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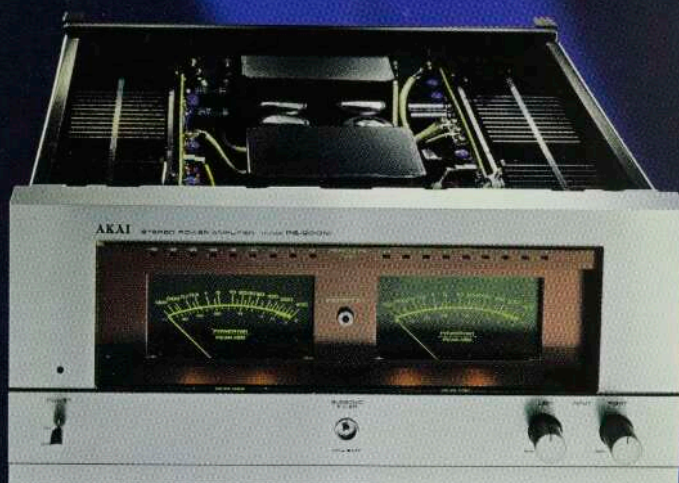
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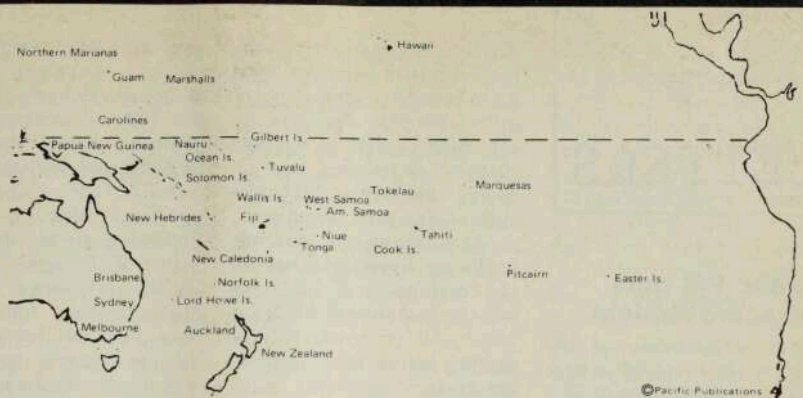
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THIS MONTH

• **Gilbert Islands** — For the last time will this be a PIM section head. From July 12 it is Kiribati (pronounced Kiri-bas except when followed by a consonant when a light 'i' may follow). The spirit of the new Kiribati is embodied in a true tale of human endurance from Philip Wilder on Tarawa 10

• **The Region** — Tuvalu's Prime Minister Toalipi Lauti is not the most popular person in diplomatic circles in London, Washington, Canberra and Wellington as a result of his free enterprise activities with Californian real estate man Sidney Gross 11

• **SP Forum** — Intelligence suggests Australia is about to offer to substantially lower its tariff barriers against the Islands at this month's heads of Pacific nations conference in Honiara 11

• **Fiji** — A Fijian academic suggests that if Ratu Mara's concern is to adopt the common name 'Fijian' for all nationals of Fiji, the first move might be for those who aspire to being 'Fijian' to start acting like one 13

• **Aviation** — A 32-page survey of what's happening in Pacific aviation and what new equipment is on offer 35

• **Tahiti** — A dramatic Papeete trial sees eight defendants sentenced to various terms for the manslaughter of a prison warder 27

• **Western Samoa** — After the legal invalidation of four election results, Tupuola Efi's government is in crisis, and the rules of the Western Samoa election game are changed for good 32



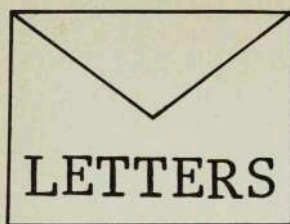
Gendarmes, defendants, head for Papeete courtroom ... riot sequel



Tosiwo Nakayama, first president of the Federated States of Micronesia ... words of wisdom

Cover: A Gilbertese lady with something to smile about — independence for her nation on July 12. Photo: Brian Merrett

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Tuvalu: PM puts the record straight

I wish to comment on the article 'Tuvalu puts all its eggs in one basket' (PIM May) and correct any misconceptions that may have arisen as a result of it.

The title of the article itself suggests that all of Tuvalu's ready cash has been put into one investment. This is not so and sufficient cash is held elsewhere to enable us to continue with the normal functioning of government and also the development programme.

In the introduction to the article there is a suggestion that we have 'fallen out of love' but with whom is not clear. To the best of my knowledge all our friendships have remained intact over the years.

I must also point out that the main reason for my trip to the United States was to try to find sources of money to establish a fishing industry on a commercial basis, an industry which, we hope, will after a few years become economically viable. As minister of finance I also wished to explore the possibility of investing cash which was a present during Independence Day and which has a special meaning to us. It was also cash surplus to our immediate requirements. I consider that the opportunity arose which is both secure and offers a fair return at 15% per annum. From the outset my purpose has been well known to both the Tuvalu Parliament and people and both have been kept fully in the picture since the beginning. Like any investment only time will tell but as the person responsible for it I have every confidence.

My aim is to create a financially independent nation and to do so it is necessary to use our fishery resource which to date, apart from domestic use, has been exploited only by others with no return to

Tuvalu. As you correctly point out, surveys have indicated that there is every reason for optimism although, of course, we are equally aware of the high costs of developing this resource and other difficulties surrounding such a venture.

My government is currently exploring several avenues for the development of the fishing industry and not with Mr Gross alone. All proposals will be studied before final decisions are made.

I might also point out that Mr Bula O'Brien (or Tokatasi) was born in Fiji of a full Tuvaluan mother and a full Gilbertese father.

Finally, on page 3, under my photograph, the caption reads '... big spending in the United States'. I would like to point out that nothing was spent in the United States but was invested.

T. LAUTI
Funafuti
Tuvalu
Prime Minister

Another angle on 'another dominion'

As a Papuan New Guinean, I wish to say that L. F. James (PIM Letters April) omitted citing the fact that, like herself, many other 'expat' missionaries, most of whom came from Europe and America, brought with them capitalism.

That America freed us from 'another dominion' (implying Japan) was simply to perpetuate its predominance in world affairs.

The three Mekeo men, I believe, regarded 'America as a bad place' because of its vastness. Naturally it would have been pretty difficult for the three rural Papua New Guineans to have been left in the heart of New York without *wantoks* to show the way.

EDMUND REYNOLDS KABA
Goroka
Papua New Guinea

'Fantastic' welcome for SPFFA boss

Your 'People' section (PIM May) contains references to the South Pacific Fisheries Agency. While it is always pleasing to see one's name in print, it is always distressing to see the article surrounding it contain errors which may mislead the reader.

To start with, a personal

problem. My family has a rather unusual custom: although my name is Bill and my father's name is Bill our Christian names are actually Wilfred, not William as indicated in your article.

Of more serious note are the following errors: the correct name of the agency is South Pacific Forum Fisheries Agency; New Caledonia is most definitely not a member of the agency, nor of the Forum; Nauru is a member of the agency and of the Forum.

Finally, although I have been able to express my appreciation to officials for their courteous reception in each of the 12 Forum countries whose capitals I have been able to visit since the beginning of February, I have no easy way of expressing my gratitude to the hundreds of individuals I met in my travels in the South Pacific Forum region and whose willingness to teach me in short order about the major features of the culture in each of the countries has been most rewarding.

Not only rewarding, positively heart-warming; never in my experience in North or Central America, in the various countries of Western Europe, nor even in Japan have I been received and taken in to share the lives of so many people previously complete strangers. It has been a fantastic experience already; and I very much look forward to understanding every country in more detail as my work carries me again throughout the region.

Honiara
Solomon Islands
W. E. RAZZELL
Director

'Brainwashed' says a union man

An article in PIM April had the startling headline 'Petrol Bombs on Banaba'. We should probably thank the World Federation of Trade Unions, based in Czechoslovakia, for not supplying Russian-made nuclear weapons to the Banabans' supreme commander, the Rev Kaitangare Kaburoro, and his general, Teem Takoto, when they staged their invasion of Banaba in February.

With their petrol bombs they damaged mining machinery and installations, and without doubt their actions were detri-

mental to the peace and good order of the country at large. Their actions, to my mind, showed that they had been brainwashed by their lawyers in Fiji.

My views are not associated with any government policies, but arise from my own understanding of Gilbertese history, of which the history of Banaba is an integral part.

Ocean Island (or Banaba as it is now called), according to our tradition and culture, is an island whose people for hundreds of years have been Gilbertese in language, blood, flesh and bone. Before the arrival of *I-Matang* (white men) in the Gilberts, our people used to travel in their *baurua*, or big canoes, from island to island within the Gilberts, then known as Tungaru. This brought intermarriage, in which the Banabans were involved as much as anybody else. Sometimes there was fighting between inhabitants of the different islands, but for the most part the journeyings were to visit relatives who may have left their home islands to settle permanently on others.

Then came Great Britain with her Union Jack. The British visited all the islands of the Gilberts and the then Ellice Islands and, having obtained the consent of all concerned, made the the Gilbert and Ellice Islands Protectorate. Banaba was not affected in this colonial move for reasons I will mention below. Only later, in 1916, was Banaba included in the protectorate.

In my view the British made two mistakes at the outset: they should *not* have included the Ellice Islands in the protectorate, and they *should* have included Banaba.

The Ellice Islands were included for administrative purposes only. Their people had no cultural or traditional ties with the Gilbertese. Britain eventually realised this, as the Gilbertese and Ellice people had done all along. So when the Ellice requested complete separation from the Gilberts to form the new nation of Tuvalu there were no objections either from the Gilbertese or the British. The only people who shed any tears were those who had

formed close married and other relationships across the barriers, or who had worked for many years in one or the other island group.

Ten Tabaita Tawaka or Ten Taomati Teai would probably say 'Banaba was not included in the protectorate because it is not an integral part of the Gilberts'. Mr Ramrakha, legal adviser to the Banabans in whom they have every confidence, would say: 'In accordance with my own statute law, enacted by me with Fred Caine, Banaba was incorporated later because of the phosphate and not because of any cultural or traditional ties with the Gilbertese.'

The most likely explanation is that the great power of the day, Great Britain, and Her Majesty Queen Victoria, knew not the first thing about the Banabans, or their culture and traditions. They had not the least idea that Banaba, before Captain Davies landed in the Gilberts in HMS *Royalist*, had been an integral part of the Gilbert Islands. Our *unimane* (old men), who accepted the annexation of our islands by Britain, had no understanding of modern administrative practices, and failed to inform Captain Davies of the existence of the Banabans, their brothers and sisters living on another island in the Gilberts.

Later, when phosphate was discovered on Banaba, and in view of the Banabans' linguistic, cultural and traditional ties with the Gilbertese, Britain realised that they belonged to the Gilbertese nation, and Banaba was accordingly brought into the protectorate. From that time on the Banabans were no longer constitutionally separate from the Gilberts. When this news reached the other islands all *unimane* thanked Nareau, the god of our ancestors, for the reunion with our Banaban brothers and sisters.

A large number of the people now living on Rabi, and a number who recently travelled to Banaba from Rabi, were born in the Gilberts on islands other than Banaba. When Banabans visit Tarawa they nearly always stay with relatives, and are most wel-

come to do so. Many of them also hold land on other islands in the Gilberts, and some land cases have actually been held up in the courts until the Rabian member of the family was consulted.

As to the part played by Apisai Tora, together with the World Federation of Trade Unions, I can only say, as one of the union leaders in this country, that they are apparently being led by the nose by somebody, and that their actions cannot succeed. I would be grateful if they would keep out of the Banaba dispute from now on. It is an internal political matter for the Gilbertese. Any intervention by foreign union experts in the issue is a pure waste of time and of the dues and resources of the members of the unions concerned.

In conclusion I wish to thank men like James Raman and James V. Smith for keeping right out of this Gilbertese political issue.

NGUTU T. AWIRA
Secretary/Organiser

Line Island Workers' Union

Christmas Island
Gilbert Islands

Challenge to Kiribati leaders

In the dispute between the government of the Gilbert Islands (Kiribati after independence in July) and the Banabans, I wonder whether Tabai's government or Tawaka's administration deserves congratulation or sympathy. I personally feel they have fallen victims of the so-called 'spoon-fed' and 'a piece of chocolate' wavelength thinking. Instead of looking inwardly to basic compassionate needs, they have adopted the coloniser's image, the face of an oppressor whose blind selfishness is predictable and whose behaviour is unchanging.

The two parties have never realised the true value of Kiribati's wise sayings and ways which would help them along the path to compromise. Unnecessary side issues are hiding the main issue. The blindness caused by political games is as bad as using theoretical slogans. Be practical when dealing with the issue. This cannot be done by relying

solely on foreign ideas. You must also use Kiribati and Banaban ideas. Outsiders' views can be good but they have limitations because they don't take into consideration the customs and cultures of the people involved. For example, a wise man from Kiribati advised his young people that they could only get good solutions and answers from their *boti* in the *maneaba*.

Most forms of government which have viewed everything from a political standpoint have always brought injustice and unfair treatment to their people.

I, therefore, challenge the two wise and capable Kiribati leaders to try and come to a better compromise rather than just accusing one another. Good terms cannot be achieved unless one voluntarily renounces exercising neo-colonialist powers. I entreat them to freely, consciously and humbly give up their legal right to impose decisions on their people. I challenge them to recognise their inability, powerlessness and incapacity to decide what is 'good'. May I remind them of three moving Kiribati words: *Te Mauri*, *Te Raoi* and *Te Tabemoa*.

REV DOMINICO T. TAREKA
Bishop Patteson Theological Centre
Honiara
Solomon Islands

'The one day of the year'

Anzac Day, April 25, is the day of the year when veterans of the 2nd Australian Mountain Battery reassemble at the Fortune of War Hotel in The Rocks, Sydney.

The unit was formed in September 1943. The 1st Australian Mountain Battery had been formed earlier for service in New Guinea and it was decided to convert A Field Battery into the 2nd Mountain Battery to serve in the same theatre. A Field Battery was the oldest artillery unit in the Australian Army, having seen service in the Boer War and World War I. The men of A Field Battery stationed at Holsworthy, NSW, were the nucleus of the 2nd Mountain Battery. Where A Field Battery had used a great variety of artillery

pieces in its long history, the 2nd Mountain Battery was allotted exclusively the US 75 mm pack howitzer, designed to be broken up and carried by mules in rugged terrain.

The 2nd Mountain Battery, of six officers and 140 men, fired its first shots in anger during the assault on Sattelberg in the Morobe district of New Guinea in late 1943. In the absence of mules, the howitzers were carried through the jungle by the troops and their New Guinean helpers. After Sattelberg was taken by the Australians, the battery saw further service on the Bogadjim road to Madang in the Finisterre Ranges.

After six weeks break in Townsville, the battery headed north again, this time to Bougainville. At one stage, all the Australian forces were surrounded by the Japanese but managed to fight their way clear.

The 2nd Mountain Battery supported the infantry in its advance up the west coast of Bougainville to drive the Japanese out of the north-western part of the island. Then it was back to Torokina and on to Pearl Ridge in the centre of the island where the battery took up a fixed position until the war ended.

During the New Guinea campaign the 2nd Mountain Battery was commanded by Major Bob Stevenson. Following the cessation of hostilities the unit was posted to Japan with the British Commonwealth Occupation Force, after which it became A Field Battery once again and served in Malaysia and Vietnam. It is still in service.

The Fortune of War Hotel was suggested as a reunion venue by the late Ray Hardingham, a battery veteran, who was employed by the Maritime Services Board, opposite the hotel. The first reunion took place in 1948 and veterans still meet at the hotel after the ANZAC Day march.

Widows of men who served with the unit pop in during the afternoon. Last year about 40 veterans took part in the reunion, coming from all walks of life. Generally speaking,

LETTERS

their paths cross only on 'the one day of the year'.

Fortune of War Hotel JOHN HOOK
The Rocks Licensee
Sydney

Dead but they won't lie down

It is indeed a very sad thing to notice the 'won't have anything to do with it' attitude of the Papua New Guinea Government in matters relating to those wartime hangings (PIM July 1978). This attitude was clearly revealed in that issue where it was said: 'PNG has decided not to make any official comment...' and 'PNG sees the issue... as a purely Australian domestic matter...'

The Australian daily newspaper *The Australian* in May 1978 claimed that the PNG Government had castigated Barry Jones, Federal Labor Party MP from Victoria, for attempting to embarrass Australia-PNG relations or for trying to gain personal glory. This is a typical example of a government which opted out of protecting the interest of its people in favour of protecting its relations with foreign powers and benefactors.

But the question is: Why should an Australian parliamentarian, who wants to uncover the injustices in the darkest-kept secret of the Australian military tribunal, be accused by PNG people's representatives of trying to gain personal glory? There is a certain amount of fear involved in this. Here we have a group of PNG parliamentarians who, for sheer personal reasons or for the sake of party and government status quo, would sell PNG to foreigners, even Indonesia for that matter.

The executions are said to be historically documented. But where are they? What has happened to them? Even if the documents are available, it cannot be true that all those 30 or more of our relatives were hanged for raping and murdering the missionaries. No one will persuade us to believe that. We believe most of them were executed for collaborating with the Japanese. However, whether the executions were for rape and murder or for

treason by collaborating with invading forces, we still demand answers to the basic questions asked by Barry Jones in PIM:

- Were the trials military or civil and under what law were the Papua New Guineans charged?
- Who defended them or were they undefended?
- Did they understand the nature of the offences with which they were charged?
- Who received the sentences?
- Was there right of appeal?
- Why were the sentences not referred to Canberra?
- Was the Australian law of treason regarded as appropriate for unsophisticated indigenes?
- Why have virtually all the records disappeared?
- Why has the incident gone unrecorded by historians and other writers of that period?

We do not regard this darkest-kept secret as dead and lost. It took us time to be born, bred and educated. Now the time is ripe for us to demand explanations to that injustice. When we hear of those wartime happenings they seem to be unbearable legend. It is premature for us to say what we want to do — or for what reason — but this decision will be taken in the not very distant future.

WALTER ATAEMBO
(For Northern Province people)
Port Moresby
Papua New Guinea

One man's view is another man's ...

It is unfortunate that so many authors rush into print without getting their 'facts' straight. Bill Coppell (PIM Travel May) gets 'off the beaten track' on Aitutaki, Cook Islands (he would no doubt call Caloundra 'off the beaten track'). Aitutaki (where I recently lived for 2½ years) has piped water, 240 volt power and a daily air service (he gets that one right).

I presume that 'a beautiful lagoon' would have crystal clear water, masses of spectacular coral, and numerous brilliantly-coloured tropical fish. Aitutaki's lagoon has none of these things. It is very shallow, turbid (average visibility two metres), contains almost

no living coral, and the fish are very few, very small and very frightened, having been hunted for 3000 years. The lagoon at Lord Howe Island (only 650 km from Sydney) is infinitely more beautiful. Underwater photography is just a waste of film at Aitutaki.

Robert Stuart (PIM Books May) abuses a 'very gallant gentleman' who died a year or two ago. The only correct statement about Paul Mason was his shortsightedness. He was the close friend of an equally famous coastwatcher, my brother, Commander 'Snowy' Rhoades, and I knew him well.

On the same page, Wade Doak goes off the track a bit. Dr Walter Stark himself stated



Paul Mason in military days ... shortsighted yes, but none of the rest

that his black and white striped 'wet suit' repelled sharks at Lord Howe Island but attracted them in the Solomon Islands.

And any giant clam would have to be nearly dead to gape wide enough for the insertion of a human foot, and the owner of the foot would have to be mentally retarded. Any diver who has watched a fish trying to remove the white, thread-like 'guts' of a 'sea-cucumber' from its face, or has tried to remove these incredibly sticky innards from his fingers, will know that they are expelled as a very effective defensive measure, not as a decoy.

Caloundra
Qld, Australia

E. RHOADES

In search of the Western Islands

First, I would like to thank you and your staff for the excellence of PIM which I enjoy very much.

Since 1972 I have been conducting an extensive research project which includes compiling and assembling from throughout the world any and all information of any kind or nature concerning the following areas:

The Western Islands of the Bismarck Archipelago, Papua New Guinea, which include Wuvulu, Aua, Manu, Ninigo Group, Liot, Hermit, Anchorites (Kaniet) and Sae Islands, located between longitudes 142°45' East and 145°35' East, and latitudes 0°40' South and 1°46' South, north of Papua New Guinea, south of the equator and west of the Admiralty (Manus) Islands.

I am researching all aspects in the life, social, physical and earth sciences, including, but not limited to, history, geography, geology, ethnology, ethnobotany, anthropology, archeology, entomology, medicine, cartography, navigation, linguistics, religion, covering the period from 1545 to the present.

The results of this research will be the publication of an 'encyclopedic' history of these islands, including the complete and annotated bibliography of the area, as well as a linguistic record and study of the language of Wuvulu and Aua Islands which does not exist.

I am interested in books, reports, travel logs, ships logs, notes, diaries, government or other official documents, correspondence, charts, maps, plans, studies, photographs, artifacts, artworks, bibliographies, which deal or mention these islands in any way.

I would be extremely grateful if you would bring this research project to the attention of your readers through the magazine as I am sure that a number of them may be able to assist.

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Pacific Report

COURT RULING BRINGS APIA POLITICAL CRISIS

Invalidation by court ruling of the election of four members of the Western Samoa parliament has posed a new threat to the government led by Tupuola Efi. (Political Currents.)

PRESIDENT SUHARTO IN PAPUA NEW GUINEA

Indonesian President Suharto paid a State visit to Papua New Guinea in June, becoming the first Asian head of State to do so. He was returning a 1977 visit to Indonesia by PNG Prime Minister Michael Somare.

KIRIBATI'S CAUSEWAY HEADACHES

Well-wishers of the new State of Kiribati (formerly Gilbert Islands), which comes into being this month, will hope its political progress is smoother than that of its Betio-Bairiki causeway (PIM July 1977). Due to be completed in June in time for this month's independence celebrations, the large-scale causeway project is in deep trouble. Some estimates are that it won't be finished by June 1980. Main problem appears to be that of the consistency of the sand and coral particles material which was to be used as the filling for the 3½-kilometre structure. The dredge has been unable to move anything like the planned quantity of material as the pump impellers have constantly been clogged by chunks of coral. One local observer writes: 'The ratio of sand to coral in the designated dredge area was very poor. The coral was in the form of pinnacles just below the sand flats and the sand thickness was much less than a metre in places.' So far, only about 4% of the required material has been moved. Meanwhile, the project, financed by an Asian Development Bank loan, has ground to a halt. The busiest people concerned with the causeway are the lawyers retained by the various contracting parties, and those taking part in Kiribati's independence festivities will still be using the old, familiar ferries to travel between Betio and Bairiki.

BUMPY PARIS PASSAGE FOR CALEDONIA LAW

Dissolution of New Caledonia's government council (PIM May) struck unexpected trouble when the measure was debated by the French Parliament. Although approved over Leftwing opposition by the national assembly, the measure was later rejected by the senate. But after a long series of round-table meetings between representatives of the two houses, agreement was reached, with some slight modifications being made to the original decision. Early elections are now on the agenda for the territory.

UN COUNCIL LOOKS AT TRUST TERRITORY

The 1979 annual hearings of the United Nations Trusteeship Council on conditions in the US Trust Territory of the Pacific Islands got under way in New York on May 21. (Political Currents.)

NAURU MAKES SOME POINTS IN PARIS

President Hammer DeRoburt of Nauru, on a state visit to France, said he had been approached by Kanak pro-independence forces from New Caledonia seeking permission to set up a New Caledonian provisional government-in-exile in Nauru. The president said he had not wanted to answer their request. While not disguising his own sympathies for such independence movements, he made it clear he did not wish to interfere in France's internal affairs. Another matter raised by the president was the desire of Air Nauru for passenger landing rights in Noumea as opposed to its existing refuelling stops.

REMEMBERING THOSE WHO PERISHED AT SEA

A mission sponsored by the Japanese Government has been in Papua New Guinea studying the possibility of retrieving the bones of World War II Japanese sailors and soldiers from wrecked ships lying off Madang, Rabaul and the island of Bougainville. The mission was despatched following strong public reaction to the screening on Japanese television of the documentary *Rasmussen's Charts*, which contained film of the skeletons. The documentary resulted from the work of Arne Rasmussen, Air Niugini pilot and voluntary museum worker, who has long campaigned for the preservation of important war relics.

VANUAAKU SAYS 'NO BOYCOTT OF TALKS'

The Vanuaaku Party in the New Hebrides has denied that it has 'boycotted' the work of the national constitutional planning committee. The party, it says, has 'suspended participation' in the work of the committee until 'certain technical disagreements regarding the status and powers of the committee have been sorted out'. An editorial in the party newspaper, *Vanuaaku Viewpoints*, concludes: 'Our Melanesian leaders are perfectly capable of reaching common agreements under adverse circumstances. This ability was clearly demonstrated in the events of negotiations leading to the establishment of the present transitional government — not forgetting that this was during a period when many outside observers were predicting civil war.'

VILA PRISONER OUT ON HUGE BAIL

Australian businessman David Neave has been released from prison in Vila, New Hebrides (PIM June) on bail of \$A15 000 (FNH1 200 000). Mr Neave faces charges of illegal possession of munitions, firearms and cannabis. (Political Currents.)

TWO JOHNS CARRY THE US WORD

John Griffin and John C. Dorrance recently toured main Australian centres offering 'Two Perspectives on US Pacific Policy'. Mr Griffin is editorial page editor of the *Honolulu Advertiser*, a post he has held for 14 years. Mr Dorrance is a US foreign service officer who conducts seminars on security issues in the Southwest Pacific and Southeast Asia at the US National Defense University in Washington, DC. The tour was part of a series of programmes to run through 1979 under the title, 'The United States Presence in the Pacific'.

A COMEBACK FOR JULIUS CHAN?

Papua New Guinea's opposition People's Progress Party announced its intention to push for the election of its leader, former Deputy Prime Minister Julius Chan, as leader of the opposition in the PNG Parliament in place of lambakey Okuk, head of a grouping of opposition members.

FRANCO-AUSTRALIAN COURTESIES (I)

An article on the New Hebrides by Australian journalist Mark Baker has raised French hackles with a vengeance. Baker, Port Moresby correspondent of the *Sydney Morning Herald*, visited the New Hebrides earlier this year and later wrote of the French inhabitants of Vila as living in a colonial fool's paradise while at the top the representatives of Paris in the condominium intrigued to delay the advent of independence. Vila's official French weekly *Nabanga* reacted angrily, printing, as well as a long and negative summary of the article, an open letter signed by 12 French planters from the island of Efate. Among points raised by the planters: the first people to acquire land in the New Hebrides ('often without opening their purses') were practically all Australians; it was mainly Australians who had depopulated New Hebridean villages in 'blackbirding' operations to secure labour for their Queensland plantations; the Australian possessors of New Hebridean land had then sold it for hard cash to Frenchmen, who had arrived later; every Australian journalist who visits the New Hebrides goes away with a small parcel of prejudices prepared and wrapped by the Presbyterian missions. The planters concluded: 'As a whole, the *Sydney Morning Herald* article exudes francophobia, and the wish to see France disappear from the Pacific. Has France really been guilty of so many sins there? Has it massacred natives in the way others have done elsewhere in the region? The French territories in the Pacific are way ahead in the matter of income per head of population. The French have set up schools and hospitals, and wherever they have established themselves the local population has grown. Who else can say as much, Mr Baker? Must we go to leave the ground to others, and if there are "others", who will they be?'

FRANCO-AUSTRALIAN COURTESIES (II)

As reported in the Papeete daily *Les Nouvelles*, High Commissioner Paul Cousseran said of Australia after his recent visit (PIM June): 'It's a marvellous country, very easy-going, very hospitable, a real paradise for its ordinary folk, who are perhaps still a little puritan and Victorian in their outlook but are keenly devoted to sport, vigorous, and with no false airs and graces — a really good place to live.' Mr Cousseran's press conference on his Australian visit filled two pages of the newspaper.

US SOUTH PACIFIC CENTRE FOLDS

The Center for South Pacific Studies, University of California, Santa Cruz, has closed its doors due to 'statewide budgetary troubles'. The Center, which has played host to many prominent citizens of Pacific countries, held annual conferences and workshops, and published a widely read bulletin, *Center SPacificS*, will be sadly missed. *Center SPacificS* said in its final issue: 'At a time when new US embassies and consular offices are being opened throughout the Pacific area, it seems ironic that the Center for South Pacific Studies — the only establishment of its kind on continental America — should be closing down.' PIM joins sincerely in the condolences which have come to the Center from all over the world.

FIJI'S TWO VOICES ON TOURISM

Fiji's Prime Minister Ratu Sir Kamisese Mara told a tourism convention that the growth of tourism in the country 'must be limited', and that Fiji didn't want to be 'swamped by rich visitors'. Replying obliquely to his PM, Minister for Tourism Tomasi Vakatora stressed the government's full commitment to the development of tourism. One of the men in the middle, John Hulbert, representing American interests behind the Hyatt Regency Hotel being finished on Fiji's Coral Coast, said he and others had been 'puzzled' by the PM's remarks.

'ALIGN WITH OUR FRIENDS' — PNG DIPLOMAT

Vincent Eri, Papua New Guinea's former high commissioner in Australia, has firmly entered the lists of the current debate about his country's foreign policy saying PNG should align itself with its friends and forget the sham of its 'universalism' foreign policy. Mr Eri's views are contained in a formal submission to the government from a conference of heads of PNG diplomatic missions. He cautioned that PNG should be wary in its dealings with Indonesia — 'a country controlled by military groups and with a history of instability'. Even PNG's membership of the Commonwealth was a direct contradiction of 'universalism' he said. Mr Eri made no clear-cut recommendations as to how he believed PNG should align itself, but he claimed that ethnic and religious groupings had emerged as a source of great international solidarity. The manner in which PNG had already advanced to leadership among the South Pacific Forum nations was significant, he said.

BIG BOXING DATE FOR PORT MORESBY

World Boxing Association featherweight champion Eusebio Pedrozo of Panama will be offered \$US150 000 to defend his title against Papua New Guinea's John Aba in Port Moresby in July. Aba is ranked eighth in the World Boxing Council's junior lightweight division. The PNG Government has given K36 000 to Aba Promotions to help finance the event.

BLANK PAGES TELL A STORY

Under the front page headline 'Ex-MP Fined \$1550 in Bribery Case' the June 5 issue of *Savali*, published by the Western Samoa Prime Minister's Department, carried a blank column. Page 2 was also blank. An editor's note said simply: 'The report on Magistrate Court proceedings was ordered removed by the government only a few hours before it was due to be printed. Lack of time has meant that this page and the following will be left blank.'

SABIHON SENTENCED IN CALIFORNIA

Stanley M. Sabihon, the 'mystery man' who offered \$US3 billion at 4% interest to a number of Samoans earlier in the year (PIM April), has been sentenced to 90 days gaol by a California court on a charge of fraud involving cheques.

USP TO HONOUR INDIAN COMMUNITIES

In honour of the 'Girmit Centenary' — anniversary of the arrival 100 years ago of the first indentured Indian labourers in Fiji — the University of the South Pacific is sponsoring publication of a book on Indian communities throughout the Pacific area. As well as a chapter on the largest Indian community, that in Fiji, there will be studies of the smaller Indian communities in Solomon Islands, Nauru, Gilbert Islands, Western Samoa, Tonga, New Hebrides, New Caledonia, Papua New Guinea and French Polynesia.

SPANISH TV MEN ON QUIROS TRAIL

Spanish television film producer, Miguel de la Quadra-Salcedo, and cameraman Anastasio de la Calle, have visited the New Hebrides to make a film retracing the 1606 journey of Pedro

Fernandez de Quiros, first European discoverer of the archipelago, and also to show something of modern developments in the condominium. The film will form part of a series now running on Spanish national television, 'World in Action — the Great Explorers'.

FRENCH POLYNESIA'S 'GOOD LIFE'

The Papeete newspaper *Les Nouvelles* has reported that consumption of whisky in French Polynesia has trebled in two years, and that the adult population is now smoking an average of 22 packets of cigarettes a month.

BRUCELLOSIS HITS HEBRIDES HERDS

More than 1000 cattle have been destroyed in the New Hebrides in recent years after becoming infected with the disease brucellosis, which causes sterility in infected animals. The disease is passed on by contact, and can be carried from one herd to another by such agents as birds, dogs and wild pigs.

APIA EDITOR FINED FOR CONTEMPT

Porotesamo Malifa, editor of the Apia, Western Samoa, weekly *The Observer*, has been fined \$WS350 plus \$50 costs for contempt of court. The charge arose from publication of an article claiming that a decision in a court case had been delayed until after the recent prime ministerial election because the judgment would be 'devastatingly critical of the government'. The case was between government and the Apia Bottling Co.

'SUPERIOR' WHITES CAN GET OUT — PNG MP

Whites who won't change their ways to accept Papua New Guineans as equals have been told to pack up and get out by Tony Bais, member for Wewak in the PNG National Parliament. Mr Bais, fast becoming one of parliament's most outspoken critics of PNG's multi-racial society, said in a national radio broadcast: 'Foreigners and private enterprise groups run by foreigners seem to believe our laws are inferior. They believe that anything black men do is inferior and anything whites do is superior.'

GAMES AND HIBISCUS ENTWINED

Suva's annual Hibiscus Festival starting on August 25 will partly overlap with the South Pacific Games to be held on August 27-September 8.

RADIO A WALLISIAN FIRST

For the first time in history, the island of Wallis in the Wallis and Futuna group has a radio station. The station broadcasts in Wallisian and French for two hours a day.

KALIA SUCCESSOR SOON?

Beaufort Shipping of Sydney, agents for the *Kalia* which has been taken off the Pacific run, to the despair of Norfolk Islanders, is searching for a replacement vessel. When asked last month if a replacement vessel would be in service within two or three months, Beaufort's Brian Rowland, said he hoped it would be sooner than that. But the next one will be cargo only. One of the attractions of the *Kalia* was its passenger capacity.

ADB TO HELP LAE PORT GROWTH

Papua New Guinea's plan to expand the port of Lae to meet overseas and coastal traffic demand up to 1990 will be helped by a technical assistance grant from the Asian Development Bank. Lae is the biggest commercial port in PNG. With a hinterland containing about 40% of the country's population, it plays a key role in the PNG economy.

BIG USP-HAWAII FARM SCHOOL PLAN

A multi-million dollar Regional Agricultural Education Program is to be launched by the University of the South Pacific in conjunction with the University of Hawaii. The scheme is designed to upgrade facilities at the USP's agricultural school at Alafua in Western Samoa. It will provide an information and education system for school students in South Pacific countries which are members of the USP network. The US Agency for International Development (AID) has asked the US Congress for \$US1 million to begin the project, and the University of Hawaii's college of tropical agriculture has been requested to collaborate with the USP on it. The project is part of a package of activities being developed since establishment last August of a regional American foreign aid office in the US embassy in Suva.

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GILBERT ISLANDS

THE SPIRIT OF KIRIBATI

It was just another day on Abaiang. At about eight o'clock Teng Kuri of Tabontebike village, on the southern extremity of Abaiang, decided to go net fishing. With him went his three children — Bureka, her brother Tonga (both teenagers), and Biaua. The tide, which had been full some 3½ hours earlier, was now more than half way out.

They decided to try their luck on a large reef to the south of the village. They left Biaua in the canoe, anchored to the reef, while they went off netting. After a while, probably becoming bored from waiting all alone, Biaua tried to swim ashore. However, in the passage between reef and shore, the falling lagoon tidewater was rushing out to sea. Biaua was no match for it and, becoming tired, she was swept out to sea.

When the family returned and saw that Biaua was not on the canoe they assumed someone must have given her a lift back to the village. When they discovered she was not ashore, three teams went out again in canoes to search the area. Unsuccessful, they returned with the sad news.

On the afternoon of the same day John Thurston, aboard his 14 metre catamaran *Erena Roe*, was bound for Marakei island via Abaiang, where he intended to drop off some cargo at Kuria village.

Originally from Laguna Beach, California, John, being a keen surfer, had moved to Hawaii some 20 years ago. Then after joining the Baha'i World faith, he had volunteered to work in the Gilberts. Now, seven years later, his visa having expired, he had decided to go to the Marshall islands in the *Erena Roe* which he had built almost singlehanded on a beach at Betio Tarawa. He should have left the Gilberts the previous day but a last minute charter job delayed his departure to take care of this work.

At one in the afternoon, when they were about 2½ km from Abaiang's main entrance,

KIRIBATI — the Gilbert Islands — barring last minute hitches will become independent on July 12. There's a little girl on Abaiang Island, about 50 km north of Tarawa, the capital, who really should not be alive to join in the celebrations. But, miraculously, she is and if her composure, good sense and resilience are indicative of the spirit of Kiribati, the future augurs well for this far flung atoll nation. Philip Wilder, in Tarawa, tells the story of seven-year-old Nei Biaua.



Bingham Passage, a crew-member, Beiatake, shouted that he had spotted something on the port side ahead which looked like a human body. Binoculars seemed to confirm it

was the body of a young girl.

Beiatake and another crewman rowed over in a small skiff to pick up the body while John brought the catamaran up close. The tiny girl had her legs

drawn up over her stomach. Only her kneecaps and nose were clear of the water. It was so calm nothing was breaking over her. Not much to see in the vast stretches of lonely ocean. A couple of crabs clung to her long hair; several tiny coloured reef fish darted to and fro through it as if it were seaweed. Below her was something like 600 fathoms of water which meant she had been joined by the crabs and fish when she had been swept out over the reef.

Not knowing how long the body had been in the sea, John threw a plastic sheet to his crew and told them to lift the body gently out of the water so as not to damage the skin. As they reached down to place the sheet under her, her eyes suddenly popped open. Both men cried out in fear and shock at this sudden turn of events. Eventually, regaining their composure and with some prompting from John, they brought the child back to the catamaran. They rubbed her down with coconut oil and continued their journey to Kuria village, the girl sleeping all the way.

When they arrived at Kuria some people from ashore came aboard. On hearing their voices the girl suddenly woke up from her bunk and hid behind the mainmast inside the cabin. She appeared to be disorientated. However she recognised someone and when it was learned she was from Tabontebike village, a fellow passenger on the catamaran gave her a new dress and underwear and the *Erena Roe* headed for Tabontebike.

It was just getting dark when the skiff reached the beach at Tabontebike. The usual curious villagers went down to see who was coming ashore. A shout went up when young Biaua was spotted standing in the boat, neat and prim in her new dress. Members of her family and other relatives cried with joy. The 'death-feast' which they had prepared to farewell the young girl turned into a welcome home party that evening.

THE REGION

TUVALU'S PM HAS THE 'BIG FOUR' WORRIED

Tuvalu Prime Minister Toalipi Lauti's investment of more than SA\$500 000 of his country's reserve funds with American businessman Sidney Gross has hurt the newly-independent country's credibility with several big Western nations. The damage could turn out to be serious because Tuvalu depends on some of them for continued financial support — mainly in the form of aid.

The Right Honourable Toalipi Lauti (he was recently created a privy counsellor by Britain, entitling him to that form of address on formal occasions) invested the money with a Texas real estate man who promised 15 per cent interest, payable quarterly, and undertook to try to raise a \$US5 million loan to establish a fishing industry in Tuvalu (PIM May).

Mr Lauti's deal in the United States has sparked strong reaction in Canberra, Wellington, London and Washington, which obviously has developed as a result of reports from the coterie of diplomats of these major nations which use Suva as their Pacific Islands listening post. Undoubtedly, there has been much note-swapping.

The general view is that in his actions to invest the reserve funds Mr Lauti was impulsive and took insufficient care to check beforehand the likely repercussions. While there is no doubt among the diplomats about Mr Lauti's honesty and integrity, their view is that his attitude was too naive for a man in charge of a government and that the future for Tuvalu may not be very encouraging.

The concern is that Tuvalu's prime minister, a man of strong determination, may have embarked on a highly personal style of government, insisting upon taking action despite the views of his advisers.

Some confidence has been lost in him also because he attempted to overcome one of the possible legal difficulties in the way of investing the money in the way he did by suggesting rewording of documents to make his actions suit the circumstances. Even then, Prime Minister Lauti struck difficult-

ies with the transaction.

