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STATION: ERAVE

VOLUME No: 10

ACCESSION No: 496.

1965 - 1966

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Papua New Guinea Patrol Reports

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PATROL REPORT OF: ERAVE S/HIGHWAY ACC. NO: 496

VOL. NO: 10 1965-1966 NUMBERS OF REPORTS: 1

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TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of Southern Highlands Report No. 8/65/66

Patrol Conducted by M. Eggleton Cadet Patrol Officer.

Area Patrolled Brave - Kikori proposed road route.

Patrol Accompanied by Europeans Engineer W. Holmes P.W.D. H.Q.
Const Igo R.P.N.G.C.
M.O. Sapsi.

Duration—From 16/1/1966 to 3/2/1966

Number of Days 19 days.

Did Medical Assistant Accompany? No.

Last Patrol to Area by—District Services March/1966.

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

Map Reference

Objects of Patrol To accompany Engineer Holmes over the proposed road route to Kikori and also to inspect the progress of an alternative route being cleared.

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

26/7/1966

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



(10)

(12)

67-15-67.

4th October, 1966.

The District Commissioner,
Southern Highlands District,
MILN.

GRAVE PATROL REPORT NO. 8/1965-1966.

Receipt of Mr. Eggleston's patrol report covered by your memorandum 67-1-3 of 26th July, 1966, and Mr. Farrilow's memorandum 67-2-1 of 10th June, 1966, is acknowledged with thanks.

2. Mr. Eggleston apparently has done a good job on this hard patrol and submitted a concise but informative report.

(J. K. McCarthy)
DIRECTOR

(10)

67-15-67 (11)



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams.....

Our Reference..... 67-3-8

If calling ask for

Mr.....



Department of District Administration,
Southern Highlands District,
MENDI.

26th July, 1966.

The Director,
Department of District Administration,
KONEDOBU.

ERAVE PATROL REPORT No 8 of 65/66

Mr. Eggleton has had to work under considerable difficulty with shortages of carriers and equipment in this inhospitable section of country and it is much to his credit that he has retained his enthusiasm and at the same time improved on the route.

It is apparent at this stage that we will, after all, need a photogrametric survey of the area. I understand an air survey company has been commissioned to do this job and it remains now to stir them up so that the work is actually carried out.

A P.I.R. patrol is scheduled to travel over the route in October.

In the interim we will continue to search for the best route through the range north of Erave.

(D.R. Marsh)
District Commissioner.

la
MIGRA

(10)

67-3-8

Southern Highlands District,
MENDI.

26th July, 1966.

The Assistant District Commissioner,
Sub-District Office,
KAGUA.

GRAVE PATROL No 8 of 65/66

The next patrol to the area south of Samberigi should use carriers from the Kagua Area and Samberigi people should only be used as guides.

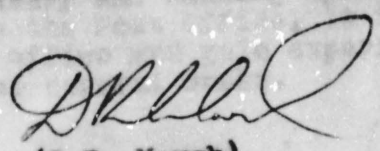
The value of the work being done by Mr. Eggleton, on the southern road route must not be underestimated. The whole economic future of the Southern Highlands District and the greater part of the Western Highlands Depends on these feasibility reports.

It is initially important at this stage that we offer some reward for the discovery of a feasible route through the range north of Grave. In October there will be a P.I.R. patrol moving from Mendi to Kagua and on to Middletown on the Kikori River. If we can cut tracks along the likely route the army may be able to determine feasibility for us.

This also applies to the track south of Samberigi. At this stage we should still be able to use native people with local knowledge to improve the route of the track which Mr. Holmes followed.

My complements to Mr. Eggleton on his effort. I look forward to reports from you concerning any information you can glean on the road to the south and I would appreciate you take a personal active interest in the matter.

I have not as yet received a copy of Mr. Holmes report.


(D.R. Marsh)
District Commissioner.

c.c. The Director,
Department of District Administration,
KONEDOBU.

67 - 2 - 1

Patrol Post,
BSEIVE.
Southern Highlands District.

10th June, 1966.

The Assistant District Commissioner,
Sub-District Office,
KAGUA.

GRAVE PATROL NUMBER 8 OF 1965-66.

1. Please find enclosed, three copies of a report on the above patrol, relevant Field Officer's Journal folios, camping allowance claim and patrol instructions.

2. The following comments are offered:-

(a) Political Situation.

During Mr. Eggleton's patrol, Grave Patrol number 8 of 1965-66 was in the Kumburigi area and the various correspondence arising from this patrol has already been forwarded. It is pleasing to note that a second officer was similarly impressed by the improving situation in the area.

