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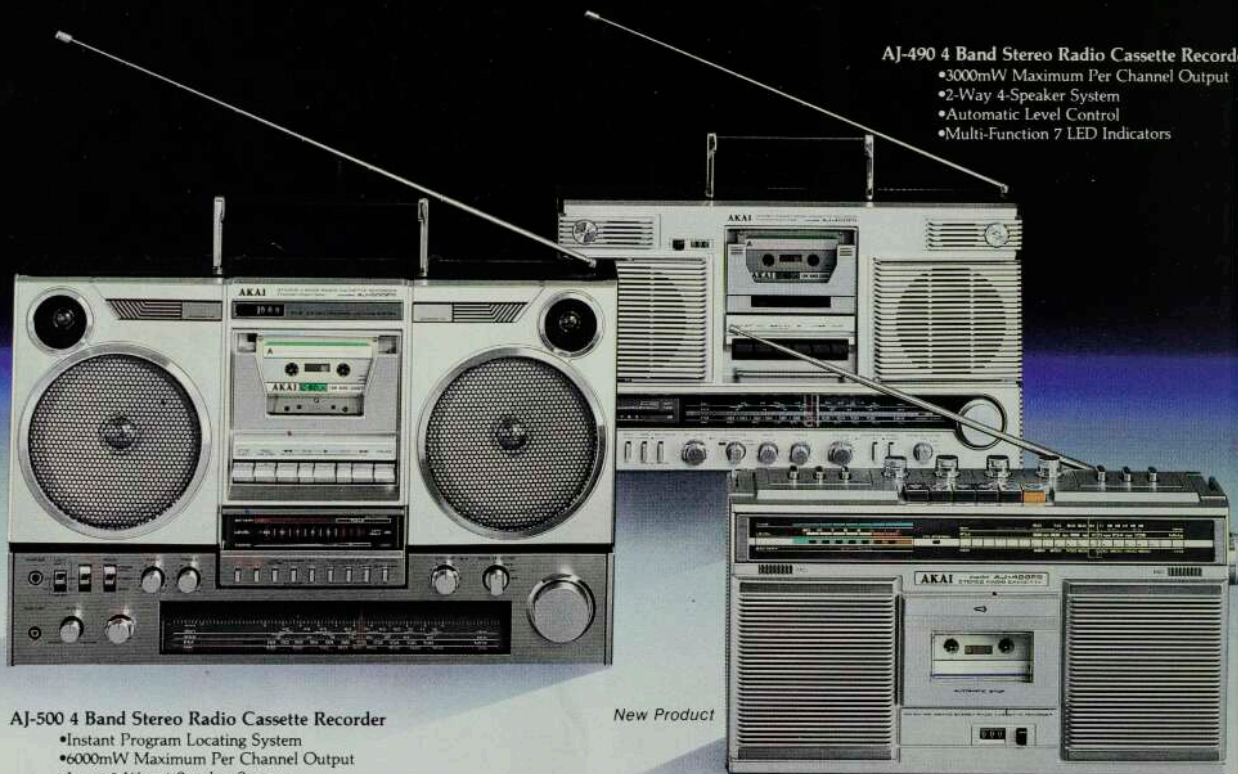
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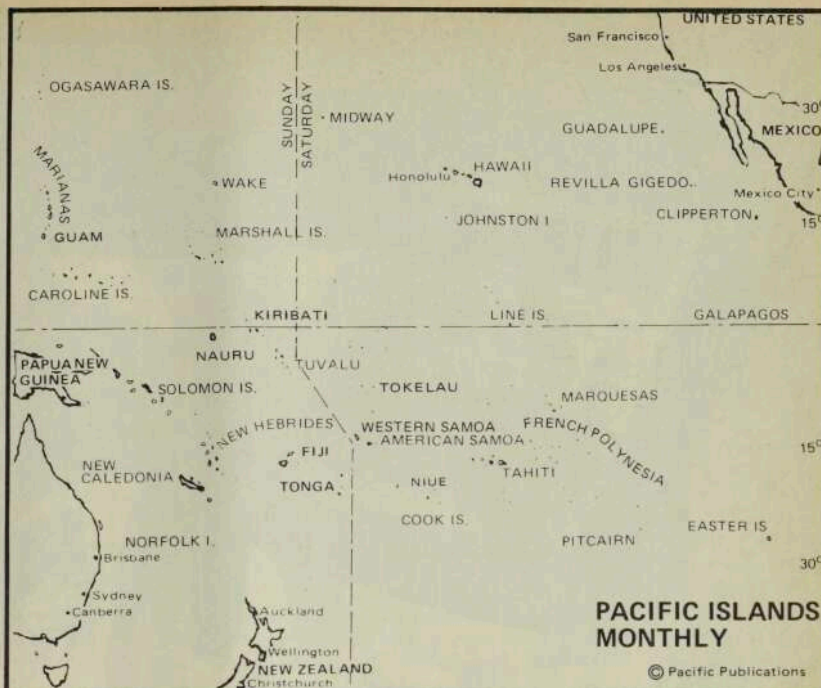
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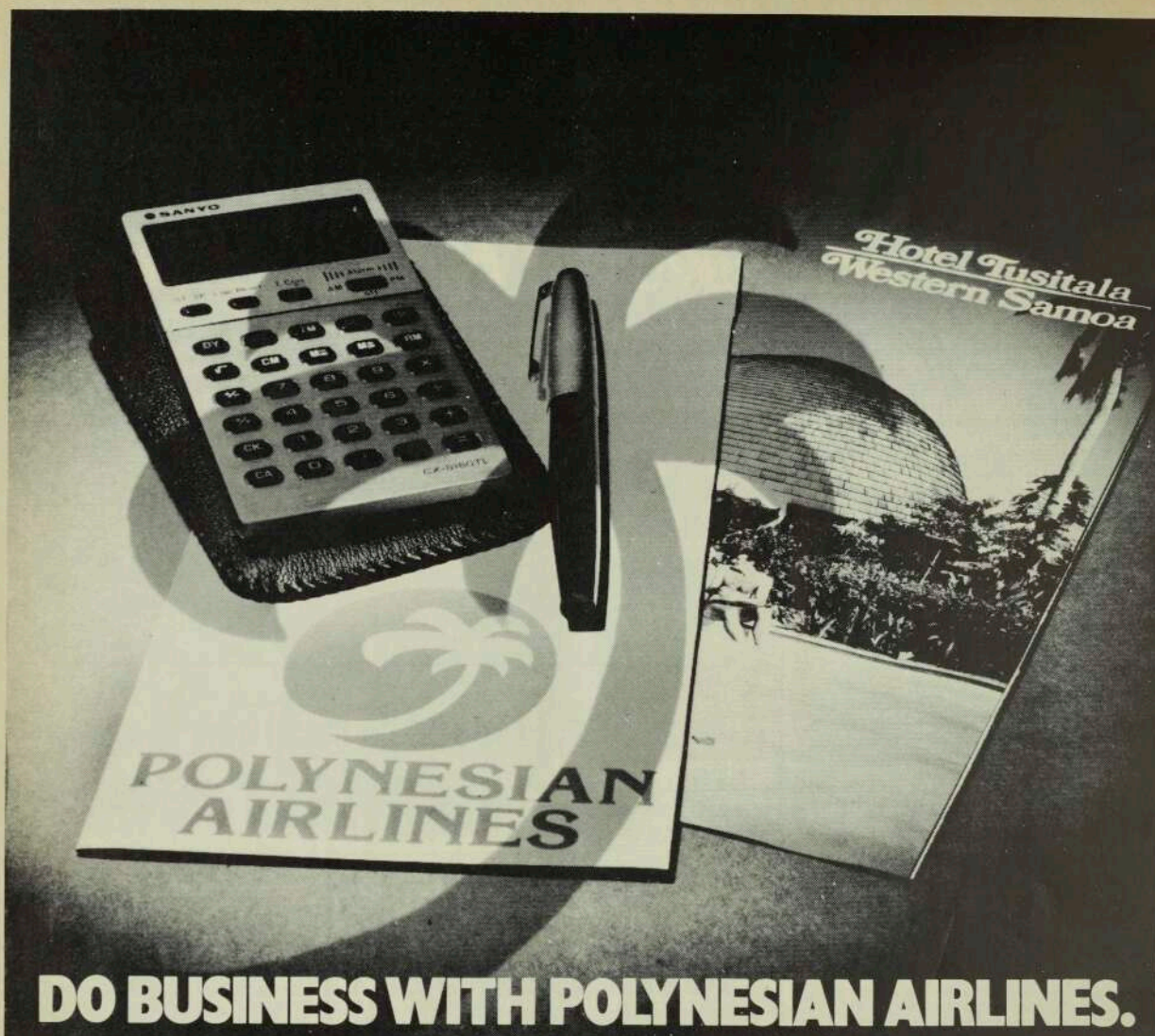


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Cover: On the eve of independence the New Hebrides is beset by political problems, but this girl from Port Vila and the carved slit gong behind her typify the people and the culture of the new country. Picture by Peter Lord.

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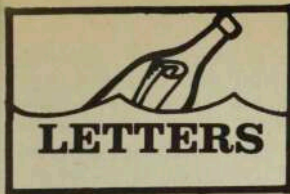


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Tuvalu-U.S. relations

I read with considerable dismay the letter from David Noland (PIM April 7) regarding the US State Department's so-called giveaway to Tuvalu and Kiribati. I am particularly disturbed that such neo-colonial sentiments can be expressed by a person who is presumably a citizen of a nation which over 200 years ago gained its independence from the same colonial power and still proudly every year celebrates the event.

Indeed it seems to me that the rights of Tuvalu and Kiribati to the islands in question are more justified than those of a largely immigrant population in the 18th century.

The purpose, however, of my writing is to get some points correct.

Tuvalu is not a republic and is certainly not left-leaning. It is stated government policy that while it is prepared to co-operate fully with all friendly nations, diplomatic relations will be established only with non-communist countries. It has no contact with the Soviet Union whatsoever, although such contact is not precluded if we feel it is in our interests.

The Ellice Islands have not been controlled by America since the 1800s. Our main resource is the sea and we feel absolutely justified in protecting the resource by declaring a 200-mile economic zone, in common with other South Pacific Forum countries. There can be no justification for referring to this area as 'American waters'. They are Tuvalu waters.

There is no question of Tuvalu having 'clout' with the State Department. It is a question of realism and understanding on the part of the US

Administration and its preparedness to acknowledge the sovereignty of a nation, however small.

It is absurd to state that we are anti-America when in fact we have friendly diplomatic relations with the US Administration. We have in fact made no overtures to Red China but we do have diplomatic relations with Taiwan. We do, nevertheless, believe in peaceful co-existence.

We are indebted to those Americans who sacrificed their lives in the interests of world peace during the Second World War but we are equally indebted to all those who paid similar sacrifices throughout the world.

In conclusion I would say that small as we are, we are *Independent*, intend to stay that way and look forward to the ratification of the Treaty of Friendship with the US. Perhaps it is attitudes such as Mr Noland's which force people to seek friends elsewhere.

I. IONATANA

Secretary to Government

Funafuti

Tuvalu

Smallpox claim rebutted

You recently carried an interview with French anthropologist Jean Guiart speaking about the New Hebrides (PIM Apr p10). I must take issue with one of Mr Guiart's statements, when in speaking of Santo island in the 19th century he said: 'Two-thirds of the population died of smallpox. This was caused by Australian labour recruiters who littered the beaches with articles of clothing which had been worn by smallpox victims in order to close off a whole labour recruiting area from competitors.'

While I accept that a smallpox epidemic occurred, it is ridiculous to attribute it to the deliberate actions of Australian labour recruiters. Recruiting from Santo to Queensland went on from 1863 to 1904; during this period over 2000 men and women from Santo participated in the circular migratory labour trade. The majority of them left Santo in the 1870s and 1880s; fewer than

300 left for Queensland after 1890.

Virtually all cases of smallpox are found, on investigation, to have experienced close contact with an antecedent case. Where no animate source is found, the disease has usually been spread from some inanimate object, like clothing. Such clothing could remain dangerous for up to about nine months, but the usual period of contagion is less than one month.

Smallpox was rare in Queensland in the 19th century, so contaminated clothes would not have been readily available. Nineteenth-century people were rightly terrified of smallpox and did not play games with possible contagion. Mr Guiart should ask himself the following questions: What captain would risk his crew by carrying the clothes aboard? Had all members of the crew been vaccinated? Or had they all previously had smallpox? Where did the recruiters get the contaminated clothes? Did rival recruiters also die from the smallpox epidemic?

I am not defending the Queensland labour trade — it was often an unsavoury affair, which exploited Melanesians. But to accuse the Queensland recruiters of such inhumanity, and of deliberately damaging their own livelihoods, is incorrect. The Queensland labour recruiters have enough sins to answer for without adding smallpox epidemics to the list.

CLIVE R. MOORE

History Department
James Cook University of
North Queensland

Nikunau's worth

I am much distressed that Mr Overy (PIM June p5) should have believed me capable of making disparaging remarks about the beautiful island of Nikunau which, by the way, I had the privilege of visiting in October last, while on the *Lindblad Explorer* cruise ship. When I used the word 'worthless' to describe the eight atolls discovered or seen by Commodore Byron in 1765, I was, of course, simply referring to the opinion of the British Navigator who, like most of the con-

temporary navigators, was on perpetual lookout for new lands containing precious minerals and stones — or at least fresh water, vegetables and meat.

As for myself, I have over the years with great pleasure lived on and visited a considerable number of atolls (see for instance my book *Raroia, the Happy Island*), including Napuka and Tepoto in the Tuamotu group which, as you know, poor Byron called the Islands of Disappointment, because he found them so totally devoid of useful and valuable things.

Unfortunately, in the 1860s and 1870s, some British planters, established here in my adopted country, Tahiti, discovered that the Gilbert Islands, after all, did contain some wealth — the islanders themselves who were therefore kidnapped and brought here by a succession of blackbirding vessels. Many of these Gilbertese have left descendants in French Polynesia, and I should like to suggest that Mr Overy or some other Gilbertese specialist one day write the history of this infamous trade and its consequences. If so, I would be very happy to extend my hospitality to anyone doing such work and would also gladly put at their disposal research materials in various languages that I have collected over the years.

BENGT DANIELSSON

Papehue

Tahiti

Trials of Fiji land dealing

Your article 'Buying a Fiji island?' (PIM Apr p22) was most interesting.

The project with which I have been associated in Fiji was first commenced three or four years ago, and the subdivision plans are only now being approved, several units at a time, by the Ministry of Lands and Resources.

All of the 800-odd blocks on the site have been sold at least once, and some have been resold up to three or more times. Yet only a few titles have been released, and then only this year.

Despite this situation, a

LETTERS

number of owners have been able to put up houses on their land, some having been built for several years. At least two have been resold.

All prospective owners outside Fiji are required to gain consent, by filing the appropriate form with the Ministry of Lands and Resources, to transfer land to a person other than a Fijian national. In the above case, group approval was obtained to sell blocks outside Fiji, at the time of the project being started, with the requirement that further notification be given when blocks were resold. This, along with the requirement that 'Sales and Purchase' documents be lodged for stamping within two months of being received in Fiji, leaves the field wide open for non-Fijian companies to delay the stamping of documents for as long as they wish.

One company has at least 100 blocks on 'Sale and Purchase' agreements and, to my knowledge, no titles have been issued. This particular company has not registered itself in Australia and therefore is claiming immunity from certain laws within Australia.

The company itself has purchased blocks from sources other than the original owners, without revealing the fact to new owners. Searching the title reveals none of these facts.

Obviously the Department of Lands is not too worried at the number of times blocks change hands, as it generates much needed revenue in the form of stamp duty.

The question arises as to how one is going to gain some degree of interest in the land until the titles are issued. Life in Fiji being what it is may mean that transfers may take three months to complete, and a further wait of three months for the hand-drawn titles to appear. Two years waiting for a title can be most frustrating!

Of course one can get some degree of security by placing a caveat on the title if there is only one previous owner involved. The situation is impossible if more than one is involved. Squabbles over the means by which titles can be transferred from the original

owners direct to the latest purchaser also delay matters.

Meanwhile, at least one Australian company is making use of large amounts of purchasers' money due to its not appearing to have a trust account. Quite a number of Australians could be in a hopeless situation if it liquidated overnight.

It is a pity that there will always be unscrupulous people who will flout the law to suit their own purpose. Beware a 'free' return flight to Fiji. It could prove very expensive.

DAVID BUTTER

Adelaide
Australia

An anniversary suggestion

May I suggest that your August 50th anniversary issue should also cover each country separately? This would show how PIM over the last 50 years has covered important events which have taken place in each country.

JOSEPH HUTA

Ysabel Province
Solomon Islands

Law and order in PNG

Congratulations to PIM and Kevin Egan for the Papua New Guinea law and order story (PIM Apr p11). It does not make pleasant reading, but there is an integrity and a genuine affection for PNG to be discerned between nearly every line.

As an ex-PNG contract officer, in the Office of Tourism, I shared many of Kevin Egan's frustrations over the general failure to recognise that the slogan 'Unity in Diversity' is, quite simply, a contradiction in terms; and, equally simply, illogical therefore.

I also shared, and continue to share, his so-well-stated concern about the messianic visionaries who arrive in South Pacific countries for two, four or more years, and advise government leaders on policy. Few of them are over 30 years old, and many tend to come to PNG fresh from the heady political atmosphere of Monash and like institutions. They are, in the modern idiom, 'commit-

ted'. In my time in PNG I rarely saw papers presented to ministers offering options for solving problems; more usually a problem was stated and a course of action consistent with the political outlook of the writer prescribed as the only solution. That is 'commitment'.

One might have thought that the economic history of the 35 years since 1945 in developing countries would by now be speaking for itself so clearly as not to need semantic support. It is surely this: that those economies such as Kenya, Singapore, Hong Kong, Taiwan, South Korea, Ivory Coast and the like, based on a more or less free market system tempered by a proper social realisation of the needs of the poor, the weak, the old and the infirm, have achieved economic track records demonstrably superior to their more or less socialist rivals, regardless of whether their political systems be democratic, authoritarian, colonial, paternalistic, or whatever. That the mass of people enjoy a higher standard of living in the free market countries is surely obvious.

And for the future? Is it possible that, after 30 years of Mao China has perceived something still apparently hidden from the view of South Pacific bureaucrats? Must we wait until the year 2000, target date for the achievement of the four Modernisations, to find out?

RORY SCOTT

Hong Kong

Replying to Dorothy Wakau

May I respond to Dorothy Wakau's letter (PIM May p6). I wish to refer particularly to what she raised regarding Papua New Guinea's independence — or dependence, if she likes — and cannibalism.

If Dorothy had done some historical research, she would have realised that it was Australia, and her allied superpower USA, both countries that claim to uphold the fundamental rights of any free-born person, who directly, or indirectly, sold West Irian to what she called an 'imperialistic' (but I would like to call

'expansionistic') Indonesia, during the United Nations-guided 'Act of Free Choice' in 1969.

Do not overlook the fact that PNG then was still under Australia's colonial rule, and hence we as a people did not have much to say as we were left in the dark regarding the implications of such a handover. Now that we are independent, and the struggle in 'West Papua New Guinea' has reached its present magnitude, Dorothy blames the PNG Government and its citizens for handing over our brothers to Indonesia.

Let me remind Dorothy that not all citizens of independent PNG think the same way as the government of the day, and that many would be glad if Australia would chip in to help PNG feed and create job opportunities for many of the political refugees who are now assimilating into the independent State of PNG. We hope and pray that one day all nations of the world, including Indonesia and Australia (re Aboriginal rights) may come to respect the often-quoted human rights.

May I ask Dorothy to explicate the phrase 'your independence is just about as much as Australia and Indonesia allow you'. PNG is undeniably an independent State politically, and to a large extent economically. There are certainly colonial remnants who still roam around up here, basically because PNG is a land of milk and honey for them. But, Dorothy, do not display that arrogant maternalistic pessimism about PNG's independence. We've had enough of that kind of denigration.

Regarding aid, Dorothy should not overlook the fact that Australia ripped off so much from this country, and continues to do so in the form of the capitalistic enterprises mentioned by Dorothy. The aid Australia gives is to me a compensation for what Australia failed to do during its colonial rule up here.

