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# **PATROL REPORTS**

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STATION: SISSAONO

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# Papua New Guinea Patrol Reports

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## MEMORANDUM OF PATROL

Patrol No. SISSANO 1/66-7 Subdistrict AITAPE District WEST SEPIK  
Officer Conducting Patrol T.J.A. HEUSTON, Assistant District Officer.  
Census Division Patrolled AITAPE WEST COAST & INLAND (Sissano Administrative Area).  
Objects of Patrol 1. Road Development.  
2. Economic Development.  
3. General Administration.  
Date Patrol Commenced 14.9.66 Date Completed (Broken) 3.11.66  
Duration—days 41 Field Days; 3 nights slept out.

### SUMMARY OF CORRESPONDENCE ARISING FROM PATROL

29.9.66 68-1-1 A.D.C. AITAPE Halath Constable Pandora.  
17.10.66 37-1-2 A.D.C. AITAPE Alleged Rape Sissano.  
31.10.66 51-1-1 A.D.C. IOMI Complaint, RUSI/SIRABE of KALAU.  
31.10.66 49-1-1 O.I.C., P.H.D., Aitape } Persons sent for  
C.C. O.I.C., Hansende Colony, } medical examination.  
RAHU via AITAPE.  
31.10.66 53-2-4 Police, WEWAK Police Patrol Rations.  
4.11.66 57-4-3 Councillor KLANI, MALOL Pig Trespass Rule  
14.11.66 37-2-1 A.D.C. AITAPE Suspected Fraud KARANDU.  
16.11.66 26-1-1 District Inspector, Standard VI Certificate,  
Education, WEWAK. Anastasia/Avase of PO Village.  
23.11.66 1-6-1 A.D.C. AITAPE Position of KALAU Village.  
23.11.66 35-1-2 MINES, MAPRIK Native Gold - Karandu & Apsuku.  
17.11.66 10-2-1 A.D.C. AITAPE Road Development Sissano Area.  
23.11.66 5E-2-1 Inspector, Police, Wewak. Police Camping Allowance.  
23.11.66 A.D.C. AITAPE Camping Allowance - T. Heuston.  
MAP "Sissano Road Development" Scale 1:100,000

*T. Heuston*  
Patrolling Officer's Signature.

I certify that all necessary local administrative action has been or is being taken on matters arising out of this patrol and that the correspondence above indicated by a "tick" has been forwarded to the Headquarters, Department of Native Affairs, Port Moresby.

.....  
District Officer.

TERRITORY OF PAPUA AND NEW GUINEA

File 67-1-5

Sub District Office,  
Aitape, West Sepik District,  
26th November, 1966.

The District Commissioner,  
West Sepik District,  
VANIMO.

SISIANO PATROL REPORT No. 1/66-67.

Enclosed please find report covering 41 Field Days spent out of Sisiano mainly on road survey work and construction.

Attached also are memoranda dealing with specific requests from ABO Sisiano and an excellent map of the area. Would you arrange for 18 sun print copies to be made and returned to me, please.

For a long time now a reasonably large population (Sisiano, Arop, Warapu and Malol; Pop 5,000) has lived along the sea shore with little or no effort directed towards gardens or cash crops on the inland plains. For these people to improve their economy and their standard of living development must take place inland away from the swamps. Before large scale plantings are encouraged the basis of a road system must be established.

ROAD SURVEY

Mr. Neuston has included a detailed survey of the proposed road link and work to be done. Mr. J. Kabisich will move to Sisiano next week to help the work along. As we encourage the development of such a road system the Agricultural Officer plans to assist in coconut plantings in this area.

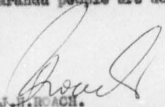
For my part I intend to press for the link through Pes and Wauningi-Nengian-Goiniri, Drome, Rame and direct to Sisiano. Back from Rame the road can link with Sumo and Serra of the coast as well as Mori inland. This has an added advantage of linking up the fertile plains on both sides of the low ranges to the South of Sisiano.

Mr. Neuston has guaranteed that by the onset of the dry SE season the link from the Araporo Ferry to Mori will be open to a tractor/trailer unit. Such a unit working in the area on road development would provide the people with added incentive as well as making the job easier. A unit similar to the PWD unit now working on the Aitape roads could be driven from Aitape, floated across the alol lagoon and driven to Arop and finally floated across the Sisiano lagoon to the ferry landing. Possibly PWD may be able to provide an old unit for this work in May/June next year?

DIARY

- 20.9.66. The people at Rame have complained that they have been paid no dividend from money invested in a cattle raising project. Mr. Neuston has explained that the project is still in its infant stages.
- 17.10.66 I have completed the investigation into the alleged rape.
- 22.10.66 Kalam people have placed their request before Council
- 23.10.66 Yafai has since repaid \$10.00 and the Karandu people are doing their own mining now.

Contingency claims are attached.

  
J. K. BEACH,  
Assistant District Commissioner.

Patrol Post Sissano,  
AITAPE SUB DISTRICT.

17th November, 1966.

The Assistant District Commissioner,  
AITAPE.

ROAD DEVELOPMENT SISSANO AREA.

The following arises out of Sissano Patrol No. 1/66-67 and is an analysis of Road Developments necessary for the opening of the Aitape West Coasts and West Coast Inland, and the full development of its considerable economic potential.

The plan envisaged is a road network that will open up the entire flood plain, and will ensure all weather communication that will provide a means of marketing produce, such as vegetable, coffee, copra, rice, rubber; open the area to Missions, Welfare Sisters, Medical Patrols, Agricultural Patrols, and more effective Administrative supervision by providing cheap, sure, rapid and easy access at all times of the year.

At present only the coastal strip is open to a combination of water and road transport. There are no connecting roads to Aitape, there is a road from Aitape to Yalingi School, a man-made canal from Malol to Arop - this connects with the Sissano Lagoon, and natural canals at Sissano serve the Patrol Post, local villages, and the Mission. There is again a short service road from Sissano to the Rhainbrum (Eliri) River. Canoes and six small work boats are able to ply along the coast outside the inland waterways, only during good weather, and during the North West season the surf is too rough. There are airstrips suitable for Cessna's and Dorniers at Sissano and Nomei Missions. The only inland road is the Aitape-Pee-Wanningi road to the Yalingi River.

There are two major roads suggested:

- (1) Lower Yalingi River - Malol - Po - Ramo
- (2) Upper Yalingi River -(Wanningi Ford) - Nengian - Goiniri - Walwali - Drome - Barira - Ramo.

From Ramo the road continues to the Rhainbrum River (at Sumo Ford) - Sumo - Mafoka - Mori - Old Mori.

There are feeder roads (a) Po - Arop; (b) Ramo - Arapero (wharf head for workboats)

- (c) Ramo - Sissano (two possible routes)
- (d) Old Sumo - Amsuku
- (e) Sumo - Sarai - Rainuk - Puindu.

The feeder roads suggested give the most advantageous connections, and make possible an alternation of road and water transport depending on the season, as well as opening the bush for the coastal people, and the coast for the inland people, and provide the desirable full road connection with Aitape by two routes.

The population served will be the entire population of the Atape West Coast, a nd West Coast Inland, with the exceptions of Mumuru (127), Kaiye (85), Kalam (50), Karandu (114) - ( the Savamui's and Nebike's plan to move to Old Mori if the road is established), i.e. some 7,290 persons, less 376, a total of 6, 914. The Inland Area to be opened up is apparently highly fertile alluvium, and while there is sufficient population to provide the labour of establishing and maintaining the road, there will be more than sufficient for their own economic needs. Consequently the establishment of resettlement blocks based on rubber, or such stable tree crops should be kept in mind. (The figures given are 1964 December, as the 1965 figures are not available this office).

