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OF PAPUA NEW GUINEA

PATROL REPORTS

DISTRICT: GULF

STATION: IHU, 1967 - 1968

Original documents bound with reports
for: Kerema, volume 44.

Papua New Guinea Patrol Reports

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GULF DISTRICT PATROL REPORTS

1967-1968

KEREMA, IHU, KAINTIBA

<u>Report No.</u>	<u>Officer Conducting Patrol</u>	<u>Area Patrolled</u>
<u>KEREMA</u>		
1-67-68	Max Day	Kaipi C.D.
4A-67-68	Max Day	Kaipi C.D.
5-67-68	Carew, P.	Lower Portion of Kaberope C.D.
6-67-68	D.R. Simmins	Kaipi C.D.
7-67-68	D.R. Simmins	Kaipi C.D.
9-67-68	P. Carew	Upper Vailala
13-67-68	P. Carew	Capola
18-67-68	W.H. Bloxam	Kaipi C.D.
 <u>IHU</u>		
1-67-68	W.H. Bloxam	Vailala East C.D.
2-67-68	W.H. Bloxam	Ivori Swanson
 <u>KAINTIBA</u>		
1-67-68	G.C. Connor	Hangoia Wenta S.D of Kaberope C.D.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of..... GULF Report No..... 1 of 1967/68

Patrol Conducted by..... WILLIAM H. BLOXAM - PATROL OFFICER

Area Patrolled..... VAIMALA EAST CENSUS DIVISION ~~KORORI~~

Patrol Accompanied by Europeans..... NIL

Natives..... 1 member R.P. & N.G.C. and 1 interpreter

Duration—From...1.../11.../1967...to...18.../11.../19...67...

Number of Days..... Eighteen

Did Medical Assistant Accompany?..... No

Last Patrol to Area by—District Services..9.../8.../19..67..

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

Map Reference..... 4 Mil Kikori

Objects of Patrol..... See patrol instructions

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

Amount Paid for War Damage Compensation \$.....

Amount Paid from D.N.E. Trust Fund \$.....

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

.....

.....

.....



TERRITORY OF PAPUA AND NEW GUINEA

P/R 67-2-5
16

Telegrams—HOADWORKS

Telephone—6651-6652-6653

Our Reference... PW.18/2/2

If calling ask for JRL/SW

Mr.....



Department of Public Works,
Headquarters,
P.O. Box 1108,
Boroko, Papua.

28th June, 1968.

The District Commissioner,
Department of District Administration,
KEREMA
Gulf District.

IHU - KEREMA ROAD

Please refer to the letter 67-2-5 dated 14th June, 1968 from the Director of Department of District Administration to District Commissioner, Gulf District, copy with minute to Director of Department of Public Works.

The Kerema - Vailala East (Ihu) road contains three major obstacles. There is a rocky outcrop near Aramiri Roman Catholic Mission and two rivers. The outcrop could be easily bypassed along the route already improved by the mission. A bulldozer size D-6 or D-7 would clear the ground in 5 working days. If however, large hard rocks were at the base of the by-pass blasting would be necessary.

The two bridges, Keuru and Keakea were the subject of our letter to you reference PW.18/12/2 and PW19/2/1 dated 16th June, 1967. Here the ~~choice~~ device is between piled abutments for truss bridge or ferries. Due to the fact that both rivers are lowlying, suspension bridges could not be even considered. It would be like building a mountain in order to be able to excavate it to build a channel across. A geological investigation must precede any design work on a bridge. Incidentally even if a suspension bridge was to be considered, the towers would have to rest on very long piles. As in our letter of 16th June, 1967 we are talking about bridges not in excess of 6 ton capacity.

A ferry on the other hand looks the best proposition. Its adoption would have to be preceded by a thorough on site investigation by the Local Government Engineer. We are not proposing a repetition of the Karama river ferry as it has certain practical shortcomings inherent to all home-made ferries. A Bailey pontoon ferry may prove to be the most economical proposition. The cost of a ferry is estimated around \$12,000. The length of the crossing has only a slight bearing on the total cost.

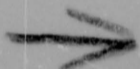
If you feel that these three projects carry a great degree of priority, please include them on your Rural Development Funds list. \$30,000 will open a motorable

(12)

road to Vailala East with some additional culvert work in 1969/70. We have grounds to believe that Rural Development Funds for 1968/69 will be well in excess of funds available in 1967/68. The Ihu - Kerema road does appear on your District Co-ordinating Committee submission for allocation of Rural Development Funds but the two bridges and the bluff are not referred to specifically.

[Signature]
for T.M. CROTTY
DIRECTOR

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



(15)

Your 67-2-5 of 14th June, 1968, refers.

[Signature]
for T.M. CROTTY
DIRECTOR

~~Commissioner for Local Government,
Department of District Administration,
KONEDOBU~~

~~Regional Works Engineer,
Papua Region,
Department of Public Works,
BOROKO~~

~~Local Government Engineer,
BOROKO~~

~~Minute to: The Director,
Public Works Department,
BOROKO.~~

~~Could you please refer the enclosed report to
the Director and report the result to the District
Commissioner, Boroko, and the District Council,
Boroko.~~

~~Attach~~

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67-2-5

67-4-22/0506



KEREMA, Gulf District.

15

67-2-5

14th June, 1968.

The District Commissioner,
Gulf District,
KEREMA.

PATROL REPORT - IHU No.1 OF 1967/68

Receipt of the above report and your
67-4-22/0506 dated 4th January, 1968, are acknowledged
with thanks.

2. Although it is numbered Kerema No.1 and Ihu
No.1, Standing Instructions Ch.4, P.20, paragraph 5, states:

"Every Station will maintain its own series
of numbers." Therefore the Ihu number applies.

3. The report is satisfactory, and copies of the
bridge and site plans will be forwarded to the Specialist
(Engineer) Advisor to Local Government Councils, for his
assessment.

(T.W. ELLIS)
Director

Minute to: The Director,
Public Works Department,
BOROKO.

Could you please refer the enclosed papers to
Mr. Julian Lee, and request he reply direct to the District
Commissioner, Kerema, with a copy to this office for the
record.

(T.W. ELLIS)
Director

Attach.

67-4-22/0506



KEREMA, Gulf District.

4th January, 1968

Assistant District Commissioner,
KEREMA.

KEREMA PATROL REPORT NO. 1/67-8

Thank you for the abovementioned report, which was received on 29th December, 1967.

It is pleasing to note that Mr. Bloxam spent an average of two days in each village. This Division, like all others in the District, requires the firm attention of officers of all Departments, in particular D.D.A. Generally speaking, outsiders consider the Kerema people, i.e. those resident between Cape Possession in the east and the Alele Passage in the west, to be sophisticates. This is largely an illusion. They have a greatly exaggerated opinion of themselves and their culture, but in fact the current inhabitants are virtually the dross of the District. The wise and ambitious have moved out to all centres in the Territory. Those remaining in the Orokolo area, by and large, are 20 years behind the Kukipi people. Missionaries from the Papua Ekalesia of up to 40 years' experience support this view.

The remaining Kukipi people lack leadership, drive and initiative. They too cannot be considered sophisticated in the modern accepted sense. I consider that if this District is to progress at all, and it can, then the field officer must take over leadership. This can best be done by remaining in the villages during patrols and directing and supervising the people in the performance of various tasks designed to advance their way of life. The Highlanders have long since passed these people, and our task is to accept this fact and drive the people harder than they apparently have been since the end of the Second World War.