Finally, regarding cannibalism in PNG, may I reiterate what I once told an American female student who asked me whether a certain tribe was still

LETTERS

practising cannibalism. My response was simply this: cannibalism was, admittedly, a historical experience in certain PNG societies, and was performed for various religious or ritualist reasons. However, today we only eat women.

OTTO M. NIKATEL
Womsis Village
Atiape, West Sepik Province
Papua New Guinea

The Indo-Fijian experience

Sarita Singh's review of *The Indo-Fijian Experience* (ed Subramani, UQP) (PIM May p47) calls for some comment. Her review contains some factual errors.

(1): *The Indo-Fijian Experience* was not a brainchild of the Council for the Centenary celebrations in 1979. The book was ready for press before the council was formed. However, the council did offer to support the book financially, in return for distribution rights in Fiji.

(2): Ray Pillai's story *Laxmi* was not published in PIM. It was published in *Mana* Vol 1, No 2, 1976.

(3): 'Sulochna Nand': an unfortunate misspelling. Her name is Sulochana Chand.

Matters of literary judgment are naturally to some degree subjective. I find it easy to be in agreement with Sarita Singh on her evaluation of Ray Pillai's work. At the same time, it seems to me that Subramani is a more complex and potentially more influential author. And Vijay C Mishra's essay *Indo-Fijian Fiction and the Girit Ideology* could better have been recognised for what it is — not 'boring', but a major and illuminating comment on the aesthetic awareness presently achieved after more than a decade of literary endeavour in the South Pacific.

One essay Sarita Singh does not mention at all: Pio Manoa's *Across the Fence*. In Fiji, where inter-racial tensions have for so long been a matter of debate, and sometimes of reality, that essay is one of enormous impact and implication, advancing as it does another reality — from a Fijian point of view, the reality of the harmony that does exist between

peoples, whatever their racial problems might look like from the outside.

And it seems strangely dismissive to describe Brij Lal as 'a relatively unknown local writer'. It is true that his account of the wreck of the *Syria* has narrative elements; but it apparently didn't occur to Sarita Singh that years of research went into the elucidation of detail concerning that tragic event, and that the resulting 'simple narrative' is a measure of Brij Lal's judgment and restraint.

Subramani is to be much complimented, I feel, in his selection of material for *The Indo-Fijian Experience*.

K O ARVIDSON
East-West Center
Honolulu

Hebrides: A Yank's lament

Congratulations on your ever improving magazine.

In the early 1970s I made several trips to the New Hebrides. On my first and second trips, I purchased approximately 506 beautiful acres about 12 miles out of Santo toward the Lokalee Beach Hotel; also some 217 lovely acres on a plateau overlooking the Tacuma River about five miles out of Port Vila.

My idea was to create reasonably priced homes on what was to have been two beautiful subdivisions with paved roads, a shopping centre and a school in each. The shopping centre was to have featured fresh garden vegetables grown and sold by the natives, in addition to any items produced by the natives, with the hope of helping them to better their life-style.

Special low rental of shopping centre space was to be offered to the natives.

During my trips I was friendly to the natives, and at times, when there was room in my car, I would give them a ride when they were hiking into town. I picked up a native who was carrying his injured daughter some eight to 12 miles into town. I waited with him at the hospital until her injured leg was repaired, and then drove them back to their village.

I was subsequently told to report to the the British authorities. They were outraged that I was befriending the natives. I was told never again to pick them up as such treatment would 'spoil' them and soon they would no longer be willing to work for wages that were very 'fair' for them.

On planning our fourth trip in the mid 1970s, I was told I would not receive a visa, as my wife and I were no longer welcome in the New Hebrides.

Have such conditions changed? If not, could you please put me in touch with a reputable real estate agent who could give me the current value of my properties, and sell them for me? I had planned to move to the New Hebrides about 1976. I was going to bring my airplane with me so that chiefs could visit other islands and improve communications and goodwill with their 'brothers'.

With independence of New Hebrides, will titles to lands paid for in full be in any way jeopardised? If this letter will not make my position worse than it already is with the authorities, you may print it! My address is: 1782 Akolea Place, Hilo, Hawaii 96720.

DAVE FORD

Hilo
Hawaii

A word from the Peace Corps

I would like to commend your magazine for the fine treatment of the 'America in the Pacific' articles (PIM Mar). I would especially like to thank you for the articles concerning Peace Corps' efforts in the region, and only wish you could have rounded out your scope of coverage by mentioning our efforts in Micronesia.

I find it ironic that US foreign policy in this area is finally coming around to the small-scale development approach practised by PC and other volunteer organisations in the Pacific for the past 14 years.

Recognising the aspirations of the peoples of the Pacific is vital and basic for any brand of assistance to be accepted, or even the dialogue for such assistance to begin. The nations

of the Pacific are fiercely proud of their traditions, customs, integrity and their ability to rationally discuss any aspect of their social, economic and/or political well-being. They are not impressed with pressure tactics nor displays of force, yet the great powers continue to display this antiquated form of 'gunboat diplomacy'. A recent example comes to mind of a Western Samoa Independence Day celebration a few years ago when the US sent a warship with a fireworks display that failed to explode; while the Red Chinese sent an incredible acrobatic team who put on shows throughout the country that people still remember. It is sad to think this attitude still remains as Senator Glenn has recommended an increase in naval visits to the area to promote, 'a larger and more effective US presence'.

Until the US, New Zealand and Australia learn that political pressure, gross displays of power and the dumping of troublesome civil service personnel will only earn them a few temporary successes and long-term hatred, the Pacific region will be mired in stagnation for years to come.

But as long as the US and other great nations are perceived by Pacific Island countries as holding respect for their personal integrity and sovereignty there is much hope for mutual understanding, long-lasting economic and political ties, friendships, and a fantastic chance for growth and progress in an area eager for such change.

The peoples of the Pacific have been 'discovered' by explorers from many nations; 'conquered' by soldiers from many sides; 'exploited' by whalers of questionable descent; 'saved' by missionaries of many faiths; etc., etc., yet through it all, with all the comings and goings of such diverse groups through the years, they have maintained their cultures, languages and customs. An incredible historical accomplishment! I am glad to have contributed to this area over the past 10 years.

BRAD DUDE
Deputy Country Director
Peace Corps/Micronesia

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Ask the Australian Trade Commissioner

Pacific Report

AID GUARANTEE FOR AIR NIUGINI

The Papua New Guinea government has decided to provide guarantees of up to K5 million (about \$US7 million) to help its national airline Air Niugini resolve its financial problems, but while the guarantee remains in force the airline will lose its autonomy. Instead it will be fully accountable to the government in its day-to-day finances. The provision of the guarantee, which will be effective for six months, was approved at a meeting of the PNG Cabinet and announced by the Prime Minister, Sir Julius Chan. Sir Julius disclosed that the airline had lost K2.1 million since January this year. (See other references to Air Niugini in Tradewinds section). Meanwhile the Australian airline TAA seconded one of its top executives, Mr Ralph Conley, to act as general manager of Air Niugini as an interim measure at the request of the PNG government. Mr Conley was the airline's first manager until his departure four years ago.

NEW CABLE ACROSS PACIFIC

A cartel of nine countries, including Australia, New Zealand, Fiji and Papua New Guinea, has been formed to build the new Anzac submarine cable system which will link Australia and Canada across the Pacific. Other countries in the group are Canada, UK, West Germany, France and the Philippines. Australia is the major shareholder with a majority interest of 57% in the \$350 million project. Anzac, with a capacity for 1000 circuits, will link Australia to Canada through Norfolk Island, Fiji and Hawaii and is expected to be in operation by 1983. It will replace the 80-circuit Compac cable which will end its 21-year design life in 1983.

FIJI AFFIRMS ECONOMIC ZONE

Fiji has affirmed its right to maintain a 200-mile economic zone over its seas in the face of US refusal to recognise the validity of such zones where migratory species of fish are concerned. The Fiji attitude, which supports that taken by most Pacific Island countries, was reaffirmed in parliament recently following questions from the floor. Ratu Sir Penaia Ganilau, acting for the Prime Minister, told members that formal declaration of a 200-mile zone had yet to be made but the government intended to go ahead with its plans. The declaration would be fully consistent with modern international law, he said.

ASSISTANCE FOR PNG CENSUS

The Australian government is helping Papua New Guinea conduct a national census which has already begun and will continue until October. The present phase of the operation includes a widespread training course for government officers and others who will conduct the census. Part of the Australian aid is the provision of a Hercules transport aircraft to carry huge quantities of census materials to major centres and to some of the more remote parts of the country. The census is expected to reveal that PNG's population has well passed 3 000 000.

CYCLONE DESTROYED 700 HOUSES

Latest estimates of the damage caused by Cyclone Tia which hit parts of Fiji in April indicate that more than 700 houses were destroyed. The figure was reported by the secretary of the Prime Minister's Relief and Rehabilitation Committee which has been carrying out assessments of damage in more than 100 village areas. Many school buildings had also been damaged or destroyed, he said.

AUSTRALIAN ATTITUDES CRITICISED

The National Director of Australian Community Aid Abroad, Mr Harry Martin, claims that Australia is effectively 'at war' with countries in the Third World including its regional neighbours in the Pacific. In a recent statement announcing a national education campaign on Third World problems he accused Australia of being in league with the developed world to produce aggressive trade and foreign relations policies which were causing hardship and harm in Third World countries.

WOMEN WANT TOUGHER LAWS

About 2000 women last month marched on the government offices in Port Moresby and handed a petition to the Papua New Guinea Prime Minister, Sir Julius Chan, demanding new laws to reduce urban crime including murder, rape and theft. The march was held following the rape and murder of a young mother and the release of statistics showing an increase in crime. The government is studying the petition which requests firearms for police, curfews, identity cards and public lashing as punishment for crimes of violence.

MISSILE TESTS CONCLUDED

China completed two missile tests in the South Pacific in May and then announced that its current tests were completed. (PIM June p10). Both missiles landed in the announced test area 1300 km north-west of Fiji, and Australian and Fiji observers made reports to their governments. The tests created widespread criticism from Island countries, particularly from Fiji, Papua New Guinea, Solomon Islands and Tuvalu. China has denied that the tests interfered with the sovereignty of any country or that the missiles passed through any country's air space.

FOOTBALLERS GO HOME

A Tongan rugby union tour of Western Samoa came to a sudden end last month on the eve of the second and final test after a series of incidents had strained relations on both sides. For two weeks the Tongan team had complained it was not being properly treated, and shortly before the final test was due to start the team announced it was going home. There were suggestions that the recommendation to return had come from the government of Tonga. The withdrawal of the team led to a new controversy in which Western Samoa officials claimed they would not pay the fares home for the visitors because contract arrangements had been broken. The visitors missed the aircraft which was to have carried them because of a series of arguments over their tickets, but flew home on a later flight. Latest reports have not indicated who eventually footed the bill for the tickets. During the tour Tonga won the first test but lost the other three non-test games.

EXTENSIVE LOSSES FROM FIRE

Extensive losses were caused in Port Moresby in May when fire swept through a block of shops and offices in the suburb of Boroko. The fire burnt out the electrical appliance retail shop of Brian Bell and Company, and spread to other businesses in the same complex including a furniture shop, sports goods shop and music shop. Poor water pressure resulting from current water shortages hampered the efforts of urban and civil aviation fire tenders which were called to the fire.

TRIBAL FIGHTING CAUSES CONCERN

Renewed outbreaks of tribal fighting in the Papua New Guinea highland provinces are causing concern to the government. Last year in the face of some political opposition the government temporarily gave sweeping powers to its police by declaring a state of civil emergency in some of the worst-affected provinces. After the emergency was lifted a measure of peace returned to the troubled clans, but the situation is now deteriorating again. In the latest outbreak in the Chimbu and Enga Provinces there have been at least 12 deaths, and more than 100 houses have been burnt down and food and commercial crops have been destroyed.

Hebrides: A sorely troubled run-up to freedom

Probably never before in its history has the New Hebrides, the condominium jointly administered by Britain and France since 1906, been the subject of such worldwide attention as during the month of June 1980. PIM associate editor MALCOLM SALMON backgrounds the secessionist crisis on the island of Santo, and the similar movement on the southern island of Tanna, and describes the local — and foreign — forces which have brought it about so short a time before the due independence date of July 30, 1980.

1. New Hebrides background

At the country-wide New Hebrides elections of November 14, 1979, the Vanuaaku Party won 26 of the 39 seats in the Representative Assembly. This emphatic endorsement by the electorate of VP policies surprised few people. Obvious exceptions, however, were certain very senior people in the French Residency in Port-Vila, who had clearly expected a much closer result, if not victory for the non-VP political forces.

Held simultaneously with the Representative Assembly poll were elections to two Regional Assemblies which would sit on the islands of Santo and Tanna. These bodies had been provided for in the constitution agreed upon two months before in an obvious effort to meet to some extent the particularist/separatist tendencies which are strongest in these two New Hebridean islands.

Unlike the outcome of the national poll, the results in these two elections *did* cause general surprise: for the VP won them too, by 8-7 majorities in both places. It is beyond doubt that the regional assembly election results, much more than the national one, set the stage for the troubles to come.

The seven successful non-VP candidates elected to the Representative Assembly immediately announced a boycott of its proceedings, claiming that

the elections were not fairly conducted. This boycott continues at time of writing.

More serious was that in the week after the elections the first civil disturbances, with strong secessionist overtones, occurred on Santo and Tanna (PIM Jan pp 13-17).

There was a resurgence of similar strife in February on the two islands, but, like the November incidents, they were eventually brought under control by various means. But order was not restored before secessionists on Santo had proclaimed the 'independence' of the island — renamed for the purpose 'Vemerana' — and those on Tanna that of 'Tafea'.

In April the New Hebrides Government announced that the country's independence would be formally proclaimed on July 30. After some delay the decision was ratified by the British and then, with extreme reluctance, by the French, who declined, through the medium of Overseas Territory Minister Paul Dijoud, to accept 'moral responsibility' for the choice of this date.

But the choice of an independence date certainly acted as a catalyst for the secessionists.

The events of May-June on Santo and Tanna had all the earmarks of a determined attempt to present the New Hebrides Government with a *fait accompli* of secessions on July 30.

On Santo in late May Jimmy

Stevens presented himself as 'prime minister' of 'Vemerana', with a small 'cabinet' selected from among his 700-800 Na-Griamel followers. Central government officials and police on the island were arrested. Hundreds of tourists and other foreigners were evacuated to Port-Vila.

But the most important feature of this new 'secession', clearly distinguishing it from the previous one, was the active participation in it of a number of French and mixed-race *colons*, reportedly armed with shot guns. Informed estimates put the combined strength of the Na-Griamel-*colon* force at about 1000 persons. There is reported to be a population of around 4000 in the area they claim to control. The Santo 'secession' was still in force at time of going to press.

On Tanna the secessionist moves were quelled after the British Resident Commissioner in the New Hebrides Andrew Stuart authorised the despatch of a police mobile unit of 26 men to the island.

Once on Tanna, the police set out to find the central government's district commissioner and his assistant, who had been kidnapped. Heading towards the village where they were thought to be held, a stick of dynamite exploded on the road just in front of their Land Rover. If the blast had occurred a matter of seconds later, the police would certainly have been killed, or at least seriously wounded. Im-

mediately after the explosion, five secessionists started shooting at the police, firing about 80 rounds. The police beat a tactical retreat under cover of tear gas and smoke grenades. From accounts of those on the spot, it was a 'miracle' that no one was killed. In the confusion, the district commissioner and his assistant, who were in fact held in the village towards which the police were heading, managed to escape. At last report, Tanna was calm, and talks were proceeding with the secessionists. New Hebrides Government sources have expressed their gratitude to Mr Stuart and to the police for their actions. One spokesman said: 'It's a pity it hasn't happened elsewhere.'

During the months of March-April, in parallel with many of the events described above, more or less abortive political negotiations on the future of the New Hebrides took place in Paris and London between the New Hebridean parties and the British and French authorities, and, back at home, between the New Hebrides Government and the would-be secessionists at Lamap, on the island of Malekula, and in Santo Town. The Lamap-Santo talks produced no meeting of minds on the issues dividing the parties, issues which centre essentially on the degree of decentralisation of powers between the central government and the islands.



Walter Lini and Malcolm Salmon in Port-Vila. (Nabanga.)



'Jimmy Stevens has chosen freedom for Santo' is the exultant front-page headline in the June 5 issue of the Noumea weekly *Corail*. Inside, the paper argues editorially that there is no such thing as a 'rebellion' on Santo. It says: 'In taking over the reins on Santo, the "Moderates" have played the card of courage, the only conceivable one for men acting proudly in defence of the economic and cultural interests by choosing freedom'. *Corail* is no doubt typical of a strong current of opinion among New Caledonia's French settlers.

A secret secessionist plan allegedly discovered by the New Hebrides Government provided for the successive hiving off from the central government of five centres — Santo, Tanna, Malekula, Ambrym and finally Port-Vila itself. So the present score, at least in terms of *this* plan, can only be said to favour the government.

2. The Phoenix connection

Interviewed on Australian radio in June, the Carson City, Nevada, real estate developer Michael Oliver said of the Santo situation: 'I am advising... Without me, there would be blood flowing all over the place.'

Oliver is the founding father of the Phoenix Foundation (PIM June p18), whose ideas are those of private enterprise fundamentalism — no government, 'voluntary' taxes, no social welfare, and so on.

Later in the interview, Oliver said: 'I would like to go to Santo and build a large sugar plantation and make some high-grade alcohol which can be used for automobiles, like they do in Brazil. To alleviate the gasoline shortage... That's my pet project.'

In early June, shortly after the Santo 'secession', the Phoenix Foundation distributed prospectuses to European residents of Port-Vila offering shares in a 'Vemarana Development Corporation' in a way that suggested it will virtually run Santo if the secession should succeed.

Phoenix Foundation lawyer Thomas Eck (PIM June p18) drafted the 'Constitution of Vemarana'. ('It reads more like a company prospectus,' wrote one journalist who had studied it closely.) Passing through Port-Vila in April, Eck's baggage was searched and 1000 'Vemarana' passports contained in it were allegedly confiscated by Customs officials.

Oliver admits financing Jimmy Stevens' frequent international travels.

In the May 1976 Phoenix Foundation newsletter Oliver said the foundation's financial assistance to Stevens' movement was 'vital', adding: 'The minimum required is \$250 000.'

The Phoenix Foundation is the principal source — and on the evidence, an abundant source — of the finance keeping the Santo secession going.

And the source of its political support?

3. The French connection

France can — and does — frequently protest the purity of its intentions in the New Hebrides. But it has not yet succeeded in dispelling the suspicion, widespread throughout the Pacific, that it is playing a double game there.

The main reason for this suspicion can be stated in two words: New Caledonia.

The charge that the French want a weak and 'destabilised' New Hebrides after independence for fear that a strong New Hebrides would act as a force of attraction for New Caledonia's own Melanesian population in their aspirations for independence may be oversimplified. But it has enough plausibility to be widely believed, and that, politically speaking, is what counts.

It is true that France must take account in its actions in the New Hebrides of a gap between what may be desired by Paris, and what will be tolerated by settler opinion in New Caledonia. In the Santo situation, for example, it is a notorious fact that there are countless family and business ties between the French settlers in New Caledonia and on Santo. The attitude of such people to the Santo secession is well expressed by the Noumea newspaper headline reproduced on this page.

There is a New Caledonian connection too in the incidents of June 11, when the French authorities flew into Port-Vila from Noumea two platoons of the *Garde Mobile* — only to fly them out back to Noumea 24 hours later on the pretext that 'everything was calm'.

This affair, more glaringly perhaps than any other recent event, confirms the suspicion that the French are often more concerned with upstaging the British than with their oft-proclaimed task of 'leading the New Hebrides to independence in peace and unity'. Both the introduction of the troops

and their withdrawal were apparently done without consultation with their condominium partners. The episode was clearly designed to say: 'Look, see who has the strength and the means to react quickly when there's trouble around

here.' It was a piece of bare-faced one-upmanship.

Then, when the British soon after undertook the enormous — and expensive — job of airlifting troops of their own from Britain, the French could only attack the move in a memorandum in which all co-operation was refused — except in the thoroughly retrograde direction of agreeing to sign, if necessary, a special law which will allow the return from the New Hebrides Government to the administration powers of authority over radio, police and internal and external communications.