To his embarrassment, it was discovered that the cheque he handed to Mr Gross for SA\$44 000, drawn on a Sydney bank, could not have been met if Mr Gross had attempted to cash it because there were insufficient funds in the

account to meet it. More money had to be transferred to Sydney from government accounts and this transaction resulted in severe cash flow problems for Tavalu and brought criticism on the prime minister's head from worried officials.

There were even rumours in Funafuti at the time that there was not enough cash left to enable the public servants to be paid, which was untrue, but it is an indication of the upset caused by the prime minister's methods.

Even further strains were created on Mr Lauti's return because he felt there may have been deliberate obstruction by some of his officials.

Although Prime Minister

Lauti has made a full statement to parliament and there is no suggestion of any cover-up, his government officials and ministers are reported to be still very uneasy about their recent experiences. There is every possibility that the 'big four' will be wary before they commit any further funds, hoping to satisfy themselves that the prime minister has learned to better evaluate financial deals and take specialist economic advice.

The prime minister himself has defended his action on investment in a letter to PIM: 'Like any investment, only time will tell, but as the person responsible for it I have every confidence,' he says. Mr Lauti's letter is published on page 4.



SOUTH PACIFIC FORUM

Canberra plans a tariff trump

Each year, Australia and New Zealand, the 'outsiders' in the South Pacific Forum of Nations (and some near-nations), without saying so, try to outdo each other in their generosity toward Islander members.

Last year there wasn't much to choose between them. New Zealand around the time of the September Niue Forum made clear its intention to keep the South Pacific Forum Line afloat with Australia not too enthusiastically agreeing. Australia's offering at that session was to offer to send an investment team to the Pacific and to

organise a trade promotion centre in Australia to serve the Pacific Islands.

This year for the Honiara Forum on July 9-10 Australia's trump — which will be hard to beat if it is as promising as it appears — is to offer to down trade barriers to Islands products — something Islanders have been asking it to do for

Solomons Prime Minister Peter Kenilorea, who'll be host at the Honiara Forum, with Australia's Malcolm Fraser ... a lowering of the trade barriers? AIS photo

years. It seems Australia intends to offer on a more general basis terms it has so far reserved for its own 'most favoured' nation in the Pacific, Papua New Guinea.

Sources in Port Moresby, Suva and Canberra also suggest that, much to Paris's annoyance, Forum members (or at least some of them) once again will be poking their nose into French affairs in the South Pacific by giving the 'self determination' line an airing.

Economic zones and fisheries are likely to be two other major talking points at Honiara (see Tradewinds).

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THAT WORD 'FIJIAN' WHAT ABOUT BECOMING ONE FIRST?



Laz Vusoniwailala

Fijian specialist in human communication, Laz Vusoniwailala, writes from Seattle, USA, where he is continuing his studies. His subject: the vexed question of a common name for the members of the multi-racial society of Fiji.

The subject of a 'common name' for the people of Fiji (PIM February) has been a touchy topic in Fiji whenever it has cropped up in recent years. It arose out of the apparent need of some people, mostly non-indigenous, to identify themselves with Fiji. The most attractive possibility has been 'Fijian'. The problem was aptly expressed by the present attorney-general, Sir Vijay R. Singh, who, a few years ago, was reported as saying that when abroad he was referred to as a Fijian, but that when he got back home he was called an Indian. 'Why,' Sir Vijay asked 'can't we all be known as Fijians?'

The problem, as I see it, lies in the different views held of what the name 'Fijian' represents. In particular, there is divergence in the understanding of the meaning of the name between those who already bear it, the native race, and others who feel qualified for one reason or another also to use it to describe themselves. But let us ask the question: What is a name for?

Let me suggest that its main purpose is to *identify*. When we classify we group things that share a common feature or some common characteristics.

The planet we live on we have called 'earth' to differentiate it from others if and when we talk of parts of the universe. On our planet are numerous species. Some we call animals which, the biologists tell us, share certain attributes. Then there is the specimen called human which is two-legged, walks, thinks and talks. But

there are various groups of men who look and behave differently, and so we have learnt to classify them according to their ethnicity, culture or geographic areas. What we find, therefore, is that the changing of names we use to refer to people or things depends upon the level of differentiation we need, either between species, cultures, races, or whatever it is that we need to classify.

Sir Vijay isn't the only one who changes identity when his environment of classification changes. I am a Fijian here in the US. Back home I am much more likely to be referred to by the island I come from, and when I get there, to Kadavu, I am classified by my village. There I am further differentiated by my tribe and then my clan. This goes on down to my

family where I have a name given to me to identify me from my brothers and sisters.

When I tell you that here in Seattle I miss the drink from green coconuts and fried fish in coconut milk, or *lolo*, those who share my experience and have the same images in their minds know what I mean. Therefore, in order for people to understand each other, they must first share the 'images' associated with the words and names they use. And this largely comes about through *shared experience*.

The communication problem among the multi-ethnic citizenry of Fiji has been complicated by the fact that the name suggested for general adoption is 'Fijian'. Some non-natives see Fijian as representing only someone who identifies with Fiji. To the indigenes of Fiji the name represents more. It represents who they are and what they stand for. It expresses the fact that they are the native 'owners' of Fiji.

Through rugby, cricket, and, in the past 20 years, the Fiji Visitors Bureau, the 'image' of Fijians as being the natives of Fiji has been portrayed overseas. But this is perhaps of secondary importance since the

HUMAN RELATIONS

FVB can be relied upon to draw up new posters to diffuse a new image of the new Fijian. The inter-racial composition of the Fijian cricket teams of the past decade has helped to show that there are other types of Fijians besides the smiling faces in tourist brochures.

But what is really difficult to erase is the 'image' of what a Fijian represents in the minds of those who today call themselves Fijians.

To them, 'Fijian' represents more than a class of people. It is a way of life — one can be a Fijian by being and not merely by name. They therefore feel offended by suggestions of generalising their name of reference to take in the other races of Fiji. To do this would for them entail a *loss* of identity. This is almost the opposite situation to that in which non-indigenes find themselves. Their need in seeking a common name is to *gain* an identity.

A major criterion of who is a Fijian in the classification of the native people is the 'ownership of the land' that is Fiji. They feel that the sharing of the name Fijian would be a threat to their land security. Whether this feeling is soundly based is beside the point. The point is that the feeling exists.

The suggestion to generalise use of the name Fijian fails to take account of the complexities of inter-racial communication. Pride is a common characteristic of the natives of multi-ethnic societies. I noticed it with Hawaiians in my three years in Honolulu, and with the native Indians here in Washington. Social history is not merely a blackboard from which one name can be erased and another at once put in its place.

For this reason, the common name issue, particularly the suggestion that the common name should be 'Fijian', is for the moment politically dicey.

In a way it is a case of putting the cart before the horse. While a common name may be handy in social chitchat while Fiji citizens are abroad, it is far from resolving the need for inter-racial understanding at home.

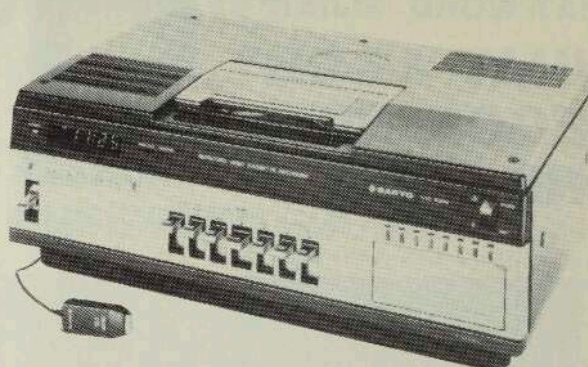
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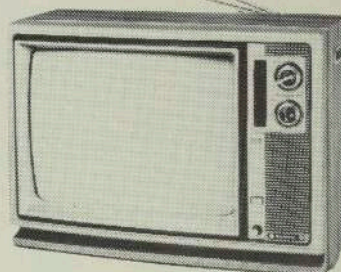
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would best describe them all, the country's main ethnic groups should be seeking ways whereby they will begin to feel and think as one people. The fact that there is not yet any agreement over a common name simply indicates that there is not yet a common Fiji-consciousness, the thoughts of Prime Minister Ratu Kamisese Mara on a coalition government for Fiji (PIM May) merit serious consideration by those who wish well for the country's multi-racial future.

It is important that moves in this direction be made now, while Fiji is still governed by a political party whose policy during the past 10 years has included the building of Fiji into a model plural society. This policy has not been pursued without political risks, as the shock outcome of the April 1977 election indicated.

My subjective analysis is that the average Fijian is not fully committed to multi-racialism. He entertains the belief that his quality of life would be better if he did not have to compete so hard with people he sees as

'intruders' in order to survive in his own country. I expect this sentiment to intensify over the next quarter-century as more and more educated Fijians find fewer and fewer job opportunities, with a rising population and a job market that is growing only slowly. Matters will become even more crucial with the inevitable passing from the national stage of the present leadership of the paramount chieftainships of Ratu Mara, Ratu Sir Penaia Ganilau and Ratu Sir George Cakobau. They have been a vital stabilising force over the past 25 years.

Racial integration has greatly improved since Fiji became independent nine years ago. However, more can be achieved through existing institutions such as the education system and the media, to name two important avenues. Programmes of social integration should aim for *effective* and *affective* inter-racial communication. The rationale of such a plan is that by walking the same road people of diverse backgrounds may evolve a set



From left: Ratu Mara, Ratu George and Ratu Penaia ... a vital stabilising force over the years

of shared values and shared perceptions of the meaning of life.

This goal can certainly not be achieved overnight, but the rewards of a diligent questing for it will be more positive for the country than continuing along the old paths of different races going their own ways — and with some now seeking to take upon themselves the label 'Fijian'.

The advance towards one Fiji, populated by different peoples but who are all referred to as Fijians, requires tact and patience, if it is not to remain a mere idle dream. It may also require some sacrifice on the part of those who want to become 'Fijians': sacrifices of non-Fijian aspirations, and the throwing in of their lot with the culture into which they wish to be initiated.

May I suggest that those who wish to be called Fijians consider first of all becoming



Fijian by culture, and give up their premature preoccupation with the name they will bear. A start would be in the *sharing of the life concerns of the Fijians*.

For those who show themselves to be sincere in such an enterprise, the chances of success are high. The Fijians are an appreciative and accommodating people. They will embrace those of their kind when they find them. Yes, even if they don't bear a particular name.



TROPICALITIES

High seas trial for 'Tulagi'

The patrol craft *Tulagi*, presented by the Australian Government to the government of Solomon Islands as an independence gift and in the framework of Australia's defence co-operation programme with the South Pacific, began its new life in high adventure.

Due to the lack of a crane on Honiara's wharf strong enough to lift the 46-tonne craft off the deck of a freighter, this preferred method of getting it to its new home had to be passed up and the *Tulagi* made the 3400 nautical mile Sydney-Honiara trip under its own power.

The trip included a tough bout with Cyclone Stan in the region of Thursday Island, a three-day stay in Port Moresby (during which the de Havilland Marine-built *Tulagi* was put through its paces for the benefit of watching Papua New Guinea officials), and a triumphal arrival right on time at Honiara.

Crew for the delivery voyage included two Solomon Islanders, Metcalfe Pitiposa and Joshua Kalevalka, who experienced a dose of on-the-job training that will no doubt stand them in good stead for years to come.

The *Tulagi* will be used by Solomon Islands police for fisheries protection and maritime surveillance patrols in coastal and inter-island waters in the Solomons. The vessel will be crewed by experienced mariners who have been recruited into the police force for the purpose.

In addition to the patrol boat, Australia is supplying enough spare parts for the boat for two years, training in Australia for five Solomon Islands maintenance personnel, and expert advice during the first three months of the boat's operations.

A thousand people turned



Tom Garnett and bumper haul at Suva. Photo: Anne Livingston; left: Prime Minister Kenilorea at the *Tulagi*'s helm. Photo: Stan Schatzel



up to watch the hand-over ceremony conducted by Australian High Commissioner John Melhuish.

Some back, but more to come

Responding to an appeal by the Papua New Guinea Government, museums and collectors in Australia and the United States have returned thousands of dollars worth of tribal artifacts to PNG.

Ceremonial masks, weapons, carvings and religious figures in stone and wood are among items returned. Some were found in Adelaide, South Australia, under an old house which had once been occupied by a family with business connections in PNG. Others were returned by descendants of an early missionary.

But PNG authorities believe

there are still scores of valuable items which represent missing examples of PNG culture which should be in PNG.

Some of the biggest collections are known to be in Germany because of the intense scientific and anthropological interest shown by Germany when it became the first coloniser of the northern section of PNG nearly a century ago.

The PNG plea for return of artifacts was repeated at the 1978 general conference of the United Nations Scientific and Cultural Organisation (UNESCO) in Paris in November. The PNG delegates also presented a list of projects for possible UNESCO assistance.

The country has already received nearly K1 million from UNESCO and related agencies for cultural projects. The 1978 PNG submissions placed greater emphasis than in the past on science and technology.

Whoppers which didn't get away

Seeing is believing. In just 90 minutes, off Queen Elizabeth Drive, Suva, Thomas Garnett, Rusiate Geneva, Rafaela Muanivalu and Joe Banivalu, netted 45 huge *saga* (bull-nosed trevally). Anyone stand-

ing at the waterfront at the Grand Pacific Hotel or Travelodge could have watched the performance.

Franciscans make a film

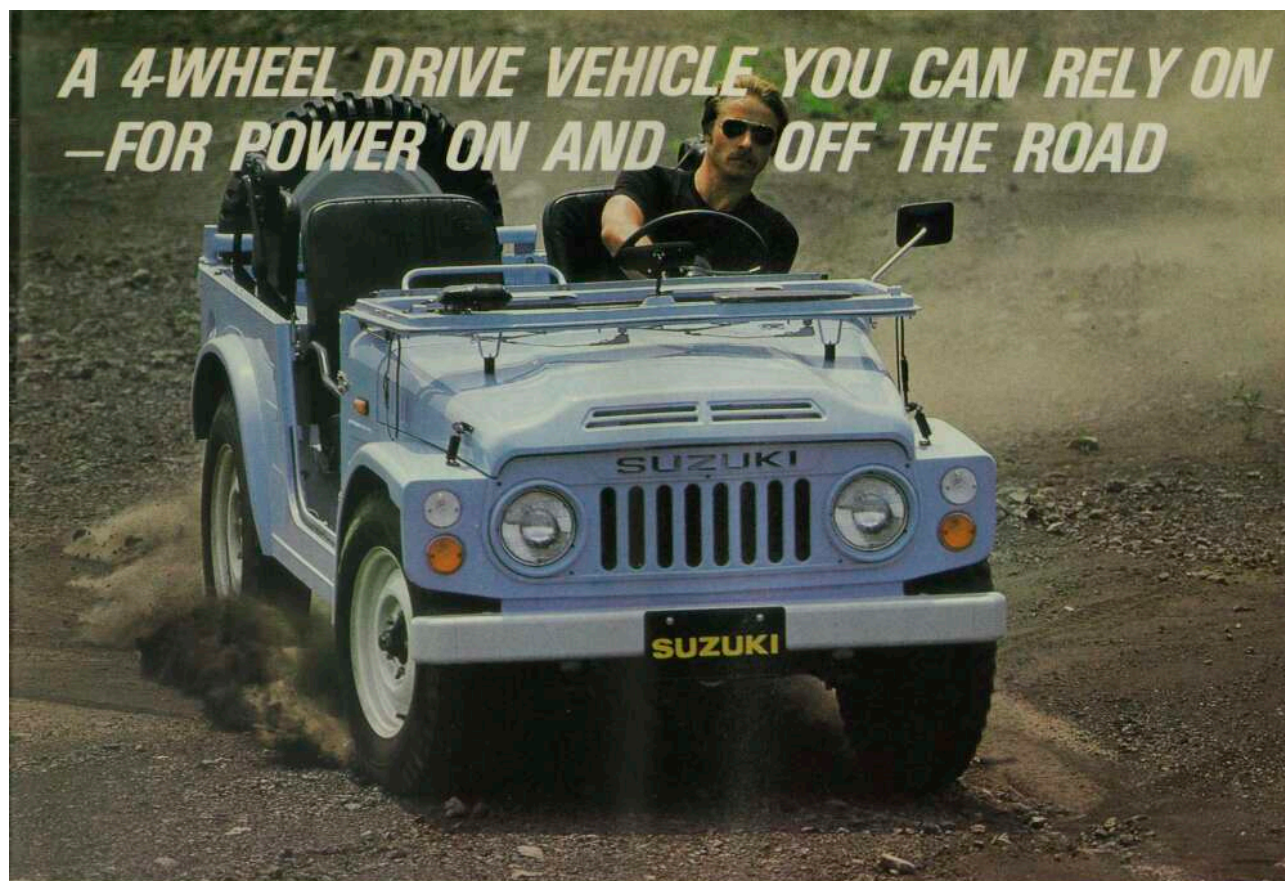
A 30-minute colour film, *Man Bilong Ol Pipal*, has been made for the Franciscan Order of Missions, Aitape, Papua New Guinea. Written and directed by Victor Carell, the highly effective 16 mm film was commissioned by the Franciscans. Mr Carell said the aim was to inspire high school students in particular to become priests and teachers in their own country — to be leaders in the whole of PNG, not just on a local basis. The film is now being shown in many areas of PNG, with emphasis on the high schools.

'Land reform' is Pitcairn's cry

Revolution on Pitcairn Island? Well, no, not quite. But...let the editor of the monthly news-sheet *Pitcairn Miscellany* explain:

Land ownership and control has undoubtedly been the major cause of discontent, revolution and war throughout history. And although Pitcairn is on the brink of neither a war nor a revolution there are rumblings of discontent about the present state of land control and ownership.

'Historically, Pitcairn was



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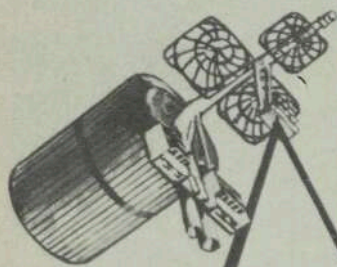
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divided into nine portions, one for each of the mutineers, soon after the *Bounty* arrived. Thereafter, the land was again divided on the traditional Polynesian system: the children of the marriage received an equal portion of their parents' land. Since there were 23 children for the land to be sub-divided, the area of land became smaller that each person owned. And thus the land has been further sub-divided throughout the 180 years of settlement of Pitcairn, until today there is scarcely a piece of land, which is individually owned, big enough to build a house on or use as a garden.

'But on the surface it would seem that there still must be land aplenty for our needs of Pitcairn, for after all there are only some 65 residents at present. But this assumption does not take into account the large number of Pitcairners now living overseas, especially New Zealand. In fact the majority of land on Pitcairn is now owned by Pitcairners living overseas, and they continue to assert their influence on land use through a complicated system of "caretakers". In other words, Pitcairn faces the problem of absentee ownership of most of its land.

'And indeed, it does not seem fair that those still living on Pitcairn should not have control of the land, rather than those who have chosen the bright lights and easier living of modern society.

'There are a number of possible solutions, but perhaps the most popular here on Pitcairn is that if a landowner is absent from Pitcairn for a continuous period of 10 years, then the land he owns automatically becomes the property of the Island Council. Council would then be able to allocate land usage as it saw fit. A similar system operates on Lord Howe Island after only three years absence.

'Another solution would be to declare all land on Pitcairn "Crown Land", and again council could allocate usage as it saw fit.

'Both of these suggestions would mean that land use on Pitcairn would be controlled by those living here. Finding a

building site would no longer be a problem for young people; large areas could be worked and cropped by machinery (arrowroot, kumara), rather than in the small isolated plots where it is grown at present; and disputes about usage from outside the Island would not arise.

'In all, land reform is needed on Pitcairn.'

Lethal dose in Goroka

Goroka, high in Papua New Guinea's Highlands, barely witnessed the savagery of the Pacific war. But there was plenty of movement afoot there during those years in the forties when coastal New Guinea was having the living daylight belted out of it by Western Allies and Japanese forces. Recently the reality of those days came home to the townspeople. Right in the centre of the town's commercial area 1800 mortar bombs and flares — all alive and well and ready to tear the place apart — were dug up. They had been dumped there by Allied forces. Fortunately none decided to detonate and, with the help of bomb disposal experts from the PNG Defence Force Explosive Ordinance Disposal Unit in Port Moresby, they were all carted away and exploded in the Bena area about 30 km north of Goroka.

A New Hebrides flag comes home

After a search lasting 33 years, the flag of the New Hebrides Defence Force of World War II has been found. It was not — as some have claimed over the years — held by the Australian War Memorial in Canberra. It was not in half a dozen other places that had been suggested. It had all along been in the United Kingdom in the possession of the family of the wartime British resident commissioner, Mr Blandy. It has now been returned by them and accorded a place of honour in Vila's Cultural Centre.

The NHDF, commanded by Australian Captain (later Major) Ernie Reid, was formed in December 1941 by British and French volunteers, who



Main street haul in Highlands Goroka. Photo: PNG Post-Courier

were soon joined by many Melanesians. Australian commandos were responsible for their training. While it never had to fight any Japanese, the unit was well armed and active in coastal patrols and guarding American installations on Santo right up until January, 1946, when it was demobilised.

Mr Reid, who acted as the mainspring of the search for the old flag, revisited the New Hebrides for the hand-over ceremony in March.

Independence: sem sem

Yumi yet was what Papua New Guinea called its independence film. *Iu Mi Nau* is Solomon Islands equivalent. PIM hasn't had a preview of the Solomons film so far (we hardly dare say *yet*) but we hope it is not as disappointing as its pathetically unoriginal title. Film Australia has a good record in film making. Perhaps it should look elsewhere (from wherever it has looked) for a more exciting title. *Iu Mi Nau* is due for release on July 7, the first anniversary of Solomon Islands' independence.

Danish eye on the Samoas

PIM has received a letter from Denmark asking us to publicise the work of a group of Danish researchers compiling a bibliography of Samoa. Vibeke Stenderup wants us to let

Samoaans know that she is a member of the team working on the project along with Hans Gullestrup, professor of Aalborg University. Dr Jan Hjarno, director of the Odder Museum, and Inger Heyerdahl Jensen, lecturer, Danish School of Librarianship.

Island parents as baby-bashers

Most babies admitted to Auckland hospitals for the treatment of injuries inflicted by their parents were children of Pacific Islanders, reports the *Cook Islands News*.

The deputy superintendent for hospitals, Dr Greenhouse, said: 'Some of the children will now face life as vegetables.'

Dr Greenhouse said there were cases of severe brain damage, paraplegia, blindness and deafness. The most common injuries were broken bones and bruises.

A letter from Brig Gen Fox

In PIM in December we published a letter from John J. Herman of Suva, Fiji, entitled 'Beware of the Bull'. On March 17 Brigadier General William J. Fox, USMC (Ret) wrote a letter to US Senator Alan Cranston. Brigadier General Fox, whose address now is Guanajato, Mexico, sent PIM's publisher, Stuart Inder, a copy of his letter to Senator Cranston. It reads:

'My Dear Senator Cranston: Transmitted herewith is a photocopy of page 8 of *Pacific*



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TROPICALITIES

Islands Monthly of December 1978. I wish to invite your attention to the article entitled 'Beware of the Bull' by a John L. Herman of Suva, Fiji Islands. I am unaware of Mr Herman's status in relation to the Fijian Government, but I think your office should ascertain if he represents the views and attitude of that government in the matter of 'foreign aid'. If he does I can see how the United States Government can save millions of dollars for the tax payers of our country of which I am one. Will you please keep me advised or your findings and action taken?

'PS: I served with the US Marines on the islands of the Pacific in 1942-43 and I happen to know that those islands were mighty happy to get all the foreign aid possible on any terms and it was expensive aid as many a wounded Marine can tell. They may have forgotten but many of us have not.'

The Cockney of Fanning

Does anyone remember 'Cockney' Chandler, the Fanning Island cable hand who was handyman out there about 50 years ago? The one who had an 'ell of a time with his h's and a's? True to his London upbringing, he had a ready wit, and succeeded in placing his h's and a's in the wrong place, writes Sherman Lee Pompey.

Cockney at one time said in London he had been a 'heggler'. When asked what a heggler was, he replied it was a man who 'awked heggs from door to door. He stated that Hyde Park in London was full of hashes and helms.

Once when the cable station superintendent had trouble with his septic tank, he called Cockney to fix it. His diagnosis was that it was due to 'hair in the pipe and not 'air on your 'ead but the hatmosphere'.

While on Fanning, there was a man there named Munn and somehow a feud had developed between him and Cockney Chandler. Once Munn chased Chandler and threatened to kill him. Cockney escaped into Robert Bruce Scott's room. It became such a well established feud that they



'Cockney' Chandler of Fanning
... the heggler's son

had to transfer Munn off the island.

Cockney made his own outrigger canoe, which was quite a feat, and it was all bound up, without using a nail in the construction. They had a launching ceremony and as the craft slipped into the still waters of the lagoon, he remarked: 'There she goes, and she won't leak a "heggup" full.' Cockney added a bit of humour to life on the island, and with his one solitary tooth looked a fearsome customer. In fact he was a very human and kindly man. Life was never the same on Fanning after Cockney left.

Blowing cold on 'Hurricane'

The US magazine *Newsweek* was not over-impressed with Dino de Laurentiis' \$US22 million extravaganza, *Hurricane*. Set in Pago Pago (but actually filmed in Borabora) the film is a substantially revamped version of John Ford's 1937 epic of the same name.

Newsweek critic David Ansen writes: 'There is one torrid love affair and one bang-up hurricane in *Hurricane* and it would have helped the film plenty if one had anything to do with the other. As things stand — or topple — the climac-

tic storm serves not so much to resolve the tempestuous affair between a hot-blooded Bostonian (Mia Farrow) and a hot-blooded Samoan (Dayton Ka'Ne) as to bail out of it...

'On a purely sensuous level, *Hurricane* is frequently arresting — and sometimes downright sexy. Director Jan Troell (*The Emigrants*) has a pleasing eye, and with the natural beauty of the island and the wizardry of production designer Danilo Donati and cinematographer Sven Nykvist to aid him, the movie is consistently handsome. But it's a humourless, bubble-headed affair, as dramatically underfed as it is visually over-ripe. "In the tropics," warns Trevor Howard, as a tipsy Irish priest, "take passion in small doses and always with a grain of salt." One doesn't expect the lovers to heed his advice, but Troell and Semple have ignored him at their own peril. At the end, *Hurricane* is simply washed away in a high tide of romantic inanity.'

The gentle art of donning pareu

'Just imagine she is wearing nothing on top.' There is dead silence as everyone concentrates on imagining, writes Helen Rousseau in Sydney. 'Then you just pull the material this way,' the male Tahitian voice continues, to a gasp from

onlookers as he passes the cloth between the girl's legs. 'And finally you tie it this way.' The surprised model wonders: 'Are you sure it will really stay up?' as the colourful piece of *pareu* is tied across her hips. A smile of delighted confidence beams from the face of Sacha as he stands aside to receive the enthusiastic praise of his audience.

Sacha had come all the way from Ouvéa, in New Caledonia's Loyalty Islands, to show Sydney-siders how to dress in relaxed, yet imaginative styles, to really catch the mood for enjoying his special piece of paradise — the 25 km of white sand and ever-changing blues of the lagoon on Ouvéa, Caledonia's only coral atoll.

An expensive Chinese-Tahitian, Sacha describes himself as the entertainer-cum-cook-cum-decorator at the only visitor accommodation on the island — the 15 thatched bungalows of the *Relais d'Ouvéa*. In response to a question, he solemnly promises that yes, upon request, he is ready to tie the *pareu* for any lady guests at the resort, any time.

Using just a straight piece of fabric, and taking only a couple of minutes each time, Sacha demonstrates half a dozen different ways of wearing the incredibly versatile Polynesian *pareu*.

The men are not forgotten, either. On Sydney television Sacha expertly ties a brief *pareu* on well-known football star Russell Fairfax. Sporting fans are promised a sight to look forward to when, after a bit of coaxing, the Australian football hero promises: 'If we make the grand final I'll run out in one.'

Radio Australia boosts output

Radio Australia has boosted its output to the Islands through two new 100 kW transmitters at Shepparton, Victoria which began work in early May. The ABC's acting director of overseas services, Errol Hodge, said that changes would enable the transmission of a clearer, strong signal, less susceptible to interference.



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AFTERTHOUGHTS with PERCY CHATTERTON

PURARI'S FUTURE: THE POWER PLAY IS IN SOMARE'S HANDS

In one of last year's 'Afterthoughts' I had something to say about the Purari maxi hydroelectric plus industrial complex scheme first planned back in colonial times for the Gulf of Papua, and about the group of people from the locality calling itself the Purari Action Group (PAG) which opposes the scheme.

Since that time PAG has enlisted the help of an Australia-based group called International Development Action to produce a detailed and thoroughly researched study of the scheme and its implications for the people of the Purari Delta and for Papua New Guinea in general. The result is a volume called *Purari: Overpowering Papua New Guinea?* which reports the findings of a group of four researchers.

This solid tome — more than 200 pages — substantiates in detail the doubts and criticisms of the Papua Action Group. It questions whether the scheme would really bring benefit to Papua New Guinea as a whole, and cites a wealth of comparisons with similar schemes in other parts of the world to suggest that it probably would not.

The researchers point out that the scheme is completely inconsistent with the much publicised 'eight aims' of the Somare Government and that it would have the effect, by its very cost, of delivering Papua New Guinea into the hands of a junta of international (mainly Japanese) economic imperialists.

Another count against it is that, in its original form, it proposes the setting up of a large industrial complex to utilise the excess power which would be produced. The industries attracted would probably be 'dirty'. But, more seriously, the establishment of such a complex, whatever the nature of the industries attracted, would add yet another problem of urbanisation to those which already bedevil the Papua New Guinean scene, and with which the government has so far shown itself unable to cope.

It is true that an alternative plan has now been broached — that of 'exporting' the surplus power to northern Australia by submarine cable. Minister for Energy Karl Kitchens has been exploring this possibility but has not yet shared with us the results of his explorations.

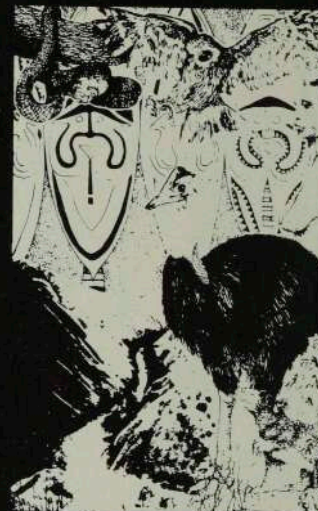
This, of course, if it came to anything, would be a vast improvement on the original plan. But the environmental problems remain and these are formidable.

When I wrote about this aspect of the scheme last year I was thinking mainly of its effects on the lives and homeland of a fairly small number of people who live in the immediate area of the proposed dam and artificial lake. But the authors of *Purari* show that, in the long run, the result could be a complete change in the ecology, and even the physiography, of the whole of the Gulf of Papua and its bordering lands.

This would come about as a result of the retention in the artificial lake above the dam of most of the sediment which is now brought down to the delta and which spreads itself out into the Gulf of Papua. The effect would almost certainly be that the loss of sediment and consequent scouring would cause the shore line to recede, while loss of nutrients at present carried into the sea would seriously affect, and perhaps destroy, not only the traditional and still-existing lifestyle of the people,

PURARI

"WHAT WILL HAPPEN
TO US WHEN THE
CLEVER MEN CLOSE
THE RIVER?"



but also the existing and growing cash-producing fishing industries in the area, and particularly the thriving crayfish industry based on Yule Island in Hall Sound.

This, say the authors of *Purari*, is not just theorising. It has already happened in the Nile Delta since the construction of the Aswan Dam. Coastal retreat is taking place there at a rate of several metres a year, while a once flourishing sardine industry in the southeastern corner of the Mediterranean Sea is declining and approaching extinction.

Will the establishment of an industrial complex in the vicinity of Hall Sound compensate the people there for the destruction of their crayfish industry? Will they get wage-earning jobs in the urban complex, or will most of the jobs be snapped up by eager and aggressive migrants streaming down from the Highlands?

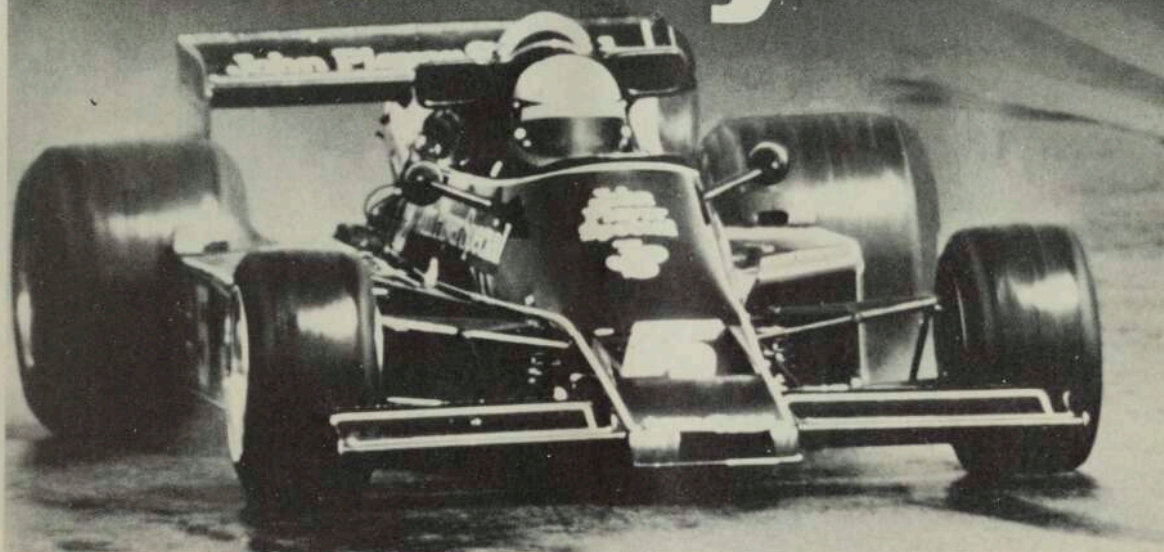
And all to what end? What net benefit will accrue either to the people of the Delta and Gulf or to Papua New Guinea as a whole? Whatever these benefits may be they will be obtained at the cost of delivering this newly independent country into the bondage of economic colonialism.

As the Purari Action Group has cynically but truly observed: 'These giant foreign firms are not investing their capital in our country because they love us.'

In 1973, Prime Minister Michael Somare had this to say: 'Do we want to become a country of big cities? In all the 700 languages of our country, we have never needed words for air pollution, for slum, or for unemployment. Do we wish to build the kind of country that needs these words? We are not a city people, but a people of mountains, fields and sea and this we should remain.'

These are just a few of the brave and wise words which Michael Somare will have to eat if the Purari scheme goes ahead.

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BIG TERMS FOR PAPEETE 'EIGHT'

Although sentenced in February to a 10-year-term to be served in French prisons (PIM April), the Tahitian independence fighter Charlie Ching was very much present in people's minds during a more recent trial in Papeete, write Marie-Therese and Bengt Danielsson. Before the court were the eight inmates of the territorial prison who organised a bloody riot in January 1978 (PIM April 1978). From beginning to end, the 37-year-old ringleader, Manuel ('Manu') Tauhiro, and his seven much younger fellow defendants, echoed the accusations of Charlie Ching and his *Toto tupuna* 'liberation army' that France is poisoning the whole population with its nuclear tests and maintaining an old-fashioned colonial rule against the will of the Polynesian people.

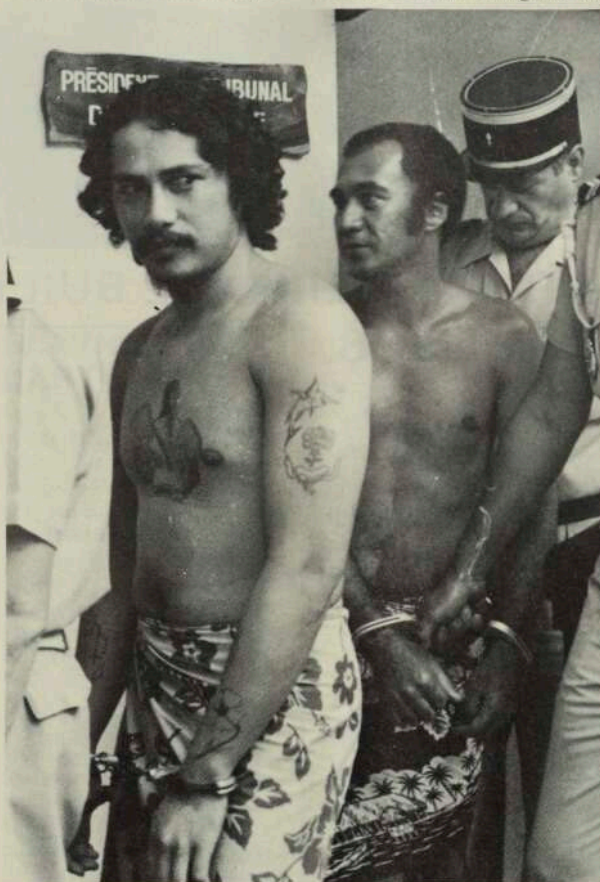
To identify as fully as possible with their own people, the accused wore Tahitian-style *pareu* loincloths. On their chests and arms were various tattoo marks, testifying to the strong contemporary revival of this traditional art form. Since a warder had been killed during the riot, heavy sentences were meted out at the end of the exhausting, three-day, 28-hour trial: a life term for Tauhiro, between 12 and 20 years for six of his co-defendants, and five years for the eighth conspirator.

The sensational plot hatched by the mutineers called for the sudden seizure, on January 14, of the warder in charge of their block. Then, using his keys, they were to take over the whole building and, to avoid suspicion, replace the telephone operator with a prisoner capable of maintaining normal services. Next, in the middle of the night, several groups of commandos were to sally forth in captured police vans. Task of the first group was to kidnap the French high commissioner and the admiral in charge of nuclear testing, together with their families. Simultaneously, the other groups were to gather

provisions for a long siege and steal arms and munitions from the French army barracks at Faaa, on the western outskirts of Papeete, where already in 1972 Charlie Ching and his men had made a spectacular break-in. In the final stage the mutineers were to lock themselves up in the gaol with their 'hostages, who were not to be released until the Paris government had granted full inden-

cover-up for the more prosaic truth that they were common criminals, solely intent on breaking out. His contention seemed highly plausible, for unlike Charlie Ching and the *Toto tupuna* 'liberation army', Tauhiro and the other would-be gaol-breakers had never been active in politics and had all been sentenced for such crimes as burglary, theft, assault and rape.

But as the court proceedings clearly brought out, these 'ordinary criminals' had from September 1977 eagerly listened to Charlie Ching and the



Defendants Tauhiro (right) and Hutauooho ... *pareu* and tattoos

dence to French Polynesia.

The plot certainly sounded too far-fetched to be taken very seriously. In the event, it failed at an early stage, a warder managing to give the alarm.

During the trial, the public prosecutor squarely charged Tauhiro and his men with having invented the whole story long after the event, as a

other political activists who, incredibly enough, had been locked up in the same prison block. Considering the great appeal their revolutionary gospel holds for young Polynesians outside the prison walls, can it really surprise anybody that those inside, with nothing to lose and everything to gain, immediately lapped it up?

It should also be remembered that Tauhiro has spent



more than 15 years in gaol and, during the 1960s, had as fellow prisoners some of the first generation of Tahitian freedom fighters who had been locked up in the local gaol while their leader Pouvanaa was shipped off to France for an eight-year internment for having preached independence. It was therefore an old and familiar siren song that Tauhiro heard again in 1977 from the lips of Pouvanaa's nephew, Charlie Ching. It is therefore quite likely that the conceived the kidnapping-for-freedom plan exactly as he claimed.