The road will serve all Medical Aid Posts in the Sissano Area: at MALOL, AROP, WARAFU, SISSANO, RAINUK, SUMO, RAMO, DROME and GOINIRI. It will greatly assist the work of the Infant Welfare Sister by providing easy access to most villages by road transport. At present this sister can only visit the following centres in the time she has available, on a monthly basis for the more distant ones: Sarai (Motor Bike), foot) Arop (canoe or pinnace), Namo Hamlet (see map, canoe or pinnace and foot) Po (ditto), Romei Mission (Cossna). It will service Sissano and Romei Missions, and Sissano Petrol Post and Primary T School. Economically it will open the hinterland beyond the coastal fringe of sand and sage swamp and mangrove (in Sissano Lagoon).

Topographically the area has four regions:

- (1) The immediate coastal strip of consolidated sand, for the most part this is fully planted with coconuts, and is occupied by a large coastal population: Malol, Arop, Warapu, Sissano and Serra.
- (2) Immediately to the back of the coastal strip is a strip of sage swamp running the entire length of the coast for a width of 2 to 3 miles, which provides the staple diet for the coastal villages. Sissano Lagoon is distinguished by a shoreline of mangrove before the commencement of the sage swamp.

The major produce from these two immediate coastal regions is sage, copra and fish, in that order of economic importance.

- (3) Extensive alluvial flood plain. The soil of this plain is apparently very rich, as judged from the variety and quality of the produce that finds its way to the coast, and from observation in the villages. The plain is well forested throughout with good mixed lowland forest containing Teak, Kvila, Tauu, Walnut and other quality timbers. The soil produces excellent crops of beans, tomatoes, lettuce, cucumber, kaukau, sweet copra, pineapples, tobacco. These crops are evident in all villages inland and are carried occasionally in quantity for sale on the coast.

Suggested future cash crops if inland opened by roads: Timber, cane and forest produce; indigenous and European vegetables, rice (this has been grown successfully), coffee, copra, rubber, and other tree crops, tobacco.

- (4) Torricelli foothills (also Serra Hills). These hills and ridges are fully forested throughout and provide a further untapped forestry resource. The Torricelli foothills appear quite rich, and on the lower less steep slopes would probably be suitable for rubber production. For the most part however they are deserted virgin bush used only as hunting land, the villages having moved down to the plains in search of arable land and to closer to the Administrative and Welfare Amenities of the coast. On the other hand, the Serra Hills being mainly limestone would appear to have little value except as a timber resource.

Actual produce: gold (Native mining at Karandu and Ansuku).  
Possible produce: timber, rubber, copal gum, massoya bark.

The mechanics of road construction will vary for the two roads: in the case of the Malol - Po - Rano road this is through level flood plain and crosses a number of swamps. In the case of the swamps what will have to be done is to dig sufficiently deep drains, piling the soil to the centre and so raising the surface of the road. This is what was done on the Aitape - Fos - Wannangi road, and is what is being now done on the Araporo - Rano road, and on the Rano - Drome section. Small bridges and culverts are constructed at regular intervals to allow flow. For the most part on this road the swamps are only inundated during the wet season - generally the North West Monsoon; there are no large rivers as the Nengo and Pieni Rivers, and Oi Creek separate into a number of small rivulets on entering the swamp south of the Malol - Arap canal, and the Sissano Lagoon.

The Araporo - Rano section crosses only one river, at Rano itself, and recrosses the same river on the way to Drome; these are the only major bridges (about 30 ft. long); there is a smaller bridge on the road to Sumo. Despite crossing the swamps there is now an established ~~skyzmatik~~ all weather motor bike track from Araporo to Rano and to Sumo, and from Sumo to Mofoka, Mori and old Mori. The motor bike track from Sumo to Sarai is inundated when the Fivuna (Gumana) River is in flood; there is an all weather track on to Rainuk, Pauidu and to the first of the Serra Headlands. The Rano - Drome motor bike road is mostly dry, but is inundated in the centre to a depth of 6" during heavy rain, and water lies on it for a great deal of the wet season. These tracks for the most part follow the old Patrol tracks, where the bush had been cut to a width of 12 ft. prior to each patrol. During September and October the village people did the necessary filling and constructed small bridges and culverts in order to open it to motor bikes. They are marked on the map and have all been traversed several times by motor bike.

Along these now established motor bike tracks the following scheme is now in progress, as I have advised, and with the full cooperation of the village people and of the Local Government Council, on a purely self-help basis, all tools and labour up to the present time being supplied freely by the people:

- (1) The bush is cut back to a total width of one chain, this includes the removal of food trees and sage palms.
- (2) The centre section (21 feet in width) is brushed, leveled and all obstructions removed, and a slight camber formed.
- (3) In swampy sections drains are dug (outside the 21 ft. centre section) and the fill thrown to the centre, cambered and rolled. At Araporo wharfed the depth of these drains is 5 ft., in most swamps they are only 3 ft. in depth.

The object of the scheme is to convert these motorbike track into permanent all weather roads. The basic forming will be done by the people, but ultimately it is hoped that grading and surfacing will be done by the Administration. Suitable stones for surfacing (small, rounded, waterworn, stones) are available in the streambeds of all the larger rivers - the Rhainbrun, Pieni, Nengo, and Yalingi rivers.

Work is in progress to build tractor roads from scratch along the Hengian - Goiniri - Walwali - Drome section, and from Old Sumo to Ansuku. Detailed information is supplied in respect of the former and as soon as the Ansuku road is open to motorbikes information will be compiled in respect of that.

Work has not yet commenced on the Malol - Po - Rano, or the Sissano - Sumo, or Sissano - Rano roads. The people are waiting for me to go through these sections of bush and mark a route from the terrain on the ground. This report is and the map of the proposed roads is based on information obtained by me from aerial stereographic photographs which I viewed by courtesy of Continental Oil Company, who also allowed me to copy the Australian Petroleum Company Map of a Photogeological Survey.



In the case of the Wauningi - Hengian - Goiniri - Walwali - Drome road it will be necessary to make the following alterations to the present route following the walking track.

- (a) Re grade the present road (constructed in 1956, at the same time as the Pes - Wauningi Road) to the Mitiki Creek.
- (b) Grade an initial road across the Mitiki Creek - Tamlongo Creek divide.
- (c) Re-route sections of the Hengian - Goiniri track to avoid creeks, gullies and short sharp ridges. This will probably mean building the road actually in the swamp, rather than on the edge of the mountains, crossing only one or two ridges (as has been done from Pes to Wauningi).

The mountains are mainly mudstone and picks and shovels would need to be the main tools to form the table. pt.

When the time comes to grade and surface the roads and complete the form work, tractors, graders and bulldozers will be able to cross the Yalingi River, at Wauningi, and at a low level ford to be established upstream from Yalingi School.

Materials that will be required if the project is to go ahead rapidly will be picks, shovels, mattocks, a few crowbars, Becking spikes, mardax matting, .44 heavy duty petrol drums, for culverts.

Labour, as previously mentioned, will be no difficulty, as this project has the fullest backing of the people, and of the Local Government Council. The people realise that they will have to build the road themselves if they are to get roads at all, and they are willing at the present to treat it as a full time project, and are working, and have been working for no pay, for the last two and half months.

For your information please.

T. Houston.

T. Houston.  
Assistant District Officer.

DIARY - SISSANO PATROL NO. 1 of 1966 - 67.

