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PATROL REPORTS

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STATION: Hoskins

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Papua New Guinea Patrol Reports

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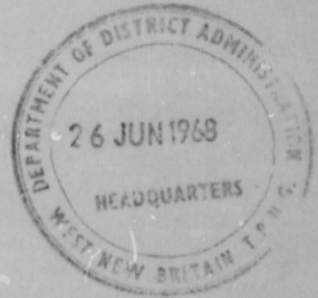
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TERRITORY OF PAPUA AND NEW GUINEA



PATROL REPORT

District of West New Britain Report No. 14-67/64

Patrol Conducted by D. Johnstone C.P.O.

Area Patrolled Central Nakanai

Patrol Accompanied by Europeans None

Natives None

Duration—From 7/3/1968 to 23/5/1968

Number of Days 77

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services / / 19

Medical / / 19

Map Reference

Objects of Patrol Construction of road

Director of ^{DISTRICT ADMIN.} Native Affairs,
PORT MORESBY.

Forwarded, please.

5/7/1968

[Signature]
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

Ref: 67-17-8/10-2-17

Dept. of District Administration,
KONEDOBU. Papua.

5th August, 1968.

District Commissioner,
West New Britain District,
HOSKINS.

PATROL NO. HOSKINS 14-67/68

I acknowledge with thanks receipt of Memorandum
* ~~of Patrol~~/Patrol Report covering patrol by D. Johnstone, C.P.O.
to Control Nakanai..... Census Divisions.

The section of the report suggesting inefficiency in
the SILANGA Society store should have been referred to the
Assistant Registrar of Co-operatives, Rabaul.

It was pleasing to note that the patrol was able to
effect so much road construction.

(T.W. ELLIS)
Director

* Delete as necessary.

c.c. Mr. D. Johnstone,
C/- Sub-District Office,
HOSKINS.

67-1-3 (9)

67-1-3



HOSKINS, West New Britain

9 July 1968

Assistant District Commissioner,
Dept. of District Administration,
HOSKINS

HOSKINS PATROL REPORT No. 14-67/68

Mr D. JOHNSTONE, DPO, CENTRAL NAKANAI

Thank you for Mr Johnstone's report on his road and bridge work in the Central Nakanai.

The filing of matters for attention before action is complete, delays in submitting and dealing with patrol reports, the poor standard of reporting and the need for more vigorous training and guidance of junior staff are evident in this submission and are among matters I intend to discuss with all A.D.C's on the 10th July.

Mr Johnstone should certainly have been able to tell a lot more about the people, their attitudes, their hopes and aspirations for the time he spent with them. He should have been able to get to know them quite well and to influence them towards our administration aims and ideals along the lines we have so often discussed. I am not certain he has done this though he has achieved some good physical results on the roads.

The wharf project has already drawn adverse comment from me and I expect an early report arising from your current visit to the area. As indicated I want a target date on this project. I am sure cheaper and more efficient ways of moving materials are available.

Mr Johnstone has left the area and your proposals for Mr Allmark to supervise continuance of the work is endorsed. I understand the balance of funds needed for the UASILAU/SILANGA road and the ALA River bridge are to be on this years works program. To keep the work moving along I can provide some funds from M.N.W. (Eng.) and would like your proposals for this.

I shall continue to press for an early allocation of funds of a substantial nature so work may proceed whilst the weather is favourable. If the ALA Bridge is to be attempted this year then much will have to be done before the wet season.

(K. W. DYER)
District Commissioner

c.c. Director,
D.D.A.
→ KONEDOBU

For your information, please. Mr Johnstone resigned at the end of May to go into business with his father.

The wharf referred to is a MNW assisted project for a small wharf in Lasibu harbour Bangula Bay. This is a good anchorage that serves the SALELUBU DASF extension centre which itself serves the 300 settlers

...cont.on reverse....

Copies placed on file 10-2-77



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Official header text, possibly identifying the sender or recipient.

Underlined text, likely a subject line or title.

Text block below the underlined title, possibly a salutation or opening line.

Main body of text, mostly illegible due to fading and bleed-through from the reverse side.

who have planted some 1000 acres of cocoa in this area. Now the cocoa is bearing and production increasing rapidly a road from the wharf at LASIBU through the SILANGA settlement, across the ALA river and through the SILANGA settlement, across the ALA River and through the UASILAU settlement is regarded as being very important.

