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OF PAPUA NEW GUINEA

# **PATROL REPORTS**

DISTRICT: Bougainville

STATION: Hutjena

VOLUME No: 5

ACCESSION No: 496.

1969 - 1970

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# Papua New Guinea Patrol Reports

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BOUGAINVILLE DISTRICT

PATROL REPORTS

1969-1970

HUTJENA

<u>Report No.</u>	<u>Officer Conducting Patrol</u>	<u>Area Patrolled</u>
1-69-70	J.R.Gyngell	Teop-Tinputz C.D.
2-69-70	D.I.MacDonald	Nissan Island
3-69-70	A.J.Roadnight	North West Ramason
4-69-70	K.J.Hanrahan	Hahon & Kunua C.D.



TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

Report Number..... HUTJENA NO. 1 1969/70

Sub-district..... HUTJENA SUB DISTRICT

District..... BOUGAINVILLE

Type of Patrol..... SPECIAL - AREA STUDY

Patrol Conducted by..... J.R. GYNGELL PATROL OFFICER

Area Patrolled..... TEOP-TINPUTZ CENSUS

(Council and/or..... DIVISION

Census Division/s.).....

Personnel Accompanying Patrol..... NIL

.....

NIL.....

.....

Duration of Patrol—from 8./7./1969 To 7./9./1969

No. of Days..... 62 DAYS

Last D.D.A. Patrol to Area :..... MARCH 1969

Date..... 9/3/1969 -- 18/3/69 Duration..... 10 DAYS

Objects of Patrol (Briefly)..... ROAD CONSTRUCTION

..... INVESTIGATE MAHALIS WELFARE ACTIVITIES

..... SUBMIT AN AREA STUDY

.....

Total Population of Area Patrolled..... APPROXIMATELY 1500

Director of District Administration,  
KONEDOBU.

*Mrs. Mary Jane*

Forwarded, please.

21/1969

District Commissioner.

67-11-9  
Division of District Administration,  
Konedobu.

29th January, 1970.

District Commissioner,  
Bougainville District,  
K I E T A.

PATROL NO. HUTJENA 1/69-70:

Your reference is 67-1-3 of 23rd December, 1969.

I acknowledge with thanks receipt of Area Study  
by Mr. J.R. Gyngell, Patrol Officer, to part TEOP-  
TINPOTZ Census Division.

The detailed covering comments leave little else  
to add. Mr. Gyngell has provided some interesting  
information, and it is clear that he is interested in  
the development of the area.

Whilst the report is of good value, Mr. Gyngell  
should note and follow the instructions laid down in  
Circular 67-1-0 of 21st June, 1968.

The matter of RAUA and RUGEN is being followed  
up in separate correspondence.

(S.J. Pearsall)  
a/Secretary  
Department of the Administrator.

c.c. Mr. J.R. Gyngell,  
Sub-District Office,  
HUTJENA.  
Bougainville District.

Whilst political education is a continuing process,  
it is becoming a more specialised task, and you are still  
expected to participate fully in its extension at every  
opportunity.

67-2-1

KJH/efd

Sub-District Office,  
HUTJENA,  
Bougainville District.

5th December, 1969.

District Commissioner,  
Sub District Office,  
KIETA, Bougainville.

PATROL REPORT HUTJENA NO.1-1969/70  
AREA STUDY - WEST RAMAZON RIVER AREA,  
TEOP/TINPUTZ CENSUS DIVISION -  
Mr J. Gyngeell, Patrol Officer.

1. I attach original and one copy of the above report submitted by Patrol Officer GYNGELL. The patrol was completed on the 7th September, 1969. Mr. GYNGELL submitted a draft report prior to attending the patrol officer's course at the Administrative College. This required far too many corrections and the matter had to wait his return. The report was submitted to me on the 1st December, 1969. I have the following comments.

POPULATION

2. I am disappointed that a census was not carried out. Census sheets for 1967 are attached. The total population of the area at the last census was 1013

LAND TENURE

3. Alienation of land has occurred as follows:-

RAUA Plantation	-	6465	acres
RUGEN Plantation	-	6015	"
MACKIWI Plantation	-	300	"
BANIU Plantation	-	2100	"

The total area of agricultural land available to the West Ramazon people is approximately 24,000 acres so that percentage alienation is quite high by Territory standards. It is correct that there are frequent complaints from the people concerning shortage of land. These come mainly from certain clans of TSISIKO and NAMKERIO villages, and also from CHINDPATS and TENDU. It is unfortunate that large sections of RAUA and RUGEN have remained undeveloped. This has resulted in native people from TSISIKO occupying and planting sections of RUGEN. I have forwarded a report and recommendations to you on this subject under separate cover. It suffices here to say that the Administration should make an approach to the owners of RUGEN, KULON Plantations Ltd., with a view to purchase of undeveloped land, sub-division into small blocks and then leasing. I am reliably informed that the owners of RAUA, Mr. & Mrs. L. Watkins, now living in Australia, are interested in just such a scheme.

PLANTATIONS

4. The Labour Inspector at SOHANO makes regular plantation inspections. Any complaints of assault are investigated by police and charges laid when indicated. I might comment that there have been few convictions, arising mainly from a

../2

PLANTATIONS (cont)

4. marked reticence by native witnesses to give evidence. The desertion rate from Burns Philp managed plantations in Bougainville is quite high, approximately 200 employees per year.

ROADS AND BRIDGES

5. The RAMAZON river is the chief, geographical feature that isolates the west RAMAZON area. It is fordable by tractor when not in flood, but not by TINPUTZ Council grader or other heavier road equipment. Thus, the RAMAZON people do not have the advantages of modern road maintenance equipment that the other council members enjoy. The local government engineer has inspected the crossing and has suggested a wire-basket causeway. This must be a priority rural development project for this area.

6. The key to the development of the area is trafficable road outlets to the sheltered harbours at RAUA and BANIU. Villages connected are TSISIKO, CHINDPATS, TENDU and TETAKUTS. Villages not connected are LOMSIS, ARAVIA and NAMKERIO. An officer has been based in the area since July supervising construction of the TSISIKO/LOMSIS (4 miles) and TETAKUTS/ARAVIA (4 miles) roads. An allocation from road maintenance of \$2000, and a grant for Rural Development of \$1500 have facilitated this work, whilst the TINPUTZ council has been generous with its use of the tractor. I estimate that both roads will be finished by March 1970.

POLITICAL DEVELOPMENT

7. All villages with the exception of CHINDPATS and TENDU have been members of the TINPUTZ council since its proclamation in 1959. These two villages joined in 1966. It is not correct to say that the council has disregarded the RAMAZON area. Two excellent aid posts have been built, a Fordson 5000 tractor and trailer have been provided, money expended on roads and water supply. It is accurate to say that much more could have been done and much more field contact made by the various officers-in-charge at TINPUTZ.

8. The HAHALIS Welfare Society commenced collecting a special \$10 tax on BUKA in October, 1968. The RAMAZON people contributed a total of \$6000 in May 1969. They paid because of the strong influence held over them by KEROL of SIARA, who is a co-partner with JOHN TEOSIN. It is not known what this money is to be used for, but it is reported that TEOSIN will reveal this in January 1970. It is known that the spokesmen, mostly illiterate men with some traditional authority, chosen to collect this money are spreading a variety of cult loaded, anti-administration, anti-european and anti-mission rumours. The Administration has opposed the \$10 collections with some success. The bulk of the BUKA council people, the KUNUA administrative area except one village and the TINPUTZ area east of TINPUTZ post, have disregarded it. I am convinced that had it not been opposed, the whole sub-district, and probably areas further south would have paid.

9. By oppose, I mean making it clear that the Administration does not support the tax or any collections like it for unspecified purposes; that we believe the council system, where the people contribute themselves to their own obvious development and to the running of the country, is the best way. If a person insists on paying his \$10 contribution, then that is his business. But we can point out the implications as best we can beforehand. The HAHALIS society, the NAPIDAKOI society, the MATAUNGAN association, the JOHNSON cult, cargo cult movements throughout



POLITICAL DEVELOPMENT (cont)

9. the Territory, all have one thing in common - dissatisfaction with or opposition to the present authorities and their policies. The expansion of any such organisation is potentially dangerous, must be watched carefully and must be opposed.

10. The present situation in the RAMAZON then is that the people support both the TINPUTZ council and the HAHALIS society. They are taking an each way bet! The establishment of the patrol camp, the work on the roads, the close contact with the people is having a favourable effect, as Mr. GYNGELL's report shows.

THE ECONOMY

11. An experienced field assistant accompanied the patrol and carried out a full, up to date, crop count. Results are:-

	<u>MATURE</u>	<u>IMMATURE</u>
Cocoa	14,435	52,890
Coconuts	11,723	25,745

Present production is:

Cocoa	-	abt, 12 tons dry
Copra	-	abt. 54 tons.

I feel that efforts should be made to extend new plantings of both crops considerably.

12. As cocoa production increases, efforts should be made, if the people should so desire, to set up a fermentary and drier to process their own wet beans. At the moment all wet bean is sold to local plantations.

13. I feel that we should encourage individuals or small groups to apply for development bank loans, as is the policy of BUKA. It is also necessary for the Rural Development Officer at TINPUTZ to concentrate on this area.

CONCLUSION

14. My policy for the further development of the RAMAZON area is:-

- (a) the patrol camp to be maintained and staffed continually;
- (b) feeder road work to continue with allocations of Rural Development funds;
- (c) an agricultural policy of more extensive plantings of coconuts and cocoa in all villages;
- (d) a detailed investigation into processing and marketing of cocoa;
- (e) promote Development Bank loans to local producers;
- (f) a causeway across the RAMAZON river;
- (g) TINPUTZ council to spend much more of its annual revenue in this section of its area.

(h) *small slips into RAMAZON*  
The above points have been discussed with the Officer in Charge of KUBU Agricultural station, who is in agreement.

GENERAL

13. Mr. GYNGELL has submitted an interesting and informative report. He worked hard during the course of this patrol and is on amicable and working terms with the people. I think he has a lot of potential.  
Forwarded, please.

(K.J. Hanrahan)

Assistant District Commissioner



TERRITORY OF PAPUA AND NEW GUINEA

67. 11. 9

(16)



Department of the Administrator,  
District Headquarters,  
Bougainville District,  
KIETA.

Telegrams—  
Telephone 67-1-3  
Our Reference.....  
If calling ask for DBM:jmc  
Mr.....

23rd. December, 1969.

The Secretary,  
Department of the Administrator,  
K O N E D O B U.

HUTJENA SPECIAL PATROL NO. 1.  
1969/70 TEOP/TINPUTE CENSUS DIVISION.

...  
...  
Please find attached the original of the report of the above specified Patrol conducted by Mr. Patrol Officer Gyngell. Also attached is a copy of the Assistant District Commissioner's comprehensive covering memorandum.

2. Negotiations concerning possible purchase of part of RAUA and RUGEN plantation has been a subject of a separate investigation, the report of which was forwarded under cover of my memorandum 35-2-9 of 12th. December, 1969. It has been recommended to you that approaches be made to the Proprietors, Burns Philp (New Guinea) Limited to purchase approximately 700 to 1,000 acres of the north western section of RUGEN, with the object of sub dividing it into ~~three~~ blocks for resettlement. Your reference is 35-13-11.

3. Under the guidance of the Assistant District Commissioner, and with funds made available from the Rural Development Programme, a most encouraging start has been made on a series of roads linking villages along the inland ridges with coastal harbours. In addition to providing an outlet for economic crops, these roads will provide the key to improved communications and thus bring the people more into the main stream of Bougainville development. They are a key factor in promulgating Administration objectives and demonstrating Administration interest in the area. In the long run, this should be effective in combating the Mahalis Welfare Society's activities. Interest by the Teop/Tinputz people in the Society is, at this stage, more in the form of a "lottery", but Administration endeavour in the area must be sustained if worthwhile progress is to be made.

4. The Director of Agriculture has agreed to provide the services of a Commodity Economist to examine copra marketing in the Buka Passage Sub District. It is recommended that an approach be made to the Department of Agriculture, Stock and Fisheries for the Economist to enquire into Cocoa production costs at the same time.

5. Census Revision will be carried out by the next Patrol to the area.

6. Mr. Gyngell has performed well under the direction of the Assistant District Commissioner, Mr. Hanrahan and both are to be commended for their interest in developing this area.

7. Forwarded for your information and subsequent advice, please.

(D. N. ASHTON)  
District Commissioner.

.../enc.



TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

Report Number..... 2-1969/70

Subdistrict..... BUKA PASSAGE

District..... BOUGAINVILLE

Type of Patrol..... Carry out maintenance on airstrip and construct small ship wharf

Patrol Conducted by..... D.I. MacDONALD

Area Patrolled..... NISSAN ISLAND

(Council and/or..... NON COUNCIL

Census Division/s.)..... ATOLL

Personnel Accompanying Patrol..... NIL

.....

.....

Duration of Patrol—from 14/8/69 To 8/10/69

No. of Days..... FIFTEEN SIX (56)

Last D.D.A. Patrol to Area :..... 20/6/69 to 25/6/69

Date..... 8/10/69 Duration..... 14/8/69 to 8/10/69

Objects of Patrol (Briefly)..... CARRY OUT MAINTEN ANCE ON AIRSTRIP AND CONSTRUCT SHIP WHARF

.....

.....

Total Population of Area Patrolled..... 1846

Director of District Administration,  
KONEDOBU.

Forwarded, please.

/ /19



.....  
District Commissioner.

67-1-3

DBM/ca

District Headquarters,  
Bougainville District,  
P.O. Box 33,  
KIETA.

6th January, 1970.

The Secretary,  
Department of the Administrator,  
KONEDOBU.

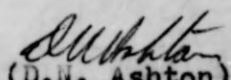
HUTJENA PATROL No. 2 of 1969/70

Please find attached the original of the above specified report and copy of covering memorandum 67-2-1 of 3rd December, 1969, from the Assistant District Commissioner, Buka Passage Sub-District. The latter illustrates the continuing effort being directed towards the Nissan Island community.