That, by the way, was the voice of Paris speaking, not Noumea.

4. South Pacific dimensions

The month of June saw the first stirrings of public expressions of support from South Pacific nations for the democratically elected government of the New Hebrides, and for the maintenance of that country's territorial integrity. Prime Minister Ratu Sir Kamisese Mara of Fiji, and Papua New Guinea's Foreign Minister Noel Levi, both made statements whose thrust was strongly against the secessionists, and upheld the legitimacy of the government of Fr Walter Lini (see Political Currents).

Mr Levi's statement discussed the possibility of action in defence of the New Hebrides Government by South Pacific Forum nations — an idea which, even if nothing ever comes of it, speaks volumes about the new realities of South Pacific regional politics.

Discussing Mr Levi's suggestion, one commentator wrote: 'France should either go along with New Hebrides independence plans even if it means the entrenchment of the British-Presbyterian influence at the expense of the French-Catholic, or it should Go Home.'

'If it pursues its present policies there is a fair chance that the Pacific mini-States will seek a peace force to ensure the territorial integrity of the New Hebrides; simply because any prolonged threat to it is increasingly a threat to their own.'



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French face growing mistrust in New Hebrides

Following is the text of a talk given by PIM publisher STUART INDER on Australian Broadcasting Commission radio on June 11. He spoke only hours after news had been received of the death on the New Hebridean island of Tanna of Alexis lolou, killed by shotgun fire during an assault by his 'Moderate' forces on a government post. Government personnel had no shotguns. lolou was a member of the New Hebrides Representative Assembly, but had never taken part in its work because of a boycott by the 'Moderates' elected to the RA from Tanna and Santo. In his talk, Mr Inder highlighted the growing mistrust of French intentions on the part of the New Hebrides Government, and the expressions of support for the latter from other South Pacific nations. He told, too, of an official New Hebrides statement alleging that the French government was part of a conspiracy to overturn the democratically-elected government of the New Hebrides.

It was inevitable that there would be bloodshed in the New Hebrides as a result of the recent series of events, and today's fatal shooting on the island of Tanna will make the divisions inside the islands even greater than they already are. Yet some good might come out of it if the death draws the attention of the outside world to the truth of what is currently happening in those islands, so that restraints can be applied. The New Hebrides is to become an independent republic on July 30, after more than 70 years of divided administration by both Britain and France.

The republic's new government was elected last November by universal suffrage, with United Nations observers present, and more than 90% of electors casting their votes. The Vanuaaku Party, led by an Anglican priest, Father Walter Lini, got 62% of the votes cast, with 11 other parties sharing the remainder, so there was no doubt that the New Hebrides has got itself a popularly supported government. The ruling Vanuaaku Party also won a majority support in two regional councils which are to be established in the islands

of Santo and Tanna.

Members of some of the smaller parties who lost out in the elections are the people who have been acting unlawfully in recent weeks, and who are now in virtual control on Santo and who have attempted to gain control on Tanna. The New Hebrides Government says there was an organised plot by these trouble-makers to take control of other centres too, including Port-Vila. As a result, the government asked Britain and France to make use of their mobile police — who are under British and French control — to move in on the trouble-makers and repossess those places. The British moved in on Tanna a fortnight ago and acted with force against the moderates, as they are called, which temporarily quietened that area. The French refused to support the British administration in doing this.

The local British view was that the same thing could have been achieved in Santo, but since the French didn't want to go along with this, and there are many French settlers in the Santo area, Britain was not prepared to act unilaterally.

Now, it is not unusual for there to be differences of opinion on how to handle situations like this, given the differing British and French administrative methods. But why the New Hebrides Government is so angry with the French is that it firmly believes that the French officials have been acting tardily because they support the aims of the dissidents.

They feel France is deliberately attempting to hold up independence so that it can win concessions for French settlers — or worse — maintain their presence in the New Hebrides after independence on the pretext that they are there to safeguard the interests of their nationals.

These are very serious charges which are of significance outside the New Hebrides. The government has asked the United Nations to send a neutral military unit to assist the Government in 'protecting the people and land of New Hebrides', and it has supported this application with what it says are examples of the assistance officially given by the French to the trouble-makers.

It goes as far as saying that the moderates 'could not have effectively engineered and implemented their plans for take-over without the knowl-

edge, consent and involvement of the French officials,' and it continues: 'It is also clear that the French want to maintain a presence in the Pacific so that they may continue their military and economic stronghold in New Caledonia and continue their nuclear testing in French Polynesia. To have an independent, non-aligned and nationalist government in the Hebrides which supports the independence movement in New Caledonia, would pose too much of a threat to their military and economic strength in the South Pacific.'

The official New Hebrides statement adds that the government does not feel that it should rely on the French Government for protection, as in fact they are 'a part of the conspiracy to overturn our only legitimate democratically elected Government'.

The New Hebrides Government is now beginning to get strong support from Pacific Forum countries for its stand. Fiji, for instance, has said that the United Kingdom and France have a clear responsibility to restore law and order in the New Hebrides, to 'safeguard its territorial integrity and to ensure its uninterrupted transition to independence on July 30'.

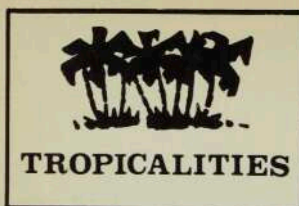
This must be viewed as a clear warning to France.

Des Land-Rover "spéciales" pour Santo

Il y a quelques semaines, on les a remarquées en transit pour Santo. Elles sont restées sur les quais du port de Nouméa pendant quelques jours. Leur équipement était très spécial.



The caption to this picture from the June 5 issue of the Noumea weekly *Corail* says: 'Special Land Rovers for Santo. Some weeks ago they were to be seen on their way to Santo. They had been on the Noumea docks for several days. They were fitted with very special equipment.'



The Coolidge as marine reserve?

The New Hebrides Government is considering declaring the USS *President Coolidge* the largest accessible marine wreck in the world — and scuba diver's paradise — a National Marine Reserve.

The Vila weekly *Voice of the New Hebrides* reports that Willie Korisa, minister for social affairs in the incoming independent government, has the legal aspects of the matter under close study.

Originally a liner, the *President Coolidge* became a troopship during World War II and met her doom when she struck a mine on her way from the US to Noumea. Her 33 000 tonne bulk lies on her side, with the bow in 24 metres of water and stern in 75 metres, about 80 metres from the shore of the island of the New Hebridean island of Santo.

Between 4000 and 6000 tonnes of fuel and a wealth of cargo — jeeps, bulldozers, cranes and trucks — have already been salvaged. But for the future, in view of the government announcement, perhaps the *President Coolidge* will be allowed to lie quietly in

her barnacled splendour, protected by official decree. It will be troubled only by the gaze of divers, who will continue to be able to wander over her decks and into her cabins.

Some notion of the attraction of the *President Coolidge* for scuba devotees can be had from the remarks of Rob Lahood, editor of a New Zealand diving magazine, who told *Voice of the New Hebrides*: 'After the *Coolidge*, any other dive seems like an anticlimax.'

Mr Lahood recently led a party of visiting New Zealand divers on a visit to the *President Coolidge*. He told of a tame turtle who comes out of his hiding hole apparently to greet divers, and of schools of magnificent tropical fish who lead a happy rent-free existence in the wreck.

'She could occupy a diver for a good year, he said.

Tonga: German illusions

The year 1980 seems likely to go down in Tongan history as 'The year of the German invasion'.

At the International Dateline Hotel, Nukualofa, the manager, Mr A. Johansen, reports: 'We've had more German guests this year than in the rest of the hotel's history. A glance at the register of the recently opened Friendly Islander, further along the seafront, reveals a startling preponderance of German names and addresses. And in the popular French restaurant of the Good Samaritan Beach Resort 20 km out of town, Ger-

man voices, by sheer weight of numbers, often drown out the English counterpoint.

The influx is the direct result of the enormous publicity generated in West Germany during the State Visit by Tonga's Royals and their entourage last November, and in particular to an interview with the King published in the widely read illustrated weekly *Bunte* and a despatch from the German Press Agency which was picked up by newspapers and magazines around the country.

The misleading message conveyed appears to be the result of misunderstanding plus wishful thinking — a fact acknowledged by the management of *Bunte*, which later sent a journalistic team to the kingdom to apologise for false hopes raised and to collect the actual facts for publication.

The general message that reached 60 million Germans, via print, radio and television, was:

- The King would like many Germans to come to his South Sea Paradise, not only as holidaymakers but also as permanent settlers.

- Land would be available to them in his 200-island (*sic*) kingdom, for an annual rental of a mere 25 *seniti* per square metre.

- Permanent settlers would not be required to pay taxes.

The fact is, of course, that the king was referring only to potential investors, arriving with pockets full of investment marks to found new industries and create new employment opportunities for Tongans. For such useful immigrants, industrial land on which to start their

enterprises is certainly available, along with a five-year tax holiday and other encouragement perks, once the green light is obtained from the Department of Labour, Commerce and Industries.

But that is not the way the message got through to ordinary German people, yearning to escape from ratrace stresses, bureaucratic regimentation, inflation difficulties and international political tensions at the start of the 1980's.

Carried away by vision of a romantic *Dolce vita*, they began to bombard various potential information sources with letters of inquiry — the Tongan High Commission in London and to the Palace Office, the Prime Minister's Department, the Immigration Department, the Tongan Visitors' Bureau and the German Consul in Nukualofa.

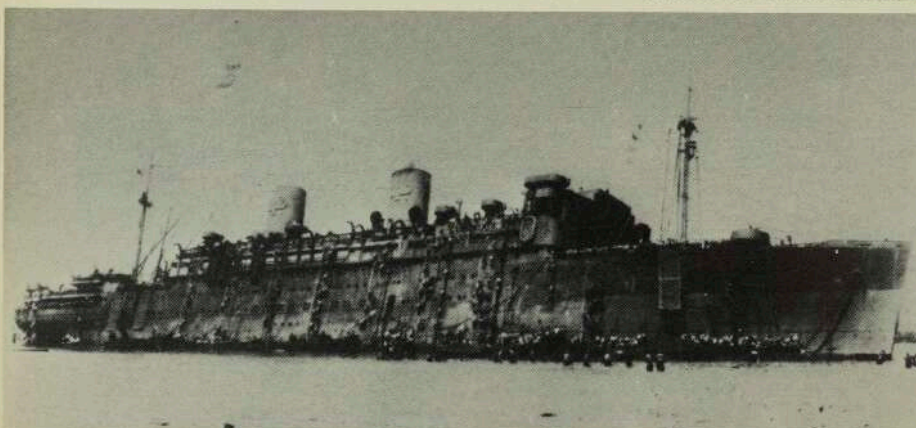
Imagine the confusion and the delays, in offices confronted with hundreds of such letters, and with nobody equipped to translate and answer them. Lack of reply must have deterred many from pursuing the dream further. But astonishing numbers of bewitched Tongaphiles refused to be discouraged and rushed off to airline offices, determined to go and see for themselves.

A significant proportion of them are simply well-heeled vacationers, out to enjoy the one-upmanship of visiting a place so recently and so glamorously in the news.

Others are canny businessmen, combining a pleasure jaunt with a reconnaissance of investment possibilities. Others again have come — and more are reputed to be on the way — still clinging to their vision and determined to make it come true. A plot of land, preferably on an enchanting, private, fertile, palm-fringed, sapphire, sea-girt tropic isle. Fishing, diving, swimming, lazing, and being proudly self-supporting, growing one's own crops and grazing a few cattle. Oh Bliss!

They arrive, and they find very quickly that there's a large gap between dream and reality.

It's true that all but 36 of Tonga's 170 (not 200) islands



Last hours of USS *President Coolidge* after striking a mine off Santo.

TROPICALITIES

are uninhabited. But only because they are uninhabitable. No fresh water, little or no arable land, no transport, no communications. It's true that accepted settlers are legally permitted to rent land — if they can find any. Tonga's limited usable land and rapidly growing population spells an acute land shortage, even for Tongans. It's true that would-be settlers from Germany or other lands can get long-term visas. But only on a two-year renewable basis, and only in certain well-defined categories, e.g.

- Investors, planning to set up approved new industries.
- Employees, if advance-covered by approved local company sponsorships guaranteeing wages and housing — this category is mainly for those with management qualifications.
- Cabinet-approved 'retirees', if they can provide clear evidence of regular receipt of welcome foreign exchange, in the form of pension cheques or other guaranteed remittances.

Through the corrective publicity in *Buntie* and by means of circular letters to inquirers summarising the real situation, Tonga is doing its best to resolve a problem created by over-enthusiastic reaction and underlining that red-tape exists, even in the South Seas.

This may not be much comfort to those Germans who have already sold up their assets, relinquished their jobs, and taken off in pursuit of a dream. But the Tongan view, with some reason, is a shoulder-shrugging 'Too bad. They really should have done their homework properly and sat tight till they had all the facts.' — Penny Hodgkinson in *Nukualofa*.

Islands story for TV filming

The Australian Broadcasting Commission and the UK network Thames TV are to spend SA\$800 000 filming a 10-part TV series on a children's adventure in the Pacific Islands. The series, to be called *Coral Island*, is based on a book of the same name by the

19th century writer Robert Ballantyne.

About three-quarters of the filming will be done on location in Western Samoa, particularly in the Salamumu village area where the matai (head man) has agreed to build a traditional village of eight fales (traditional houses) as a film set. Money paid to the villagers for their help will be used to improve the local school.

In May ABC-TV head of drama, Geoff Daniels, visited a number of Pacific countries to find a suitable location. He went to Papua New Guinea, Solomons Islands and the Cooks before deciding on Western Samoa. The author of *Coral Island*, Ballantyne, was born in Edinburgh, Scotland, in 1824 and for some years worked with the Hudson Bay Company in Canada. Renowned as a writer of boys' stories, his book tells of the adventures of three boys shipwrecked on an island, how they lived off the lush vegetation and their confrontations with warriors and pirates. However, says Daniels, Ballantyne goes somewhat amiss when he introduces into his story incongruous characters such as penguins.

Daniels doubts if Ballantyne ever got to the South Pacific. 'I don't think he was aware of its ecology and relied on missionary reports of the day. Still, we can adapt the series, of course', he says.

A number of villagers will feature in the series, mostly as extras and warriors, although experienced Maori actors will be imported from New Zealand.

Two boys from Britain and one from Australia will play the lead roles. To date, however, no casting has been done. The film production unit will use Apia as its base for the expected eight-week shoot. Thames TV will foot the bill for the venture with ABC-TV providing the production resources and facilities.

Thames and the ABC will have the screening rights for their respective countries and will share equally income derived from overseas sales. — Michael Hohensee.

Letters of a Swedish baron

Western Samoa's Nelson Memorial Public Library has received a gift of copies of correspondence by Baron Otto Von Cedercrantz, who was a chief justice of Samoa from 1889 to 1893.

The gift was presented in May by Olaf Kaijser, former Swedish ambassador to New Zealand, who was visiting Apia. Mr Kaijser obtained the copies from the files of the Swedish Foreign Office.

Speaking at the hand-over ceremony, Mr Kaijser said he regretted that very little is made of the Swedish chief justice in official histories of Samoa. He told the *Samoa Times* he would continue to do research on the chief justice and his time in Samoa in the hope of vindicating him in his quarrels with the 'three powers'.

Baron von Cedercrantz was appointed to his position as a result of the 1889 Berlin Treaty which Britain, the United States and Germany sought to settle their differences over the administration of the Samoan islands.

Unfortunately, despite the fact that many government officials, including the chief justice, were men of high calibre, bickering between the treaty powers and their Samoan factions continued, and the experiment was shortlived. Chief Justice von Cedercrantz was made a scapegoat for the inherent ills of colonialism and was forced to resign.

In a commentary on the gift of the papers, the *Samoa Times* quoted an editorial in *The Times*, London, of April 8, 1893, which lauded the resignation of the chief justice, saying that since his installation 'there have been a series of petty dissensions, chiefly between him and the Consuls, which put peace and quiet out of the question'.

The editorial accused the baron of doing a bad job of implementing the provisions of the convention, and of 'going native'.

It said: 'Herr von Cedercrantz adopted as his motto

"Samoa for the Samoans" and, irrespective of the interests of foreign residents, formed his policy on these lines. It is true the native inhabitants outnumber the foreigners in the proportion of about 120 to one, and this numerical superiority may have induced the Chief Justice to overlook the little band of settlers. The natives, however, have not been slow to give proofs of their overbearing character in times past, and Herr von Cedercrantz's conduct has done nothing to lessen the dangers of revolution in the future.'

The editorial added: 'Leaving out of count the fact that the Polynesians of Samoa are not a very highly cultured race, the Germans, English and Americans certainly deserve the chief consideration. It is they who pay the taxes, which form the greater part of the income of Samoa; and it is in their hands that the whole trade of the islands is concentrated.'

'Another point, though apparently insignificant, deserves mention. Herr von Cedercrantz has always made it his custom to live in the simplest style in Samoa, and has therefore failed to make much impression on the natives who, like all uncultured peoples, are highly susceptible to the influence of outward show. In a word, Herr von Cedercrantz has failed to satisfy either the Powers, the foreign settlers, or the Samoans themselves, though probably acting with the best intentions.'

Olaf Kaijser, the man responsible for the gift of the von Cedercrantz papers, is no stranger to Samoa. He first visited Apia in 1966 when he presented a microfilm reader to the Nelson Memorial Public Library.

The gift was provided by a newspaper *The Barometer* and a bank in the Swedish city of Kalmar. They were to honour the memory of August Nillson who came to Samoa from Kalmar in 1851 at the age of 13. Mr Nillson settled in Samoa, and his son Olaf Nelson was the chief founder of the Mau Movement. The present Prime Minister, Tupuola Efi, is a grandson of Olaf Nelson.

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Yet another sect sets up in Tonga

Tonga, having recently celebrated the centenary of its treaty of friendship with the Republic of Germany, seemed a likely place for the New Apostolic Church to continue its evangelistic moves into the Pacific region, particularly when its modern-day missionaries are named Schulte and Hammacher. This church is particularly strong in such places as Germany and South Africa.

April 1978 saw Queensland District Elder Berne Shulte and Sydney Evangelist Heinz Hammacher arrive in Nukualofa to launch their church activities in the heart of Methodist territory. Since that occasion their church has continued to blossom. The Christian Tongans share common interests with the New Apostolic Church (NAC) followers, being keen students of the Bible and renowned for the excellence of their choirs.

During their first week in Tonga, Elder Schulte and Evangelist Hammacher explained the purpose of their visit in a short radio broadcast, and the following day, in a two hour audience with His Majesty King Taufa'ahau Tupou IV the church received royal approval to enter the Wesleyan stronghold.

Although the first visit to Tonga lasted only seven days, the seeds of interest had been sown. At one service the local Wesleyan and Seventh-day Adventist ministers attended and participated in worship.

Since April 1978 a further six team visits have taken place and on each occasion increased interest in the church has resulted. During one of these visits two NAC missionaries were visiting the offshore island of Lofanga in the Haapai group where they observed Tongans constructing a small building. They quickly rolled up their sleeves and completed the roof of what turned out to be the island's only hospital. An example of Christianity with a Bible in one hand and a work tool in the other.

The NAC is keen to put up its first church building in Tonga. However, until that time arrives, services will be conducted in local homes or community halls. Each Sunday and Wednesday their recently ordained priest, the Rev Sami Koho conducts services in Nukualofa.

In these first two years the church membership has grown to 35, hardly a staggering figure, yet creditable in a country where there are such well established and well attended Christian churches.

The NAC is active in many areas of the Pacific, with strong followings in Papua New Guinea, the Solomons, Fiji, the Samoas, Indonesia, Hawaii and Tahiti. The church is not only present in the Western world. It is active in the Eastern bloc countries of East Germany, Yugoslavia and Romania. The Church is also well represented in at least seven countries in South America.

The NAC does not have academically trained ministers. Its buildings are free of debt and are mostly built and maintained by members of the various congregations. Its ministers in everyday life might be farmers, lawyers, doctors, mechanics or carpenters, and together with its ultra-conservative outlook will blend in well with the Tongan way of life, and surely 'run the good race'. — *John Slender.*

New journal for Solomons

A new journal dealing with a wide range of Solomon Islands issues is planned by the Solomon Islands Centre of the University of the South Pacific.

