Amount Returned to Store



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of EAST NEW BRITAIN Report No. 1 67-68 BAININGS

Patrol Conducted by G. HAMILTON PATROL OFFICER

Area Patrolled LAUN - PUKTAS COASTAL AREA.

Patrol Accompanied by Europeans NO

Natives 1 MEMBER R.P.N.C.C.

Duration—From 31/8/1967 to 2/9/1967

Number of Days 3

Did Medical Assistant Accompany? NO

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

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

Map Reference.....

Objects of Patrol FAMILIARIZATION OLD GERMAN ROAD - INSPECTION
PUKTAS ROAD WORK- GENERAL ADMINISTRATION.

Director of District Administration,
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

67-10-6

February 22nd, 1968

District Commissioner,
East New Britain District,
RABAUL.

BAININGS PATROL NO. 1-67/68

Receipt of the above report is acknowledged
with thanks.

2. It is pleasing to note that the construction of the Bainings road network is proceeding. Mr. Hamilton finds it difficult to see how a road to Rabaul would be of benefit as he thinks a speedboat is the quickest and easiest mode of transport. However, with a road network in the Bainings, a link to Rabaul would facilitate vehicle repairs and sales, obtain maximum utilization of vehicles on the network, act as a social and political cohesive and bring the services and markets of Rabaul into the reach of most coastal Bainings people. Speedboats can be used only half the distance to Rabaul and then a change to vehicles is necessary. This involves a double capital expenditure and no little inconvenience. Speedboats are not pleasant in inclement weather, have little load capacity, are generally limited to daytime use and can therefore only be considered to be a temporary and limited answer to the communication problem.

T.W. Ellis
(T.W. ELLIS) *B*
Director

67-2-1

JEN

9 10 6 (6)
Rabaul Sub-District Office,
MAIUPII,
East New Britain.

1st February, 1968.

District Commissioner,
East New Britain,
RABAUL.



BAININGS PATROL REPORT No. 1-67/68

I attach copies of the above report which were inadvertently not attached to my memorandum 67-2-1/10-3-5 of 26th September, 1967. I have only today found them on file.

(J.E. NORTON)

Assistant District Commissioner

✓
MINUTE 67-2-16

Director,
Department of District Administration,
KONEDOBU.

... The above Patrol Report is forwarded for your information. The short patrol was concerned with road development, and Mr Hamilton has adequately performed this task within the restricted limits of the patrol.

(H. W. WEST) *H. W. West*
District Commissioner

7/2/68

(5)

File 67-1-2.

Bainings Base Camp,
Private Mail Bag,
Lassul Bay,
5th September, 1967.

Assistant District Commissioner,
Rabaul Sub District Office,
MATUPIT.

BAININGS PATROL I/1967-68.

A short patrol of three days was conducted to the villages of LAUM and PUKTAS with a view to assessing the possibilities of re-opening the old German road, from the coast at New Massava Ptn., inland through Guntershoche Ptn. and LAUM village, thence to the coast again via Lassul Ptn. An inspection of the PUKTAS-New Mobisberg Ptn road was carried out at the same time.

OLD GERMAN ROAD.

1. For the purpose of better comprehension this road can be divided into two distinctive sections: (i) that portion beginning at Lassul Bay and which steeply ascends the ridge behind Lassul Ptn.; and (ii) the latter section which encircles the ridge and arrives at the intersection of another German built road running from LAUM village. This last mentioned road adjoins the principal German road which travels through Guntershoehe Ptn. to the coast. A sketch map of this road accompanies this report.

2. The former section of the old German road, that from Lassul Bay through Lassul Ptn. to the top of the ridge, is a topographically rough and difficult section of approximately 2 miles. The road on its ascension of the ridge, is winding and narrow, having 8 U-turns and numerous minor curves. With this section for the most part ascending the ridge, gradients are large and much work would be needed in clearing and widening to make this section trafficable.

3. It is a notable fact that this road was never at any stage used by vehicles, either horse drawn or motor driven, as far as can be remembered by the local inhabitants. This may account for the narrowing of the road at most U-turns, where as vehicles would require broader curves to negotiate the road more safely.

4. It may be safer and less frightening for a couple, if not all, of the U-turns to be relocated. This would eliminate the danger of vehicles overturning and plunging 50-100' on some corners, with the result of death and injury.



5. Grades on this section are in the vicinity of 8% but some could be greater. No difficulty would be experienced as regards streams as the only water-course is a trickling creek which is fordable in all seasons.