2. Mr. Patrol Officer McDonald has obviously carried out his construction tasks creditably. It is a pity that this good work is marred by the submission of a rather sloppy report which is not in accordance with Circular Instruction 67-1-0 of 21st June, 1969. The report should:-

- (i) have been submitted much earlier;
- (ii) contained a copy of the written instructions to the patrolling officer;
- (iii) contained a Situation Report (the fact that the Patrol Officer spent 76 days on Nissan and has not offered comment on any political, social or other trends is the reports greatest defect);
- (iv) not use pidgin expressions;
- (v) not offer facetious expressions but rather constructive criticism if and where warranted.

3. Application for prospecting authority PA 125 has been withdrawn.

  
(D.N. Ashton)  
DISTRICT COMMISSIONER

67-11-11  
Division of District Administration,  
Konedobu.

29th January, 1970.

District Commissioner,  
Bougainville District,  
KIETA.

PATROL NO. HUTJENA 2/69-70:

Your reference is 67-1-3 of 6th January, 1970.

I acknowledge with thanks receipt of Special Report by Mr. D.I. MacDonald, Patrol Officer, to part NISSAN and PINIPEL Census Division.

I endorse your covering comments on the failings in this report. While Mr. MacDonald has carried out his airtrip and wharf construction work in a highly efficient manner, his report is an uninformative submission.

The Assistant District Commissioner's comments help to give a better overall picture of the area. Information of this nature should have been supplied in Mr. MacDonald's report.

Mr. D.I. MacDonald,  
Sub-District Office,  
HUTJENA.  
Bougainville District.

(S.J. Pearsall)  
a/Secretary  
Department of the Administrator.

Whilst political education is a continuing process, it is becoming a more specialised task, and you are still expected to participate fully in its extension at every opportunity.



TERRITORY OF PAPUA AND NEW GUINEA

67. 11. 11

①

Telephone  
Telegrams  
Our Reference 67-1-3  
If calling ask for  
Mr. DBM/ca

Department of District Administration,  
District Headquarters,  
Bougainville District,  
P.O. Box 33,  
KIETA.



6th January, 1970.

The Secretary,  
Department of the Administrator,  
KONEDOBU.

HUTJENA PATROL No. 2 of 1969/70

Please find attached the original of the above specified report and copy of covering memorandum 67-2-1 of 3rd December, 1969, from the Assistant District Commissioner, Buka Passage Sub-District. The latter illustrates the continuing effort being directed towards the Nissan Island community.

2. Mr. Patrol Officer McDonald has obviously carried out his construction tasks creditably. It is a pity that this good work is marred by the submission of a rather sloppy report which is not in accordance with Circular Instruction 67-1-0 of 21st June, 1969. The report should:-

- (i) have been submitted much earlier;
- (ii) contained a copy of the written instructions to the patrolling officer;
- (iii) contained a Situation Report (the fact that the Patrol Officer spent 56 days on Nissan and has not offered comment on any political, social or other trends is the reports greatest defect);
- (iv) not use pidgin expressions;
- (v) not offer facetious expressions but rather constructive criticism if and where warranted.

3. Application for prospecting authority PA 125 has been withdrawn.

*D.N. Ashton*  
(D.N. Ashton)  
DISTRICT COMMISSIONER

67-2-1

KJH/efd

Sub District Office,  
HUTJENA,  
Bougainville District.

3rd December, 1969.

District Commissioner,  
District Headquarters,  
KIETA Bougainville.

PATROL REPORT HUTJENA No. 2-1969/70

NISSAN ISLAND

Mr. D.I. MacDonald, Assistant District  
Officer.

1. I attach original and one copy of the above report, which was received at this office to-day. I have the following comments.
2. The patrol was of a special nature, for the special purpose of bringing the strip back into first class condition. Airport Inspector J. ADAME complained about the condition of the strip to me in July 1969 and threatened to close it. The report indicates that the strip is now in good operable condition. A recent inspection by the airport inspector confirms this.
3. Whilst at NISSAN, Mr. MacDonald took the opportunity to construct a small ships wharf with a low water draft of 9'. I was able to provide him with minimal funds, bolts and spikes for this purpose. The wharf should prove of great assistance to the NISSAN people, who apparently co-operated well in the project.
4. The situation regarding the introduction of local government is still as reported in my 67-2-1 of 28th January 1969. That is 56% for, 44% against. Whilst further political education will continue, no action on a council will be taken until a greater mandate is obtained.
5. The Rural Development Officer at KUBU is processing three applications from Nissan for Development Bank Loans. I have already sent my Assistant Field Officer to survey the blocks.
6. Since 1964 the following work has been carried out at Nissan:-
  - (a) re-opening of the old war-time air strip to DC3 standard. T.A.A. has called twice a week, on request, for the past two years;
  - (b) construction of a patrol camp, a semi-permanent material building, outfitted with furniture, refrigerator and catchment for the use of patrolling officers of all departments;
  - (c) agricultural extension programme, specifically the planting of coconuts, which is their main hope for economic improvement. At one stage there were four agricultural field workers on the island;

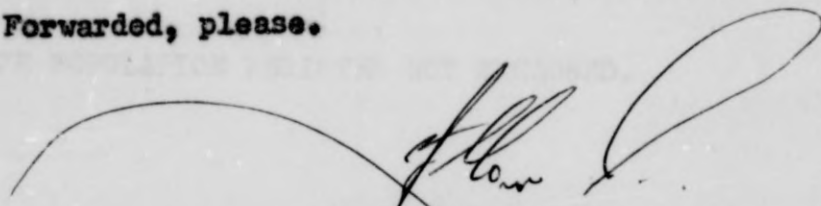
- (9)
6. (d) re-staffing of the three Administration Aid Posts;
  - (e) construction of a small ship's wharf;
  - (f) commencement of two Women's Clubs by the Catholic Mission, with the encouragement of the HUTJENA Welfare Officer;
  - (g) conduct of two community education courses;
  - (h) frequent visits by all officers, particularly officers of this department;
  - (i) continued operation of the two Co-operative Societies.

NISSAN has certainly not been neglected!

7. The island is relatively trouble free and the people are contented and generally pro-government. On the debit side, an isolationist attitude reigns and there is a general lack of responsibility and desire to contribute financially to their own development. Water supply is a big need, the people still using 44 gallon drums and rusting wartime sheet iron. It is proposed to erect a 10,000 gallon fibre glass tank in one village as an experimental project. With strong leadership and strong organisation, such as a council, much more could be done in the public facilities and economic field. In this respect, the ball is in the NISSAN court.

8. The report is brief but informative and I commend Mr. MacDonald for his industry during the patrol.

Forwarded, please.



(K.J. Hanrahan)  
Assistant District Commissioner



REPORT NUMBER : HUTJENA No. 2-1969/1970  
 SUB DISTRICT : BUKA PASSAGE  
 DISTRICT : BOUGAINVILLE  
 NON COUNCIL AREA  
 PATROL CONDUCTED BY : D.I. MacDONALD  
 Patrol Officer  
 AREA PATROLLED : NISSAN ISLAND  
 PERSONNEL ACCOMPANYING : NIL  
 DURATION OF PATROL : 14-8-'69 to 8-10-'69  
 56 days  
 LAST D.D.A. PATROL : 19-6-'68 to 25-6-'68  
 6 days

OBJECTS OF PATROL : CARRY OUT MAINTENANCE ON  
 AIRSTRIP AND CONSTRUCT SMALL  
 SHIPS WHARF.

TOTAL NO. OF POPULATION : 2,500

MAP REFERENCE : FOURMIL FENI MILINCH NISSAN

VILLAGE POPULATION REGISTER NOT ENCLOSED.

22-8-69  
 23-8-69  
 24-8-69  
 25-8-69  
 26-8-69  
 27-8-69  
 28-8-69  
 29-8-69  
 30-8-69  
 31-8-69  
 1-9-69  
 2-9-69

Work continued preparing S. dykes for sowing S.S.  
 Consideration S.S.T. 2000 given for start. Returned  
 camp 1900. Organized meeting. 2000-2000 held  
 meeting at base on other proposals. People agreed  
 on self-help project.

PATROL DIARY

(7)

HUTJENA NO. 2-1969/70

- 14-8-69 Left TOROTEI 0700, BONIS 0830, HUTJENA 1030. Caught Cessna 1100 arriving NISSAN 1145. To SIGON thence Base Camp. 1400 to TUNGOL, talked with Sisters. Returned 1630.
- 15-8-69 Camp cleaned up. 1300 explained proposed work to meeting of Luluais and Tul Tuls. 1430 went with LL and TT to inspect and mark out work. Left strip 1545 arriving camp 1630.
- 16-8-69 Saturday.
- 17-8-69 Sunday. M.V. 'NIVANI' arrived 1100 ex Kieta and Buka with cone markers. What organization!
- 18-8-69 Left camp 0730 (per bicycle) and arrived strip 0750. Names taken of 64 labour who were split into lines clearing western approach and two flyovers. Cone markers brought down 1130. Replaced broken markers. Cleared NE windsock. Finished 1700.
- 19-8-69 Marked out displaced threshold and side markers. Clearing now down to 2100'. Finished 1645.
- 20-8-69 Cleared to 2700'. Splay and gradient up to 400'. Finished 1645.
- 21-8-69 Strip 0730. Splay cleaning through to beach. Flyover to 3300'. Markers being spaced and aligned. Finished 1700.
- 22-8-69 Cleared to 4300'. Approach cleared. Paid labour.
- 23-8-69 Saturday.
- 24-8-69 Sunday
- 25-8-69 Strip 0800. New list of labour 68. Clearing and flyovers to 5600' and started clearing S. approach. Aligned markers east side. Strip length is 5600' + displaced threshold = 6000'.
- 26-8-69 Aligned markers on West side. Cleared windsock and signal circle. Continued approach. Finished 1630.
- 27-8-69 Continued S. approach. Cleared signal circle on N.E. Rain at 1000 and for rest of day - work continued.
- 28-8-69 Clearing of bush at apron and S. approach. Inner tube for mower arrived per DC3 and was fitted.
- 29-8-69 Clearing of N. approach (touching up), apron and S. displaced threshold. Paid labour. Tractor started cutting of strip. Finished 1730.
- 30-8-69 Saturday
- 31-8-69 Sunday
- 1-9-69 Only 8 labour employed. Planted hedge around tarmac. Clearing of windsock and clearing of E. flyover of stumps and stones in preparation for mowing. With additional cone markers reduced spacing from 300' to 200'. KEMITO finished mowing strip.
- 2-9-69 Work continued preparing E. flyover for mowing p.m. Conversation A.D.C. \$200 given for wharf. Returned camp 1700. Organised meeting. 2000 - 2200 held meeting at camp on wharf proposal - people agreed on self-help project.

⑥

- 3-9-69 Clearing of flyover for mowing.
- 4-9-69 Finished clearing E. flyover which was then mowed. Measured unused strip and approaches. Some burning off. Inspected one wharf site. Cessna came in 1615 - Mail and \$200.00 on board.
- 5-9-69 Paid labour. Heavy rain in morning; p.m. inspected and measured wharf sites.
- 6-9-69 Saturday. 'NINSA' II came in.
- 7-9-69 Sunday. Arbitrated in civil debt case.
- 8-9-69 Work started on clearing of road from main road down to wharf site. Held meeting of villagers from TANAMALIT to BALIL and work allocated to each. Finished 1730.
- 9-9-69 Causeway started and 10' completed by 1700.
- 10-9-69 Causeway built to some 20' - 25'.
- 11-9-69 Continued causeway.
- 12-9-69 Causeway continued with 6' - 7' of fill now needed.
- 13-9-69 Saturday.
- 14-9-69 Sunday.
- 15-9-69 Causeway continued.
- 16-9-69 Causeway continued.
- 17-9-69 0730 to BALIL, SIARA and SALIPEN where I arranged timber for towing by pinnace. 1400 returned to wharf site and causeway work.
- 18-9-69 Causeway continued. 1500 to TUNGOL to talk to A.D.C. Requests for spikes made.
- 19-9-69 Causeway continued. Now completed for 75'.
- 20-9-69 Saturday.
- 21-9-69 Sunday.
- 22-9-69 Heavy rain. Work abandoned.
- 23-9-69 Heavy rain again. Some work done.
- 24-9-69 Causeway continued despite rain. A.D.C. requested conversation - TUNGOL 1500. However no one at DISTROFF at appointed time - a waste of time, money and effort.
- 25-9-69 Bolts and spikes arrive on DC3. Causeway almost completed to 100' where 12' of fill will be required.
- 26-9-69 Rain. Work abandoned.
- 27-9-69 Saturday.
- 28-9-69 Sunday.
- 29-9-69 2 base piles raised by 1200. Causeway almost completed.
- 30-9-69 Posts dressed for use as bearers. Joints cut.
- 1-10-69 Cross beam fastened. Joints cut for bearers. Scaffolding erected for two outside posts.
- 2-10-69 Causeway completed, edges built up. Two outside posts erected and secured. Finished 1730.
- 3-10-69 Holes dug at 9' + two right hand posts raised and secured. Finished 1800. All this week has been fine.
- 4-10-69 Saturday. Crossbeams secured to right hand posts by 1200. Holes dug and one post raised on left hand side. Finished 1600.
- 5-10-69 Sunday.

5

- 6-10-69 Final posts raised and cross beams secured. Leveling and laying of coronous on causeway completed. 1430 to TUNGOL, SOHANO off the air. Left message to be sent on Mission sched.
  - 7-10-69 Diagonal supports fastened. A.D.C. requested conversation 1500. 1430 at TUNGOL. 1600 call came through. However, due to archaic outstation system only able to receive - never the less message received OK.
  - 8-10-69 1500 boarded M.A.F. Cessna and arrived BUKA 1645.
- PATROL ENDS.