- Wednesday  
14.9.66 1000 departed Sissano Patrol Post for SERRA arriving 1400.  
20 carriers arrived 1500. Inspected beach road towards  
Serra Headlands to a point between PUINDU and ONEI.  
returned to Rest House at RAINUK. Discussions. Slept.
- Thursday  
15.9.66 SERRA peoples assembled, lined, health good. Aid Post  
& Mission School inspected. SARAI, RAINUK & PUINDU villages  
visited & inspected, clean and in good condition.  
Discussions re copra, roads, & Serra Tobacco Society. Slept.
- Friday  
16.9.66 0700 left RAINUK to SARAI and thence by foot to SERRA  
arriving 1200. People at work clearing Council Aid Post  
site. Mr. K. Goodwin reported as having brought cement  
and roofing iron up Rhainbram River to SUMO yesterday in  
small cargo vessel, and departed this morning. To NAFOKA  
& MORI to seek people's assistance with Aid Post project  
and return. Slept SUMO.
- Saturday  
17.9.66 0700 left SUMO returning to SERRA to organise work on  
SERRA-SUMO road. SUMO's working on their section. Returned  
from SERRA 1900. Slept SUMO. Word received that MORI and  
SAVANUI deserted due to large cargo line used by Continental  
Oil Company Geologists in upper Fiore River area. Decided  
to patrol RAMO & DRONE areas until their return.
- Sunday  
18.9.66 Observed SUMO. Visited Aid Post and NAFOKA road to inspect  
work done so far. Word sent to RAMO.
- Monday  
19.9.66 To RAMO with 24 carriers, moving slowly rebuilding bridges  
and culverts along old, partly built up patrol route.  
Major bridges at Manparei-Taravata Creek and at RAMO village.  
P.M. at RAMO continued to inspect tracks - 2 bridges needed  
on the Toyara Creek (1 on DRONE road; 1 on ARAFORD road).  
Inspected road as far as the DRONE-BARIRA mark.  
SUMO's, DRONE's and BARIRA's working enthusiastically.  
Returned to RAMO and slept.
- Tuesday  
20.9.66 At RAMO people lined, health good. Complaints re Mission  
Cattle Society. People then worked on bridges and culverts.  
To ARAFORD where WARAPU people at work. Returned to RAMO  
and to DRONE - BARIRA mark, where people also working on  
road improvement. Returned to RAMO, slept RAMO.
- Wednesday  
21.9.66 0600 left RAMO to ARAFORD and thence by canoe to SISSANO  
by 0930. Contacted AITAPE. Station duties till 1600.  
To AITAPE by motor bike arriving 1830. Slept AITAPE.
- Thursday  
22.9.66 Attended SIAU Local Government Council Meeting at AITAPE.  
Addressed the Council re Voluntary Road Development Scheme  
for Sissano Administrative Area. This well received.
- Friday  
23.9.66 Attended second day of Council Meeting. Discussions with  
A.D.C. and finalisation of outstanding administrative matters.
- Saturday  
24.9.66 AM at AITAPE S.D.O. finalising official business.  
1300 left AITAPE to SISSANO by motor bike arriving 1700  
(High tide) Slept Sissano Patrol Post.
- Sunday  
25.9.66 Observed SISSANO. Maintenance work on motor bike. Slept.

Monday 26.9.66 1000 left Sissano Patrol Post to ARAPORO and thence to RAMO by 1300 inspected road work in progress by WARAPU's and RAMO's. To DROME and BARINA ditto. To WALWALI with Fr. A. Fitzgerald, inspecting DROME - WALWALI section for possible road route. Discussions at WALWALI with these people and GOHIRI. Returned to DROME arriving 1900. Slept.

Tuesday 27.9.66 Inspection of and supervision of road work by DROME and BARIRA - building of bridges and culverts, clearing bush etc. Continental Oil Coy. party returned in PM from upper Piore River area. Slept DROME.

Wednesday 28.9.66 Working with road parties returning slowly from DROME to RAMO to ARAPORO and back to RAMO. Slept RAMO.

Thursday 29.9.66 At RAMO supervision of working parties etc. Const. EVARA taken ill, asleep in Rest House.

Friday 30.9.66 Supervision of work at RAMO and ARAPORO. Slept RAMO. Const. EVARA sent with assistance, back to SISSANO for medical treatment. Report also received that Const. PANDORA taken seriously ill at SISSANO and has been sent to AITAPE.

Saturday 1.10.66 0800 left RAMO to Rhainbrun River by 1100. River in flood, cargo ferried by SUMO canoes. To MAFOKA, MORI and old MORI village inspecting work needed to be done on road. Returned to SUMO by 1730. Slept SUMO.

Sunday 2.10.66 Observed SUMO. Walked along SUMO - BERRA track as far as Gunana Creek inspecting work and returned.

Monday 3.10.66 Heavy rain till 1200. 3 local Courts heard in AM and 2 arbitrations. 1230 left SUMO to MAFOKA by 1300. Inspected body of recently dead woman who died suddenly. No signs of violence. Village inspected and discussions etc. 1600 to MORI arriving 1700. Discussions etc. Slept.

Tuesday 4.10.66 AM all MORI's, MAFOKA's and SUMO's engaged in roadwork. Const. JIMI arrived ex AITAPE to replace PANDORA. Sgt. Major SAIBERE returned to SISSANO. 1200 left MORI to SAVANUI-NEBIKE by 1700. Lined these villages. 2 suspect lepers found. Village inspected. Discussions till 1845. Slept.

Wednesday 5.10.66 0800 left SAVANUI-NEBIKE to MURURU arriving 1200- carriers arrived 1700. Heavy rain at 1400 rivers flooding. Discussions etc. till 2100. Slept.

Thursday 6.10.66 AM Inspected village, lined MURURU 2 leper suspects found and 1 suspect Trachoma in young girl. Discussions. 1200 left MURURU returning to SAVANUI-NEBIKE by 1700. Further discussions and meetings at SAV.-NEB. till 2000.

Friday 7.10.66 0700 left SAVANUI-NEBIKE to MORI arriving 1200. Mr. L. Auchetti Medical Assistant on Patrol looking for leprosy and T.B. Discussions till 1330. Left MORI to SUMO, by canoe across partially flooded Rhainbrun and thence to RAMO arriving 1700. Slept RAMO.

Saturday 8.10.66 0700 left RAMO to ARAPORO and to SISSANO arriving 1000. Contacted AITAPE. Attending to urgent Station duties.

Sunday 9.10.66 Observed SISSANO.

Monday 10.10.66 Station duties at SISSANO. Vouchers & paysheets.