Incidentally, it must have been precisely this highly contagious character of Charlie Ching's ideas of a 'Polynesia for the Polynesians' that led to a French Government-inspired attempt to get rid of him for good. Without the slightest hesitation, Manu Tauhiro repeated during the recent trial the accusation he had already made during the Ching trial (PIM April) — that the French police inspector Lecam had visited him three times in his cell with the express purpose of persuading him to murder Charlie Ching, under cover of a riot. For his pains, he was to be rewarded with a quick parole and a large sum of money. Instead of accepting the deal, Tauhiro told Ching about it, after the third visit of Lecam, on May 31, 1978. The president of the court ruled that this accusation was 'not relevant', and it is very doubtful that it will ever become so, especially as Inspector Lecam has long since left the islands.

Like Charlie Ching and his 'soldiers', Tauhiro and his men had been provided by their supporters with metropolitan defence lawyers. But the only thing they could do was to challenge the main indictment, claiming that it should embody a charge of 'manslaughter' rather than 'murder'. This battle they eventually won, having lined up enough wit-

PACIFIC ISLANDS MONTHLY — JULY 1978



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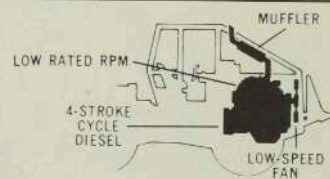
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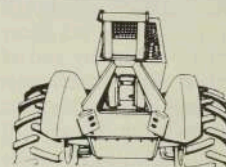
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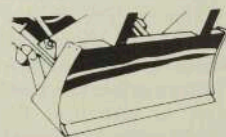
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POLITICAL CURRENTS

nesses to prove that the original intent of the mutineers was simply to overpower the first warder who came into their block in the afternoon of the fateful day, January 14, 1978. Unfortunately, this happened to be Pau Hoatua, a real giant, who resisted so forcefully that they felt obliged to beat him unconscious with their truncheons, which consisted of wooden table legs. Eventually Pau, who, ironically, was the kindest and best liked of all the warders, died from the savage beating.

During the trial, the mutineers all expressed great regret at having 'accidentally' killed Pau. This of course could be interpreted as merely an attempt to get off with lighter sentences. However, the moving appeals they made in the courtroom to Pau's widow, imploring her forgiveness, certainly had the ring of sincerity. In their final statements, made just before the jury began its five-hour-long deliberations, the defendants also seemed to speak more from their hearts than during their previous depositions. The question they all asked was whether it was less criminal to kill people slowly with radioactive poison than to despatch somebody quickly in an ambush.

One of the defendants, who had refused legal assistance, read a very well chosen passage from the Bible, the Epistle to the Romans VII: 15-25. In the end, however, he too agreed to sign the common appeal to a higher French court, on the grounds that the sentences handed down corresponded to the abandoned charge of murder and were thus too heavy for the actual indictment of manslaughter.

Just for the record, it should be noted that the defence lawyers had at the outset strongly protested, in what has now become standard procedure at all trials, at the very strange way justice is administered in French Polynesia.

Not only are the jurors fewer in number than in France — three instead of nine — but they are drawn exclusively from the ranks of French and part-French businessmen and government officials, who con-

stitute only a small minority of the population, which is 75% Polynesian. To top it all, if a juror is too busy or too scared to do his duty, all he incurs is a fine of a few dollars. At the recent trial, for example, no fewer than nine of the 36 jurors on the panel decided to stay at home, thus restricting the choice available to the prosecutor and the defence lawyers.

The present writers are gratified that following the recent case, their repeated criticisms of this anachronistic, colonial-type justice have at last achieved some result. The local news media recently announced that French Polynesia's deputies to the National Assembly in Paris, and a delegation of the territorial assembly, have taken the matter up with the French minister of justice. The minister, much surprised that the century-old system is no longer acceptable, has promised to give it the attention it deserves.

BLATHER ON BARTER?

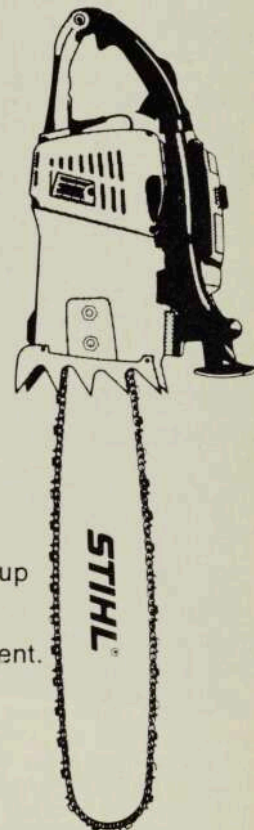
Claims by Bruce Beetham, leader of New Zealand's Social Credit League, about conclusion of a trade barter deal between Solomon Islands and New Zealand (PIM June) have been branded as 'transparent politicking of a rather feeble nature' by New Zealand Prime Minister Robert Muldoon, writes William Gasson from Wellington.

'I have received a statement from Solomon Islands Prime Minister Peter Kenilorea strongly denying Mr Beetham's claim that a shipment of Solomon Islands timber constitutes a new form of trade on a barter basis,' said Mr Muldoon in a press statement.

'Mr Kenilorea says the announcement by Mr Beetham of the supposed trade deal is "a disturbing state of affairs", because as far as he is concerned, as leader of the Solomon Islands Government, he was never aware of any such trade.

'Despite the Social Credit claim that Mr Kenilorea supported this form of trade, Mr Kenilorea says that it was never

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POLITICAL CURRENTS

discussed with him personally as prime minister by anyone from overseas.'

As a footnote Mr Muldoon assured Mr Beetham that trade between Solomon Islands and New Zealand was on 'an excellent footing', and was continuing to grow on normal commercial terms.

Social Credit's economic spokesman L. W. Hunter claimed in response to the Muldoon statement that Mr Kenilorea had discussed the trade deal with a Social Credit member, Maurice Kenny, who had been responsible for co-ordinating the deal. It involved Solomon Islanders selling hardwoods to New Zealand and using money from the sale to buy New Zealand goods, including milling equipment, beer, onions and processed foods. No foreign exchange was to be involved.

VILA GAOLING — A PROTEST

The gaoling of Australian businessman David Neave in Vila, New Hebrides, on munitions, firearms and drugs charges (PIM June) has brought a vehement protest from fellow Australian Ken Hutton, former member of the New Hebrides Advisory Council, dentist, planter, and long-time resident of the island of Santo.

In a letter to the Australian consul in Vila, Bill Fisher, copies of which have been sent to other addressees, including PIM, Mr Hutton writes: 'There are as far as I know two companies who have the right to import arms and ammunition into the group. I do not know the situation in Vila, but neither of the branches of the companies in Santo has had stocks for years. I am advised by the merchandise manager of one of the companies that they have been applying for permits to import for over two years, but these have gone unanswered by the residencies. Further, on the rare occasions when stocks do appear, they find their way on to the black market. The balance of the cartridges sold in this town are smuggled. And no wonder. A packet of .22 cartridges costs

about \$A2 at the source. The duty is 154% plus 3FNH per round. In the case of military calibre the rate of duty is 200%. So much for cartridges legally imported, at a rate of duty which encourages people to smuggle them. Even the customs department considers this to be extraordinary.

'Where then are these cartridges used, the legal and illegal ones? I suppose there would be 10 000 head of cattle killed in the Northern and Central No 2 Districts each year, to say nothing of pigs, pigeons and flying foxes. As a planter I am forced to buy cartridges on the black market for the legitimate use of knocking cattle in my slaughterhouse. I pay 500 FNH per packet of 50 rounds as a rule. I am advised by the captain of an island trading ship that they fetch 1500 NHF in the outer islands. This then is the motive behind the smuggling of cartridges, a good turn of profit, and not the sinister motives suggested by such journals as *Noumea's France Australe* and *Vila's Nabanga*, whose hysterical treatment of the subject sought to make a political issue out of something which was simply a commercial venture. David Neave is not a revolutionary or

insurrectionist, as they would like their readers to think.

'Incidentally, I can buy cartridges at four or five outlets in Santo, and I have never bought a packet of cartridges from David Neave.'

On the firearms charge, Mr Hutton wrote: 'The blow-up by the press on the number of rifles found at David's house was certainly designed to defame him. To anyone who knows David this is not surprising. David is a gun buff, he is an amateur gunsmith, has an extensive library on guns and their history and has constantly been engaged over the years in fixing, derusting and blueing guns for his friends... This aspect of his character was of course overlooked by *Nabanga*. All they could do was remind their readers that David was a candidate in the municipal elections on a ticket of the *National Party* (former name of today's *Vanuaaku Party* — PIM), undoubtedly a heinous sin in the eyes of *Nabanga*.

'As I see it the only sin David committed was to get caught — how many others are in the same business and have avoided detection? What about the rumour that the brother of a minister was found at Bauer Field importing a tin of lollies,

which proved to be a tin of cartridges? I would like to know if there is any substance in that story. And what about a certain vessel that makes regular calls to these waters, and has an extraordinary arms list... It would also be interesting to see the prominent names on a list of clients who habitually purchase cartridges on the black market *pour la chasse*. Are they too guilty of crime?'

On the reference to cannabis in the charges, Mr Hutton wrote: 'I suppose the people who wrote the newspaper articles would be too ignorant to know that cannabis grows wild in the Santo bush.

Finally, on the legal aspects of David Neave's case, Mr Hutton wrote:

'As a Britisher I also protest against the draconian legal system which we currently all live under. For years we fondly thought we had the best of two worlds, British justice and French cuisine — and God help us, we used to say, if it was ever reversed.

'But apparently we have had a reversal of the legal system under the new interim law reform, a matter in which we had no voice or protest. Having been weaned on the British system, to suddenly find oneself under the Napoleonic code as applied to French colonies is a grave shock to one's system. To think that a Britisher is "guilty until proved innocent" and can be put away in prison for a maximum of two months without contact with the outside world, except for his lawyer and his consul, at the pleasure of the procurator-general, is unbelievable.

'Furthermore I understand that the warrant to search my business premises in Santo, issued because of my association with David, was given by the British judge on the application of the procurator-general and without reference to the British police force, who were then asked to conduct the search. Has the British police

'Danger — Lawnmowers' says the caption on this New Hebrides French/Bislama weekly *Nabanga* cartoon. David Neave is a Vila-based lawnmower importer... scant regard that his case was before the courts



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POLITICAL CURRENTS

force been completely emasculated?

'I have the uneasy feeling that anyone politically motivated could "salt" anyone's home with a few rounds of ammunition and a handful of cannabis seeds, then stir up sufficient hysteria through the gutter press, so that any one of us could find himself in prison at the pleasure of the procurator-general for a period of two months. In my view a trial by the media is nauseating and alien to British justice.'

HEROIN WAR ON GUAM

News that Guam's heroin kings have drawn up a 'hit list' to murder top government officials is the latest in a long series of events here which have highlighted the power and danger of drug trafficking in the Pacific, writes Paul Addison from Agaña.

Last year on Guam, drug-related murders claimed the lives of more than 15 persons, including two Japanese tourists. This year, with many top heroin dealers behind bars, Guam's overcrowded prison has seen the brunt of the action and the virtually bankrupt government has provided few remedies to quell the explosive situation.

In a May 7 letter to Al Pangelinan, director of Guam's bureau of the budget, Attorney-General Kenneth North made an almost desperate plea for money to hire prison guards.

'At the present time I am fighting a war,' Mr North wrote. 'The major heroin traffickers are on the defensive and are planning to kill several high-ranking government officials in retaliation. There is a battle raging for control of the department of corrections — prisoners or guards.' He added: 'Time is of the essence. Heroin dealers do not deal through a myriad of bureaucratic steps. They merely obtain a weapon and kill somebody. I am not overly dramatising. The situation is critical today.'

In the past six months the prison dangers have been illustrated by a continuing saga of

murders, beatings, escapes and arrests.

For the small group of prison officials, life has been a constant battle to man the prison and keep the inmates in line. In February, Governor Paul M. Calvo appointed hard-liner James Miles as director of the department of corrections, an appointment which brought applause from some quarters and fear of further troubles from others.

Mr Miles, 43, an army veteran, has planned no-nonsense stances on discipline, parole and prison gangs. Of the more than 120 inmates, he said recently, he thought it would be possible to rehabilitate 75% if conditions could be improved. His planned disciplines include military crewcuts, roll-calls and platoon drills.

To many, the problems that now exist within the prison are testimony that many of the top drug traffickers are in fact behind bars. They point out that



Governor Paul M. Calvo . . . putting a hard-liner in charge of the gaol

so far this year there have been few drug-related murders on the island and that robberies and violent crimes have fallen dramatically.

However, optimistic conclusions that trafficking has dried up were temporarily muted with the May 16 arrest of a family of four, including a 51-year-old woman, for possessing heroin. When police raided the Dededo store and home of the Shimizu family they found five bundles of heroin, \$US300 worth of marijuana, numerous barbiturates and amphetamines, three fully loaded unregistered rifles and more than \$6000 in cash.

Although police officers say they think they have captured one of the few remaining high-level dealers on the island, they cautiously acknowledge that the heroin scene is far from dead on once idyllic Guam.

Court ruling puts Tupuola in a fix

The recent decision by the chief justice of Western Samoa voiding four election results on the grounds of 'bribery' and 'treating' is having widespread repercussions in Western Samoa's political life, writes Felise Va'a in Apia.

In the first place, the decision has meant the loss of parliamentary seats for three of Prime Minister Tupuola's supporters. This in turn has led to a situation where, at the time of writing, a minority government is ruling the country. Tupuola's supporters in parliament now number 21 against 22 for the Human Rights Protection Party headed by Vaai Kolone.

In the second place, Chief Justice Bryan Nicholson's decision has created a precedent which will bind future courts, and, therefore, future styles of political campaigning.

Since independence in 1962, the supreme court, last court of resort for election matters, has taken a wary approach to the position of custom and tradition in the electoral process. Many election petitions have come before it seeking nullification of election results on the grounds that bribery and treating, both against the electoral act of 1963, had taken place.

Invariably, the court has ruled that since it did not know enough about Samoan customs and traditions it was not in a position to rule on the complaints, and ended up dismissing the petitions. In effect, what the supreme court was doing was side-stepping the issue at least for the time being. Without some deep thinking, it was not in a rush to create a precedent which would be binding on future courts.

That was the position until May of this year when Mr Nicholson brought down his epoch-making decision. From now on, Samoan custom can no longer be used as an excuse for giving out sums of money and gifts of food during election time, a period vaguely defined as beginning at least three weeks before the voting date.

The court will still consider custom justifiable if such custom is something that people have been used to for many, many years, and have come to expect. But anything over and above that is likely to be construed as bribery and treating.

No doubt, the supreme court's decision is a reflection of continuing public concern over the huge sums of money and food expended for political campaign purposes. Costs of campaigning in Samoa are getting so high they are discouraging many able potential candidates, and are leading to abuse and corruption of Samoan customs and traditions. The latest court decision, therefore, will probably mean that in future only a foolhardy candidate will give out money and food during campaign time, and it may be hoped that the man or woman with ability to persuade will carry the day.

The candidates who have lost their seats are: Letiu Tamatoa, minister of economic development, Muliaga Vena, George Lober, and Leota Pita.

By-elections are now scheduled for Saturday, August 18. As things now stand, it is not yet certain when the new parliament will meet in view of the minority status of government. If the by-elections result in a majority for the opposition party, then Tupuola will be in deep trouble.

RINGING IN THE FSM

The Pacific's newest political entity, the Federated States of Micronesia, came of age on May 15 when Tosiwo Nakayama, 47, of Truk, was sworn in as its first president, writes Paul Addison from Guam. As 1500 persons from throughout Micronesia and the Pacific watched, Nakayama received the oath of office from new speaker Bethwel Henry, 45, in a simple ceremony in the capital of Ponape, Kolonia.

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Petrus Tun, 43, of Yap was sworn in as the FSM's vice-president.

In his inaugural address to the colourfully dressed crowd, Nakayama said he viewed the federated states as a rainbow, composed of many different colours with the ocean as a common link.

'Let me say,' he continued, 'while our islands represent our world, they are part of a much larger picture. The world is one ecological system and humanity represents one genetic pool. We are all tied together in ways which are at the same time small and large. Let me recall a remark made some years ago by President Hammer DeRoburt of Nauru when he said that 'good government is no substitute for self-government'.

'What he meant was that no matter how good is a government which is imposed from outside, it cannot take the place of the people governing themselves through their own government. For my part I pledge to you to make that self-government into which we begin to enter today, also a good government.'

The Federated States of Micronesia — its motto 'Peace, Liberty and Unity' — enters the ever-changing political world of the Pacific in the twilight years of the United Nations trusteeship. Administered by the United States since World War II, the four states which constitute the FSM — Kosrae, Ponape, Truk and Yap — will now have a higher degree of independence than at any time in recent history.

Two other districts which are a part of Micronesia, Palau and the Marshall Islands, are going it alone. The Northern Marianas became a US commonwealth on January 9, 1978. All four groupings are tied to the United States with defence and security agreements.

Those agreements, however, have recently caused considerable problems in Palau. During the writing of the Palau constitution in March and April the United States objected strongly to numerous provisions, saying the document ran counter to US global strategic interests and would prevent the US from



President Tosiwo Nakayama ... 'good government no substitute for self-government'

carrying out its defence role. US Ambassador Peter Rosenblatt told Palauan leaders: 'You cannot tell the US on the one hand that we should accept all the obligations under free association, and on the other hand that you wish to adopt a constitution which does not make it possible for us to function that way.'

The US has particularly objected to provisions which would ban nuclear substances on the islands, and a provision to draw Palau's territorial waters according to an archipelagic baseline principle. The US regards the latter as open territorial waters.

The US is not the only party objecting to the draft Palau constitution. The powerful Palau Political Status Commission chaired by Roman Tmetuchl has publicly opposed the document and is trying to prevent its adoption when Palauans vote on it in a July 9 referendum.

• In a speech before the United Nations Trusteeship Council a spokesman for the US National Council of Churches, William T. Wood, SJ, has urged the council to 'vigorously exercise its responsibility to monitor and oversee the US role in Micronesia'.

Students?

BY THE EDITOR

There might have been an excuse for it if they had been caring for the welfare of anyone else but themselves. Students the world over demonstrate — but usually it's over a question of principle, or as a result of that brand of high moral motivation peculiar to the young before they have slipped into the dishonesty of conscience which usually comes with maturity.

But, on the campuses of Papua New Guinea, from late April to the end of May, so-called students had the interests of none but themselves at heart as first they struck and then resorted to threats, violence, destructiveness and theft.

To be fair, it became clear before the strike had run half its course that less than 50% of students at PNG's two top tertiary institutions — the University of Papua New Guinea in Port Moresby and the Papua New Guinea University of Technology in Lae — wanted it to go on. But that there were enough anti-democrats around to reject the anti-strike vote and keep it going for another three weeks, must evoke despair in the minds of independent Papua New Guinea's present first-generation leaders, most of whom never had the educational opportunities which are there as reward for genuine effort today.

The whole sorry strike episode stemmed from two de-

mands. One was quite reasonable. The students wanted higher book allowances. The government responded reasonably. It increased book allowances. The other, considering it came from men and women who one day are likely to form a sizeable chunk of the PNG leadership, was less than reasonable. They wanted more pocket money. As if K5 a week and all found were not enough? The government refused to budge on that one. Quite reasonably.

By and large, PNG's tertiary class have got it made. The bulk of the universities' 2000 students comprises national scholarship scheme holders, members of an interesting experiment in education. Basically what happens is this. Each year the government combs the country for its best student potential and then puts those chosen on to a professional student payroll. They get full free places at university, accommodation, food and a pocket allowance of about K5 a week — more than enough if a student is dedicated to his or her studies.

On a loftier plane, there should be room in Papua New Guinea today for a little more sacrifice in the interests of a country desperately in need of local talent to fill the many positions which still go to expensive expatriates. — Bob Hawkins.

TUSSLES ON TUVALU

The government of Tuvalu, independent since last October, and the Tuvaluan public service commission, are on a collision course, writes a Funafuti correspondent.

The row, which, the correspondent writes, 'may prove to have serious implications for the country's stability', came into the open when the PSC, faced with the difficult task of keeping its independence from political manipulation on an islet where no one can get beyond shouting distance —

POLITICAL CURRENTS

unless he leaves — rejected government recommendations to sack an agricultural assistant and to make an appointment to a new post of senior education officer.

Secretary to Government Ionatana Ionatana, an ex-police officer, insisted that the PSC should support government recommendations and followed up that unconventional stand with a request for the resignation of the members of the commission.

The commission members didn't budge even though they endured a humiliating face-to-face confrontation with the cabinet, which was meeting the commissioners for the first time as the PSC. Cabinet voiced its stern disapproval of the PSC's decisions but kept off the business of resignation.

There the matter rests — for the time being. Governor-General F. Penitala Teo is rumoured to be upset over the whole thing and is thinking of resigning.

The question on everyone's lips is 'Who controls whom?' The PSC will possibly face criticism, probably justified, of

paying too much attention to such trivialities as the dismissal of a junior public servant. It might reverse its decision on this without losing too much face or undermining the PSC's role.

There should be a breathing space for all those involved, and spectators too, to consider the implications of a government-ridden commission and resultant possibilities. There are not many people around with the experience needed to do a PSC job, but the feeling's there that the government, the governor-general and the cabinet, not to mention the secretary to government, should maintain the independence and integrity of the commission. Failing that, the commission will become a rubber stamp and the public service will be left wide open to abuse of all kinds — 'jobs for the boys', and what have you.

Though the governor-general is not compelled by the terms of the constitution to uphold the accepted principle of acting in accordance with the advice rendered by the PSC, he is expected to uphold its de-

cisions, as he is to assent to parliamentary legislation.

There's one piquant aspect to the whole thing. Whether or not he knows it, the career of the secretary to government is at the whim, not of the cabinet or of the governor-general, but of the PSC. This is a point some people believe the PSC has just woken up to.

SI: CARING FOR AN IMAGE

Solomon Islands MPs are casting around for ways of ensuring that an independent outside body determines their working conditions, and at the same time takes care of the problem of their public 'image', writes George Atkin from Honiara.

Prime Minister Peter Kenilorea late in May piloted through the house a Parliamentary (Conditions of Service) Commission Bill which will set up a body of three members, none a politician, who will be appointed by Governor-General Baddeley Devesi. Its main task will be to look into parliamen-

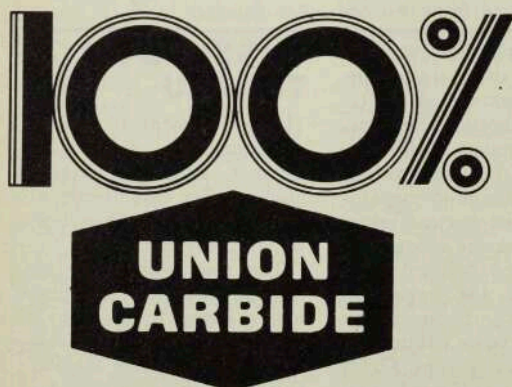
tarians' salaries, allowances during parliamentary sittings, accommodation for their families while parliament is in session, and general conditions of service.

Arguing against the bill, Opposition Leader Batholomew Ulufa'alu said it would lead to duplication and waste of scarce resources. He said parliamentarians could best deal with their own affairs because they understood their situation best.

It was Willie Betu, leader of the independent group, who showed most sensitivity to the 'image' problem of MPs. Supporting the bill, he said he hoped that an independent body dealing with MPs' conditions of service 'would stop people calling us all sorts of names and accusing us of only doing things for our own ends'. Then, setting his sights higher still, he voiced the hope that the commission would see that 'proper publicity' is given about parliamentarians. 'All the publicity we get from the press is the kind that disapproves our families,' said Mr Betu.

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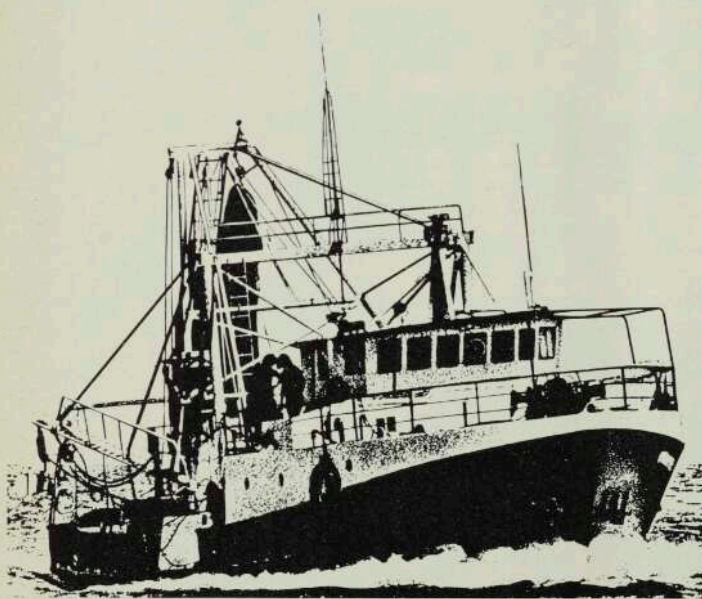
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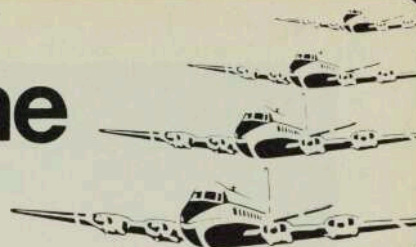
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PACIFIC ISLANDS MONTHLY

AVIATION in the PACIFIC



TIME FOR ISLAND OPERATORS TO TOUGHEN UP

Nineteen-seventy-nine, with six months of it still to go, has been a soul-searching year for airlines operating in the Pacific — whether they be worldwide, regional or domestic carriers. Aviation writer Rob Gwyther considers developments to date and the shape of things to come.

Airline boardrooms across the Pacific this year have been more preoccupied with the problems of re-equipment and route expansion or rationalisation than ever before. Add to that turn-of-the-year and on-going tremors in the international airline environment (which, by and large, have benefited the air traveller), and it should be generally accepted that directors are earning their fees, if only for the time they're spending in the boardroom.

The decisions — some of which have already been made — are critical, possibly with implications right through the eighties. Decisions which have been made by some regional carriers suggest that they possess the necessary determination and entrepreneurial skills to handle the challenges ahead.

Air Pacific and Air Niugini stand out from the pack. Their firm handling of negotiations

Air Pacific BAC 1-11... a new readiness to stand its ground in negotiations

with those bigger than themselves is indicative of the current, new mood prevailing in the Islands.

The transitory stage in which most operators now find themselves will enter a new round when Australia and the United States once again lock horns over renewed American attempts to introduce deregulation of fares and capacity across the Pacific. (Qantas, celebrating 25 years of cross-Pacific operations this year, has reluctantly greeted its new competitor, Continental Airlines, which could even outdo it in the marketing aggression stakes.)

At the regional level, several airlines are holding fire on orders for new aircraft until they see the effects of the bigger carriers' new fare policies.

On a combined front, the formation this year of the Association of South Pacific Airlines (ASPA) gives some hope that the 12 member airlines will at last embark on some form of co-operation.

The Fiji-New Zealand negotiations represented an interesting confrontation. Both Air Pacific and Air Niugini had watched Air New Zealand and, more recently, UTA, make concessions in the face of Australia's new aviation policy. This possibly spurred Fiji's negotiators to a tougher-than-usual stance in their talks with New Zealand's aviation representatives.

The central issue of the argument was the right for Air Pacific to get a 50-50 share of traffic between Fiji and NZ. It won this point with effect from next April. Fiji also has the choice of a second port in New Zealand — either Christchurch or Wellington — but it must give 12 months' notice before starting a service to either of these.

Fiji's lever was Air New Zealand's wish to fly into Suva's Nausori airport. Air New Zealand can now fly to Nausori from April next year.

Another bone of contention was Air Pacific's desire to fly large charter aircraft into New Zealand. The compromise was permission to Air Pacific to fly genuine charters between the two countries provided they contain only nationals of the two countries and do not travel on to a third country.

These conditions, apparently, were to ensure that Air Pacific was not to be used as a 'back door' into New Zealand for other airlines without rights. Flights between Fiji and

New Zealand are now daily, each airline operating nine a week. Air Pacific flies three Nadi-Auckland BAC 1-11 services, the balance from Nausori. All Air New Zealand flights are Nadi-Auckland using DC10s and Boeing 737s.

The outcome of the negotiations showed perhaps more than a new readiness by Air Pacific to stand its ground — it might indicate a weakening in New Zealand's bargaining position as a result of the effect of Australia's aviation policy on its own national carrier's operations.

At the signing of the Fiji-New Zealand agreement, NZ's Minister for Internal Affairs David Highett said: 'It is clear that the small and medium sized airlines like our own must stand together at this time.' Which brings us to ASPA which, in turn, will put Mr Highett's statement to the test.

ASPA's foundation members are Air Melanesiae, Air Nauru, Air New Zealand, Air Pacific, Cook Islands Airways, Fiji Air, Air Niugini, Polynesian Airlines, Qantas, Solair, Talair and UTA. The association is the end product of pressure from the South Pacific Forum and civil aviation ministers throughout the region to combat the lack of co-operation between the region's air carriers. Not that ASPA is going to solve this problem overnight. But immediate benefits of ASPA are expected in the areas of spares, ticketing and passenger handling.

The grand dream of a single feeder airline is unlikely to become reality within a decade — if by then. Even agreement on standard fares is unlikely with carriers such as Air Nauru undercutting wherever possible. Rationalisation of routes will also be more than tricky and there's no guarantee that,





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AVIATION IN THE PACIFIC

when asked, the larger carriers will make confidential information available to ASPA.

Membership of ASPA was open to airlines with head offices in 'the South Pacific' (including Micronesia) but Air New Zealand, Qantas and UTA, because of the important roles they play in the region, were invited to take membership.

It is somewhat ironical that ASPA should come into being at a time when relations between the big and small carriers are at their lowest ebb. The smaller airlines know that they are going to get nothing in the way of concessions without asking — and forcefully too. Fiji, for example, in May went to do battle with Australia to negotiate new Australia-Fiji fares and to win rights to a Fiji-Sydney-Melbourne deal.

Air Pacific was confident of a fair share of the route but not without paying a price. The quid pro quo was expected to be Fiji going along with Australia's advance purchase excursion fares as the basis of a new fare structure — something with which Fiji does not agree.

Air Niugini is also finding the going hard with Australia in its campaign for traffic rights between Port Moresby and Townsville in northern Queensland and for a third service each week out of Brisbane. It believes the extra Australian services are justified by 'embarrassingly high' load factors out of Queensland but Qantas has been opposing any expansion of Air Niugini's operations.

Up to May, Air Niugini from Port Moresby was providing four Fokker F28 jet flights a week to Cairns in northern Queensland, and four Boeing 707 flights to Sydney, two of which call at Brisbane.

Air Niugini's second Boeing 707 arrived in Sydney in late May, marking the beginning of another upgrading programme for its international services. A third 707, on order, will replace the 707 which has been flying Air Niugini's Hongkong, Kagoshima, Manila, Brisbane and Sydney services for more than two years.

Big airline pressures from both sides of the Pacific are beginning to show in the Islands. UTA French Airlines was the first carrier to make adjustments, announcing cancellation of its Noumea-Nadi service as a direct result of Australia's new point-to-point fares and operating structure. UTA said it had experienced several years of falling revenue from Fiji and now had been 'hard hit' by Australia's new 'detrimental' policies.

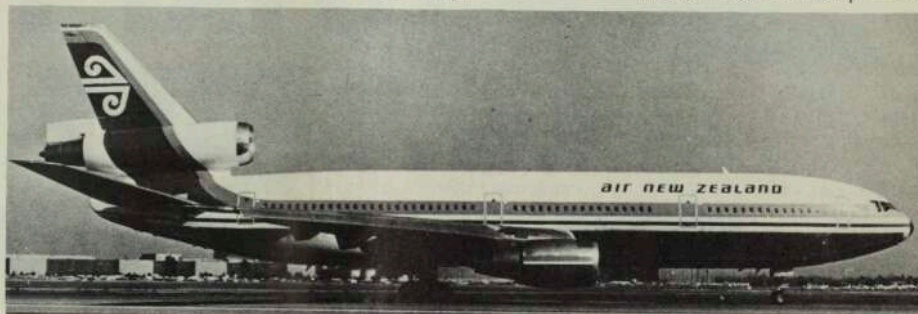
Polynesian Airlines, which deferred a decision on acquiring its own pure jet, is now more hopeful that Continental's entry on the US-Australasia run will not, with

Samoa, replacing it with an extra trans-Pacific 747 service.

Projections on passenger traffic in the South Pacific are hazy at the moment. Overflying by larger carriers has hurt but in some areas of the tourist industry there is optimism that traffic will be back to former high levels within two or three years. However one leading statistician has warned that the Islands can expect a drop in the meantime from the present figure of about 13.5 million visitors. He said that with the trend toward point-to-point fares, visitors would be likely to stay longer but their numbers overall would drop.

tourist industry hopes. Gordon Oliver of the Fiji Coral Coast Hotel charged that the block had cost Fiji an extra 11 000 tourists and that it was pressure from CP Air which had caused the Canadian Government to reverse its earlier decision to allow Wardair to run a weekly 747 flight six months of the year. Mr Oliver's charges were levelled at last month's Fiji Tourism Convention at which CP Air's Fiji manager, George Heinmiller, was reported as saying that his airline would commence a DC10 service to Fiji from Vancouver in December.

Computer technology is another field Islands operators



Air New Zealand DC10 ... estimating the cost of developments on the Pago Pago-Auckland run

its Pago Pago call, pose a serious threat to the markets the Apia-based carrier has been developing.

This depends very much on whether Continental ever succeeds in operating standby fares between Pago Pago and Auckland at a level far below what Polynesian can afford. Already Continental has dropped its decision to operate fares out of Australia and New Zealand different to other carriers. Continental is eager to reassure regional carriers that it will operate in close co-operation with them. But it has foreshadowed a move later this year to get permission for daily flights on South Pacific routes.

Air New Zealand is also considering the impact of recent developments on its Auckland-Pago Pago run. Its load factors, without new pressure, have not been all that high.

Pan Am, arguing that Pago Pago would be adequately served from the US by Con-

tinental, has dropped one of its two weekly flights to American

Fuel prices are another worrying factor. Already surcharges have been imposed to combat higher fuel prices and third level operators using older equipment know they are in for tougher times until they can get through their re-equipment programmes.

Despite these gloomy projections it seems certain that more airlines will come into the Islands. Hawaiian Airlines and AeroAmerica have been granted rights. Hawaiian has two years in which to start a Honolulu-Pago Pago-Nadi-Papeete-Honolulu round trip service. So far it has filed for five flights a week to Pago Pago.

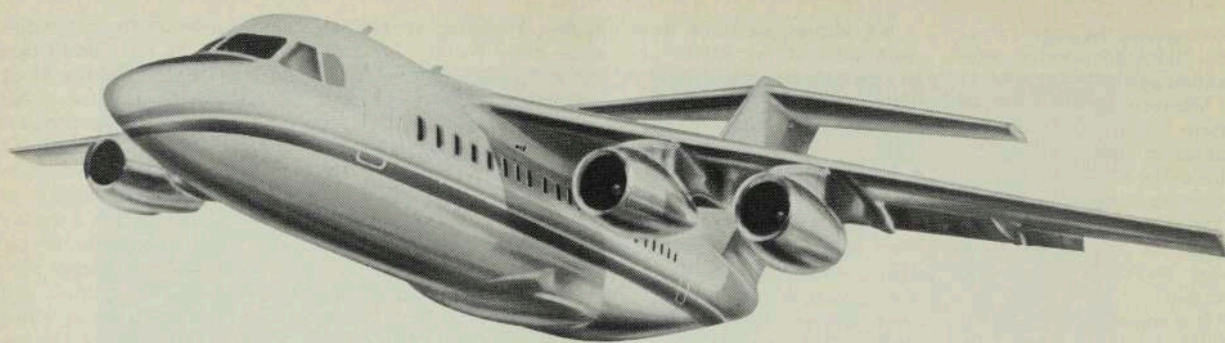
The Fiji Government has has a proposal from Canadian charter airline Wardair to operate 747 flights to Fiji from November, these being tied to tour packages.

However the news from Canada that the government would not allow Wardair the right to fly came as a blow to

are likely to move into in the near future. Already Air Pacific is on line with Qantas' Qantam system. Air Pacific chairman Don Aidney anticipates computerised reservations alone will mean a 12% annual increase in business.

Suddenly, flying in the Islands has taken on a new complexion altogether. Currents are at work which are not only new to Islands operators but are only a year or so old in the much busier airlines of Europe and North America. Whereas, in the past, Pacific operators have had years in which to plan to cope with slowly emerging changes, this year's frenzied activity has hit like an undetected air pocket.

All round, it seems, every airline must emerge a tougher operator, while at the same time bearing in mind that Mr Passenger is looking for a better deal. The skies ahead are not cloudless but the challenges may be a good thing, especially for ASPA. They may prove the making of Islands co-operation afloat.



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PAPUA NEW GUINEA Political problems but it's still a success story

Papua New Guinea, with a mainland land mass of 400 million square kilometres, no railways and few trunk roads, has always been an air-minded country, writes Angus Smales in Port Moresby. Neighbouring Australians, whose own country helped pioneer air transport, brought their initiatives to PNG early in the piece.

By the mid-thirties more air cargo was being carried in PNG than the total air cargo carried in the rest of the world. This situation — which lasted about two years — was largely due to the opening of the Wau-Bulolo goldfields which were inaccessible then by road.

Today's politically-independent PNG has more than 230 aircraft — most of them revenue-earners — on its register, 13 transport department major airports, about 150 government-maintained airfields and more than 80 private airfields.

It also has a national airline, Air Niugini, operating domestically and internationally, which in less than five years has become the biggest Pacific flag carrier outside the developed countries.

The terrain and isolation at home which spurred the aviation industry have simultaneously created huge engineering and navigation problems. At Omkalai in the Highlands, for instance, the landing gradient is so steep that a touch-down is followed by power-on — or else you are likely to run backwards over the edge. And from Omkalai, too, it would take you all of a day to reach a nearby mission airstrip across a deep gorge if you tried to walk. But a light aircraft will get you there in eight minutes.

The aeroplane remains the mainstay of trunk travel and isolated supply runs in PNG, and there are 29 third-level operators. Two of these operators

alone use more than 80 aircraft between them.

But today's biggest problems in the industry are as much political as technical. Australian-type procedures inherited at independence are being maintained, but to keep the services going requires capital and expertise which remains short among PNG nationals. As a result the industry still depends heavily on outside involvement.

The major political issue becomes striking a balance between the interests of the industry and the assimilation of local expertise and equity.

Air Niugini this year has allocated the equivalent of \$A1.25 m purely for the training and mechanics of phasing its own countrymen into the airline workforce. The airline employs 1696 people of whom 441 — mainly flight crew and senior office-holders — are not PNG nationals.

Talair, the country's biggest third-level operator, has come under frequent political attack. It has been criticised for not doing enough to train Papua New Guineans as maintenance engineers, but its ability to train and even to operate was jeopardised by a clamp on the number of outside skilled personnel it could employ.

Ownership of air services has been another prickly area and has led to a mushrooming of small operators with some or a majority Papua New Guinean equity. The government has encouraged this, but some of the smaller operators claim they have then been strangled by the government's own restrictions on employment and operations.

The once Australian-dominated industry is getting the message, but the problems go deeper than a mere dilution of capital. One of the biggest recent developments was the allocation of a 51 per cent local equity in Pacific Helicopters



Air Niugini Fokkers at Jackson's Airport, Port Moresby ... fleet re-equipment a factor in favourable balance sheets

Pty Ltd, a major helicopter operator in the Highlands.

Another political issue — although often presented as purely technical — is striking a balance between the routes of the national airline and the third-level operators. Australians in the industry, and more recently some Papua New Guinean shareholders, frequently criticise the government for setting out to encourage third-level work but then stifling it with national airline exclusive routes.

The third-level industry itself sees its overall problem today as a state of flux in government attitudes and planning, an attitude which Transport Minister Paias Wingti strongly denies.

But whatever the issues and despite the basic soundness of third-level operations in PNG, existing operators make no secret of the fact that they are working in a sensitive, financially mercurial, and sometimes unpredictable industry.