I too sympathize with the San people. They have now carried to the Kikori River four times in a little over twelve months, two of the patrols being conducted within the last three months. I feel that the break recommended for the people by Mr. Eggleton is well deserved.

(b) Roads and Bridges.

It is obvious that a better route must be found. I can see no way of finding this route without the assistance of aerial maps. Mr. Eggleton's description is brief and concise and I feel that further comment is unnecessary in view of the expert report we should receive from Mr. Haines.

3. Mr. Eggleton conducted a good patrol under great difficulties. The patrol encountered heavy rain, dry camps, flooded rivers, insufficient tents and carriers difficulties.

4. I have now handed over the Treasury and banking agencies to Mr. Eggleton who has also taken over the Post Office. It is my intention to have him remain in the office and gain experience in routine office and station duties for several weeks.

C. Warrington
(C. WARRINGTON).
Assistant District Officer.



(8)

TERRITORY OF PAPUA AND NEW GUINEA

Telegrams

Telephone

67 - 2 - 1

Our Reference

If calling ask for

Mr.

Patrol Post,

ERAVE,

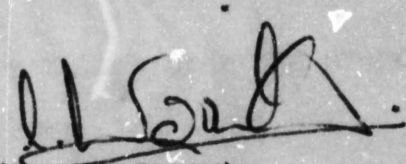
Southern Highlands District.

13th May, 1966.

M. Eggleton, esq.
Cadet Patrol Officer,
ERAVE.

PATROL INSTRUCTIONS - ERAVE PATROL 8/65-66.

1. I require you to accompany Mr. W. Holmes on his patrol through to the Kikori River over the proposed southern road route. You should depart from Erave on Monday the 16th inst.
2. As you have previously travelled over this route I leave the patrol programme entirely up to yourself. However, you are to give all the assistance possible to Mr. Holmes.
3. Due to the fact I am required in Mendi for Territory Census Duties in mid-June, you are to be back at Erave to take over the station by Wednesday the 8th of June at the very latest. If this requires leaving Mr. Holmes, you are to do so. If at all possible I would like to see you back on the station by Friday the 3rd June, 1966.
4. You will have to pick up Interpreter Kei at Samberigi as I require the only other interpreter on the station for other patrol duties. As there is already a Constable working South of Samberigi, you should only require one more from Erave, but this I leave to yourself. I have arranged for Interpreter Kei and carriers to meet you at Sawmili on Monday the 16th inst. at lunch time.
5. If you consider it necessary, you may pick up Health Educator SAPSI who is at present operating in the Samberigi area. I regret that I have no other Medical Staff who are in a position to accompany you.
6. Good luck for a successful patrol.


(C. WARRILLOW).
Assistant District Officer.

c.c. Assistant District Commissioner,
KAGUA.

TERRITORY OF PAPUA AND NEW GUINEA

77

Patrol Post,
Southern Highlands,
PAPUA.

6th June, 1966.

The Assistant District Officer,
Patrol Post,
PAPUA.

Patrol Report 1966/67.

Station :
Sub-District :
District :
Patrol number :
Conducted by :
Area patrolled :
Accompanying personnel :
Duration of patrol :
Cost patrol :
Object of the patrol :

Graves.
Rangers.
Southern Highlands.
10/5/66.
M. E. Johnson, District Patrol Officer.
Graves for proposed road 10/5/66.
Engineer W. H. Holmes, R.M.A., I.C.
11 member R.M.A.C.D., Coast, 150 1500.
R.M.A. 1500.
10/5/66 to 3/6/66.
March 1966.
Assessing the new section of road proposed
the feasibility of the road and the
the area above the road and the

[Signature]
District Patrol Officer

6

Introduction.

As stated in the preamble the main objective of the patrol was to accompany Engineer Holmes over those sections of the proposed route as considered suitable for road construction by Mendi Patrol 9/65/66. This was conducted by Assistant District Commissioner J. W. Kent and accompanied by the writer following Mr. Kent's recommendation that the section from Mt. Aku to the Enisu River be re-investigated a group of natives under Const. Popolo of the Mendi detachment had cleared an alternative route. This section was also traversed by the patrol.

Due to the fact that this patrol covered the same ground as the previous one the following sections will not be commented on

- 1). Sau to Nisegei campsite.
- 2). Enisu River to Mamie.

The new section is from a campsite about 1 mile north of the Nisegei campsite to a point about 1 mile north of the previous crossing point on the Enisu River.

The country covered by the patrol is uninhabited and mainly primary rain forest. The whole area has limestone as it's underlying strata with places where it is on the surface. Many of the creeks are dry and subject to heavy flash flooding. Wild life is plentiful.

Patrol Diary.

16/5/66. Monday.