The patrol was initially planned for the main purpose of carrying out maintenance on the runway to avoid decommissioning of the strip by the Department of Civil Aviation. In the meantime of the aircraft were \$200,000 was made available for the construction of a wharf on a re-heap basis. The patrol while concerned itself with the completion of these two projects, although other matters were attended to as they arose.

**1. MAINTENANCE**

The runway was initially planned for the main purpose of carrying out maintenance on the runway to avoid decommissioning of the strip by the Department of Civil Aviation. In the meantime of the aircraft were \$200,000 was made available for the construction of a wharf on a re-heap basis. The patrol while concerned itself with the completion of these two projects, although other matters were attended to as they arose.

**2. SPECIAL REPORT**

The necessary maintenance was carried out by having labour from the local village, numbering 20, for the first week, 20 the second week and for the third week in the third week. In the first week the north western approach and the two ditches were cleared and filled. The second week the north west approach and ditches were finished off and the south west approach and ditches were completed along with the main runway. In the third week the western ditches were cleared of the brush and cleared. It was noted that it would be necessary to have a heavy maintenance crew again.

I enclose a plan of the strip and details of work carried out as follows:

**1. APPROACH** - This was cleared for a distance of 2000 ft with a width of 100 ft. This work was completed in the first week of the patrol. The approach is the outer of the two and it was cleared through to the edge of the runway. Some of the brush cleared was burnt and the ash and charcoal was used for the two ditches since the strip was finished.

**2. RUNWAY** - This was cleared for the full length of the strip from 50 ft to 50 ft. The surface and ditches and all overhanging trees were removed. In the first week I had all the trees and bushes removed from the runway and it was then noted that I have indicated in the plan the cutting of what is called the strip. Due to the rocky and uneven nature of the ground I was unable to carry out further work on the Western ditches.

**3. DITCHES** - The undergrowth was cleared from these for a distance of 100 ft. All grass and weeds were removed for a distance of 100 ft. The ditches were cleared and filled with earth and the surface was finished.



4

TERRITORY OF PAPUA AND NEW GUINEA

Telegrams.....  
Our Reference.....  
If calling ask for  
Mr.....

Department of District Administration,  
Sub District Office,  
HUTJENA,  
Bougainville District.

2nd December, 1969.

The Assistant District Commissioner,  
Sub District Office,  
HUTJENA.

HUTJENA PATROL NO. 2-69/70  
Special - Nissan Is.

1. INTRODUCTION:

The patrol was initially mounted for the sole purpose of carrying out maintenance on Nissan Airstrip to avoid downgrading of the strip by the Department of Civil Aviation. On the completion of the airstrip work \$200.00 was made available for the construction of a wharf on a self-help basis. The patrol mainly concerned itself with the completion of these two projects, although other matters were attended to as they arose.

2. NISSAN AIRSTRIP:

The necessary maintenance was carried out by hiring labour from the Nissan villages, numbering 64 the first week, 68 the second and 8 for the four days in the final week. In the first week the north western approach and the two flyovers were almost completed whilst one windsock area was finished. In the second week the north west approach and flyovers were finished off and the south east approach and windsock area completed along with the apron area. In the final week the eastern flyover was cleared of tree stumps and stones, in order that it could be mowed, and a hedge planted around the apron.

I enclose a plan of the strip and details of work carried out are as follows:-

- a) APPROACHES - these were cleared for a distance of some 2000' with a splay of 1 in 8. This gave an obstruction clear gradient at each end of better than 1 in 40. The N.W. approach is the better of the two and it was cleared through to the shore of the lagoon. Some of the bush cleared was both high and thick and appeared not to have been touched since the strip was opened.
- b) FLYOVERS: - these were cleared for the full length of the strip for a distance of 50' or more outside the markers and all overhanging trees were removed. In the final week I had all stumps and stones removed from the Eastern flyover and it was then mown and I have instructed KEMITO to continue cutting it when he cuts the strip. Due to the rocky and uneven nature of the ground I was unable to carry out similar work on the Western flyover.
- c) WINDSOCKS - the undergrowth was cleared around these for a diameter of 100' whilst all growth was completely removed for a diameter of 50' and the circumference marked with broken and faded cone markers. A diameter of 30' was also

c) WINDSOCKS cont.

completely cleared of growth and stones used to mark out signal circles. The distance from the centre of the windsock to centre of signal circle is 50'. I have asked KEMITO to have some of the women of MAPIRI clean these when he mows the strip and if it is done monthly it should only take two hours or so each time.

d) APRON - bush was cleared for approximately 50' back and a hedge planted.

e) LAYOUT - extra markers were brought out by the M.V. 'NIVANI' from KIETA. I aligned all cone markers, replacing the faded and broken, and reduced the spacing from 300' to 200'. With the white/green markers, I laid out displaced thresholds of 200' at each end. The apron area was also marked out. I was unable to mark in 10' x 3' flush markers as white paint had not been forwarded.

There is a further 1100' of strip available which could be brought up to standard without the use of equipment as it is rolled coronous with secondary growth covering. I estimate that \$500.00 for labour hire would cover the cost if the 1,100' is ever needed.

NISSAN Aerodrome details are as follows:

Overall length	6000'	(includes dis. thresh)
Displaced threshold	200' each	
Width	300'	
	comprising	
Strip	200'	
Flyovers	50' each	
Approach gradient	1 in 40+	
Approach splay	1 in 8	

At the completion of work the strip was mowed which then left it I thought, in first class condition. I believe this was later borne out by DC3 pilots' comments.

Due to the wet weather I was unable to burn off the felled bush. Consequently tree stumps are starting to shoot again and within a year they will again need cutting, especially on the approach nearer the threshold.

3. WHARF

A conversation with you on the 2nd September realized the allocation of \$200 out of Rural Development Funds for the construction of a wharf on a self help basis. That night a meeting was held of leaders from villages from TANAMILIT to BALIL who agreed to the proposal. Work and money was allocated on the following basis:-

The villages of SIROT, BALIL, SIAR and SALIPEN to provide the piles and timber for which they would be paid \$50.00.

The villages of TANAMALIT, MAPIRI, LIHON, SIAKIN and PORIWON were to construct the causeway, working one day a week each for which they would be paid a \$100.00. \$50 was kept for expenses which might arise during construction.

Work on the airstrip finished on Thursday the 4th and on the Friday I selected as the wharf site and old Army landing barge site between MAPIRI village and WONG YOU's trade store. There was the remnants of a post war wharf at LIHON village, that would have meant less work, however I chose the other site because of its more central position; also material was

available in the immediate vicinity for causeway construction, there was access to the main road along an old Army road and it was more sheltered, HAN Is. completely blocking off any seas that might come through the southern passage. Work started on Monday 8th September and saw the clearing and opening up of the access road. Using stone from the vicinity and two Army coronous pits on either side of the access road work on the causeway proceeded well, the stone being carried by tractor and trailer from MAPIRI, and by the end of the second week some 80' had been completed. By Monday of the second week 'KALAPULIN' and 'TOLAS' were ready and with the aid of WONG YOU's pinnacle and the MAPIRI tractor these were towed and carried to the wharf site on the Wednesday.

Due to rain only the equivalent of two full days work was done in the third week. However, the base of the causeway was extended to the 100' mark and the bolts and spikes obtained by you arrived.

On Monday of the fourth week the two base piles were raised at the 100' mark and the causeway was built up about these until they were firmly embedded. Over the rest of the week, by means of scaffolding, a further five piles were raised and secured by means of solid crossbeams and runners and for carrying out this construction I employed four MAPIRI villagers. The outside piles were sunk a few inches into the solid coral of the lagoon floor.

The final pile (only KALAPULIN was used for the piles) was raised and secured on Monday of the 5th week and the laying of coronous completed on the top of the causeway.

On Tuesday diagonal supports were secured and the wharf was complete bar decking. I felt that the decking could be completed without any supervision on the part of myself so I returned to HUTJENA the next day, 8th October. The four MAPIRI men had agreed to complete the decking for the remaining money which was \$30.00, and this will be forwarded on completion of the decking.

DIMENSIONS:

Causeway : Length 100'  
 Width at top approx. 12'  
 Fill at end 12'

Wharf : 30' x 12'  
 Depth of water available 9' at low tide.

A plan is attached.

At present the wharf is only held together by 8" spikes as, despite my belief to the contrary, hand augers were not available and bolts could not be fitted. Could you give consideration to the loaning of  $\frac{1}{2}$ " and/or  $\frac{5}{8}$ " augers to KALIK of MAPIRI and he will fit the bolts. The augers should be 18" long.

To date NISSAN has experienced difficulty in getting ships to pick up their copra and some copra has been left so long that it has gone bad. I assume ships do not like calling in because of the large amount of time lost in picking up small amounts of copra at several loading points and loading by boat. The wharf will remove these two problems for the centre section of the island. The MAPIRI's intend constructing a copra store at the wharf.

## 3. (cont.)

Despite the excellent shelter provided by the lagoon this is the only wharf on Nissan and I will be interested to see how much use of it is made and how far around the island the use of it extends.

I am sure you will agree that the Nissans have responded well to this self-help project, considering only \$200.00 was available.

4. AID POSTS

At the completion of my last patrol to Nissan in June of this year two A.P.O.'s were flown in as forward loading on the charter to take me out, at expense by P.H.D. to replace two troublesome A.P.Os KURIK of TANAMILIT and DANIEL of PINIPEL. I was therefore disturbed to find on this visit that KURIK had returned from SOHANO with orders for his replacement, SAHOTO, to return and later DANIEL returned with orders from SOHANO moving his replacement back (after enquiries by self and A.P.O. KOMU seeking confirmation this was countermanded by telegram).

I do not know what P.H.D.'s reason was but a great deal of money and trouble went into effecting the transfers and for them to be changed back again a mere two months later has left myself and the Nissan people with a poorer opinion of P.H.D.

5. MISSIONS

As on my previous patrol I received co-operation and help from the TUNGOL and SIGON Missions whenever needed.

6. COUNCILS

The patrol was not approached by the people on any Council question and the situation remains much the same as outlined in my previous report.

7. C.R.A.

There has still been no indication as to when the Warden's Hearing on Prospecting Authority No. 125 will be held at Nissan. It is now approaching three months since the hearing was postponed. It is little use of us carrying out prompt notification if set dates are unmet and continued delay allows time for confusion, doubt and mistrust to arise, although as far as I can see this is not the case on Nissan.

8. CONCLUSION

Although the day to day work was of a routine nature my presence was constantly required

- (a) for the airstrip to supervise and ensure the satisfactory completion of work with efficient spending of the \$500 available;
- (b) for the wharf, not only to direct but as there was only \$200 available to supply the encouragement and enthusiasm to people who were working for virtually nothing.

Consequently, this report is somewhat shorter than would be expected for a two month patrol. However I am most satisfied with the results obtained and the good relations established with the Nissan people and it is hoped that this will help to ensure the success of future patrols to the area by myself.

(D.I. MacDonald)  
PATROL OFFICER





TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

Report Number..... HUTJENA N O. 3-1969/70

Subdistrict..... BUKA PASSAGE SUB-DISTRICT

District..... BOUGAINVILLE

Type of Patrol..... GENERAL ADMINISTRATIVE

Patrol Conducted by..... A.J. ROADKNIGHT, A.P.O.

Area Patrolled } NORTH WEST RAMAZON

(Council and/or } .....

Census Division/s.) } TEOP/TINPUTZ

Personnel Accompanying Patrol .....

.....

.....

Duration of Patrol—from 4/9/69 To 18/2/70

No. of Days..... 167 days

Last D.D.A. Patrol to Area : 8/7/69 to 7/9/69

Date..... Duration..... 62 days

Objects of Patrol (Briefly).....

1. Road construction
2. Investigate Hahalis welfare society activities
3. Establishment of a permanent Base Camp

Total Population of Area Patrolled..... Approx. 1,500

Director of District Administration,  
KONEDOBU.

Forwarded, please.

*R, 5/1970*

.....

*[Signature]*

.....  
District Commissioner.

67-1-3

DBM/ek

Division

XXXXXXXXXX

Department of the Administrator,  
District Headquarters,  
Bougainville District,  
KIEPA.

18th May, 1970.

The Secretary,  
Department of the Administrator,  
KONEDOBU.

HUTJENA PATROL NO. 3 1969/70

NORTH WEST RAMAZON RIVER AREA, TEOP DIVISION

.. The report on the above specified patrol conducted  
.. by Mr. J.A. Roadknight A.P.O., is forwarded herewith. Also  
enclosed is a copy of the Assistant District Commissioner's  
comprehensive covering memorandum 67-2-1 of 7th May, 1970.  
The report was in the nature of a standing one for the  
purpose of implementing the rural development programme  
in the area.

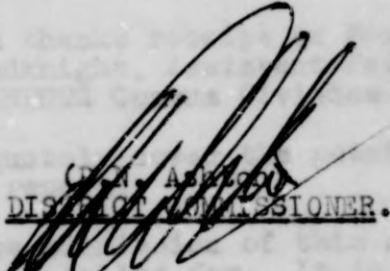
2. The Assistant District Commissioner's covering  
memorandum adequately comments on matters raised in the  
report. I have the following observations to make:-

- (i) A Recall portable radio for Tsisiko  
was forwarded to the Assistant District  
Commissioner on 9th May, 1970.
- (ii) We await distribution of 1970/71 rural  
development funds for the Ramazon River  
ford. As explained in my covering memor-  
andum 67-1-10 on Tinputz Patrol No. 2  
1969/70, construction of this ford will  
not only provide access to the north west  
Ramazon River area which is economically  
and socially desirable, but most importantly  
will demonstrate to the people the Adminis-  
tration's continuing interest in them. It  
would be a political setback if the funds  
asked for in the district's draft Rural  
Development Programme for next year were  
not provided.
- (iii) The current political situation is heartening.  
As previously reported the adoption by some  
people of the Hahalis Welfare Societies  
doctrines and the purchase of \$10 "shares"  
was largely in the nature of a lottery. If,  
however, the constructive and energetic  
programme by the Assistant District Commissioner  
had not been carried out, I feel sure an adverse  
political situation of some consequence would  
have eventuated. As is evident, however, the  
presence of a sympathetic and energetic field  
officer in the area has brought about a vast  
improvement in attitude and willingness to  
engage in self-help.