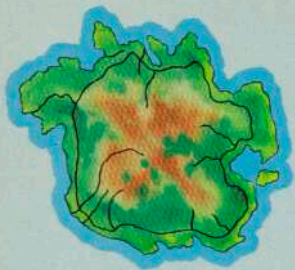
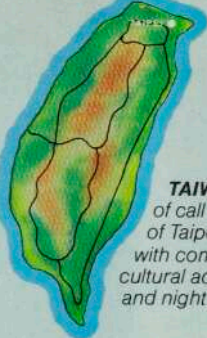
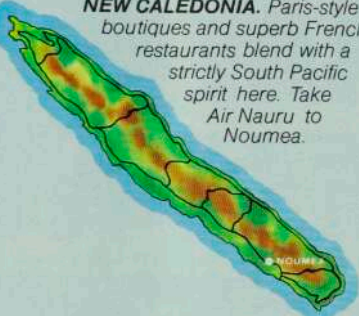
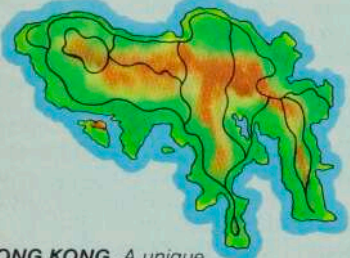
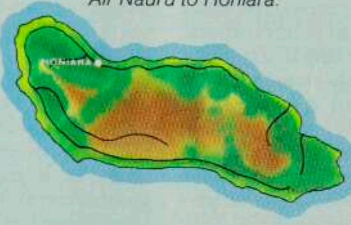
Air Niugini has been one of the most successful ventures undertaken by the new Papua New Guinea. In 1978 the airline's performance was 213.4 million domestic passenger-kilometres and 239.1 million international passenger-kilometres. The cargo figures for the same period were 2.8

million tonne-kilometres domestic and 5.3 million international. The airline has returned a continuous profit since its inception, mainly from international operations. Its profit last year was equivalent to \$A1.55 million.

A restrained but adequate policy of fleet re-equipment and expansion has been another factor in the airline's success. Rather than rush into heavy new-equipment borrowing, which might also have caused delivery delays, the airline negotiated favourable deals to take over its Boeing 707 from Qantas and two of its F28 Fokker Fellowships from Air Nauru.

On the international scene Air Niugini has fitted into a regional operation with no major negotiating problems, and flies now to Australia, the Philippines, Japan, Hong Kong, Solomon Islands and to the Indonesian provincial capital of Jayapura in neighbouring Irian Jaya.

Governments have shown a readiness to enter into reciprocal rights — sometimes with at least an early balance in PNG's favour. The geographic location of the routes has undoubtedly been a factor in these negotiations, bridging a new regional area. Under reciprocal rights, Air Niugini's links to Hong Kong, the Philippines and Australia are shared respectively with Cathay Pacific, Philippine Airlines and

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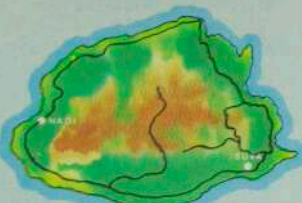
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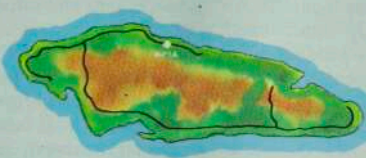
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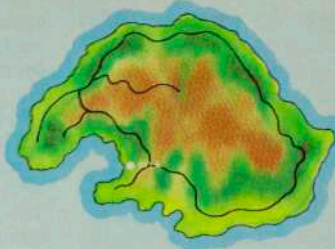
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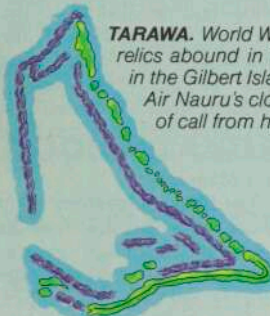
FIJI. On Viti Levu, the largest of the approximately 300 Fiji Islands, Air Nauru flies to both Nadi and Suva, the capital.



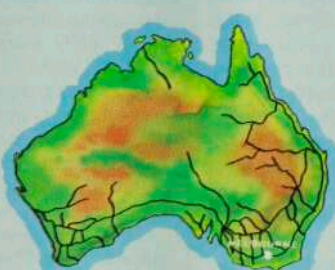
WESTERN SAMOA. Our port of call is Apia on the lush, fertile island of Upolu, smaller of the two main Western Samoan islands.



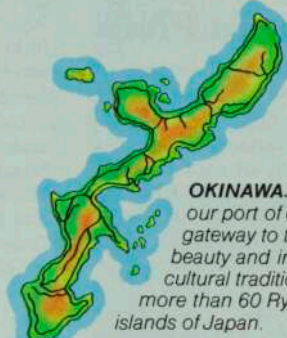
NEW HEBRIDES. Picturesque Vila on Efate Island is the largest town in the double chain of volcanic and coral islands in this British/French condominium.



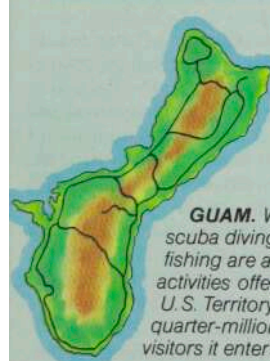
TARAWA. World War II relics abound in Tarawa, in the Gilbert Islands, Air Nauru's closest port of call from home.



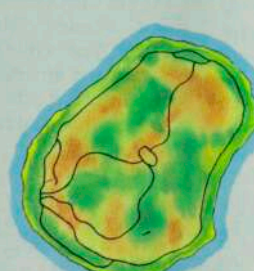
AUSTRALIA. Our only continent, but we can't think of another that offers so many special contrasts for visitors. Air Nauru flies to and from Melbourne twice-weekly.



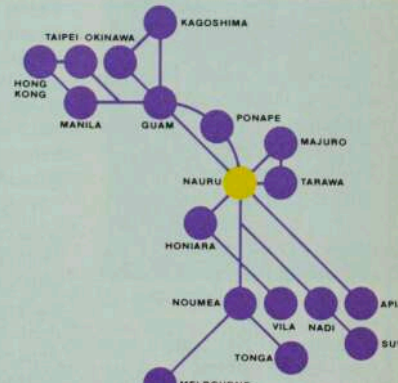
OKINAWA. Naha, our port of call, is the gateway to the classic beauty and independent cultural traditions of the more than 60 Ryukyu islands of Japan.



GUAM. Water skiing, scuba diving and sports fishing are a few of the activities offered on this U.S. Territory to the quarter-million holiday visitors it entertains yearly.



NAURU. Our home island is a raised atoll, about 12 miles (20 km.) in circumference, surrounded by a coral reef which is exposed at low tide. North or south, we always stop here.



MAPS ARE NOT DRAWN TO SCALE.

Air Nauru. And one continent.

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For ticketing, reservations and flight information, telephone: 740 in Apia, Western Samoa; 477-7106 in Guam; 595 or 727 in Honiara, Solomon Islands; 229 in Majuro, Marshall Islands; 312-377 in Suva, 72795 in Nadi, Fiji; 448 in Tarawa, Gilbert Islands; and 653-5709 in Melbourne, Australia.

AVIATION IN THE PACIFIC

Qantas. Air Niugini's link to Japan is subject to eventual negotiation by Japan for reciprocal rights.

Air Niugini itself flies the reciprocal services on its links to Jayapura in Indonesia and Honiara in Solomon Islands. This is done under an arrangement with the respective operators which hold the rights, Merpati Nusantara in Indonesia and the Fiji airline Air Pacific.

USA and Indonesia have yet

to negotiate the reciprocal arrangements which will become open when Air Niugini extends its services to Hawaii and Jakarta later this year.

The international cheap fares controversy has left Air Niugini largely untouched. This, too, is a by-product of the airline's regional bridging role.

Opposition spokesman for transport in PNG, Silas Atopare, has predicted a bleak future for PNG tourism be-

cause of the country's failure to enter the wheeling and dealing. But the government and the airline have denied this, and gross relative costs still favour short-term tourism in PNG for Australians and some other Pacific sources.

From the airline's point of view tourism is a minor factor in the heavy-volume link with Australia which rests on commercial, business, government and community links between the two countries.

Who's flying what in PNG

Air Niugini is operated by the PNG National Airlines Commission (NAC) under the chairmanship of Paul Pora. It is the national airline of PNG, 89% owned by the government. Its board is responsible through the NAC to the Ministry of Transport.

Air Niugini was formed in 1974 as the sole domestic and international airline carrier, and it moved into the Australia-PNG route which until then had been operated solely by Australia.

At home it took over the PNG domestic routes which until then had been operated by Ansett Airlines of PNG and Trans Australia Airlines. The deal included the negotiated takeover of the PNG fleets of Ansett and TAA, consisting then of eight F27 Fokker Friendships and 10 DC3s.

Initially PNG held a bare controlling interest in its airline, the other shareholders being Qantas, Ansett and TAA, all Australian-based.

The Qantas and TAA interests were subsequently bought out, and the 11% shareholding still held by the Ansett group will be bought out eventually.

Air Niugini is based in Port Moresby and serves 18 other domestic ports on trunk routes, including a long over-water flight to Kieta on Bougainville Island which is more distant from Port Moresby than the Australian coast.

It flies internationally to

Australia (Sydney, Brisbane and Cairns), Hong Kong, Japan, the Philippines, Indonesia (to Jayapura just across the border) and Solomon Islands.

Later this year, with an extension of its fleet, Air Niugini will also fly to the Indonesian capital Jakarta and to Hawaii.

Talair, headed by Australian-born Denis Buchanan, who has spent his working life in PNG, is the biggest third-level operator in the Pacific and would stand high in world third-level operations. The company is based at Goroka in PNG's Eastern Highlands — the country's biggest inland town where the altimeter reads more than 1500 metres above sea level before you get off the ground.

Talair's main area of operations extends throughout the Highlands with links to the north and south coast and the eastern mainland. It has a fleet of 63 aircraft on the register, including 17 Britten-Norman Islanders, five Twin Otters and 11 Cessna 402 commuter twins. The others are 15 single-engine Cessnas, two Pilatus Turbo-Porters (Switzerland), 11 Beechcraft Barons, a Brazilian Bandeirante, and a Piper Aztec. The airline operates some regular public transport routes as well as cargo and passenger charters.

Douglas Airways is PNG's second-largest third-level operator and grew from earlier experience in the PNG charter industry by another Australian, Denis Douglas. The company is based in Port

Moresby and operates throughout the southern half of the PNG mainland from west to east. It has been granted some regular passenger transport routes in addition to its charter work. Douglas has a fleet of 19 aircraft with 10 Britten-Norman Islanders as the backbone.

The firm has become closely involved with ancillary services in the aviation industry. One of these is a plan to assemble Australian Nomad aircraft in PNG. Douglas already has Nomads in its fleet.

It has also embarked on a pilot training scheme for Papua New Guineans with ground and air instruction, a service previously provided by only the South Pacific Aero Clubs in Port Moresby.

Missionary and institutional operators: One aircraft in every five holding a charter licence in PNG — and a number of private-licensed aircraft as well — is operated by non-profit institutions associated with church, missionary, educational, or health work, or with social, cultural or language research.

There are eight operators in this field using 32 aircraft licensed for charter work, mainly Cessna 206 types. The biggest single operator of these is the missionary aviation fellowship, a regional branch of a world-wide organisation. MAF has 13 aircraft in its PNG fleet, based at a number of locations.

One institution endowed from the US, the Summer Institute of Linguistics, includes two Hiller helicopters in its fleet of six aircraft.

F. POLYNESIA

A one way ticket to depopulation

Until 1961, the only international airport in French Polynesia was on a reef island at Bora Bora, built by American troops who occupied it during the Pacific War, writes Bengt Danielsson in Papeete. However, French military requirements led to international-standard strips being laid on Tahiti in the Societies and on Hao in the Tuamotus. A third is now being built in the Marquesas in northern French Polynesia on Nukuhiva. Military strips have also been built on Mururoa and Mangareva.

The French Government up to this year has built four air fields, the territorial government 16. There are nine smaller, not so well-equipped, airstrips belonging to private companies, the biggest of which operates a pearl farm on Marutea Sud in the Gambier group.

The coming of aviation to the remote, previously isolated islands of French Polynesia, represented a tremendous improvement in communications with the capital, Papeete. Unfortunately, many Islanders bought one way tickets and this led to a rapid depopulation of outer islands. A positive achievement is the improved facilities to get sick and injured to hospital.

On the international scene, UTA French Airlines, as it does in New Caledonia, dominates the market. All French

Air Tahiti with classic Polynesian backdrop... concentrating on the Tahiti-Moorea shuttle



AVIATION IN THE PACIFIC

Government employees must use UTA when travelling between Tahiti and Paris. The French military maintains its own regular service between Tahiti and Paris, both via Los Angeles and Martinique. Very few tourist charter flights are permitted by French aviation authorities, providing UTA with valuable protection.

Domestic services are dominated by Air Polynésie which has an ownership similar to that of UTA. It enjoys a virtual monopoly, guaranteed by a renewable convention signed with the territory government.

Recently, leading politicians of the ruling autonomist parties have suggested that the terri-

tory should have its own airline, handling both domestic and international traffic, but lack of capital so far has prevented this plan from materialising. However, one benefit is that Air Polynésie has been put on its mettle and service has improved considerably.

A second domestic service, Air Tahiti, concentrates on a shuttle between Tahiti and Moorea. It is privately-owned by Marcel Lejeune who also maintains a regular service between Tahiti and the small atoll of Tupai, north of Bora Bora, where he has built his own airstrip. A third private company, TATS, which handled mostly charter flights, ceased operations last year.

Dr Davis says his concern is for the 'little people' of Rarotonga — those who wanted to get in on the expected tourist boom, who wanted the expected overflow from the sparkling Rarotongan Hotel, opened in 1977, which now has, with a new extension, 151 rooms. Unfortunately, the Rarotongan is running at around 50% capacity most of the time. The balance of 380 rooms in Rarotonga are certainly not getting the occupancy anticipated for them. Loans are due now and concern is mounting all round in Rarotonga.

Dr Davis feels there is little co-ordination of Air New Zealand flights and poor promotion of Rarotonga as a tourist destination. 'If ANZ would lower its fares, we could really tie in with Honolulu or Vancouver to Rarotonga... we could do an interesting tour with perhaps a triangular destination including Apia and Pago Pago!

Two days later I arrange an interview with Morrison Davis, Air New Zealand's chief, who by coincidence is passing through Hawaii on his way back to Auckland. Mr Davis has been with Air New Zealand since 1941 and has spent time in the Cook Islands in his days as a traffic supervisor in the late forties. In the sixties he was an adviser to government in determining when the Rarotonga airport would be constructed and its feasibility. He has watched with a critical eye the outlay of \$NZ4 million for the airport construction and the current annual expenditure of around \$500 000 for its maintenance.

I ask him where the contract is. "We don't have it," he replies, and explains that the agreement was between the two governments, not Air New Zealand and the 'government of the day' as he calls it. He recalls, however, that it was a relatively simply understanding. The New Zealand Government agreed to realign and reconstruct the necessary strip to accommodate jet aircraft and, in return, for 21 years after the signing of the contract, New Zealand would have 'special privileges in terms of



Premier Tom Davis (above) and Air New Zealand's Morrison Davis ... the issue was grave and communications broken down



determination of carriers'. He continues: 'I share the premier's distress that it has not developed in the way I had hoped. We are sympathetic with the Cooks' needs in transport and tourism development... Pan Am and UTA do have landing rights into Rarotonga. We have never imposed restrictions on the American carrier.'

What about lower fares, should Pan Am, or perhaps Continental wish to fly into Rarotonga? 'The agreement with the United States,' Morrison Davis replies, 'is that both administrations will agree with the level of fares that both their carriers apply for. We're losing money on it hand over foot — we've just gone to our board for

COOK ISLANDS

A 'lost' contract and passing 'strangers'

Confusion. Despair. Just two of the ingredients in a rather unhappy state of affairs which exists over aviation between the Cook Islands and New Zealand. Sherée Lipton, in Honolulu, recently interviewed the two main figures in this confrontation — Cook Islands Premier Dr Tom Davis and his Air New Zealand namesake, chief executive and general manager Morrison Davis.

The combatants are now in their respective corners: Cooks Premier Tom Davis in his tropically-heated government office in Rarotonga; Air New Zealand's Morrison Davis buttoned up in an Auckland winter. It is all very civil. There's no slanging match. Not even direct combat between the two gentlemen. But the issue is grave and communications seem to have broken down.

I met them both in Hawaii recently. Dr Davis was in town, resting after an intensive three-country Pacific tour exploring the possibility of a triangular package tour with Rarotonga at the apex. Morrison Davis turned up two days later.

Tiare tahiti flower behind his ear, the premier asks: 'Where is the contract? No one seems to have a copy of it in Rarotonga.'

He is talking about an agreement between the former Cooks administration of Sir

Albert Henry and the New Zealand Government, made about 1969. Rumour has it that it gives exclusivity to Air New Zealand for 21 years to fly to and from Rarotonga. What's on his mind, really, are the present air fares. 'They are just too high,' he says. 'How can we compete when airlines such as Continental offer far more appetising packages and lower airfares to countries with higher mileage breakdowns...' (Continental, for example, offers a standby fare to Nadi, Fiji, from Honolulu — a distance of 5000 km — for \$US100 one way year round; Air New Zealand round-trip tickets from Honolulu to Rarotonga, for example, a distance, return, of about 9300 km, is a minimum of \$432 on budget fares involving restrictions such as 30 day advance purchase, and travel date unconfirmed until a week or two before departure.

AVIATION IN THE PACIFIC

an extension of operating capital for the hotel.' (Air New Zealand owns a third of the Rarotongan). Of charges that Air New Zealand might not be able to provide blocks of accommodation for other airlines should they look for a package market, Mr Davis responds: 'Look, the Cook Islands Government is represented on the board. Any "deal" for accommodations would be instantly visible. God, if I could find any way to make it profitable and reasonable, I would!'

The Air New Zealand chief executive also defends charges that the airline had done a poor job of publicising Rarotonga as a new tourist destination. Air New Zealand had made a massive effort to increase tourism, he says, especially in North America, including television and media coverage. Public Affairs Director for North America, Anne DeWolf, confirms that stories and photographs had appeared in major newspapers and magazines throughout the US and that four press groups had been sent to Rarotonga in the past two years.

Mr Davis continues: 'There are two or three ways to market a product. For example, you can spend a hell of a lot of money and proliferate capacity to the area, giving the tourist a variety of dates and times to choose from.' This was his response to a Cook Islander's remarks that perhaps if Air New Zealand lessened the frequency of flights (there are seven each week now), fuel would be saved and airfares might go down. Mr Davis finds this naive. 'Our average yield on fares is 3.5 cents per passenger kilometre. Now that is really scraping the bottom of the barrel. And with fuel prices up, it is remote indeed that we might be able to reduce fares. This thing is emotional,' he goes on. 'We don't want to be critical or unco-operative, but as a carrier, our interest is to proceed within the limits of economic sanity.'

We leave air fares behind and Mr Davis trips his memory bank back to Aitutaki in the forties. It is here he sees great potential if someone can come

up with the development funding and the Cooks further relax their attitude toward foreign investment. 'Ah, Aitutaki,' he reminisces. 'It needs a tourist complex to show it off — and those little jewels of offshore islands. The Cooks need a boating industry to entice sports fishermen — the possibilities are infinite, the tranquillity idyllic.' An avid golfer, Mr Davis would like to see a golf course near the Rarotongan. 'If the Cooks could find an investor to build one,' he offered, 'I would supply the designer for free.'

The solution? According to Morrison Davis, it will have to be a 'massive economic punt' — Rarotonga and the Cooks expanded by a complex of units and major alternative attractions that would compete with other areas. Matching fares available to surrounding areas would not be enough. And he is cautious of what expansion might do: 'Look at your Hawaii, and the impact of tourism on the ethnic situation. Or the Bahamas when they surrendered their sovereignty to the tourist... There is always the danger that you lose your autonomy.'

There was still that little matter of the missing contract. Perhaps someone will find it in a musty government file. In the meantime, appropriate advice to the Davis duo seemed to be to start communicating — and not by coconut wireless.

FIJI Planes take over from ageing boats

Airstrips are mushrooming all over Fiji at an unprecedented rate, writes Robert Keith-Reid in Suva. It's a mark of the government's determination to ensure that worn-out ships are replaced by aircraft as the main mode of inter-island travel in Fiji's 350-island archipelago.

As well as new airstrips, established ones are being upgraded. And, along with all this, the nation's two major air services, Air Pacific and Fiji Air, are involved in re-equipment programmes. A



Air Tungaru's Trislander (above) and Islander aircraft will be busy this month with the Gilbert Islands becoming an independent Kiribati (Kiri-bas) on July 12. Air Nauru and Air Pacific link Kiribati to Nauru, Solomon Islands, Marshall Islands, Tuvalu and Fiji.

change in their roles is also occurring.

Air Pacific, whose roots go back to 1951, is reorganising itself to concentrate mainly on carrying South Pacific regional and long distance international traffic, handing over its domestic Fiji operation to Fiji Air.

Other commercial operators in Fiji are two small seaplane services, mainly aimed at tourist traffic, and a helicopter company which is busy at all sorts of work — survey, construction, photography, mineral exploration, and other tasks for government and private clients.

The airstrip building programme was promised in the early seventies but there was not a great deal of action until this year when European Economic Community aid money became available. The money came at a time when the government had just finished dealing with the aftermath of hurricane damage. A sideview of this work was just how valuable strategically-placed airstrips would be in helping to assess damage, distribute relief supplies and to organise reconstruction of shattered villages.

The first new airstrips opened in Fiji after many years of inactivity were on Lakeba and Gau Islands two years ago. Fijians on both these islands immediately adopted Fiji Air's twin engine Islanders as their preferred means of island hopping, doing their best to avoid travelling on decrepit, slow, unreliable, uncomfortable and

only slightly less expensive inter-island ships.

Lakeba and Gau are big, important islands, and the airstrips soon proved to government officials that what once took weeks to do by boat could be done in a matter of days by flying.

Another reason for the government's upsurge of enthusiasm for a comprehensive inter-island air network is the thought that pilots making scheduled flights to remote islands can work in with a national surveillance system for spotting foreign vessels fishing within Fiji's 200 nautical mile economic resources zone.

Since Lakeba and Gau became operational, gravel strips averaging 760 metres and suitable for most light planes and heavier STOL types have been built at Ovalau, Vanua Balavu and Bua. New private strips have been established at Wakaya, Laucala and Rabi Islands. Under construction are strips at Ono-i-Lau and Rotuma. Work is expected to start within 18 months on strips on Kadavu, Moala, Kabara and Cicia. More are to be built at sites not yet selected.

At home the government is firm in its intent, fully realising its obligations to the public, the tourist industry and overall economic needs. But on the international front Fiji's own civil aviation plans have been thrown into confusion in recent months by the chaotic changes in trans-Pacific fare patterns —

actual, promised and threatened.

The government has also been alarmed at the decision by Qantas to overfly Fiji on flights to and from North America and by indications that other major international operators may curtail their services to or through Fiji. Any reduction of flights affects the tourist industry and cuts landing fee revenue needed for the upkeep and improvement of Nadi international airport.

At the time the air fares revolution broke, Fiji had just concluded satisfactory talks with the United States and was planning more with New Zealand and Australia. Air Pacific was thinking in terms of leasing DC8s, Boeing 707s, even wide-body DC10s, to handle planned long range services to Honolulu, Sydney and Melbourne by the end of the year. These plans have now been shelved indefinitely. 'We're marking time now,' said Air Pacific's general manager Captain Alan Bodger. 'Until fares are sorted out and



Fiji Air's first service to Rabi Island, November 1978 ... Islanders prefer to travel by air. Photo: Anne Livingston

stabilised it is difficult to plan.'

To Air Pacific, it now seems that the lower excursion fares being touted will make it unprofitable to acquire old DC8s or 707s as it had first envisaged. The next step, after Air Pacific's short-haul BAC 1-11s, will probably be a wide-bodied jet, possibly of a type still on some American or European drawing board. In the meantime Air Pacific will make do with the 1-11s.

Air Pacific, owned by a consortium of the Fiji Govern-

ment (75%), Qantas, Air New Zealand and the governments of Tonga, Western Samoa, Solomon Islands, Kiribati and Nauru, has a fleet of three 1-11s, two 40-seat HS748s and two Trislanders. It has a staff of more than 500 and a route network of 22 000 kilometres.

BAC 1-11s fly from Fiji to Auckland, Brisbane, Nukualofa, Honiara, Vila, Noumea, Apia and Pago Pago. The HS748s run internally (Suva, Nadi and Labasa) and service Tuvalu and Kiribati to the north of Fiji. The Trislanders, carrying 15 passengers, operate from Nausori to Bua, Savusavu and Taveuni.

The Trislanders will be sold when Fiji Air takes over the Savusavu and Taveuni services in September, and be replaced by two \$F1 million 18-seat Brazilian Bandeirantes which will be used for the Suva-Nadi and Suva-Labasa shuttle services, and to the island of Rotuma to the northwest when an airstrip is opened at the end of the year. They will also be used to Tuvalu and as back-up for other international services.

If an option on two more Bandeirantes is taken up next year or in 1981, the HS748s will probably be sold.

After showing \$3 million in

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AVIATION IN THE PACIFIC

losses between 1972 and 1976, Air Pacific made a \$626 000 profit in the year ended March 1978 when it carried 282 777 revenue passengers and flew two million tonne-kilometres of cargo.

Fiji's air negotiations with New Zealand and Australia are expected to boost passenger traffic from these countries. The general feeling is that the BAC 1-11s will be kept full and busy and comfortable profit-earners.

The deal with the United States allows Air Pacific to fly to Hawaii, Majuro in the Marshall Islands and to two cities on the US mainland. Decisions are yet to be made on how to exploit these new rights. Almost certainly the long hops will be on ice indefinitely.

Meanwhile Air Pacific is talking to Qantas about a deal in which it would buy space on the Boeing 747s the Australian airline runs between Sydney and Nadi.

To some extent, Air Pacific's regional services are tied to the outcome of air rights negotiations with Islands neighbours, anxious to strengthen the position of their own airlines.

After early days in which Fiji Air went close to bankruptcy it is now firmly established. Profitable since 1976, its shareholders include the government (nearly 25%), Hawker de Havilland Australia and about 30 private companies and individuals. In May it took delivery of its first 19-seat 200 series Twin Otter which joined a fleet of four Islanders and a five-seat Beechcraft Baron. The company also maintains a Queenair for a marine salvage company under an arrangement by which Fiji Air can use the Queenair as back-up when needed.

In 1977 Air Pacific carried 37 000 passengers on these routes compared with the 39 800 carried by Fiji Air on all its routes and the 50 000 the smaller operator carried last year. By the end of this year Fiji Air expects to be flying to the islands of Koro and Ono and possibly to Kadavu if an airstrip is completed in time.

Fiji Air in May began nego-

tiations to lease two amphibians, a Mallard and a Widgeon, from a New Zealand company. These should be in service by the end of the year, catering for outer island hotels and islands not yet with airstrips.

Fiji Air general manager Martin Tyler said the decision to buy the \$500 000 Twin Otter was made because of the need for equipment with a much bigger carrying capacity and higher speed than the nine-seat Islanders in view of the expansion facing the company. Fuel costs were another factor. The Twin Otter, burning much cheaper jet fuel and carrying 19 passengers, was a much better proposition than the aviation fuel-burning Islander. By the end of next year Fiji Air plans to have two more Twin Otters and to have sold its Islanders while keeping the Baron.

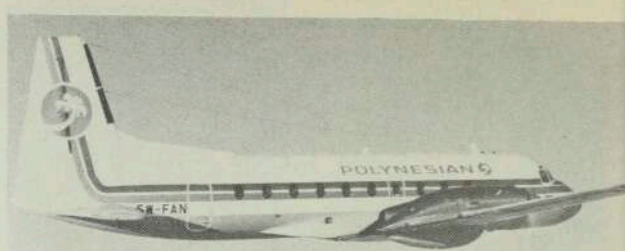
Although still carrying about \$40 000 in accumulated losses from early days, Fiji Air paid a 5% dividend to shareholders in 1977 and 1978. Revenue passed \$1 million for the first time last year and expenditures left it with an \$83 000 operating profit.

THE SAMOAS Continental means pluses and minuses

Aviation was once a simple affair in Western Samoa. Polynesian Airlines chugged backward and forward between Apia and Pago Pago in neighbouring American Samoa, using ancient Dakotas (DC3s), happy to pick up whatever business Air New Zealand and Pan American cared to drop off in American Samoa. In those days it was what airline accountants called the 'ethnic market' — Samoans either going overseas or coming home.

Now it's very different. A combination of new management, new government and fresh ideas has given a new concept to what airlines mean to Western Samoa: they mean money, writes Mike Field in Apia.

To the symbol of Polynesian at Faleolo, Western Samoa's



Polynesian Airlines HS-748 ... now for bigger things

international airport, have been added those of South Pacific Islands Airways (SPIA), Air Pacific, Air Nauru and Air New Zealand. SPIA is a Pago Pago-based outfit which shuttles between the two Samoas and provides an island hop service down through Tonga to Nukualofa. Air Pacific flies in twice a week from Suva and Air Nauru drops in on Saturdays. Air New Zealand serves Faleolo twice a week, calling once a week at Tafuna international airport in American Samoa.

Divided Samoa gives rise to the unfortunate situation of having two international airports within 150 km of each other, between them serving about 200 000 passengers a year. Tafuna, a long, solid military airport, can take the heavyweight jumbo and wide-bodies of Pan American, Air New Zealand and now Continental. Faleolo is not geared for anything bigger than a Boeing 737 or a BAC 1-11 but still it's a busy airport.

National pride in Western Samoa has played a part in the establishment of Faleolo as an international airport but the hope of a cold cash profit is more significant.

Most Western Samoans who travel do so to New Zealand. They used to go to Tafuna on Polynesian and then take Air New Zealand to Auckland. Today, almost all fly direct to New Zealand from Faleolo.

Prime Minister Tupuola Efi's government and the new management of Polynesian under Terry Betham realised that both country and airline could save, even make money, if American Samoa was bypassed. Probably they would have liked to have left Air New Zealand out as well but, bilateral air agreements being what

they are, that was not possible.

So, for a year now, Samoans have been able to fly between Western Samoa and New Zealand four times a week, two flights by Air New Zealand, two by Polynesian. Both use the same 737, Polynesian chartering the aircraft from Air New Zealand. As well as increasing Polynesian's revenue, an added bonus is that more of the money earned stays in Western Samoa.

Earlier this year Polynesian was toying seriously with the idea of buying its own 737 but when it was announced that Continental would be coming into the South Pacific and new cheap fares were to be introduced it decided to defer a decision to see how things panned out. However, in May it took the plunge and ordered a 737, leasing a jet until its delivery sometime early in 1981.

Looking in other directions, Polynesian is keen to expand. Already it flies to Niue and the Cook Islands once a week. It wants to extend to Tahiti. For this service it would either use a 737 (if it decides to buy) or its two HS-748s. The Tahiti service depends on current negotiations with the French Government.

So far, the service to Rarotonga in the Cooks has cost money. However, this is one of the areas that Continental's coming to the South Pacific could be of benefit to Polynesian. Continental would bring in passengers from the outside and Polynesian, being the only airline serving the better part of Polynesia from within the region, could take them on from there.

Within Western Samoa, Polynesian operates daily flights between the two main islands, Upolu and Savai'i, using two Britten Norman

AVIATION IN THE PACIFIC

Islanders and one of Australia's Nomads.

SPIA makes its money out of short flights, using the popular 18-seat Twin Otter. It has two of these operating on a daily shuttle between the two Samoas. Owned by a group of Pago Pago businessmen SPIA also plays a vital role in linking the Tongan islands and provides the only service to the remote Manu'a Islands in eastern American Samoa.

For American Samoans, Continental's coming is a boon. The main traffic out of this US territory is northbound — an ethnic market to Hawaii and California. Over the past two years Pan American — the only line on that route until May — has been cutting back its services: first it dropped to two a week, then one.

The American Samoa Government lobbied strongly the US Civil Aeronautics Board (CAB) for an improvement in services. At one point SPIA seemed on the verge of chartering a 737 to operate to Hawaii via Christmas Island. However, approval to Continental to come in made this unnecessary. CAB also has granted rights to two other airlines to operate into Pago Pago from the US mainland but they

have not indicated yet if they will take them up.

Continental's days are yet young but both SPIA and Polynesian expect to profit from its five services a week. In the past, tourists have been frustrated by arriving in Island capitals and then discovering that there were scheduled flights to nowhere. That has changed and now they can get around on a pre-planned route in a specific time and take advantage of special tourist fares on selected routes, for example, Samoa to Niue to Tonga to Fiji and back to Samoa.

Pago Pago's lack of holiday accommodation means there will certainly be an overflow of the several hundred tourists Continental drops off each week at Tafuna. Apia should be able to mop up its share of them.

Nowadays, while the ethnic market is no smaller in the Samoas, the tourist traffic is much bigger and carriers are spending money on image promotion to grab a share of it. Continental is doing its bit by routing passengers onto regional carriers. Air New Zealand, on the other hand, views airlines like Polynesian as competition, and this attitude has led to delicate political situations.

Western Samoa and New Zealand had long, detailed and tough negotiations before the direct Apia-Auckland service was agreed to. Samoa, with few skilled negotiators, feels itself at a disadvantage in such negotiations.

With the passing of passen-

ger shipping and with Samoans loving to travel it's not surprising that aviation is a hot political issue in Apia. People are intensely interested in the cost of flying — to themselves. The Apia government is keen to give the people as cheap a deal as possible but, at the same time, it is faced with the reality of operating costs. One unpleasant fact which has made itself clear is that 737s are just not suitable for low budget fares, particularly in the light of Polynesian's limited mileage. There's no way it can use one route to subsidise another.

It is on the Samoa-New Zealand run that Polynesian faces the biggest threat to its existence. That's the bread and butter route. If Polynesian falls by the wayside, would Continental step in to provide a regular service for the Western Samoa market? Unlikely.

There's no doubt, aviation is a high risk venture for the Western Samoas of this world. While big airlines lodge bulk orders, Polynesian orders one aircraft at \$12 million knowing full well that last year its total export earnings were only \$8 million.

SOLOMON I.

An airline planning to stay at home

While some regional airlines, such as Air Pacific and Air Niugini have wider horizons, Solomon Islands operator Solair Limited wants to carry on doing what it has been doing for a number of years — providing an efficient, internal passenger/freight service, writes Irene Hawkins in Honiara.

The pressure for expansion outside national boundaries is not on Solair as it is on Air Niugini and Air Pacific. Solomon Islands has no major tourist traffic to safeguard; nor is it likely to have in the foreseeable future given the government's lack of interest in tourism.

Three airlines — Air Niugini, Air Pacific and Air Nauru — provide services to and from Solomon Islands. Air Niugini

links Honiara with Port Moresby and Kieta in Papua New Guinea; Air Pacific, Solomon Islands' designated international airline, carries traffic to and from Brisbane and Vila; and Air Nauru provides Honiara with direct access to Guam, Japan, Manila and Hongkong. All in all, Solomon Islands is pretty well connected with the world.

Services to Kieta via the Western Solomons and, more recently, to Santo, New Hebrides, via Santa Cruz in the Eastern Solomons, are not first steps toward turning the airline into a long-haul carrier. Rather, they reflect its desire to tap a potentially substantial ethnic traffic at either end of the Solomons chain where international boundaries mean nothing to inter-related peoples. However, Solair and the government would have to rethink present policy if developments in regional aviation threaten to leave the country in a vacuum.

Solair's fleet now numbers seven aircraft — three 10-seat Queenairs, two 9-seat Islanders, one 5-seat Beech Baron, and one 3-seat amphibian Bucaneer. They serve 22 airstrips, providing most with at least two services a week.

Solair has come a long way since the days of its predecessor, Megapode Airways, which started Solomon Islands first scheduled internal service in December 1963. The company's greatest era of expansion has been since 1976 when its present owner, Talair, the big PNG mainland third level operator — took over. In that year, Talair added the three Queenairs.

This year Solair hopes to carry 35 000 passengers and 280 tonnes of cargo in about 6200 hours flying time. All three figures are about twice what they were three years ago when its present manager Paul Brown took over. In the same period the load factor has grown from 52.9% to 59% last year and, hopefully, over 60% this year.

With substantial increases in piston engine fuel, Solair is now being forced to look earlier than it might have done at beginning to re-equip with

American Samoa's Governor Peter T. Coleman and Mrs Coleman (centre) were met at Sydney after Continental's trans-Pacific inaugural by Western Samoa's Taofi Atoa, Pacific Area Promotions, and Hugh Birch, American Samoa's Office of Tourism regional director in Australia.



PACIFIC ISLANDS MONTHLY — JULY, 1979

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AVIATION IN THE PACIFIC

turbo-prop aircraft such as the Nomad or Metro. Both of these aircraft would show a considerable reduction in fuel costs per seat kilometre.

Re-equipping will be a delicate process — both from the load factor and financing points of view. A new Nomad costs around \$51 650 000 against a second-hand Queenair at \$120 000. The company doesn't envisage any trouble getting the necessary loan. The vital thing is to get a loan on concessional terms so that the airline is not faced with an impossible loan-servicing burden. It is here that the recently-formed partnership between the government and Ampac Holdings of the New Hebrides, the ultimate owners, could prove invaluable. Since April this year the government has held a 49% stake in Solair with the option of increasing to 51% within the next five years. The question of finance, however, will be complicated by the fact that the market for second hand piston engine planes is bound to be sticky.

A fleet of Nomads, Metros, Twin Otters or Bandeirantes, together with a Beech Baron for longer-haul, low-density traffic and charter, should be able to look after the Solomons' needs for both passenger and cargo traffic for quite a few years. These planes would require no major new infrastructure investment beyond the upgrading of some airstrips. Henderson Field, which serves Honiara, in particular, is in urgent need of resurfacing if it is to continue taking the bigger aircraft of the regional airlines.

This Solair scenario is dependent upon links with the outside world. Solomon Islands has long been a supporter of regional co-operation in aviation but, unfortunately its voice has had little impact. Regional co-operation in a real sense has still not been achieved.

If Air Pacific were to stop calling — for technical or economic reasons — Solair and the government would be forced to look to such alternatives as wet-leasing, perhaps, Air Nauru aircraft, to handle external routes.



NEW CALEDONIA

Dreams of what might have been

When de Havilland Canada demonstrated its latest aircraft in New Caledonia recently memories stirred of what might have been, writes Andre Chaville. It caused Gaston Morlet, for example, perhaps the most outspoken councillor on the New Caledonia Territorial Assembly, to recall past dreams, to suggest again impossible plans, but, above all, to draw public attention to the state of air services in New Caledonia.

Back in the late fifties a group of businessmen in New Caledonia created Transpac — a name which was almost a passionate declaration. In those days there were no direct flights to Europe and the weekly Qantas flying boat had just been replaced by a DC4. If first moves were to be restricted to local flights, the company's dream was to link New Caledonia with Australia, the New Hebrides and Fiji.

Economic and political obstacles prevented Trans-Pacific Airways from getting off the ground. As things turned out, the French carrier, UTA, was given a virtual monopoly on international flights — which it still guards jealously. Qantas has a weekly service, now using a Boeing 747, but this is subject to a pool agreement with UTA. Qantas has never succeeded in incorporating a Noumea stopover into one of its cross-Pacific routes or even into its shorter Sydney-Nadi service.

Air New Zealand has a weekly DC10 service Auckland-Noumea, also subject to pool agreement with

Back in the days of hope for regional expansion... Air France DC4s at La Tontouta

UTA, the French airline offering a rather out-of-the-way route Auckland-Noumea-Papeete-Los Angeles.

Pan Am attempted — then abandoned two years ago — a trans-Pacific service through Noumea.

The only other foreign airline to offer regular and frequent services is Air Pacific. However, Air Pacific's service between Noumea and Brisbane does not conflict with UTA's interests and its Noumea-Nadi hop, flown by a BAC 1-11, is more than matched by UTA's DC10 service.