6. When this section of the road is cleared and widened, a slow journey could be made by 4-wheel drive vehicles.

7. The (ii) section is in a trafficable condition for 4-wheel drive vehicles at the present date. Gradients from the junction to the point where the road descends through Lassul Ptn. to Lassul Bay are virtually nil, and I have been informed by the people of LAUN village that Mr. J. Swallow of Guntershoehe Ptn. has driven his 4-wheel drive "Landcruiser" to within one mile of the above mentioned Lassul section.

8. A limited amount of work taken in clearing the road mainly of fallen logs would mean that a major portion would be open for most traffic. Two weeks steady work by 30 people would be enough to open this road.

9. These two sections of the old German road do not pass through any prepared cash or subsistence crop gardens. Towards the junction of the roads, cocoa plantings come down to the edge of the road, but other than this the flanks of the road are virgin bush.

10. Minor deviations to by-pass a number of German planted ficus trees will have to be made on top of the ridge. So much work taken in clearing the road of these trees would be of little value and high expense when a re-route of the road of only 25-30 yards would give the same, if not better result.

11. A third section of the road continues from the road junction mentioned previously, through Guntershoehe and New Massawa Ptns. to the coast. This road is already in use, especially that section below Guntershoehe leading to New Massawa. The managers of both Guntershoehe and New Massawa Ptns. use this road regularly.

12. Drainage would improve this last section as the rainwater is eroding the car tracks and so raising the centre hillock. A number of drains have been dug but have been overgrown with grass. Gradients over all this section are moderate and in no ways steep.

13. No great enthusiasm has been shown by village people or local planters towards the opening of this road, and apart from statistical and civil defence purposes it is difficult to see how this road would be of benefit, as the quickest and easiest mode of transport to and from Rabaul is speedboat. The governing factor here however is the weather. Cash crops from the village of Laun are transported to the coast via Guntershoehe, along a road already in use. There was some talk by a number of the

(3)

wealthier LAUN people that a utility truck may be purchased during the next year. This will allow a closer contact with the Administration to the people and vice versa.

PUKTAS ROAD.

14. The PUKTAS-New Mobisberg Ptn. road is progressing at a reasonable pace when considering the type of soil this road is being constructed from. The major portion of this road is composed of clay with outcrops of limestone. With the recent heavy rains and the onset of the wet season work will slow as already it is a hard task to keep spades and mattocks clean of clay.

15. In portions where no clay is found outcrops of limestone are encountered. Villagers have found it quicker and easier to heat these outcrops before breaking them with hammers. This limestone although an obstacle at the moment, will be an asset later as a layer of this on top of the clay will turn this track into an all weather road. Hammers and crowbars have been purchased by the Council and are now in use.

16. Just under 2/3rds (1 mile) of this road has been completed and the more difficult sections have been encountered. A tractor from New Mobisberg Ptn has ferried a load of fermented cocoa from Puktas village. It is estimated that this road should be completed within two months if prevailing weather conditions continue.

REST HOUSE.

17. An instruction was issued that the Puktas rest house be rebuilt and completed within one month. The former resthouse of unsteady foundations, was toppled and lain flat by a whirlwind during a recent storm in the area. The tremor of 14th August could also have assisted in the downfall.

CASH CROPS.

18. An inspection of the cocoa plantings of LAUN and PUKTAS villages revealed nothing of immediate importance. Trees in the main are being well pruned and looked after, and cocoa will return these village a reasonable sized income next year. This was their first year of production in saleable quantities and in the following years will improve. Accurate figures for the total payments and weights could not be obtained at the time of the patrol but will be forth coming. PUKTAS have estimated their total shipments at just on two tons.

19. It is of note that the people of both villages have change their policy of selling wet beans direct to nearby plantations. Instead they now ferment the beans themselves, bag the beans and ship them to Rabaul for private sale.

20. A claim for camping allowance for the nights camped out is attached.

J. Hamilton
PATROL OFFICER

PATROL DIARY.

(8)

August 31st Departed Lassul Bay for Laun 1 p.m.
Familiarization with old German road and cement
pegs. Work being done on cleaning Laun road.
Arrived Laun 3.40 p.m. Discussions with Councillor
Dariam. Slept Laun.

September 1st. Departed Laun for Puktas walking
along old German Road again. Inspected cocoa plots
of Laun en route. Arrived Puktas 10 a.m. Inspected
Puktas-New Mobisberg road. 12.30 arrived at rest
house site, rest house having been blown down some
days before. Departed for Laun 2 p.m. inspecting
cocoa gardens of Puktas.

September 2nd. Departed for Lassul Bay 8 a.m.
arriving 10.45 a.m.

End of Patrol



PLANTATION BOUNDARIES - - - - -
 OLD GERMAN ROAD (i) SECTION ———
 (ii) SECTION ———
 (iii) SECTION ———
 PUKTAS-NEW MOBISBERG ROAD ———
 Scale 1/100,000