On many occasions the local M.H.A., Mr. Gabriel Ehava Karava, and other local leaders have spoken to me, and they all share my opinions. They realise that without firm direction from officers of the Administration, the people will forever remain static.

Mr. Bloxam is to be commended for his bridge design. I will pass this on to Headquarters for a cost assessment.

Future patrols are to concentrate on road improvement. Whenever possible the people are to be encouraged to develop their own road systems to take at least four-wheel drive vehicles. In your patrol instructions, set down clearly the lines of argument your Patrol Officers are to present, i.e. the need for self-help, the fact that there is more likelihood of attracting assistance from the Central Government if the people show their willingness and ability to lay down the foundations of a road system, etc. These people will

13/12/57

- 2 -

talk for hours, but work is foreign to them and they must be supervised.

A useful patrol. Claim for camping allowance has been processed.

Mr. W. Robinson,
Patrol Officer,
Patrol Post,
Ihu.

Dear Sir,

J. J. Murphy #5
(John J. Murphy)
DISTRICT COMMISSIONER

As previously discussed, please be prepared to attend an administrative patrol of the above Division on Wednesday, 12/12/57.

Whilst in the area I would like you to attend to the following:

1. Review of C.O.C. for 1957.

cc: O.I.C. Ihu

2. I should like to have a supply of political education pamphlets prepared from Koroan. You should be prepared to answer any questions that may arise in this regard.

cc: The Director,
Department of District Administration,
Konedobu.

3. Review of the Rehabilitation Centre. I should like to know that they are ready to receive the inmates that they are referred immediately.

4. Consider the suspension bridge attached to the report. Could the plan of the suspension bridge attached to the report be assessed for cost and practicability, please. The Local Government Council of the area, or otherwise, should be consulted by the Regional Local Government Officer. You already have all available correspondence relating to this section.

5. Review all bridges and culverts. I should like to know that you will give a report on this matter.

J. J. Murphy #5
(John J. Murphy)
DISTRICT COMMISSIONER

6. Constables of Police and other personnel who are available to accompany you.

I wish you a pleasant trip.



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams

Telephone

Our Reference 67-1-2/141.

If calling ask for

Mr.....

Patrol Post,
IHU.
Gulf District.

31st. October, 1967.

Mr. W.H. Bloxam,
Patrol Officer,
Patrol Post,
IHU.

Dear Sir,

PATROL - KORIMIRI CENSUS DIVISION.

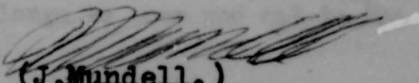
As previously discussed please be prepared to leave on a general administration patrol of the above Division on Wednesday, 1-11-67.

Whilst in the area I would like you to attend to the following.

1. Revise the census for 1967.
2. Take with you and distribute a supply of Political education pamphlets recently received from Kerema. You should be prepared to discuss the material contained in them and answer any questions which arise.
3. Examine all Firearm Registration Certificates to ensure that they are current. Holders of expired permits should be referred immediately to this office so that they can be renewed.
4. Conduct the bye election for the Belepa Hiloi Ward of the Local Government Council on the 20th. of November as instructed by the Regional Local Government Officer. You already have all available correspondence relating to the election.
5. Examine all bridges and culverts on the Belepa - Koialahu road and give a report on their condition.

A Constable of Police and Interpreter Patrick Haure will be available to accompany you.

I wish you a pleasant trip.


(J. Mundell.)
Officer in Charge.

11 9

PATROL DIARY

NOVEMBER - 1967

WEDNESDAY 1st

Prepare patrol equipment and depart Ihu at approx. 11.00hrs. Police and equipment go down to Vailala East in the first trip of dingy. Make clear contact to Vailala from Ihu with Sharps walkie talkie, distance approx. 3½ miles. Arrive 12.00 hrs. Sleep Vailala East.

THURSDAY 2nd

Revise census of Vailala East No. 2 in the morning and No. 1 in the afternoon. Commence compiling census figures. Sleep Vailala East.

FRIDAY 3rd

Give talks to both villages on H. of A. elections etc. and Local Government and answer questions arising. Depart V.E. 11.30 hrs. Arrive Koialahu 12.30 hrs. Sleep Koialahu.

SATURDAY 4th

All this area is S.D.A. territory, consequently nothing is done on Saturday. Sleep Koialahu.

SUNDAY 5th

Revise Koialahu census etc., depart 11.30 hrs, arrive Kea-Kea at 13.30 hrs. Revise census and give talks. Depart Kea Kea at 15.30 and arrive Herehere at 17.00 hrs. Sleep Herehere.

MONDAY 6th

Revise census of Ovahuku, Ovavaha, Herehere and Iakovu. Give talks, answer questions and settle several disputes. Sleep Herehere.

TUESDAY 7th

Revise census of Novihoho, Aruruhu, Pekoi and Hiru. Give talks etc., settle a couple of disputes regarding bride prices and look over the village. Sleep Herehere.

WEDNESDAY 8th

Make a visit to the Catholic Mission at Araimiri and have some boils attended to. Have been having a bit of trouble with boils for the last couple of weeks. Father Michelo inquired of me (with) whether it would be possible to have someone to re-survey the boundaries of the plantation. Apparently he has been clearing some land for planting, and the people have got the idea that the land belongs to them and not to the mission.

THURSDAY 9th

Depart Herehere at 09.45 hrs. Check roads and remains of bridges along the route. Arrive Koialahu at 14.00hrs. Commence compiling census figures. Sleep Koialahu.

FRIDAY 10th

Inspect roads in and around Koialahu area, and up the Belepa road as far as the Koialahu mark. Ask village people to start preparing some timbers for shoring the banks of the two creeks which need bridging. Look into the claim by Dave Green that people are planting some nuts on the ground around his store at Koialahu. As it could possibly be the thin end of the wedge, I advise them to either remove them, or take the risk of having them cut down by Mr. Green.

PATROL DIARY CONTINUEDSATURDAY 11th

Leave patrol at Koialahu and walk up to the S.D.A. Mission at Karo Karo, thence by dingy to Ihu. Check to see if ballot papers have arrived and see if there is a compass and chain available (considering surveying Araimiri plantation). Collect mail and attend to odds and ends arising. Return to Koialahu at 19.30 hrs after some trouble with the motor. Sleep Koialahu.

SUNDAY 12th

Sunday. Continue compiling census figures. Sleep Koialahu.

MONDAY 13th

Depart Koialahu at 08.00 hrs, arrive Lui at 09.30 hrs. Commence census and give talks to Lui, Karokaro, Arora and Poiva villages. Finish late afternoon. Sleep Lui.

TUESDAY 14th

Hear a couple of courts, one regarding desertion of wife and child by father in which a maintenance order was issued. Other matters settled by arbitration. Shotgun and trading licenses checked. Sleep Lui.

WEDNESDAY 15th

Depart Lui at 07.30 hrs and arrive Hiloi at 10.00hrs. Revise census of Opa and Opuraria villages in the afternoon. Sleep Hiloi.

THURSDAY 16th

Revise census of Belepa and Hiloi villages, give talks etc., and urge the people to forward a nominee for the coming bye election. However, they are adamant that they want no one else but their present (or past) councillor. ~~XXXXX~~ Contact A.D.O. on walkie talkie and am advised that the patrol will have to return as quickly as possible owing to a change of plans. Reception good over a distance of approx. 4½ miles through heavy bush. However, it was necessary to climb up a hill in order to cut down on the amount of bush between Hiloi and Ihu. Sleep Hiloi.