The recent announcement that UTA intends to drop its Nadi service in October has led to much speculation about Air Pacific's future services through New Caledonia. Ironically, New Caledonia residents cannot use Air Pacific's 45-minute Noumea-Vila flight because the airline has no traffic rights on this section. Instead, they must travel on the reconditioned Fairchild Friendships, bought secondhand by UTA in the United States, which take twice the time.

Air Nauru is seen at La Tontouta Airport — which 53 km from Noumea, is New Caledonia's gateway to international travellers — but only when it drops in to refuel. It cannot accept passengers for Vila or Melbourne.

In theory, UTA enjoys protection because it offers a service between Noumea and Paris which, without the necessary favours, would be uneconomical. UTA enjoys record profits from its Paris-Noumea run. Figuring largely on its loadings are French public servants including military

personnel. Government employees' contracts include a paid trip to France every three years.

Not only has UTA decided to drop its Noumea-Nadi service, it is also reducing its number of flights between New Caledonia and Australia because this service, which goes on to Paris, is attracting few customers as a result of the new low fares to Europe offered by other companies. UTA is not willing to match them.

In practice, residents in New Caledonia can take advantage of the new cheap fares provided that their travel agent is willing to pay the nominal fine levied for what is considered commercially as 'unfair competition'. Thai-International is particularly active in this field.

About 100 000 passengers use La Tontouta each year and incoming freight is around 4500 tonnes. Many in the industry believe these figures could be considerably increased if services are improved. Maurice Lenormand, the recently-dismissed vice-president of the Government Council, suggested that the agreement between the territory government and UTA should be reconsidered, taking into consideration cheaper fares available elsewhere.

Any company enjoying such favourable circumstances becomes subject to criticism. UTA is no exception but it also has its supporters, among them those who claim that if competitors were allowed to fly through Noumea, picking up and setting down passengers and cargo and offering lower fares, UTA would soon be forced to withdraw. While such developments might have short-term benefits for New Caledonia, they argue that

AVIATION IN THE PACIFIC

rising fuel costs would soon force prices up and severe competition would ultimately lead to the same position being reached again — but next time the monopoly-holder would not be a French airline.

The crunch could come for commercial aviation in New Caledonia if all the hotel projects now on the drawing board come to fruition. There would be a desperate need for passenger capacity — particularly from Australia — to be increased. Under the existing agreement, UTA should meet Qantas flight for flight. Perhaps this is why a DC10 will be permanently on hand at La Tontouta from October which, by the way, coincides with the opening of Club Med in the old Hotel Royale.

On the domestic scene the flying is done by Air Caledonie which originally came out of Transpac but is now partly owned by the territory government. No one is overjoyed at the result. The original shareholders are getting no return on their money; the government is regularly called upon to subsidise its operations; passengers complain of insufficient and expensive services.

Diehard supporters of a regional air service still believe an effort should be made to buy large aircraft capable of offering a service between New Caledonia and the New Hebrides via the Loyalties. This would give a shot-in-the-arm to the tourist industry on Lifou and Ouvea in the Loyalties. De Havilland's demonstration of its Dash rekindled those long-held dreams.

NEW ZEALAND Not where it would like to be

Air New Zealand's involvement with several South Pacific air services resembles a parent-child situation. And that's not being patronising. It's simply a question of age, growth and relationships, writes William Gasson.

The growth of commercial aviation in the Islands has not been even and this seems, to some extent, to have been affected



Cook Islands Airways staff at Rarotonga headquarters... still very much dependent on New Zealand

by the changing ties of individual operators with the likes of Air New Zealand and Qantas.

Fiji, for example, which has had long ties with Qantas, Air New Zealand and British Airways, has grown to assertive independence, not frightened to argue a point on behalf of its Air Pacific. Polynesian Airlines is on its way, not without problems, toward independence of operation. But Cook Island Airways remains very much a dependant of New Zealand.

Air New Zealand's assistance to the Islands has been varied. In Fiji its efforts have contributed considerably to the development of the tourist industry; in Western Samoa it has helped sustain and develop Polynesian Airways; and in Cook Islands it has taken upon itself to operate internal and international services and accepted substantial losses on them.

Air New Zealand, as well as encouraging New Zealanders to holiday in Fiji, also sells Fiji in Britain, Europe and North America by incorporating it in South Pacific package tours. In 1977-78 on its southbound services to Fiji, Air New Zealand carried 4748 visitors who had bought their tickets in North America. Air New Zealand market research is available free of charge to Fijian interests.

Air New Zealand has helped

Polynesian Airlines by providing managerial staff who have played major roles in arranging the purchase of aircraft, negotiating air rights agreements, staff training and aircraft maintenance. The secondment of Air New Zealand staff began in 1971. At the same time Samoan staff were taken for training in New Zealand.

Air New Zealand was in on Cook Islands air services from the beginning, investing \$NZ1.2 million in land, buildings and establishing Cook Island Airways. On top of this Air New Zealand met the full cost of establishing and operating seven international services a week to the Cooks. In fact, it has, if anything, overplayed its hand. The handling facilities on Rarotonga today are underutilised, one reason Air New Zealand's services operate at a substantial loss. Another is the low fare structure available to residents of New Zealand and the Cook Islands.

In some ways Air New Zealand finds itself in a cleft stick. In one direction there is pressure for assistance, in the other it is meeting growing competition. Apart from the gains Air Pacific has negotiated, Air Nauru is also pushing for access. Add to that the cut fare challenges from other international trans-Pacific carriers, New Zealand's limited population, and its remote location, and it is easy to sympathise with the idea that Air New Zealand might be better off, geographically, somewhere else.

MICRONESIA Air services a debatable point on Guam

Mention airlines to Guam's politicians and their eyes light up. Then they will bemuse you for hours with dissertations about open skies policies, the US Civil Aeronautics Board (CAB), prospective new airlines, cargo rates and the differences between the 747 SP and the B-52 bomber, writes Paul Addison in Guam.

Airlines and Guam's dependency on them are pet subjects for discussion in this US territory. Some see them as the way to achieve economic self-reliance. Others, less vocal, realistically point out that too many airlines may harm rather than help service and that more flights is not Guam's panacea.

Whatever the opinion, the subject is never far from the surface. The government of Guam retains an attorney in Washington DC who spent much of last year keeping up with ongoing airline discussions about possible new services. After the US Government announced more liberal policies, 12 airlines filed applications to fly to Guam from either Hawaii or the US West Coast, most seeing Guam as a convenient stop on the way to China and other Asian destinations. Despite the euphoria that the announcements brought, so far most airlines have failed to take up their options, knowing full well that financially it would be a losing proposition.

While the politicians clamour for more airlines and more frequent flights Guam is pretty well served and it is possible to fly directly from Guam to most Asian destinations and to the South Pacific.

The most regular service is provided by Pan American World Airways which has been flying to Guam since 1936. Pan Am flies in daily from Los Angeles, Seattle, San Francisco and Honolulu in wide bodied 747s. From Guam to Hawaii three times a week Pan Am has

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its 'Flying Fiesta' service with Chamorro food on board.

Pan Am also flies four times a week from Guam to Hong Kong and Manila in the Philippines and three times a week to Seoul, South Korea and Tokyo, Japan. Once a week it also freights from the West Coast a cargo plane-load of vegetables, fresh meat and other perishable goods.

In the early 1970s Pan Am was in competition on the Hawaii-Guam run with Trans World Airways but TWA pulled out after losing millions of dollars. Last year Continental Airlines entered the market and now flies Boeing 707s three times weekly from Los Angeles and Honolulu. The Continental planes then fly on to Taiwan.

In the Trust Territory, Continental's subsidiary, Continental Air Micronesia, is the major airline. Air 'Mike' does the rounds three times a week — Guam, Johnson Island, Majuro in the Marshall Islands, the US missile base at Kwajalein, Ponape, Truk and Saipan. It also flies to Yap and Palau and makes more than 20 round trips weekly Guam-Saipan.

Guam's other major airline is Japan Air Lines, which flies daily 747 flights to Narita Airport near Tokyo and services mainly the 150 000 Japanese who visit Guam each year. JAL also flies DC8s four times a week to Guam from Osaka.

In October 1977 JAL started regular direct flights, four times a week, between Japan and Saipan and this has triggered a tourist boom in the Northern Marianas.

Of the small airlines operating Guam-Saipan-Tinian-Rota in the Northern Marianas, the largest is Island Air, run by Captain 'Brandy' Brandenburg, which now has three aircraft each carrying up to nine passengers. Other inter-island operators are Fox Air and Indo-Pacific Air.

Other small airlines also serve the Trust Territory. In Palau, Micronesia's westernmost district, Aero Belau, or 'Palau's air commuter service' as it is sometimes called, flies twice daily from Koror to Peleliu and Anguar. Aero Belau,

which can carry up to six passengers in its single-engined Cessna Stationair 7, is run by Robert Etchell Jr, who first came to Palau in 1973 as a student missionary teacher and later formed a partnership with four Palauans and Bob Etchell Sr, to get the service airborne.

Meanwhile, regular air services between the two Micronesian districts of Ponape and Kosrae were started in March by Pacific Missionary Aviation's (PMA) red and white Beechcraft 18, a twin-engined nine passenger and cargo plane. Its head, the reverend Edwin Kalau is now trying to start a service in the Marshalls. PMA is a private non-profit corporation chartered in Guam in 1975 by Kalau.

of Qantas to provide capacity from the US to Fiji nor for Pan Am to worry about Fiji-bound Australians.

In the past, airlines have to a varying degree, catered for markets other than our own. This was not a deliberate policy but grew out of an earlier practice of trunk carriers in serving short haul and long haul destinations on the same services. For example, Qantas was mixing on the same aircraft short haul passengers from Australia to Fiji with long haul passengers from Australia to North America. The increasing pressure for lower fares meant that airlines needed to operate services in the most economical possible way. The earlier practice of mixing various passengers for varied destinations was not the most economical way

the airline — Qantas changed its pattern of operations.

The long haul services between Australia and North America operate in the optimum way — non-stop between Sydney and Honolulu with the Sydney-Fiji market served separately. The four terminating flights weekly are exclusively for Fiji-bound traffic with additional services to cope with school holiday peaks.

Qantas is not in the business of island hopping. We believe the South Pacific is well served by regional carriers whose job that is: Air Pacific servicing Noumea, Vila and Honiara on the way to Brisbane and Tonga en route to Auckland as well as local island services; Polynesian Airlines from Western Samoa; South Pacific Island Airways from American



AUSTRALIA The Qantas philosophy

For one reason or another, Qantas has found itself in the firing line in the events since the airfare revolution got underway, not just in the Pacific area but in Southeast Asia and further afield. PIM asked Qantas for its philosophy toward Pacific travel.

The operations of trunk carriers on the Pacific have changed fundamentally in recent years. Qantas for instance believes that the prime responsibility of the trunk carrier is to carry passengers from its own country to the Pacific Islands.

It is not, for instance, the role

Qantas Boeing 747 Pacific-bound from Sydney ... future developments rest with island operators

of operating.

For instance, by calling at Nadi en route to North America, Qantas operated with a large number of empty seats from Nadi to Honolulu and the US west coast because many more passengers travelled from Sydney to Nadi and got off than got on at Nadi and travelled to Honolulu and North America.

Since one of the fundamental truths of airline operations is that someone has to pay for empty seats, operating through Nadi on the Australia-North America route meant fares had to be higher than they might have been. Since this is unacceptable — both from the point of view of the consumer and

Samoa; Air Caledonia from New Caledonia; Air Melanesia from the New Hebrides; Solair from Solomon Islands and Air Polynesia from Tahiti.

These regional carriers, which take over from the trunk carriers at major air route centres like Nadi, themselves benefit from the increased traffic generated by the trunk carriers.

Does Qantas give a 'damn' about the South Pacific regional carriers? Yes we do. We assisted in the establishment and development of Air Pacific, New Hebrides Airways and Air Niugini, providing contract staff for management. However, we believe that civil aviation policy for the Pacific should be evolved by the countries of the Pacific.



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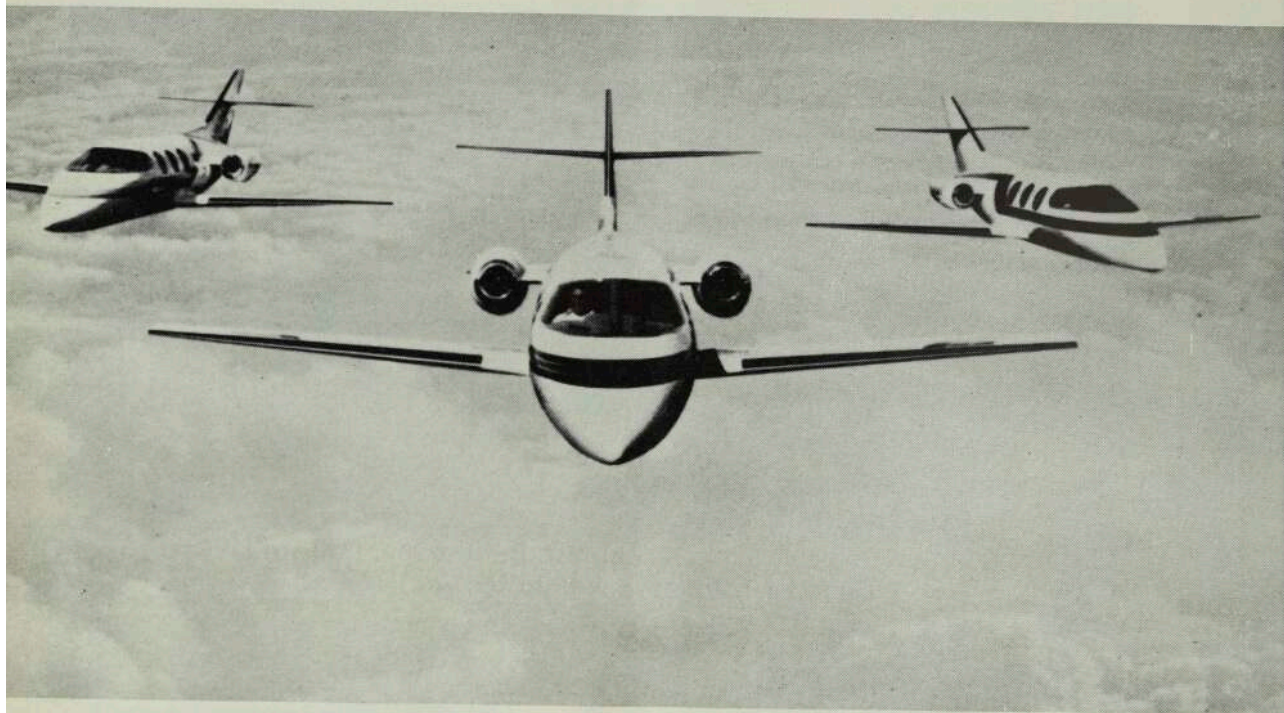
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EAGER SALESMEN ON ISLANDS ROUNDABOUT

The proliferation of small, localised Island airlines in recent years has made the South Pacific an attractive stamping ground for aircraft salesmen, writes Rob Gwyther. More so because most of today's commuter and island-hopping carriers began their days with piston engine aircraft which are now either in the process of being replaced or are in need of replacement with more efficient and commercially acceptable turbo-prop planes.

Barely a month passes without one manufacturer or another demonstrating new aircraft or equipment. Australia's versatile Nomad is now being pushed in the Pacific and de Havilland Canada has just done a sweep with its 'super quiet' four engine Dash 7 — and is talking optimistically of sales prospects.

The first 12-passenger Nomad N22B to operate in the Pacific has gone to Polynesian Airlines of West-

ern Samoa (purchased with Australian aid) for use on the 40-minute Apia-Pago Pago shuttle. This was followed with two of the same model purchased by Guam's Trans-Micronesian Airways. An Australian Government Aircraft Factories (GAF) spokesman, which makes the Nomad, says 'quite a few sales' are expected in the Pacific region before the year is out.

GAF regards the Nomad as 'a logical replacement' for the old prop aircraft still being used on island shuttle and cargo services, pointing to its high uplift, ability to land on confined airstrips and its short take-off and landing (STOL) capability. A Nomad recently was demonstrated in the New Hebrides and New Caledonia. Fiji was next on the list.

Among airlines working on re-equipping are: Solair, national carrier of Solomon Islands, which has just acquired a third

Queenair and a second Britten Norman Islander, bringing its total fleet to seven. In addition to improving internal services it will now make flights possible between Ballalae Island, in the extreme northwest of the country, and Kieta on the neighbouring Papua New Guinea island of Bougainville. This service was agreed to in recent PNG-Solomons talks. Solair is also evaluating turbine aircraft to replace its old Queenair and Islanders and, in May, was awaiting demonstrations of the Nomad, the United States' Swearingen Metroliner and Brazil's Bandeirante.

Fiji Air, Fiji's domestic service, has at last taken delivery of its long-awaited 18-passenger de Havilland Twin Otter.

Air Pacific, Fiji's international carrier, is looking at five aircraft — Short Brothers Skyvan, the Metroliner, the Twin Otter, Spain's CSA 212 and the Bandeirante. Air Pa-

WINGS ON THE MARKET

cific does not anticipate replacing its three BAC 1-11 jets until 1985 because of the worldwide shortage of large aircraft.

Turtle Island Airways, Fiji's Nadi-based seaplane service, has decided to buy two Cessna floatplanes to join its original seaplane on its expanding service between Nadi airport and Nadi Bay tourist resorts. The Cessnas will also be used for joy flights and charter work.

Cook Islands Airways is planning to buy longer range aircraft to service the more distant islands in the northern Cooks. It recently acquired a second Islander to replace a leased Piper Aztec which was brought in to cope with growing demand for domestic travel within the group.

DAVID AND GOLIATH IN COMMUTER BATTLE

The giant of world aircraft production is locked in battle with a small and upstart newcomer for a share of the 20-passenger commuter aircraft market.

In competition are the US-built Fairchild-Sweating Metro II and the Brazilian-built Bandeirante EMB-110PS. The Brazilian aircraft industry is only 10 years old. But the Bandeirante is still giving the 'Metroliner', product of the homeland of the Wright Brothers, a run for its money.

Both planes have already made an impact on the Australian and Pacific market. The Metro is in service with Bush Pilot Airways in Queensland, the Melbourne-based Bizjets and Kendall Airlines in Wagga, NSW. The Bandeirante is flying for other Aus-



Fairchild-Sweating Metro II ... a longer-range bird than the Bandeirante

tralian third-level operators such as Masling Airlines and Advance Airlines. It recently broke through into Papua New Guinea with the purchase of one of the aircraft by Talair.

Distributors of both planes are moving actively into Pacific

Islands markets with their products.

British pilot/aviation writer Alan Bramson gave a concise account of the relative merits of the aircraft in an article in the London magazine *Pilot* (August 1978). Bramson, who had just flight-tested the Bandeirante, wrote:

'The Bandeirante is a docile, stable light transport aircraft

with the most gentle of manners, and one immediately feels at home behind the controls.

'From the passenger point of view the big cabin with its large windows, excellent seats and relatively low noise level cannot fail to impress.

'Of course, figures can be made to prove anything, so when I read a manufacturer's



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AVIATION IN THE PACIFIC



essay comparing the Bandeirante with the opposition I automatically asked myself: "Are they telling the whole truth and nothing but the truth?" In this particular case there are few aircraft in even approximately the same class as the Bandeirante, now that the 15-passenger Beech 99 has gone out of production. Another aircraft used by manufacturer Embraer in their comparison of performance and operating costs is the Twin Otter. It carries a similar passenger load to the Bandeirante, and flies rather lower on less power, but as a STOL aircraft it should not be compared with the Brazilian. Each aircraft has special talents and is capable of doing what the other cannot.

The other type mentioned by the manufacturers is the Swearingen Metro II, an aircraft offering similar passenger-carrying capacity to the Bandeirante, but which, being pressurised, is naturally somewhat more expensive to buy. In any case the Metro is a longer-range bird than the Bandeirante, at its best while cruising at 15 000-20 000 feet. But not all routes lend themselves to climbing above the weather. Take, for example, a 25-minute trip, around 65 nautical miles allowing for take-off, climb, joining the traffic and landing. There

Brazil's Bandeirante ... 'outstanding economics over relatively short distances'

would be little point in using a pressurised aircraft on that ...

The point I am trying to make is that while Embraer's figures are no doubt factual and certainly interesting, I would have thought them to be of limited value. If you have to operate out of small airfield ... you must go for the Twin Otter or the Skyvan, while those third-level airlines needing a turboprop capable of flying distances of 1500 nautical miles, preferably over the weather, would perhaps be attracted to the pressurised Metro IIA.

But if you want a simple 18-21 passenger aircraft offering outstanding economics over relatively short distances, you buy a Bandeirante.

Bramson concluded: 'I shall be very surprised if we do not see a lot of these fine aircraft operating throughout the world.'

Both planes have rapid convertibility from all-passenger to all-cargo. Approximate prices for the aircraft are \$A1.3 million for the Metro and \$975 000 for the Bandeirante. Some physical characteristics of the two aircraft are listed in the accompanying table.

	Fairchild-Swearingen Metro II	Bandeirante EMB-110P2
Wingspan	14m	15.3m
Length	18m	13m
Height	5m	4.7m
Wing area	21m ²	28.8m ²
Cabin height	144cm	159cm
Cabin width	157.3cm	159cm
Cabin length	1007cm	949cm
Seating	21-22	18-21
Ramp weight	5709kg	5727kg
Max. take-off weight	5681kg	5681kg
Max. landing weight	5681kg	5681kg
Take-off distance (over 15m obstacle)	653m	653m
Landing distance (over 15m obstacle)	1082m	790m
Engines	Twin 940hp turboprops	Twin 750hp PT6A-34 Turboprops

Fokker pursues a Pacific friendship

'A policeman — not a soldier' is the line European aircraft manufacturer Fokker-VFW is pushing in a big Pacific sales drive for its surveillance aircraft, the F27 Maritime, writes Angus Smales from Port Moresby.

The Maritime is the well-tried F27 Friendship feeder airline stuffed to the gills with an impressive array of electronics. With Australia already flying about 50 Friendships and with as many more distributed among its nearer South Pacific Island neighbours, the Fokker salesmen are already at first base: crewing, maintenance and operational factors of the Friendship are well established.

But the real thrust in the

sales campaign lies in the new resources legislation adopted by almost every country in the Pacific under which marine resource boundaries are pushed out to 200 nautical miles. Now they are all wondering how they will protect their newly-claimed interests.

Australia, Papua New Guinea and Solomons Islands are three countries in particular which have long been troubled by unlicensed fishing of prawns, tuna and clam meat,

There is only one that can fly your short hops The new Fokker F28 Great where others are too big



The new Fokker F28 gives you something no other jet can:

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levels. Where you need equipment tailor-made for the arduous job of flying short sectors.

Although the F28 can also be used efficiently on routes with stage lengths up to 1200 nautical miles.

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Because the new Fokker F28 has been specifically designed to make a profit where other jets can't. For example on the city-hopping network of NLM City Hopper.

Thanks to its 80/85 passenger capacity which is just right for these routes.



modern jet

profitably:

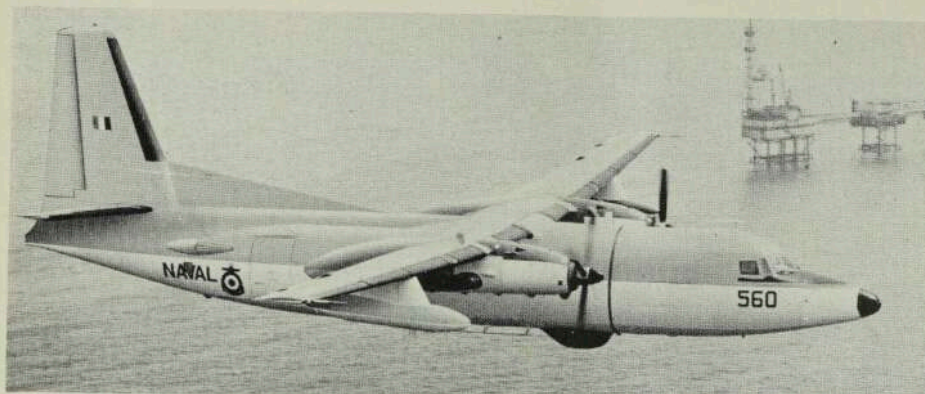
8.

Thanks to its low weight which will save you money on navigation and landing fees. Thanks to its fuel economy which is the best of any commercial jetliner in production. And thanks to its fatigue-resistant airframe and low-noise Rolls-Royce RB 183 engines optimized for short cycles and long service life. If you want to know more about the new Fokker F28 please contact us at our address below. And who knows – maybe you will be the next to order this exciting new aircraft:

The new Fokker F28.

Fokker-VFW International, Schiphol-Oost, Netherlands, Telephone: 20-5449111, Telex FINT 11526.

AVIATION IN THE PACIFIC



and the new sea limits will increase the problem. Taiwan's wide-ranging clam fishing has caused reef damage on isolated atolls and islands, and evidence suggests the problem is now being experienced on the Australian Great Barrier Reef. Australia, with a long empty coastline providing many secret havens, has the added problem of drug smuggling.

The Fokker-VFW organisation, based in Holland but also using the aerospace industries of the United Kingdom and West Germany, hopes to impress South Pacific governments with the 'value for money' potential of the Maritime.

The first demonstration Maritime to enter the region was flown into Papua New Guinea recently and put through an exhaustive evaluation flight and a series of demonstrations for government observers. Sea-drops, navigational exercises and spotter-type operations were part of the demonstrations.

The Maritime then flew on to Darwin for a brief showing, but the full-scale Australian demonstrations will not be undertaken until later in the year.

One reason for the fragmented demonstrations is that the Maritime showed to PNG — Netherlands registration PH-FTC — has been sold to the Spanish Government search and rescue service and the delivery date could not be stretched.

The 'policeman — not a soldier' concept of the Maritime was explained to PNG officials by the general manager of Fokker's South Pacific Division in Melbourne, R. W.

Fokker's Maritime... likely PNG choice if its surveillance scheme becomes a reality

Walesby. He described the Maritime as a civil-role aircraft, not designed to attack any target. Its basic work, he said, was to patrol a beat, over national seas — or possibly over land for specialised functions — making observations and gathering evidence through sophisticated electronic systems.

The Maritime could look for poaching fishermen, drug runners, smugglers, illegal immigrants, pollution from oil rigs or shipping, marine ecology disturbances and general shipping movements.

It was also fitted for active search and rescue duties, including the accurate flying of programmed search patterns, the detection of survivors and distressed surface craft and the dropping of survival equipment.

Its third role was as a flying

co-ordination centre on patrol or search, using extensive radio communication facilities to keep in touch with ships, other aircraft, ground installations and distant headquarters. The price tag on the Maritime is in the \$A5 million bracket.

Although the roles of the two types are not fully comparable, this is small money compared with what Australia pays for its big Orions which are used for defence surveillance duties. But at \$5 million, that's big money for Island nations. However, Papua New Guinea is known to be evaluating a proposal in which it would use two or three Maritimes to guard the fishing waters of its island neighbours as well as its own.

An internal government proposal suggests that by selling a watchdog service to other countries the government could find the money and justify its expenditure.

The frequency of coastal

shipping incidents in the reef and island-studded waters of the South Pacific would be another motivating factor, the report suggests.

The areas under study for the proposal include the Caroline Islands, 2000 km north of Port Moresby, the Marshall Islands east of the Carolines, and Kiribati (Gilbert Islands), northeast of Port Moresby. PNG's immediate neighbour to the east, Solomon Islands, is also being investigated as a patrol customer.

The Port Moresby demonstrations of the Maritime created wide interest from defence, civil defence and fisheries officials, and the South Pacific Forum Fisheries Agency, based in Honiara, sent observers.

The external differences of the Maritime from the Friendship are bubble observation windows, an external radar dome under the fuselage and wing-pod fuel tanks. The extra fuel capacity allows the Maritime to patrol for many hours at a stretch, with facilities on board for search crew relief.

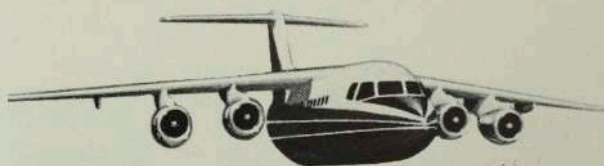
The heart of the electronic systems on board is a search radar developed by the Canadian firm Litton, backed up by inertial navigation systems with programmable inputs, weather radar, dropping and visual search facilities, infra-red detection equipment and all-frequency radio communication facilities.

THE SHAPE OF THINGS TO COME

The British Aerospace HS 146, due for its first flight late next year, will be the world's first fan jet feeder airliner.

Designed to bring jet operation to routes previously accessible only to piston and smaller prop-jet aircraft, and to replace turboprop and narrow-bodied twin-jet craft, the HS 146 should introduce new standards of comfort and efficiency to short-haul operations.

Powered by four AVCO Lycoming ALF 502H turbo-



British Aerospace's HS 146 Image... jet for unsealed strips

fan engines, the aircraft is designed to meet the most stringent noise control regulations in existence, or planned for the foreseeable future. One of the specific stated aims of the HS 146 design was to limit the aircraft's noise 'footprint' to within the boundaries of the airports it uses.

Passenger capacity will be

between 70 and 100 in a variety of wide-bodied configurations. Range will be up to 1400 nautical miles with operating speeds of up to 800 km/hr.

The HS 146 is designed to serve in regions dependent upon unsealed airstrips less than 1.2 km in length, where terrain clearance is an important factor.

Future developments include military and VIP transport versions.

THE DASH DOES IT QUIETLY

De Havilland Canada's recently developed Dash 7 50-passenger STOL turboprop airliner is being promoted by its manufacturers as the answer to the problems that will be faced by operators of regional commuter services up to the year 2000 and beyond.

The aircraft has been designed to meet pressing modern concerns such as noise and air pollution, fuel shortages, and airport construction costs — in the manufacturer's words, 'to reconcile the apparently conflicting requirements for a supremely quiet, non-polluting, fuel-conscious, economic-to-operate aircraft, with only limited airfield size demands'.

Noise levels certificated for the Dash 7 are the lowest for any current airliner, according to the manufacturers.

The Dash 7 has four-bladed Hamilton Standard PF24 propellers, made of fibreglass and specially designed for the aircraft. Measuring 3.4 m tip to tip, they are long for an aircraft of this size. The extra length means that at cruise speed they rotate at around 1100 rpm, just under half the speed of most modern light aircraft. Since propeller noise accounts for more than half of all aircraft

De Havilland's Dash ... designed to meet the demands of performance and today's environmental concerns

noise, this measure drastically cuts the Dash 7's noise 'footprint'.

Dash 7's relatively low operating costs are to be attributed chiefly to its four Pratt & Whitney PT6-50 engines. They give it a fuel consumption per seat-kilometre lower than any aircraft in its class, according to de Havilland Canada.

The plane's STOL characteristics allow it to operate from airfields about half the length of those used by current turbo-prop intrastate feederliners. This is an advantage in terms both of operational flexibility and airfield construction costs. Its runway requirement for take-off is 701 m, and for landing 655 m. The Dash 7 is priced at about \$A4 million.

By early June the Dash 7 had

been sold to 17 customers in nine countries. Orders and options totalled 46 aircraft.

MIXED BAG OF GAF NOMADS

Australia's Government Aircraft Factories (GAF), based in Melbourne, have been producing a range of aircraft, guided weapons and pilotless target planes for more than 30 years. But it looks as if their greatest success story to date could be their latest major effort — the twin turbo-prop STOL utility aircraft, the Nomad.

Already in service in a number of countries — the Indonesian navy has 12 of the 'Search Master B' version, five are performing various functions in Papua New Guinea, and 16-seater passenger Nomads are at work in Western Samoa and Guam — the Nomad has gone some way

towards putting the Australian aircraft manufacturing industry on the world map.

The Nomad is available in a number of types: the 'Utility', for passengers, cargo, or a mix of both; the 'Commuter', a pure passenger model; the 'VIP', designed for executive travel; the 'Mission Master', a military version designed for support operations in forward areas; and two derivatives of the latter, the 'Search Master B' — so named because of its Bendix RDR search/weather radar installation — and the 'Search Master L', equipped with Litton 504 radar. The two last-named types are dedicated to the task, highly topical in today's Pacific context, of maritime surveillance.

Recently, the 'Search Master L' has been wrapped into what is known as the 'Australian Package'. Developed by a number of Australian concerns, including GAF, Amalgamated Wireless (Australasia) Ltd, and Hawker de Havilland Australia Pty Ltd, the 'package' offers a coastal and fisheries protection system at the (in the circumstances) relatively modest cost of \$A5 million.

The system includes two 'Search Master L' Nomads — \$2.2 million for the aircraft, and \$800 000 for spares; and three de Havilland Marine Carpentaria class patrol boats, total cost \$2 million.

The Nomad is powered by two General Motors Allison 250 B17B engines with three-bladed Hartzell propellers.

GAF's Nomad ... starting to look like the Australian aircraft industry's biggest seller to date



AVIATION IN THE PACIFIC



CANADA'S 30 YEARS ACROSS THE PACIFIC

Who said those were the good old days? Thirty years ago, on July 13, 1949, to be precise, when Canadian Pacific Airlines opened its first international route across the South Pacific to Sydney, the flight took 37 hours. Well, 30 years ago, that wasn't bad going. But things have changed, including, to judge from this first flight photo, the hairstyles and the hostesses' uniforms. The airline is now CP Air, the Canadair Fours which pioneered the route — Vancouver, San Francisco, Honolulu, Canton Island, Nadi, Sydney — having given way to DC8s which in turn, should soon give way to DC10s. Since that first flight, flying time is down to half.

IPEC GOES INTERNATIONAL

Going international for the first time is always a big moment for a company. A flight from Melbourne to Kieta recently to deliver a computer to Bougainville Copper's mine, was IPEC Aviation's first international delivery.

One of IPEC's Argosies carried the twin ICL 2956 computer, weighing 9.5 tonnes, to Papua New Guinea's most easterly provincial capital.

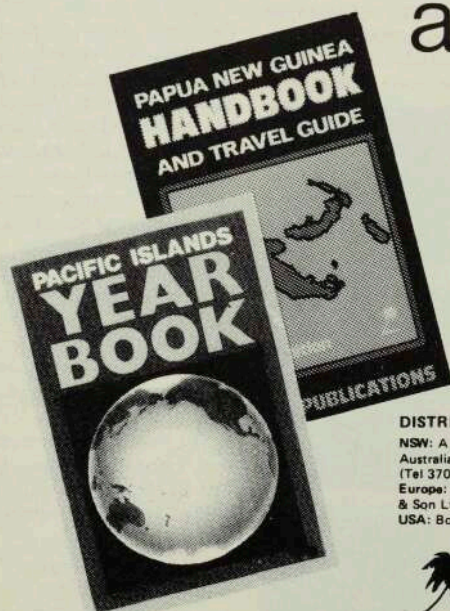
Ex-TAA man gets PNG's top air job

Gerald Fallscheer, 46, a former TAA engineering executive, is the new general manager of Papua New Guinea's national airline, Air Niugini. He has been with Air Niugini for 18 months, first as its engineering manager and more recently as assistant general manager (operations).

Mr Fallscheer, who was born in Israel, is an Australian who started his career in Melbourne in 1949 as an aircraft maintenance apprentice with TAA. He worked with TAA for 21 years before joining the Department of Transport in Melbourne in the civil aviation airworthiness section.

Mr Fallscheer's appointment was announced in Port Moresby on May 31 by transport minister Paia Wingti. He was chosen from a short list of four. The other three applicants were from Qantas, Ansett and British Airways.

These two Pacific guides are always wanted



The Pacific Islands Year Book is the standard reference book on all the islands of the Pacific Ocean. 500 pages crammed with facts and statistics and detailed histories. The Papua New Guinea Handbook and Travel Guide does the same thing for Papua New Guinea, but in even more detail. Both books include hotel guides, separate full colour maps and heavy clear plastic jackets.

DISTRIBUTORS: VIC: Harry J Hewitt & Sons, 156 Collins St, Melbourne 3000. (Tel 63 2143).

NSW: A H & A W Reed, 53 Myooria Rd, Terrey Hills 2084. (Tel 450 2555). WA: The University of Western Australia Press, Nedlands 6009. (Tel 380 3182). QLD: University of Queensland Press, PO Box 42, St Lucia 4067. (Tel 370 3127). PNG: Robert Brown & Associates Pty Ltd, PO Box 3395, Port Moresby. (Tel 25 4551). UK and Europe: Global Book Resources, 109 Great Russell St, London WC1B 3ND. (Tel 01 580 4011). NZ: Ross Haines & Son Ltd, PO Box 1289, Auckland. (Tel 375 114). FIJI: Desai Bookshops, GPO Box 160, Suva. (Tel 23 036). USA: Books From Australia, 25 Vanzant St, Norwalk, Connecticut 06855.



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AVIATION IN THE PACIFIC



PNG's REGISTER — 233 FROM 707 TO MOTH

The PNG aircraft register, with the international prefix P2, lists a total of 233 aircraft. Many of the listed aircraft were originally on the Australian VH register which ceased to extend to PNG after political independence in 1975.

The licence classes, numbers of aircraft and operators in each are: Airline 13 (one operator); Charter 161 (29); Aerial work 13 (11); Private 43 (40); Total 233.

Air Niugini is the only operator with an airline-licensed fleet. Its 13 aircraft, to be increased to 15 later in the year, are: one Boeing 707 338-C (USA manufacture), with a second for delivery later this year; three F28 Fokker Fellowship jets (Netherlands), with a fourth for delivery later this year; eight series-200 F27 Fokker Friendship turbine-powered airliners; and one series-400 F27 Fokker Friendship turbine-powered cargo-airliner.

Air Niugini's present Boeing is owned outright and the

second will be obtained on a leasing basis. Air Niugini still has several DC3 aircraft from its original fleet of 10. Some are still officially on the register but they are no longer in service and are being sold.

Among charter fleets there are eight helicopter operators with 21 units (all US) of various types. Many of the helicopters on the register are on permanent allocation by their charter operators to specific projects, including mineral exploration. The government is a major charterer for rural services, search and rescue operations and patrol-supply.

There are 19 single-engine utility aircraft operators with 61 units. Of this total, 54 aircraft are Cessna (US) types, including 37 units of the Cessna 206 in several variants. The 206 is used in a six-seater or pilot-plus-cargo configuration with an all-up weight approaching 1800 kg, and is increasingly being chartered by village communities taking produce to market.

A de Havilland Twin Otter at Ambon on the Karawari River of PNG's East Sepik Province ... biggest and most sophisticated of the short field twins. Photo: Bob Hawkins

There are nine short-field feeder and utility twins operators with 47 units between them. The backbone of the short-field utility twin fleet is the highly-successful Britten-Norman Islander (UK), of which 35 units are flown by eight operators. It is used as a cargo or nine-passenger aircraft, operates well from rough unsealed strips and has proved simple to maintain. The biggest and most sophisticated of the short-field twins in service is the de Havilland Twin Otter (Canada). There are five Twin Otters on the register, all operated by the big third-level company Talair. The other short-field twins are five Nomads (Australia) and two Partenavia (Italy).

Two operators have commuter-type twins with a total of 13 units. Except for one Bandeirante IPD (Brazil), the commuter twins on the charter register are all type 402 Cessnas. Their 'commuter' classification belies the fact that they are exten-

sively used as cargo carriers, the 402 being a 'functional' variant of the 401 executive transport type.