The centre's advisory committee has recommended publication of the journal, which is expected to appear bi-annually. Cost of producing the first issue will be provided by part of a grant to the centre from the Australian Cultural Fund.

An editorial committee has been formed. Members are Mrs Kuria Hughes, Ms Salome Samou, Mrs Hazel Lulei, Mr



Solomon Islands has received high praise for its postal transport stamps issued recently to mark the International Stamp Exhibition at Earls Court, London.

Teioke Kaiete and Mr Edward lame.

The centre's director, Tony Austin, said the advisory committee feels there is a need for a journal which deals in some depth with many development issues such as economic policy, education, history, health, agriculture, literacy, etc. Existing newspapers cannot provide space for the longer articles required for such a journal. At present writers of such articles can only publish overseas.

A number of people have been asked to prepare articles for the first issue. It is hoped that, before long, people will come forward and offer to prepare articles, and publish the results of research in the journal. Foreign research workers in the Solomons are required by the terms of their permits to make their findings available to the government. The journal should enable this information to be made generally known. Ultimately, it is hoped the journal will gain an international reputation as an outlet for research and opinion about Solomon Islands.

Press release from the Solomon Islands Centre, USP.

'Quake forecast team in NH

A team of scientists from Australia's University of Queensland has spent several months of this year in New Hebrides installing instruments designed to help in the long-range prediction of earthquakes.

Led by Dr Michael Gladwin, the team has been funded by the US Geological Survey and the Australian Research Grants Committee, which has also provided pilot study funding.

The Australians' work complemented earlier seismic studies in New Hebrides by Professor Byron Isacks of Cornell University, USA.

The 11 instruments they established at various airports throughout the group form part of a chain of 27 in the region. The others are established in Papua New Guinea and Solomon Islands. The instruments transmit their readings to an earth satellite which in turn transmits them to the USA, where they are analysed by computer. The resulting information is then transmitted to Australia.

Dr Gladwin says that if this system of prediction, established in a region of high seismic sensitivity, proves effective, it is likely to be introduced into earthquake-prone regions of high population, such as the west coast of the USA, Japan and China.

The scientists have met with a certain amount of opposition from superstitious local people — on the island of Tanna, for example. Said Dr Gladwin: 'A little publicity for our work might help the people to understand what we are trying to do so they won't wreck our instruments' — which is what happens when the people are not in favour of a given project. — *Kathleen Paul.*



Irian Jaya movement watches PNG policy

Writing in PIM last month Professor Ron Crocombe of the University of the South Pacific expressed the belief that any objective description of racial tensions in the Pacific zone would show that the most serious were between Indonesians and Melanesians in Irian Jaya. Irian Jaya, with a basic Melanesian population, is a province of Indonesia and has long been the scene of an outlawed anti-Indonesia movement, sometimes active, sometimes dormant, sometimes badly split in its own ranks.

The recently-defeated Somare government in Papua New Guinea was criticised in its own country from time to time for being too friendly with Indonesia at the expense of fellow-Melanesians who are separated from PNG by a border drawn on a map. But can any PNG government act much differently?

The following report is from a correspondent who has had recent contact with what remains of the Free Papua Movement in Irian Jaya and who claims that the movement feels there could be a change in PNG attitudes.

The West Irian OPM (Free Papua Movement) is optimistic that the fortunes of the movement and its relations with Papua New Guinea, under the new Chan government, will improve. Over the past two years relations have deteriorated as the PNG government has been torn between its sympathy toward the Melanesians

of West Irian and the necessity to accommodate Indonesian demands for the return of refugees and alleged OPM insurgents.

Initial contacts with members of the Chan government appear to reflect a common attitude and a need to compromise. The OPM leaders hope that PNG will change or modify its policy towards them. In the coming months initial understanding and co-operation, particularly in matters concerning refugees who cross into PNG, is an OPM aim.

The guerilla leader Martin Tabu has been in Jakarta for talks with the Indonesian Government which has been negotiating for a settlement of differences. The government offered Tabu safe conduct to Jakarta and the talks primarily concerned the future of the OPM and its integration into Indonesia. As Tabu has now consolidated his control over the movement, he is accepted as its most influential representative.

Tabu has met Indonesian officials on a number of occasions. Both sides are wary of each other, because of previous bad faith. In mid 1978 a group of Indonesian officials, including the head of intelligence at Jayapura, met Tabu and a group of his followers in a jungle clearing. The officials arrived by helicopter and during a confrontation, for which Tabu denies responsibility, two Indonesians were

killed and the remainder held hostage. Over the next few months, their release was arranged by another rebel leader, Jacob Prai. Although the hostages travelled through the jungles with the rebels during this period, they remained in reasonably good health.

Reports emanating from the OPM in West Irian state that the movement awaits the safe return of the guerilla leader. If he is detained, reprisals will ensue and the kidnapping of Indonesian officials in Jayapura could occur, the OPM says. It adds that any kidnapped officials would be held until Tabu returns safely to his jungle headquarters.

Mr Bonay, the former Indonesian-appointed Irianese Governor of Jayapura, was also given a junket trip to Jakarta back in 1969, just prior to the Indonesian takeover. He was pro-Indonesian for some time but is now in a PNG refugee camp. Bonay is the father of an exiled Air Niugini pilot involved in border contacts in 1978 condemned by the PNG government.

Within West Irian the OPM is now attempting to consolidate into one organisation. After Jacob Prai's capture at Vanimo in September 1978, his group was without effective leadership until Martin Tabu took charge. In the interim, Colonels Wajoi and Yuntuy led the group. Last year Tabu and Seth Rumkorum agreed to combine groups. Rivalries and dissensions which were commonplace under Prai, particularly after Rumkorum and his followers broke away three years ago, have now been largely eliminated. Tabu leaves military and intelligence matters to Rumkorum, retaining



the administrative and political control for himself. Tabu now has firm control and disciplines members of the movement who act independently.

Rumkorum has maintained cordial relations with the PNG government. Last year, he acted as go-between for the successful escape from Jayapura of Mr Bonay.

Tabu acknowledges that his major problems are supplies, communication, and infiltration by Indonesian agents. Last year there were two abortive efforts to arrange for military and medical supplies from outside sympathisers. Both efforts failed, mainly because of poor communications. Tabu realises that he is isolated and his aim is an efficient communication system from Markas Tabu (Fort Tabu) to Jayapura and the outside world.

Last June, spirits were low after the disastrous ambush and gunbattle at Jayapura. Twenty insurgents were killed

● Pictures on this page were taken by an OPM member himself using a cheap camera and out of date film. The film was brought across the Irian Jaya border to Papua New Guinea from where it was mailed to Australia. Top picture shows an OPM party in a ravine which is one of their so-called forts. Below an OPM patrol carries out infantry-type drill using heavy sticks to simulate rifles.



or captured including Tabu's most senior officer, Colonel Wajoi. They were allegedly lured into a trap by a West Irian in the pay of the Indonesians. The survivors fled southwest to the mountains on the PNG border.

In the past, the OPM has been unable to make firm decisions on matters of policy because of disagreements between factions. Tabu states that he advocates a non-aligned policy in relations with other countries. He disapproves of strong ties with either the Communist or Western blocs, and advocates an expansion of relations with Third World countries, particularly in the Asian-Pacific region.

Fiji: Race and public service

Suggestions that race was a consideration in promotions in the Fiji Civil Service were 'cheap political propaganda of the worst kind', according to Acting Prime Minister Ratu Sir Penaia Ganilau, speaking in Fiji's parliament late in May.

Expressing the Alliance Party line, he warned critics of the Public Service Commission and the public service that when these bodies became political footballs, a major element of stability was undermined.

Ratu Sir Penaia was replying to a motion put to the House by Deputy Leader of the Opposition Mrs Irene Jai Narayan expressing concern at the racial imbalance in top civil service posts, and asking what the government would do to maintain racial parity at all levels of the service.

He said that appointments were made on merit and that racial representation was only relevant on first entry to the public service.

Mrs Narayan said that Fiji's constitution required the PSC to ensure racial parity at all levels.

'But over the years the PSC has thoroughly ignored this constitutional requirement and, as a result, the racial imbalance in the top executive posts has become so glaring that any fair-minded person would be greatly concerned.

The Indian community are greatly concerned,' she said.

She said that Fijians outnumbered Indians by more than three to one in the posts of permanent secretaries.

In his reply, Ratu Sir Penaia said that the PSC was an independent body which excluded parliamentarians and public officers so that political patronage and victimisation were rigorously excluded from the public service.

Deploing 'recent criticisms' that attempted to pin on the prime minister full responsibility for senior public service appointments, Ratu Sir Penaia pointed out that recommendations for appointments were made by the PSC 'after having carefully assessed the merits of each candidate'.

He said the PSC has checked its records over a number of years, 'and there have been no instances where the prime minister has not concurred with the PSC's choice'.

Under section 105 of the constitution such recommendations must be ratified by the PM.

US lawyer on Rooney affair

A US lawyer researching the bitter Rooney affair in Papua New Guinea believes that judges following the British tradition are over-sensitive and too much concerned about criticism. Erwin Griswold, a senior member of the Bar in the state of Washington and a former Dean of Harvard Law School, said this in a paper presented to an international conference of judges in Australia. But Mr Griswold added that he believed the Rooney affair sprang from what appeared to be excessive and unnecessary over-reaction from all parties involved.

The Rooney affair occurred last year when the then justice minister in PNG, Mrs Nahau Rooney, criticised a court decision and wrote to the judges telling them in the national interest to show greater discretion. The judges urged the government to disassociate itself from Mrs Rooney's actions which, they said,



Mrs Rooney

embodied political interference in the courts. The government backed Mrs Rooney but she later stood trial for contempt of court following the independent action of the Public Prosecutor, Mr Egan. She was gaoled for eight months but the then Prime Minister, Mr Somare, freed her on licence within 14 hours. Five judges — four of them Australians and one a Briton — resigned from the PNG Bench as a result although one of them later withdrew his resignation when there was a change of government.

Mr Griswold's paper, presented to a conference of appellate judges in Sydney, dealt with relationships throughout the world between governments and their judges.

He said it was important for courts to use care and understanding when dealing with questions which concerned government, and as an 'outsider coming from a different tradition' he believed there had been an over-reaction at each stage of the Rooney affair.

Mr Griswold continued: 'It seems to most of us in the US that British tradition judges, generally, are much too concerned about criticism. In the US, because of the provisions of the First Amendment guaranteeing freedom of speech, the rule is generally speaking that nothing said about a court or a court's decision can be punished as contempt of court unless it is spoken in the presence of the court and in such a way as to bring about a disruption of the court's proceedings.'

'A good many disrespectful things are said about courts in the US, occasionally by

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government officers, and no one pays much attention to them. Such remarks, with us, are generally regarded as an excess of zeal, and experience shows that they do not in fact interfere with the operation of the courts or lessen public respect for them.

'The statements made by the justice minister in the PNG case may or may not have been inappropriate. But what would have happened if they had been ignored? It seems likely that they would have been forgotten and they would not have interfered with the operation of the courts'.

Fiji, PNG on New Hebrides

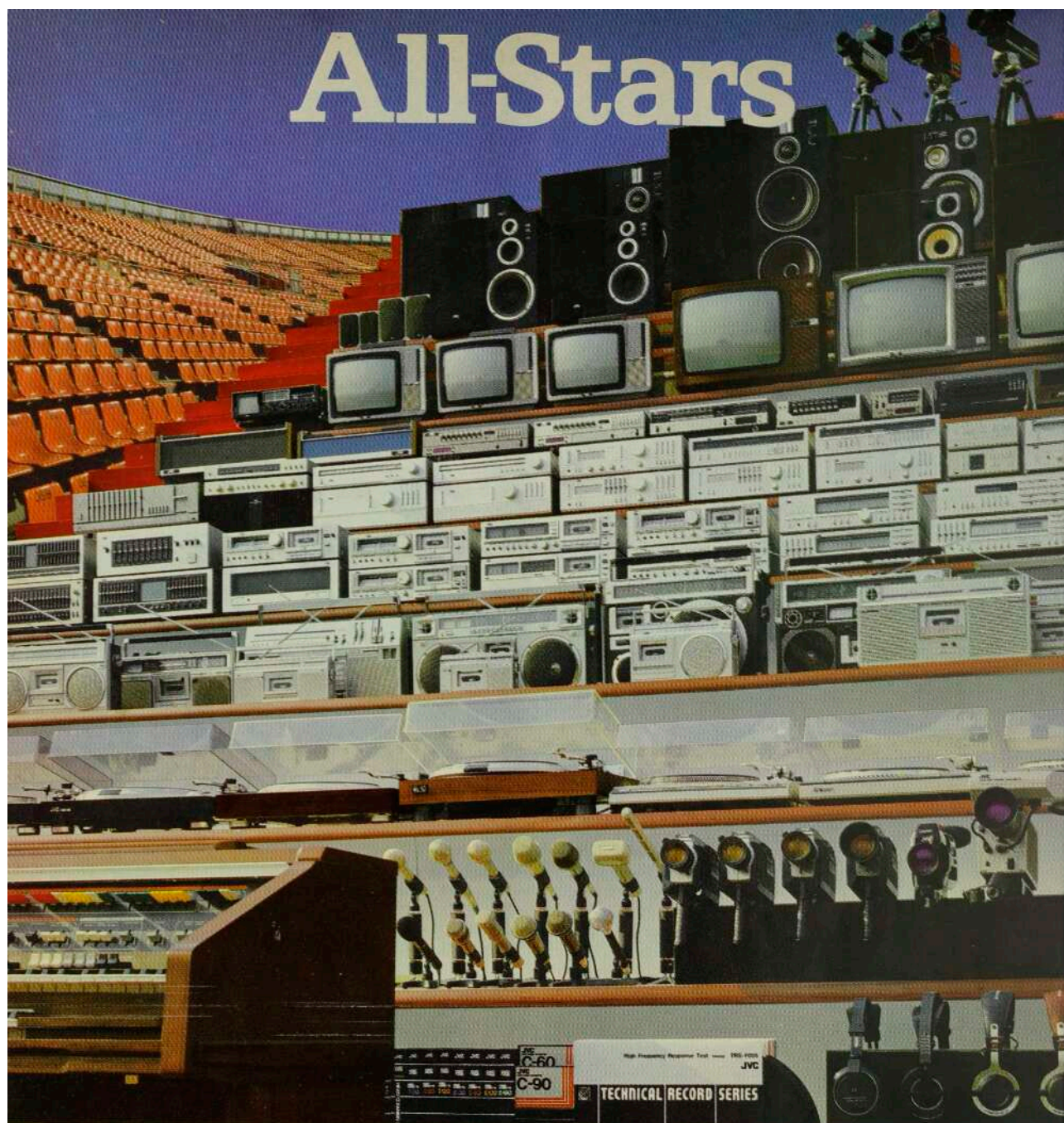
Fiji's Prime Minister Ratu Sir Kamisese Mara and Papua New Guinea Foreign Minister Noel Levi have voiced their concern at the troubled situation in the New Hebrides, and urged Britain and France as administering powers to do their utmost to restore order there.

Ratu Mara issued the following statement after a meeting in Suva in June with the New Hebrides' Deputy Chief Minister George Kalkoa:

'The government of Fiji is deeply concerned at disturbances which have taken place in the New Hebrides and, in particular, the unlawful action which a group of extremists has taken against the duly elected representative Government of the New Hebrides.

'The government of Fiji would regard any external support or encouragement for these extremist elements as outright interference in the internal affairs of the New Hebrides, and the government would strongly condemn such unwarranted interference.

'The government of Fiji accepts the outcome of the free and democratic general elections held in the New Hebrides in November 1979 at which the Vanuaku Party led by Father Walter Lini was given a clear and unequivocal mandate to form the Government of the New Hebrides by the overwhelming majority of the people of the territory. The government led by Father



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Walter Lini is the only representative government of the people in the New Hebrides.

'At the same time, the government of Fiji is mindful that the governments of the United Kingdom and of France, as the joint administering powers over the New Hebrides pending the attainment of independence by that territory, have a continuing responsibility for the overall governance of the New Hebrides, including the maintenance of law and order throughout its entire territory.

'As such, the governments of the United Kingdom and France have a clear responsibility to ensure the restoration of law and order in the New Hebrides. The government of Fiji, therefore, appeals to the governments of the United Kingdom and of France to take all necessary measures in full consultation and co-operation with the government of Father Walter Lini to restore law and order in the New Hebrides, to safeguard its territorial integrity and to ensure its uninterrupted transition to independence on July 30, 1980, as already accepted by the people of the New Hebrides.

'The government of Fiji will continue to monitor closely developments in the New Hebrides and will maintain continuing contacts with other members of the South Pacific Forum and with other countries at the United Nations.'

In Port Moresby, Mr Levi said that PNG would seriously consider allowing a police contingent to go to the New Hebrides as part of a formal South Pacific Forum force 'if the situation turned nasty'.

He said, however, that PNG

would be reluctant to send a Defence Force contingent unless it was under United Nations auspices.

'The government is monitoring the situation in the New Hebrides very closely through the South Pacific Bureau for Economic Co-operation headquarters,' said Mr Levi.

'The message we received from SPEC was that the Chief Minister, Father Walter Lini, had at one stage thought about asking South Pacific Forum countries for observers to go and assist with the problem.

'We have not made any decision on this because it was not a request, just an idea that was floated. But at this stage, the PNG Government's position is that we would look at such a request sympathetically.

'The problem for us is that until July 30, the country is still not an independent nation.

'Therefore, the PNG Government feels the administering authorities, Britain and France, should do their best to handle the situation.'

Micronesia: Worry on '81

Spokesmen for the four emerging governmental entities in the Trust Territory of the Pacific had an opportunity in May to address the United Nations Trusteeship Council.

During the two-hour session, President Tosiwo Nakayama of the Federated States of Micronesia, Governor Carlos Camacho of the Northern Marianas, Marshall Islands Secretary for Foreign Affairs Anton De Brum, and Legislature Speaker of Palau District Tosiwo Nakamura, described the situation in their respective

jurisdictions, concentrating on economic questions, the prospect of terminating the trusteeship agreement in 1981, war claims, and a variety of other matters.

According to Micronesian News Service, Messrs Camacho and De Brum indicated no concern about termination in 1981.

But President Nakayama and Speaker Nakamura expressed serious doubts about the preparations for termination, especially in the economic sphere. Both expressed the strong hope that the administering authority would provide their governments and islands with more infrastructure before termination takes place.

By far the most critical attitude was expressed by President Nakayama of the FSM.

In a 24-page statement he reviewed the past 35 years of administration, and compared the level of economic development and infrastructure under the American administration with the Japanese period 40 years earlier, saying that the comparison was 'embarrassing'.

He went on to say that 'in fact Micronesians are less self-sufficient today than they were at the beginning of the trusteeship because the subsistence economy had been destroyed and nothing of productive value had been developed to replace it'.

President Nakayama made a strong appeal for greater financial aid from the US for a new capital, a financial management system, satellite communication system, support for educational institutions prior to the termination, and development of an infrastructure capable of supporting economic self-sufficiency.

The separation of the Northern Marianas was cited as not only a political loss for Micronesian unity, but a financial one as well since the administrative headquarters of Saipan was no longer available and acceptable as a capital for a united Micronesia.

President Nakayama said it was the position of the FSM government that they favour the early termination of the

trusteeship agreement, but not before the obligations of the administering authority are met.

Nakayama praised the US for the work done in education and health, but criticised the maintenance of the installations and their high cost.

Among other items mentioned by him was the feeling of the FSM that the Trusteeship Council should intervene in Air Micronesia's efforts to secure service rights to a second airport in Japan.

In contrast to Nakayama's speech, Governor Camacho declared that the Commonwealth of the Northern Marianas was 'comfortable' in its relationship with the US.

Governor Camacho also requested that the UN declare 1981 the Year of the Pacific, to focus attention 'formally and dramatically on the Pacific area, where people of diverse ethnic backgrounds, diverse political affiliations, and diverse interests, though separated by immense distances, have achieved peace, friendship, common purpose, and the rudiments of organisation and thereby have affirmed the very principles for which the UN was created'.