FRIDAY 17th

Depart Hiloi at 07.00hrs and arrive Maira wharf at 09.00 hrs. Return to Ihu by dingy, thence over to Ieri village to revise census and give talks.

SATURDAY 18th

Attend to various council matters in the morning before departing for Lepokera in the afternoon to revise the census etc. Return to Ihu approx 16.30 hrs. Sleep Ihu.

PATROL COMPLETED



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams

Telephone

Our Reference..... 67.2.5

If calling ask for

Mr..... W.H.B.

Patrol Post, IHU,
Kerema Sub-District,
GULF DISTRICT

19th November, 1967

The Assistant District Commissioner,
Sub-District Office,
KEREMA
GULF DISTRICT

PATROL REPORT

IHU - No.1

1967/68

INTRODUCTION

The three main aims of this patrol were to (a) Revise the Census, (b) Distribute and explain the contents of various Political Education Pamphlets, and (c) Examine and report on the condition of roads and bridges on the Belepa Koialahu road. A fourth aim was to hold the bye election at Belepa Hiloi village, however this was not carried out for reasons which will be discussed later in this report.

The patrol was to have lasted three or four days longer, but had to be cut short owing to a change in plans regarding transfers. However, the patrol was unhurried and at least two days was spent in most villages along the patrol route. Visits were made to the two missions and also to the two plantation managers in the area and various matters of local significance discussed, usually revolving around roads and in particular, bridges.

VILLAGES

Housing throughout the area was of a satisfactory standard and most of the villages were kept fairly clean. A few individuals were advised to attend to minor defects in their accommodation which they should be able to do without any difficulty as all their housing materials grow more or less on the doorstep. Rest Houses in the area were not in a particularly happy state, however the Rest House and Police Barrack at Lui village was exceptionally good, having had a fair amount of milled timber used in its construction.

Dogs, pigs, and chickens are in abundance throughout the area in that order. Some of the villages have fences around them and keep the pigs either in or out of the village depending on which side they happen to be. As is to be expected, a great many of the dogs were underfed and in an unhealthy condition. It would possibly be a good move if the council were to introduce a dog licensing rule in order to cut down on the number of dogs a person could afford or would be willing to keep.

HEALTH & HYGIENE

A great many people in the area, especially the children, have small sores or ulcers of some kind or another. Although not serious it is a sure sign that a couple of aid posts placed in the more heavily populated areas would have a beneficial effect on the general health in the area. This will no doubt come when the Local Council is a little more prosperous.

AGRICULTURE & COMMERCE

"Business men" are in abundance throughout the area, engaged in running trade stores of varying success and producing copra. The trend now appears to be towards shipping their own copra to the marketing board rather than selling copra or nuts to other people. Most of the indigenous stores however do still buy nuts from the "small man", although this is slowly dying out.

Contd. 2/.

AGRICULTURE & COMMERCE Contd.

According to Mr. D. Green, who has been in this area for a number of years now managing various plantations, the people could be many times better off if they attempted to harvest more of their nuts. At present it would be very surprising if one quarter of the crop were harvested. From this it can be seen the amount of wasted potential prevalent in the area. Trade stores of which there are approximately 7 in the area, suffer from lack of business knowledge and their abundance in each village. Rather than plough money back into their store and so build it up, the profits if any are used elsewhere, and so the store remains in a stagnant state.

Whilst on ~~the~~ patrol, shotgun permits which are also prolific were checked as well as trading licenses.

WATER SUPPLIES

The bore installed at Lui village is useless as far as drinking purposes are concerned or for that matter for washing purposes as well, as it draws strong salt water. Originally it was in a different location, however this proved to be useless also. The village itself is situated on a tidal creek, consequently water drawn from the ground will always be salty at some time of the year if not all the time. A couple of open wells have been dug at various places in and around the village, but these faced the same circumstances. I think possibly the best way to overcome the water problem at Lui, is to install a cement rain water tank on the lines of the one illustrated in the Local Government Magazine. A ten or twenty thousand gallon tank would provide for the needs of the people and would be far less costly than the installation of galvanized water tanks in the long run. Cement tanks need little maintenance and are not prone to being punctured as are iron ones. The iron catchment could possibly be incorporated in an iron roof for the rest house.

The people in the Korimiri area were unwilling to carry ^{for} help the P.H.D. driller while he was in the area, consequently the majority of the bores that were to have been drilled were not put in.

CENSUS

The village population register shows an overall increase in population of only 21 since 1965. Birth figures for this year are 158 as opposed to the 1965 figures of 227, however births prior to this census and since the last census, viz. 1965/66, are shown as migrations in. Deaths of children under 16 years of age are 39 as opposed to last census figures of 27, however the period covered by this last census is greater than the previous one. Deaths in the 16-45 age group are 49 as opposed to 23 last census.

A great deal of movement within the census division is apparent. Migration figures for 1965 are 105 in, and 65 out, compared with latest figures of 373 in, and 128 out. Of the total population, 1,733 were absent at the time of the census of which 673 males are assumed to be working out of the district, together with 204 females. Only 100 males are apparently employed within the district. On the education side, 317 students are attending school outside the district while 395 are attending inside. Thus 28% of the population is absent from the ~~district~~ area. The figure for absentees outside the district appears to have dropped considerably in the last year or so, however it is still apparent that a great deal of the labour potential is absent from the council area. Many, if not most of these people are avoiding paying their council tax. The pattern appears to be for young men to return to their village from Moresby or wherever they are, marry a girl, give her a child, and then return alone to Moresby. A number of people are upset at this type of occurrence and I have been approached several times on this matter. It is also apparent that a great proportion of the people in Moresby do not have jobs, and a great many women have remarried while their husband was in Moresby because they needed someone to look after them and their child or children. It is a pity that section 76(a) 1 of the NRO's is not put into more use in Moresby as this would cause a large number of absentees to return to their villages where they could do more good.

ROADS & BRIDGES

Whilst on patrol, all roads and bridges were inspected with the exception of the road from Maira Plantation to the S.D.A. Mission at Karo Karo. This would have been done, however the patrol was recalled before this could be carried out.

With the dry season upon us, the road from Koialahu to Belepa-Hiloi is in fairly good condition, and it would be possible to drive a tractor or land rover along it were it not for the fact that two small creeks have to be bridged. The two creeks, both ~~tributaries~~ tributaries of the Arai Ck, are no more than 20 feet across and should be easy to bridge. Sufficient steel girders have been left at the creeks for this purpose. One of the creeks however, will have to be shored up on its' banks to provide sufficient support for the girders. The village people of Koialahu were given instructions to cut and store some good timbers for this purpose. The road itself has fairly good drains on either side, although these could be improved. The road surface, well cut and wide enough for a tractor and trailer, is a fairly bumpy, however, with a little work and some traffic along it, it would soon straighten out.

The road from Koialahu to Ovahuhu is in fairly good condition, however the bridges along this route, and indeed on towards Kerama, are a sore point among Europeans in the area, and another 'government promise' amongst the local indigenies. The bridges placed there previously were either washed away by flash floods or had their piles eaten away by teredos. Several of the local inhabitants approached me asking when the government were going to construct the concrete bridges which were promised for the area, apparently by Julien Lee of Public Works Department. The cost of constructing concrete bridges would be phenomenal, and it is hard to envisage P.W.D. allocating the amount of money needed for the project in the foreseeable future. Even if the bridges were constructed, and the possibility is remote, one could not be sure that they would not be put out of action by the constant shifting of the river bed. It would appear that anything that has piles, whether concrete or otherwise, is subject to the changing temperament of the river. Upon considering the matter for some time, I thought that possibly a suspension bridge of some description would be more suited for the task.