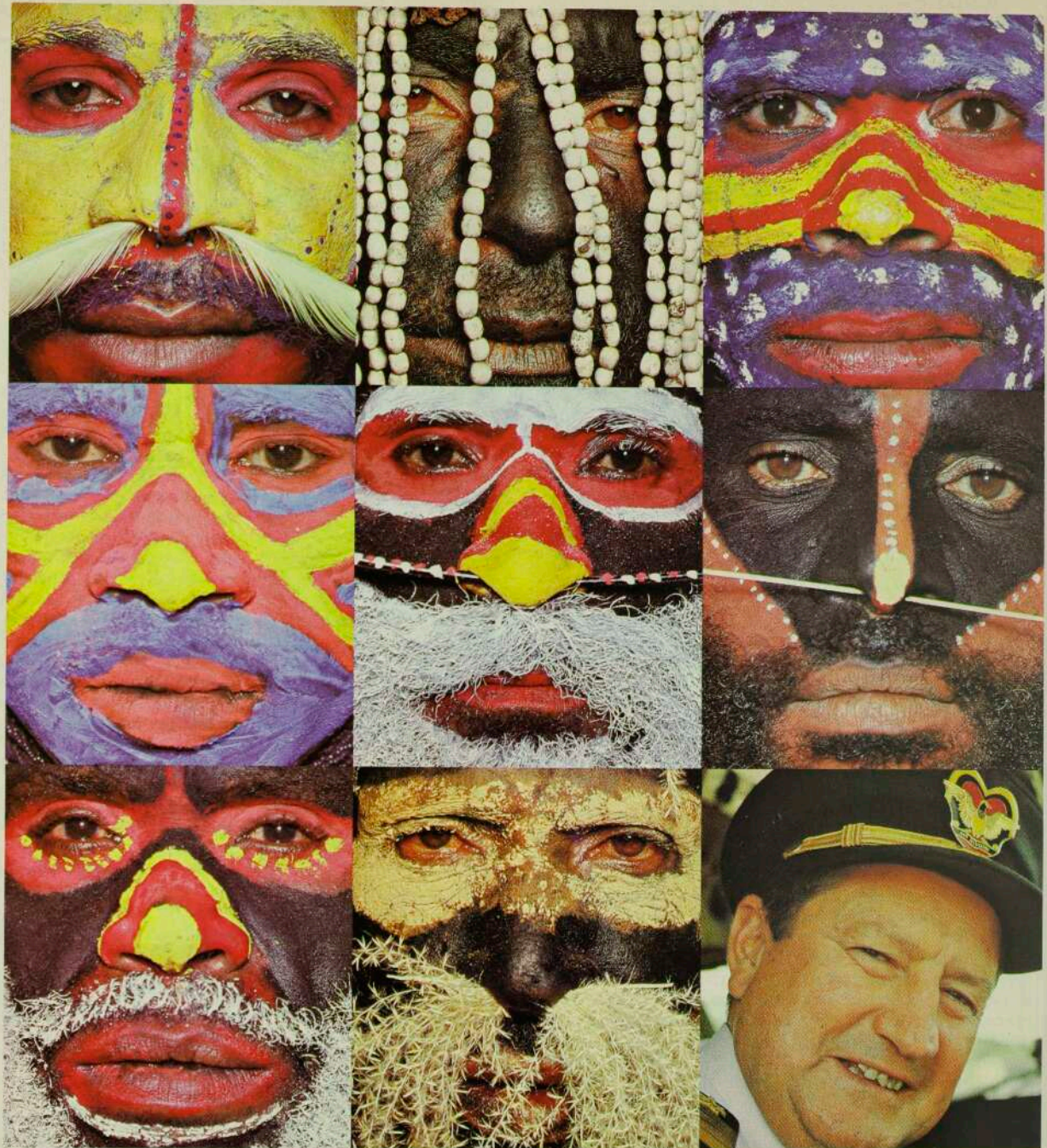
Five operators have touring-type utility twins (19 units). Several series of the Beechcraft Baron (US) make up 17 of these twins and the remaining two are Piper Aztecs (US).

There are 11 aerial work fleet operators with 13 aircraft between them. These are all light singles and twins of US origin.

Forty private operators have 43 aircraft between them. More than half of the aircraft on the private register are company or business owned and operated privately for business use. Of the total private registration, 27 are single-engine Cessnas, mainly the 185 and 182 series. Types of particular interest include P2-BCL, a turbine-powered Swearingen Merlin Executive twin (US), owned by Nationwide Air Services of Sydney, but on permanent operations as a courier and staff transport for Bougainville Copper Ltd, the company behind the big copper mine which is PNG's greatest single export earner.

The private register also includes PNG's oldest aircraft type in service, a de Havilland 82 Tiger Moth owned by John Close of the South Pacific Aero Clubs in Port Moresby. There is also an all-metal ultra-light, A Thorp T-18 (US design), which was built in Goroka in the PNG highlands by its owner, Phil Bunnet.

The government fleet comprises two executive twins and a touring twin on duties including those associated with the administration of civil air operations. They are a Beechcraft 200 King Air (P2-PNG, owned and operated by the Division of Civil Aviation and used as the prime minister's aircraft) and a Swearingen Merlin and Piper Aztec, both owned by the Australian Department of Transport but operated in PNG for the PNG Division of Civil Aviation.



some of our chiefs

In Papua New Guinea there are 717 different cultures, each represented by its own language and its own "chief". Few men know this country better than our chief pilot, Captain John Regan. He's logged more than 16,000 hours flying, much of that in Papua New Guinea.

John Regan is one of ninety highly skilled Australian, New Zealand, British, and American pilots flying our aircraft to seventeen places in Papua New Guinea and eight destinations overseas.

AIR NIUGINI 
THE NATIONAL AIRLINE OF PAPUA NEW GUINEA

HOW TO MAKE GAMBIER GET UP AND GO?

The Gambier Islands, southeastern outpost of French Polynesia, were visited early in their South Pacific travels by PIM's roving correspondent Jimmy Cornell, his wife Gwenda and children Doina and Ivan, in their ketch Aventura.

Few places in the Pacific have been so generously treated by nature as the Gambier Islands, a group of volcanic origin sharing one large lagoon.

The main island, Mangareva, is extremely fertile with food in abundance. Not only are there coconuts, bananas and papayas but also lemons, oranges, grapefruit, mango, breadfruit and even coffee. However, they often remain unpicked and piles of rotting fruit lie under the trees of the once well kept plantations, now overrun by secondary growth.

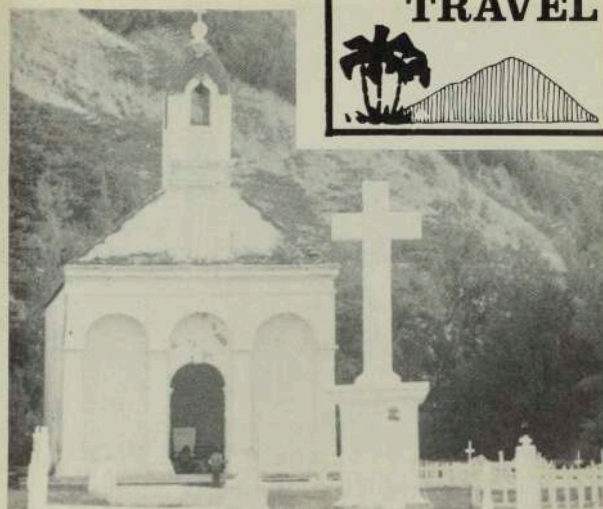
Many Mangarevans have left their islands during the past decade and those remaining are simply not interested in farming. Their young mayor, Lucas Paemara, says his people have lost their spirit. This may have had something to do with the sudden prosperity generated during the atmospheric nuclear testing programme on nearby Mururoa. At that time there was plenty of paid employment, both on Mururoa and at home.

Although 500 km from the testing ground itself, the Gambiers served as a stand-by and observation base. An airstrip capable of taking the latest jets were constructed on Totegegie, one of the atolls in the Gambier lagoon. There were many jobs serving the numerous military and scientific personnel stationed there. When the testing programme went underground, the Gambier base dwindled and so did the jobs.

Most Mangarevans may then have returned to their traditional occupations if an out-

break of ciguatera (fish poisoning) had not made their lagoon the most toxic in French Polynesia, with virtually no fish being edible. This poisoning was later shown to have been caused by the extensive dredging, blasting and dumping in the lagoon (PIM May 1977). Used to a regular income, many Mangarevans decided to leave for Tahiti in search of work.

This, however, was not the first exodus from these islands, another having taken place just over a century ago when people fled from the hierocratic dictatorship of Pere Laval. This Catholic priest had arrived in the Gambiers with an early party of French missionaries in 1834. Ten years later, by which time the Gambier Islands had become a French protectorate, the zealous missionaries had succeeded in converting nearly all of the population to Christianity. Their astonishing success was mainly due to the full



co-operation of the Mangarevan King Maputeoa, renamed Gregoire I, or Kerekorio in Mangarevan, who became a willing tool in the hands of Pere Laval.

The hierocracy established by the latter led to excesses worthy of an Egyptian pharaoh. A grandiose programme of public building was foisted upon the unfortunate Mangarevans who either complied or faced excommunication on their king's orders. Huge stone churches were built on each island, the capital Rikitea boasting the largest church in Polynesia. A massive road was built of large slabs of coral, which had to be ferried across the lagoon from the outlying reef. By the time the churches were completed, there were hardly any people left to worship in them, the population having dwindled to about one thousand. Many died from exhaustion through

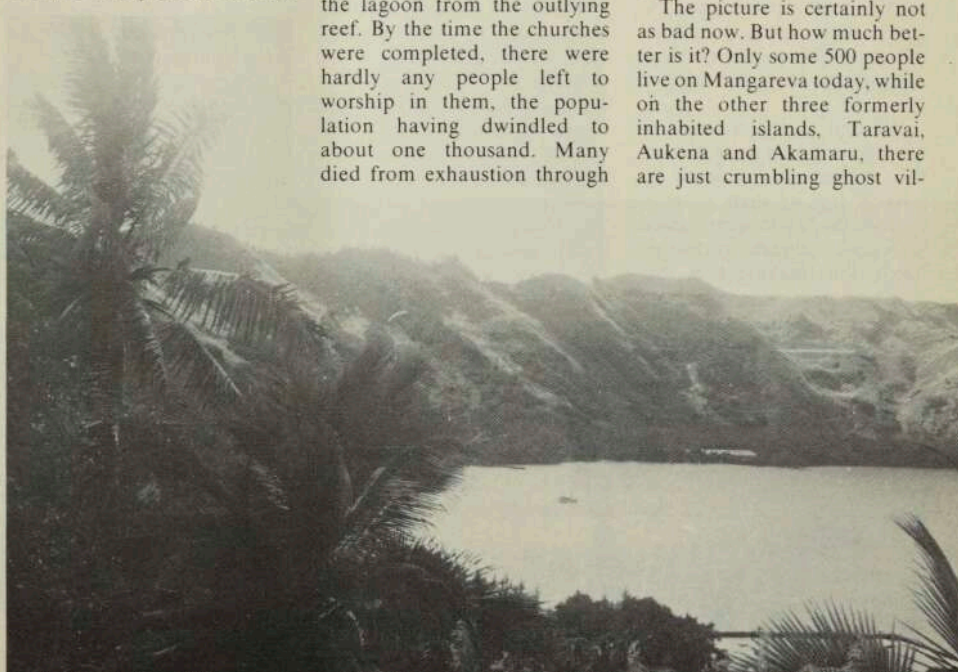
King Maputeoa's tomb . . . willing tool in the hands of Pere Laval. Photo: Jimmy Cornell

forced labour, others of various diseases brought by the Europeans as an increasing number of vessels visited the group.

In his old age, Pere Laval published his memoirs, the first volume entitled *From Cannibalism to Christianity*. In this he admitted some of his mistakes, such as allowing the people to cut down their breadfruit trees for pews in the churches and the destruction of the islands' ecosystem by thoughtless deforestation in order to open up tracts of land for European-type farming.

The picture is certainly not as bad now. But how much better is it? Only some 500 people live on Mangareva today, while on the other three formerly inhabited islands, Taravaï, Aukena and Akamaru, there are just crumbling ghost vil-

Off Rikitea . . . a perfect anchorage. Photo Jimmy Cornell



TRAVEL



lages, disappearing beneath the encroaching jungle. Of the 500, more than a third are children of school age, most families having a large number of children. Attempts at family planning have met with little success due mainly to the people's Catholicism.

The headmaster until recently, Jacques Richeton, an expatriate Frenchman, who refused to do his military service and moved to Polynesia to do social work instead, has done his best to show the school children a better way to follow. Married to a Gambier girl, Jacques was the first to realise the importance of preserving as much as possible of Mangareva's fast-disappearing traditions. In his school the pupils were encouraged to speak their native language, although tuition in French is compulsory from the earliest age.

Worried by the many cases of malnutrition among his pupils, caused not so much by poverty but by their parents' neglect, the headmaster started a school canteen providing lunch, thus making sure that

Mangareva's kindergarten ... more than a third of the population are children. Photo: Jimmy Cornell

the children had at least one cooked meal a day. In all this he had the support of Lucas Paeamara, the idealist mayor, who is also a teacher at the primary school and who would like the islanders to become more self-sufficient and depend less on imported rice and corned beef.

Once, when the supply ship was late and the village shops had few supplies left, Lucas did not seem too worried, hoping that a few such shortages would show his people that there was nothing wrong with locally grown taro after all.

The island is supplied rather haphazardly by *Oiseau des Iles II*, a small cargo boat run by the military administration, freighting supplies to the outer islands free of charge. The *Trioux*, a troop carrier and landing craft, is also sometimes used to bring out supplies. There is no regular link with Tahiti and planes fly in only when there is enough demand,

about once or twice a month.

In spite of the 1500 km separating the islands from Tahiti, there is a potential for tourism and the mayor would like to see a hotel built on Mangareva or one of the other islands in the lagoon. At present there is only a guesthouse for the occasional holidaymaker on rest and recuperation from Mururoa or the rare foreign tourist.

If only he could provide some form of employment, Lucas Paeamara feels he would be able to woo back the exiled Mangarevans and also ensure some kind of useful work for the school leavers. Although these do not appear to share their elders' apathy, the lack of opportunity cannot fail to spoil them too. The opportunities are there however, although mostly untapped.

Fishing in the lagoon is gradually improving and there are rich fishing grounds outside the reef but no boats are capable of going outside the lagoon. An enterprising Tahitian has started a pearl farming project off the small village of Taku on Mangareva's western

shore, and the local grey pearls command good prices abroad.

Lemons, oranges, coffee and even copra fetch good prices in Tahiti and the French administration has even offered free freighting facilities if only the Mangarevans could be persuaded to get up and gather the fruit. European-type vegetables could also be grown in the island's fertile soil.

The aging priest, Father Daniel, used to airfreight such produce to Tahiti and Mururoa from the thriving garden he established on the site of an ancient convent, but he is too old now and no one else seems interested in market garden-

ing. The administration is trying to help but there is no real development programme. An excellent road running around the whole of Mangareva is nearing completion at great expense. The school has been endowed with new buildings and even the huge nuclear shelter, used only twice, has been offered as a community centre but it remains unused. Yet at the same time there is no public electricity supply and about a dozen private generators provide electricity only to public officials and those who can afford them.

Fresh water on the island is another problem. There are no wells and the only source is a small stream coming down from the hills. A proper catchment area or a deep well could easily provide water for the whole population who at present have running water for only two or three hours a day.

Mangareva, paradise lost could well be paradise gained, for the potential is there, if only Lucas Paeamara's people could somehow rediscover their lost *esprit*.



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TRAVEL

Galapagos — a place where you can look but not touch

The Galapagos Islands, isolated from the world for aeons, still form a lonely, unique area on the globe. It was there, in the 1830s, that Charles Darwin found strong reinforcement for his theories on evolution. Australian student Frances Simons went to the Galapagos last year. Her story will make many more want to visit these islands but it seems their fascination can only last as long as the Ecuadorian authorities keep a tight rein on tourist traffic.

Until recently, the Galapagos Islands have been almost completely isolated from tourists and others, and are relatively unspoiled. The many plants and animals on the islands which have evolved in special ways because of their geographical isolation were noted with interest by Charles Darwin when he visited the islands in 1835, aboard the *Beagle*.

There are two commercial ways to get to the Galapagos.

You can fly from Guayacil, Ecuador, on a TAME flight (the internal Ecuadorian airline operated by the military), which takes two hours and costs about \$US90 single; or you can join five or six day cruises which also leave from Guayacil and cost from around \$450. Of course, you can sail your own vessel to the Galapagos but skippers should be aware that it is not permitted to sail among the islands at random because of their national park status. On arrival it is easy to hire a small converted fishing boat to explore the islands at leisure.

I flew to the Galapagos on TAME after discovering it is essential to book well ahead and to reconfirm flight schedules several times because of

the rather erratic service. All flights (once or twice a week) land on the island of Baltra, using an old airstrip built by the Americans in the Pacific war.

From the windswept tarmac my first impression as I surveyed the barren landscape was of having landed in a wasteland — just red, dry earth, sparse ground cover and a few weird cactus trees against the sky. Baltra, like most of the islands, is uninhabited.

We boarded an ancient bus for the first stage of the journey to the township of Puerto Ayora on the neighbouring island of Santa Cruz. Then came a ferry crossing of only a few minutes to Santa Cruz followed by a one-hour bus ride across the island to the settlement. The whole trip costs 90 sucres. (There are about 25 sucres to the US dollar and it is wise to have changed foreign money to Ecuadorian sucres on the mainland, as rates in the Galapagos are very low.) It is best to choose your vehicle carefully (sometimes you have a choice) and go for the one that seems most roadworthy. The small bus I was in took 4½ hours to do the last stage owing to many breakdown and repair stops, during which the driver

and his assistant displayed sheer mechanical genius in keeping the old bus alive with pieces of chewing-gum and shoelace.

While crossing the island of Santa Cruz the vegetation changes from dry ground cover on the low coastal region to extremely dense greenery on the higher plateau in the middle of the island. The change from one to the other is as sudden as if a border had been intentionally marked between the two. On one side of the line it rarely if ever rains, while, on the other, rainfall is so good it supports a sizeable farming community that supplies the island with vegetables, fruit and dairy needs.

The bus finally limped into Puerto Ayora well after dark with the town all but closed for the night. I found accommodation at 'Pensione Gus', which offered a straw mat and shower facilities for \$1. There are two other 'hotels', slightly more expensive but not much more luxurious, and two very expensive hotels of a much higher standard which are mainly for the benefit of package deal tourists. It is important to go to the Galapagos well armed with mosquito repellent. Without it, the marauding hordes in the humid months of December, January and February make eating and sleeping virtually impossible.

Puerto Ayora has about 1000 people, maybe a quarter of the islands' total population. (Other settlements are on the islands of Floreana, San Cristobal and Isabella.) It has a post office, bakery, two general stores, a souvenir shop, a few modest restaurants and an assortment of hotels of varying quality. There is also a shop



Above: The friendly seals of Espanola; right: lava flow formations on Santiago Island ... behind is the egg-laying area for the Galapagos turtle



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TRAVEL



Raoul and Manuel with the day's lunch . . . where you have to resist the temptation to catch too many

were once common in the islands. The Spanish word for these giant tortoises — Galapagos — has given the islands their name.

To charter a boat I went to the sheltered cove where the boats are moored and the captains do their drinking. It is fairly necessary to speak Spanish for this but not essential as there are one or two there who speak English. It is also fairly easy to find other tourists to make up a small party of five or six to share costs.

The price of a boat varies according to the length of the trip, size of the boat, and the mood of the captain. The boat we hired for six of us on a trip of five days cost \$12 a day each. This included the services of our captain, Manuel, as tour guide and information giver, and those of the mate, Raoul, as cook and bottle washer. (No food was included.) Manuel suggested an appropriate itinerary for the length of the trip as it is not possible to see even the 13 main islands in so short a time. We decided to visit Plazas, Seymour, Santiago and Bartolome, all of which lie to the north of Santa Cruz.

We stocked the boat with our own provisions — rice, bread, avocados, bananas, pineapples, cheese, potatoes and onions. Unlike imported goods, which are expensive, the fresh produce of the islands is very cheap. Avocados, for example, sell at about five cents each while bananas are cheaper still. Our food came to no more than \$1 a day.

We set out on calm seas and arrived in a few hours at Plazas Island. In the meantime, we

had got to know each other a little and had discovered that our party of six, four men and two girls, was made up of two Australian students, three Americans taking time off from their everyday jobs, and one Canadian telephone technician, also holidaying for a couple of months. Our ages ranged from 19 to 27, and I think we were probably typical of the kind of people who hire boats to see the islands in this way.

On the high side of Plazas was a steep sea-cliff where hundreds of birds could be seen nesting. Plazas is one of the small rocky islands with no rainfall, and the only plant life was a red spreading ground cover and strange looking cactus trees. There were quite a few of the large land iguanas to be seen and, although ferocious looking, these huge lizards are harmless and eat only the fruit of the cactus tree. All the animals of the Galapagos Islands have had little contact with man but are not shy of humans. To ensure that they remain this way, visitors are asked not to touch, feed, or harm them in any way.

On the rocks at the edge of the island lay many seals, and among them, making splashes of bright colour, roamed many bright red crabs, completely at ease in our presence. As we swam back to the boat for lunch, the seals left their rocks and swam with us, poking us inquisitively with their flippers. With their streamlined water acrobatics, they made us humans feel clumsy and awkward.

We spent the next days swimming and fishing. On Seymour we saw large colonies of blue-footed boobies — large sea birds with bright blue feet

resembling an Australian or American milkbar, which boasts a toasted sandwich maker, and an electric popcorn machine. The town also has a small hospital, radio station, an occasional cinema and a convent.

All luxury items such as beer, cigarettes, canned foods or mosquito spray are brought in by ship, from Ecuador. Such goods are consequently very expensive compared with mainland prices (\$2 for a jar of jam) and may be in short supply.

Most of the town's after-dark activity centres around drinking at the one large bar, and closing time for the bar tends to mean closing time for the town as well. As liquor supplies become shorter and shorter, the town shuts up earlier and earlier. Often beer stocks are exhausted before the supply boat is due again, and often the town's water and electricity supplies have been turned off by 9pm.

On the whole, visitors are welcomed to the islands, if only, perhaps, for the money

they bring with them, but there is also some hostility toward travellers on the part of some of the townspeople. This is manifested in the lethargic, almost indolent, manner that they adopt in transactions with foreigners. There seems to be a particular aversion to Americans.

There is a very real shortage of marriageable females. As a result, women who travel to the Galapagos often feel overwhelmed and annoyed at the amount of attention they receive and at the number of unsolicited but persistent offers.

A kilometre or so along the dusty main road is the Charles Darwin Research Station, set up in 1959 to study the unique flora and fauna of the islands, with a special view to their conservation and protection. The station attracts researchers from all over the world and part of its facilities includes a ship fully equipped with a huge range of scientific equipment. The station is also concerned with the preservation of the famous giant tortoises that



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TRAVEL

— and flocks of flamingoes on Santiago Island. On Bartolome we climbed to the highest point and were able to look down into the craters of two submerged volcanoes. From the same place we looked across to Santiago Island which is partly made up of a huge, hardened lava flow which drops right down to the water's edge.

All the islands are the peaks of a large underwater volcano complex. The most recent volcanic activity occurred on Isabella in 1957.

Most of the larger islands, such as San Cristobal, Santa Cruz and Isabella, have a hilly, high ground region with lush vegetation and good rainfall. However, maintaining an adequate water supply for the islanders is a problem and water from the pipes tends to taste brackish. At Puerto Ayora, water is turned off during the middle of the day and after nine at night.

Fish were so plentiful we

had to be careful not to catch too many. We caught huge tuna by trolling a line from the boat, and for the smaller fish used a small handline baited with a piece of banana and weighted down with an old sparkplug.

When travelling between islands, we were often joined by schools of dolphin, leaping and playing in the bow waves. At night we either slept below—the nine metre boat had bunks for eight—or on deck.

Three of us decided to rehire the boat for another trip and, after spending a day in Puerto Ayora buying more provisions and finding two more passengers, we set out to visit the more distant southern islands of Santa Fe, Espanola and Floreana. The southern waters were slightly rougher than the northern route, but we had the utmost faith in the little boat, confidently named *Jesus of the Great Power*. These waters are slightly cooler due to the effects

of the Humboldt current that flows up from the Antarctic.

On both trips Manuel went diving for lobsters. Most boat captains will do this as a treat for their passengers. It requires great skill. Each time, before diving, he said a small prayer and crossed himself.

On Espanola we met a student from the University of Ecuador who was camped alone on the uninhabited island to study the effects of tourist parties on the large colonies of nesting boobies and albatrosses.

He was able to tell us a lot about birds, and also talked of the steps that are being taken to help protect the ecological balance of the islands. The islands are patrolled by a park ranger, and visitors must pay a \$6 entry fee to help with running costs. Camping on any of the islands is not permitted and the captains of small boats such as ours are obliged to enforce strict anti-litter rules. They can be fined if they don't.

On Floreana Island we met the Wittmeyer family who settled in the Galapagos from Austria about 40 years ago. Margaret Wittmeyer has written a book about Floreana, the history of which includes being used as a penal colony in the 1830s which supplied whaling ships with tortoise meat and farm produce.

The islands have English and Spanish names, the Spanish ones generally being favoured nowadays. English names such as Indefatigable (Santa Cruz), Charles (Floreana), and Chatham (San Cristobal) date from the late seventeenth cen-

tury when English pirates used them for refuge. A relic from past whaling days is the 'Barrel Post Office', at Post Office Bay, on Floreana. The old barrel that whalers used for posting letters—a passing ship would collect letters and take them on to the appropriate port—is used today by passing cruise ships.

Another legacy from the past, but one which has produced quite unforeseen problems, is that on many islands, introduced domestic animals such as goats, pigs, dogs and donkeys have become wild and are posing a serious threat to the preservation of native wildlife. These feral animals have caused ecological havoc by upsetting the natural balance that previously existed on the islands. Not only have they destroyed certain animals, they have disturbed the normal food chain. It is largely because of the influence of these animals that the few remaining species of tortoise are having difficulty maintaining their population without the help of the work carried out at the Darwin Station.

Growing tourist traffic must have a detrimental environmental effect. There has been some speculation that the government may impose restrictive quotas on the number of people allowed to enter each year. This might be one of the best ways to help preserve this unique environment.

As one who has experienced the very special charm and beauty of the Galapagos, I cannot help but wish that they should be protected forever.

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Commander of French naval forces in the South Pacific, **Rear-Admiral Y. L. L. Leenhardt**, recounted in an interview with *La Dépêche de Tahiti*, following his recent Pacific-wide tour (PIM April), how the French warship *Projet* carried out a 'Passex' exercise with its New Zealand counterpart *Otago*. The exercise includes passing a line between the two vessels: a bottle of champagne goes one way on the line, and a bottle of whisky the other. (No prizes for guessing which bottle went which way between the French and New Zealand ships.) On a more serious note, Rear-Admiral Leenhardt said: 'I'm a little ashamed to say it, but I rediscovered the very great efforts these two antipodean countries of Australia and New Zealand made in the past for us. It's been a bit too quickly forgotten that 60 000 "Anzacs" (Australian and New Zealand Army Corps) sacrificed themselves for our country in the war of 1914-18.'

The Melbourne-based Fiji-Australia Association recently organised a reception for the visiting Fiji Police Band which was in the Victorian state capital for Moomba festivities. The association's public relations officer **Bruce Sowter** reports that the band's visit was a great success and that the reception enabled many of its members to renew old friendships with Fijians now living in Melbourne. The association, which recently elected its new committee, has also produced an appealing logo with which it hopes to publicise its existence.

Tumat Sogolik, silver medallist for Papua New Guinea at the Commonwealth Games boxing last year, has turned professional. Tumat, who was the PNG amateur featherweight champion, will be trained and managed by **Norm Salter** of Port Moresby who said that



Left: The Fiji-Australia Association's new committee ... back row from left: Mike Bourke, John Nand and Peter Robson; front row from left: Torika Sanerive, Ben Whippy, Margaret King and Bruce Sowter.

Below: At the Fiji Police Band's get-together ... Senior Superintendent Josefa Lawacei, Margeret King, Ben and Laisa Whippy.

Tumat would fight in the bantamweight division and had the potential for an international title. His first fight was expected to be late last month against an Australian bantamweight.

The first man to register a commercial aircraft in Fiji — **Captain Gordon Fenton**, now 90 — was back in Suva recently. But, in 1930, no sooner had he got his Simmons Spartan biplane and his company Fiji Airlines off the ground than he was brought back to earth with a thump as a result of the depression. He tried to get an airline in operation in 1932 but the going wasn't easy and by the time Fiji Airways was formed in 1933 he was ready to throw himself and his aircraft in with it at a salary of £300 a year. Captain Fenton now lives in Russell, New Zealand.

'Inoke Fotu Faletau, Tonga's high commissioner in Britain, has been appointed ambassador extraordinary and plenipotentiary to the US. This, added to his other accreditations — to France, West Germany, Luxembourg, Holland, Belgium and the European Economic Community — should make 'Inoke a very busy man.

Peter Stinson, son of former finance minister **Charles Stinson**, took over Fiji's troubled Housing Authority in April. Aged 31, Mr Stinson became the youngest chairman of a statutory body in Fiji. In March, **Roger Probert**, the former chairman, resigned after a



dispute with Minister for Urban Development **Militoni Leweniqila**. **Dr Isireli Lasaga** filled Mr Probert's shoes in an acting capacity until Mr Stinson's appointment. Mr Probert is understood to have resigned after Mr Leweniqila demanded the sacking of six of the authority's senior staff. After Mr Probert stepped aside two senior authority executives, **Neal Jenkins** and **Shantilal Raniga**, were sacked, according to the *Fiji Times*, amid 'accusations of ministerial interference and racial bias in the allocation of houses'.

A 14-year-old boy from the New Hebrides who lost the use of one leg 10 years ago has been given hope of walking again. He is **John Mark Remy**, from Espiritu Santo who was crippled at the age of four by poliomyelitis. Professor **Ronald Huckstep**, professor of orthopaedic surgery at the

University of New South Wales, has performed a major operation on one of John's legs, and says more surgery is necessary. 'I cannot promise that John will walk, but he has a better than 50-50 chance,' he said. John went to Australia at the suggestion of Father **Vince Kiss**, an Australian priest on Espiritu Santo. He has been 'adopted' by the Lions Club of Randwick, the suburb where the university and its associated hospital are located.

It is whispered that while it is tacitly understood that Australia and New Zealand will not put forward candidates for the top job in the South Pacific Bureau for Economic Co-operation, the administrative arm of the South Pacific Forum, the job of deputy director is to alternate between officials of those two countries. The May appointment of **John Sheppard**, an Australian Department of Foreign Affairs

PEOPLE



Clockwise, from left: A PNG reunion ... Andrew Young, left, with US Ambassador to Papua New Guinea, Mary Olmstead, meets Dr Paul Brennan: PNG Post-Courier photo; Australia's John Sheppard ... SPEC's new number two man; At the controls of a RAAF Macchi jet ... PNG Defence Force's David Inau: AIS photo; 'Froggie' Daly and patient at the Royal Prince Alfred ... ministering angel

officer, to succeed New Zealand's **Rod Gates** gives strength to this view. Mr Gates is now Wellington's top diplomat in Tonga. Mr Sheppard for the past two years has been in charge of his department's South Pacific desk. Another whisper is that the former University of Papua New Guinea vice chancellor and at present acting secretary of the Department of Decentralisation, **Gabriel Gris**, will be Papua New Guinea's nomination at this month's Forum meeting in Honiara for the post of director which **Mahe Tupouniua** has held since SPEC's establishment six years ago.

Two Air Pacific trainees were due to graduate at the end of June after a 32-week commercial pilots' course at the Nationwide Aviation Space

Academy, Cessnock, New South Wales, and a further two will finish the course in October. They are **Rajendra Dass**, 21, of Nausori, and **Paul Hilton**, 24, of Suva who have just completed their studies, and **Nitin Hiralal**, 18, and **Shah Mohammed**, 19, both of Suva. Another trainee, **Bruce Cornish**, 22, of Savusavu, has undertaken a nine-week course for his senior commercial pilot's licence under an Australian Development Assistance Bureau scholarship. And, from Papua New Guinea, **Lieutenant David Inau** of the Defence Force, has become the first Papua New Guinean pilot to fly a military jet solo. Lt Inau, who graduated as a flying instructor at the East Sale, Victoria, Royal Australian Air Force base, in April, went solo in a RAAF Macchi training jet. Since joining the Defence Force in 1976 he has logged

more than 1300 hours flying Dakotas in Papua New Guinea. Lt Inau, whose home is Sapuain village in the East Sepik Province, is now spending a year as an instructor at the Point Cook Flying Training School, Victoria.

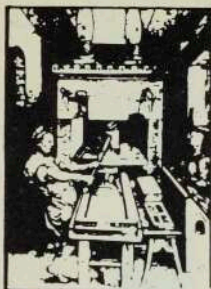
When US Ambassador to the United Nations **Andrew Young** visited Port Moresby on his Pacific swing recently it gave him and wife **Jean** an opportunity to renew an old friendship with PNG Office of Information assistant director **Dr Paul Brennan**. Mr and Mrs Young and Dr Brennan were classmates together at the Hartford Theological College, Connecticut, US, where Dr Brennan was completing his masters in anthropology. Mrs Young was studying sociology and Mr Young was studying for his degree in divinity after completing a science degree. Dr Brennan now heads research into establishing a national communications policy.

Tito Isala of Tuvalu has taken over as administration officer of the South Pacific Bureau for Economic Co-operation from **Robert Osborne** who held the position for six years. Mr Isala was previously with the University of the South Pacific.

'Everyone knows me as Froggie and that's okay by me.'

That was the message PIM got from the Prince Alfred Hospital when we read in the hospital's staff news sheet *Pacemaker* of popular voluntary interpreter '**Froggie**' Daly. *Pacemaker* reports: 'For many years, 'Froggie' Daly has been ministering angel to countless patients, especially French-speaking ones from Noumea and New Caledonia. Froggie herself comes from New Caledonia and first arrived in Australia at the age of 16 with her French mother and Irish father ... Froggie is much more than a voluntary interpreter. She accompanies French-speaking patients to specialists, meets and farewells them at the airport, and is at the hospital sometimes at 6.30am to calm and reassure patients about to be operated on. All this seems the more incredible when one learns that she was 73 last month (February).'

Despite protests from several areas, **Philip Bouraga**, former permanent head of the prime minister's department in Papua New Guinea, took up duties as police commissioner in May. The quietly spoken Mr Bouraga got down to work in civilian clothes — his uniforms were still with the tailor — but there was one change, he'd had his hair cut to meet police regulations. 'I can assure officers, rank and file members, and the public that I will do my best,' he was reported as saying on his first day in one of the hottest government jobs in a country troubled by urban crime and rural highlands tribal warfare.



From the ISLANDS PRESS

PNG Post-Courier

It's comforting to know that we live in a country where violent crime is practically unknown. That is, of course, unknown to the police — so they say — but not the chap next door.

Fiji Times, Suva

A prisoner told Suva Court yesterday he escaped from the Naboro Prison Minimum Security Prison . . . after he 'wandered to eat bananas'.

Hailans Nius, PNG

The Western Highlands Interim Premier Mr Nambuga Mara warned members of the Mt Hagen Local Government Council not to come to meetings drunk.

Savali, Western Samoa

Hearty congratulations to the Post Office for producing a local aerogramme. Now they might like to put some gum on the tabs so that people can stick them closed without having to buy additional glue or tape. And another problem; how many years back was the town clock blue? These days it's a fairly uniform white.

Cook Islands News

'Expatriate', the current 'in-jargon' used to describe the non-Maori is, I suppose, preferable to the 'Poms', 'Pakkies', 'Wogs', 'Wops' and 'Honkies' used elsewhere to describe residents with an alternative skin-colour.

PNG Post-Courier

When two of the nation's leaders, the Commander of the PNG Defence, Brigadier-General Ted Diro, and the former Police Commissioner Mr Pious Kerepia, say that there is a general lack of discipline in society today, we should all sit up and take notice.

Tohi Tala Niue

A Household Survey (Mini Census 1979) carried out earlier this month confirmed the island "lowest ever level" recorded in any census on Niue from a report issued by the Census Office this week. The total population of 3578 is not healthy.

The Samoa Times, Western Samoa

The recent outbreaks of violence involving young people is no laughing matter. Assault with intent to rob is on the rise whether we like it or not as witness the recent wave of assaults against innocent people. It appears that the assaults are mostly restricted to the urban area of Apia and occurs in isolated streets late at night. It further appears that these assaults are pre-planned by hooligans who do not care whether they cause irreparable injury or not, not to mention the psychological harm they do to victims.

Lae Nius, PNG

People in the Tigili area in the Baiyer River area of the Western Highlands are saying that a python (snake) wants to marry a young woman from that area . . . Village elders and her husband are planning to kill a pig and conduct a 'pretend' marriage. They say the woman will be the snake's wife when she dies but during her life on earth she will be the wife of her present husband.

The Coconut Telegraph, Savusavu, Fiji

Once again a national disaster has highlighted the need for some very urgent priorities in Fiji. We need a permanent National

Disaster Fund, financed by every man, woman and child. An insignificant tax of only 50 cents per person per year would bring in at least \$300 000 annually. Properly administered by a board of competent people, representing all divisions, and regardless of political affiliations, a sound National Disaster Fund would go a long way towards meeting our needs in times of emergency.

PNG Post-Courier

The idea that the National Tourism Plan is really the National Tourism Plan is gaining force. The Minister's office appears to be laboring under the impression that the 10-volumes of detailed plan don't exist. Which is surprising considering the Minister wrote a full page foreword to the summary of the plan. Even allowing for the ability of politicians to say a lot about nothing, it is nothing short of miraculous that a 47-page document can summarise a plan that isn't there. More tomorrow.

The Observer, Western Samoa

It is interesting to see that in the middle of the heightening political unrest in the New Hebrides, a Pacific country dying to come out from under the stern colonial rule of France, France having arrogantly tightened all the knots is proposing sending an "aid mission" to Western Samoa . . . It should be made quite clear in the discussions that the proposed aid mission be called off. The French Ambassador must be politely informed; "Non Merci Monsieur Gueery."

New Nation, PNG

Donovanosis is a venereal disease which causes ulcers to appear on the outside of the sexual organs. They will not heal by themselves, and penicillin will not cure them. It is found more commonly in men and women, and it is believed that poor hygiene is often the cause of the spread of the disease.

Letter to Fiji Times

Last Friday, May 5, around about midday, I was passing through the outskirts of Nausori Town when I came across a most odd situation. Parked outside the Visama Feed Mills was a Police Highway Patrol car in its bright colours . . . This patrol car seemed to be loading a bag of chicken feed. I wonder why the Police need a bag of chicken food?

Advert in The Reporter, PNG

Lost: Appetite for avocados due to excess consumption thereof. Tree still producing abundantly, but most fruits going rotten. Amateurs welcome to help themselves.

Tohi Tala Niue

Niue Island United Enterprises, Niue's only service station stopped retailing petrol this week in protest against the Niue Government's inconsequential maintenance of Shell's petrol bowser down Tagavaka. Niue Manager, Mr Brian Nichols said . . . making a profit had been losing battle. Through level tests carried out last year, it had been noticed that the station had been losing a pint to every gallon.

Letter to The Norfolk Islander

As a regular visitor to this island I deplore the lack of courage shown in the weather "forecasts" emanating from the local meteorological station . . . I do not need to be told that yesterday we had 4½-hours of sunshine and that the maximum temperature was 22°C. Nor do I need to be told that the temperature at the moment is 20°C and light showers are expected this morning. What I would like to be told is — should I plan to go fishing on Thursday and am I likely to get soaked to the skin on the golf course on Sunday? Come on boys — give it a go!

Letter to Lae Nius, PNG

My concern is that a few years ago, from 1972 to 1976, the city of Lae was very clean and tidy. I have seen that during the period of 3 years 1977 to 1979 the whole town area is full of rubbish. I say that the city council is not doing its job. If you want to keep our city clean you can learn from Goroka town council or Port Moresby City Council. You are just getting the government money without doing the work.

LONG AGO WHEN HOPE WAS FAR TOO MODEST

Long Ago is Far Away by Penelope Hope. Published by ANU Press, Canberra.

Penelope Hope's *Long Ago is Far Away* is really two books in one. The first half is a chronicle of early exploration, pacification and settlement by Europeans of that western part of the Papuan Gulf country which, between the wars, was appropriately known as the Delta Division, with its administrative headquarters at Kikori.

The story has been painstakingly researched and compiled from contemporary records, particularly patrol reports, and gains vividness from the frequent and lengthy quotations from these sources, and also from the fact that the author spent a part of her childhood in the area she writes about. For me it has the added interest of being in its latter part a record of the activities of people — government officers, missionaries and others — whom I knew in my early years in Papua. Here we have a story which is of interest in itself and which will be a valuable source book for those who haven't the time or the opportunity to consult the original records.