Calling attention to a recent statement from Japan, Camacho expressed strong objections to a plan to dump nuclear waste in the Marianas Trench about 800 km north of the commonwealth, and argued that 'nations that profit from energy derived from nuclear activity must assume whatever danger may exist from the disposal of the resulting radio-active waste.'

In the shortest statement of the meeting, Marshall Islands Government Secretary for Foreign Affairs Anton De Brum reviewed the progress of status negotiations, and described the general satisfaction in the Marshalls with the resulting compact of free association which was initiated by President Amata Mabua at the status talks in January this year.

Final statement of the afternoon was made by Speaker Tosiwo Nakamura of the Palau Legislature. Like the FSM president, he expressed con-



Congress of Micronesia

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cern that the trusteeship might be terminated before an adequate infrastructure was in place in Palau.

Speaker Nakamaru noted that 'the trusteeship termination is, in the final analysis, the process of self-determination to be decided by the people concerned, in this case by the Micronesians themselves, and not by the United States'.

Pay boost for Apia MPs

Western Samoa's parliamentarians have received pay boosts retrospective to January 1, 1980.

The prime minister now receives \$18 500 a year, including allowances (up from \$13 000, including allowances); Cabinet Ministers: \$10 000, plus \$2500 allowances; and MPs from Savaii and Upolu \$5500 a year, including allowances.

Salary increases for the Head of State and the Council of Deputies are to be approved by act of parliament when it meets for the first time this year in July or August.

Saving Fiji from Reds

A senior member of Fiji's parliamentary opposition, and two businessmen who support the ruling Alliance Party, have teamed up to save Fiji from communism.

While the country isn't in imminent danger of being submerged by the Red threat, it may need saving in five years, according to National Federation Party MP Vijay Parmanandam, who is president of the Fiji Youth Anti-Communist League.

The league is affiliated with the Asian Youth Anti-Communist League, which in turn is affiliated with the World Youth Anti-Communist League. The world body had about 30 countries as members, and in some the national league had other bodies affiliated with it.

Mr Parmanandam, a prosperous lawyer and businessman, has taken up the cudgels with the help of Suva bus

company manager and city council member Maan Singh, and construction company owner Vijay Ragwhan.

Mr Parmanandam said the main reason the league had been formed was that Fiji had broken off relations with Taiwan and recognised Red China.

Asked by *The Fiji Times* if there were dangers in having links with the Soviet Union or China, Mr Parmanandam said he thought there were dangers in having links with any communist country.

'We are naive in our foreign affairs — understandably naive — as we are a new country, not yet 10 years old,' he said.

The Latos saga wound up

An examination paper with spelling errors and typing mistakes was at the centre of a sharp row earlier this year between New Zealand and a number of Pacific States.

The Language Achievement Test for Overseas Students — Latos — was administered by New Zealand's University Grants Committee to Pacific and Asian students trying to get into New Zealand universities.

Unexpectedly, New Zealand toughened up the test this year and refused 13 of Western Samoa's top 18 students places in university, even though they had passed all the tests that ordinary New Zealand students would have to pass.

At least two Tongan students, winners of *Auckland Star* scholarships, were also bounced out on the basis of Latos. A number of Asian students were also affected.

Australia, quick to seize the public relations advantage, immediately offered places in Australian universities to the New Zealand rejects.

That was hardly the end of the matter because Western Samoa, Fiji and Tonga were stuck with education systems all geared towards New Zealand. Their students all aim to pass School Certificate (sat for in the third year of high school) and University Entrance (UE, sat for the following year).



Victoria University — Latos reconsidered

Both papers are set in New Zealand, and are aimed mainly at the tens of thousands of New Zealanders who sit for them. UE, as the name implies, is the key to university education.

But in the last 10 years non-New Zealanders have been forced to sit for Latos as well. The test is supposed to be a measure of language proficiency, but recently it was used as a device to cut back on the numbers of foreign students universities would have to handle. The universities claimed the test was an excellent way of judging language, but they declined to let anybody see it. The test is administered in secret, teachers are not allowed to see it, and students are not allowed even to take away the question sheets at the end of the examination.

Western Samoa's Prime Minister Tupuola Efi — himself educated at a New Zealand university — was outraged at the way Latos was used to cut out his students. His anger was further increased by a secret New Zealand Ministry of Foreign Affairs report written by researcher Dr Patricia Kinloch.

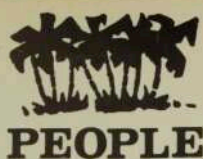
Foreign Affairs had been telling the Samoan Govern-

ment that Samoan students were failing their courses in greater numbers than other students, and that they failed their courses with lower levels of marks. Kinloch's report showed this to be simply untrue.

'We're being conned,' a spokesman for the Prime Minister's Department in Apia told the official newspaper *Savali*.

Tupuola headed to Wellington with the report to back up his complaints, but found an unexpected ally in New Zealand's Prime Minister Robert Muldoon who was annoyed at the universities as well.

Although funded by the government, New Zealand universities are independent and cannot be directed by government. However, a request from the New Zealand Cabinet to take a look at the issue, as well as heavy press criticism, forced the universities to reconsider. In late May they suspended Latos and set up a sub-committee to examine it. It is believed Latos will remain buried for quite some time, and will re-emerge next year in a much changed form. — Mike Field in Wellington.



Michael Powles has been appointed New Zealand's High Commissioner to Fiji and Kiribati. He will be based in Suva. Mr Powles succeeds **David McDowell**.

Tosiwo Nakayama, President of the Federated States of Micronesia, in May submitted to the FSM Congress the nomination of **Edward C. King**, of Takoma Park, Maryland, for the position of Chief Justice of the FSM Supreme Court.

Mr King served for four years as deputy director of the Micronesian Legal Services Corporation. Said President Nakayama: 'He is thoroughly familiar with the legal problems of our country and our people, and he gained that knowledge as counsel to numerous Micronesian individuals and groups. I am confident, therefore, that Mr King can provide the judiciary with a perspective that will be welcomed by those who appear before it seeking justice.'

The University of the South Pacific's Laucala Campus was visited in May by **Isabel Allende**, daughter of the former President of Chile **Salvador Allende**, assassinated in 1973 in the coup which installed the military junta of General **Augusto Pinochet**.

Ms Allende was invited to address a lunchtime forum by the USP Students' Association, which was among the main forces of protest against General Pinochet's visit to Fiji (PIM Jun p25).

Ms Allende stressed that the problem of Chile today was not simply that of deposing one man, but of ending an entire system which favoured a small minority, leaving millions in 'extreme poverty conditions', to quote the description used in an official statement of Chile's Catholic Church.



Popular guests in Australia recently were Ratu Sir George Cakobau, Governor-General of Fiji, and Adi Lady Cakobau making a State visit in which they met Australians from all walks of life and members of Fijian communities living in Australia. Top picture shows the visitors with Sir Roden Cutler, Governor of New South Wales, and Lady Cutler at Government House, Sydney, and above they meet young Australians in Canberra.

Mrs **Soonu Kochar** High Commissioner for India in Fiji, has just completed a wide tour of the South Pacific in which she presented her credentials for recognition as ambassador or high commissioner in a number of countries. She visited Papua New Guinea, Nauru, Solomon Islands, Tonga, New Hebrides, Society Islands, Kiribati, Tuvalu and Marshall Islands, and attended receptions held in her honour.

A Western Samoan registered nurse **Ana Nee Nee**, has won the International Nurse of the Year Award, given each year under the auspices of the International Council of Nurses.

The award consists of a trophy, a stethoscope, and \$200 donated by the Australian branch of the US company, 3M Corporation.

According to **Faamanatu Osasa**, of Western Samoa's Nurses' Association, there were 175 entries from throughout the world for the competition. Ana was Western Samoa's choice. It was the country's third entry since the Nurses' Association affiliated with the ICN in 1977. 'This time we were lucky,' Faamanatu said.

Ana was educated at Papauta and became registered in 1957. Since then she has been involved in general and maternity nursing. She has also served in the districts.

She is at present working in the Filariasis Campaign.

Meralyn Tito is the first female student to take up the study of surveying in Papua New Guinea. Meralyn, who is in her first year of the surveying degree course at Unitech, Lae, chose surveying after reading

careers pamphlets. She was attracted by the idea of working out in the open air. Her favourite subjects are maths and science.

Mark Basausau, **Henry Igo**, and **Felix Rotsomana** are the latest three Papua New Guinean beneficiaries of scholarships awarded by the European Development Fund. The EDF is a subsidiary of the Commission of the European Communities.

An announcement from the commission's Port Moresby office said that Mr Basausau, from Sori in the Manus Province, who is a training officer with the PNG Department of Finance, went to London at the end of May to do a three-months course in training techniques.

Mr Igo, of Porebada village in the Central Province, a projects officer with the Department of Commerce, and Mr Rotsomana, from Lemankua on Buka in the North Solomons, were both to leave at the end of June for Dublin, Ireland, for a three-months course in small industry development.

Since the end of 1978, the EDF has awarded scholarships to 25 Papua New Guineans for training in Europe. Total cost of the scholarships so far awarded has been about K170 000.

Two Northern Territory Australian Aboriginals have recently returned from a three-month home economics study tour to Fiji. They are Mrs **Gagadi Nunhirribala**, a teaching assistant with the Northern Territory Education Department at Numbulwar near Darwin, and Ms **Didjidi Wurragwagwa** a community leader with the Angurugu community, Groote Eylandt.

Another group from the Queensland Aboriginal and Torres Strait Islanders Consultative Committee is to study aspects of education from early childhood to post-secondary levels in Papua New Guinea. Their visit has yet to be organised. Both groups are sponsored by the Australian Aboriginal Overseas Study Awards Scheme.

The advertisement features a black and white photograph of a woman's profile, looking down, with her face partially illuminated. Below her, the AIWA M-501 mini component system is displayed. The system consists of four main units: a tuner/amplifier with a digital display showing '10:35', a graphic equalizer with various frequency sliders, a cassette deck with a tape slot and transport controls, and a separate CD player with a disc tray and playback controls. The units are arranged in a row, with the tuner/amplifier and equalizer on the left, and the cassette deck and CD player on the right. The background is dark, and the overall aesthetic is that of a vintage audio advertisement.

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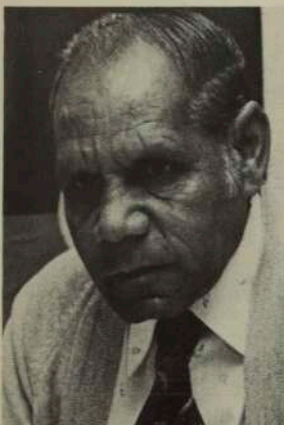
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PEOPLE

The awards are for Aborigines to study programmes related to their careers or community-service activities. Eight awards are for individuals and two for groups.

One of the individual winners, Mr **Eddie Holroyd** of Edward River, Queensland, will visit PNG for 12 weeks to study crocodile farming and marketing methods. Mr Holroyd is leading hand and a crocodile farmer with Applied Ecology Pty Ltd, a company funded by the Australian Government. The company runs a salt-water crocodile farm at Edward River on Cape York Peninsula and is researching other possible income-producing enterprises for Aboriginal and Torres Strait Island communities.

Mr **George Tongerie**, a community welfare worker with the south Australia Department of Community Welfare, will visit New Zealand, and possibly Fiji for 10 weeks to study youth programmes.



George Tongerie

In Saipan the Micronesian Regional Tourism Council has appointed **Gordon C. Tydingco** of Guam to be its first executive director. Mr Tydingco, who is from Guam, was chosen from applicants in Micronesia, Guam, the Northern Marianas and the US mainland. The Micronesian Regional Tourism Council was formed in November last year to promote tourism in the region and is composed of Government and industry representatives from Micronesia, Saipan, and Guam.



Time before, time now, in New Hebrides

In New Hebrides in May at the start of a four months' stay was **Bob Kingsbury** of Film Australia. His task? To lay the groundwork for the shooting of a film on the country's independence celebrations, due to climax on July 30. The film, expected to cost \$A140 000, is to be Australia's independence gift to the new nation.

Film Australia has done the same job — and made the same kind of independence gift — to Fiji, Papua New Guinea, Solomon Islands and Kiribati.

Bob was joined in early June by a film crew of three who planned to film for the six weeks before independence, during independence week, and for a week afterwards, mainly in the outer islands. A second crew headed by producer **Don Murray** will concentrate their activity on Efate, where the capital Port-Vila is situated, during the actual week of the independence celebrations.

Bob Kingsbury soon became a well-known figure in Port-Vila as he busied himself with interviews with ministers and other notables, getting information about the celebrations and trying to draw out the viewpoints on the prospect of independence of all concerned. One of the aims of the film is to depict the process by which the country moved towards independence, and in so doing to present various and often conflicting opinions on the subject. Bob is finding that with some of the people concerned, this can be a frustrating experience.

The first crew will spend

independence week flying with **Keith Barlow** in his Twin Comanche and trying to film in as many islands as possible. On Independence Day, July 30, they plan to visit Santo, Malekula, Tanna and one other island. The plan is to shoot the actual flag-raising ceremony in small villages on these islands — simple affairs which will contrast with the far grander one in Port-Vila, which is to be filmed by the second crew.

The project involves a great deal of organisational effort. Air Melanesiae is co-operating to see that the film crews and equipment are moved quickly and smoothly from point to point. Radio Vanuatu is broadcasting messages to outer islands to ensure the crew receives co-operation. Burns Philp shipping is involved in moving crews to remoter areas, and the Catholic Mission radio network is at their disposal.

This is not the first job done by the Film Australia people in New Hebrides: they made the successful *Taem Bifo — Taem Nao*, a coverage of last

December's first-ever National Arts Festival in New Hebrides. The independence film, like the arts festival production, will have a script in the popular local language Bislama, and will make minimum concessions to Western audiences. — *Katherine Paul*.

Solomon Islands Governor-General Sir **Baddeley Devesi** has accepted an invitation from the Council of the University of the South Pacific to serve as its chancellor for the next three years.

Sir Baddeley formally took over on May 1 from Fiji's Prime Minister Ratu Sir **Kamisesse Mara**, who left office on April 30 after three years' service.

Ceremonies for Sir Baddeley's formal inauguration will be held at the next graduation in December, when he is expected to confer degrees.

Western Samoa's Head of State **Malietao Tanumafili II** in May made a full recovery from the effects of drugs he had taken by mistake.

Dr **Solia Tapeni**, acting director of health, declined to provide details of the accident to the press, but, according to *The Samoa Times*, His Highness was in a very serious condition, and only quick action by a medical team from Motootua, under the direction of Dr Solia, prevented a tragedy.

Prime Minister **Tupuola Efi** rushed to attend His Highness immediately he learned of the near-fatal accident.



A happier occasion — His Highness Malietao Tanumafili II on a recent visit to Australia with Australian Foreign Minister Andrew Peacock.

PEOPLE

Australia has appointed Miss **Maris King** as High Commissioner in Tonga. She is the first Australian resident diplomat in Tonga, as the post was previously held by Australian diplomats based in Fiji. Australia now has nine diplomatic missions in South Pacific Island countries — two in Papua New Guinea, and in Tonga, New Caledonia, Fiji, Solomon Islands, New Hebrides, Western Samoa and Nauru.

Mrs **Z. N. Mohammed**, matron of Lautoka Hospital in Fiji, has retired after 23 years in public health, service including a long period in administrative positions. Matron Mohammed, who holds the Fiji Independence Medal for meritorious service to nursing, has specialised in leadership training for nurses.

The big Fiji Sugar Corporation has appointed its first locally-born managing director in **Rasheed Ali** who took over recently from **George Moody-Stuart**, a mill executive brought in from the West Indies three years ago. Mr Moody-Stuart is on his way to London to head the sugar division of Booker Agriculture International, the firm involved in the establishment of a Papua New Guinea sugar industry.

Law students in New Zealand for the first time have elected a Pacific Islander to one of the top positions on the executive of the New Zealand Law Students' Association. **Isikeli Mataitoga** from Fiji, a student at Victoria University in Wellington, has been elected vice-president of the association. He is the son of the Fiji Minister for Youth and Sport, **Sakiasi Waqanivalagi**.

Seventeen-year-old **Pius Kinaliu** is the first Papua New Guinean potter to go for further training to New Zealand under that country's cultural exchange policy, conducted through its Arts Council.

Pius, a representative of the

Tolai people of the village of Wunadadir, near Rabaul, was enrolled for a three-month course at the Driving Creek potteries, on the Coromandel peninsula, in New Zealand's North Island.

He planned to take home for exhibition at the South Pacific Festival of Arts the pots he made and fired during his New Zealand stay.

Francis Daly, an English jurist who has been acting as Attorney-General in Solomon Islands for the past nine months has become the country's Chief Justice. The new Mr Justice Daly, who has taken over from Mr Justice **Renn Davis**, is 43 and a former legal secretary to the Lord Chancellor in Britain. He has served in Bermuda as Crown Counsel and for several years was Judge Advocate for the defence forces in Britain. He also has earlier service as a magistrate in Solomon Islands.

Canadian-born **Clark Johnson**, the new chef at Rarotonga's Kumete Restaurant, is the latest in a line of international chefs to put down roots in the Cooks capital.

Clark began his career at 13 under the tutorship of his father — also a master chef and baker. Clark later studied culinary arts at both British Columbia University in Vancouver, and the Culinary Arts Institute in New York.

He has worked as a chef in restaurants and hotels in Europe, the US, Asia, Tahiti and South America before finally going to Rarotonga.

Now he's there he doesn't want to leave — 'at least not for five or six years'.

Maui Pokoati, proprietor of the Kumete, with Clark's help, plans to turn the establishment into a steak house offering a fine selection of wines, fresh fruit, salads, and cheese biscuit platters.

The Australian airline Qantas has appointed **Peter Barnes** as its area manager for south-west Pacific, based in Fiji. He replaces **Richard Porter**, who is

to become Qantas manager for Hawaiian Islands. Mr Porter will be taking up his third Pacific Islands appointment for Qantas, having previously been manager for Papua New Guinea in Port Moresby.

Pan Am has a new senior executive in the South Pacific following the appointment of its Regional Managing Director **Michael Merlini**, as head of Far East operations, in Tokyo. Mr Merlini had directed Pan Am's South Pacific operations from Sydney for just over three years.

He is probably best known in the South Pacific for successfully leading Pan Am's struggle to introduce low fares between the USA, Australia, New Zealand and Fiji. His tenure as regional managing director also saw increases in Pan Am services to the US, including direct flights from Melbourne.

He is succeeded in the South

Pacific by **John McGhee**, 40, formerly Divisional Director Sales and Service for Pan Am's Northern Division, in New York.

Leota Leuluaialii Itau Ale, 38, has been appointed Western Samoa's senior commissioner to the South Pacific Commission. An MP, Leota is a former Speaker of the Legislative Assembly.

He was educated at Whangarei Boys' High School, New Zealand, and studied law at Wellington's Victoria University. He has travelled widely as his country's representative at many regional and Commonwealth meetings.

Another diplomatic appointment announced recently in Apia is that of **Sala Suivai**, a prominent Opposition member of the Legislative Assembly, who has become Western Samoa's representative to neighbouring American Samoa.



Diplomat Mr Bernard Oberleuter (left) of Papua New Guinea greets Mr Fred Kaad of Australian International Training Institute at the inauguration in Sydney of the Australia-PNG Friendship Trust. The Trust, conceived by Dr Tom Selby, has been sponsored by Australian servicemen and ex-servicemen who will provide books and scholarships for PNG students.