- Monday 17.10.66 At SISSANO: 2 Local Courts held; Police Investigation into alleged rape - girl sent Aitape for Medical Examination.
- Tuesday 18.10.66 To ARAPORO with WARAPU Councillor - inspection of road work and discussions. Returned SISSANO. 1 Local Court.
- Wednesday 19.10.66 2 Local Courts in A.M. Sgt. Major as escort to Aitape C.I. 1400 left SISSANO in Mr. K. Goodvin's work boat to ARAPORO 1500 thence RAMU where discussions with road work party. To DROME arriving 1830. Slept DROME.
- Thursday 20.10.66 0800 left DROME over very swampy bush track to ANSUKU arriving 1300. 15 absentees from HUMURU awaiting me. Discussions - sick forwarded to Aitape with letter. HUMURU's say that they may decide to combine with SAVANUI and HEBIKE. Slept ANSUKU.
- Friday 21.10.66 Lined ANSUKU village. Health good, housing excellent. Discussions re Road Development. ANSUKU's wish to build road to Old SUMO site, and shift their village across the Rhainbrum River. 1300 to KAIYE via KARANDU arriving 1730.
- Saturday 22.10.66 All KALAU's had lined at KAIYE (discussions re their future commitment (to Aitape of Lami S.D.) Census was a full 24 persons all others being absent from the village at Aitape or elsewhere. After such volubility they decided unanimously to finally and irrevocably remain in Aitape S.D. and join the SIAU Council. Lined KAIYE and discussions. Death of 1 infant reported, no blame could be proved. Say they will assist ANSUKU on road work.
- Sunday 23.10.66 0800 to KARANDU arriving 0830. Camp set up. Discussions various persons - complaints re distribution of gold proceeds led to Police Investigation. Alleged that YAPAI/YENI of KARAITEM who is running this enterprise with the KARANDUS had defrauded them of \$ 10.00 of the last payment.
- Monday 24.10.66 0900 cargo sent off. Lined KARANDU, health fair. Discussion 1 prosecution MAR 118 (Houses). 1200 left KARANDU catching up with cargo by 1400. Thence heavy rain and creeks flooded. Slow trip along banks of flooded OI Creek to DROME by 1800.
- Tuesday 25.10.66 0800 lined BARIRA and DROME. Discussions concerned 1 topic - roads. Visited Aquitaine Oil Coy. geologists drilling mudstone cores on OI Cr. Inspected village housing - fair. Left DROME 1400 to WALWALL. Village inspected discussions also on roads. To GIORINI 1800 arriving 1830.
- Wednesday 26.10.66 AM lined GOINIRI. 1 severely malnourished child EKOI/OPALI b. 22.9.66 sent with memorandum to SISSANO Infant Welfare Clinic. 1 assault court 2 months I.N.L. To NENGIAN arriving 1400. NENGIAN lined. 1 suspect leper sent Raihu with memo. 4 scabies and sores to GOINIRI Aid Post.
- Thursday 27.10.66 Heavy rain in AM till 1100 - worked on correspondence. 1100 left NENGIAN inspecting projected road work route to WAUNINGI. Arr. WAUNINGI 1500, discussions local headmen. 1600 left WAUNINGI in heavy rain to PES by 1700. Discussions with Council Officials and Priest in Charge who had originally surveyed the road in 1956.
- Friday 28.10.66 0700 left PES via WAN, SIAUTE, WAUNINGI to NENGIAN by 1100. Breakfast at NENGIAN, broke camp. 1400 cargo to PO. Self to DROME compiling detailed information on road route. Arrived DROME 1900. Slept DROME.
- Saturday 29.10.66 0800 to SISSANO arriving 1400 inspecting road work en route. Settling urgent station duties at SISSANO.

Thursday 3.11.66 Left SISSANO 0800 to AROF, found that village unprepared due to presence of Malaria Spraying Team lead by Mr. G. Gayer. To PO arriving 1200, village in excellent condition. Discussions re roads - people want AROF to assist them on a road to AROF. 1600 left PO, cargo to AROF, self returned SISSANO as Rest House occupied.

Friday 4.11.66 0800 left SISSANO to MALOL arriving 1500. Village deserted, people absent in bush including councillors. Councillor KLAMI returned 1600 discussions re village hygiene, road development, law and order. Village inspection commenced.

Saturday 5.11.66 0800 groups of interested MALOL people assembled. Discussion re Health and village hygiene, pigs, houses, economic development and roads etc. No great interest shown. 1100 left MALOL along beach to AROF arriving in rain at 1400. Village and Rest House still occupied by Malaria team. Unable to line AROF due to rain. 1500 left AROF returning to Sissano Patrol Post by 1700.

Sunday 6.11.66 Observed SISSANO.

Monday 7.11.66 At Sissano. Discussions with village representatives from Sissano and Warapu. Station duties. Malaria team left AROF at 1600 arriving at WARAPU. Self to AROF arriving at 1830. Slept at AROF.

Tuesday 8.11.66 0800 lined all available AROF's. Energetic discussions re village hygiene, pigs, houses, roads and bridges, maintenance of AROF - MALOL canal, Mission School project, till 1100. Local Courts held 17 convictions. 1400 left AROF arriving Sissano Patrol Post 1630.

END OF PATROL.

SUMMARY

<u>Period</u>	<u>No. Field Days</u>	<u>Nights alert out.</u>
14.9.66 - 24.9.66	10	7
26.9.66 - 8.10.66	13	12
17.10.66 - 29.10.66	13	10
3.11.66 - 8.11.66	5	2
TOTAL	41	31

T. Houston  
 T. Houston.  
Assistant District Officer.

SISSANO PATROL 1/66-67.

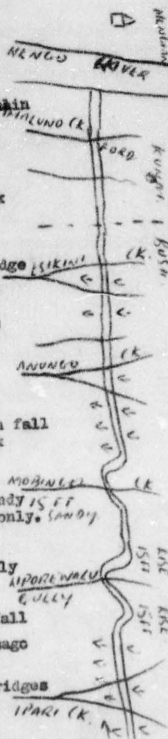
TANGIAN TO GOINIRI 6 miles.

Road commences at NENGO River, 100 yds wide, 2 ft. deep, stony, and skirts base of hills in vast swamp, occasionally crossing ridges.

In many places it can be graded along sides of hills rather than at their base, thus avoiding the swamps; also the track across the ridges can be regraded; the base is mainly soft mudstones.

The major drawback is the large number of small creeks to be crossed, necessitating culverts and bridges.

- NENGO RIVER Ford.
- Cleared flood plain
- SIMALUNO Ck. ford
- Dry creek bed level bush track commences
- ESIKINE Ck: bridge 8 ft. Old bed! bridge
- Swamp commences
- ANUNGO Ck: 3 bridges
- 10 ft rise then fall to swampy track
- MOKINGEL Ck. 15 ft. soft sandy bottom: ford only.
- MIPOREWALU gully 15 ft deep
- 15 ft rise & fall
- More swamp & sago
- IPARI Ck: 2 bridges

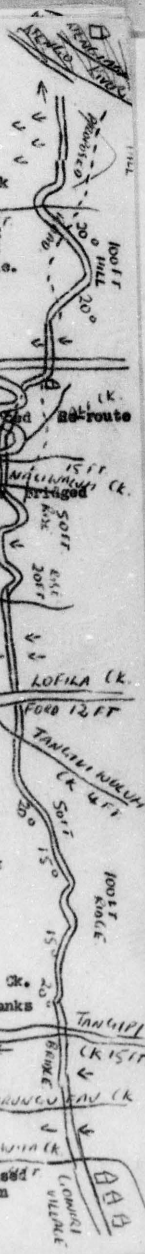


Track runs in swamp at base of hill, can be graded on side

- Drop 20 ft to ANENPE Ck
- ANENPE Ck
- Climbs 20% to ISHARAPE hill, 100 ft; then 20% drop - grading possible.

More sago swamp

- NENGAPE Creek ford banks 15 ft.
- Passes old camp then follows stream
- NEGAPE Ck 15 ft
- SANDY
- NALIHAWAN Ck. 2 steep gullies to be bridged
- 50 ft. rise and fall
- more swamp
- 20 ft. rise & fall
- YIMITH Ck. 10 ft bridge
- more swamp
- 12 ft drop to LOPIKA Ck
- FORD 12 FT
- TANGIPI Ck gully BRIDGE
- 20% rise to 50 ft. following ridge upward, narrow
- 15% rise to 100 ft
- 2 100 ft. peaks on ridge, razor saddle with centre saddle.
- 15% drop to 20 ft.
- 20% drop to TANGIPI Ck.
- TANGIPI Ck. 15 ft banks
- bridge.
- level track, swamps to BURUNGPAU Ck.
- 3 ft. : bridge.
- level swampy track to WITA Ck.
- 4 ft. banks:
- Bridge or Ford.
- 10 ft culvert, raised with 4 ft drains, in GOINIRI village.



SUMO to RAMO Village (6 miles)

Road follows old Patrol Tracks; bush is cleared to 12 ft, sections are of old raised 3ft track with drains at sides and small culverts at 1/4 mile intervals.

Ford at Rhainbrun River, 2 - 3 ft stony. Then 1/4 mile sand and pit pit.

- FITAIRE Creek, deep 15 ft banks, two branches: 1st 15 ft wide; 2nd 8ft. Bridged by 4 logs with limbon flooring.
- Culvert at EUPCKA : raised section starts
- Old SUMO Village site. Well kept Hamlet.
- Culvert at Wuburiau.
- 2 culverts at Hareivu swamp. Road badly damaged here by bush pigs; culvert height raised to 6 ft. in this section.
- Culvert at TONE.