(iv) This situation can be maintained so long as the Administration effects a presence in the area and shows an interest in the people.

3. Mr. Roadknight proceeds on leave in six weeks time and with the current critical staff situation he will not be replaced. As a result the continuing development of the area is expected to be reduced and no doubt this will have an adverse effect upon the political situation in the area. It is most regrettable that because of the staff situation our interest must only be spasmodic in the future.

4. Mr. Roadknight has performed creditably during his first term and should be commended.

  
C. A. ASHFORD  
DISTRICT COMMISSIONER.

c.c. Assistant District Commissioner,  
Sub District Office,  
HUTJENA.

67-11-29

HRD/BT

67-11-29

Division of District Administration,  
KONEDOBU. Papua.  
26th May, 1970.

The District Commissioner,  
Bougainville District,  
KIETA.

HUTJENA PATROL NO. 3-69/70

Your reference 67-1-3 of 18th May, 1970.

I acknowledge with thanks receipt of Special Report by Mr. A. J. Roadknight, Assistant Patrol Officer of part TEOP/TINPUTZ Census Division.

Your comments adequately cover the points of interest raised by the report.

In view of the late submission of this report little further comment is called for. It is pleasing to note Mr. Roadknight's appreciation of attitudes and problems and the positive action being taken in this area.

*T.W. Ellis*

(T.W. ELLIS)  
Secretary.

Department of the Administrator.

was largely in the nature of a lottery. It, however, the constructive and energetic programme by the Assistant District Commissioner had not been carried out, I feel sure an adverse political situation of some consequence would have eventuated. As is evident, however, the presence of a sympathetic and energetic field officer in the area has brought about a vast improvement in attitude and willingness to engage in self-help.

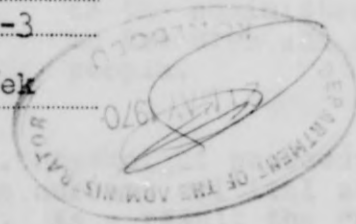


TERRITORY OF PAPUA AND NEW GUINEA

67-11-29

33

Telephone  
 Telegrams.....  
 Our Reference..... 67-1-3  
 If calling ask for DBM/ek  
 Mr.....



Division  
~~Department~~ of District Administration.

Department of the Administrator,  
 District Headquarters,  
 Bougainville District,  
KIETA.

18th May, 1970.

The Secretary,  
 Department of the Administrator,  
KONEDOBU.

HUTJENA PATROL NO. 3 1969/70

NORTH WEST RAMAZON RIVER AREA, TEOP DIVISION

The report on the above specified patrol conducted by Mr. J.A. Roadknight A.P.O., is forwarded herewith. Also enclosed is a copy of the Assistant District Commissioner's comprehensive covering memorandum 67-2-1 of 7th May, 1970. The report was in the nature of a standing one for the purpose of implementing the rural development programme in the area.

2. The Assistant District Commissioner's covering memorandum adequately comments on matters raised in the report. I have the following observations to make:-

- (i) A Racall portable radio for Tsisiko was forwarded to the Assistant District Commissioner on 9th May, 1970.
- (ii) We await distribution of 1970/71 rural development funds for the Ramazon River ford. As explained in my covering memorandum 67-1-10 on Tinputz Patrol No. 2 1969/70, construction of this ford will not only provide access to the north west Ramazon River area which is economically and socially desirable, but most importantly will demonstrate to the people the Administration's continuing interest in them. It would be a political setback if the funds asked for in the district's draft Rural Development Programme for next year were not provided.
- (iii) The current political situation is heartening. As previously reported the adoption by some people of the Hahalis Welfare Societies doctrines and the purchase of \$10 "shares" was largely in the nature of a lottery. If, however, the constructive and energetic programme by the Assistant District Commissioner had not been carried out, I feel sure an adverse political situation of some consequence would have eventuated. As is evident, however, the presence of a sympathetic and energetic field officer in the area has brought about a vast improvement in attitude and willingness to engage in self-help.



67-2-1

KJH/efd

Sub District Office,  
HUTJENA,  
Buka Passage,  
Bougainville District.

7th May, 1970.

District Commissioner,  
District Headquarters,  
KIETA. Bougainville.

PATROL REPORT HUTJENA No.3-1969/70  
NORTH-WEST RAMAZON RIVER AREA, Mr.  
J.A. ROADKNIGHT, Assistant Patrol Officer

1. I attach original and one copy of above report, together with comments by the Officer in Charge at TINPUTZ. Mr. Roadknight's patrol was mounted at HUTJENA and allocated an HUTJENA number. To avoid confusion, this number will be adhered to. I have the following comments.

#### POLITICAL SITUATION

2. The report indicates that this has improved considerably. You are well aware of the overtures that have been made to this area by the HAHALIS welfare society since March, 1969. I posted Patrol Officer GYNGELL to TSISIKO in July, 1969, see HUTJENA Patrol Report No.1-1969/70. He was relieved by Mr. ROADKNIGHT in September, and this report is a summary of the latter's activities since then.

3. I instructed the officer to construct a patrol camp at TSISIKO. Note, this is not a base camp. With the small amount of \$300 made available, he has built an attractive settlement from which to base his operations.

4. An amount of \$4,000 in cash has been made available from Rural Development for road work in the area. Mr. ROADKNIGHT has expended the money on two roads:-

TSISIKO to LOM SIS

TETAKUTS to ARAVIA.

Both of these are  $\frac{3}{4}$  completed. Self-help has been considerable, mainly the provision of free labour. The above sum has been used for nominal payments only. I provided an Administration tractor and trailer from HUTJENA.

5. Mr. ROADKNIGHT has been active in political education. The improved attitude of the WEST RAMAZON people to the Administration and their council indicates that he is achieving results. The HAHALIS influence has peaked and now seems to be on the decline, due to an absence of results from the \$10 collections. Administration activity has also had an undoubted effect.

#### RAMAZON RIVER FORD

6. The Local Government Engineer has inspected the site and recommends a ford. He has submitted a plan and specifications. He estimates the total cost to be \$2,320. A competent foreman, Mr. J. PEDERSON of KIETA is available to supervise construction. The fording of the RAMAZON RIVER has been given first priority in the Bougainville District Rural Development programme for 1970/71. I expect to see the project get under way in July 1970.

.../2

NATIVE OCCUPATION OF RUGEN PLANTATION

7. You have been kept fully informed about this matter (your file is 35-2-9). I can take no further action till the Officer in Charge, TINPUTZ replies to my 35-2-81 of 3rd April, 1970.

THE ECONOMY

8. Cash crop statistics are:-

	<u>MATURE</u>	<u>IMMATURE</u>
COCOA	14,435	52,890
COCONUTS	11,723	25,745

and present production is:-

COCOA	12 tons dry
COPRA	54 tons.

All cocoa is sold as wet bean to local european plantations. An immediate approach should be made by the Agricultural Department to ascertain if the people are interested in processing their own cocoa through a marketing society. Most of the copra is marketed through 3 group C.M.B. members. This is typical of TINPUTZ. Technical assistance should be given as required. What is really needed is a wharf in RAUA BAY to facilitate loading of produce. I have instructed Mr. ROADKNIGHT to examine this and submit a plan of attack. More extensive new plantings of coconuts and cocoa should definitely be encouraged.

RADIO

9. I requested a 510 portable for TSISIKO in my 69-1-1 of 4th December 1969 to you. Application forms and declarations of secrecy have been completed and it would be appreciated if you would check on this matter.

STAFF

10. As you know, I have Patrol Posts at KUNUA and TINPUTZ, A Base Camp at HANAHAN and Patrol Camps at TSISIKO, TOROTEI and NISSAN. KUNUA, HANAHAN and NISSAN have been closed for want of staff. Messrs MacDonald and Roadknight are posted to TOROTEI and TSISIKO as I consider these the most important at the moment. This is not to say that the others are unimportant, far from it. At KUNUA we have a new bloc of people who have just joined the Buka Council and I want very much to consolidate these. At HANAHAN we have the HAHALIS welfare society. And now pressure is being applied to concentrate more effort on NISSAN.

11. If maximum development of North Bougainville is expected, then I must be provided with officers to staff each of the posts mentioned.

CONCLUSION

13. Further activity shall consist of:-

- (a) Mr. Roadknight to remain at TSISIKO until he proceeds on leave in July 1970;
- (b) feeder road work to continue with allocations of Rural Development funds
- (c) construct the RAMAZON river ford;
- (d) construct a small ships' wharf in RAUA Bay
- (e) agricultural policy too include:
  1. more plantings of cocoa and coconuts;
  2. a plan for the processing and marketing of cocoa by the people.

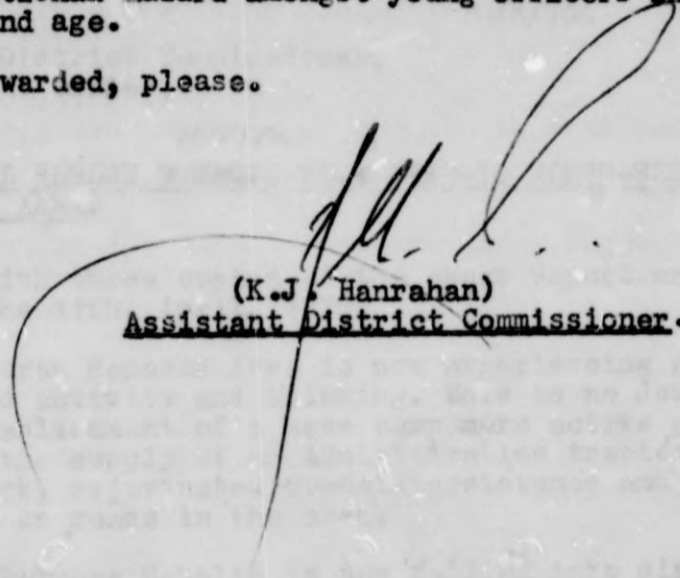


29

GENERAL

13. Mr. ROADKNIGHT is doing good work at TSISIKO and he has submitted a detailed and interesting report. He has carried out a considerable amount of field work during this, his first term in the Territory. Both he, and the Sub District have benefited from this. My only criticism is the lateness in submitting this report, which seems to be an occupational hazard amongst young officers in this modern day and age.

Forwarded, please.



(K.J. Hanrahan)  
Assistant District Commissioner.

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TERRITORY OF PAPUA AND NEW GUINEA

28

Telephone

Telegrams

Our Reference 67/1/0

If calling ask for Mr. RAD/tjv



Department of District Administration,  
the Administrator

Patrol Post,  
Tinputz,  
Bougainville District,  
20/4/70.

Assistant District Commissioner,  
Sub-District Office,  
Hutjena.

HUTJENA 3

PATROL REPORT TINTUTZ NO. 8 1969-70 NORTH-WEST RAMAZON RIVER AREA.

Herewith three copies of the above report which was handed to me on the 11th. April, 1970.

The North Ramazon Area is now experiencing a period of rejuvenated activity and thinking. This is no doubt due to the recent establishment of a base camp, more active patrolling in the area, the supply of an Administration tractor and trailer for roadwork, rejuvenated Council assistance and Administration assistance on roads in the area.

Furthermore Hahalis is now falling into discredit because of lack of activity and still vague promises.

The two roads TISISIKO-LOMISIS and TETAKUTS-ARAVIA are about  $\frac{3}{4}$  completed. To date \$4000 has been allocated for these roads, and these funds have now been spent. Self help has been considerable this money has been used as a nominal payment to half the workers on the Tsisiko-Lomsis road and the Tetakuts Aravia road has been progressing without financial assistance.

A further R.D.F. allocation of \$4000 has been requested for the BANIU-TISISIKO-LOMISIS Roads which has priority 12 on the District R.D.F. schedule for 1970/71.

A Council tractor has been working in the Chinpatz area where it has completed a causeway across the RAUA River and has formed sections of the main road and Chinpatz feeder road.

On the 15th. April Local Government Engineer Mr. J. Lee visited Tinputz and the construction of a cement ford with gabions across the Ramazon River was discussed. Engineering plans and costs for this ford are already to hand. \$3500 R.D.F. has been requested for 1970/71 and the project will commence when these funds are available. Mr. Lee estimates that to effectively bridge the Ramazon it would cost about \$25,000.

With the initial purchase of 12,000 acres by the German Administration which is now RUGEN and RAUA Plantations all the available land of Namkerio and Tsisiko villages was effectively annihilated. Of the 12,000 acres only 920 acres has been planted. The only land available to these people now are the three reserves DADABA, TIMBIHIAN and DEBANIWI which total 1070 acres. Of this 800 acres is available for planting. At present all the NAMKERIO and TISISIKO people except those occupying these reserves are exercising their traditional land rights and are squatting on RUGEN and RAUA Plantations.

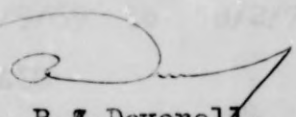
(27)

Even after the position has been explained by various Administration Officers the Reserves are not recognised as such and are at present occupied by the traditional owners. Any attempt now to settle ~~their~~ other clans in these reserves would result in a bitter dispute.

By now Burns Philp owners of Rugen Plantation are possibly ready to take legal action against the squatters. However on conferring with visiting N of A members the Land (Undeveloped Freehold) Ordinance has recently been passed and would be applicable in this case.

The above matter is the subject of a following report.

Much of the renewed thinking and development in this area is due to the efforts of Mr. Roadnight and he is to be commended. He is due for leave on 1-7-70.

  
R.A. Deverell.

(OFFICER INCHARGE)

Handwritten notes on the left margin, including: "Hutter", "Land", "workers", "District", "formed", "visited", "the Reserve", "Administration", "The only", "DADABA", "300 acres", "and T.S.I.S.", "exercising", "and RAUA".

