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PATROL REPORTS

DISTRICT: MILNE BAY

STATION: GOODENOUGH, 1964 - 1965

Original documents bound with reports
for: Esa'ala, volume 18.

Papua New Guinea Patrol Reports

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NUMBER OF REPORTS: 9.

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MILNE BAY DISTRICT PATROL REPORTS

1964/1965

ESA'ALA, SEHULEA, BOLUBOLU

GOODENOUGH ISLAND

<u>Report No.</u>	<u>Officer Conducting Patrol</u>	<u>Area Patrolled</u>
<u>ESA'ALA</u>		
1 - 1964/1965	P.D. Hawke	East Fergusson, Sanaroa Tewarra and Amphletts Census Div.
4 - 1964/1965	A. Siaoa	South East Ferguson, Part Dobu N.L.G.C. Area
<u>SEHULEA</u>		
1 - 1964/1965	K.E. Hollamby	Southern Hollamby Coastal Regions
<u>BOLUBOLU</u>		
1 - 1964/1965	A. Siaoa	Western and Inland Fergus- son
3 - 1964/1965	P.M. Jones	Goodenough Island
5 - 1964/1965	P.M. Jones	Northern area of Gooden- ough Island
8 - 1964/1965	P.M. Jones	Goodenough Island
10 - 1964/1965	P.M. Jones	Western and Inland Fergus- son Census Div.
<u>GOODENOUGH ISLAND</u>		
1 - 1964/1965	A. Siaoa	Mud Bay Area



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MILNE BAY Report No. 1 OF 64/65 GOODENOUGH ISLAND.

Patrol Conducted by AVOSA SIAOA ASSISTANT PATROL OFFICER

Area Patrolled MUD BAY AREA, GOODENOUGH ISLAND.

Patrol Accompanied by Europeans NIL

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

Duration—From 29/6/1964 to 9/7/1964

Number of Days 8

Did Medical Assistant Accompany NIL

Last Patrol to Area by—District Services 24/9/1963

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

Map Reference GOODENOUGH ISLAND MILINCH

Objects of Patrol ROAD SURVEY, ROUTINE ADMINISTRATION

Director of Native Affairs,

~~PORT MORESBY.~~

MONEDOBU. PAPUA

Forwarded, please.

111 81964

B. H. [Signature]
District Commissioner

Amount Paid for War Damage Compensation £.....

Amount Paid from D.N.E. Trust Fund £.....

Amount Paid from P.E.D.P. Trust Fund

67-4-2

Department of Native Affairs,
KONEDOBU. PAPUA.


7th September, 1964.

District Officer,
Milne Bay District,
SAMARAI.

PATROL REPORT NO. 1-1964/65 - GOODENOUGH
ISLAND:

Receipt of the abovementioned patrol report is acknowledged with thanks.

2. Please arrange that Mr. Avosa Siaoa accompanies the Officer in Charge on at least two patrols in the near future. He should also be assisted in his map and report presentation.
3. Were any practical demonstrations as to drainage, etc. given by the patrol to the people?
4. What is "the Infant Welfare Mortality Hospital?"
5. Mr. Reid should be instructed to give close attention to the training of Mr. Avosa Siaoa.


(J.K. McCarthy)
DIRECTOR.

67. 4. 1

DISTROFF
13
67-1-4

B.K. LEEN/bs.

Department of Native Affairs,
SAMARAI...MILNE BAY DISTRICT.

11th August, 1964.

Assistant District Officer,
Sub-District Office,
ESA'ALA.

PATROL REPORT NO. 1/64-65
MR. AVOSA SIAOA, A.P.O.

Receipt is acknowledged of the above report.

It is most encouraging to see that Mr. AVOSA SIAOA has successfully carried out a short patrol without direct supervision: however it is clearly the duty of the Officer-in-Charge, Bolubolu, to guide the lad in the correct lay-out and general presentation of his report which was obviously not done; further, I consider that emphasis should be placed on Mr. SIAOA being shown how to make concise and accurate observations, and including in his report a little more detail.

The map is quite good and I have no doubt that with practice and guidance Mr. SIAOA's reports will greatly improve.



(Handwritten Signature)
(B.K. LEEN)
District Officer.