The provision of funds for this project was a mystery to me but was undoubtedly connected with Rural Development Funds last year - Project 3258 SILANGA Roads. I attach a copy of my 35-16-3/10-20-4 of 9 July, 1968, to the Assistant Administrator (Services) for your further information.

[Handwritten Signature]
(K. W. DYER)

District Commissioner.

Director
KORORU

for your information, please. Mr. Johnson resigned at the end of May to go into business with his father.
The wharf referred to in a letter related project for a small wharf in Lasibu Harbour Kororua Bay. This is a good advance that serves the SAILING CASE Extension Centre which itself serves the 300 settlers

.....on reverse.....

35-16-3/10-20-4

HOSKINS, West New Britain

9 July 1968

Assistant Administrator, (Services)
Department of the Administrator,
KONEDOBU

SILANGA ROAD Project No. 3258, Vote 36-2-4
UASILAU/SILANGA SETTLEMENT ROADS

The above project was started last financial year, the work is not complete, no funds are currently available and I am not certain what funds will be made available or when they may be expected and the good working weather of the dry season, when work should be pushed ahead, is passing rapidly.

I understand, verbally, from enquiries I made whilst at the District Commissioner's Conference in May that the funds required to complete essential and urgent work in this area are sought in the new years Works Program.

The uncertainty which surrounds this project, the importance it commands in the District and the fact that Mr Maneke MHA raised the matter in the House of Assembly prompts me to summarise what I know concerning this project. This is as follows:-

(i) Memo.NDP 21-14-18/20 dated 27th September 1966 from the Department of the Administrator indicating (a) blocks taken up (b) no provision access (c) C.D.W. estimate \$350,000 for approx. 26 miles of road. Views sought on using local resources.

(ii) My 10-32-0/35-16-3 dated 6th October 1966 explaining why there is little scope for self-help projects on this scale in a settlement area, the need for a road and that C.D.W. costs appeared excessive. Also that given estimate of bridge cost (ALA River) I would examine how much costs could be reduced.

(iii) Your N.D.P.21-14-18/20 of 28th November 1966 indicating difficult to see funds available next year's works program but project would be considered further.

(iv) My memorandum 1-3-3/35-16-3/10-32-0 dated 11th May forwarding District Advisory Council Resolution and comment. Over 300 settlers in area; cocoa production 80 tons and rising - expected 150 tons 1968 and 350 tone 1969. If project could not be admitted to Works Program in full then funds for the ALA River bridge and road to LASIBU anchorage sought.

Prior to the above there was a submission to me by the co-operative officer strongly supported by the Agricultural Dept. for action on these roads. There was discussion at the District level and the area was visited by myself and Mr Longayroux of the Department of the Administrator.

(v) Your Confidential memo. 46-1-53 dated 15th August 1967 indicated 7 miles of road UASILAU-SILANGA was being considered under Rural Development Works. At about this time Mr Longayroux indicated the project was to connect UASILAU to SALELUBU and SILANGA including the ALA River.Bridge. On one visit by our District Oil Palm Co-ordinator Mr Head to Konedobu he was allegedly informed \$35,000 was earmarked for this work.

....cont.

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MIGRATI

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(vi) Your telegram 969 of 21st September 1967 indicated a "subsidy" \$10,000 in the first instance....". The confusion at the District level at this time is apparent in my 10-8-2/10-32-0 dated 21st September 1967 to you when I asked for confirmation that \$10,000 was for the Uasilau/Silanga road and that \$35,000 could be expected.

(vii) No reply was received on the above point. Late Nov. I went on leave. Prior to this a Mr Alan Taylor who was District Works Engineer at Hoskins had been asked for ideas on the building of the ALA River bridge. He was transferred to Moresby but did forward some comments and plan in a letter dated 27th November 1968. He was also in touch with the Roads and Bridges Section of the Dept. of Public Works in suggesting this design. The design was for a causeway. A copy of Mr Taylor's helpful letter is attached.