PATROL REPORT

INTJENA NO. 3 - 1969/70

Report Number ..... ~~INTJENA~~ NO. 3 - 1969/70

Sub-District ..... BUKA PASSAGE SUB DISTRICT

District ..... BOUGAINVILLE

Conducted by ..... A.J.ROADKNIGHT A.P.O.

Area Pattrolled ..... NORTH WEST RAMAZON  
TEOP TINPUTZ CENSUS DIVISION

Duration ..... ~~4/9/69~~ 4/9/69 to 18/2/70

No. of days ..... 167 DAYS

Last DDA patrol to the area ..... 8/7/69 to 7/9/69  
Duration 62 days.

Objects of the Patrol ..... 1) ROAD CONSTRUCTION  
2) INVESTIGATE HAHALIS WELFARE  
ACTIVITIES  
3) ESTABLISHMENT OF A PERMANENT  
BASE CAMP

Population ..... Approx. 1500.

1.

(25)

Department of the Administrator

Div. of District Administration

Sub District Office,

HUTJENA

Bougainville District.

Assistant District Commissioner,

District Office,

HUTJENA,

Bougainville.

*HUTJENA No. 3 - 1969/70*

~~TRIP~~ No 2

~~PATROL-HUTJENA~~ NO.3-1969/70

NORTH WEST RAMAZON RIVER AREA

TEOP/TINPUTZ CENSUS DIVISION.

### INTRODUCTION

The area patrolled is located in the Teop/Tinputz Census Division North- West of the Ramazon river. The area covers approximately 64 square miles comprising the foothills and valleys of the eastern slopes of the Emperor Ranges.

The purpose of the Patrol was threefold:

- a) The continuation of feeder road construction connecting TSISIKO to LOMSIS; approx. 4 miles, and TETAKUTS to ARAVIA; approx 4½ miles, thus providing an access to village plantations and an avenue for transportation of cash crops to coastal shipping points located at Baniu and Raua bay.
- b) To investigate and keep under surveillance the activities of the Hahalis Welfare Society.
- c) The establishment of a permanent Base Camp in the area.

The general development of the area is restricted by its location. To the North- East; bordering on the Selau Census Division, the Umum gorge plus inadequate and poor roads; especially during wet weather, discourages the movement of vehicles or machinery into the area. To the South-East the Emperor Ranges run the entire length of the area and to the North- West the unpredictable, and at present, unbridgeable Ramazon River severely restricts vehicular, to and from Tinputz.

If these problems could be overcome i.e-

- a) extension and upgrading of existing roads within the Selau area through Umum into the Ramazon area and...
- b) a bridge, causeway or culvert constructed over the Ramazon River, then the general development of the area; both politicaly and economicly, could be greatly improved.

PATROL DIARY.

24

- 1/69 - Departed Bonis per Hazel for Raua Bay, thence to Tsisiko. P.M spent in briefing of the area by J.Gyngels. Slept Tsisiko.
- 2/69 - Inspection of Tsisiko-Lomsis road, talks with villagers and councillors concerned. Payment for roadwork. Slept Tsisiko.
- 3/69 - To Rugen plantation. ADC arrived, inspected road, general talks with councillor PASAMUHIN of Lomsis. Slept Tsisiko.
- 4/69 - ADC, J.Gyngels both departed. Sunday spent in setting up home and general familiarisation. Slept Tsisiko.
- 5/69 - Commenced roadwork and clearing a site for the base camp. Slept Tsisiko.
- 6/69 - Worked on road and base camp. Talks with councillor Pasamuhin of Lomsis and Kekevio of Aravia. Slept Tsisiko.
- 7/69 - Roadwork and base camp continued. Slept Tsisiko.
- 8/69 - Same as above. Talks with villagers at Tsisiko re-the base camp. Slept Tsisiko;
- 9/69 - Roadwork and base camp continued. Slept Tsisiko.
- 10/69 - To Lomsis. Requested by councillor Pasamuhin to give talk to villagers re the importance of the road. General discussions with villagers, returned Tsisiko 1350. Slept Tsisiko.
- 11/69 - Sunday observed.
- 12/69 - Public holiday but people decided to work; roadwork and base camp. Slept Tsisiko.
- 13/69 - Inspected roadwork, thence to Aravia. Arrived Aravia 1130 hrs, inspected roadwork. Introduction and general discussions with villagers at night. Slept Aravia.
- 14/69 - Departed Aravia 0900 returned Tsisiko 1045, inspected roadwork, thence to Rugen plantation to pick up gov. motor bike which was being repaired. Returned Tsisiko 1400 inspected base camp site. Slept Tsisiko.
- 15/69 - Roadwork supervision all day. Slept Tsisiko;
- 16/69 - Same as above. Slept Tsisiko.
- 17/69 - Roadwork and base camp supervision. Slept Tsisiko.
- 18/69 -
- 19/69 - Weekend observed Rugen Plantation.
- 20/69 - Roadwork and base camp supervision. Correspondence attended to, Slept Tsisiko.
- 21/69 - Same as above. Evening discussions with Tsisiko villagers concerned with Rugen land dispute. Slept Tsisiko.
- 22/69 - Worked on base camp site. To Namkario p.m. general discussions with councillor Tobuin. Returned Tsisiko.
- 23/69 - Roadwork and base camp supervision. Slept Tsisiko.
- 24/69 - Same as above. Slept Tsisiko.
- 25/69 -
- 26/69 - Weekend Observed.
- 27/69 - Roadwork and base camp supervision. Slept Tsisiko.

(23)

- 10/69 - Roadwork and base camp supervision. Slepy Tsisiko.
- 10/69 - Same as above. Slept Tsisiko.
- 10/69 - Same as above.
- 10/69 -
- 10/69 - Weekend observed Aravia; attended Sing-Sing.
- 10/69 - Roadwork supervision all day. To Namkario 1500 hrs to request materials for base camp. Slept Tsisiko.
- 10/69 - Departed Rugen for Baniu 0800. Departed Baniu 0930 for Buka to meet my Sister. Reported to ADC re progress of roads, intelligence report etc. Returned Rugen 1615hrs, Slept Rugen.
- 10/69 - Inspected progress on road and base camp accompanied by my Sister. Returned Rugen 1500 hrs, attended to some correspondence. Slept Rugen.
- 10/69 - Inspected base camp during a.m. Visited surrounding villages and Raua Plt. with my Sister. Slept Rugen.
- 10/69 - Departed Raua Plt. 0830 hrs for Buka; my sister departing for Rabaul. Spent day at Buka. Returned Baniu 1650 hrs. Slept Baniu.
- 10/69 -
- 10/69 - Returned Tsisiko 0930 sat. Weekend observed.
- 10/69 - Worked on road and base camp. Slept Tsisiko.
- 10/69 - Same as above. Slept Tsisiko.
- 10/69 - Roadwork during a.m., medical emergency during p.m. Villagers refused to send patient to hospital; possibly a dislocated back. Evening discussions re the above. Slept Tsisiko.
- 10/69 - Tsisiko villagers decided patient to stop at Tsisiko and they would administer their own medicine, agreed will watch progress. Oic Tinputz arrived p.m., census conducted at Tsisiko. Slept Tsisiko.
- 10/69 - OIC Tinputz departed 0900 hrs. Roadwork and base camp supervision. Slept Tsisiko.
- 10/69 -
- 10/69 - Weekend observed.
- 10/69 - Roadwork and base camp supervision. Slept Tsisiko.
- 10/69 - Same as above. Council tractor assisted in roadwork today. Slept Tsisiko.
- 10/69 - Same as above. Slept Tsisiko.
- 10/69 - Heavy rain during a.m. no roadwork done. Attended to FOJ and general correspondence. Money for roadwork arrived p.m. prepared expenses forms etc. Inspected base camp. Slept Tsisiko.
- 10/69 - Roadwork supervision all day, paid Lomsis people for road work. Slept Tsisiko.
- 10/69 -
- 10/69 - Weekend observed Tinputz, returned Tsisiko p.m. Sunday.
- 10/69 - Roadwork supervision all day.
- 10/69 - Departed for Aravia 0830 hrs arrived 0915. Inspected roadwork and paid the people for roadwork. Inspected proposed river crossing at Chindpats, general discussions with Councilor Nani, returned Tsisiko 1645. Slept Tsisiko;

(22)

- 9/10/69 - Roadwork supervision all day.
- 10/10/69 - Roadwork and base camp supervision. Slept Tsisiko.
- 11/10/69 - Same as above. Slept Tsisiko.
- 11/11/69 -
- 12/11/69 - Weekend observed Tsisiko.
- 13/11/69 - Roadwork and base camp supervision. Slept Tsisiko.
- 14/11/69 - Same as above.
- 15/11/69 - Same as above.
- 16/11/69 - Same as above.
- 17/11/69 - Same as above.
- 18/11/69 -
- 19/11/69 - Weekend observed Tsisiko.
- 20/11/69 - Roadwork and base camp supervision. To Rugen p.m, visited sections being squattered on. Slept Rugen.
- 21/11/69 - Returned Tsisiko. Roadwork and base camp supervision. Slept Tsisiko.
- 22/11/69 - ADC arrived inspected progress on road and base camp. Slept Tsisiko.
- 23/11/69 - Investigated areas being squatted on at Rugen and Raua plantations. Talks with managers. Returned Tsisiko 1415hrs Heard peoples claims re the land dispute. Slept Tsisiko.
- 24/11/69 - Investigated claims re land disputes laid by Namkario villagers thence walked to Dios Plt. for discussions with Manager. ADC to Tinputz, I returned Tsisiko 1510hrs. Slept Tsisiko.
- 25/11/69 -
- 26/11/69 - Weekend observed Rugen.
- 27/11/69 - Supervised work on road and base camp.
- 28/11/69 - Same as above. Slept Tsisiko.
- 29/11/69 - Same as above.
- 30/11/69 - Same as above.
- 1/11/69 - Same as above. To Lomsis 1700 hrs paid people for road work. General discussions. Slept Lomsis.
- 2/11/69 - To Aravia, inspected roadwork, paid people for roadwork, general discussions with councillor Kekevio. Returned Lomsis 1400hrs. Slept Lomsis.
- 3/11/69 - Sunday observed Lomsis.
- 4/11/69 - Returned Tsisiko. Supervised work on base camp and attended to correspondence. Slept Tsisiko.
- 5/11/69 - Roadwork and base camp supervision all day. Slept Tsisiko.
- 6/11/69 - Same as above.
- 7/11/69 - Same as above. Discussions with manager of Rugen re squatters. Slept Rugen.
- 8/11/69 - Returned Tsisiko. Worked at base camp and road. Slept Tsisiko.
- 9/11/69 -
- 10/11/69 - Weekend observed Lomsis.



- 12/59 - Supervised work on road and base camp. Slept Tsisiko.
- 12/69 - Same as above. Slept Tsisiko.
- 12/69 - Same as above.
- 12/69 - Same as above.
- 12/69 - Same as above, caught up on correspondence and FOJ. Slept Tsisiko.
- 12/69 -
- 12/69 - Weekend observed Lomsis.
- 12/69 - Day spent working at base camp site. Notified during the p.m. of visit by MHA Mola tomorrow. Organised the villages for a meeting tomorrow. Slept Tsisiko.
- 12/69 // - To Raula 0900 to wait for MHA. Unexpected visit by new OIC Tinputz, ~~with~~ Mr. Chalmers PWD and council mechanic. Returned Tsisiko, inspected road. When they departed MHA Mola accompanied by Mr. G. Bottrill and J. Gyngels arrived. Meeting held at Tsisiko 1400hrs, discussed his work in general, the importance of councils etc and then on to Hahalis Welfare. General discussions with villagers after the meeting. Party slept Tsisiko.
- 12/69 - Party departed 0830 hrs via Rugen; talks with manager re Rugen land dispute. Departed for Raula 0930. I returned Tsisiko, supervised work at base camp. Slept Tsisiko.
- 12/69 - Supervised roadwork all day. Slept Tsisiko.
- 12/69 - Same as above. Slept Tsisiko.
- 12/69 -
- 12/69 - Weekend observed Tsisiko.
- 12/69 - Supervised road and base camp construction. Slept Tsisiko.
- 12/69 - Same as above. Slept Tsisiko.
- 12/69 - Attended meeting of Tinputz IGC. Returned Tsisiko 1700 hrs. Slept Tsisiko.
- 12/69 - Roadwork supervision. J. Gyngels arrived with gov. tractor during p.m. Slept Rugen.
- 12/69 - J. Gyngels departed for buka. Returned Tsisiko. Work on road finished today until after the new year, base camp to continue. Slept Tsisiko.
- 12/69 -
- 12/69 - Weekend observed Lomsis.
- 12/69 - Completed correspondence and FOJ and worked on base camp. Investigated illegal use of gov. tractor whilst I was at Lomsis and also an assault case at Raula Flt. Slept Tsisiko.
- 12/69 - Worked at base camp. Slept Tsisiko.
- 12/69 - Assisted villagers in carrying produce to Raula Flt. for the Christmas market. Slept Tsisiko.
- 12/69 - Christmas Day observed Raula.
- 12/69 - Boxing day observed Raula.
- 12/69 -
- 12/69 - Weekend observed Lomsis.