Although wide open to contradiction, I feel that a suspension bridge could be constructed more cheaply than a concrete bridge, or for that matter a wooden bridge, would be easier to maintain than the latter and would not be susceptible to the constant changes in the river bed and to flash floods having no piles to hinder the progress of jetsom and flotsom. The type I envisaged would have four steel pipes, possibly drill pipe, two on either side of the river bank and approximately 15 feet in on solid ~~ground~~ ground. These would be set in concrete. Concrete anchors set further back would be attached to $\frac{3}{4}$ " or 1" cable and run over the pipes to anchors on the other side, with a 'sag' in the middle. Non slip shackles would then be used to suspend $\frac{1}{2}$ " cable from the main cable at distances of two or three feet. On these smaller cables timber bearers would be ~~attached~~ attached in the form of a series of swings across the river. The bridge decking could then be semi prefabricated, and then laid across the swings and bolted on. Replacing a bearer or weak cable would only be a matter of undoing the shackles on the worn part and substituting it with a new cable or bearer. Heavy grease or the paint used on ~~steps~~ rigging would protect the cables and shackles from the weather.

Cost for such a bridge would not be hard to estimate given the price of cable, which I believe is available more cheaply from Hong Kong, and the length of bridge. The concrete anchors would not be cheap, however it would be inadvisable to stint on this as the carrying capacity of the bridge depends upon them. Possibly with a subsidy from the government, the Local Government Council could carry out a project such as this. The project itself could be supervised by the council adviser, and given the required materials, should not take as long to complete as another design.

The bridge itself should be able to take the weight of a fully loaded tractor provided the anchors were placed correctly and the smaller cables placed close enough together to alleviate the weight in one place. Perhaps something along the designs of the plan with this report could be drawn up by a government engineer into a ~~pleasable~~ pleasurable blueprint.

BYE ELECTION - BELEPA HILOI

As per Regional Local Government instructions the patrol was prepared to hold the bye election at Belepa Hiloi. However, during a discussion which lasted a couple of hours, the people stated that they did not want another councillor as the one they had previously (Cllr. Poe Oeaka) had been doing a good job. They refused to nominate anyone and were adamant that if they could not have Ope, they did not want anyone at all. I explained to them that he (Ope) had been dismissed because he had failed to attend three consecutive meetings. Ope's side of the story was that he had to go to Moresby in order to settle an account with a company there, and consequently had to work for three months. He said that he had advised the Council that he would be absent for a certain period, and thought that it would be in order.

The people were advised that the Regional L.G. Officer would be contacted to ascertain if it would be possible to re-~~an~~state councillor Ope. In the meantime one Oeaka Orila of Hiloi village was appointed to look after things temporarily. The people eventually agreed to elect another councillor in the event of Ope being refused re-instatement.

Although I was not at Ihu at the time, as far as I can see a certain amount of misfortune greeted the case at the time of Ope's dismissal. Although he has been a little obstinacious in the past, he has been performing his duties as a ~~MEMBER~~ councillor satisfactorily, and has a good command of English and of council affairs. He has a very strong hold on the people and is able to get them to work. Therefore it seems a pity to lose this potential through a misunderstanding. In the circumstances I feel that Ope should be brought back to office, however it should be pointed out that in future absences will have to be accounted for properly and prior notice issued to the adviser and the council by the person wishing to absent himself.

POLITICAL EDUCATION

In accordance with patrol instructions, political education pamphlets were distributed and a short talk of roughly an hour was given on the subjects contained in pamphlets Nos. 7 & 9 viz. House of Assembly Representatives and Local Government Councils. At the end of each session questions on the various matters discussed were answered, as well as a few questions on relating subjects. Amongst other queries, a number of questions were received on the formation of the House of Assembly and why there was only one representative for such a large area in the Gulf. Questions on Council Tax were answered and the people showed a resentment of people whom they said were in Moresby and elsewhere and who they said avoided paying their tax, which is indeed quite true. The subject of the amalgamation of the Orokelo and Korimiri councils was hinted at, and a number of people jumped at the opportunity to express their support of the idea. From the overall picture gained, it would appear that with a few words in the right place, the few remaining pockets of resistance to amalgamation would dissolve. With the re-birth of one council for the Vailala area, I feel that a great deal more could be achieved by the Council as its financial situation would be greatly improved and less burden placed on the shoulders of the Adviser. There would also be one set of books less to keep an eye on.

As previously mentioned, questions were asked at the end of each talk, however these were put forward by a group of two or three men in each village. The overall reception of the propoganda was met for the most part with drowsy eyes and with trying to ~~me~~ decide which of two ways the leaflets could be best utilized.

Whilst at Koialahu village, the councillor, Nuare, decided that he would resign because the people made fun of him, and would not listen to him because he could not speak English. It was pointed out to him that several other members of the council could not speak English, and besides that, he did not have to use English at Council meetings. After thinking things over for a day, and possibly realizing that he would no longer receive his remuneration if he resigned, he decided he would continue to lead his people and to 'help the country grow strong and healthy'.

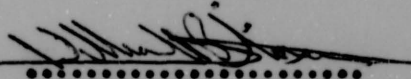
The most popular of the propoganda pamphlets and magazines, was "Sowai Finds His Country" It was pointed out that they would not be able to 'vote one - Sowai'.

CONCLUSION

All the aims of the patrol were carried out successfully with the exception of the by-election at Belepa-Hiloi. Although not everyone took a great deal of notice during the propoganda dissemination, there were a few people in each village who took an interest, and one can only hope that they will pass on the knowledge they have and thus cause a few of the more apathetic members of the community to stir from their cosy existence.

Communications in the area are sadly lacking as far as road transport goes, consequently copra production suffers as the people, lazy at the best of times, are unwilling to carry great loads of copra any distance. There is no good reason, except the lack of money, why a road should not be open all the time from Maira/Belepa to Araimiri or possibly Kerema. My ideas for the construction of suspension bridges are probably not totally sound and will have a great many faults. However they were meant only as a suggestion to try and solve the problem of the " sore thumb" of the Korimiri. and I have no doubt that there will be a great many sceptics who will point out the faults in the idea. However, something must be done as the skeletons of the Korimiri bridges pointedly remind us while we cruise over them from the air peering comfortably down at their bleached bones.

ooooooooooooo



(William H. Broxam)

Patrol Officer

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APPENDIX


Report on Personnel accompanying Patrol

R.P. & N.G.C. - No. 10202 Const. 5th yr. JAIMA - GIRIRI.