Road continues mainly good bush track with some decaying sections of raised track. 15 ft. graded drop to

- TARAVATA (Sumo) or HAINPAIRRE (Ramo) Creek. 20 ft. deep bridged logs & limbon
- Road continues mainly un culverted bush track.

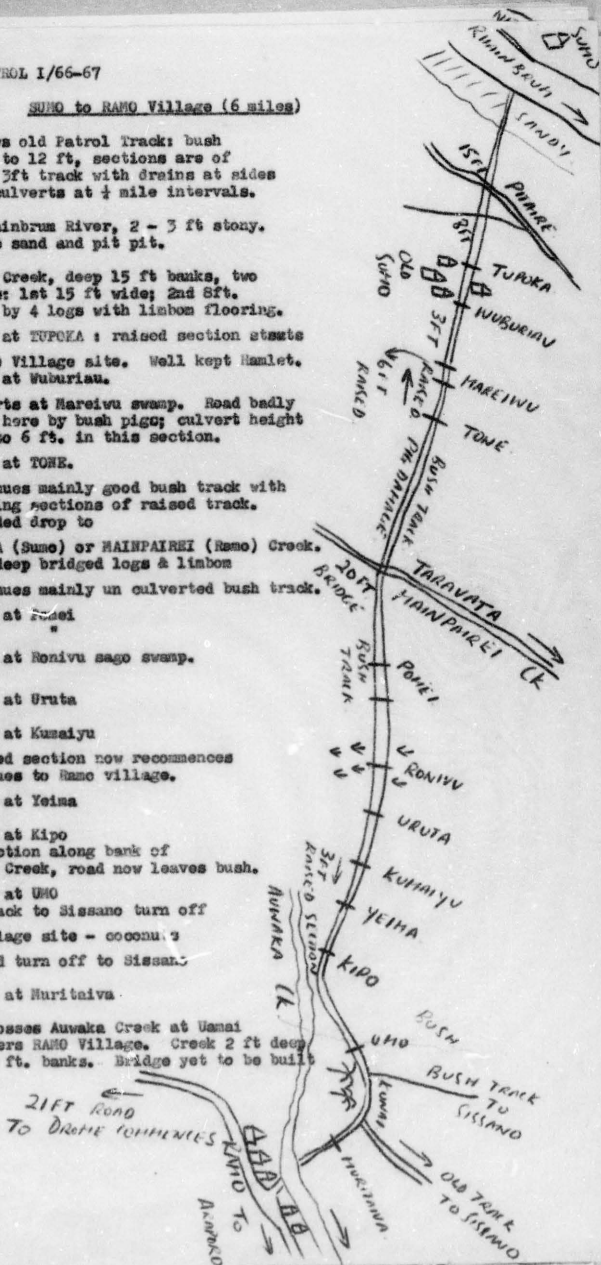
- Culvert at Saei
- " "
- Culvert at Ronivu sage swamp.

- Culvert at Gruta
- Culvert at Kusaiyu

3 ft. raised section now recommences and continues to Ramo village.

- Culvert at Yeima
- Culvert at Kipo
- A short section along bank of the Auwaka Creek, road now leaves bush.
- Culvert at UHO
- Bush track to Sissano turn off
- Old village site - cocconuts
- Old road turn off to Sissano.
- Culvert at Nuritaiva.

Road crosses Auwaka Creek at Umami and enters RAMO Village. Creek 2 ft deep with 12 ft. banks. Bridge yet to be built







SUNG to OLD MORI Village .(6 miles)

Road follows banks of Rhambrum and FIGRE River upstream. Commences at SUNG Rest House.

- Culvert at Tauwa Ck. at R.H.
- Old Sumo Village.

Alluvial soil throughout, follows 3 ft. drained section to

- New Sumo Village
- Thence bush track to Aid Post site.
- Aid Post site.

Level bush track throughout through old garden site to

- BISAWA or KARBIWA Creek: small creek 8 - 10 ft banks, bridged by logs with limbon flooring.

Follows open bush track along Bisawa Ck for some time to edge of Fiore River at

- MAPOKA Village:

Closed bush track, also level but with extensive pig damage to MORI Village mark at AIRGHA.

Several hundred yards through sage stands (dry road) to new MORI Village.

- MORI Village.

Thence through old gardens, open track to

- INO Creek: 8 ft. bridged.

Thence bush track open 8 ft. but damp and muddy due to overhead bush to.

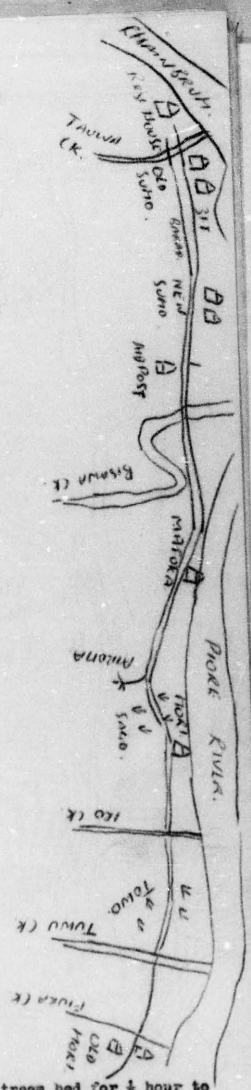
- TOWO Swamp: Drains need to be constructed also culverting and bridging (100 yards).

thence to . TUVU Creeks: about 30 ft wide, with 10 ft banks, muddy bottom, water 6 ins in good weather. Needs bridging.

Thence through bush track and old gardens and coconut & limbon stands. Well grassed.

- Small culvert at FIURA next Old Mori to be bridged.
- Old Mori Village Site: houses still in good repair: sage camp.

Upstream from Old Mori foot track follows Fiore Stream bed for 1/2 hour to connect with SAVANUI track: one hill abuts on FIGRE with steep cliffs also swamps to water course in this section. Some attempt is to be made to carry the existing road as far upstream as possible.



SISSANO Patrol 1/66-67.

SARAI to GUNANA Creek Road.

Suitable Dry weather only.

Commences at Turnoff from Rhainbrum - Seral Road. Proceeds along sandy track to small sand hills, and small pig camp & sago swamp.

• Sago swamp requires bridging.

Thence through established clayey bush track (some pig damage) and along Rhainbrum River to UFA Camp.

• UFA Camp: joint SERRA-SUMO: coconuts, bananas, tobacco.

Thence cuts Rhainbrum bend along well established track to old gardens and coffee plot.

Hence forth newly cut bush track, tree roots, fallen logs to near junction of Gunana Ck. with Rhainbrum.

Follows Gunana Creek upstream.

Drops to narrow flood bench of Gunana Creek, reported under water during wet season after heavy rain.

Several Hill, gutters and one steep cliff requiring grading for motor bikes to traverse.