- 9/12/69 - Returned Tsisiko. Worked at base camp. Slept Tsisiko.
- 10/12/69 - Same as above. Slept Tsisiko.
- 11/12/69 - Worked at base camp and attended to correspondence. Slept Tsisiko.
- 1/1/70 - New years day observed Tsisiko.
- 2/1/70 - Heavy rain all day, no work done on base camp. Spent most of the day patching up the existing humpy. Slept Tsisiko.
- 3/1/70 -
- 4/1/70 - Weekend observed Tsisiko.
- 5/1/70 - Resumed work on base camp. Slept Tsisiko.
- 6/1/70 - Worked at base camp during a.m. To Aravia p.m., inspected roadwork. General discussions with villagers during evening. Slept Aravia.
- 7/1/70 - Worked on Aravia road a.m., inspected Chindpats river crossing which is almost completed. Talks with managers of Baniu and Makiwi plt. Slept Aravia.
- 8/1/70 - Returned Tsisiko via Lomsis. Talks with councillor Pasamuhin, work to recommence on road next monday. Inspected progress on base camp, attended to correspondence. Slept Tsisiko.
- 9/1/70 - Worked at base camp during a.m. Inspected new road being constructed from Namkario to the base of the Sumi hill at Raua Plt. Returned Rugen. Slept Rugen.
- 10/1/70 -
- 11/1/70 - Weekend observed Lomsis.
- 12/1/70 - Supervised roadwork all day. Slept Tsisiko.
- 1/1/70 - Worked at base camp a.m. Drove tractor during p.m. roadwork. Slept Tsisiko.
- 2/1/70 - Attended LGC meeting at Tinputz. Slept Tinputz.
- 3/1/70 - Returned Tsisiko 1200hrs, worked on base camp site. Slept Tsisiko.
- 4/1/70 - Roadwork supervision all day. Slept Lomsis.
- 5/1/70 -
- 6/1/70 - Weekend observed Lomsis.
- 7/1/70 - Roadwork during a.m. Advised of visit by D.C. Mr. Ashton tomorrow, preparations made for visit. Slept Tsisiko.
- 8/1/70 - DC and party arrived 0930 hrs. Inspected road and base camp. General discussions re progress in the area. Party departed 1320. Moved effects from old humpy to new Base camp. Slept Tsisiko.
- 9/1/70 - Heavy rain all day. Spent day setting up new home. Slept Tsisiko.
- 10/1/70 - Supervised work at base camp and road. Slept Tsisiko.
- 11/1/70 - No roadwork today; preparations being made for the grand opening of the base camp tomorrow evening. Slept Tsisiko.
- 12/1/70 - Tsisiko Base camp officially opened.
- 1/1/70 - Sunday observed in recovering from the night before.

- 5/1/70 - Australia day holiday observed Raua.
- 7/1/70 - Awaited Kalili bringing supplies ,returned Tsisiko 1320. Attended to correspondence, worked on patrol report. Slept Tsisiko.
- 8/1/70 - Road supervision all day.Slept Tsisiko.
- 9/1/70 - Same as above. Slept Tsisiko.
- 10/1/70 - Same as above.Slept Lomsis.
- 11/1/70 - Saturday observed Lomsis.
- 12/1/70 - Sunday observed Lomsis.
- 2/2/70 - Roadwork supervision a.m. , checked squatters at Rugen during p.m.; discovered new batch.Advised to cease planting Discussions with plt. manager.Slept Rugen.
- 12/70 - Showed boundaries of Mission and native reserve to new squatters as they thought they were within the native reserve. Returned Tsisiko. worked on Patrol report. Slept Tsisiko.
- 12/70 -Departed for Aravia to inspect roadwork.Intended staying a few days but returned Tsisiko when I heard that councillor Pasamuhin was very sick at Tsisiko.Arrangements made for his transportation to Tearouki tomorrow. Slept Tsisiko.
- 12/70 - To Tearouki with Pasamuhin,returned Tinputz thence to Tsisiko 1900. Slept Tsisiko.
- 12/70 - Supervised roadwork. Slept Tsisiko.
- 12/70 -
- 12/70 - Weekend observed Lomsis.
- 12/70 - Supervised roadwork, worked on Patrol report. Slept Tsisiko.
- 12/70 - Same as above.
- 12/70 - Departed for Tinputz to attend council meeting; draft estimates for 1970/71. Slept Tinputz.
- 12/70 - Meeting continued.Advised that I am required in Kieta by the 12th.Returned Tsisiko to make arrangements.Slept Tsisiko.
- 12/70 - Returned Tinputz,waited for MAF but no flight available. Slept Tinputz.
- 12/70 - Advised that no flight would be available before next Tuesday.Returned Tsisiko.
- 12/70 - Sunday observed Lomsis.
- 12/70 - Meetings at Lomsis and Aravia re roadwork for the next three weeks. Slept Lomsis.
- 12/70 \* Roadwork supervision. Slept Tsisiko.
- 12/70 - Departed Tsisiko for Tinputz.

End of Patrol.

(16)

POLITICAL SITUATION

Outline of Development and present situation.

The Political education of the area has been neglected in the past and this became quite apparent when political discussions were conducted. This lack of knowledge and ignorance of governmental procedure etc. was due to a lack of concern shown by both the local council and Administration officers in the past. As a result support and confidence in their local council was low and the people developed an apathetic; almost pessimistic approach to work and development in the area. A perfect setting for the expounding and encouragement of Hahalis Welfare Society ideals.

The Hahalis Welfare Society came to the area in May 1969 and with their 'sugar flavoured vague promises', backed by the influence of KEROL of Siara and coupled with the peoples' discontent with council and Administration assistance in the past succeeded in extracting almost 6,000 dollars from the people. In exchange the people were told that 'benefits, not only for themselves, but for the whole of Bougainville would be forthcoming'. There were no doubt cultist ideas or the desire to receive something for nothing behind the peoples' acceptance of Hahalis but there was also the genuine desire to do something for the area. Perhaps these cultist tendencies and their ignorances would have been on a lesser scale if they had received the education and assistance; politically and economically, that they should have received over the last ten years.

In July 1969 a new interest was taken in the area, perhaps activated by the sudden success of Hahalis Welfare. A Patrol officer was stationed at Tsisiko and work was commenced on two roads; Tsisiko-Lomsis, Tetakuts-Aravia, and Rural Development Funds to the amount of 2,000 dollars was expended in their construction. During the next few months due to council and Administration activity but more importantly through concern and close field contact with the people renewed, yet passive, interest in their local council and the government emerged. Yet they still had strong affiliations with the Hahalis Welfare Society or more appropriate to the people of this area Kerols' Company. They preferred to be associated with Kerol rather than Hahalis and discussed these as if they were two separate entities and not co-partners.

The situation has again changed. It can be stated, with confidence, that now March 1970 these feelings have changed; changed to a rejuvenated active interest, not only in themselves and attitude towards work, but their local council and the government as a whole. This is due primarily to two facts:

- a) The failure of the Hahalis Welfare Society to clarify its activities and their continual postponement.
- b) The increased and continued activity on behalf of the Council.

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council and Administration in the area, not only by Physical means i.e. tractor, money and equipment, but also through propaganda and education.

This is not just a bold statement but can be supported and illustrated by the following example. The people were advised, after information was duly received, that serious consideration was now being given to commence work on a crossing over the Ramazon River as it is realised the importance this crossing would contribute to the development of the area. Without prompting the people have decided that each village will contribute 1-2 tons of copra towards the cost of the bridge. The matter has been approached, by the people, and requested to make the Government aware of their intentions.

The people now see the fruits of their labours; both roads could be completed by July 1970 and a further 2,000 dollars has been expended on their construction. Work is conducted on a dollar for dollar self-help basis. A permanent Base Camp has been established at Tsisiko and a Government tractor has been allocated to assist in road construction, also assists the people in transportation of cash crops and market produce to the coast. It has been stressed that these developments have not come directly from the Government but through their own efforts and the efforts of their councillors through the Teop/Tinputz Council. They realise their capabilities and that the future development of the area rests with them alone and are now looking ahead, (as indicated by the bridge proposal) and not as before when they were content to sit back and cry 'neglect' and 'maski'.

The Hahalis Welfare Society is still in the area and doubtless threads of it will remain but it has been greatly overshadowed by the Council and poses no major threat. As before the people were contented with the council the wheel has done a complete turn to discontentment with Hahalis. With several projects in mind for the area disillusion is being played upon in the hope that money may be withdrawn from the Society to assist in these projects. If one was to survey the peoples' interest percentage wise it could be summed up as Council, 10% Hahalis.

#### ATTITUDES

Over the last 3-4 months general, informal discussions at village household level have been conducted. It was quite noticeable that through small informal groups ideas and opinions were more easily obtained than through mass meetings. Topics discussed were self-government, independence, unity, the future of Bougainville, economic stability, working of Parliament etc., banks and cheque accounts, equality and discrimination, customs etc. These discussions were capped off by a patrol to the main villages; TSISIKO, NAMKARIO, CHINPATS, ARAVIA and TIS where evening meetings were held to gauge the peoples feelings

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regarding Unity and Independence, C.R.A. and the future of Bougainville.  
Unity and Independence.

The general concensus of opinion is that it would be more profitable for Bougainville to combine with the other 17 districts towards the common goal- Independence. On one hand they agree that Bougainville does not have the economic means, sufficient man-power or knowledge to secede and become independent but they suggest that Bougainville is and will give the lead and incentive towards self-government and Independence. To them all things revolve around Bougainville and there is no trace of the so-called Buka inferiority complex. They are a proud people; proud of their country, their heritage, and assistance given to the allied forces during the second World War- and so they should be. Some ideas and answers expressed a desire that they would like to become an Independent nation but realise on their own this would be difficult at present. The concept of Unity is understood and its importance in acheiving independence- but it is hinted that after independence and a period of observation, learning and development Bougainville may then be ready to become an Independent nation apart from the rest of the Territory. They are concerned about Unity, Secession etc., but are ignorant to the actual technical workings and organisation of a government and much more education is needed in this field.

C.R.A.

The majority accept the presence of CRA. A small percentage are anti- CRA and are sympathetic towards the native people who lost land when it was compulsory aquistioned but this view is colourd by their own existing land disputes with Rugen and Raua Plantations. The benefits and development CRA will bring to Bougainville has been explained and is understood by the people and they are prepared to wait and see if CRA carry out their promises. If CRA are successful then the people will be prepared to consider the admittance of other prospecting companies. At present they are not in favour of supporting the issuing of prospecting authorities to any other companies or persons or seeing an extension of CRA's activities into the north-west Ramazon or Tinputz area.

FUTURE.

The future of Bougainville, they consider, rests solely with the people and their ability to find one road, one voice- wether it be APIDAKO, COUNCIL, HAHALIS or some other system. If all these systems have the one purpose then why can't they combine, pool their knowledge and resources and work together. They see for themselves the benefits accrued through the council and prehaps would like to see the other societies working with the council under the council system.

LEADERSHIP.

Leadership in the area is given through the Councillor, his Committeeman and the traditional village 'big men'. The Councillor is usually a headman of a particular clan within the village and himself an influential member. The Committeeman; with the exception of Namkario and Chinpats, is the controller of village land, a traditional 'big man' with considerable influence. These two combine with the traditional 'Big Men' and leaders of individual village clans to form a kind of village council. The Councillor is the overall village spokesman and confers with this village council on matters concerning the village as a whole. As much as possible supervision, authority and organisation were directed through the Councillors and in this way the people have become more aware of their Councillors.

Councillors for the area are:

KATSI of TSISIKO - Pro-council and government, anti- Welfare. In his middle forties and now completing his fourth year in office. He has a good knowledge of council and general parliamentary procedure and is conversant on current events. He is active and outspoken at council meetings and has considerable influence over the younger members up to his age group but some of the 'Big Men' seem to regard his modern ideas as 'reactionary' and once again the old versus the new problem arises. He is a good councillor except in one aspect- his plantation and home is some distance from the village and does not allow him the time he should spend with his people and their organisation. He shall probably be replaced at the next general election for this reason. His replacement could be PETER KAVETSI employed as a domestic at Rugen plantation. He has travelled Bougainville, Rabaul and has a good business sense. His business ventures ; sizeable plantation and bakery, have earned him influence and he should make an excellent councillor.

TOBUIN of NAMAKARIO - Pro council and government. In his late thirties and fourth year of office. A yes-man who relies on flattery to win favour and does not appear to have much influence in the village, in fact rather lethargic at village and council level. He has openly rebuked his committeeman KILIS and as a result may find himself replaced at the next election by KILIS. He too is a flatterer but holds more influence and may be more active than Tobuin.

NANI of CHINPATS - On the surface pro council and government underneath perhaps a supporter of Hahalis Welfare. He does his work as a councillor but does not take it seriously. At times he is outspoken yet hesitant as if asking himself whether KEROL would agree. Both he and his committeeman are members of the AMARA clan which is headed by KEROL co-partner to REISON of Hahalis. He appears to have the general support of the people and should hold his office for another term.

cont.

(Leadership cont.)

KEKEVIO of ARAVIA - Pro-council and government, undecided about Hahalis but prepared to wait and see. Kekevio is in his early thirties and sixth year of office. Ex policeman, ex fireman, has a basic knowledge of mechanics and a good general understanding of law, council and parliamentary procedure. At times he has been outspoken against the council and government and because of this has been labelled anti. But if these criticisms are reasonable and justified; as in most cases they have been, then he should be encouraged rather than labelled an 'anti-man'. Because of his wide travels and knowledge of European ways he has considerable influence and general support of the people. This may be also due to the fact that he receives support from his committeeman KARITSIN. KARITSIN is the land controller in the village and is strongly supported by the traditional big-men of the village. He is also a member of the AMARA clan and has strong ties with KEROL. If KEKEVIO was to lose favour with KARITSIN he would probably find his influence rapidly declining, and this may have been the reason why KEKEVIO was sympathetic to the Welfare when it first arrived in the area. On a recent visit to ARAVIA both he and KARITSIN expressed discontent of the Society and its non-clarification of its activities, coming from these two that is a good sign. He is an active councillor and together with KATSI and PASAMUHIN has done a great deal towards the general development of the area and should have no difficulty in being re-elected.

PASAMUHIN of LOM SIS - Pro-council and government, also undecided about Hahalis and prepared to wait and see. In his late forties and tenth year of office. His father; now deceased, was an influential Luluai in the past and now the people have put their faith in PASAMUHIN - like father like son. He is an active councillor and has worked long and hard for his people and the area as a whole. He has the full support and confidence of his village and is a respected member of the community. Out of ignorance and a genuine desire to assist his people he too was sympathetic towards the Welfare. But he now realises that the development of the area has come through his, KEKEVIO and KATSI's hard work and not from KEROL and the Society. It was through him that the proposal that each village should contribute 1-2 tons copra towards the cost of the Ramazon river crossing ~~was~~ was made. He works well with his committeeman and this is evident by the unity and organisation within the village, and will no doubt hold his office for some time.