Minute to:-
The Director,
Department of Native Affairs,
KONEDOBU ... PAPUA.

Of recent date I visited Bolubolu and had discussions with Mr. SIAOA who is progressing quite well and is most interested in all aspects of his work.

For your information and records, please.

(Handwritten Signature)
(B.K. Leen)
District Officer.

67-3-1

Sub-District Office,
Milne Bay District,
ESA'ALA.

8th August, 1964.

Officer in Charge,
Patrol Post,
BOLUOLU.

Patrol Report No. 1/64-65.

Receipt of the above Report is acknowledged.

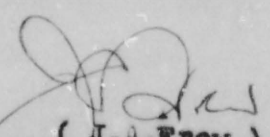
2. Departmental Standing Instructions states that three copies of the report are to be forwarded to this Office, to enable two copies to be forwarded to the District Officer and one copy retained for my files. Please forward an additional copy of the Report for my records.

3. Viewing the area during the recent helicopted survey, I was of the impression that the best route for a road from Faiava to Bwaigoga would have been along the foothills at the back of Faiava, via Luwamata and Weimila, following the wartime jeep track. I recommend an examination of this route for comparison with the route suggested by Mr. Siaoa.

4. Also, the route from Mud Bay to Kilia, across Boimea Mountain, seems impracticable in view of the steep gradient climbing approximately 1200 feet in a mile. The only possible way across this range is by a graded ascent, commencing north-west of Luwamata. The difficulties of constructing a road across the range, in terms of cash and labour, are considerable and maintenance of the road during the wet season would be a continual problem. The only reasonable alternative is to extend the road from Bwaigoga to Kilia via the coast. Some difficulties will be encountered in traversing some of the steep headlands, but progress should be quicker and easier compared to the range route. Labour may be drawn from Wagifa, Abolu and Kilia.

5. I would appreciate your considered advice on the above. The primary target, at the present, must be to complete the extension of the road to Wagifa and I am pleased to note that the people and the Council are prepared to co-operate in this work.

6. Please instruct Mr. Siaoa to submit reports and correspondence written on white foolscap. A neat map has been submitted with the report, but it contains no indication of the location of many of the places named in the body of the report. The map also indicates that an army road crossed Boimea, (does Mr. Siaoa refer to a foot track), as he also mentions a jeep track at Kilia. There are no previous records of a vehicle road at Kilia.


(J.A. Frew)
Assistant District Officer.

cc. District Officer, Samarai



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams

Telephone

Our Reference.....

If calling ask for

Mr.....

Patrol Post
BOLUBOLU
MILNE BAY DISTRICT

27th June, 1964

Mr. A. Siaoa,
Assistant Patrol Officer,
BOLUBOLU

PATROL INSTRUCTIONS


You are to proceed on Patrol on Monday, 29th June, to WAILAGI and thence to KILIA. The object of the Patrol will be to find and survey a possible road route from MATAITA to WAILAGI and from FAIAVA to KILIA.

In your report you will be required to name all creek crossings and recommend the most suitable types of crossings to be used, e.i. bridges or causeways.

Whilst in the Mud Bay area I want you to start propaganda work regarding self help on the roads. Explain the benefits the people will receive if the WAILAGI to MATAITA section of the road is completed in the near future.

The principal object of the Patrol will be the Road survey, however if any routine Native Affairs matters are brought to your notice they are to be dealt with.

Interpreter LAWERENCE will accompany you and you may take one take one Constable from the BOLUBOLU Police detachment.


.....
(G. J. Reid)
O.I.C.

PATROL REPORT NO 1 OF 64/65 GOODENOUGH.

DIARY.

MONDAY 29th JUNE Departed BOLUBOLU per tractor for Mataita on road survey patrol. Rain stopped the afternoon's work. Slept over night at FAIAVA.

TUESDAY 30th Surveyed the possible road route between FAIAVA and WAILAGI Methodist Mission station. Returned to FAIAVA night at FAIAVA.

WEDNESDAY 1st At 8.0a.m. traversed the possible road site between FAIAVA and MATAITA. Returned to FAIAVA, slept overnight at FAIAVA.