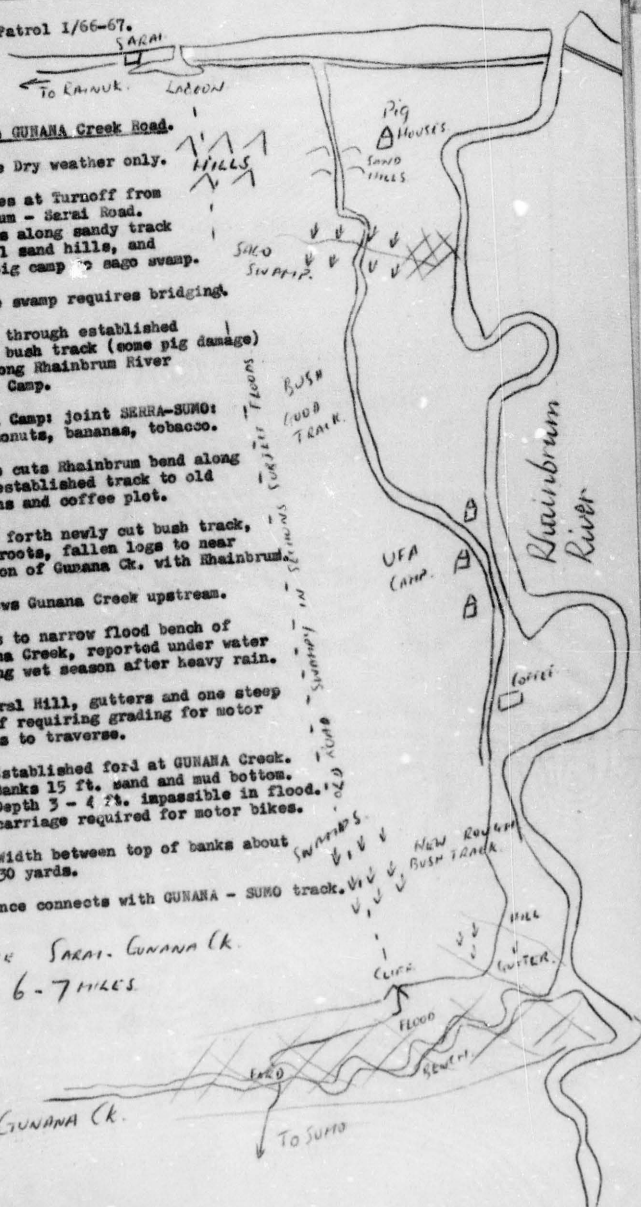
• Established ford at GUNANA Creek. Banks 15 ft. sand and mud bottom. Depth 3 - 4 ft. impassible in flood. Carriage required for motor bikes.

Width between top of banks about 30 yards.

Thence connects with GUNANA - SUMO track.

Distance SARAI - GUNANA Ck.  
6-7 MILES

GUNANA Ck.



SISSANO PATROL 1/66-67.

ROAD

RHAINBRUM (BLIRI) River to SERRA Headland.

DESCRIPTION

Commences at Rhainbrum River some 300 yards upstream from mouth.

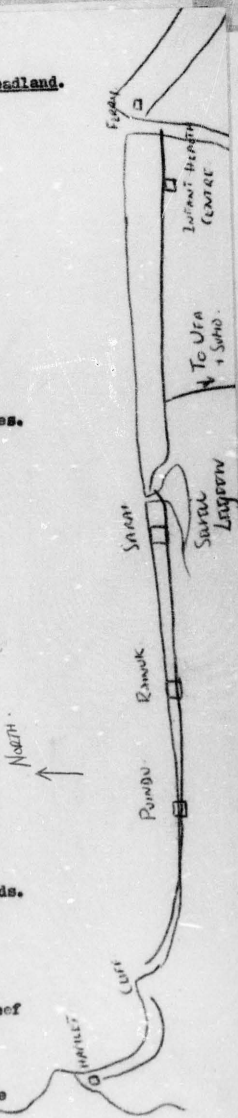
Sandy bush track, no creeks or culverts.

- Infant Health Centre. Monthly visits by Infant welfare sister from Sissano.
- UFA Camp and SUMO Village turnoff.
- SARAI Lagoon. Entrance is from 20 to 40 yards wide. Sometimes closed and can be driven across via sand spit. 2-3ft deep at low tide. If open and high tide a large dugout canoe ferries cargo, motor bikes.
- SARAI Village. Loose sand throughout. Beach is flat as is all beach to Sissano. Suitable motor bikes at low tide. Loose sandy track through coastal scrub. Track is 12 to 16 ft wide throughout.
- RAINUK Village. Aid Post. Rest House. Canoes can be landed at Rainuk during dead calm water. Steeply sloping beach. Loose sandy track through coconuts & scrub.
- PUINDU Village. Loose sand throughout. Beach drops steeply into deep water. Level open bush track 10 - 12 ft. wide.
- PUINDU Coconut plantation.

Some small rises on track

- First of limestone and coral cliffs dropping steeply into water. Foot track only across this 400 ft. hill. Requires blasting to open road at coast. About 300 yds.
- Small bay. Sandy track through scrub and coconuts.
- Small hamlet of PUINDU Village. Creek with closed entrance at this hamlet.
- Second limestone and coral cliff. Coral reef at base of cliff.

Reported to be 2 more cliffs to ONKI Village, then the Serra Headland, and 3 more coastal cliffs to PUARI Village. Only by considerable blasting could this route be opened



**TRANSPORT**

**SISSANO**

**WARAPU to RHAINBRUM (BLIRI) River.**

**DESCRIPTION**

Commences at entrance to Sissano Lagoon.  
(Entrance about 200 yards wide - varies).  
Entrance is protected by sandbars and is only navigable during calm water by motor canoes dinghies and small vessels. Unsafe during North West season due to heavy dumping surf.

- Warapu Village provides berths for canoes. Track is sandy along entire length and is suitable for tractors, bikes, landrovers.
- Warapu Mission: School, Church; Aid Post.
- Sissano Patrol Post. School, Police Post & Administrative Centre, Local Court. Connects with Lagoon for small watercraft.
- Sissano Village: connects with lagoon.
- Sissano Mission: School, Church, Bush Nursing Centre & Residential accommodation.
- Sissano Airstrip. Private. Open Berniers Cesana's, Cat. Charlie. Firm sandy & well grassed; open all weathers, well drained.
- Sissano Govt. Plantations: 1 mile. Worked sporadically by 4 village groups. Swampy in sections after rain.

Track proceeds through coastal bush and kunai patches to Rhainbrum River.

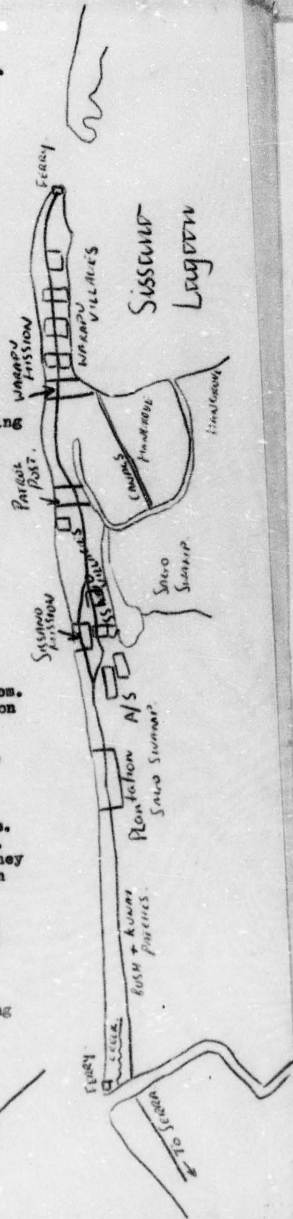
- Rhainbrum River Mouth. A ferryman here with light canoe (Motor bikes, people) About 80 yards wide, with deep muddy bottom. Navigable in fair weather only (viz. Lagoon entrance) due to extensive sand bars.

Vehicular ferry could be established here as fording impossible.

Upstream the river is navigable for small vessels as far as UFA Camp in all seasons. Muddy bottom extends as far as Gunana Ck. Further upstream to Sumo Village has stoney bottom, has been navigated in medium high river heights (about 4 - 5 ft depths).

River generally has low banks (8 ft) and these are subject to inundation when the river floods in heavy rain.

River can be forded at SUMO during low river heights 2 - 3 ft. prevailing during the dry season. Stony bottom.





TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

District of West Sepik Report No. Sissano 2 of 1966/67

Patrol Conducted by J. Kabisch Cadet Patrol Officer

Area Patrolled Aitape West Coast And Inland

Patrol Accompanied by Europeans Nil

Natives One Member R.P.N.G.C.

Duration—From 30 11 66 to 13 12 66

Number of Days 14

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services November 19 66

Medical November 19 66

Map Reference.....