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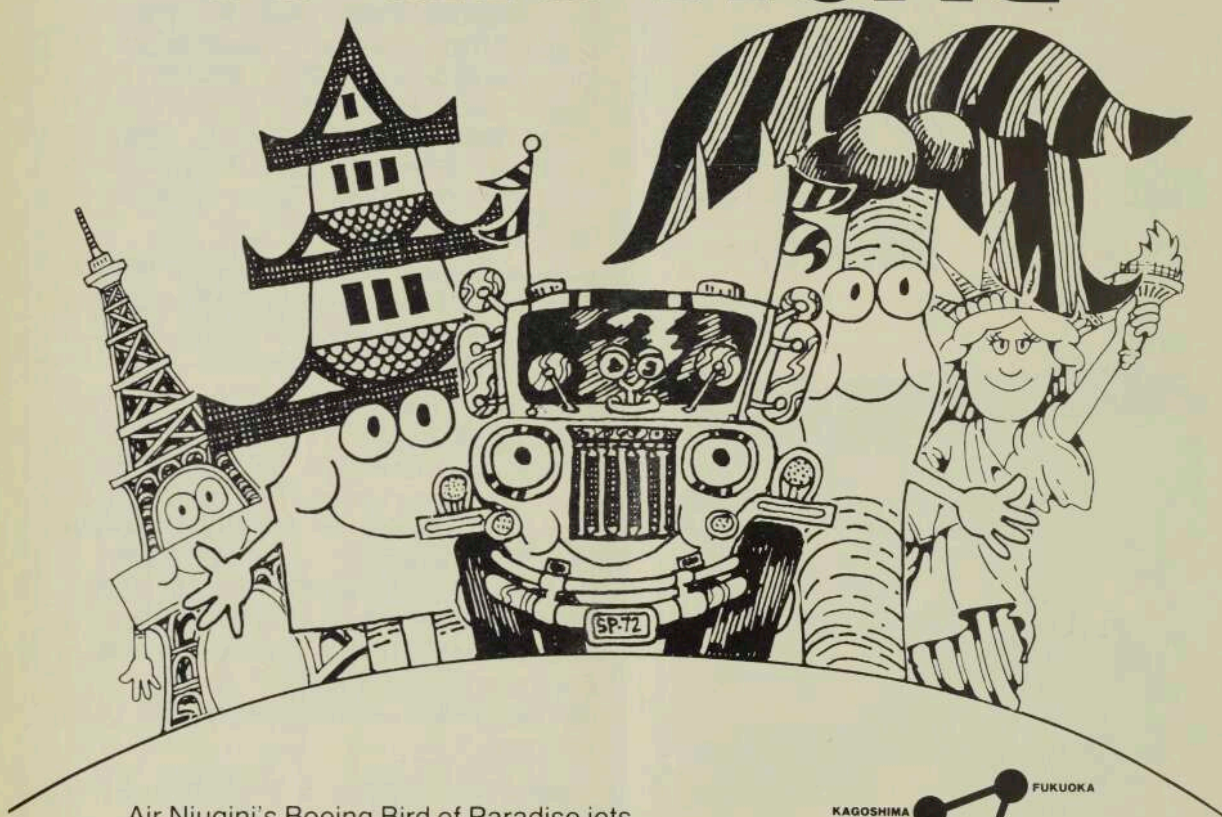
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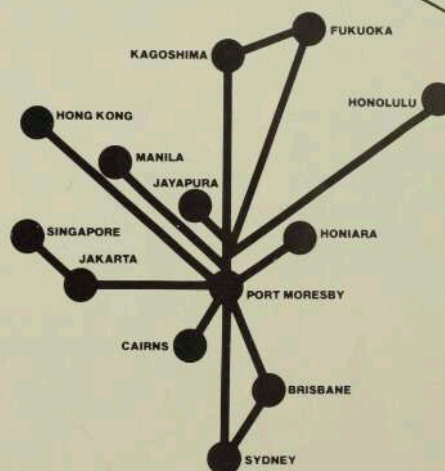
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PACIFIC ISLANDS MONTHLY — JULY, 1980

Australian doctor Stephen R. Weinstein recently did a four-week duty tour of Tuvalu. His work took him to all of the country's eight islands. Below he turns in a keenly observed account of his experience, in which among other things he suggests that Tuvalu's potential as a tourist destination is greater than many people might think.

Journey of discovery to the eight unspoiled islands of Tuvalu

Not long ago I spent four weeks in Tuvalu on a research trip to gather data on the growth and nutrition of Pacific Island schoolchildren, as compared with Australian. Put briefly, it was found that Tuvaluan children are sturdier and better nourished than many of their counterparts in parts of Polynesia which have adopted a more Western way of life. Tuvalu was chosen for the study because, among other things, its lifestyle is still quite traditional, and only the main island of Funafuti is modernised to any extent.

Though I spent only a short time in the 'colony', as some older locals still refer to their islands (although they became independent on October 1, 1978), I had the good fortune to get on the inter-island ship and visit all eight islands, including those most remote from Funafuti, and hence the outside world. Through associating nearly exclusively with the locals, and gaining conversational ability in their language (made possible by previous knowledge of other Polynesian dialects), I was able to gain more insight into the Tuvaluan way of life at the dawn of their nationhood than would normally have been possible in the time I had there.

The Tuvaluan language is a western Polynesian dialect very similar to that spoken in Samoa, the Tokelaus and Wallis Island, and mutually understood by people from these places. The linguistic affinity, as well as the similarity in material culture between Tuvalu and Samoa, originates in the traditional Polynesian navigations, as all these places were settled at roughly the

same time by people from a common culture.

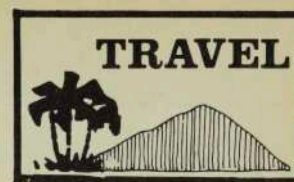
Funafuti, the main island, is like most of the others, made up of a circle of coral islets around a deep lagoon. The islets, only one of which is permanently inhabited, are surrounded by fringing reefs, and both lagoon and sea are indescribably rich in fish and other sea life. Being the only one of the islands with a more or less European way of life, Funafuti has about a dozen cars, newish weatherboard houses, a tumbledown cinema, shops, and a small hotel that is the centre of the European community's social life.

There were fewer than 20 *palangis* (whites) in Funafuti at the time of my visit (this year there are a few more), all of whom are there to do certain jobs on a short-term basis, and consequently there are fewer of the colourful 'beachcomber' types who have made permanent homes for themselves

on other Pacific islands. Except for the island of Vaitupu, which has some British volunteer teachers and agricultural experts, none of the other islands has white residents. Most of the buildings in Funafuti were swept away in a cyclone in 1972 — another factor which accounts for the relatively new houses there.

The Hotel, *Vaiaku Langi*, is the only one in the country, with nightly accommodation fees from \$7.50 to \$14 (all prices in Australian currency, which is used on Tuvalu — Tuvalu has its own coins, but Australian notes are used). Often the hotel may be empty for several weeks due to the scarcity of visitors. But the bar — the only licensed premises in Tuvalu — always does a good trade from local customers.

All the other islands in the group follow a traditional lifestyle, more so in fact than any other island nation in Polynesia. The cultural simi-



larity with Samoa is noticeable everywhere, the exception being the island of Nui, which was settled by Gilbert Islanders. The language of Nui is a Gilbertese dialect unlike Tuvaluan, and other minor differences show up in things like canoe construction.

Houses are generally made of wooden beams tied together with sennit (coconut rope), with roofs of thatched palm-leaves and open walls where mats are lowered at night and in rainy weather. Floors are covered with coral pebbles and mats of woven coconut and pandanus leaves. Furnishings usually consist of a few old trunks and chests, with a wire-mesh meat safe in one corner. These days, battery-operated cassette recorders are becoming common in many households. Most houses have a small 'bath-house', a square enclosure of shoulder-high screens of coconut leaves.

Canoes are of the hollowed-out log type with one outrigger, tied together with sennit, or, more commonly, nylon fishing line, and propelled by paddles or a triangular sail. They glide smoothly and rapidly over the mirror-calm lagoon. The custom persists of burying the dead in coffins made from sections of an old canoe hull, ap-



Pandanus-covered canoes on the beach at Vaitupu.

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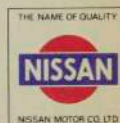
So now you have some idea of why Datsuns are so right for the times. They offer you what the world needs. Without sacrificing what you want.

That's harmony.

The model shown above is the Datsun 120Y for South America. Specifications and equipment may vary according to market.

DATSUN

HARMONY BY DESIGN



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TRAVEL

parently a remnant of the pre-Christian practice of letting a dead man drift out to sea in his canoe.

With very few salaried jobs available, most people live by subsistence agriculture and fishing. Fishing is done with traps, steel hooks and nylon line in both sea and lagoon. However, for the bonito, special hooks made of the traditional pearlshell and tortoiseshell are used almost exclusively. These hooks are greatly valued.

Every island has its small complex of public buildings: church, *maneapa* (meeting house), primary school, store, guest house and government office — the latter serving also as police office, radio hut and district agent's office — which is decorated with faded portraits of the Royal family. The government-owned guest house is more often than not empty, visitors being a rarity. A nominal nightly charge from \$1-\$5 is made, depending on the facilities. The *maneapa* is

an important Tuvaluan institution, being the scene of all public meetings, weddings and funeral receptions, parties and dances. The *fatele* is the Tuvaluan counterpart of the *hula*, being performed by girls in grass or cotton print skirts, with elders singing and beating out the rhythm on the floor of the *maneapa*.

The church is usually the most impressive building in the village, made of white coral limestone and often dating back to the arrival of the first missionaries (LMS) in the 1860s and '70s. The pastor is an important man in the community, and the Sunday taboo on work, sport, or fishing is upheld more strictly in Tuvalu than in the larger and increasingly secular countries of the Pacific. Sunday services are given in Tuvaluan with emphasis on the hymn-singing so beloved of the Polynesians. Men and women sit in opposite halves of the church, either on ancient pews or pandanus mats.



Traditional dress — Tuvalu style.

Food is necessarily of a limited variety on a coral atoll, the staples being taro, pulaka (a larger, starchier form of taro), coconuts and fish. The latter is the main source of protein and often eaten raw, in which state it is considered a great delicacy. Pork and chicken are eaten too, and recently tinned beef imported from Australia or New Zealand is being consumed in increasing quantities. The only other crops that will grow in the poor, sandy soil are breadfruit, bananas, and sugar cane. These crops must often be tended in specially dug pits filled with fermenting vegetable matter to provide minimal nutrition for their growth.

Fresh water is scarce, obtainable only from rain or from brackish wells dug in the sand. There are no fresh water springs, streams, or pools. 'Toddy', the national drink of Tuvalu, is made by cutting the sap-bearing stalks of a coconut palm and collecting the juice via a leaf-gutter in an empty coconut shell. Fermented, or 'sour toddy', is a favourite intoxicating drink. Toddy is also boiled until it becomes a thick, sweet syrup, eaten with other foods.

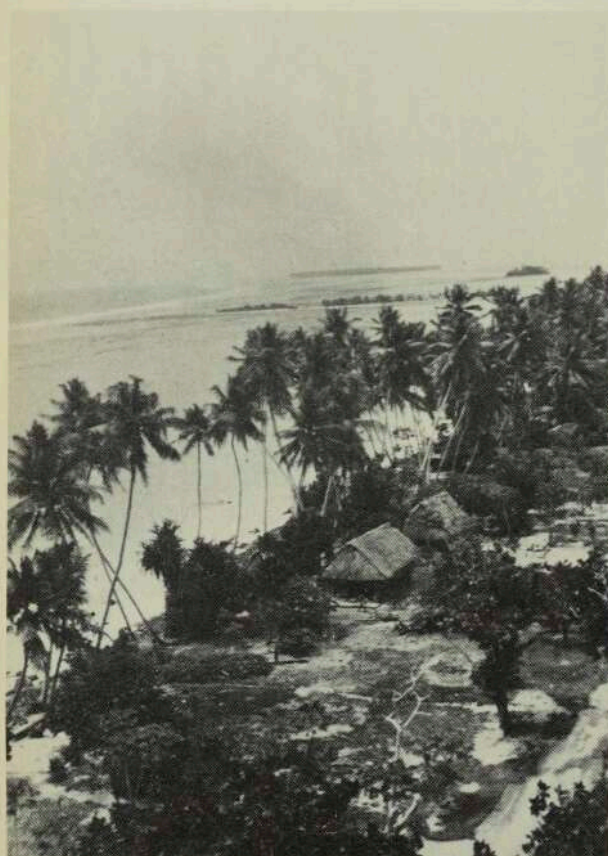
The trade store on most islands usually carries a few items of imported food, commonly tinned beef or fish, rice, sugar, tea, and flour. The store also sells other essentials like kerosene (for lamps), tobacco, fishing gear, T-shirts, etc.

The Tuvaluan economy is

heavily dependent on outside development aid, chiefly from Britain, Australia and New Zealand. The only other sources of revenue at present are Tuvaluans working overseas as seamen on foreign ships, or in the phosphate mines of Ocean Island or Nauru, and postage stamps. The latter are large and colourful, known to collectors throughout the world, and produced in quantities far exceeding the postal needs of Tuvalu's 8000 citizens. A small quantity of copra is also exported. There is a pleasant 19th-century flavour about the way sacks of dried copra are manhandled into whaleboats on the outer islands, after which the boats are skilfully manoeuvred through the passage in the reef, out to the waiting ship.

Plans are being made for a fishing industry, based on a local cannery to be funded by Australia. Shortly after independence Tuvalu extended its oceanic fishing limit to 200 miles, but with no ocean-going fishing craft of its own it relies on Korean and Taiwanese trawlers to pay licence fees to fish in its waters. (Recently a friend in Funafuti wrote to me that they had 'bagged' a Taiwanese trawler caught fishing 70 miles off-shore.) (PIM Sep 1978 p8.)

With fewer than 100 visitors per year there is virtually no tourism in Tuvalu, and because of its small size and remoteness, none is expected in the foreseeable future. However,



Nanumea Village from the church steeple.

TRAVEL

in my opinion Tuvalu has a lot to offer potential tourists. In addition to fishing and skin-diving in almost untouched waters, searching for war relics in the bush, and observing the Polynesian way of life in uncommercialised villages where visitors are treated as honoured guests, have obvious attractions. Tuvalu is off the beaten track in the truest sense of this well-worn expression, and, to use another cliché, the visitor must be prepared to 'rough it' as regards both transport and accommodation. However, it is well worth it.

The only link with the outside world is the weekly plane from Suva, which lands on the coral runway at Funafuti, built during the war. When not in use by the aircraft, the runway is used as a sporting ground, in particular for the Tuvaluan ballgame known as *te ano*, played with a pandanus-leaf ball. I won't attempt to describe the rules here.

None of the outer islands has an airstrip, and inter-island travel is exclusively by the ship *Nivanga* (meaning 'voyage'), which makes monthly or fortnightly round trips to most islands.

'Plane day' in Funafuti is a big event, when most of the population gathers along the airstrip to see who the new arrivals are, and say goodbye to departing friends. Most new arrivals get a mention over Radio Tuvalu on the same day. Otherwise, the national radio

carries mainly taped music, shipping news, politics, and signs off with the national anthem every evening at 7.30 pm.

The inter-island ship is a Tuvaluan institution, around which so much of the islands' life revolves. The ship has first and second class cabins, each with their own saloons, toilets, etc., but in the cramped space on board these colonial-relic distinctions are largely ignored. Most people travel by 'deck passage' anyway, which is certainly more comfortable than trying to go to sleep in the hot, stuffy cabins. Days are spent singing to the accompaniment of ukuleles under tarpaulins on deck, or trailing fishing lines after the boat. Sometimes sharks can be seen following in search of scraps. For the 'cabin' passengers, meals consist of beef and rice served in the saloon, but deck passengers mostly bring their own food, of the native variety.

On reaching an island, the *Nivanga* anchors off the reef, and is often met by people in outrigger canoes. When wind and tide are right, one of the two landing boats is lowered into the water, filled with passengers and their belongings, and then heads for the passage in the reef. Shooting the reef passage even under the best of conditions can be a tricky job, and despite the skill of the Tuvaluan sailors, a boat sometimes overturns, so everyone has to swim for it, and cargo is



Meleangi at Funafuti

recovered later as best as possible. Back at home in Funafuti, the ship anchors in the lagoon, but despite many problems plans for a deep-water jetty are still underway, so that the landing craft need not be used in Funafuti. Spending long quiet nights on deck under the stars, I managed to learn a bit about traditional Polynesian navigation from the sailors, such as interpreting winds, currents, stars, clouds and birds.

Each one of the former Ellice islands has a separate European discoverer, and there was little contact with the outside world until the arrival of missionaries in the 1860s. In the later years of the 19th century some of the islands suffered from raids by blackbirders, who took away a considerable part of the population. (On one island I was shown an area of red sand which tradition has it became that colour from the blood of a party of blackbirders killed

there 100 years ago.) This led to the islands being taken under British protection in the 1890s.

Since then their history has been uneventful, apart from an interlude during World War II when American forces occupied Funafuti, Nanumea and Nukulaelae, and built airstrips from which to engage the Japanese in Tarawa to the north. Older people have a lot of stories to tell about wartime events, and even today there are a lot of old aircraft parts in use as water-tanks, building materials, and racks for drying copra.

Tour of Oceania

The Australian Institute of International Affairs, New South Wales branch, is mounting a tour of Oceania from August 16 to September 7.

Those taking part will visit Papua New Guinea, Solomon Islands, New Hebrides and New Caledonia.

Tour leader Colonel D. M. Ramsay told PIM: 'Our aim is to stimulate further the good understanding between Australia and the countries to be visited.'

'We have decided on a number of topics for study and discussion, including trade between countries in the region, relationships with neighbouring countries and with major powers, security and defence of the region, and the two hundred nautical mile exclusive economic zones.'

Colonel Ramsay may be contacted at 121 Edgecliff Road, Woollahra, 2025.



Unloading the landing craft at Nanumea Lagoon.

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PACIFIC ISLAND AVIATION

Island operators take new role in regional air routes

Since the days when Charles Kingsford Smith crossed the Pacific by air, civil aviation has become a vital part of the transport and the economy of the Pacific, and today the newer operators are coming into their own.

Australia and New Zealand were the first true Pacific-based operators, with influences coming into the Pacific from USA, the UK and France. Papua New Guinea became the first air-minded Pacific Island country, largely through Australian air development, with services going back to the 1920s and developing on a major scale in the 1930s.

The Island-based airlines which now operate their own domestic services, which operate regional links and which fly alongside major international operators on trunk routes in the Pacific have developed from this background.

There are now at least 30 substantial third-level operators engaged in reliable and continuous passenger and freight services in the Island countries of the Pacific. One of these alone — Talair in Papua New Guinea — has a fleet of 65 aircraft making it one of the world's biggest third-level operators.

Seven new nations in the Island countries of the Pacific are now involved in government international airline operations. Some of these airlines so far fly only comparatively small regional links, but as the flag carriers for their countries they are entitled to negotiate rights across their borders and have been doing so. Three significant operators which have emerged from this new crop of international airlines are Air Pacific (Fiji), Air Niugini (Papua New Guinea) and Air Nauru. The three span the entire Pacific and the main gateways to South-east Asia.

Of the original international operators based in the Pacific, Qantas and Air New Zealand now play a reduced regional role as the Island countries develop their own services. In addition, eight international airlines from Europe, USA, Asia and South-east Asia make direct calls at one or more Pacific Island countries.

The following survey looks at the new nation airlines which are writing a new chapter in the history of Pacific air links:

Air Pacific goes back 30 years

Air Pacific is the national airline of Fiji and traces its origin back nearly 30 years when it was formed as a domestic airline operating De Havilland aircraft (Drovers and Dragon Rapides) over internal island routes.

One of the most interesting aspects of its history is that it was the first Pacific Island airline to conceive the idea of forming an Islands airline for a group of Islands countries. The projected scheme worked well for several years but it became politically outdated as individual countries became independent or approached independence and began to express their nationalism through their own institutions. The concept of a Pacific-wide Islands airline with governments in partnership now seems to have been forgotten, although to some extent the situation is

being reflected in shipping services with the establishment of the Pacific Forum Line.

After its formation as Fiji Airways in 1951 the young company went through a number of operational problems, including lack of capitalisation to modernise or at least to increase the efficiency of its fleet.

This led to a 100% takeover of the airline in 1958 by the Australian airline Qantas, and whatever may have been the political connotations this period stabilised the airline and laid foundations for its viability. Within seven years Qantas had farmed out some of its interests and the airline — still known as Fiji Airways — became a consortium involving Qantas, British Overseas Airways Corporation, TEAL (which later became Air New Zealand) and the Fiji government.

Soon afterwards the experiment in Islands partnership began, with Tonga, the Gilbert and Ellice Islands, Solomon Islands, Nauru and Western Samoa joining the consortium. But with the coming of independence in Fiji the airline was renamed and reorientated as Air Pacific and by 1974 the airline was majority-owned by the Fiji government. Qantas has continued to operate the airline's ground-handling services but this, too, is being

phased out following allegations by the Fiji government that the present costs are excessive.