THURSDAY 2nd Departed FAIAVA for KILIA at 8.45a.m. arrived KILIA at 11.55a.m. Talked with the Councillor NELSON and village elders the possible site for the road. Slept overnight at KILIA.

FRIDAY 3rd Traversed the possible road route between KILIA and FAIAVA. until 3.00p.m. Slept overnight at KILIA.

SATURDAY 4th Proceeded to FAIAVA at 8.30a.m., 2½ hours for the carrier carriers while self with Interpreter and some men took 3½ hours due to fact that I was surveying the last section between KILIA and FAIAVA. Slept overnight at FAIAVA.

SUNDAY 5th Observed Sunday at FAIAVA. Slept overnight at FAIAVA.

MONDAY 6th Completed the last section on the steep gradient near WAILAGI. Returned to FAIAVA at 1.30p.m. Left FAIAVA at 2.45p.m. for BOLUBOLU to report to A.D.O. FREW, arrived at 5.0p.m. Slept overnight at station.

TUESDAY 7th Waited for Helicopter at BOLUBOLU to take A.D.O. and self to see the road site between KILIA and FAIAVA. Slept on the station.

WEDNESDAY 8th Returned to MATAITA to meet the patrol party. Walking time was 2½ hours. Traversed the site between MATAITA village and recently completed road. Rain stopped the work at 4.30p.m. Slept overnight at Mataita.

THURSDAY 9th Send the carriers, with police to BOLUBOLU at 9.45a.m. Self with Interpreter, surveyed the last section. Returned to BOLUBOLU, arrived at 2.45p.m..

TOTAL 11 DAYS.

67-4-1

Patrol Post,
BOLUBOLU.
Goodenough Island.
10th/7/64.

PATROL REPORT NO1. 64/65.

INTRODUCTION.

This patrol was mainly to find and survey a possible road route from Mataita to Wailagi and from Faiava to Kilia. The road survey was conducted in the Mud Bay area which I realise had the most population of the Goodenough Island.

The name Mud Bay, reveals clearly to anybody reading the report that, it is mainly a area low swampy land with numerous creeks and streams. This was the major purposes why the patrol was conducted in this area to investigate the possible all weather road site ~~from~~ for the vehicles in the near future.

The steep gradient near WAILAGI Methodist Mission was the main obstruction during the survey of the section between Wailagi and Faiava, but it was finally surveyed by going around the side.

VILLAGES.

Housing in the Mud Bay area was satisfactory, although some houses needed rebuild, or else repair was needed. No orders for the houses was given due to the fact that I have no magisterial power.

The sanitation of the villages was very good throughout the whole area visited. Good drinking water supply was abundant. The village people do not go long distances to fetch water for ~~cooking~~ cooking or washing.

As a whole I said that villages were clean, but in the wet it was terrible because the people do not have fences for the pigs but the pigs are kept under the houses for shelter. Consequently the pigs dig up the village streets which looked as though it was pigs pens. This concerns mainly to MATAISEIA hamlet in the Mataita village group.

ROADS AND BRIDGES .

This topic was the main aim of my patrol. The good road for the vehicle, which runs through Bolubolu station, then past Mr. C. Rich's plantation at NUATUTU and goes past Naatutu Bay. From Naatutu Bay where it was extended this year right over to a distance of one hundred yards from MATAITA ROMAN CATHOLIC Mission school. Then the new possible route runs parallel to the existing foot path past Mataita Roman Catholic Mission school then past Mataita Methodist Mission school. Before Mataita Methodist Mission school is, a NUIADEA creek, which I suppose should need bridge, because the creek bed falls approximately nine to twelve feet deep and when not flooded is about eighteen feet wide. The track again runs parallel for two hundred to three hundred yards, when it comes to the coconut plantation, where it crosses the main foot path. Then the proposed site runs perpendicularly to the main foot path in two places, where it follows the existing track until we come to FOGA creek. From Foga creek onwards the proposed site, runs either parallel to the track or follows the track where it was supposed to be appropriate, until we come to WAIAGARA creek on whose bank the FAIAVA Primary (T) School is situated.

The possible number of crossings between Mataita and Faiava are fourteen. Out of this total, three big creeks needed bridges and the rest of the eleven creeks needed causeway.