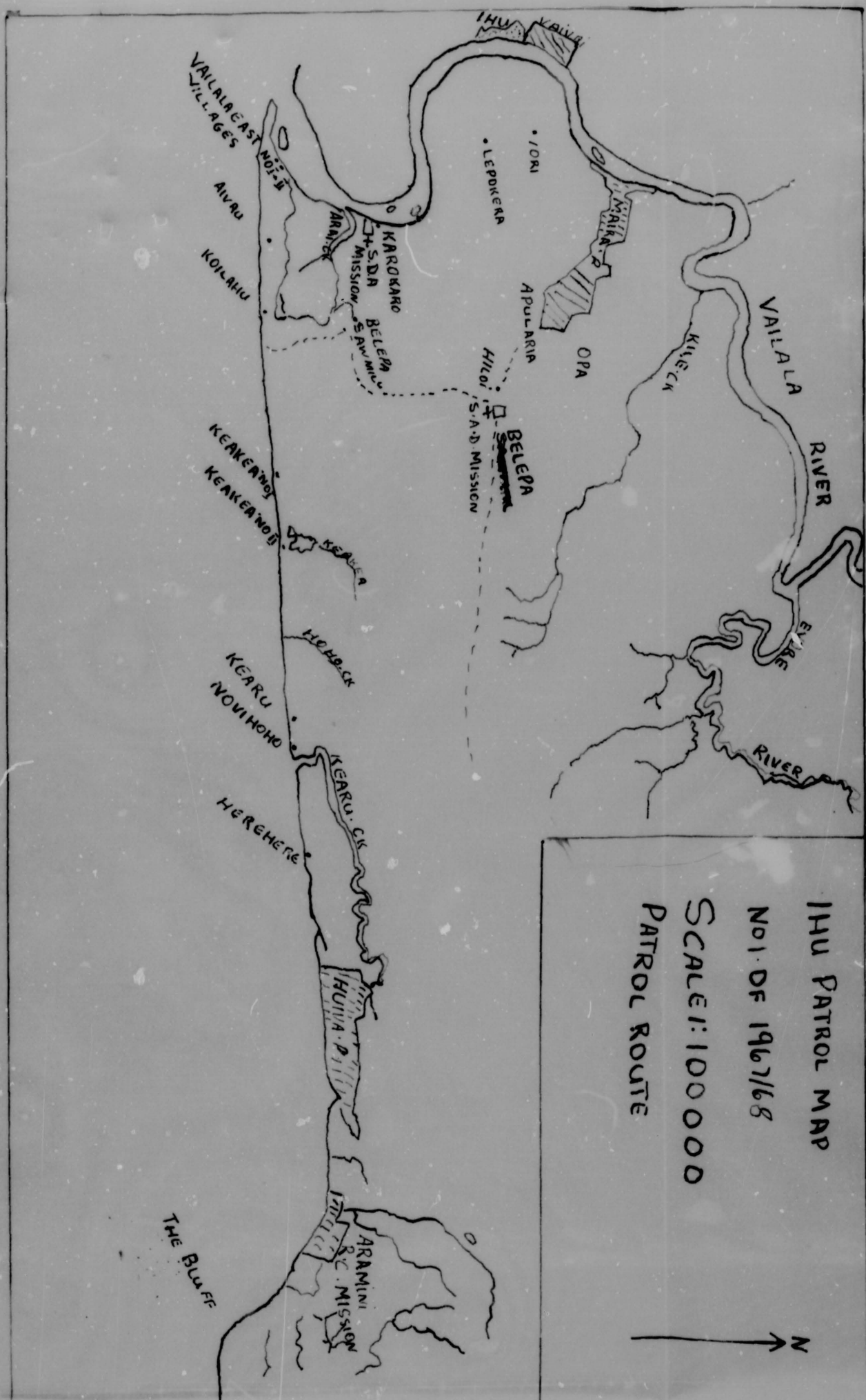
Turn out good, bearing reasonable although he has not a great deal of initiative. Cheerful through the patrol.

Interpreter - PATRICK KAVEA

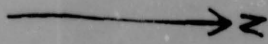
Well behaved and a good interpreter.


.....
(William H. Bloxam)

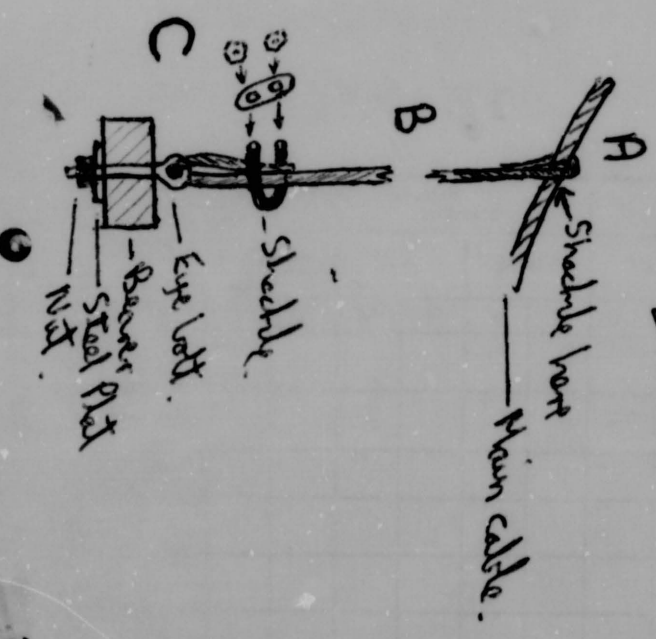
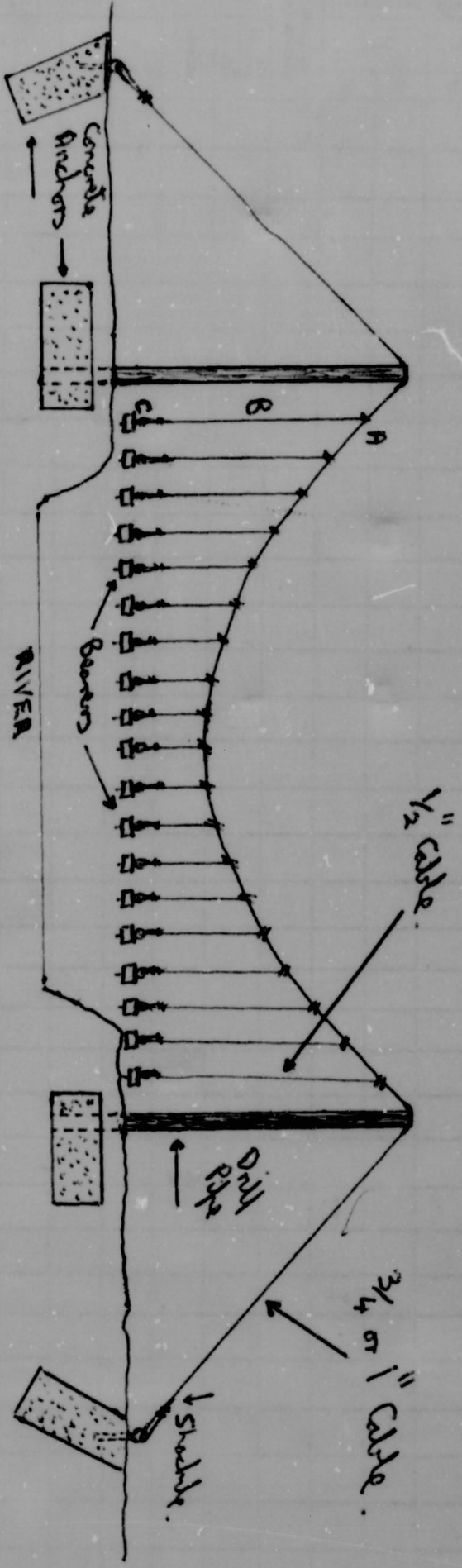
Patrol Officer



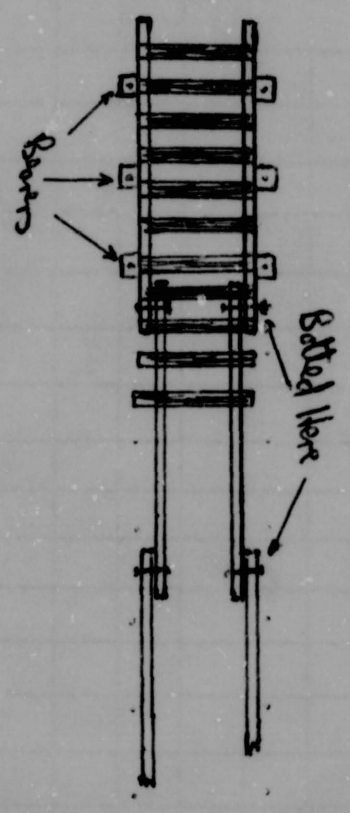
IHU PATROL MAP
 No. 1 OF 1967/68
 SCALE: 100 000
 PATROL ROUTE



SUSPENSION BRIDGE



Semi Rigid
Bridges
Damping



5

2

Handwritten mark



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. IHU No. 2 - 67/68

Patrol Conducted by WILLIAM H. BLOXAM - PATROL OFFICER

Area Patrolled IVORI - SWANSON

Patrol Accompanied by Europeans NIL

Natives 3 Members R.P. & N.G.C.
1 INTERPRETER
1 MEDICAL ORDERLY

Duration—From 23./11./19.67. to 4./12./19.67.