The airline has been flying on international routes (the first was a short hop across the ocean to Tonga) for 21 years.

Today Air Pacific flies domestic routes within Fiji, and operates out of Nadi and Suva with an extensive South Pacific network. It flies to Sydney and Brisbane in Australia, to Auckland in New Zealand, and to French Caledonia, New Hebrides, Tonga, Western Samoa, American Samoa, Tuvalu and Kiribati. It is also negotiating to fly to Tahiti in conjunction with UTA French Airlines.

The Air Pacific fleet consists of two Hawker Siddeley 748s, three BAC1-11s and four Bandeirante EM110s. The airline is looking at a US reciprocal rights proposal to fly into Hawaii and the US mainland.

• The Australian GAF Nomad N22 is now in civil and military use in a number of South Pacific Island countries. The newest purchaser is Marshall Islands which is already operating one Nomad in a new airline venture and will take delivery of a second in September. Here the President of Airline of the Marshall Islands, Mr Kessai Note (left) takes delivery of the first Nomad from GAF Australia's General Manager, Mr Malcolm Morrison. At right is the Paramount Chief of the Marshalls, Mr Kabua Kabua.





Only the new British Aerospace 146 – the first jet conceived specifically for feeder-line and local service operators – meets the needs of the 1980s with the technology of the 1980s. Its competitors are aircraft designed in the 1960s with structures, systems and engines which are now 20 years old – and with economics to match . . . In the 1980s, the new 80-100 seat British Aerospace 146 will make the difference that means success.

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PACIFIC ISLANDS MONTHLY — JULY, 1980

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but re-equipment with larger aircraft would be necessary before this route could be considered.

The airline's head office is in the Fiji capital, Suva.

Smallest in world was Nauru boast

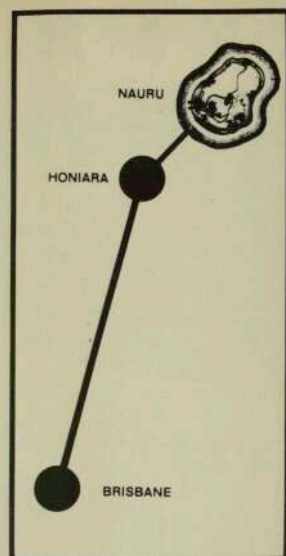
Nauru, the little island country only 30 km south of the equator, uses the catchy advertising slogan today that it once operated the smallest international airline in the world. That was back in 1970 soon after the achievement of independence and naturally enough — with nationalism running high at the time — there was no reference in those days to 'the smallest international airline'.

But 10 years of successful operation and the expansion of routes in the south-west Pacific and to Asia have made Nauru indulgent towards its small start, and what was once something of a secret has become a commercial boast. There's little doubt that the claim of being the smallest in 1970 would take some beating.

The airline started in 1970 with a Falcon Fan-Jet and its sole route was a hop across a corner of the Pacific to Brisbane on the Australian east coast and then back home again.

On the way there was a stop at Honiara in Solomon Islands, but even this was only a technical stop because of the requirements of fuelling. "The Pacific never looked so big as it did in those days" the airline's Melbourne agents reported in Australia recently. The airline now flies to 19 ports, including Hong Kong and Japan in the west and Australia and New Zealand in the south.

Air Nauru was an early regional operator of Fokker Fellowship F28 jets, selling its two units to Air Niugini when it began its major period of expansion just over two years ago. The airline now has an all-Boeing fleet — two 727s and two 737s. Its head office is in Nauru.



What we looked like in 1970 — Air Nauru draws comparisons to show its expansion.

N. Hebrides has change in airline

A major deal negotiated by Australian-born Dennis Buchanan of Papua New Guinea has brought a substantial change in the ownership of Air Melanesiae, the New Hebrides domestic airline which operates out of Port-Vila servicing 18 ports on 12 New Hebrides islands.

The deal has also put Buchanan right at the top as the operator behind a diversified South Pacific airline and third-level air network which takes in Papua New Guinea, Solomon Islands and the New Hebrides and which could now be sitting on the edge of going international out of the region depending on what the New Hebrides decides to do after gaining its independence shortly. The operation could also possibly extend to New Caledonia.

Until recently Air Melanesiae has represented a partnership between UTA French Airlines and a New Hebrides company New Hebrides Airways Ltd. The four major shareholders in New Hebrides Airways have been Mr Bob Paul — an Australian living in the New

Hebrides — the UK airline British Airways, the Australian airline Qantas and the Australian-based Islands company Burns Philp. However Qantas relinquished its shares earlier this year, and under the new ownership deal a Buchanan company has bought out the shares of Bob Paul, Burns Philp and British Airways.

The Buchanan company taking up the shares is American Pacific Tours which is based in Port-Vila and which was established to tap the North American market by bringing travellers to Melanesia after their arrival in Fiji. American Pacific Tours is now the majority shareholder in Air Melanesiae and is in partnership with UTA in running Air Melanesiae.

Buchanan's founding company is Talair, based at Goroka in Papua New Guinea. It has a fleet of 65 aircraft making it the biggest third-level operator in Australasia and the South Pacific. Buchanan has operated it since 1957, and he also has a 51 per cent interest



Buchanan — empire builder

in the Solomon Islands airline, Solair, which operates within Solomon Islands and has regional services to Santo in the New Hebrides and Bougainville Island in Papua New Guinea.

A minority ownership of up to five per cent in New Hebrides Airways is held by New Hebrides nationals and Buchanan has not touched this shareholding and does not intend to.

Coming originally from Sydney, Buchanan has been a resident of Papua New Guinea since November 1949. He served as a member of parliament there from 1968 to 1972. Besides building up an elaborate airline network, Dennis Buchanan, together with his wife Della, have established a fine line of young Buchanans — four sons and five daughters.

Talking recently in Sydney of future plans in the New Hebrides, Buchanan said 'We want a close association with Talair and Solair. These are all Melanesian people and we would like to help them.'

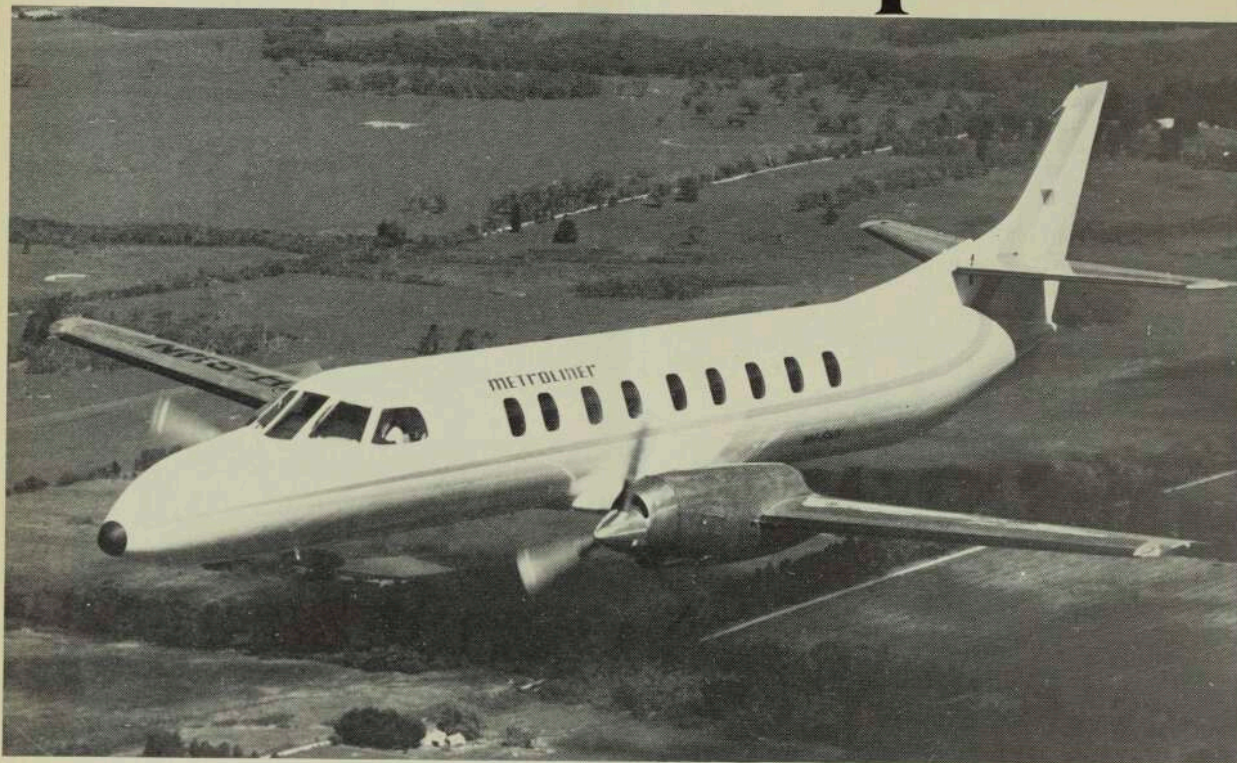
Asked to give the latest tally on his air fleet, Buchanan said Talair had 65 aircraft — two Bandeirantes, six Twin Otters, 10 Barons, 11 Cessna 402s, 20 Britten-Norman Islanders and various single-engine planes. In the Solomons, Solair operates eight aircraft — three Queenairs, two Islanders, two Barons, one amphibian and a Metro II which was scheduled for delivery in early July.

New Hebrides Airways has a Trislander and an Islander, and the joint company Air Melanesiae has ordered a new



Metro II — delivery this month

Metroliner Prop Jet.



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Australian Aircraft Magazine (May 1979) summed up Metroliner:

"It also has the advantage of looking like an airliner, rather than a beefed-up light aeroplane, which is a quality which, though not necessarily related to performance and efficiency, could work wonders in terms of woo-ing nervous potential passengers."

For a complete resume and specifications list on Metroliner contact Stillwell Aviation, sole Pacific distributor for the range of Swearingen Metroliner and Merlin aircraft.

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PACIFIC ISLAND AVIATION

300-series Twin Otter from Canada, scheduled for delivery in Port-Vila by October.

From PNG through Solomon Islands to the New Hebrides, the next hop for Buchanan could possibly be into neighbouring New Caledonia. Buchanan said that, subject to the willingness of the French, 'We would like to be involved in New Caledonia.'

The history of New Hebrides Airways goes back to the early Sixties when it was founded by Australians Bob Paul and Paul Burton. Burton, a pilot, lost his life in a flying accident in the early days of the airline, and Paul would have been on the same flight but had given up his seat to another passenger. The Burns Philp, British Airways and Qantas shareholding was established in 1968, about the same time that the partnership was formed with UTA to operate Air Melanesiae.

The 57-year-old Paul originally settled as a trader and planter on Tanna at the end of the Pacific war, and his name became synonymous with the island of Tanna where he has operated tourist bungalows and treks to the Yasur volcano crater for over 20 years. However he and his wife Katherine have recently been considering returning to live in Sydney.

Air Tungaru youngest in Pacific

The youngest Pacific airline now operating on regional flights outside its own borders is Air Tungaru, the airline of the newly-independent Kiribati. Air Tungaru gets its name from what the islanders claim was the original name of the country at the dawn of Pacific history. The airline is wholly owned by the government and was established in April 1978 although it did not begin flying until this year.

The only international link at present flown by Air Tungaru — it also flies domestic services — is a weekly return flight to Hawaii through Christmas Island.

The airline operates two Britten-Norman Trislanders on

its domestic services based out of Tarawa, and it wet-leases a Boeing 727-100C from Air Nauru for its weekly flight to Hawaii.

The airline's head office is at Bairiki, Tarawa.

Tuvalu given stamp — and its seaplane

Sea Bee Air, a New Zealand company, is behind a recent South Pacific Island air operation — a seaplane service linking the islands of the recently-independent Tuvalu. Stamp collectors in many countries already have in their possession a cover which announces Tuvalu Internal Air Service and which shows a seaplane flying over the atolls of Nukulaeae, Vaitupu, Nui and Funafuti and which is dated May 16, 1979.

From this kind of publicity one might reasonably suppose that the service has now well and truly celebrated its first birthday. But that is not so. A good 12 months elapsed between the issue of the stamps and the day on which the service at last got off the ground — or more accurately, got off the water.

A five-passenger Widgeon amphibian is now linking six ports in the islands of Tuvalu, and if the service is a success a larger 10-seater Goose will be brought in to replace the Widgeon. The service is being conducted as a contract arrangement between the operators and the Tuvalu government.

To be fair, it was not the fault of the government — or the operators themselves, for that matter — that so much time elapsed between the issue of the stamps and the start of the service. When the stamps were designed it was generally believed that May 1979 would in fact see the service flying. But as a correspondent in Funafuti points out cynically, 'in this part of the world you believe things when they actually happen, not when some one influential says they are going to happen'.

Progress was hampered by

'unexpected delays' in shipping building materials from overseas, mainly for the construction of the hangar alongside the runway at Funafuti. There were initial mistakes, too, in the laying of the foundations for the building. It was not until late in September that things took a turn for the better with the arrival of a warrant officer from the British Royal Engineers to supervise the construction.

By the middle of November the framework of the building was complete, but there was no sign of an aircraft to be housed in it. Meanwhile in the outer islands to which the service would be linked there was considerable delay in marking out alighting areas, blasting out coral heads and felling palms.

The lagoon at Nui required a fair amount of blasting work and the services of a New Zealand reef blasting team were employed on this during its enforced stay on the island due to the inordinate time taken to overhaul the country's only inter-island vessel. Sites for non-directional beacons were plotted on maps.

The months passed. Then, at the end of February, came the rumour that a plane was to arrive early in March. Much to everyone's surprise it did! On March 6 a team from Sea Bee Air arrived on the weekly Air Pacific flight, to be followed six days later by the plane itself. Not many people were aware that it was due to arrive, but by the time it had flown at low level the length of the runway and circled to land there was an interested crowd of onlookers by the airport buildings to greet pilot Norman Sanson and engineer Peter McCarty.

Rumours abounded as to when the first flight would take place — first it was to be on Friday morning, then it was 'virtually certain' that it would be Saturday morning. So strong was that rumour that the manager of the Philatelic Bureau had his staff prepare a considerable number of covers to go on the 'first flight'. At a Friday afternoon meeting, however, the acting minister for communications and transport stepped in and refused to let the flight take place. It was

felt that certain contractual problems should be sorted out before official permission could be given for carrying passengers and freight.

A number of test flights were conducted, but by the end of March the only passenger who had flown in the Sea Bee was the pastor from Nukulaeae, brought to Funafuti for hospital treatment in a medical emergency flight. The first time Pilot Sanson was briefed to land at Nui on a check flight he refused to complete the landing because he claimed 20 coral heads still constituted a hazard. This also affected flights further afield because a Nui landing was necessary for fuelling.

Although the test flights proved very popular — they attracted big crowds of people who had never before seen an aircraft at close quarters — the wisdom of the entire operation was being questioned by the time it became a reality. It's still too early yet to measure the potential of the service, but the prospects appear to be good.

Air Niugini is biggest flag carrier

Air Niugini is the Papua New Guinea flag-carrier, operating domestic trunk routes as well as overseas. It was formed in November 1973, on the eve of self-government and two years before PNG became fully independent from Australia. The airline grew from an amalgamation of Australian and domestic airline interests and the four shareholders at its formation were the Papua New Guinea government, Qantas, Ansett Transport Industries and Trans Australia Airlines.

The airline is now owned 89 per cent by the government through a national airlines commission under a structure which gives it commercial autonomy but an ultimate responsibility to the government through the commission and transport minister. The remaining 11 per cent is still owned by Ansett who provide some technical services in Aus-



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PACIFIC ISLAND AVIATION

tralia, but government policy is to buy out the Ansett shareholding as soon as possible.

PNG itself is a pioneer aviation country going back to early Australian influences, and internal trunk routes are still of huge importance and based on economic necessity because of the absence of road links. The internal routes serve one of the biggest island land masses in the world and a collection of outlying islands, and the international routes span the Pacific from Asia to Hawaii. The airline's domestic inheritance makes its cargo-carrying role of particular importance, and one of its F27 Fokkers is operated in a full cargo configuration.

Historically it is interesting to realise — although well before the days of the present Air Niugini — that more cargo weight was carried on the PNG mainland by air for three years in the 1930s than was carried at the same period by air in all other countries of the world taken together. This performance was caused by the opening of goldfields which could not be reached by surface transport.

Although the modern-day Air Niugini is the biggest Pacific Islands operator in terms of route-loadings and although the operation is inherently viable the airline has been going through a period of financial stress. Problems at some senior executive levels, pressures to shake off the involvement of Australians, and re-equipment and fleet decisions have taken their toll. The airline has temporarily lost its autonomy and has become directly responsible to the government until September in its day to day operations. Membership of the commission has been partly changed in a political controversy and the government has been forced to make available a financial guarantee of several million dollars to tide the airline over until at least September. (See Pacific Report and Tradewinds.)

Air Niugini's routes serve Sydney, Brisbane and Cairns in Australia, Kagoshima and Fukuoka in Japan, Jakarta and Jayapura in Indonesia, and

Honolulu, Singapore, Manila, Singapore, Hong Kong and Honiara (Solomon Islands). The weekly flight (two a week at present for a limited period) between Port Moresby and Honolulu is the only direct air service linking a US state with PNG.

The airline's fleet consists of two Boeing 707s on full-time lease, four Fokker F28s and six Fokker F27s.

Head office of the airline is at Boroko, the Port Moresby suburb which takes in Port Moresby international airport.

Solomons in regional air routes

Solomon Islands, one of the newest independent states in the South Pacific, once boasted more aircraft per square kilometre than any other Pacific country. This was in World War II when Japan, USA and Australia poured combat aircraft into the main islands of the group and when the Coast-watcher forces in hiding would often report two or three hundred aircraft in the sky at one time. Even today the remains of military aircraft can still be found in the Western Province and the government recently passed legislation recognising the historical interest of these relics and forbidding their removal without authority.

The airport which now serves Honiara, the capital, was built on Guadalcanal Island by US engineers as part of the military campaign and it has recently been upgraded as the centre of Solomons civil aviation. Solomon Islands, despite its historical role in military air operations, had only limited internal air services until less than 20 years ago.

Two offshoots of Papua New Guinea third-level operations — Macair and Megapode — established services there in the Sixties using Beechcraft Barons, a Piper Apache and a De Havilland Dove. It was not until 1968 that a full internal service was consolidated with the establishment of Solomon Islands Airways, now known as Solair, which was operated as

an associated company of Talair. Talair, based at Goroka in the Papua New Guinea Highlands, is the biggest third-level operator in the Pacific.

Meanwhile the Solomons Administration (this was before independence) had taken shares in the Fiji-based Air Pacific, and international links with Fiji and Papua New Guinea were flown by Air Pacific. The Australian internal operator TAA also had a brief period of international contact between PNG and Solomon Islands, flying Fokker Friendships on the route under international charter rights granted on behalf of the Australian international operator Qantas.

Solair is now 49 per cent owned by the Solomons government and the remainder is still held by the Goroka-based PNG interest but the government holds an option to acquire the entire shareholding by 1984.

In addition to domestic routes which serve a large group of outlying island airstrips, Solair operates outside links to Kieta on Bougainville Island in PNG, to the New Hebrides and to Australia. The Australian port is Brisbane, using an Air Pacific BAC1-11 jet in a joint operation.

For the inaugural flight to Brisbane recently a party of 20 from Solomon Islands, including the Prime Minister, Mr Peter Kenilorea, flew in the aircraft and were welcomed by the Queensland Premier, Mr Bjelke-Petersen. The Premier also attended an official function to inaugurate the new service. Solair and Air Pacific are splitting the operating costs and revenue from the weekly flight on an equal-share basis and the service is being advertised and operated on a joint name basis.

Solomon Islander cabin crew are being used where possible on the flight. A Solomon Islander soccer star, Wilson Maelaua, who is playing grade football in Brisbane, has been appointed customer services supervisor for Solair at Brisbane Airport. The General Manager of Solair, Mr Paul Brown, said recently that the new link to Brisbane was regarded by the airline as its

most important international operation to date. He said that Air Pacific's action in extending an invitation for the joint service was indicative of the co-operative atmosphere in which large and small carriers were operating in the Pacific.