Objects of Patrol Road Development

Director of Native Affairs,  
PORT MORESBY.

Forwarded, please.

2 / 1 / 1967

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 ... ..

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

67-15-9

9th February, 1967.

District Commissioner,  
West Sepik District,  
VANIMO.

PATROL REPORT - SISSANO NO. 2/66-67:

Receipt of the above report and your 67-1-15 of the  
13th January, 1967 is acknowledged with thanks.

A brief but adequate report by Mr. Kabisch which indi-  
cates much good work has been done towards improving the road  
network in the Sissano area.

(J.K. McCarthy)  
DIRECTOR.



TERRITORY OF PAPUA AND NEW GUINEA

67. 16. 9  
P/O. 13

Telegram.....  
Our Reference... 67-1-15  
If calling ask for  
Mr.....



Department of District Administration.

District Office,  
VANIMO,  
West Sepik District.

13th January, 1967.

The Director,  
Department of District Administration,  
KONEDORU.

PATROL REPORT SISSANO No. 2/66-67

Please find attached a report of a patrol to the Aitape West Coast and Inland submitted by Mr. J. Kabisch, Cadet Patrol Officer.

Mr. Kabisch on this patrol was engaged on survey of possible road locations in the Sissano area. He has gone to considerable pains to accomplish this and he is to be commended. While there he encouraged the people to continue with their efforts to build limited-traffic roads connecting their villages to the coastal port of Aitape.

Mr. Kabisch shows all the earmarks of a good officer.

*D. J. Clancy*  
D. J. Clancy,  
DISTRICT COMMISSIONER.

X22

67-1-5



Sub District Office,  
West Sepik District,  
AITAPE.

4th January, 1967.

The District Commissioner,  
West Sepik District,  
VANIMO.

SISSANO PATROL No. 2 of 1966/67.

Please find enclosed two copies of a report of a patrol conducted by Mr. J. Kabisch, Cadet Patrol Officer, within the Sissano Administrative Area, in early December.

The object of the patrol was to give assistance to the people of this area in carrying out voluntary road development. There are at present over 200 men working full time on the roads: WAUNINGI ford to DRONE; DRONE to ARAPORO ferry; RAMO to SUMO and SUMO to Old MORI. Refer map forwarded with Sissano Patrol No. 1/66-67. Road development is the first prerequisite to opening the fertile Aitape Inland Plains Area. This is realised by the people, who are generally working very well, and hope to have the ARAPORO to DRONE section open to vehicular traffic by the end of the wet season.

My comments on the report are as follows:

Roads and Bridges Para 1. During Sissano Patrol 1/66-67, the Savanui/Webike people told Mr. Heuston that they were eager to assist in the road development to Old MORI, and said that they wished to settle eventually at the road head at Old MORI. The Mori people were in favour of this move and said that they would give them land and sago stands in that area. No pressure has been brought in this matter, it having been initiated by the people themselves.

Para 5. Mr. Kabisch surveyed a new route from DRONE to WALWALI swamp in accordance with his instructions. He found that the mountain route first suggested involved crossing two many gullies and rerouted the road through the swamp at the base of the mountain. This will involve the digging of deep drains and culverts initially, but will save in the long run as the route is level and upkeep on bridges is minimized.

Para 8. Due to lack of time to complete the survey from RAMO to SISSANO, Mr. Heuston surveyed the major portion of this route and requested Mr. Kabisch to try and find a dry route to avoid the large sago swamp between RAMO and either BOI hamlet or OVOMIRI. Mr. Kabisch found and cut a track along a dry route from YAINA (a point on the RAMO to SUMO road) to BOI hamlet. Rough copies of his map of the joint survey are attached.

Diary 5/12/66. This bridge has since been repaired, and has since been washed out again. It is now being re-repaired.

Mr. Kabisch has adequately completed the work expected in this patrol, and has submitted an adequate report. There were no serious problems encountered on the patrol.

Camping Allowance Claim is attached, Police Camping Allowance Claim has been forwarded to the District Inspector of Police.

J. H. Roach per T. H.

J. H. Roach,  
Assistant District Commissioner.



67-1-5

Patrol Post Sissano.

29th November, 1966.

Mr. J. Kabisch,  
SISSANO.

Patrol Sissano 2/66-67: Road Development.

Please prepare to patrol the Sissano Inland Area (Aitape West Coast Inland) for three weeks as from tomorrow, to assist the people in the voluntary road development scheme they are carrying out at present.

You will need to inspect the work being carried out by the following villages: WARAFU, RAMO, SUMO, MAPOKA, MORI, SAVAMUI-NEBIKE, DROME, BAHIRA, WALWALI, GOINIRI, NENGIAN and AMSUKU. Spend some time with each village group actually at the place of work, assist them in maintaining good standards of construction, discuss the project with them, and help them to straiten out any problems they may have.

In addition I shall require you to carry out the following work of a technical nature:

(1) Survey and place correctly graded markers over the mountain from Drome to Walwali swamp. This entails marking a bridge site over the OI Creek near Drome airstrip and grading a track along the North face of the mountain from there. I suggest that if time and labour are sufficient, you cut a pilot track along the route that you establish. You have an Abney level to help establish correct grades.

(2) Give me a detailed plan of the established motor bike tracks from ARAPORO to RAMO, from RAMO to DROME, and of the new planned motor bike track from Old SUMO to AMSUKU. Refer to File IO-2-1. I also require exact measurements of all proposed bridges and am supplying you with a 100 ft. tape measure for this purpose.

(3) Investigate and establish a marked route from SISSANO to RAMO, and compile a plan of this route naming all creeks, swamps. Refer to paras. 4 to 7 of the D.C.'s memo on roads.

I have arranged for you to return from Sissano to Aitape on the 15th December. On return to Aitape you will compile a short report with a copy to this office, and a memorandum on file IO-2-1 covering the aspects detailed above.

Any serious problems of an Administrative or legal nature that may come to your notice you should refer to this office, but where possible try to obtain an amicable solution on the spot.

*T. Houston*

T. Houston,  
Assistant District Officer.

C.C. A.D.C. AITAPE.

(10)

Patrol Post,  
SISSANO,  
West Sepik District.  
19th December 1966.

Assistant District Commissioner,  
Sub-District Office,  
AITAPE.

Siisano Patrol Report No. 2 1966/67

Patrol Conducted By;	J. Kabisch, Cadet Patrol Officer.
Area Patrolled;	Aitape West Coast and Island.
Personell Accompanying;	Offe Member R.P.N.G.C.
Duration of Patrol;	November 30th, 1966 - December 13th 1966.
Last Patrol to Area;	d.s.d.s. - November 1966 P.s.h.d.s. - November 1966
Objects of Patrol;	Road Development.

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(9)

Introduction.

This Patrol departed Sissano Patrol Post to encourage further work on the construction of roads in the Sissano Administrative area. New roads were marked out between Amuku and old Nori and Yaina and Ovomiri. A new route was cut between Drome and the boundary between Drome and Walwali, to avoid crossing many ridges, which the present route now follows.

Native Affairs.

The people of this area are working extremely well on the building of their respective roads. At some places they have worked as long as three four weeks with out abreak and as a result progress in these places is rapid. Although some places are working more strongly than others all at least are pulling their weight.

Roads and Bridges.

The first few days of this patrol were spent with the Sumo, Mafoka, MORland Sevamui/Nebike people. The Sevamui/Nebike people have moved to old Nori to help in constructing the road from a Nori to old Nori and to carry the road upstream along the Rhainbrun River as far as possible. The motor-bike track between Sumo and old Nori, presently being widened to twenty one feet for the use of a tractor, is probably the best section of road in this area. It follows the river up-stream and lies in fairly sandy soil, with-out crossing through any large swamps. When the big bush is cleared the ground should dry out and a minimum of draing will be necessary to open this road in all weather.