Number of Days TWELVE (12)

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services NOVEMBER/1966

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

Map Reference USAF AERONAUTICAL APPROACH CHART (988 C. IV) G. of FOURNAL IVORI

Objects of Patrol SEE PATROL INSTRUCTIONS

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
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

67-2-9(9)

10

67-2-9

5th March, 1968

The District Commissioner,
Gulf District,
KEREMA.

PATROL REPORT NO. 2 OF 1967/68

Receipt is acknowledged of Mr. W. H. Bloxam's report of his patrol through the Ivori - Swanson area to Kaintiba.

2. It is noted that whilst Patrol Instructions were issued to the patrol, no comments by the O.I.C., Ihu or the A.D.C., Kerema were made on the report or on the activities of the patrol. Your comments have been received and are acknowledged.

3. No other comments appear pertinent of a patrol which was passing through an area from one station to another.

(T. W. ELLIS)
Director.

(John A. Murphy)
DISTRICT COMMISSIONER

67.2.9(9)

67-4-23/0513



KERIMA, Gulf District.

30th January, 1968

Assistant District Commissioner,
KERIMA.

IHU PATROL REPORT NO. 2/67-68

Thank you for the abovementioned report, received here on 22nd January, 1968.

No comment is necessary on this report, except that I do not like the type of loose phrasing under diary of Sunday 26th, i.e. "Kukukukus are flaming nuisances."

Please remember that research scholars and others have access to D.D.A. patrol reports, and this type of language does not bring the Department into good repute.

5.5.17
(John J. Murphy)
DISTRICT COMMISSIONER

cc: The Director,
Department of District Administration,
Konedobu.

cc: O.I.C. Ihu For your information, please.

5.5.17
(John J. Murphy)
DISTRICT COMMISSIONER

Officer in Charge



(COPY ONLY)

TERRITORY OF PAPUA AND NEW GUINEA

Telegrams DISADM
Telephone
Our Reference 76-1-2/172
If calling ask for
Mr.....

Department of District Administration,
Patrol Post,
IHU,
Gulf District.

22nd November, 1967

Mr. William H. Bloxam,
Patrol Officer,
IHU.

PATROL INSTRUCTIONS - IVORI AND SWANSON AREAS.

As previously discussed please prepare to leave the station and conduct a patrol into the above area, commencing on 23/11/67. Your patrol will terminate at Kaintiba Patrol Post where you will take over as Officer in Charge.

Whilst in the area please visit as many of the villages around the Swanson as you are able and attend to any matters which are brought to your attention. Do not think that you will have time to visit many as you must be at Kaintiba by 7/12/67 so that your carriers and Police can be returned to Ihu by air commencing on 8/12/67.

Take a supply of *303 cartridges with you. These are to be issued to the Police at your discretion and under no circumstances are rifles to be discharged without a direct order from yourself.

You should also take the A510 radios and keep in contact with Ihu. As discussed I think 18.00 hrs would be a suitable time to come up. Remember that you can also contact Port Moresby and Kerema if the need arises.

Please ensure that all patrol gear on loan from Ihu is returned as it will be required for the elections.

One Interpreter and 4 Police will accompany you. Motor Operator Keso will drop you at Koko village on the Ivori and then return to Ihu, this will enable you to return any surplus gear with him.

When in the vicinity of villages in the Ivori Swanson night guards are to be set if you see fit.

Signed J. Mundell.
.....
(J. Mundell)
Officer in Charge

⑦

PATROL DIARY

IHU - No.2 1967/68

THURSDAY 23rd NOVEMBER

Rise at 04.30 hrs and pack patrol gear on canoe. Depart Ihu at 05.50 hrs. Cruise up the Vailala collecting various carriers en route. Pass Lohiki River at 14.00 hrs. Make a couple more stops and arrive Iori Village at 18.00 hrs. Sleep in the rest house at ~~KORE~~ IORI.

FRIDAY 24th

Depart IORI 07.00hrs. Arrive KOKO 10.45 hrs. Camp already set up by Const. Izaomba who was sent up with rations etc. Rations split into loads suitable for carrying. No road from here to proposed camp site at EDE river (east of EWE river), so will have to try and go up by canoe if river deep enough. Attempt to contact IHU at 18.00 hrs, but nothing heard. Have a total of 31 carriers at present, however more should be recruited before walking commences. Sleep KOKO.

SATURDAY 25th

First load of carriers and gear sent up river at 06.30 hrs. Canoe returns at 12.00 hrs. Slow passage because river is low. Rest of patrol departs at 12.10 hrs. Reach EDE river campsite at 14.50 hrs after hauling canoe over several sets of rapids. A little hairy at times. Pleasant campsite near waterfall. Erect radio but cannot contact IHU. Sleep EDE.

SUNDAY 26th

Depart EDE at 06.30 hrs. Collect some axes, matches and razor blades left by P. Whitehead last year. House he constructed has fallen down however gear in good shape. Walk for 5½ hrs with rests in between. Stop at 12.00 hrs by small creek (tributary of EDE). Decide to make camp as carriers are two hours behind. Vailala carriers are good but the Kukukukus are flaming useless. Camp erected by 15.00 hrs just as heavy downpour commences. Site on the ridge above the creek. Only one carrier has fled so far, leaving some salt and tinned meat in the bush somewhere. Passed only two hamlets on route. These people brought some food for the patrol to buy over a distance of two hours or so, Estimated position half way up the EDE river on ridge. Sleep Ede Ridge.

MONDAY 27th

Depart campsite at 06.30 hrs. Attempt to contact Kerema at 08.00 hrs. They receive a weak signal from me. Adjusted aerial however Kerema not receiving. Two more Kukukukus fled. Make camp at 14.00 hrs on SIUWI river (Swanson/Angave River on the other side of the ridge). Decide to send policeman to look for some more carriers as progress is very ~~ERRINE~~ slow. Heavy rain at 14.30 hrs. Last carrier in at 16.00 hrs. Sleep SIUWI.

TUESDAY 28th

Depart SIUWI river site at 07.00 hrs. Constable Izaomba, interpreter and one man who claims to know the area sent on at 06.00 hrs to KAMU hamlet to get carriers and organise food. Patrol reaches Swanson (Angave) River at 07.45 hrs. Follow the river up sometimes on a track sometimes up the river itself. Going fairly easy. Make camp at bend in the river below Kamu village. Set up radio but cannot raise Kerema. Izaomba returns at 13.00 hrs with five carriers and others with food. Clothes washed and bedding and tobacco dried out after carrier fell into the river. Hold a general conversation with Kamu councillor about law and order and also roads going to Kaintiba. He was not particularly helpfull. Sleep KAMU.