The section between Faiava and Wailagi has eight crossings which only needs causeway, with the exception of UNOMOA creek which needs bridge. Most of these creeks barely have water in them during dry season.

Between MWAFEA hamlet and DOBODOBO creek the possible site runs through several patches of muddy areas, but I have suggested to the people that the only way to keep it dry or get rid of the water from the road was to dig drains on the side of the road. They all seemed to like the idea of having drainage. The possible site would not go any where due to the fact that the coast strip was all mangrove swamp, while near the foot of hills it was swampy too. The section between Faiava and Kilia has six crossings. In this section, only one creek needs bridge. The possible site here follows mainly the foot path which runs on the tableland of BOIMEA mountain. At the foot of the Boimea mountain, the proposed site follows NIBULA river, due to the fact, that is flat and has not got many big rocks to remove, but the most of the old road follows the steep gradient which has many big rocks on the track. The possible route runs through dense rainforest. It crosses Nibula creek at one stage where it needs bridge then it follows the old American War time jeep road to Kilia.

The people of the area where the survey was done, have no obligations in the maintenance of the foot path which is kept clean always. They have voluntarily worked and finished the good all weather road between Nuatutu Bay and Eldeloma creek.

So I think it is desirable for them to have good new road running through villages. The following reasons will support my recommendations.

Patrol conducted by various officers of various departments around Goodenough Island faces many transport difficulties. Road transport which is the cheap means of transport do not favour Mud Bay area, which has the most population of Goodenough Island.

ROADS AND BRIDGES. (contd.)

In the Mud Bay area, situates the Infant Welfare Mortality Hospital, which is staffed by European and Native nursing Staffs. These Infant Welfare nurses cannot visit the villages regularly to babies and mothers. So if this road comes into existences, in near future, any Health, Native Affairs and Agriculture patrols will shorten the time and will save the expenses too. For long while the abovementioned departments have been spending funds on hiring boats from local traders like Mr. C. Rich of Quatutu, to go around Goodenough Island. But this problem will be solved if good road is constructed, so that patrols will move regularly to see the people and discuss peoples problem and this will make the people to feel that Administration has close ties with the people. The Welfare Nurses do not visit the villages regularly to see the infants and the mothers, consequently few babies die because of lack of advise from the nurses.

This roads will not only help the S.E. coastside of Goodenough Island, but will enable the patrols to move freely from S.E. to the S.W. coast where there is very bad anchorages. The sea transport which is the cheapest means of communications do not favour the South East coast, since it is not sheltered from the rough seas during the South East Trades Winds seasons. The road transport will serve this problem.

This road will serve the problem of the Economic Development on the S.W. coast to. It will serve the people from carrying their products for sell or export over the mountains to NOUNOU anchorage on the N.E. coast to be shipped. Until we find a good anchorage in near future, the road should serve the people for time being.

There is no buying point on the S.W. coast due to the lack of port, which may discouraged the the people from planting new cash crops like coconuts, which means that it will slow down the Agricultural progress in the area. There are many new plantings at KILIA and DIODIO, but they will have no market port to export their copra, by road. if the road do not come into existence.

VILLAGE OFFICIALS

During the first three days of the patrol through the Mud Bay area I did not meet the newly appointed members of the recently established Goodenough Island Native Local Government Council. They were all at Bolubolu station for the First Revised Estimate Meeting. But the old village Constables and Councillors were very helpful and came to the barracks frequently to assist the patrol. Their good work and help was very much appreciated by the patrol personells.

GENERAL ATTITUDE OF THE NATIVES.

The general attitudes of the people about the self help on the road maintenance was very good. After giving the propagnanda talks the people told me that, at the present they realised that Administration had done everything for them for many years, and now was the time, they did something for themselves. Instead of getting all the financial help from the Administration, they promised to work without paying on the road.

APPENDICES

Attached herewith the report please find the Map of the area surveyed for the possible road route.

Attached heretoo is the copy of the comments made on Patrol Police.

KEY

GOODENOUGH ISLAND

CENSUS DIVISION

Map to accompany Road Survey Report.

Report.

--- Suggested Extension.

--- Mission

--- Plantations

□ School

Scale 1" = 1 mile