Assembled patrol gear and personnel. Due to lack of carriers finally departed 11.30 in heavy rain, continuing till 12.30. Changed carriers at Sawmili arriving Pawari at 5.30 p.m. Paid off carriers.

17/5. Tuesday.

Again delayed due to lack of carriers. Finally ^{left} for Sau about 10.30. Paid off carriers at 12.00 noon. Commenced recruiting the line for the long haul.

18/5. Wednesday.

Carriers dribbled in slowly and eventually got away at 11.00 with bare minimum of blokes. Camp set up at Hami Creek site about 2.30 p.m. Dispatched V.C. back for the men reported to be still in the village.

19/5. Thursday.

Dispatched carriers from camp about 8.30 leaving two patrol boxes at the site. Self and Engineer Holmes and some cutters proceeded easterly along ridge of Hami Creek. Mr. Holmes required to look at the country at the base of the ridge leading from the massif to Mt. Aku. Returned campsite 11.00 and proceeded along the road route to Mt. Aku campsite. Camp set up about 2.30 and some additional carriers arrived about 3.30 p.m.

20/5. Friday.

Departed camp 8.30 and proceeded via road route to a camp site

20/5. Friday. (cont.)

set up on Seibu Creek about a mile up from the camp site known as Nisegi camp. Additional carriers arrived.

21/5. Saturday.

Departed camp about 8.00 and climbed steeply to a ridge known as Saneporei (see 10-7-8 of 19/4/66 by A.D.C. Mendi the Mendi Patrol 9/65/66.). Then descended down the other side and proceeded in an easterly direction towards the Ese Creek. Arrived Ese Creek at 10.30 crossed and climbed steeply up to a spur known as Sewiahari. Enisu system to the left and possible Tabi system to the right. Struck camp at small waterhole after having been walking for 4 hours without seeing water.

22/5. Sunday.

Departed camp 7.50 and continued along the steeply undulating ridge in a generally southerly direction. Descended Fope. Camp struck at another small waterhole (the only one seen all day)

23/5. Monday.

Departed campsite known as Subete and descended along good sloping ridge till meeting with Const. Popolo about 12.00. Rain ceased about 11.30. Crossed the Enisu River and set up camp at the third campsite on leaving Mamie on the last patrol. Talks with Const. Popolo and various natives from 6.30 till about 7.45 p.m.

24/5. Tuesday.

Departed camp about 8.10 and proceeded down the ridge to Mamie. Passed through camp no two on leaving Mamie on the last patrol and set up camp at no. 1. about 3.30

25/5. Wednesday.

Heavy rain all night continuing till 9.30. Arrived Mamie about 11.10 and set up camp. After much haggling procured a canoe and proceeded down the Kikori towards Kikori station. Heavy rain set in so pulled into Kopi R/H for the night. No gear and uncomfortable night was spent.

26/5. Thursday.

Heavy rain all night. Arrived at Kikori about 10.00 and reported to the A.D.C. Mr. O'Sullivan. Talks for an hour or so then set about arranging accommodation and rations for the canoe paddlers.

27/5. Friday.

Discussions with A.D.C. and Mr. Holmes re aspects of the road.

28/5. Saturday.

Mr. Holmes departed on the M.V. Garubia, for Moresby. Admin workboat and dinghy arrived late in the afternoon. Will leave tomorrow.

29/5. Sunday.

Departed Kikori about 7.50 for Mamie, arriving 10.00 hours. Departed Mamie about 11.00 and proceeded along the old established trade route. Camp set up at Inu Creek about 3.30.

(4)

30/5. Monday.

Departed camp about 7.45 and made good time till the Enisu River about 12.15 p.m. Two attempts at bridging failed and eventually had to detour. A total time of 3 hours was wasted. Camp set up on the far side about 3.30. at an old campsite. Heavy rain commenced about 8.00 p.m.

31/5. Tuesday.

Departed camp 8.05 and all safely across the Tabi by 8.45. Self, Const. Igo, N.M.O. Sarsi together with several natives went off to Toni Creek camp to bring in some people required by the A.D.O. for court action. The natives had reported yesterday that the group were sick. This was found to be true. All were dispatched to Sau for treatment of scabies and dysentery. Const. Igo was left to find a woman also required by the A.D.O. Self and party left to carry on to Nisege camp. Proceeded via Ese Creek gorge. Arrived camp about 5.10 p.m. with carriers straggling in between 5.45 and 6.15 p.m.

1/6/66. Wednesday.

Dispatched carriers to Hani Campsite while self awaited Const. Igo. Left for Hani about 1.15 p.m. arriving about 4.00 p.m.

2/6. Thursday.