PATROL DIARY CONTD.

WEDNESDAY 29th

Sleep in till 07.30 hrs. Attempt to contact Kerema in the morning but after one answer they close down. Same thing occurred in the afternoon. Food purchased from villagers and cargo rearranged for last lap of the trip. Two more carriers join the patrol. Try contacting IHU in the evening but no luck. Sleep KAMU.

THURSDAY 30th

Depart Kamu 06.30 hrs. Follow the river up for a couple of hours reaching air drop site for Whitehead patrol ~~at~~ east of MENU at approximately 10.20 hrs. Pass HIWO village (4 houses) climbing on a good trail to reach UA'ABE village at 11.00 hrs. This village is situated high on a ridge overlooking the Swanson river valley and about 2 hours walk away from the top of the White Slip. An S.D.A. missionary is located here, however he is at present absent. The rest house and police barrack are excellent. Attempt again to contact Kerema but they apparently are not receiving. Food purchased from the villagers and a conversation held with the councillor and a couple of elders. Sleep UA'ABE.

FRIDAY 1st DECEMBER 1967

Depart UA'ABE at 06.45 hrs and climb sharply up the White Slip reaching the top at 09.00 hrs after having several short stops on route. Height approximately 6,000 feet, however little could be seen owing to trees blocking the view. Sat down beside a large bush, the leaves of which if crushed had the vilest odour I have ever come across. Continue down at 09.30 hrs, the going not too steep. Come into a wide valley and arrive at KOMAKO at 12.30 hrs. House Klap in poor condition so use the N.M.O.'s house as he is absent. Two extremely hospitable S.D.A missionaries from Menyamya here. (Menyamya only one days walk away). Issue instructions re barracks to councillor. Sleep KOMAKO.

SATURDAY 2nd

Depart KOMAKO 06.45 hrs. Road reasonable but for some reason everyone completely fatigued by the time we reach EWYNYA at 12.30 hrs. The councillor kept assuring me from about nine o'clock onwards that it was just "klo toc". After three hours of this I was beginning to doubt the veracity of his remarks.. Barracks here a complete shambles. Set up 510, however no contact made with IHU. So much for the 'four valve, crystal oscillator grid-modulated, power amplifier transmitter'. Sleep EWYNYA.

SUNDAY 3rd

Depart EWYNYA at 07.00 hrs. Descend to the Tauri River and spend 1½ hours repairing the bridge. Arrive IEWABANGA at 11.20 hrs. Meet Father Marx and spend the night at his patrol house. Sleep ~~at~~ IEWABANGA.

MONDAY 4th

Depart IEWABANGA at 07.00 hrs, climb over the ridge and down into the Kaintiba valley. Reach the Catholic Mission station at BEMA at 10.00 hrs. Stay a short while there, thence on to Kaintiba arriving at 12.30 hrs. Out of beer!

END OF PATROL

5

PATROL REPORT

IHU - No. 2

1967/78

INTRODUCTION

The main aim of this patrol was to walk from Ihu Patrol Post to Kaintiba Patrol Post where I was to take over as Officer in Charge. During the patrol I was to attend to any matters of an administrative nature which arose and to generally make myself familiar with the Ivori Swanson area.

Unfortunately this patrol was unable to spend any time looking for villages or for that matter spend any time in villages and hamlets already known as the deadline to reach Kaintiba was 7/12/67. This was necessary in order that carriers recruited from the Vailala area and Police from Ihu could be returned on the charter flight which was to transport my personal effects to Kaintiba.

Four Police were to have accompanied the patrol however Constable/Bugler Diamine was suffering from attacks of fever and diarrhoea whilst at Koko village and it was decided that he should not accompany the patrol any further but return to Ihu on the canoe.

RECEPTION OF PATROL AND RESPONSE

Few houses were seen whilst in the Ivori - Swanson area but those that were seen responded well to the patrol, bringing in food for the patrol to purchase, sometimes over a two or three hour walk.

No large scale talks were given during this patrol and therefore no comment necessary. All Councillors who were encountered responded fairly well and were given a short talk about the necessity of trying to stop fighting etc., and of reporting any occurrences of law breaking to the nearest Government station.

VILLAGES

No villages as such exist along the Ivori from KOKO to the Swanson River. The first settlement encountered after leaving the Vailala River was VA'ABE which is located on a ridge leading up to and to the South West of the White Slip. This village has about eight houses excluding the two barracks.

On the eastern side of the White Slip, from Komako on to the Tauri valley, village settlement as such really starts. The villages themselves ~~xxx~~ were in fairly good order, however there appeared to be no systematic laying out of houses as is found in coastal areas. Although the villages exist it appeared that most of the people still spent most of their time in bush shelters near their gardens.

VILLAGE OFFICIALS

The first Councillor encountered after leaving Koko was the one from Kamu village on the Swanson. I can say little about his ability or whether he has much hold on the people as the patrol was not in the area long enough to gain a great deal of information.

The councillor from Komako appeared to be a fairly keen sort of fellow and accompanied the patrol all the way to Kaintiba. The roads in his area were not as good as they could be, however he has been getting the people to do some work and they should improve in time.

REST HOUSES

The patrol used only five rest houses between Ihu and Kaintiba. They were the one at IORI village on the Vailala, at UA'ABE near the White Slip, KOMAKO on the other side of the White Slip, at EWYNYA on the west side of the Tauri and at IEWABANGA on the east side of the Tauri valley. At the latter place I myself stayed at Father Marx's hut while the Police and carriers used the barracks.

The best constructed and kept rest house would be the one at UA'ABE in which the S.D.A. missionary lives some of the time. The place itself is fairly high up and looks right down the valley. Just below the village is an excellent air drop site. The place could be used very successfully as a jumping off point for patrols to the Swanson area if a small base camp were constructed there and rations etc., stored there. It is about four and a half hours walk to the Swanson River and gives access to hamlets in the upper Swanson and the headwaters of the M'wei River. UA'ABE is three to four days walk from Kaintiba.

Other rest houses visited by the patrol were not in a particularly good condition.

CARRIERS

At the commencement of the patrol, nineteen carriers were recruited from along the Vailala River. At KOKO some twenty odd Kuku-kukus were recruited, and a few more along the Ivori towards the Ede River. The Vailala carriers proved to be extremely good carriers and gave no trouble, however the Kikukus, with the exception of one from the top of the Ede, were to say the least, disappointing. They could, or would, only carry small loads and then would want to stop every ten minutes or so. Only three carriers, all from the Ivori, ran away during the patrol. Upon reaching UA'ABE, several carriers were paid off and local people hired. The carriers from UA'ABE and eastwards proved to be reasonably ~~xxxxxxxx~~ good, however the going was a lot easier in this area.

All carriers were paid at the rate of 80 cents per day, total payment to carriers being just over \$200.

HEALTH

Minor complaints were treated by the medical orderly who accompanied the patrol. The majority of cases being ulcers, boils, and a couple of cases of whooping cough and bronchitis. For a full report of the medical activities consult M.O.'s report.