INFLUENCE of KEROL of SIARA - KEROL is a respected and influential man in this area. This is mainly due to his business success and affluence. He is attributed to be Bougainvilles' - 'first rich man' richness and wealth to them mean wisdom and knowledge or a understanding of European ways - and this knowledge is the key to Bougainvilles advancement. Whenever he is discussed it is always mentioned that the government knows and respects KEROL.

(cont.)



(13)

(Kerol)

As mentioned before he is headman of the AMARA clan and his relatives are scattered through out this area in every village. He seems to have influential relatives in the right places to exert pressure e.g. at TSISIKO, CHINPATS and ARAVIA his relatives control the land. With his obvious widespread influence and popularity it would not be advantageous to personally discredit Kerol even though his influence is retarding progress but rather attempts should be made and continued at village level to promote their own village societies and development projects through the council and individuals to lessen the reliance on KEROL.

### SOCIAL ORGANISATION

The people divide into seven clans, in order of size :

ANATAVIT

ANASI

ANAKI and TOKAS

AMARA

ANAKALIP and ANAMI

In order of influence they form into three main groups :

- 1) AMARA would be the most influential with KEROL as the headman. It is closely related to the ANASI clan and together they form the largest and most influential group.
- 2) ANATAVIT, ANAKI and TOKAS.
- 3) ANAKALIP and ANAMI.

The members of a particular clan within each village have their own headman but recognise an overall clan leader. e.g. At TSISIKO Keore is the village headman of AMARA whereas KEROL is the overall clan leader.

On a village level they also form into groups-

ARAVIA and LOMNIS

TSISIKO

CHINDPATS, TENDU and WITCHIBU

NAMKARIO, NEBLAHU.

ARAVIA and LOMNIS combine on most occasions and over the last five years have developed new attitudes towards certain old customs especially in regard to young men and women. The young men and women of today have more sexual freedom in regards to courting and marriage. An oral contraceptive is freely available to the young women if required. They are free to choose their own partners and find out their compatibility before being committed in marriage. Whereas before these ideas would have led to an exchange of weapons. They realised that for a village to be strong it must have unity on both the village and individual family level therefore the family must be a happy union. Before arranged marriages often proved

cont.)

unhappy affairs and led to indiscreet affairs and this resulted in village dissent and inter village feuds. This is the basis for adopting this new approach and not, as it has been misconstrued by some of the adjacent villages, Hahalis Welfare inspired. (12)

TSISIKO seems to be an independent village apart from the rest. Before they worked with both LOM SIS and ARAVIA but with the introduction of these new ideas and later the advent of Hahalis; even though they too participated, TSISIKO drifted apart and labelled these two as 'cargo cultists and baby gardens'. So a rift developed between the three which exists up until now. On the surface this is not obvious but when visiting the villages they will readily criticize one another if given the opportunity. On a recent visit to the main villages it was stressed, to the villages concerned, that unity, not only on a national level but also village level was important to development and advancement. If these quarrels and feuds persisted then the overall development of the area would be retarded. All had to work together. As a result several meetings have been held and these differences discussed and it is intended that a sing-sing be held shortly to 'bury the hatchet'.

The mountain villages LOM SIS, ARAVIA, TSISIKO, NAMKARIO, NEBLAHU consider themselves superior to the coastal villages, CHINDPATS, TENDU and WITCHIBU. This is mainly due to their particular actions during the second world war. The mountain villages readily ~~the~~ assisted the allied forces and the coast watchers whereas the coastal people had the attitude - "its not our fight why should we become involved". They were considered sympathetic towards the Japanese and as a result certain mountain people were issued with weapons and it was suggested that they reprimand the coastal people concerned - which they did.

The villages also form into groups on a village Society basis but this will be dealt with under the heading Commerce.

#### FUTURE SOCIAL DEVELOPMENT.

It is intended over the next few months to commence a Womens Club and a Youth Social Club. Socially they organise themselves on a village level and it is hoped that through the above organisation, the young men and women will be drawn together on a community basis and become more aware of the part they can contribute towards its development.

a) Womens Club - There are 4 or 5 young women in the area who have completed std. 6 and one who has completed 2 years training ~~at~~ at Chabai Mission. These young women could quite capably give instruction in sewing, cooking and hygiene.

b) Youth Social Club - This will ~~be~~ be organised on a club basis, elected committee, membership fee. It will be mainly recreational e.g. dancing, sporting etc., and the membership fee will be used to purchase sporting equipment: volley ball, baseball and basketball.

(11)

LAND TENURE.

The North West Ramazon area covers approximately 64 square miles or 41,020 acres. Of the total land available 14,880 has been alienated by non-indigenous plantations leaving approximately 26,140 acres available to the native population. As a percentage of the total available land the alienation figure is quite high.

The native land is developed both communally and individually. Communal land is usually that land given to the village as a whole by the Tsun or village headman. This is worked and developed commercially by the villagers and the profits are ~~distributed~~ distributed as per ones' work contribution. This communal system is followed in all villages except CHINDEPATS and TETAKUTS where individual holdings are the rule. Individual land holdings come in two categories:

- a) Traditionally inherited land
- b) Direct purchase from another clan.

Traditional or family land is usually developed to suit the family needs and depending on the available man -power cash crops are planted; cocoa and coconuts. Only a few individuals have fully utilised their own land but the developing trend , especially amongst the young men, is towards developing their own family land and or the purchase of individual blocks.

<u>PLANTATION</u>	<u>TOTAL ACREAGE</u>	<u>PLANTED</u>	<u>UNDERVELOPED</u>
RAUA	6,465	600	5,865
RUGEN	6,015	320	5,695
BANIU	2,100	2000	100
MAKIWI	<u>300</u>	<u>250</u>	<u>50</u>
	14, 880	3,170	11 ,710

It can be seen from the above details that very little use has been made of the land held by RAUA and RUGEN plantations. Of the 12,470 acres available only 920 acres has been utilised leaving 11,550 undeveloped. Both plantations are freehold properties. A general complaint by the people , more specifically from TSISIKO and NAMKARIO villagers, is of land wastage and as indicated by the above figures this is a legitimate complaint - yet not much can be done about it. Another complaint, affecting RUGEN, is that certain sections of land within RUGEN boundaries were not paid for. As a result squatting has occurred on both plantations.

RAUA - The people involved in squatting on Rauh are RIKA from Tsisiko who has planted 747 coconuts, and villagers from Namkario. Namkario is situated on Dadabur native reserve which is wholly within Rauh ground. There plantings involve approx. 30-40 acres virtually an extension of the reserve. Mr.L.Watkins, owner, is currently residing at Rauh on a development visit and it was suggested to the people

(10)

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concerned that they approach Mr. Watkins to ascertain his feelings regarding the squatting and his immediate plans. As a result Mr. Watkins has allowed the squatters to stay on one condition- that the existing plantings are not extended. They will pay a lease being a bag(s) of kau kau per annum. The people seem satisfied with this decision. Mr. Watkins immediate plans involve the development of 10 X 40 acre blocks which will be available for lease. Those people from Namkario and Tsisiko who claim to be short of land will be encouraged to take a lease and the assistance of Development Bank loans could also be considered. There should be no further problems concerning Raua and if necessary Mr. Watkins could be approached by the Administration with a view to purchase some land.

RUGEN - The people concerned with squatting on Rugen are Keore, Varain, Tomesli and Sande of Tsisiko and Kilis of Namkario. The Tsisiko people occupy approx. 50-60 acres on the north-west corner, Kilis occupies approx. 10 acres behind the mission and adjacent to Timbibeian native reserve. The main reasons for squatting are :

- a) Shortage of land
- b) Non -payment of land.

The land shortage mainly concerns the present squatters who are all members of the one clan which lost considerable land when alienated for Rugen. They also claim non-payment for the land and therefore consider it theirs and fully entitled to develop it.

Attempts should be made to:

- a) Obtain the names of those who received payment for the land to check the peoples claims,
- b) Approach Burns Phillip with a view to purchase the squattered areas and or purchase 500+ acres for sub-division and lease.

A total of approximately 770 acres has been made available to the native people in the form of native reserves within Rugen. They are TIMBIBEAN approx. 370 acres and DEBAZIN approx. 400 acres.

The Namkario people have made some use of Timbibeian; approx. 120 acres but may not be aware of the extent of the reserve as there seems to be some confusion regarding the boundaries. The manager at Rugen shortly intends to clear all boundaries and this should help in clarify the situation. Little use of Debazin has been made by the Tsisiko people; approx. 50-70 acres have only just recently been planted.

There is no drastic shortage of land but rather a shortage of level, accesible easily developed land. Most of the available native land, including a large percentage of Debazin, consists of moderately sloped mountains with narrow ridges and narrow valleys. To see vast ~~xxxxxx~~ flat areas of Rugen undeveloped and no attempts being made towards developing it, whilst they have to be content with the problems of hillside planting has also probably been a reason for their actions. The people concerned have all been instructed to cease

cont.)

extending the existing plantings and that investigations are being undertaken on their behalf, and the possibility of negotiations with Burns Phillip to purchase land for sub-division and lease is ~~also~~ also being given consideration. However it has become increasingly embarrassing, when enquiries are made re the progress of investigations and negotiations, to reply-'nothing has been finalised, investigations etc. are still in progress'. The dispute has existed for six months now and surely some indication; positive or negative, can be given to the people concerned. It has taken hard work by all concerned to recapture the peoples confidence in both council and government and long drawn out delays such as this do not assist in retaining this confidence.

#### AGRICULTURE.

Agriculturally the area is in its infancy and only just beginning to indicate its potential. Large areas of land still remains undeveloped but this is mainly due to two facts:

- a) Terrain
- b) Accesability

As mentioned before large areas of land consist of hills and narrow valleys. These are at times no doubt difficult to develop but they can be developed and planted quite successfully. Most of the flat land is located within Rugen and Raua therefore the people have been encouraged to make full use of the land immediately available to them and not, as apparently some are doing, relying on land being re-purchased from the plantations. With the progressive construction of both roads; Tsisiko-Lomsis and Tetakuts-Aravia, new areas of land have already been cleared and some plantings commenced. On completion large areas previously difficult or neglected because of accesability are expected to be developed also.

Commercial crops planted are cocoa and coconuts. The <sup>production</sup> figures were obtained during August 1969 and since then the cocoa plantings would have risen by approx. 750-1000.

<u>COCOA</u>		<u>COCONUTS</u>	
<u>MAT.</u>	<u>IMMAT.</u>	<u>MAT.</u>	<u>IMMAT.</u>
44,435	52,890	11,723	25,745

It is evident, from the above figures, that significant development has taken place during the last two years. It was observed, during visits to various villages, that some planted areas were becoming overgrown but after visits to the area by DASF these areas have been recleared. Current <sup>production</sup> figures for the area are; COCOA approx. 12 tons per annum, COCONUTS approx. 55-60 tons per annum. By current development and the above immature figures, production; especially in regards to cocoa, should be greatly increased over the next three years. Copra production should <sup>rise</sup> double to approx. 250-300 tons and Cocoa production could rise from 12 tons p.a to approx. 60-100 tons p.a.

cont.

(18)

cont.)

It is obvious that the area is not geared nor does it have the facilities in the way of adequate dryers or a fermentary, to cope with the expected increase in production. In fact the present system of production and marketing will have to be completely re-organised if the area is to receive the full economic benefit of the increase.

Present production of copra consists of smoking and drying by rudimentary village dryers and is either marketed through the village society T number or sold to Raula Plantation. The latter is discouraged. Existing village drying facilities could be improved upon with the assistance of DASF. It is planned by DASF to establish a new copra dryer at Tsisiko which could also be used by adjacent villagers.

Production of cocoa consists of the harvesting of wet bean which is then sold to Raula or Makiwi plantations or Mr.G.Cooke at Tinputz. At present the production level does not warrant the establishment of a fullscale dryer or fermentary but with the expected increase during the next eighteen months the people should be encouraged to form themselves into a Society and establish a their own dryer and fermentary, which will enable them to receive the benefits rather than the plantations.

The economy of the area has a bright future but ~~only~~ depends on assistance by the Administration towards the people.

COMMERCE & INDUSTRY

Societies.

The villages are divided into three Society groups.

(1) LOM SIS, ARAVIA, CHINDPATS are all members of the one society

All have have copra "T" numbers except Lomsis who combine with the Aravia "T" number. Each of the villages has a tradestore and supplies are obtained mainly through Kerol. The village of Witchibu combine with Chindpats "T" number and obtains its tradestore goods from Chindpats. Here again can be noted the influence of Kerol who virtually controls the tradestore business of these four villages.

(2) TSISIKO villagers have their own copra "T" number and society; The POKPOK Rural Progress Society. This society commenced three years ago but is now defunct due to bad management, wastage and misappropriation of society funds. Three meetings have been held at Tsisike to discuss plans for re-establishing the society and as a result an election will be held on the 11th April 1970 to elect a new committee. New accounting books have been commenced for th society and tradestore; tradestore items will be purchased from Rabaul and not KEROL.

Societies cont.....

(3) NAMKARIO, NEBLAHU, TUMURI, form another group and also combine with PATIAVIAVI which is located on the Tinputz side of the Ramazon river. Tradestore items are purchased by PATIAVIAVI and distributed to the respective village tradestores. Banking for the society is carried out at PATIAVIAVI. A large percentage of copra and wet bean from Namkario and Neblahiu is sold to Raua plantation but occasionally they combine and use the PATIAVIAVI "T" number.

In general the societies and tradestores appear to be running smoothly but it is suspected especially amongst the tradestores under KEROL'S control, that the people may not be receiving the full profit due to them, as they accept KEROL'S pricing and banking procedures without question. It was noticeable that there was a general ignorance of banking, and Savings and Cheque accounts. It is intended during forthcoming visits to the villages to give lectures on Banking procedures etc.