The second half of the book is an equally painstaking record of the life, on Ogamobu Plantation, near Kikori, of Percy Robinson, his wife Irene, and their two daughters, between 1914, when the plantation was established, and 1929, when the family returned to Australia.

Once again the story is compiled from contemporary records, this time the personal letters from and to various members of the Robinson family. There are extensive quotations from these letters; perhaps a bit too extensive and in some places a bit banal. The author keeping herself well in the background, has given us a detached record of events in which she was involved as a girl. It might have been better if she had allowed her own per-

sonality and personal memories to show through a bit more.

That being said, this story remains a vivid and fascinating record of what life was like on a plantation in Papua in an era which boasted neither air travel nor refrigerators. A whole way of life is summed up in little Di Robinson's boast: 'Look, I have helped myself to butter and I haven't spilt a drop.' I had almost forgotten this once-shared lifestyle till Penelope Hope brought it back so vividly to memory.

The author is modest in her hopes for the reception of her book. She writes: 'This book is an attempt to present the activities and motivations of a generation whose writings are fossilised in the archives. I hoped, because I was influenced by that generation, that I could interpret their efforts in such a way that people here and now would at least sympathise with their strivings even though they believe them to be misguided.'

I sympathise; but I find myself wondering why on earth they did it at all; why they toiled so strenuously under conditions varying from moderate to extreme discomfort for little material reward. The government officers felt they were shouldering the white man's burden. The missionaries too had a sense of vocation. But why did people like the Robinsons do it? Perhaps they just liked that kind of life. Again, I sympathise.

Certainly they did not make a fortune by 'exploiting' the local Papuans, as the current nationalist myth would have us believe. Irene Robinson sums it up by saying that moneywise they finished up just about where they would have been if Percy had stuck it out, quietly and uneventfully, in the South Australian public service, till retirement and superannuation came.

But, as Penelope Hope says:

'She may have believed that she could have been satisfied tending her garden in Broken Hill, but Percy had at least lived the life he felt impelled to live, and though financial success would have proved his point it was not the only reward.' This is a very worthwhile book. My only regret is that the author didn't let herself show through more. — Percy Chatterton.



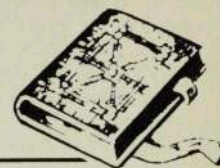
John Ernest Philp ... at last a book from his diary

A journey in the Solomons

A Solomons Sojourn: J. E. Philp's Log of the Makira 1912-1913. — Edited by R. A. Herr and E. A. Rood. Published by the Tasmanian Historical Research Association 1978. Limited to 550 copies. Cat & Fiddle Press, sole trade distributor, Hobart, Tasmania. \$A17.50.

This attractive volume of 208 pages, including a 10-page

BOOKS



introduction by the editors, three pages of footnotes and a fairly good index, and five pages of photographs, is intended as a reference book for future historians of the Solomons.

Written as a brief journal or diary, our interest is captured by the versatility of the writer and the work of a trading and recruiting vessel in the early period of the development of the copra plantations in the still savage Solomons.

The writer, John Ernest Philp, was born in 1869, became an experienced explorer and part-time surveyor on the wild west coast of Tasmania as well as being a shipping clerk in Hobart. He was a mature 43 when the diary begins, and he sailed in the ketch *Makira* from Hobart as the driver or engineer. But, after reaching the Solomons, he served as mate, and finally as master, as well as being the supercargo or owner's representative and recruiter. He appears to have kept the diary with a view to turning it into a book, but he did not do this, although he did write a few small books in later life on early Tasmanian shipping.

As if his duties were not sufficient, he collected native artifacts and also picked up old stone axes and fossicked ashore for chipped flints as evidence of prehistoric culture. Philp's knowledge of navigation and seamanship were apparently

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sufficient to save the ship from mishaps in the badly charted waters of the islands, and he appears to have got along well with the native crew-members and recruits, as well as the chiefs and native traders.

The purpose of the ketch was to engage in both trading and recruiting, and carrying cargo for the owner, F. B. Kirby, who was establishing a plantation at Boroni on San Cristobal or Makira island. The book contains very clear little charts of the islands of the southern Solomons where the ketch made all its voyages, with the names of the anchorages or 'passages' visited. Native traders were agents for the owner, and the produce collected in return for trade goods included copra in half shells, ivory nuts, trochus and green snail shell, and a little coconut oil, which was the early product before the universal use of copra.

The recruits were signed on for the Kirby plantation or for working the ketch, generally for one year at a wage of six

pounds, which remained the standard figure for many years. The recruiting system was of course well known to the natives, many of whom had worked in Queensland or in Fiji, but both these trades had ceased by 1910, and only local work was available.

The log gives names of traders, planters and recruiters, government officials, missionaries and natives, some of whom were important then or since. Names of the schooners and other vessels which worked in the group are given, though no overall picture is painted of the lines of sea-communication.

The Burns, Philp steamer *Mindini* is often mentioned as it was the main connection with Australian ports. Some of the more famous characters mentioned are C. M. Woodford, the first resident commissioner; Harold Markham of the *Lily*, famous as 'Marko', who died about 1950; C. E. Fox of the Melanesian Mission, who died recently in New Zealand, aged 99; Captain Hamilton of the

Manila (was this 'Squeaker' Hamilton of Manning Strait?); Charlie Cooper, a trader (one of the ex-German family of Kuper?); Captain Svensen of the Mission schooner *Selwyn*, and Cliff of Bugota (one of the Clift brothers of Aruligo plantation?).

One of the photographs shows a memo from the inspector of labour, signed W. R. Bell, who was presumably the man who was killed on Malaita as district officer in 1927.

Philp mentions the use of a small cannon to notify the natives of a recruiter's arrival at a 'passage'. This was generally fired on the vessel's arrival at dusk, so that recruiting could start next morning. The previous practice had been to fire sticks of dynamite, but the importation and use of this explosive had been prohibited after many accidents through careless use.

One rare visit by the *Makira* was to Gower Island, better known now as Ndai, which had been resettled after the previous inhabitants had died out.

It is a tiny island, and Philp describes the large lagoon full of crocodiles and the absence of dogs, pigs and fowls. Perhaps due to the crocodiles? The log is often rather boring but there are little items of interest of many kinds for future historians. — Brett Hilder.

Now it's Aimbe — pastor

Aimbe the Pastor, a novel by Paulias Matane. Published by Exposition Press, Hicksville, NY, U.S. pp. 328. \$US12.50.

Papua New Guinea's ambassador to the United Nations, Paulias Matane, is a man of great energy. His latest book, *Aimbe the Pastor*, published in America early in 1979, has been written in the midst of responsibilities that would fully occupy most people — as well as representing Papua New Guinea at the United Nations. Mr Matane is his country's first ambassador to the United

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Paulias Matane . . . bird's eye view of village life and culture in PNG

States and Mexico, and first high commissioner to Canada.

In this novel, fourth in a series of *Aimbe* books, Mr Matane has undertaken the difficult task of giving the reader a birds-eye view of village life and culture in Papua New Guinea through the story of one man whose life spanned 90 years of rapid change, good and bad.

The hero, Aimbe, has responsibility thrust on him at an early age when he inherits the leadership of his village after his father's death. Appearing to him in a vision from the spiritual world, his father counsels him to serve his people wisely, while the spirit of his wily uncle tempts him with visions of worldly power. Following his father's advice, Aimbe shows his genius for turning every situation to good purpose, when, forced to work on a white-owned plantation, he

learns techniques for growing coconuts and later teaches these to his people.

Although bewildered by the gap between the high Christian ideals preached, and the low moral standards lived, by the European colonisers, Aimbe becomes a brilliant theological student and a devoted pastor. He works to bring his people the saving grace of Christianity while maintaining the strength of their traditional ways.

In vivid detail, Mr Matane tells of Aimbe's pastoral adventures, of his bravery during World War II, and of his devotion to his people under renewed colonial exploitation. As his life nears its end, Aimbe's heart becomes heavier at the breakdown of religious and moral beliefs among his people. His last words are: 'As for us my question is, "Where do we go from here?"' These young people will have an answer to that question, because the future lies in their hands.'

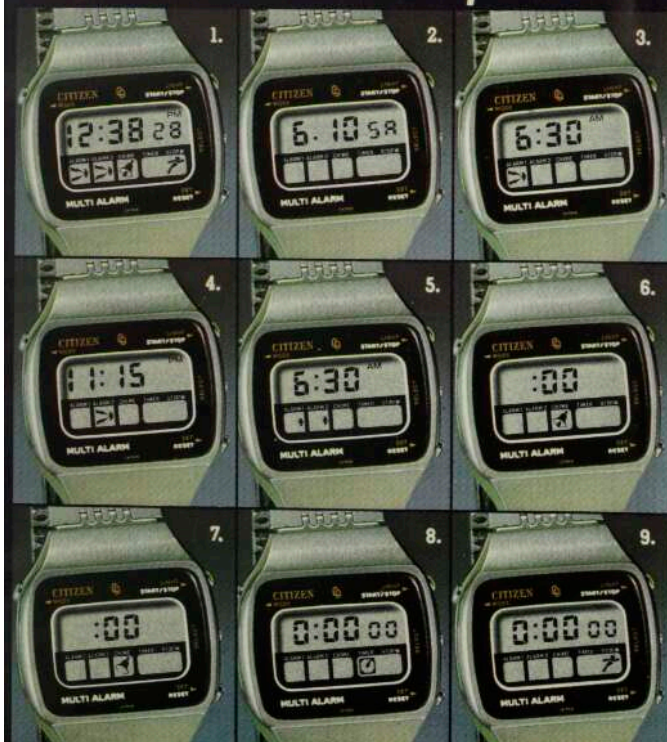
This is a fictional story which tells about real life. In writing

of Aimbe's work for his people, Mr Matane draws widely from his rich personal experience of education and administration in his own country. He examines some of the problems facing a people exposed to an alien and materialistic way of life, and suggests some possible answers. Mr Matane's own faith and belief shine through his description of Aimbe's life.

Although the long time-span covered by the story perhaps causes the cohesion of the book to suffer slightly, this has the advantage of making the narrative move along swiftly, holding the reader's interest.

A man of world-wide experience, Paulias Matane declares he is still a village man of Papua New Guinea, with a strong belief in his country's traditional culture, which, he maintains, has a lot to teach the so-called 'developed' countries. In *Aimbe the Pastor* he has given an appealing insight into that village culture and the values that are inseparable from it — *Edward Peters*.

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So good to hear a poetic voice from the Pacific

Mahanga, Pacific Poems, by Vernice Wineera Pere. Published by Brigham Young University Hawaii Campus 1978. SUS3.00 paper, \$9.00 hard cover.

That part of the Pacific which lies between Australia and Hawaii is beginning to find its indigenous voice in English literature, with the work of the constellation of Maori writers and of Albert Wendt of Samoa. Vernice Wineera Pere has an inheritance from Maori and Pakeha ancestors, and an educational link with both Australia and Hawaii, where she took her degree and now lives. She writes in English, the language which she has necessarily worked in, but the poems testify to an evident continuing strength of the Maori ingredient in her personal background, and to her respect and even yearning for Maoritanga and the land she was born in.

The title of the book, *Mahanga*, meaning twin, is her son's name and that of his grandfather, but it stands also for her twin inheritance of the ways of two different worlds.

Her education allows her to use the myth of Icarus for the failure of the poet to express his vision, and her background draws her even more strongly to the ancient Maori myths, as she stands among the sulphurous ghosts of Whakarewarewa's hot springs. She can remember the tangled forests of old Ao-tea-roa, and look at New Zealand with the wry grin of an expatriate, seeing its present as 'a tidy country, manicured hourly by her millions of sheep'. She is, in fact, the modern Pacific product, torn between what remains of the old life and the modern-day technological world she has to live in.

She is most at home and most enlightening when she writes of her own immediate world, the islands and the surrounding ocean. In the poem *Big Surf*, the invasion of great

waves breaking over the lawns and flooding the houses of a new civilisation seems to hold a meaning for houses, not just beside the Pacific but around the world. And the grace she finds in her Island living, 'born of the merge of man and the ocean', might point toward a needed reconciliation between humanity and the island-planet itself. Poems like this, rising from the particular circumstances of Pacific living, widen the view beyond the horizons of the ocean.

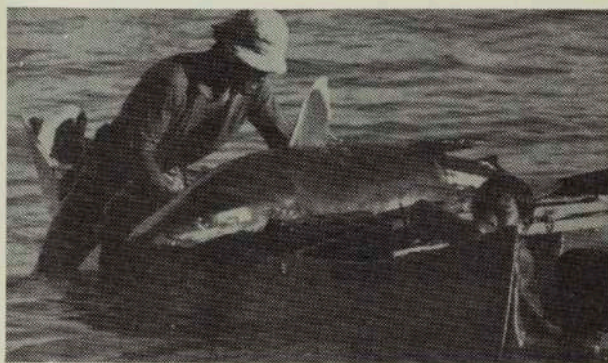
There are not many poems in this collection of only 39 pages. That is easily accounted for — Vernice Wineera Pere, like many women writers, leads a double life in yet another sense, being a teacher with seven children of her own. Inevitably the poetry has to give way to more immediate needs, and some of the poems suffer from it. They are sometimes thin, domestically circumscribed, left in the rough. The wonder probably is that they get through at all. But she has no intention of trying to play down the fact that the everyday and its events are what she has to deal with as material — her reflections are sometimes over-simple, sometimes almost as banal as the road 'tiled with flattened cans, round coins of bubble-gum, and pop-top tabs' in *The Boy Named Pita*.

Among these emblems of civilisation the boy meets the sophisticated youths who are to initiate him into the violence and sexual emphases of the world imported into the Islands, which have been exploited and changed by it as Pita will be.

There must by now be a growing number of writers and potential writers in the lesser-known Pacific, and a potential literature which has never been published for the good reason that very few publishers operate in that part of the world. For a long time, the quite arbi-

trary and damaging division of markets between English and American publishers drew a line through the Pacific — in Australia it was as hard to buy American-published books as it was to buy books published by British and Australian publishers in the States. Though the division no longer exists, it is taking a long time to break down its lingering traces and there are still few voices to be heard from the Islands. It is good to have this one.

Wineera Pere writes from a milieu where 'the clamor of a century's importance', as she puts it, has not yet taken away all the traces of an old life deeply related to the ocean; in it she feels herself acceptable in both worlds, yet somehow exiled in each. It is an experience which needs its own literature to express it. More work from the Pacific would help to provide an illumination of our own condition. — Judith Wright.



Independence pictorial

Fisherman with day's haul ... from Nareau's Nation

Nareau's Nation, a portrait of the Gilbert Islands by Tony Whincup. Published by Stacey International, London, 1979. 228 pages. £14.00.

'To those who know the Gilbert Islands, I trust that this book will recall happy memories and to others I hope it proves of interest and may even tempt them to visit our shores,' writes Ieremaia Tabai — Kiribati's prime minister as from independence on July 12, Westminster willing — of this hefty pictorial which is to be published on Independence Day.

It will do both of these things. But for all its lavishness, one is left with the feeling that it could have been so much better. Author/photographer Alan Whincup, according to the dust jacket, now a resident of Kiribati, obviously has devoted much of his time to capturing almost every aspect of Gilbertese life and scenery. Interestingly he has chosen to work mostly in monochrome — a preference held by many photographers, amateur and professional, who feel that its

impact is so much more evocative than full colour. Problem is, something has happened along the way — either in the camera in Whincup's hands, in the dark room, or on the presses, because the end result is flatness, and lack of definition — not of 'extreme contrasts' which Whincup talks of in his preface. Nevertheless, *Nareau's Nation* is a timely publication. But, at £14.00 a copy in Britain, it's frightening to think what it is going to cost in this part of the world for those people Prime Minister Tabai would like to see visiting his islands' shores as a result of reading it. — Bob Hawkins.

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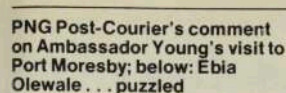
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Ambassador to the United Nations, Andrew Young, who was visiting Port Moresby.

Mr Olewale brought up again America's stated position (which was the reason for its exclusion at Niue last year) that, because of its own laws, it could not recognise the right of nations of the South Pacific 'managing their tuna resources for the benefit of their peoples'. This attitude was especially puzzling, felt Mr Olewale, 'particularly when the United States claims management rights over marlin, another highly migratory species, in order to safeguard the interests of its sports fishermen'.

Mr Olewale echoed the now-revealed sentiments of the officials who were to meet in Honiara the following week when he said that Papua New Guinea, while not believing it to be in the 'best interests of the people of the South Pacific for the US to be a member of this organisation' [the agency], PNG did recognise the 'important role which the United States could play in a separate and distinct Article 64 [of the

TRADE WINDS

Law of the Sea convention] type conservation body'. Mr Olewale envisaged the objective of such a body would be to have coastal states and distant water fishing nations co-operating in ensuring the 'conservation and promotion of the objective optimum utilisation of highly migratory species . . . both within and beyond the exclusive economic zones'.

High-flown words. Would it be wrong to interpret them this way? While the Forum members (officials at least) are agreed that a more universal body is a must if exploitation of resources to the benefit of all is to be achieved, no cracks should appear in the closed nature of the membership of the Forum agency, if only to maintain a secure, secret huddling place for strategy talks from time to time.

Whatever the topic will be up for consideration by Forum member leaders on July 9 and 10. Considering the wide differences apparent in last year's Forum conference at Niue, this latest move seems a step in the direction of compromise among Forum members — and toward accommodating the demands of the biggest fisherman in the Pacific Ocean, the United States. — *Bob Hawkins*

Three years of research, talking and politicking culminated in May with a meeting in Honiara at which a draft convention was adopted for the newly-established South Pacific Fisheries Agency.

From the statement issued after the May 7-9 meeting, it seems there's a long way to go before the agency, or any organisation which may stem from it (which now seems likely), will become an effective means of using and managing the highly migratory tuna which abound in the waters of Forum members.

Without the privilege of listening in to the exchanges of Forum member country officials (all present at Honiara except Niue and Tuvalu), it is difficult — as it always is in finding out what goes on inside the mind of the Forum body corporate — to understand what motivated them to come up with the idea of the agency spawning yet another organisation.

The press release tempts the reader to jump to the conclusion that the age-old practice of avoiding taking any real action by ordering another 'feasibility study', or simply by deciding to 'consider the matter further at a future date', was once again at work in Honjara.

Officials recommended that their leaders, when they meet in Honiara this month, should 'convene a meeting... at an early date to consider the principles' on which a further organisation — 'more broadly

based' with 'separate functions from the Forum Fisheries Agency, to provide a means of co-operation between all coastal states of the region and all states whose nationals fish for highly migratory species in the region' — should be established.

However, the key to the reasoning behind this latest development in the fisheries agency saga may lie in the views of a United States diplomat who specialises in Pacific affairs, John Dorrance, who talked to journalists at the American Centre in Sydney in late May.

Mr Dorrance felt that the most likely solution to the present impasse, which began last September in Niue when the US was excluded from the then proposed agency, was the formation of two separate organisations, one comprising Forum members only, the other all interested parties including particularly the 'distant water fishing nations' – which means the likes of the US, Japan, South Korea and Taiwan in particular.

That the May 7-9 Honiara meeting of Forum officials would move in this direction was indicated earlier in the month by Papua New Guinea's Foreign Minister Ebina Olewale in a statement directed at US

Rossfelder looks beyond those 200-mile zones

A revolutionary plan designed to help Pacific nations reap any benefits to be had from ocean-floor manganese nodules has been bowled up to the South Pacific Forum by marine geologist Dr Andre Rossfelder.

Dr. Rossfelder, president of Geomarex of La Jolla, California, is well known for his work on underwater mineral surveys in many island groups in the Pacific.

In an interview with the Papeete paper *La Dépêche de*

Tahiti he has urged that the United Nations deliver to Pacific Island countries a long-term 'international seafloor grant' of as much as 300 to 500 additional miles beyond their present 200-mile economic zones. The grant would strictly

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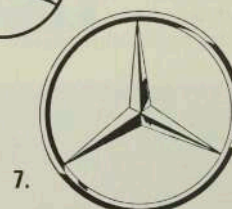
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concern mineral resources on the seafloor, and not living oceanic resources.

Dr Rossfelder told *La Dépêche*: 'I work with the Pacific Island peoples. I know their problems and needs. The ocean is all they had, have and will have for centuries to come. The Pacific Ocean around them is their common heritage before that of anyone else.'

Dr Rossfelder claims that Pacific island nations have been 'deprived of their historical rights' by the grandiose concept launched at the United Nations in the late 1960s by the ambassador of Malta, Arvid Parvo, that the deep sea manganese nodules are 'the common heritage of mankind'.

He says: 'When the "People of the Sea" started their conquest of the Pacific Ocean some 3000 years ago this ocean was strictly unknown to the peoples who now claim its resources as their "common heritage".'

'At this time, and well beyond it, the Sahara, the Arctic, the forests of the Amazon, Siberia, were just vast expanses of wasteland. Nobody would now think about declaring the "common heritage of mankind" the deserts which remain there 200 miles beyond the settlements. When this UN declaration was made no Pacific nations were represented in the UN. They had no say in the matter. Only last year, for the first time, there were four Pacific nations that had access to the rostrum of the UN.'

Dr Rossfelder said that as things stand the Pacific nations were the 'big cuckolds' of the law of the sea negotiations. 'By seconding the efforts of the "Group of 77", which is leading the battle in the UN to place manganese nodule resources under an international operational organisation called "The Enterprise", some Pacific nations are defeating their own interests,' he said.

'The squabbles over the law of the sea are already leading to the disbanding of research teams, and "The Enterprise" will further freeze the development of these resources.'

'Contrary to widespread beliefs, the fields of nodules of

economic value are rather scarce and limited, and lie mainly beyond the 200-mile economic zones. An "international seafloor grant" would give to the Pacific nations a partial but direct access to some of these economic fields. All Pacific nations would not benefit, but the Gilberts, the Cooks, the Marshalls and several others may find there a new opportunity for economic development.'

Dr Rossfelder held that the UN could not have valid arguments against the idea. The Third World nations would back it on ideological and humanitarian grounds. The industrialised nations could not oppose it because of the same humanitarian considerations. They could even find an interest in the proposal which could offer them a way to joint-venture with some Pacific nations and secure mining entitlements — a necessary 'collateral' for raising the huge financing needed for the development of the nodules (up to half a billion US dollars for a single deep ocean mine).

In the event of the UN rejecting the idea, the Pacific countries should 'make a unilateral declaration of their own', according to Dr Rossfelder.

'After all,' he said, 'that is what Ecuador and Peru did about 20 years ago over the 200-mile zone off their coastlines. They were accused at the time of infringement of international law, of abuse, "piracy" and heaven knows what. But eventually their unilateral claim was recognised as just. Their initiative is now a fact of the law of the sea and of the current state of affairs.'

Dr Rossfelder sees the 'international seafloor grant' as not for final proprietary rights, but only for 'temporary user's rights'.

He concluded: 'The South Pacific Forum seems to be the place for starting to act upon this rightful and much overdue claim. This could also be the way to start freeing the deadlock in the law of the sea negotiations, to send the lawyers back to their books and get down to work.'

McNAMARA HITS OUT AT TRADE BARRIERS

Criticism of protectionism in the industrialised countries made by Pacific Island and other Third World spokesmen at the United Nations (PIM February) received ringing endorsement from World Bank President Robert S. McNamara at the United Nations Conference on Trade and Development (UNCTAD) in Manila in May. Fiji's UN representative Berenado Vunibobo had told the 1978 meeting of the UN General Assembly that the trend towards protectionism was not only 'unhealthy', but 'makes us wonder as to the sincerity of those who have been loud in their assurances and commitment to a more equitable distribution of the world's wealth'. Papua New Guinea's Foreign Minister Ebua Olewale told the same meeting: 'If meaningful progress is to be achieved, developed industrial nations must address themselves to the question of improved access to their markets for the goods of developing countries. It is a recognised fact that developing countries are an important market for the exports of industrialised countries. If these markets are to remain open, greater efforts must be made to enable Third World countries to increase their export earnings.'

Taking up the theme in Manila, Mr McNamara warned that unless the gathering momentum of trade protectionism is resisted and rolled back, the progress made in economic development and international co-operation during the past 25 years could be undermined.

He reminded the meeting of the 'shocking conclusion' of the World Bank's *World Development Report 1978* that unless the developing countries achieved the projected, and optimistic, growth rates envisaged by the report some 600 million people would remain trapped in absolute poverty at the end of the century.



Robert McNamara . . . batting for the Third World

Mr McNamara said that protectionism in the industrialised nations harmed the developing countries directly by reducing their opportunity to earn foreign exchange, by increasing their unemployment, and by diminishing the rate of growth of their income. It hurt them indirectly by inhibiting them from adopting investment, production and trade policies which would improve the allocation of their resources and their overall development performance.

The very threat of future imposition of protectionist measures often discouraged developing countries from adopting trade-orientated policies. 'The result is that they settle for inferior trade and development strategies, and end by strengthening the vested interests in the societies that benefit most from producing at high cost for highly protected domestic markets.'

Mr McNamara told the conference that protectionism in the developed countries sought to save specific industries, sectors or regions from incurring detrimental economic and human costs. But this did not protect society from incurring equally real and even larger long-term costs.

The case for protection — at least for protection against exports from developing countries — was usually made on the basis of the burden that fell on the low-skilled labour that was displaced.

'But what the advocates of protection neglect to say is that the present jobs of these workers may not be saved even

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under protection. Protection is often utilised — to the ultimate disappointment of trade unions that ask for it — as a means of allowing an industry to "adjust" by automating low-skilled jobs out of existence, using the assured higher prices to pay for labour-displacing machinery.'

'The truth is that protectionism is inefficient, counter-productive and ultimately self-defeating,' Mr McNamara said. It was inefficient because it prevented the restructuring of inefficient traditional industries into modern, high-technology industries for which the advanced countries were best suited. As a result, industrial nations, which were dependent on foreign trade, might suffer slower growth and falling living standards.

Protectionism was counter-productive because it provoked retaliation by other countries, and eroded incomes and better jobs in export-orientated industries, a large share of whose production went to the developing countries.

By walling off low-cost — 'If we fail to save that —

imports in the developed countries, protectionism fuelled inflation and often put the heaviest burden on those in society least able to bear it. It had been estimated in a recent study that the effects of protectionist measures imposed by the United States between 1975 and 1977 resulted in a cost to consumers of \$660 million in sugar, \$1250 million in carbon steel, \$400 to \$800 million in meat, and \$1200 million in footwear.

In terms of short-term gain in jobs, the consumer cost per job-protected was more than \$50 000 per year. Protectionism also undermined the international system of capital and trade flows on which the successes of the past 25 years had been built, Mr McNamara added.

He concluded: 'Trade problems of course are not the only economic issues that trouble our planet... But I remain convinced that a liberal world trade environment is critical to the success of international development.'

environment from the repeated threats of trade protectionism, then the pace of development itself — and the quality of life of hundreds of millions of less advantaged individuals who deserve so much more than the little they have — will remain in jeopardy.'

NAURU STEPS UP ITS NZ BUYING

New Zealand is stepping up its exports to phosphate-rich Nauru — possibly at the expense of Australia. An Auckland engineering company, A. & G. Price Ltd, has boosted exports with two orders so far this year for 40 rail wagons valued at \$NZ280,000 and conveyor belt trimmers costing \$20,000.

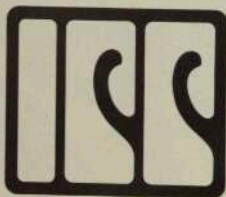
The New Zealand Export Import Corporation — a government-backed body whose role is to help develop overseas markets for New Zealand companies — co-ordinated these sales and the

corporation's general manager, Stan Stanworth, sees them as the tip of a substantial trade 'iceberg'.

New Zealand's exports to Nauru for the year to June 1978 totalled only \$663,000 against phosphate imports of \$16 million.

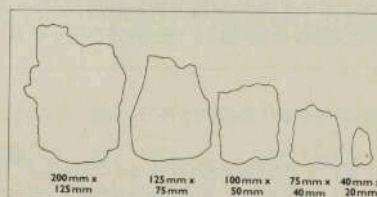
Two visits to Nauru by corporation representative John Atkins in the past year have yielded business each time. On his last trip there Mr Atkins reported many more New Zealand goods in evidence, including beer, which is something of a victory for the brewery concerned since Nauruans have consumed Australian beer almost exclusively until recently, said Mr Stanworth. 'New Zealand whiteware, motor parts and other heavy engineering items also appear to be developing a market there. Clearly there's a gradual shift away from trade with Australia towards New Zealand and as long as our prices, quality and delivery times keep up, there's no reason why we can't sell even more.'

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Persuasive sounds from PNG

Pronouncements from senior government levels in Papua New Guinea in recent months have stressed a determination to achieve greater participation by nationals in the economic life of the nation.

In late March, Minister for Decentralisation Father John Momis announced his department would establish a corporate and legal services unit to help nationals set up companies and run businesses.

In late April Prime Minister Somare called on Australian banks operating in PNG to develop lending policies more suited to a developing country — meaning that they should develop a social conscience in their handling of requests for investment loans.

He later expanded on his thoughts about the possibility of the establishment of merchant banking facilities in PNG. These would not compete directly with existing banking operations, he said, but would have the role of helping to develop large scale business enterprises involving nationals.

And, from the Opposition benches in mid-May came a blast for the 'big three' trading groups in Papua New Guinea — Burns Philp, Steamships and Carpenters. Joseph Aoae, a former senior public servant



Father John Momis ... helping his countrymen to run their own shows

and now a Papua Besena MP, claimed that the parliamentary committee charged with the task of investigating expatriate-owned business was only looking at the 'small fish' while the 'big fish' were getting no attention. He called on the committee to look into operations of the 'big three' and for the government to force their pace of localisation.

NZ FIRM ON TONGA'S TOMATOES

The New Zealand Government in late May was standing firm against demands that it reduce the 1979 quota for Tongan tomato imports of 400 tonnes. The New Zealand glasshouse growers (yearly production in excess of 20 000 tonnes) originally wanted a reduction from last year's quota of 320 tonnes, claiming that even that quantity upset the market balance by causing a reduction in auction prices whenever a Tongan shipment arrived.

It is believed, however, that Tongan imports last year fell well short of quota. Tongan sources saying only 250 tonnes were shipped, while the New Zealand Vegetable and Produce Growers' Federation is quoted as saying it believed only 110 tonnes arrived in New Zealand.

The federation has again urged the NZ Government to encourage all Islands growers to concentrate on sub tropical produce rather than vegetables which compete with New Zealand producers.

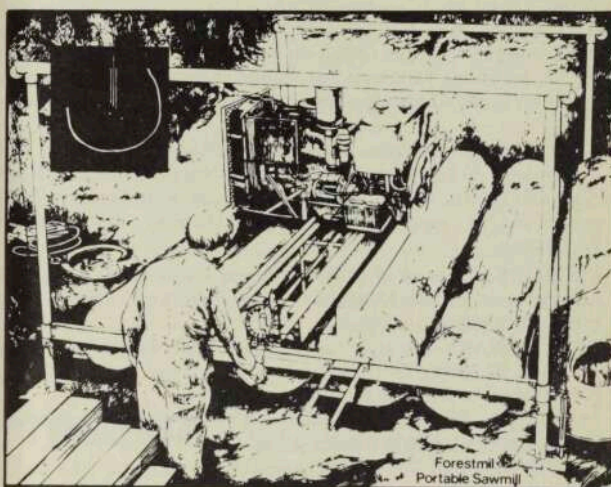
Tongan and other Islands tomatoes in fact only compete with the glasshouse grower who, these days, is either a hydroponic or other types of soil-less cultivator.

New Zealand's Department of Trade and Industry says the government 'reserves the right to increase import allocations to Tonga to a specified level, whether or not Tonga fills its import allocation'.

The department, in fact, is believed to have serious doubts about whether the expensive glasshouse industry is a rational use of energy and financial resources.

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RADEWINDS INTELLIGENCE...TRAD

TONGA'S Development Bank, which opened in September 1977, reports that in its first year of operation it approved 1844 loans totalling \$T1.235 million. Loans to the bank include \$US1.5 million from the Asian Development Bank and \$300 000 from the UK.

AUSTRALIA'S new commercial attache at its trade commission in Suva is Gary Unsworth-Smith.

THREE new vessels have arrived in Solomon Islands from Japan. They are the *Solomon Hunter* and *Solomon Fisher*, skipjack catcher boats, and the *Ufi na Tasi* (Abundance of the Sea), a refrigerated vessel. They have been supplied under a Japanese aid programme.

ALFRED Powell of Levuka has taken over customer services with Blue Lagoon Cruises, Fiji, which operates cruises to the Yasawas to the northeast of Viti Levu and to the second largest island, Vanua Levu.

GUY Agniel, from Houailou on New Caledonia's east coast, is the new director of the Office du Tourisme in Noumea, in succession to Bruno Tabuteau. Mr Agniel spent 12 years in France where he attended Montpellier University studying law and sociology.

PAUL Bolger, a longtime Ansett man in Papua New Guinea and in charge of Ansett operations since Air Niugini took over from TAA and Ansett in middle seventies, is now with Ansett in Brisbane. He is succeeded in Port Moresby by Graham Hawthorne.

VISITORS to Tonga in 1978 numbered a record 12 090, a 10% improvement on 1977's figures. They spent an estimated \$3.9 million against \$3.3 million in 1977.

PRELIMINARY research suggests potential for the export of 12 000 to 22 000 kg of freshwater yabbies from Daru in Papua New Guinea's Western Province.

SOLOMON Islands Government is to raise its holdings in the Taiyo fisheries operation from 25 to 49%.

A SHIPMENT of 400 New Zealand heifers for the Uluisaivou Corporation's farm in Fiji arrived in Suva in April.

LEGISLATION to give exclusive rights to Papua New Guineans to mine for gold has been indicated by Minister for Minerals and Energy Karl Kitchens.

NIUE, already producing its own 'Sport Softdrinks' is about to launch its newest product, 'Canned Coconut Cream'.

FIJI's economic growth performed 'reasonably well' last year even though it slowed to 2% in real terms, according to the Central Monetary Authority.

WESTERN Samoa's Rothman's cigarette factory at Vaitele will produce an average of 10 million cigarettes a month, according to its general manager, Alistair Irving.

FONG Hoon Ltd has won the Nausori Airport duty free concession for five years according to the Fiji Ministry of Tourism.

PACIFIC Islands Tourism Development Council was reported in May to be looking for a \$US30 000 a year executive director based in Honolulu.

ATHERTON Antimony NL has raised its holding in Goldfield Mines Ltd, Fiji, to 50% with the purchase of 22.5% of shares for \$A165 095.

BOUGAINVILLE Development Corporation Ltd has appointed Paul Nerau as joint managing director with Gary Grey, it was announced by its chairman, Leo Hannett.

ALABA Lodge on Wuvulu Island in northwestern Papua New Guinea is due to open this month. Wuvulu is about 45 minutes light twin flying from Wewak in the East Sepik Province.

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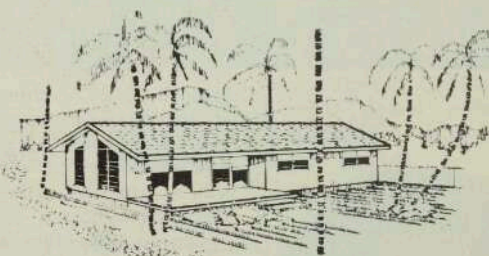
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CRUISING YACHTS

• **ANTICIPATION** took line honours in the May Air New Zealand-sponsored Auckland to Suva yacht race, but **KISHMUL** was winner on handicap. The corrected time for Kishmul was seven days, six hours, 25 minutes 23 seconds. **WHISPERS**, runner-up on corrected time was second. **LIRIA** was third and **PLANE JANE** fourth on corrected time. Anticipation, whose time for the distance was nine days, eight hours and eight minutes, was followed over the line by **ERNEST BEAVER**, **ANGSTROM**, **FIREBALL II** and Whispers in that order, all within 26 minutes of each other.

• Star of the 12-yacht fleet, Jack Rooklyn's **APOLLO**, took double honours in the inaugural Air Niugini Cairns-Port Moresby yacht race in April-May. Organised by the Royal Papua Yacht Club of Port Moresby in conjunction with the Cairns Cruising Yacht Squadron, the Cairns-Moresby race attracted equal numbers of Australian and Papua New Guinea entrants which raced in IOR and Arbitrary Divisions. It was the first yacht race between Australia and Papua New Guinea. In a quiet south-easter, spinnakers were cracked at the start which was won by the smallest boat in the fleet, Bruce Gardew's Davidson 1/4-tonner, **VELOCITY**, but Apollo soon

made up ground and was first through the beacons followed by Ian Hamilton's Farr 1-tonner **AKARANA** and Tony Galloway's **DUNCANSON 35**, **VERT GALANT**. Fresher conditions outside Cairns destroyed many a spinnaker and by nightfall as the wind increased to 25 knots, with moderate seas, kites were stowed.

Shy-reaching across the 720 km of the Coral Sea, Apollo increased its lead over the rest of the fleet and crossed the finishing line in Port Moresby harbour in less than two days, averaging 9.5 knots. Conditions eased a little for 24 hours to slow the other yachts and assure Jack Rooklyn of a first on corrected time. The race gave Apollo its fifth line honours victory in succession beginning with the Sydney-Hobart race.

Second to cross the line was Moresby-based **KARANA** (Hugh Richardson), one of three Formosan 46s in the race and winner of the Arbitrary Division, followed by Akarana and Vert Galant. **MEKIM SAVE** (John Wild) a Farr 1/2-tonner from PNG was fourth across the line, just over an hour behind Apollo's corrected time, for second place in the IOR Division.

During the night of the third day, the south-easter increased to 30 knots with gusts up to 50 and the occasional six metre sea. In these conditions three yachts were beam-ended resulting in an electrical fire aboard the Clansman 30, **CAMERLINE** (Bernie Potzsch), a lost shroud on Velocity and a few worrying moments about John Malin's Holland 25, **TOPAZ**.

• **HERO**, an 11 m Hans Christian design fibreglass cutter registered in Portsmouth, New Hampshire, US. American couple Richard Holcombe and Carol Ritz left California in June 1977 for Hawaii, where they spent a year getting used to living afloat and replenishing the kitty. From Hawaii they sailed direct to American Samoa, then on to Tonga, Fiji and New Zealand. Rather than

Apollo at rest in Port Moresby Harbour... line and corrected time honours. Photo: PNG Post-Courier

return to California via the Pacific, they have now decided to carry on around the world, heading first for the New Hebrides and PNG.

• **EYE OF THE WIND**, 150 tonne brigantine, is due in Fiji in July with an all-male crew of 24, aged between 17 and 24. The voyage is part of Operation Drake, and the Eye of the Wind is covering a route closely following that of Sir Francis Drake in the Golden Hind in his circumnavigation of the globe 400 years ago. Eye of the Wind will sail to Papua New Guinea after leaving Fiji and will then return to England via the Indian and Mediterranean Oceans.

• **IONE**, 9 m fibreglass Sparkman and Stevens Yankee sloop arrived at Tubuai, Austral Islands, in mid-March, staying till the end of the month, writes Don Travers in Tubuai. Ione, with Jim and Joan McCammon aboard, left southern California in July last year, sailing first to the Marquesas and then to Tahiti. They were married at Moorea

in January. Plans were to head back to the Society Islands and then on to the Samoas, Tonga and New Zealand.

• Among victims of Cyclone Meli in Fiji were Junius Morris, 57, and Julie Summer, 19, crew of the **OCEAN ROVER** which was wrecked at anchor off Numoro Island eight kilometres from Ono in Kadavu, south of Suva. Only survivor was Eric Morris, 27. He said his father was trapped under the Ocean Rover after it capsized and his fiancée had disappeared.