ROADS & BRIDGES

There is no track from KOKO to the Ede River as I was led to believe before commencing the patrol. The track starts at the Ede River campsite and climbs steadily in a northerly direction up the ridge between the Ede and EWE rivers. The track is overgrown in most places and the area infested with leeches. It then swings eastwards towards the SIUWI river, descending into the Swanson valley. The trail crosses a great many creeks and finding one's location at any given time is extremely difficult even with a compass as it is more often than not, impossible to get any bearings. The climb down into the Swanson valley is tricky at times, especially for the carriers with two man boxes. The route then follows the river for about three hours to Kamu, which is just above the Swanson River or ANGAVE as it is known in the local dialect. The road up to UA'ABE although steep is fairly good compared with the westward side of the ANGAVE valley. From UA'ABE the going is extremely hard up the White Slip, the road going straight up the side of the Mountain. From Komako the roads improve a great deal and although not graded in any way are at least kept cut fairly well - this is probably because more contact has been in this area. From the west side of the Tauri valley to the other the road is poor and no permanent bridge exists over the Tauri River. Native

ROADS & BRIDGES CONTD.

material bridges are constantly being made and washed away. This patrol was held up for nearly two hours while repairing the present one. Plans have been laid to construct a wire suspension bridge which will greatly facilitate everyone in general and lower the risk of drownings occurring in this treacherous river. The bridge will link up the two stretches of road which ~~xxxxxxx~~ are being pegged out by the Catholic Mission.

The only graded road on the patrol route commenced at the top of the Kaintiba valley. This is fairly good and allows a motorcycle to be ridden as far as Bem Mission from Kaintiba and then on towards the gap which leads to Iewabanga. It should not be too long before it is possible to ride over to the west side of the Tauri.

AIRFIELDS


No airfield sites were seen by this patrol, however^a drop site exists below UA'ABE and this has been used before by a previous patrol.

CONCLUSION

Being the first patrol of this type that I have undertaken before, I find it extremely interesting if a lot harder than a coastal patrol. Little was done from the administrative angle as the patrol had very little time in which to reach Kaintiba. However, a great deal ~~xxx~~ of experience and information on this type of patrol was gained by myself and this will prove invaluable to me on further patrols in the Swanson region.

No complaints were brought to the attention of the patrol and no incidents occurred, except the instance of a carrier falling into the Swanson, however he was unharmed and only received a soaking along with some tobacco and a few odds and ends.

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.....
(William H. Bloxam)
Patrol Officer

APPENDIX

PERSONNEL

Royal Papua and New Guinea Constabulary

0218 Senr. Const BORU

Conduct and appearance good. Worked well throughout the patrol and is reasonable at organization.

0896 Const. 1/c IZAOMBA


The quietest and most usefull member of the patrol. Appearance and conduct excellent, uses his head and worked well through all difficulties without a murmur. He has shown on this patrol that he is worthy of his promotion.

0934 Const. RAUA

Possibly not N.C.O. material, however he is an extremely hard worker and a usefull member of a patrol.

Interpreter PAUA

Has not the vestige of a brain in his head and proved to be a poor interpreter. He does not understand the dialect in the Swanson River region or beyond. A good worker.


.....
(William H. Bloxam)
Patrol Officer

No. 3 IHU of 1965/66

K. G. O'BRIEN D.D.O.

PATRICK

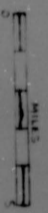
- I Asterisk. ▲ Patrol Post
 - Asterisk Sites. ■ Headquarters
 - Place & Camp Sites. ■ Mission Station
 - V Rivers & Creeks. ↑ Rest House
 - ∞ Mountains. 12. Camps
 - 14. Kilnaya Base Camp + Helicopter Site
- Patrol Route - Same

No. 2 - IHU of 1967/68
Scarp on West

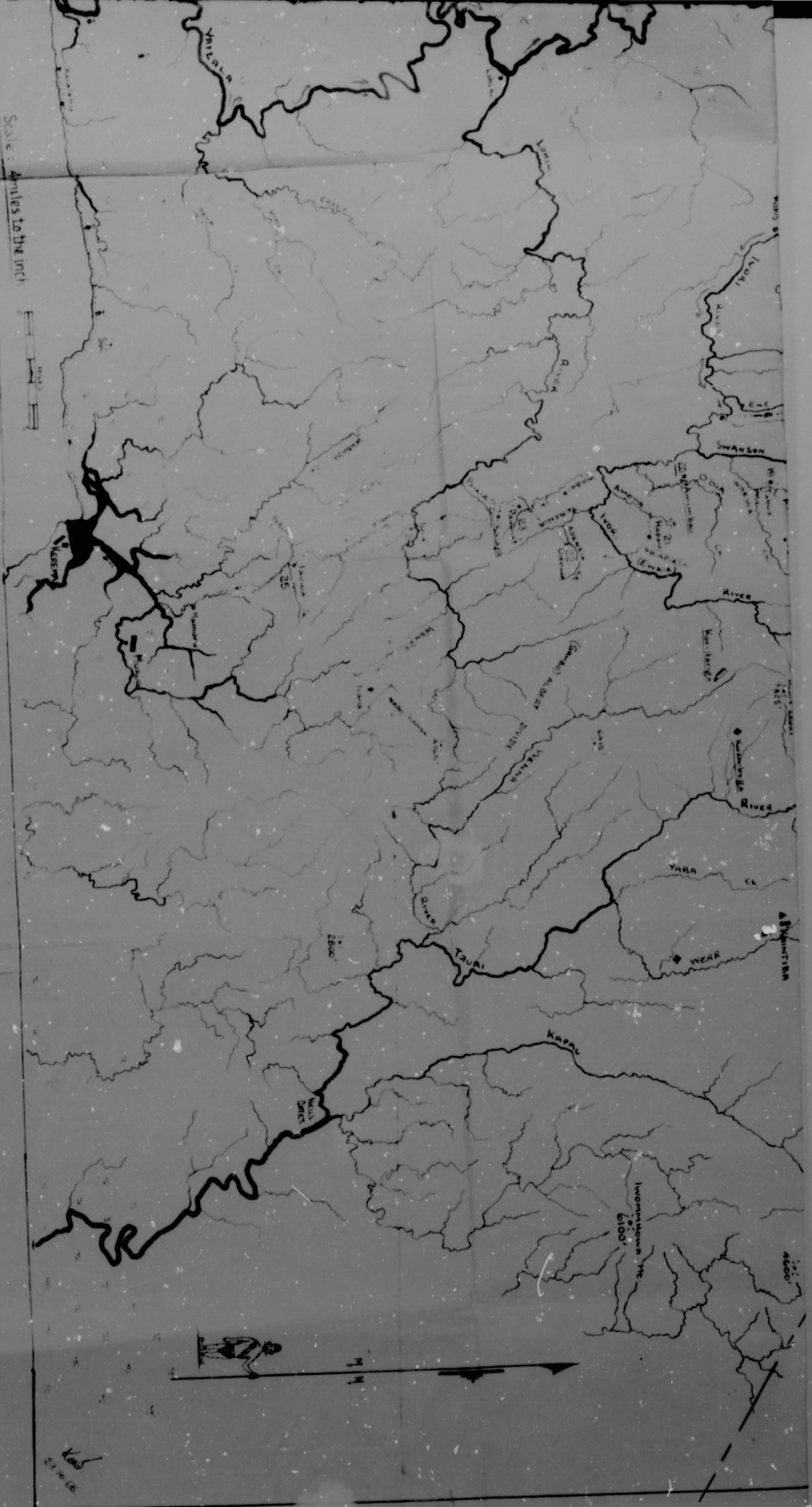
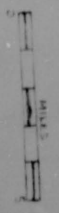


GULF OF PARUR

Scale: 4 miles to the inch



Scale: 4 miles to the inch



Kad
21.10.16