#### GENERAL INDUSTRY.

##### (1) Saw Mill Society.

When the POK POK society at Tsisiko was commenced approximately three years ago the society purchased a Dolma SAW unit and established a Saw MILL Development Society within the framework of the POK POK society. The Roman Catholic Mission also ~~contributed~~ contributed towards its cost in the form of a loan to the society.

The Saw was based at Tinputz and operated by the Mission, members cut and prepared the timber and any profits received from the sale of timber were to be used to repay the Mission loan. According to the members approximately \$1,000 worth of timber was sold to private individuals but no money was received by the society. There was a general feeling of dissatisfaction and disillusionment within the society and combining with bad management etc. resulted in the inevitable collapse of the society. So far for the last two years the society and the Saw Mill business has been relatively dormant.

As previously mentioned the POK POK society is being re-organised and re-established and it is hoped that once the society is in a sound financial position serious consideration will be given to bring the ~~Saw~~ Saw unit back back to Tsisikc and set up a saw mill business for the area. A letter has been written to Bishop Lemay to establish the position regarding the Mission loan;- how much was the original loan for and how much has been repaid by the society, what is the Mission attitude regarding the Dolma SAW etc.

A timber industry could be established in the area to supply both local and neighbouring needs.

There are several young men from the T. isiko village who have had experience in operating and maintaining a Dolma unit, mechanical assistance would also be readily available from local plantations.

(6)

Saw MILL Society cont.....

Both Tsisiko and Lomsis villages are contemplating purchasing tractors; the Tsisiko people will be purchasing their tractor mainly for society work where as the Lomsis tractor could be hired by the society as required thus assisting the society in transportation of logs and also providing the Lomsis village society with a source of income.

The people are enthusiastic about the possibility of establishing the Saw Mill business but its success depends on Administration and D A S F assistance in encouraging and development <sup>INC</sup> this enthusiasm in the right direction.

(2) Bakery.

A bakery has been set up at Tsisiko village by Peter Kavetsi and is proving to be quite a successful business. He has applied for a development bankloan of \$300-00 for equipment etc. and his application should be given favourable consideration. The bakery is constructed of semi-permanent materials ie. timber frame, bamboo walls, concrete floor, corrugated iron roof and the ovens are ordinary 44 gallon drums.

(3) Basketware.

A small basketware business could be established at Lomsis. One old gentleman is actively engaged in basket making, trays etc and is interested in teaching some of the younger members of the village. IT is intended to introduce basketmaking etc into both the Womens Club and the Youth Club.

MISSION

Roman Catholicism is the dominant faith in the area, it is controlled from Tearouki Mission south of Tinputz. There is a mission school and church located at Rugen which is visited approximately once a month by the Father from Tearouki. Mission influence is not particularly strong, probably due to the distance from Tearouki and also discontent regarding Mission activity ie. the people put partial blame on the Mission for the failure of the Saw Mill business and have also written to the Bishop regarding an amount of \$222.00 which was apparently 'misplaced' by the Mission when the POK POK society commenced. Apparently the people have also contributed money towards the construction of a new church at Rugen. It has been in planning stages for over a year now and timber has been on the site for over six months but as yet no action has been taken by the Mission. A strong move also seems to be developing towards replacing the existing Mission school at Rugen by a government school. The existing school only caters up to standard (3) and after completion students are sent to Tinputz to further their education up to standard (6).



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PLANTATIONS.

There are four plantations within the area :-

RUGEN - managed by Mr. L.Frost; previously stationed at Baniu, who replaced Mr. K.Courte in December.

RAUA - Manager - Mr.H.Cropp.

BANIU - Manager - Mr. K.Courte. Overseer - Mr. A.Mc.Adam.

MAKIWI- Manager - Mr. P.Larnach.

The managers at Rugen, previously Mr.K.Courte and now Mr.L.Frost have been most helpful in regards to mail service, transportation, and in providing materials for the construction of the Base camp. Both MAKIWI and BANIU have assisted the Chindpats people in the construction of a causeway across the Chindpats River. All plantations provide an extra medical service to the local people as required. There have been no reports regarding man-handling of labourers and all appear to be on amicable working terms with the local people.

COMMUNICATIONS.

ROADS.

The patrols main objective was the continuing construction of two feeder roads - **TBISIKO** - LOMSIS and **TETAKUTS** - ARAVIA. Both roads should be completed, weather permitting by July 1970. The roads are being constructed on a dollar for dollar self - help basis. SO far \$4,000.00 has been expended in the construction and a further \$2,000.00 - \$3,000.00 should see them both completed. All the work has been done by hand and the people should be very proud of the results. A government tractor has been sent to the area and is now assisting in road construction ; - ploughing and grading. Both roads are now nearing the stage where most of the difficult mountainous sections have been overcome, and a bulldozer could be used to advantage on the remaining sections, they are relatively straight runs to the village. On completion of both these roads the people have decided to construct a further road; which has apparently already been surveyed, connecting LOMSIS to ARAVIA thus providing a complete link-up of all villages in the area. One of the major problems faced during road construction was the lack of suitable surfacing material. Coronus could be obtained at both Rauh and Baniu but the distance involved in cartage; especially with the Tsisiko road and only one available tractor, make it an uneconomical proposition. However the problem has been overcome reasonably successfully with the proper use of drains and the laying of river gravel on difficult sections. A hardy grass, similar to the buffalo strain has strongly established itself on most of the road helping to bind the surface.

Future Roadworks ; - A road has been surveyed from Rugen to Neblahiu a distance of approximately three and a quarter miles and consideration should be given during the 1971 program for an allocation of Rural Development Funds for its construction.

The people from Namkario village have also commenced work on a feeder road from Namkario to Rauh plantation they approached

Roads cont.)

the patrol requesting council assistance in the way of funds and equipment. Since then the owner of Raua Mr. L. Watkins has decided to commence logging operations throughout this area and he will require a road. Mr. Watkins is apparently bringing a bulldozer into the area to do clearing etc. and will probably take advantage of the existing road; which has been constructed within Raua, and complete the work already commenced by the Namkarios'.

#### SEA.

There are two excellent sheltered anchorage points in the area,, located at Baniu and Raua bays. Both bays are serviced on the average once a week by vessels from B.P's or Steamships thus providing an excellent outlet point for coastal and hinterland produce. However anchorage is only possible close to the surrounding coral reef and over a secondary reef because of the depth of the bays; Baniu bay has been tested with an echo-sounder and found to be over 200 fathoms. If a wharf or pier were constructed at both bays, using the coral reef as a foundation, loading and discharging would be easier and quicker -at present this is carried out with the use of surf boats. Both plantations mentioned that consideration has been given to the possibility of wharve constructions in the near future.

#### AIR.

At present there are no existing air strips within the north-west Ramazon area, the closest being Dios south of the Ramazon river. As previously mentioned access to the area is severely restricted by the Umun gorge and the Ramazon river but with the construction of an air-strip general access; mail, official visits, supplies and more importantly medical emergencies, would be greatly improved.

Mr. Watkins, manager of Raua, has stated that he may be constructing an air strip near the native reserve at Namkario, 'Dadabur', but this is still in the planning stage. However a strip site has been cleared at the edge of Baniu plantation which requires little work for it to become operational. As mentioned in a previous report, as the strip is on native owned land the Administration could take it over and complete work on the strip. Apparently arrangements etc. to this effect were made some years ago but up until now no action has been taken. Both managers of Baniu and Makiwi plantations have offered assistance in the way of labour and tractors when available if work on the strip is commenced.

#### RADIO.

Now that a permanent Base Camp has been established in the area, serious consideration should be given to the installation of a radio transmitter and receiver. This could be operated on a special frequency with sub-district office so as not to interfere with the already overcrowded Kieta schedule. This would greatly assist the overall communications especially with sub-district office and Tinputz.

CONCLUSION.

It can be stated confidently that there is a new , active awareness within the area towards the council, government and more importantly within themselves and their capabilities. This stems from the close field contact and interest shown by all concerned during the last twelve months. At all times the patrol was well received and obtained full co-operation. The people have confidence in the patrol and vice versa.

A very pleasant patrol and I feel whoever is posted here in the future will feel the same.

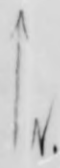
*A. Roadknight*

A.J. Roadknight  
(Assistant Patrol Officer)

(2)

NORTH WEST  
RAMAZON.

SCALE  
APP 1" = 2 MILE



SELAU  
C.D.

UMOMV

BAMU BAY

RAVA BAY

TINPUTZ BAY

TINPUTZ

MAKIM

TEYANUTS

RAVA PCT.

NAT. KAMP

TUKAVA

RUGEN PCT.

RUGEN PCT.

RUGEN RCM

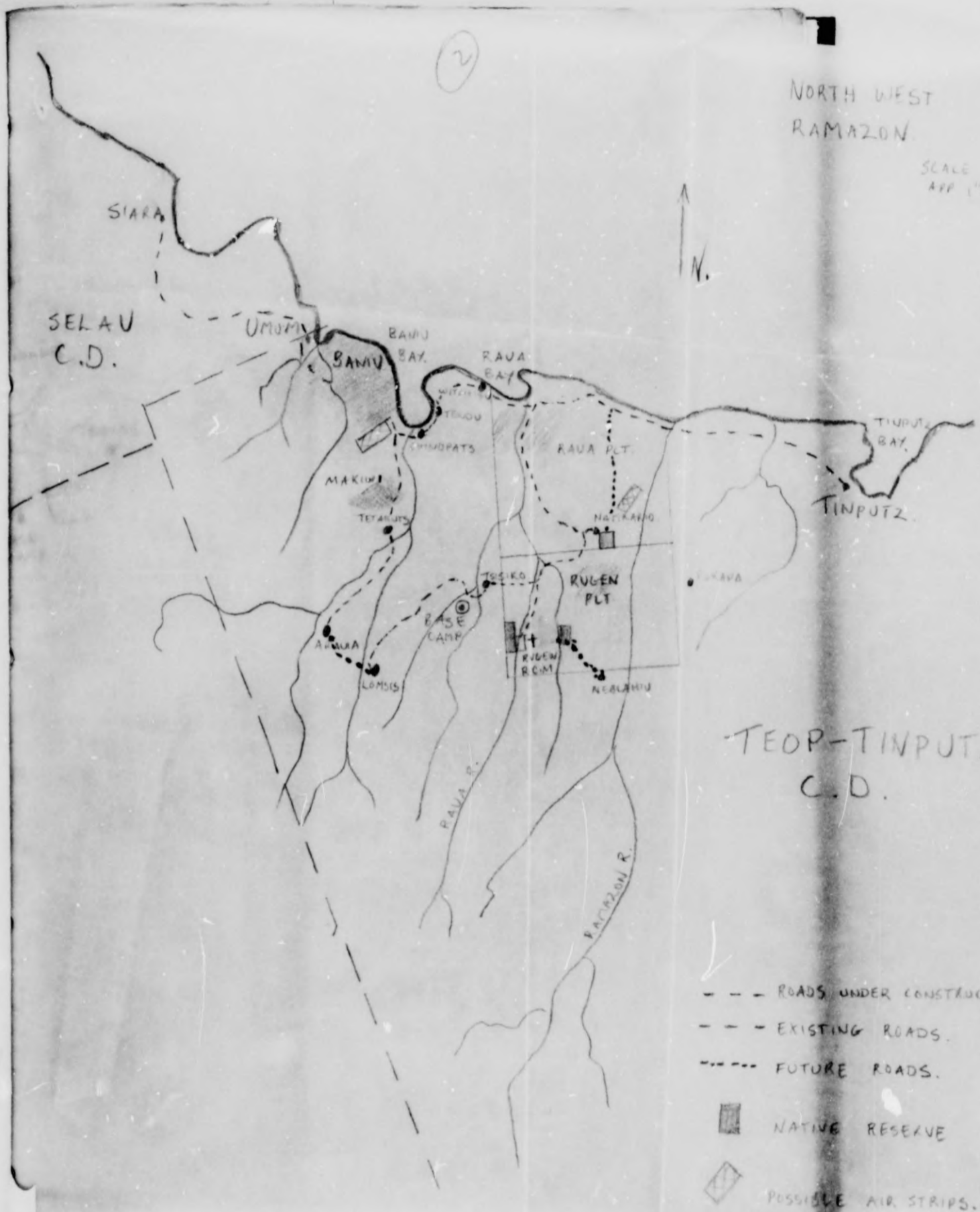
NEGLAMTU

RAVA R.

KACIBLON R.

TEOP-TINPUTZ  
C.D.

- - - ROADS UNDER CONSTRUCTION
- - - EXISTING ROADS.
- - - FUTURE ROADS.
-  NATIVE RESERVE
-  POSSIBLE AIR STRIPS.
-  PLANTATIONS



RAVA PLANTATION

APP 35 AC



NATIKARID  
SQUATTING  
APP 10 AC

DABAR  
NATIVE  
RESERVE  
APPROX 300 AC

APP 10 AC

TSISIKO  
SQUATTING  
APP 15 AC

EXISTING THROUGH RD.

ROGEM DEVELOPED  
APPROX 405 AC  
320 AC PLANTED

NATIKARID  
AND PERATA  
SQUATTING  
APP 30 AC

TSISIKO  
SQUATTING  
APP 20 AC

SQUATTING  
APP 45 AC

APP 70  
AC WITHIN  
RESERVE  
PLANTED

MARIST  
MISSION  
GRANT  
APPROX  
100 AC

TIMBIRAN  
NATIVE  
RESERVE  
APPROX 370 AC

APP 120 AC  
WITHIN RESERVE  
PLANTED

RAVA RIVER

KARANG RIVER

KATAREN RIVER

NATIKARID  
SQUATTING  
APP 10 AC

ROGEM

PLANTATION.

TOTAL AC. 6015

EXTENT OF SQUATTING