The patrol then went to Ramu where work is being carried out between Ramu and Barrira. This road passes through some large sago swamps where drains will have to be dug to open the road in the wet season. Clearing of bush from the side of the road is well in progress and should be completed in the near future. The people will then start digging drains in the swampy sections.

ON completion of this section of the road the Sumo-Ramu people will start on the road between Ramu and Sumo. The Sumo people have already started work on their section of this road.

In the course of the patrol a new road was marked out between Amuku and old Nori. Work has already commenced on construction of this link which for the present will only be a motor-bike track. This is a big job for a small line of people and will take a long time to complete. These people have a moved to a new site on the north side of the river so that they will be connected to the road system.

The Barrira/Drome people are also working on the road between Ramu and Drome, carrying out much the same sort of work as the Ramu people, in the same sequence. On completion of this section of the road they will move to the new section which will take little time, and this will open up the road as far as Walwali.

Both Goinere and Nengian have large sections of hilly area and this will take some time to complete because of gradients and many large trees.

There are presently forty Warapu men working on the section of the road between Aroporo and Ramu. They are digging drains along this road at an average of three hundred feet per week, at which rate the road will be completed not long after the new year.

A new road was surveyed from Yaina, an old hamlet of the Ramu people, to Ovomiri, another hamlet. This road is, for hte major part, firm sago swamp, excepting the middle section which is rather deep swamp, and will require deep drains. This road will be the joining link to Sissano of all roads in the in-land Administrative area, and it is hoped that the Sissano people will shortly start the construction of this road.

Conclusion.

The people in this area are working well and there is no reason why they should not keep up the good work.

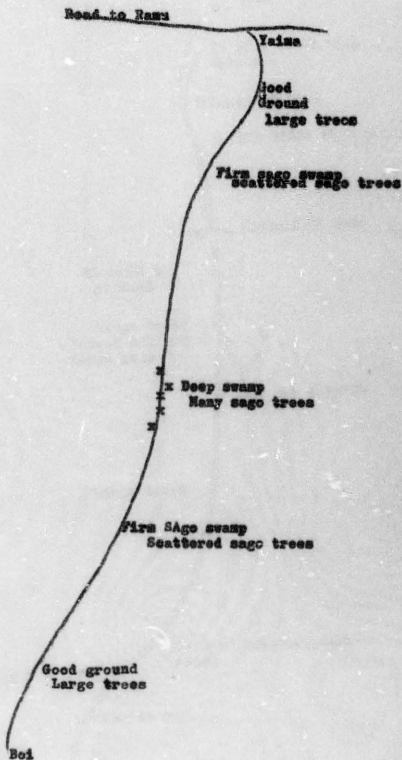
Diary

See Field Officers Journal, paragraphs nos 29 to 42 inclusive

*Jabisch*  
J. Kabisch  
C.P.C.

(2)

Yaisa hamlet to Eci Hamlet



(7)

Ranu to Barira

RAMU

21 feet width with drains

Dubaran 10 feet

3 feet width with drains

Kumbell 62 feet

Cleared to 21 feet

Large trees cleared walking track only

cut and cleared

Large trees

Abriri 10 feet

cleared but sections swampy

Aua 10 feet

Bush cut walking track

BARIRA

a

AT

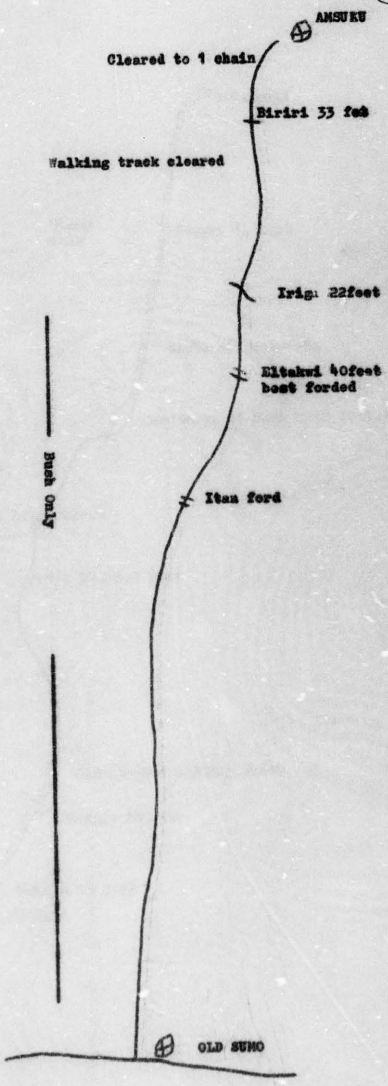
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(6)

Amokua to Old Suno.

a

AT



AMSUKU

Cleared to 1 chain

Biriri 55 feet

Walking track cleared

Iriq: 22feet

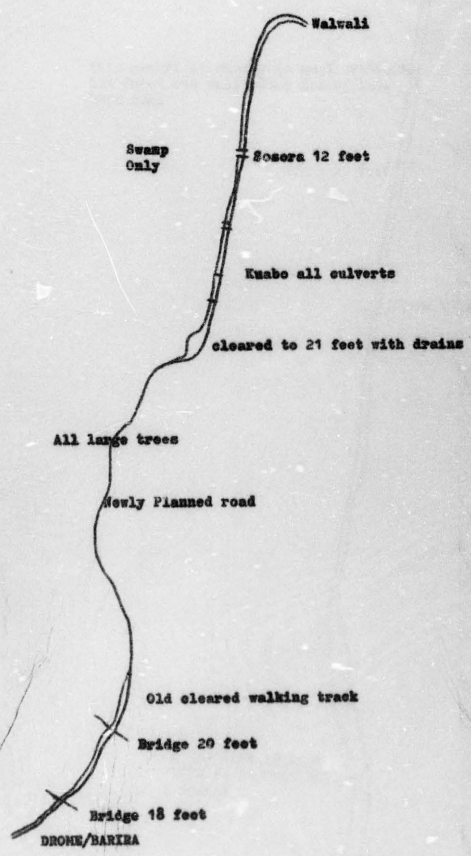
Eltakwi 40feet  
best forded

Bush only

Itaa ford

OLD SUNO

Drome to Wdvali







lat

ORATH

Measurements of bridges in area previously surveyed by H. Hueston. (3)

Wita creek.....20 feet  
Nurungafau creek.....12 feet  
Tangibi creek.....28 feet  
Timiti creek.....25 feet  
Nalivulus creek.....24 feet  
Tangivi creek.....27 feet  
Sinaluro creek.....25 feet

Samo to Ramu.

Auwaka creek.....37 feet  
Malapairei creek.....28 feet  
Pitaike creek.....26 feet

Samo to old Mori.

Bisawa creek.....35 feet  
Iro creek.....15 feet  
Tuwu creek.....30 feet

lat

7

URATIC

XXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXX  
Commissioner of Police,  
Konedobu

AIT PE

21st December

66

8006

Evana Kaivira

30/11/66  
13/12/66

14 days

Sissano Sissano

Good on  
Excellent Patrol

*J. Kabisch*

J. Kabisch

lat

SCALE:  
1 TO 40,000

SISSANO GOV'T. - PTN.

SISSANO MISSION

SISSANO PATROL POST

SISSANO

WATSON

ALPHA

River Run

Reverend Creek

Alpham

WATSON

POVOI KRABAN

BUSH

WARRAKIA

BUSH

POVOI KRABAN

GOVOMIA

BABA

25 yds Swamp  
BC  
old market

SWAMP

DEAD

SAGO

Swamp

MOOTIA

RAMPO

TO BARRIA DROME

New  
Open  
5/2/46

TERUS  
Hamlet

ARAPHO

PAROMIA  
17/11/46

WARRAKIA  
Barrage for dig for the barometer

Old Carac  
Heron  
Road

BRAT

(1)