(ix) Subsequent correspondence concerned further requests to ascertain what funds were forthcoming and when they would be received. Funds were committed early but because of delays in getting expenditure actually brought to account no further funds except some M.N.W. monies were forthcoming and the work has ground to a halt at a time when activities, because of favourable weather, should be accelerating.

(x) It seems to me that this project should be a programmed works item rather than one for assistance under Rural development works. I have been told verbally that it is to be on the current years works program but have no confirmation of this. Nor do I know what amount has been sought nor just how far work will be extended.

In my view a minimum of a further \$23,000 is required to complete the LASIBU - ALA River section of the road and the causeway over the ALA River.

It is important to know what funds will be provided and when they will be received. The time for action is now. By September/October storm rains and then the later wet season will frustrate much active work until the following April/May when the dry season commences again.

Your urgent advice would be appreciated please on the following points:-

(a) Are funds immediately available to continue this project right now?

(b) If so, then what amount can be expected now and what further amount later in the financial year. If we know funds will be forthcoming it would be sensible to pre-commit for materials and get them on the site.

K. W. Dyer
(K. W. DYER)
District Commissioner

c.c. Director,
D.D.A. KONEDOBU

A.D.C.
HOSKINS

Director,
P.W.D.
BOROKO

R.W.E.
RABAU

O.I.C.
EWASSE

COPY

c/- Dept. of Public Works,
Regional Office,
P.O.Box 1357,
BOROKO

27th November, 1967

District Commissioner,
Department of District Administration,
West New Britain District,
HOSKINS, New Britain

UALILAU SILANGA CROSSING

I have been in touch with Roads and Bridges Section of the Department of Public Works and although they have approved the cluvert design as previously considered they have also recommended the consideration be given to the use of "Gabions". Gabions are simple wire baskets which can be readily placed in position, filled with stones and wired together to form a porous causeway on which can be laid a pavement of any suitable material.

The baskets themselves are made of corrosion resistant steel covered with a hard plastic and the only known source of current supply is Italian. Here, the Local Government Engineer, Julian Lee may be able to be of assistance.

Using a causeway would of course necessitate two or three more or less central openings, which could be crossed with steel beams set in concrete cills with a concrete slab over.

The beauty of this scheme is the ease with which the gabions can be placed and filled necessitating only single handling of the stone and no breaking up, except for the relatively small amount of concrete involved, would be required. There would of course be a greater quantity of stones necessitated. The riding surface of the causeway ~~fill~~ could be poured with a concrete slab but as the causeway fill would be liable to a certain amount of movement over the years this would have to be cast in small panels and cracking would inevitably occur. A more pliable surface would be rolled clay but this would need to be bitumen sealed and even then would be subject to erosion in a heavy wet. I think a 4" concrete slab, reinforced at mid thickness, with 603 reinforcing fabric, would suffice if laid in ~~5' x 5'~~ 5'.0" square panels. This would be the structural slab of a 1" or 2" thick wearing surface of concrete should be placed over it.

In placing the slab care should be taken that the gaps in the causeway immediately below the slab are stopped with clay or paper or similar in order to prevent the whole of the upper layer of causeway becoming a solid slab by the filling of the interstices with grout. This, in itself would be a good thing but would also be extremely costly in cement and would lead to the reduction in strength of the slab proper.

The concrete cill should be about 12" square and the full width of the slab over, reinforced with $\frac{3}{4}$ " dia. bars one in each corner and with $\frac{3}{8}$ " dia ligatures at 9" centres throughout. Two inch cover all round should be provided. See fig.1.

In view of the unskilled labour which will be available the beams should be secured indirectly to the cill preferably as fig.2.

The essential points to watch here are that the beam is laid level and that the straps are pulled tight, thus the straps should be made short and the bolts provided with long threaded portions.

~~These beams should be at 7'-0" centres with a 6" slab over x 10'-0" wide reinforced with 5/8" at 9" with distribution bars throughout at 18" centres. See fig 3.~~

signed A. Taylor.

TERRITORY OF PAPUA AND NEW GUINEA.

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67-1-1

Sub-District Office,
Hoskins, West New Britain.

25th June, 1968.

The District Commissioner,
West New Britain District,
HOSKINS.

HOSKINS PATROL NO 14-67/68- Mr. D. JOHNSTONE C.P.O.
ROAD WORK CENTRAL NAKANAI

My apologies, I thought this report had gone forwarded before Queen's Birthday weekend. Instead it had been filed.