• **CIA MARIA**, 8 m Northerner fibreglass sloop from Sydney, arrived in Honiara with Dr Paul Seifert and wife Cecilia, writes Roderica Laymon from Rabaul. Plans were to sail to Vila and Noumea, before returning to Australia. Other sailing vessels in Honiara in early April included **CONSTELLATION**, with Roberta Erg, who was looking for crew; **WINGS**, Dave and Sue Muse; **CLARABORG**, Jan and Ove Linner; and **THURLOO**, Roger and Jan Weller.

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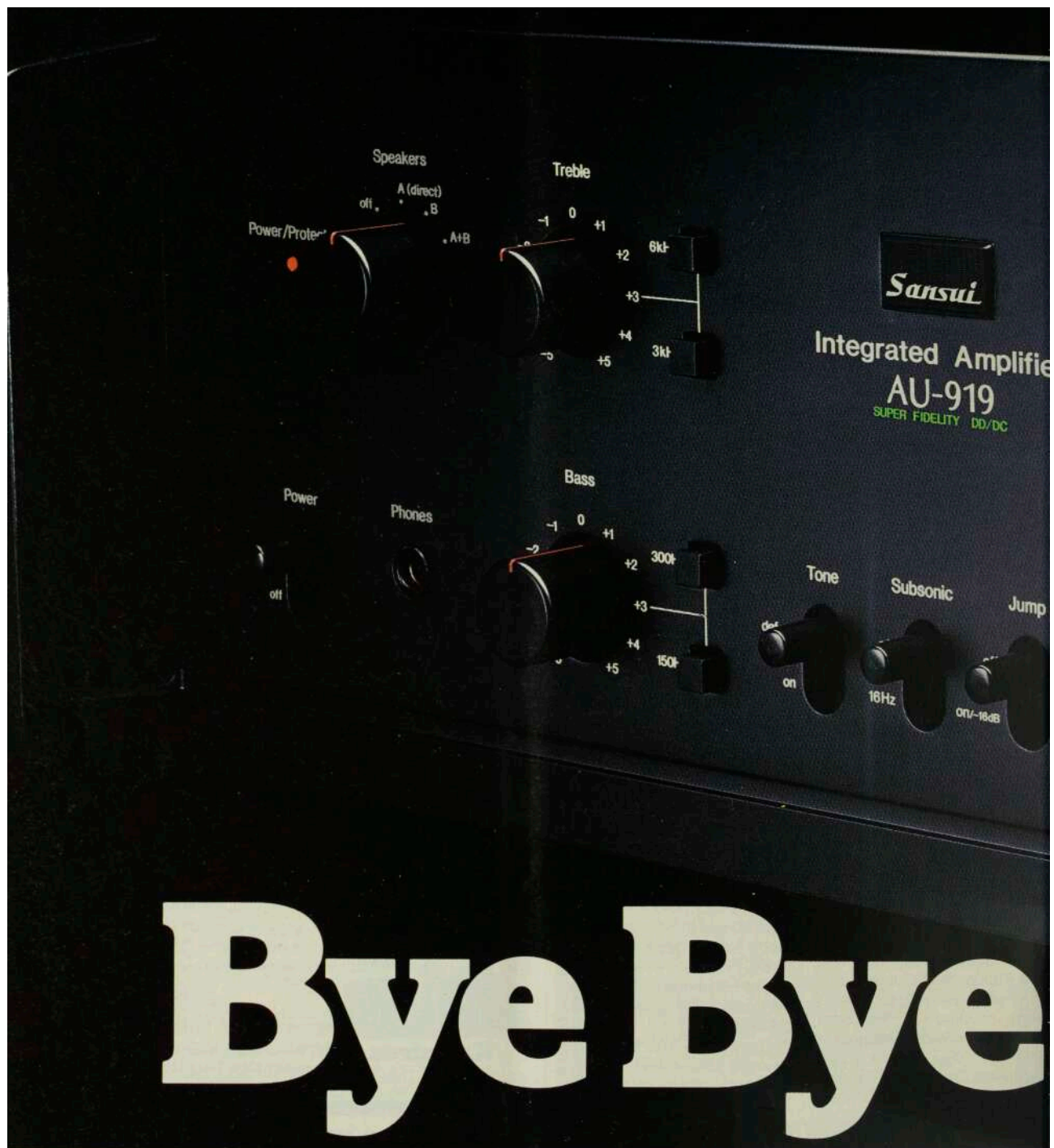


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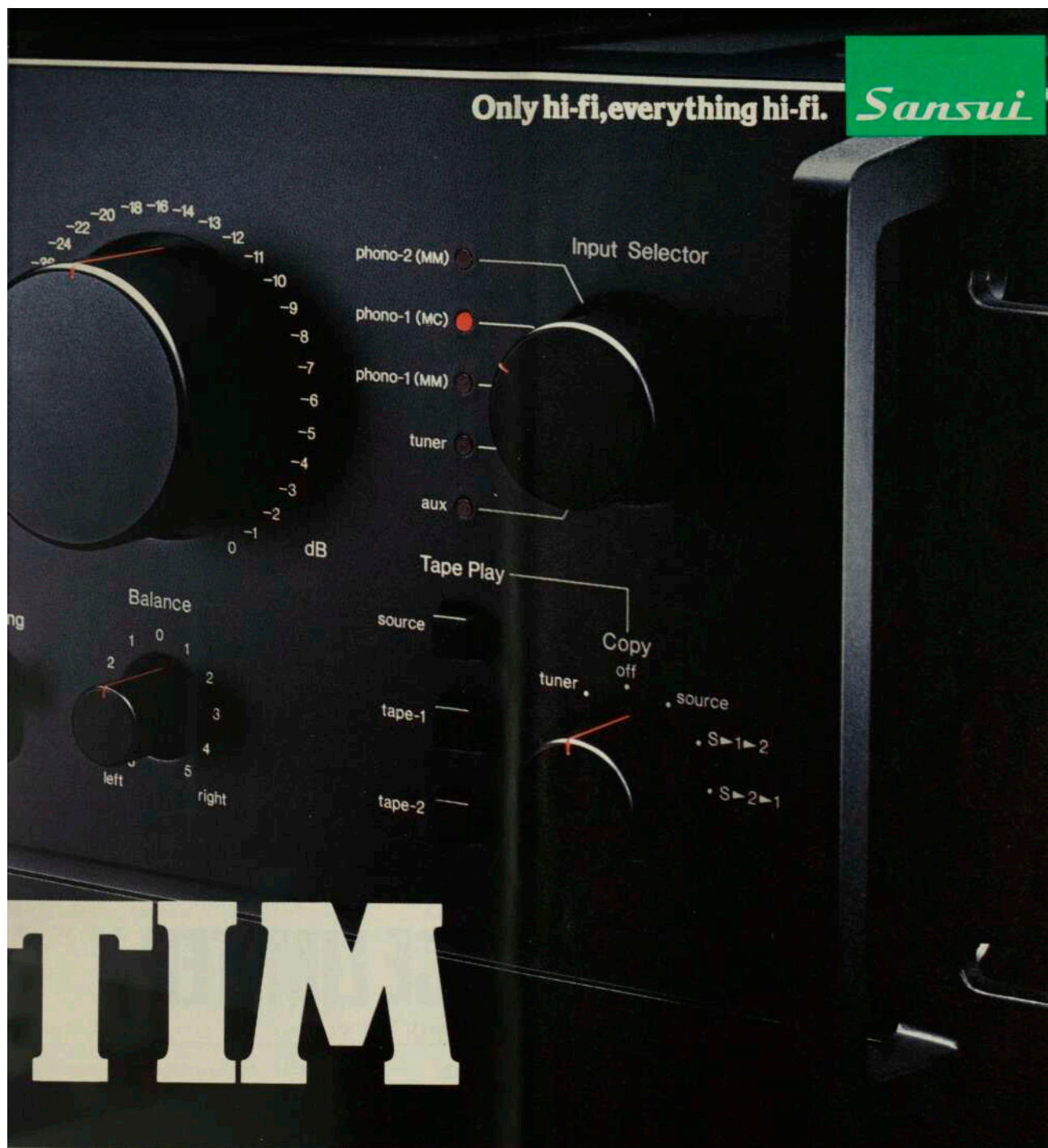
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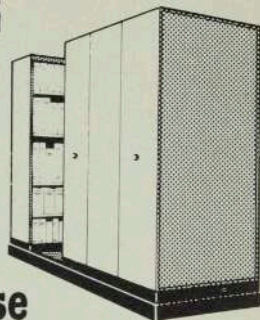
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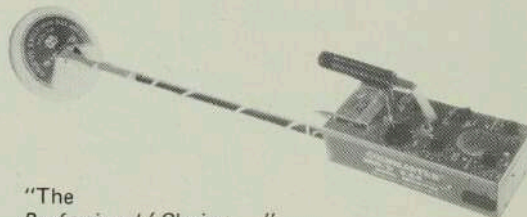
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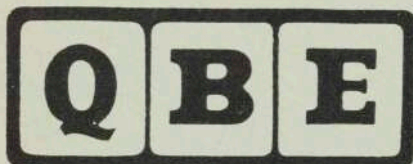
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YACHTS

• **ALLEZ CAT**, 10 m catamaran, motored into Rabaul — and motored out again after a few days spent provisioning and replenishing the fuel tanks. 'I would never go cruising on a sailing yacht,' said Allez Cat's owner/captain, Peter Spurdle. 'I dislike every aspect of moving under sail. Give me a good sturdy diesel and I'm happy.' Peter is author of *Into The Rising Sun*, an account of a previously-owned catamaran, the **WHAI**, in which he motored from NZ to Japan and back. Peter is accompanied by crew members Paul Falconer, Robyn Marsten and Neil Ward, all diving enthusiasts.

• **KRISTILLA**, 9 m cutter-rig CT made in Taiwan, arrived in Rabaul with Richard Flavell and Chrystine Cypros, and children Kristin, 7, and Camilla, 6. Richard sailed the boat from Taiwan three years ago to Hong Kong, the Philippines, Sulawesi, Papua New Guinea, to Cairns. He proceeded down the Great Barrier Reef into Southport for a layover period. The next part of the journey took Kristilla to New Caledonia, Solomon Islands and back to Papua New Guinea.

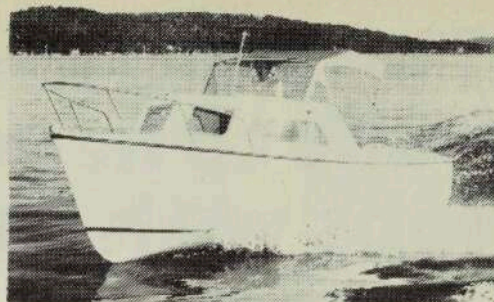
• **AMBRYM**, (previously **MORNING SUN**), 10 m ketch designed by the Australian architect Cecil Bowden, homeported in Port Vila, New Hebrides, was acquired by Nicolas and Christel Gerardin in Santo. They completely refurbished the craft in preparation for a homeward voyage to France. Their route from Rabaul was to be through the Torres Straights to

Indonesia, Singapore, Sri Lanka, the Red Sea, and into the Mediterranean.

• **BACCHUS**, a Peterson 44 cutter from California. Harry Disharoon and Donna Osborn left San Diego in April 1978 on this immaculate yacht. After a stopover in the Marquesas they sailed through the Tuamotus to Tahiti and the rest of the Society Islands. Heading west, Bachus called at the Cooks and Tonga before making for New Zealand. Harry and Donna plan to sail to Fiji, the New Hebrides, and Australia in time for the next cyclone season. Additional crew on the leg to Fiji were to be Larry Disharoon and Karen Nelson.

• **ALBATROSS**, an 11.60 m staysail schooner from Honolulu, Hawaii, skippered by Rob Jordan has been sailing the South Pacific for the past three years, taking on crew for the longer passages. So far, Albatross has visited French Polynesia, Cook Islands, Niue, Tonga and Fiji. Albatross left Tonga for American Samoa in May.

• **BULAWAYO**, 15 m ferro-cement ketch registered in Liverpool, England, but sailed from Seattle on the west coast of the US. Owner, Ian Ablett, a Briton, spent nearly seven years building his dreamboat near Seattle. Accompanied by his wife-cum-navigator Sue, they finally set sail last year for Hawaii, then to Samoa, Tonga, Fiji and New Zealand. Bulawayo means 'home of the elephant' in Zulu. The Abletts hope eventually to reach Africa.



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VICTA
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Stamps chart a nation's future

Tuvalu's 18-stamp definitive leaves no doubt in one's mind as to where this new nation's future lies — in the ocean which surrounds its sun-bleached, sparsely-soiled atolls. The definitive series, issued on January 14, depicts a variety of marine life found in Tuvaluan waters, among them the yellowfin tuna on which the government is pinning its hopes for a major source of revenue.

Tuvalu's other issues so far

this year comprise four stamps marking the bicentenary of the death of Captain James Cook and, on May 16, four stamps depicting seaplane services within the island group.

Tonga has destroyed the plates to its 10 000 13-value issue commemorating a 'decade of progress 1969-79'.

Norfolk Island released on February 14 a Cook's commemorative set.

Aitutaki and Rarotonga post offices released for sale in February 'official mail' OHMS-overprinted stamps in cancelled form only. One wonders at the request to canvassed philatelists to restrict their orders to the 'absolute minimum'. Once again, the Cooks philatelic bureau appears to be indulging in overkill, a tactic which cannot enhance its reputation.

Sir Rowland Hill, the man who gave the world the adhesive postage stamp in 1840, is featured on a Republic of Nauru three-stamp issue released late last year.

Captain Cook's voyages were also illustrated on the Gilbert Islands' first issue of 1979.

Pitcairn Island, with two stamps released on March 5, marks the 150th anniversary of the death of John Adams, the 'gentle' mutineer who landed on Pitcairn in 1790 with Fletcher Christian and his mixed party of Tahitians and British seamen. Adams, who outlived all the mutineers, was known for his honest, capable and gentle manner in the leadership of his people.

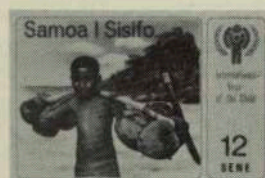
Papua New Guinea's second 1979 issue, released on March 28, in a set of four, features canoe prows and paddles. Its third issue, also a set of four,

featuring traditional forms of currency, was released on June 6.

Western Samoa marked the International Year of the Child with an attractive four-stamp issue on April 10 and followed this up with the first of two issues featuring sailing ships which have visited the Samoas in late May. The second is expected next year.

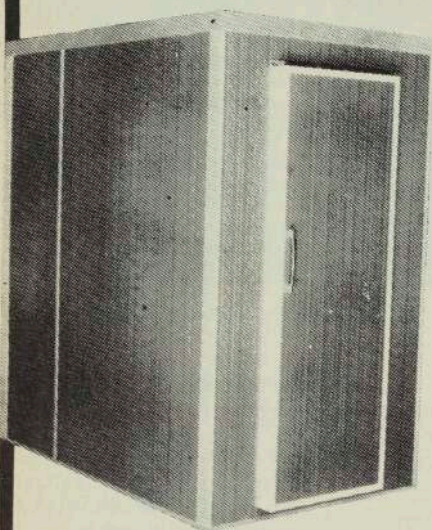
Niue released two issues within four days — two airmail stamps of \$5.10 and \$6.35 denominations on May 28 depicting coconut husking and coconut crab hunting, both interesting stamps; and a rather peculiar 'year of the child' set of four on May 31 which leaves one wondering why the 'appealing portraits of young children from four great paintings' took precedence over portraits of Niuean children.

On March 19 Fiji issued four stamps depicting endangered wildlife species — the banded iguana, the tree frog, the long-legged warbler and the pink-billed parrot finch. In May Fiji issued four stamps marking the centenary of the arrival of Indians in the Fiji Islands. — RH.



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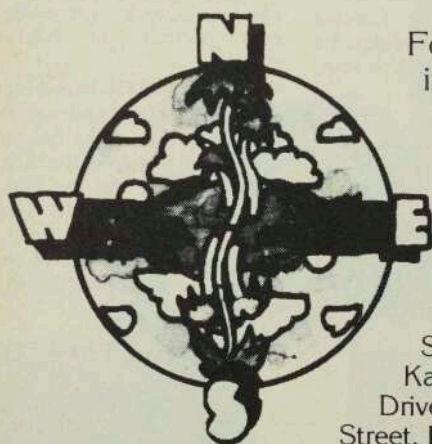
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PACIFIC ISLANDS MONTHLY — JULY, 1979



DEATHS of Islands People

FLORA STEWART

Flora Stewart, an almost legendary figure in the history of Papua New Guinea for most of this century, at Lae in May. Mrs Stewart, 93, universally known as 'Ma' Stewart, was born in Scotland and arrived in Papua New Guinea in 1906 when she was 20 years old. She became widely known in the gold rush days of the twenties and thirties, and was a pioneer in some of the inland areas where gold was found, particularly in Wau. She was involved in many business ventures and many miners were able to carry on only because of the help and credit which she gave them. More recently Mrs Stewart was involved in ventures which helped in community development of PNG.



Flora Stewart ... at her Lae home 1976

UNNI SIRDAR

One of two surviving founding members of Then India Sangam in Fiji, in February, aged 97. Born in Kerala, India, Unni Sirdar served his indentures at Lovu, near Lautoka, and set up as a cane farmer near Nadi. He helped found TISI Sangam in 1926 and was instrumental in building several Sangam institutions in and around Nadi, including the Nadi Subramani Swamy Temple, Nadi Sangam School and Shri Vivekananda High School.

HOWARD FARNSWORTH

Personal bodyguard to Sir Robert Menzies in 1954-55, and to Prince Charles while he was schooling in Australia, in hospital on Norfolk Island after a long period of ill-health. Aged 74, Howard Farnsworth, first went to Norfolk in 1957 after 25 years in the British police force and service in Australia. Later he served at the Australian Embassy in Moscow and on Christmas Island before returning to settle with wife Kay on Norfolk in 1970.

GRACE NICHOLSON

Mrs Grace Frances Nicholson, who lived in Fiji for more than 40 years, in Sydney in April, aged 84. She went to Fiji from Australia in 1920 to marry W. T. A. Nicholson, an electrical engineer in Suva. She and her husband, who died about 17 years ago, left Fiji in the mid 1950s. During World War II Mrs Nicholson was an active worker for the Red Cross in Fiji.



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AUSTRALIA - FIJI - SAMOAS - NEW HEBRIDES - TONGA - NORFOLK ISLAND

Pacific Navigation of Tonga operates a five-weekly refrigerated general cargo/containers service from Sydney and Brisbane to Vila, Santo, Suva, Lautoka, Apia, Pago Pago, Nuku'alofa and Norfolk Island.

Details from Beaufort Shipping Agency Co, 2 Castlereagh Street, Sydney (239-1022).

AUSTRALIA - NEW CALEDONIA (AND/OR) NEW HEBRIDES

Karlander operates a monthly service from Sydney to Noumea.

Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

Sofrana-Unilines ships serve Noumea every three weeks from the main ports along the east Australian coast.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031). Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elders-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie des Chargeurs Caledoniens operates a three-weekly containerised cargo service from Sydney to Noumea.

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Compagnie Generale Maritime operates a monthly service from Sydney to Noumea, Port Vila and Santo, using M/V 'Ymnos' a self-sustained fully containerised vessel.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - FIJI

Karlander (Aust) Pty Ltd operates

monthly cargo services from Sydney to Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301), Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Sofrana-Unilines (Fiji Express Line) operates to Suva and Lautoka every three weeks from the main ports on the east coast of Australia and monthly to Lautoka from Melbourne and Sydney.

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Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

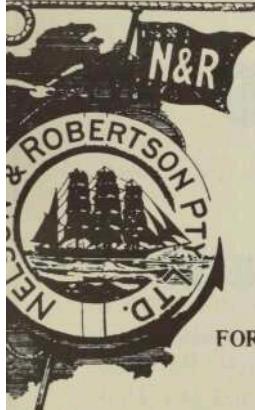
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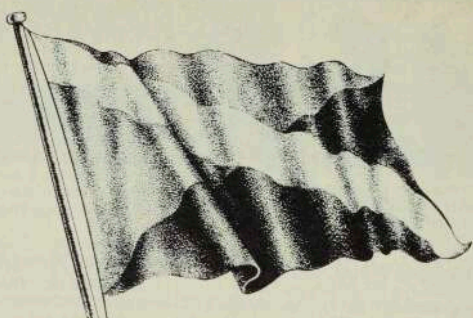
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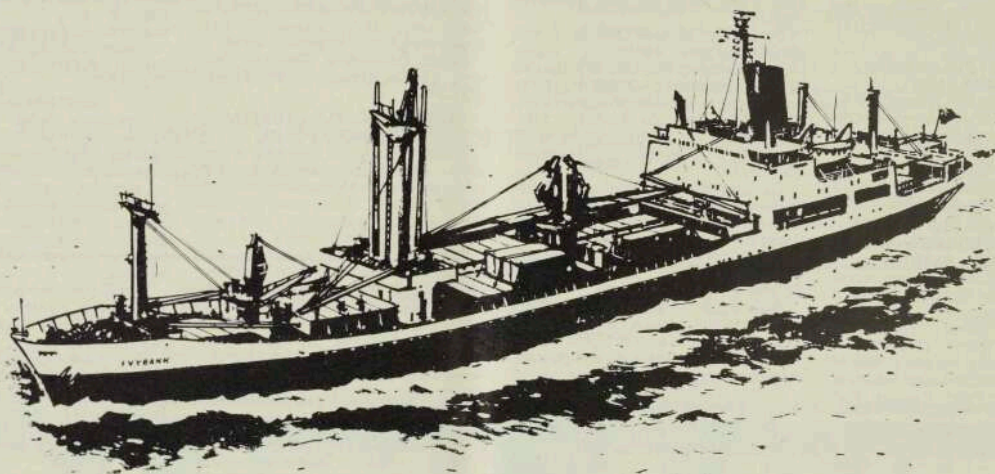
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O, Sydney (241-3991). MacArthur Shipping Agency Co, 82-92 Eagle Street, Brisbane (229-3777). New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053). Niugini Express Lines in Port Moresby (21-2466). Lae (42-1536). Rabtrad Niugini Pty Ltd, Rabaul (92-2911). Lotau Stevedoring & Transport (1318).

Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Tanus, Kimbe, Rabaul, Popondetta.

Details from Karlander (Aust) Pty Ltd, 9-31 Pitt Street, Sydney (27-6301), Pellety Shipping, 461 Bourke Street, Melbourne (60-0731).

AUSTRALIA-SOLOMONS-NORTHERN MARIANAS-TAIWAN-JAPAN

Daiwa Line offers a four-weekly service Sydney-Honolulu-Guam-Taiwan-Japan with transshipment at Guam for Japan.

Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx. A25970.

AUSTRALIA - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line operates a container service every 30 days from Sydney to Honiara, Kieta, Tarawa and Guam. Gizo cargoes transhipped at Honiara, Japan, cargoes transhipped at Guam.

Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx. A25970.

AUSTRALIA - NAURU - MAJURO

Nauru Pacific Line operates regular cargo/passenger service from Melbourne to Nauru and Majuro.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne

(653-5709). Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae to Cardiff, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

PNG - US

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to New Orleans; calls at other US and Gulf and East Coast ports on inducement.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

SOLOMONS - USA - UK/CONTINENT

Bank Line operates regular cargo service from Honiara to New Orleans, Cardiff, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Trading Co, Honiara (389).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MNOL, Nedlloyd) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Nedlloyd, 8 Spring Street, Sydney (2-0522).

Nedlloyd operates monthly cargo service with three ships from Surabaya, Jakarta, Bangkok, Port Keland and Singapore to Suva and NZ ports.

Details from Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801); Burns Philp (SS) Co Ltd, Suva and Lautoka.

JAPAN - NZ - PNG

China Navigation Co, with three

ships operates a monthly cargo service from Japan to New Zealand calling at Lae on return journey.

Details Nedlloyd, 8 Spring Street, Sydney (2-0522).

FAR EAST - MID-S. PACIFIC

China Navigation Co's vessels operate a regular cargo service from Hong Kong, Taiwan and Singapore to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

Details from Nedlloyd, 8 Spring Street, Sydney (2-0522).

Kyowa Shipping Co Ltd, operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomon, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and New Hebrides.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

Daiwa Line operates 30-day service from Moji, Kobe, Nagoya and Yokohama to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea, Sydney, Honiara, Kieta, Tarawa, Guam and Taiwan.

Details: Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx. A25970.

NORTH EUROPE - TAHITI - NEW CALEDONIA

Hamburg-Sued operates monthly cargo services from Hamburg, Dunkirk and Le Havre to Papeete, Noumea, via Panama.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966). Columbus Maritime Services, 17 Albert Street, Auckland (77-3460).

EUROPE - PACIFIC ISLANDS

Compagnie Generale Maritime operates services from Europe and Mediter-

anean ports to Papeete and Noumea using three Ro-Ro and one multi-purpose vessel thus ensuring a bi-monthly sailing to and from.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

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Details Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801).

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Daiwa Lines runs a monthly cargo service from Japan via Guam to Lautoka, Suva, Papeete, Pago Pago, Apia, Sydney, Noumea, Honiara, Tarawa, Guam.

Details from Burns Philp (SS) Co Ltd, Suva.

NZ - NEW CALEDONIA - FIJI

Pacific Forum Line operates a unitized/palletized and reefer cargo service from Lyttelton and Auckland to Napier, Noumea, Lautoka and Suva. Other ports are included on inducement.

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch, Wellington, Burns Philp (SS) Company Ltd, GPO Box 355, Suva, Fiji (311-777); Polynesia Shipping Services, Pago Pago, Union Steam Ship Co of NZ Ltd, Nuku'alofa or Pacific Forum Line, PO Box 655, Apia, W. Samoa.

NZ-N. CALEDONIA-N. HEBRIDES-PNG-SOLOMONS

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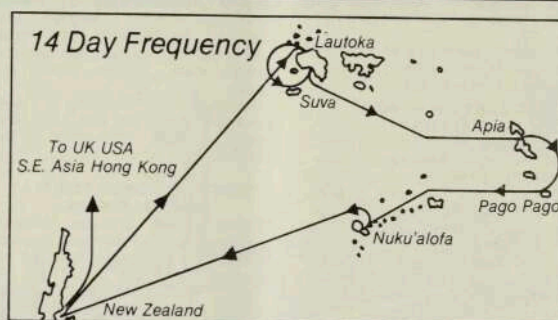
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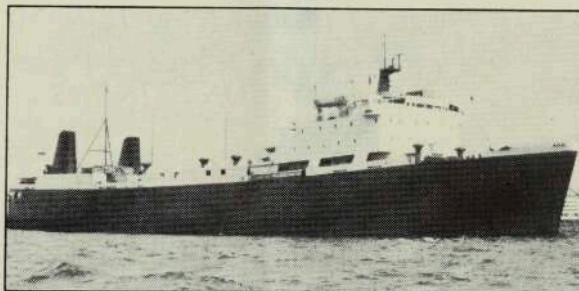
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Details: Union Steam Ship Co of NZ
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tainer services. Only direct service to
d from New Zealand. Blue Star
ssels call at Suva and Honolulu on
US-West Coast voyages.

Details from Blueport ACT (NZ) Ltd,
Box 192, Wellington (739-029).
Burns Philp (SS) Co Ltd, GPO Box 355,
Suva, Fiji (311-777).

NZ - FIJI

Reef operates a regular 18-day ser-
vice from Auckland to Suva and Lau-
kaa.

Details from Reef Shipping Agencies
Ltd, PO Box 3382, Auckland, NZ
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Pacific Line with one ship operates
fortnightly ro-ro cargo service New
Zealand, Lautoka, Suva.

Details: Sotfrana Unilines, 18 Cus-
toms Street, Auckland (773-279) PO
Box 3614, Telex: NZ2313.

NZ - FIJI - GILBERTS - SOLOMONS - PNG

Pacific Forum Line operates a con-
tainer, unitised/palletised and reefer
cargo service from Lyttelton and
Auckland to Suva, Port Moresby, Lae
and Honiara, Tarawa, Madang, Lae and
Port Moresby. Other ports are included
by inducement.

Details from Shipping Corporation of
NZ Ltd, Auckland, Christchurch and
Wellington. Burns Philp (SS) Company
Ltd, GPO Box 355, Suva, Fiji (311-777).
Sullivans, Honiara; Gilbert Islands Ship-
ping Corporation, Tarawa; Steamships
Trading in Port Moresby, Lae and
Madang or Pacific Forum Line, PO Box
5, Apia, W. Samoa.

Union Steam Ship Co of NZ operates
roll-on, roll-off, container/unitised ser-
vice from Auckland to Lautoka-Suva-
Pago-Pago-Apia-Nuku'alofa on a 14
day frequency.

Details from Union Steam Ship Co of
NZ Ltd, PO Box 12, Auckland or from
branch offices/agents in Fiji, Tonga
and the Samoas.

NZ - SAMOA - TONGA

Pacific Navigation of Tonga operates
four-weekly cargo service, Auckland
Nuku'alofa - Pago Pago - Apia -
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Details from McKay Shipping Ltd,
Whitworth House, Queen Street,
Auckland (33-656).

Warner Pacific Line services
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Details from Air Marine Services (NZ)
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Shipping Corporation of NZ Ltd oper-
ates cargo services based on pallets
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Details from the Shipping Corp of NZ
Ltd, PO Box 3420, Auckland
(17-210); Waterfront Commission, PO
Box 61, Rarotonga. Lighterage and
reefering Co, Aitutaki, Niue Govt
Offices, Niue Island Compagnie Mari-
time Polynesienne, B'P 368, Papeete,
Tahiti.

UK - N CONTINENT - FIJI

The Bank Line operates a direct, fast
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Details from the Bank Line (Aus-
tralasia) Pty Ltd, 1 York St, Sydney
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Ltd, Suva and Lautoka.

UK/N. CONTINENT - TAHITI - N. CALEDONIA - N. HEBRIDES

Bank Line operates regular cargo
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Noumea.

Details from Bank Line (A'asia) Pty
Ltd, 1 York Street, Sydney (27-2041);
Ets A M Fare UTE, Papeete; Ets
Ballande, Noumea.

UK/N. CONTINENT - PNG - SOLOMONS

Bank Line operates regular cargo
service from Hull, Hamburg, Bremen,
Antwerp and Rotterdam to Port
Moresby, Lae, Madang, Kimbe, Rabaul,
Kieta and Honiara and on inducement
to Yandina.

Details from Bank Line (A'asia) Pty
Ltd, 1 York Street, Sydney (27-2041);
Burns Philp (PNG) Ltd, PNG ports;
Trading Co Honiara.

HONOLULU - SAMOAS - TONGA

Warner Pacific Line operates unit-
ized/palletized and reefer cargo ser-
vice every 45 days Honolulu/Pago
Pago-Apia-Nuku'alofa. Line Islands
and Suva by inducement.

Details from Hawaii-Pacific Maritime
Inc, Honolulu, HI 96801, Tel. (808)
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SAN FRANCISCO - HONOLULU - NAURU - MICRONESIA

Nauru Pacific Line operates regular
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accepted for Nauru and Kosrae with
transshipment at Majuro and Ponape.

Details from Nauru Pacific Line,
Nauru House, 80 Collins Street, Mel-
bourne (653-5709); North American
Maritime Agencies, 100 California
Street, San Francisco, California 9411
(981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank and Savill Line Ltd, operates
regular cargo services from US Gulf
ports to Australia and NZ. Calls at Suva,
Lautoka and Papeete on demand.

Details from Bank Line (A'asia) Pty
Ltd, 1 York Street, Sydney (27-2041) or
Howard Smith Industries Pty Ltd, 1 York
Street, Sydney (27-5611).

US - TAHITI - SAMOA

Pacific Islands Transport operates a
five weekly cargo service from North
America west coast ports to Papeete,
Pago Pago, Apia.

Details from Polynesia Shipping Ser-
vices Inc, PO Box 1478 Pago Pago
(9-6799).

Polynesia Line operates container
and general cargo service from US west
coast ports to Papeete and Pago
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Details from Polynesia Shipping Ser-
vices Inc., PO Box 1478, Pago Pago
(9-6799).

US - TAHITI - SAMOA - NZ - AUST

Farrell Lines Inc, operate a fast reg-
ular lash/container cargo service from
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Details Wilh Wilhelmsson Agency,
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AA20136, Cable FARSHIPS Sydney;
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time Polynesienne, Immeuble Franco
Oceanienne, PO Box 368, Papeete,
Tahiti, Tel 26393, Tlx 258, FP ANSB
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The Australian National Line, 50 Queen Street, Melbourne.
Union Bulkships Pty. Ltd., 333-339 George Street, Sydney.

GILBERT ISLANDS:

Gilbert Islands Shipping Corp. P.O. Box 495, Tarawa.

FIJI:

Burns Philp South Sea Co. Ltd. GPO Box 355, Suva.

NEW CALEDONIA:

ETS Ballande, BP. C 4, Noumea.

NEW HEBRIDES:

Burns Philp New Hebrides Limited, Vila.

NEW ZEALAND:

The Shipping Corp. of N.Z. Ltd. P.O. Box 3344, Wellington.

PAPUA NEW GUINEA:

Steamships Trading Co. Ltd. P.O. Box 1, Port Moresby.

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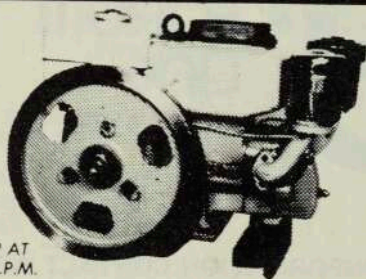
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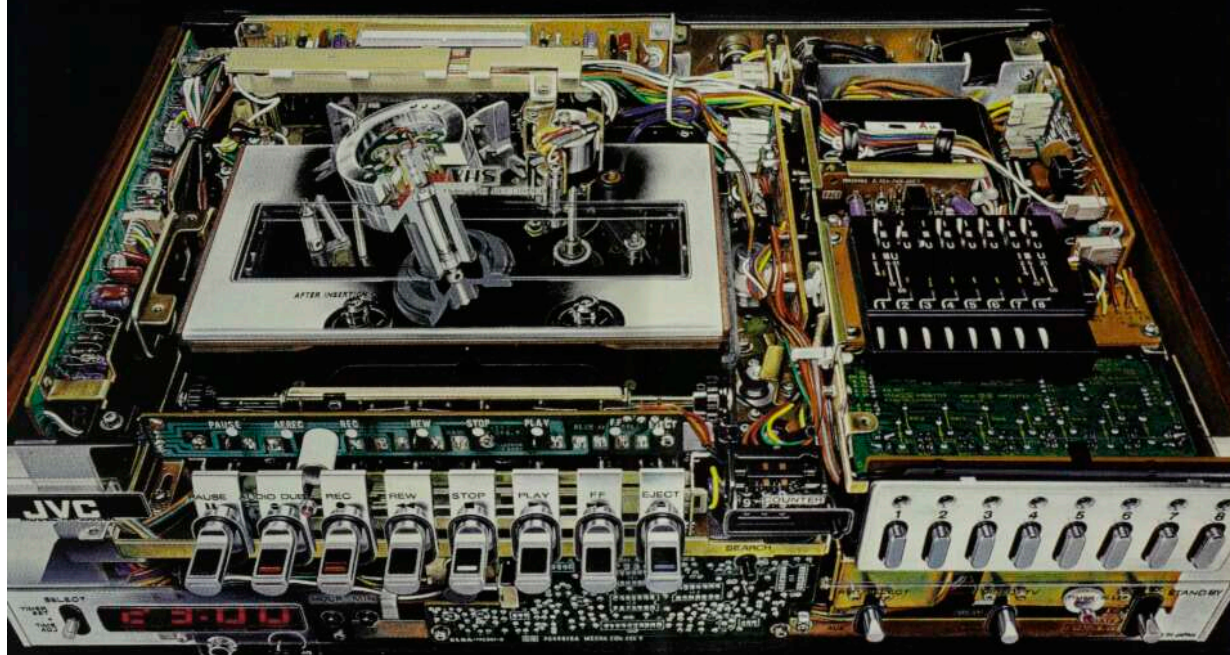
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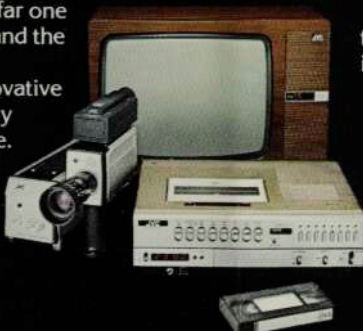
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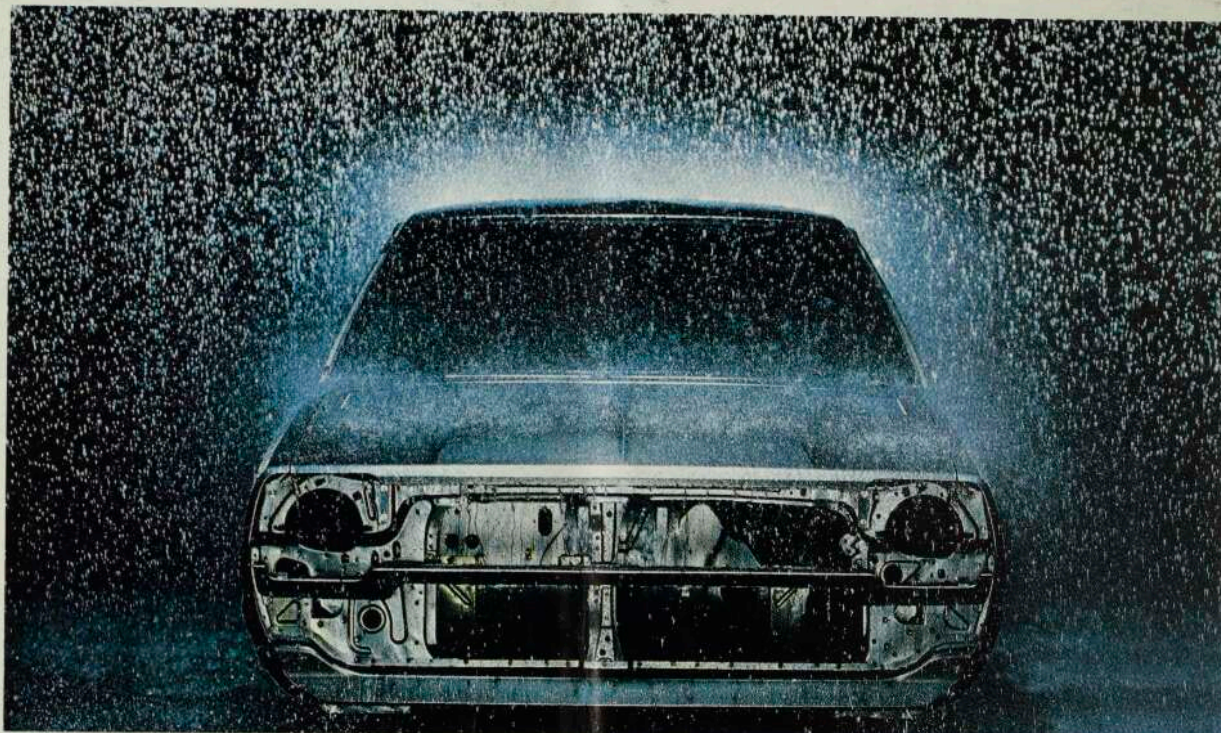


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Datsun's special Shower Test on a "white body."

"Extra" effort is a tradition at Datsun... it should come as no surprise that it's a major factor contributing to Datsun's worldwide reputation for total quality. Sure, engineering excellence is important, in addition to high technology and mass production with tight quality control. But, Datsun goes a step further and that makes all the difference in the world.

For example, prior to mass production, Datsun conducts complete testing to ensure car body watertightness. A special Shower Test on a "white body" is designed to duplicate the many possible conditions of motoring in the rain. Precisely controlled amounts of water flow over the body. The routes they take are analyzed and the results fed back to the engineering and design department.

In addition, a "twist" machine twists the entire body to simulate what actually happens when traveling over various road surfaces. During the test, water constantly runs over the body to check for possible leaks. Testing extends to the actual production stage itself. To be absolutely sure, newly painted cars are subjected to 8 hours of simulated rain as a final test for watertightness.

Seems like a lot of time and effort? Sure, but that's all part of the Datsun tradition—the dedication to excellence.



Datsun's "extra" effort for total quality. DATSUN



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