Moved to @ Pawari R/H. En route inspected the progress of the Sau section of the road work. Advised one relatively minor alteration. Calculate the pay for the permanent carrier line. Paid them off. Const. Igo arrived together with the people required by the A.D.O.

3/6. Friday.

Recruited carriers and departed for Erave. Self arrived 1.30 with carriers arriving about 4.30 p.m. Paid them off and patrol stood down.

Political Situation.

The political situation in this area is quite good but I would like to point out that should another patrol be mounted with the object of further work to the south of Sau it will run the risk of alienating the good will and co-operation of the people in the future. Should this happen the present road construction and proposed construction could be seriously impaired.

That the situation is good in the area can be illustrated by the amount of effort that has gone into the road construction program to date. In this matter refer to the Assistant District Officers 10-6-1 of 3/6/66.

On the surface the Sau effort does not seem overly impressive but it must be remembered these two patrols have taken something like 40 days and most of the male labour force out of circulation. In addition most of the Sau section has involved benching operations right at the beginning. Their response to the first patrol is a further indication of their willingness to co-operate in the matter of this roadwork.

It must also be remembered that these patrols are in uninhabited

Political Situation (cont.)

country and consequently they are very taxing and arduous. They have to rely entirely on sago and the rewards of their hunting operations for sustenance. The terrain leaves them footsore and the carrying leaves them with sore shoulders.

In view of the above facts the reluctance of the people to undertake this later patrol is quite understandable but must surely indicate that they require a breathing space before the next patrol. It is therefore considered that a period of about 3 to 4 months elapse before another patrol to this area is contemplated.

Roads and Bridges.

It is proposed to break this section up into three parts.

- 1). Seibu Creek camp (1 mile above the Nisegi campsite.) to the Ese Creek.
- 2). Ese Creek to Subete campsite..
- 3). Subete campsite to the Enisu River crossing .

Section 1. This section commences from the top of the ridge known as Saneporei which was traversed by Mr Kent on the previous patrol. It is estimated that the new route leaves the ridge about half way between Seibu creek and helipad no 3. The new route leaves the ridge and descends fairly steeply to the basin of the Ese Creek. The country covered is undulating with some places where the side slopes exceed 20 degrees. Scattered outcrops of limestone occur but not of serious proportions. This section would be suitable for road construction. The whole of the area is known as Yakuapuna and ends at a sago patch known as Kabili, on the edge of the Ese Creek.

Section 2. On crossing the Ese Creek one follows the Augu Creek and climbs steeply to a ridge known as Sewiahari. Initially although steep side slopes are encountered it is possible to bench. Later however the side slopes get too steep for benching and slip country is indicated. The route later passes along the edge of one big fairly recent slip. The ridge continues in steep undulations which preclude a direct frontal attack and also the steep side slopes continue. Water is very limited in this area. The descent to the campsite known as Subete is also quite steep and is down the face of Fope. Quite severe outcrops of limestone occur in the lower area of this descent.

Section 3. From the Subete campsite the country levels out considerably and is over reasonable road construction country. Little limestone is encountered. This country is reported to continue to the Tabi valley and it is suspected that it is the level ground traversed over after leaving camp no. 14 on the previous patrol. The patrol then crossed the Enisu River at some distance upstream from the previous crossing point. It is estimated that it was about 1 mile upstream. The climb into and out of the gorge was steep and appears to be on a par with the lower crossing. This area had been reported to be too steep on the last

patrol. A redeeming feature of this gorge is the shelf on either side that would provide a respite in any long climb in or out. Mr. Holmes however does not consider that the country would be liable to slippage. The point of actual crossing of the river provided a far superior bridge site to the lower crossing with good bulwarks about 20 feet above the river.

Summary.

In conclusion it can be said that the patrol found that the following results:

- 1) The 'difficult' stretch from Mt. Aku to Nisegi ck still remain to be solved together with the stretch from the Nisegi area ~~to~~ to, and across, the Enisu River.
- 2) a reasonable stretch of ground between the Seneporie Ridge and Ese Ck is available to be incorporated in the road route if they can be linked up through the bad areas.
- 3) it still seems as if a route may exist from the Subete campsite to the Tabi Ck but once at the Tabi area it still remains to get to Mt. Aku.

It might at this stage be appropriate to record a comment of Mr. Holmes that it is all very well to find the good areas and talk about linking them through the bad areas but the only procedure is to find a route through the bad areas and then link them together through the good areas where it is possible to manoeuvre. This is of course only good sense.

A report on the accompanying Constable has been entered on his record of service and a copy sent to Headquarters.

Camping allowance contingencies for myself and the P.O.J. folios accompany the report.

Signature.

Designation: Cadet Patrol Officer.

Date.

8th. June 1966.