Two copies of Mr. Johnstone's report herewith. Camping Allowance Claim authorised and paid before Mr. Johnstone resigned and proceeded to Australia.

The report is sketchy. Working with the people for so long presented an excellent opportunity for Mr. Johnstone to get to know them well. He had opportunity to report in detail on their manner of living, their customs, their thoughts and attitudes towards development and political trends; in particular what they the people thought of the road and the assistance that was being given to them to foster their economic endeavours. Disappointingly this he has not done. The report itself is very sketchy. On the job of roadwork Mr. Johnstone is to be commended; he worked hard and long and put a lot of effort into the work.

Much remains to be done on this road and to make a good economic job it needs constant supervision by an officer. On completion of Central Nakanai Patrol by Mr. Allmark, Mr. Allmark will be spending half of his time in this area of the Central Nakanai supervising roadwork and constructing bridges and culverts. It is important that the road for Lasibu to Silanga be regavelled before the next wet season and that the culvert across the Tera creek be completed. Ample gravel is available along the river and access tracks will have to be reopened. At this stage new timber bridges (with pillow logs) should suffice along the road between Silanga and Salelebu- these to be eventually replaced with low level crossings wherever possible. That section of road from Lasibu to Silanga will certainly need widening eventually. However, traffic is still light and extra widening of the road at say ¼ mile intervals to allow vehicles to pass would suffice for the time being. The newly constructed section from Silanga to Salelebu is from 30-50 feet wide, certainly wide enough, but it needs forming and bridging and, eventually, gravelling. A tractor and trailer could be used full time to make a job of this road.

The Lasibu wharf project is to be completed through the NAKANAI LOCAL GOVERNMENT COUNCIL. In my opinion it will probably be best, and cheaper, to move existing coral bridge some 50 yards to the west to deeper water. Only half the length of wharf is required at this point. I will again discuss this with Mr. Allmark on my visit to East/Nakanai this week. To obtain further large quantities of coral from the outlying reefs would be a long and expensive proposition I consider.

An assessment of costs for jobs yet to be done on this road will now have to be done by Mr. Allmark in the course of his Central Nakanai Patrol. This will give a basis on which to programme further work.

cc. Mr Allmark, OIC EWASSE
(For action as indicated above)

B. McBride
Assistant District Commissioner

Introduction.

(1). The main purpose of the patrol was the construction of a road from Lasibu to Salelebu and a construction of a wharf at Lasibu.

Lasibu/Salelebu Road.

(2) This road is about eight miles in length and is broken into two sections, Lasibu to Silanga and Silanga to Salelebu both these sections have been completely cleared of bush but are in different stages of construction.

(3). Lasibu to Silanga.

(i). This section had already been cleared and in some places bridged, however as these bridges consist simply of logs placed on the road it would be advisable to replace them with more permanent type of structures to ensure safety when used (two of the bridges have already given away under the weight of a tractor).

(ii). The area through which this section passes is fairly swampy (there are also considerable areas of hot springs and boiling pools of mud) and although a drain has been dug on either side of the road the section still needs building up.

(iii). The surface ~~is~~ of the road is mainly of clay and as this deteriorates badly during wet weather a gravel topping will have to be put on the road, Mr. J. Ellem commenced work on this project, roads have been cut into the river bank (the Tera river runs parallel to parts of this section at about a mile distance) but because of lack of funds this was abandoned. The gravel on the banks of the river would be adequate to fill the needs of the road, the roads now cut to the river are overgrown and will have to be cleared again before they can be used to bring gravel up to the road.

(4). Tera River Crossing.

(i). The Tera river runs across the road about one mile from Silanga.

(ii) This river is subject to high level flooding and attempts to put a wooden bridge across it have been unsuccessful; a low level crossing would be the best solution, cement and pipes for this crossing are already on sight.

(5) Silanga to Salelebu.

(i). On arrival only about a hundred yards of this three mile section of road had been cleared. Clearing of this section was completed on the 11th. of April.

(ii). Between 11th April and 23rd May a drain was dug along the sides of the road and the road was built up as much as possible.

(iii) This section of road

is mainly loose soil and

also passes through fairly swampy areas, in on section a hot spring runs directly beneath the road, once again there is a need to build the road up as much as possible

(ii) The surface of this section is clay in parts and a fairly loose type of earth in others, once again it deteriorates badly with rain and a top section of gravel will have to be put on

(6) Lasibu Wharf.

(i) This project provides for the construction of a wharf at Lasibu were it is envisaged that ships of up to about 90 tons will pull in.

(ii) Sixty feet of wharf has been constructed consisting of corral. To build the wharf up to this point corral has had to be brought from a reef about one mile away. Two canoes were hired from Tarobi for this purpose (the rate of hire was 75cents a day), ten men were needed to carry out this work which was very slow, this cost \$90 a fortnight.

(iii) A further one hundred feet will have to be added to the wharf, as sixty feet of wharf has taken four months it is estimated that construction in the same manner of a further one hundred feet would at least take eight months (taking into account that more corral will have to be used as the water gets deeper.

(iv) Eight 8ft by 3ft pipes have been bought to Lasibu, these are to be used in the construction of pylons. It will be impossible to construct these pylons without some type of machinery to move the pipes, otherwise the pipes will have to be manhandled in depths of up to twelve feet of water.

(v) The only people available close at hand who can work with canoes or in the water are the Tarobi, these are not good workers and difficulty has been found in getting anything like a reasonable days work from them.

(vi) It would seem to be a better plan if the wharf was built on the same lines as that of Talasea, this being an entirely wooden structure with pylons.

(vii) In its current position the wharf is directly in line with a sanubar, making this the shallowest section on the beach, if the wharf could be ~~thirty~~ thirty yards to the left (this would put in the position where the boats pull in now) a greater depth of water would be found at a lesser distance from the shore.

(7) Summary of Work.

The road from Silanga to Salelebu was completely cleared and drain dug on either side, the road was built up as much as time and funds would allow. A cutting was put in on the Lasibu to Silanga section to avoid a hill which the tractor had difficulty in negotiating. Pipes were made for the Tera river crossing and taken to the site, pipes were also made for all culverts and also taken to the site, because of lack of time it was not possible to put these culverts in. No work was done on the Lasibu wharf.

(8) Summary Of Work to be Done

(8) Summary of Work To Be Done.

(i) The entire length of the road will have to be built up to a greater extent than it is at the moment, this will ensure at least some drainage.

(ii) A gravel topping to go on the road, this stop it deteriorating too much during the wet season, as it is at the moment the Silanga tractor is quite often bogged after rainfall.

(iii) A total number of twelve bridges and culverts will need to be put in plus two low level crossings.

(iv) If possible it would be advisable for the Lasibu /Silanga section to be widened (at the moment this section is only twelve feet wide and several times the tractor has gone over the edge)

(9) Labour.

The main labour force was obtained from Silanga, these people are willing workers and a high degree of cooperation was experienced between the councillors.

(10) Housing.

The standard of housing in the area is fairly high, due largely to the influence of the Catholic mission at Silanga.

(11) Health.

In general health in the area appeared to be good, however a number of cases of Grilly were noted and none of the sufferers were receiving any medical aid. The mission hospital at Silanga was quite well run but an overstocking in some drugs was noticed.

(12) Politics .

The political outlook of the people in the area is influenced a great deal by the mission at Silanga, the M.P. for the area is an ex missionary teacher from Silanga.

(13) Education .

The school at Silanga is efficiently run, and most of the children of school age attend.

(14) Commerce.

There are three stores in the area, two at Silanga and one at Uasilau. The society store at Silanga is extremely inefficient, being overstocked in some items (16 bicycle pumps and two dozen cigarette lighters without any wicks) and under stocked in necessities (most of the time it is impossible to buy either fish or rice). It is felt that competition from the new store may improve matters.

(15) Agriculture.

There is an Agricultural field station at Salelem and a great deal of progress is being made in this field, two new cocoa dryers

new cocoa dryers in the past year.

(16) Livestock.

Many pigs are owned in the area, these all seem to be of a good quality, the mission at Silanga also keeps fowls which provide a regular supply of eggs.

(17) Conclusion.

There remains about three months work on the Lasibu to Salelebu road, no difficulty should be experienced in obtaining labour for this project.