The fleet used by Solair is three Beechcraft Queenairs, three Beechcraft Barons, two Britten-Norman Islanders, an amphibious Lake Buccaneer, and a Swearingen Metro II about to be added.

Future route expansions are expected to be to the PNG capital, Port Moresby, under reciprocal rights with the PNG carrier Air Niugini. This would probably be additional to the existing regional link flight to Kieta in PNG.

The airline's head office is at Honiara.

Commercial venture in W. Samoa

The Western Samoa airline is Polynesian Airlines, a commercial venture established by local business interests 21 years ago and now operating internal flights and regional flights to near neighbours.

Polynesian Airlines used a Percival Prince as its first fleet unit in 1959 establishing a link with adjoining American Samoa. Historically the airline's fleet has been of interest because it was one of the few in the world to include the Super DC3.

The Super DC3 was a last-phase development of the world-famous DC3 which put so many airlines on their feet from the late Thirties to the early Sixties. Something like 11,000 DC3s were built under several designations, but the production run for the Super DC3 was only 105 units immediately after World War II. Its tail-wheel as well as its main undercarriage retracted into full-covered nacelles, its tail fin and wingtips were squared off, and its control systems and engine cowlings were redesigned.

Polynesian Airlines was also one of the first operators outside Australia to put a GAF



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PACIFIC ISLAND AVIATION

Nomad 22 into service, using the aircraft's small strip capabilities for small unsealed airstrips. A Nomad and a Hawker Siddeley 748 are used to provide four flights a day now into the adjoining Samoa.

Other destinations served by Polynesian are Cook Islands, New Zealand, Niue, Tonga, Fiji and Wallis. The main fleet consists of a Boeing 737, two Hawker Siddeley 748s, a Nomad 22 and two Britten-Norman Islanders. A Cessna 172 is used for general aviation work.

VIP jet on government order in PNG

Purchasing its most sophisticated VIP aircraft to date, the Papua New Guinea government is to spend \$A7.8 million on a Grumman Gulfstream II jet for use on government business by the Prime Minister,

Sir Julius Chan, other political leaders and senior officers.

The move follows intense lobbying by European and US manufacturers who knew that the government was considering replacing its turbine-powered Beechcraft Kingair which does not have the range and payload which the government believes are required. For a number of recent overseas flights the PNG government has leased one of the four Fokker Fellowship jets operated by its national airline Air Niugini.

There is some speculation in technical circles that even now the government will still have to fall back on airliner leasing for the type of trunk flights which may be required by government delegations. The Kingair itself has been in service for less than two years, replacing one of the Cessna top lines. The Grumman is due for delivery in September, and is being bought from the executive fleet owned by the UK firm Rolls Royce.

The PNG government is

already on the defensive over the purchase of the Grumman, and has faced a number of political attacks alleging waste of funds. The attacks have been made all the more bitter by the fact that the government recently had to guarantee several million dollars to bail out Air Niugini from financial difficulties (see Pacific Report).

Announcing the purchase of the Grumman, Sir Julius said the aircraft was a long-range medium-size unit with what he called 'world-wide capabilities'. He said it had been selected only after considerable research — the same terms which were used by the previous Prime Minister, Mr Somare, and earlier transport ministers when announcing the purchase of the earlier Cessna and Beechcraft.

Twelve types of aircraft were investigated, and the Grumman was found to be the most suitable for the government's requirements, the Prime Minister said. 'It's not the Prime Minister's aircraft, and it's not the ministers' aircraft — it's a

government aircraft,' Sir Julius said, and added 'In the end, officials will use it more than ministers.' Sir Julius said that to be effective, Papua New Guinea's government had to be both efficient and fast.

He said 'Our country is dealing with large multi-national companies and consortiums and we must be in a position to deal as an equal. At the moment, these companies are more mobile. Many of them have their own aircraft. In view of the multi-million dollar investment proposal for PNG over the next four years, the government cannot afford to operate at such a disadvantage.'

Sir Julius also justified the purchase on the grounds of security. He said it would save government officials from being exposed to 'hijackings, bombings and things like that.'

Sir Julius said the cost of the aircraft and spares would be about \$7.8 million, but a significant amount of this would be saved in travel expenses.

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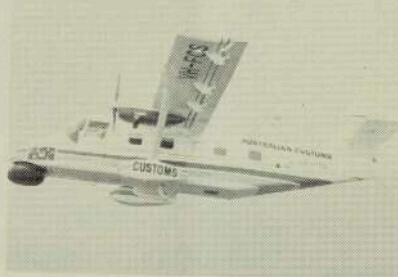
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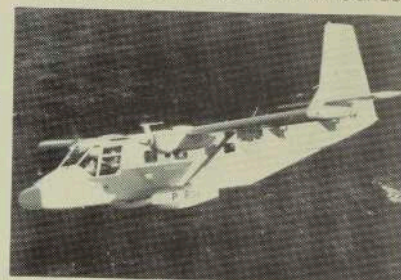
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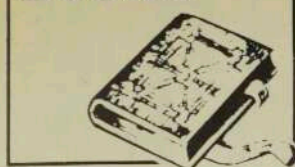
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BOOKS



Growing up in Polynesia. By Jane and James Ritchie. Published by George Allen and Unwin, Sydney. \$45.95

The natives have been reading accounts of themselves for years. Jane and James Ritchie, however, intend *Growing up in Polynesia* to be a book not only about the peoples of those islands, but for that developing population.

Fourteen chapters, 176 pages, but (pity) no illustrations, briefly outline what it is (and was) to grow up in the Polynesia of today and yesterday. Along the way, the Ritchies pause for comment on what they have just described, recommending one course of action or one type of behaviour over others.

They are not merely making the old plea that peoples whose circumstances and cultures have changed should return to an idealised past. Their advice is, on the contrary, thoughtful and measured, keenly aware as they are of how things, in their view, have gone so wrong for Europeans.

The Ritchies are anthropologists, teachers in New Zealand as well as Pacific universities. Both bring to their work a history of personal involvement and interest in Pacific matters. Much of this knowledge is displayed by the husband and wife team in their competent quoting of numerous sources.

I said that the book was written as much for outsiders as it was for the Polynesians themselves. Emphasising this, the Ritchies begin each of their chapters with a few quotes from their Islander students. These highlight modern Polynesian concerns and provide keynotes for the more objective analyses that follow.

At one point, one of their indigenous critics remarks: 'Perhaps only a few Polynesians are conscious of the various themes that are

raised in this book. Most Polynesians are proud of the fact that they are Polynesians, but what they are adopting does not seem to promote the Polynesian way of life.'

The Pacifican readers of the manuscript, it seems, are harsh critics of themselves and their cultures, their shared and learnt patterns of behaviour. Speaking about childhood, the Ritchies quote one of their students: 'I can just about feel the pain that befalls the youngsters growing up.'

The Ritchies believe that Polynesian parents do not praise their offspring sufficiently and at a number of points mention this as a failing.

However, Polynesians share some of the problems faced by us in the European world, and their complaints often seem like echoes of distant shouts and muffled groans — such as that against the tendency of Fiji parents to want schools with a strong academic orientation and a heavy stress on examinations.

Jane and James Ritchie have taken their quotes from a variety of Polynesians, living both in their own communities and far away. Some remember with nostalgia their happy childhood, while others bemoan the changing times, their forever changing homelands.

'New changes have brought loose morals and a breaking

away from the disciplined upbringing of children. New influences challenge the traditional values of education and child rearing and place greater emphasis on a money economy.'

Ethnocentrism, the belief that one's own way of life is the measure of all others, is central to most societies. Europeans have been practising it for years, in their colonial adventures, in their imposition of foreign law on local populations, in their justifications for brutality and murder.

Ethnocentrism is rarely a conscious act — people just assume that their own customs and conventions are the most correct, the most natural. The Ritchies believe that European psychology, like other brands of faith and belief, represents too heavily its native culture. That is, when Swiss psychologist Jean Piaget writes about the early development of children, he is writing about European infancy, as a cultural, not a biological fact.

In the last chapter of the book, 'Human development in a Pacific perspective', the anthropologists gather together the threads of their arguments to present us with their insights into both Polynesian and European cultures. The Ritchies believe that human beings can learn from one another, empathise and understand the divergent exper-

iments in living that our species has tried (or is trying).

In its concluding remarks, the book is frankly optimistic, hopeful that in spite of the difficulties of the last two centuries, Polynesians can again regain their dignity, their ethnic pride.

The most interesting things in this book, this litany of recommendations for living (and loving) are the insights provided into how the ordinary Islander in the street is likely to react in given situations, and what he or she feels about the future. — *Grant McCall*.

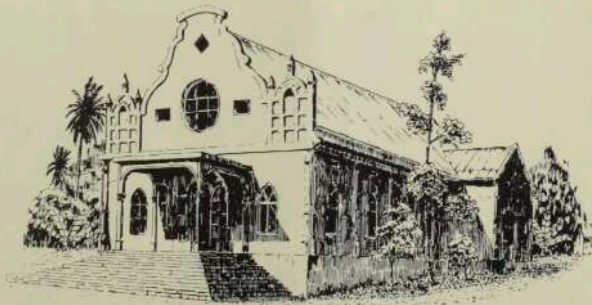
Samoa sketches for the discerning

Samoa Sketchbook. Drawings by A J Peake, text by Nelson Eustis. Published by Hobby Investments Pty Ltd, Adelaide, Australia. Price unstated.

This slim, 64-page, volume of sketches — all but two done in Western Samoa — breaks new ground in the literature of these islands with an artistic and novel approach. The 34 line drawings, clearly and cleanly reproduced, of local buildings and landmarks, are instantly recognisable to anyone familiar with the Samoa scene. Four of the artist's sketches have appeared on postage stamps of Western Samoa. Each sketch in the book is accompanied by a short commentary and a brief historical outline.

It is a well printed hardback. But notwithstanding an endpaper map of Apia, it is inconvenient and incomplete for use as a guide, and inadequate as a history. However, as an attractive souvenir to be taken away by the more discerning tourist, it should prove popular. Perhaps this was the publisher's intention.

It was disconcerting to find the Rev Canon Whonsbon-Aston referred to in this book in the past tense. 'Whons' is still with us and remains 'dearly loved throughout the Pacific' and in Samoa, which he continues to visit. — *Leonard Goodman*.



Church at Leulomoega, from Samoa Sketchbook.

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BOOKS

Palauans tackle job of writing their own history

The History of Palau. Published by the Palau Community Action Agency. Mark Berg, ed., Koror, Palau, 1979, 3 vols. SUS18, 547 pp, softbound.

With these volumes, the Palau Community Action Agency (PCAA) has produced what is merely the beginning of a much larger study of Palauan history and culture.

Actually there are two histories of Palau. One is that recorded and written since Western contact. This is largely a history of and by foreigners and their influence on the islands. The second is the history of the Palauans and their land as they see it — as told by and for themselves.

The PCAA has set out to do both these histories, and these first three volumes — originally intended to be four — represent the first history. They intend subsequently to produce other volumes which will 'give Palauans' own accounts of the origins and growth of their own culture: its most important institutions, its legends, and its mythology'.

For this second history we must, alas, continue to wait patiently. For the past 15 years the Palauans have been collecting materials, but the PCAA is simply not yet ready to produce them in organised form. Indeed, it is a most formidable job, and I know of no other Pacific Island group that has made such an effort at setting down its own history in written form.

These volumes are the work of many people too numerous to mention here. The prominent Palauan folklorist and historian Katherine Kesolai, the Director of the Palau Community Action Agency, certainly provided — and continues to provide — the leadership and support which a lengthy and deliberate effort such as this requires. Mark Berg, formerly a Peace Corps Volunteer in Palau, deserves

much credit as the principal editor.

Berg inherited a beginning of the text from Michael Yarborough, another Peace Corps Volunteer, who initially helped with the project. Working slowly and carefully, Berg checked the historical sources and documentation, and enhanced the narrative through Palauan commentary — this is part of Kesolai's and the PCAA's intention for the project.

Getting validating information is often a delicate undertaking in Palau. Knowledge is private, not public, property. And its revelation is often conditional and ritualistic. Hence an understanding of the historiographic processes of Palau is an essential precondition for reputable intellectual performance and balance. Berg was certainly an excellent choice to undertake this. A graduate of Atlantic College in South Wales, England, and Yale University, he arrived in Palau in 1974 as a school teacher. Possessing a remarkable intellect and keen sensitivity to the Palauan culture, he settled gently in a village on Babelthuap, married, started a family, and shortly became a respected foreigner. An achievement in itself.

This *History of Palau* doesn't contain any new or unknown data about Palau — and there are a few errors in the text — but it does bring together the existing data and offers it in smooth, coherent, and informative style, which helps the reader to see a large picture rather well. It is noteworthy too that the Palauans have published it themselves rather than asking or engaging a university or commercial press.

The volumes take the reader through the islands' experience of some 300 years beginning with commentary on pre-contact Palau, and ending with the US naval administration in 1947. A picture of Rous-

seasque peace and tranquility is given of the early Palauans, who existed in a near-perfect state of homeostasis with their environment: 'They completely understood the ocean based upon generations of experience with it (and this) was predicated by their need for food, not sport or research.'

Although the written history of Palau began with Keate's book, *An Account of the Pelew Islands* . . . in 1788, there certainly must have been outside contact before the subject of Keate's book, Captain Henry Wilson, arrived in 1783 aboard the wrecked *Antelope*. Several allusions to earlier contact are described authoritatively.

Wilson and the Palauans got on royally and their intercourse together was one of mutual benefit. After Wilson helped the people of Koror to solidify their political dominance, and they in turn helped him with the construction of a seaworthy craft, he sailed off to China. As gestures of friendship and social investment, Wilson took the young Palauan prince Lee Boo along, and left behind one of his crewmen, Madan Blanchard. While Lee Boo later died in England, and Blanchard proved to be less than culturally fit among his Palauan hosts, the exchange set an historical precedent of mutual party amelioration and social collusion which has dominated Palauan-foreign relations ever since.

In Volume II one can read about the prominent foreign traders and adventurers who came to Palau during the middle of the 1880s including Alfred Tetens, Edward Woodin, Andrew Cheyne, and the infamous D. D. O'Keefe. The reactions of the Palauans to these people, together with statements and facsimiles of many documents, enrich the stories. Likewise the volumes are illustrated with a number of excellent pictures.

Volume III contains an excellent account of World War II in Palau and an outline of the sequence of events which led to the securing of the islands from the Japanese by the Americans.

These volumes must find

their way to the shelves of all serious students of Micronesia, and can be used as school texts at secondary as well as college levels. A teachers' guide has been prepared for the first two volumes and is available from the PCAA.

We can only hope that further works of this sort will appear in Micronesia. — Dirk Anthony Ballendorf.

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BOOKS

Something for PNG old hands

Up From South. By Jack O'Neill. Published by Oxford University Press. \$14.95.

In the late 1960s or early 1970s a bulky manuscript landed on my desk, along with a letter from a man named Jack O'Neill whom I did not know. He was then living in Buderim, Queensland, but the manuscript covered a period of his life as a prospector and alluvial miner in New Guinea between 1931 and 1937.

As an ex-pro prospector myself, his description of his wanderings in the NG bush — head down, arse up, as he accurately described it — interested me greatly although in the form that he sent it, the manuscript seemed a chancey publishing proposition. It was too long, needed tightening up and lacked continuity for the aver-

age reader. Nostalgic books about New Guinea were sprouting out of the undergrowth at that time and it seemed a bad time for us to go to too much trouble to produce another.

I suggested instead that if he did not want to do more work on it himself he send a copy of the MS to Bob Langdon's Pacific manuscript section at the Australian National University where it wouldn't be altogether lost to posterity.

But Jack O'Neill had a mind of his own. He sent a copy of the MS to the National Library, Canberra, instead and in 1973 gave another copy to Jim Sinclair, then District Commissioner of the Eastern Highlands District, NG, who with O'Neill's blessing began to edit it.

The result, a blend of Sinclair expertise in welding disparate bits of the original together and O'Neill's unaffected style in which a laugh and good humour are never far away, has now been published under the title *Up from South*.

O'Neill was 23 when in 1931,

more or less on impulse, he and three friends took passage on the old *Montoro* and landed at Salamaua. There they hired a line of labourers and set off for Wau and a gold-mining future, not by air which was then the way to go but, in order to save a few bob, on foot via Sheldon's Track, a new route recently cut through by a government surveyor.

The week between Salamaua and Wau, with a straggling line of carriers also new to the area, was a taste of things to come and prepared them for the road to the Edie, 1000 metres higher, where one of O'Neill's mates had been offered a 'tribute' — the mining equivalent of share-farming.

Tributes run out and mates split up and over the next two years O'Neill prospected a dozen places between Edie Creek and the Black Cat. The year 1933 found him with a new mate, Bernard McGrath, in the lately discovered eastern highlands, generally known as the Upper Ramu, prospecting for Purari Alluvials, a small Australian syndicate. From Kainantu, then the only administrative post, he and McGrath scoured the country as far west as the Dunantina River and Bena Bena, with little luck.

The Highlands districts would have been opened up then and there instead of 20 years later had it not been for a series of killings in 1933-34. Assistant District Officer Ian Mack who was in charge of Kainantu station was the first to go, killed in June 1933, when leading a raid on a village suspected of tribal feuding. He was followed by Bernard McGrath, O'Neill's mate (O'Neill had gone to Lae as the syndicate's money had run out) killed by Finintegu warriors in February 1934. Ten months later a Roman Catholic mission priest was killed by arrows in the Chimbu valley, and a week later a mission Brother died of his wounds. The government then concluded, rightly, that the highlanders were not ready for Europeans and closed the whole area. War prolonged the closure and it was not until the 1950s that the area was thrown

open. The rush was then grow coffee and not prosper for gold.

O'Neill's next move was in the Upper Watut, Kukukuk country as lethal in its own way as the Highlands, occasional on fair gold, usually no always in discomfort, suffering recurring bouts of malaria and eye trouble. In 1937 he moved again, this time to the Lower Watut, with no better luck.

O'Neill went south to Queensland and did not return to the Territory. He married happily and had three children but his life otherwise seems to have had more downs than ups particularly after his wife died in 1972. The years of his youth when he had adventured in New Guinea took on extra lustre, and writing about it no doubt helped fill an increasing void.

However, he did not live to see the published version of what he had recorded. In an epilogue Jim Sinclair concludes: '... He had finished his manuscript. His health was beginning to deteriorate and he feared that he would soon lose the sight of his only eye. There did not seem any point in further living and early on Sunday, July 27, 1975 he took his rifle and shot himself.'

There is more in O'Neill's book for old New Guinea hands than for anyone else. It bristles with names of people long gone whom no one else would know, and it recalls a life that disappeared with the war. For those with eyes to see, it does more than that, however: we have had a procession of books since the early 1930s describing how government men opened up Papua or New Guinea, or survived this patrol or that. There are no comparable non-government stories that show as well as this book does that the prospector, recruiter and miner did as much if not more, and in far less favourable conditions.

It is interesting that Jim Sinclair, very much a government man as well as a writer of books, should be instrumental in having Jack O'Neill's story and this slice of New Guinea history preserved in permanent form. — Judy Tudor

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From the ISLANDS PRESS

From an article signed 'Manggi Niu Hebridis' In Nasiko, Port-Vila, New Hebrides

Many people who support the view of forming a Confederation don't really know what it means. It means splitting up the country and there will never be National Unity. All the hard work put into unifying the country would be wasted. This is true because a confederation is an association of several states which unite for the purpose of mutual co-operation and defence but which does not have direct power over citizens of each individual state and is not entrusted with the conduct of their foreign affairs. This is worse than returning to cannibalism and Village and Island Rivalry of ancient times...

From a correspondent's comments in the Nauru Post, following a council by-election

After all the counting was done it was found that Bop had 107 votes and Eoe had 107. It was a tie. The returning officer tried every move that was reasonable and decided to flip a coin, but alas decided at the last minute that legal advice should be sought. (J. A. Bop was later declared elected following a reassessment of the validity of several ballot papers.)

From a tribute in the Fiji Times, Suva, to a departing sugar industry official

George Moody-Stuart was one of those expatriates on a fat salary and hefty perks who was probably actually worth it.... His blue suede boots will be hard to fill.

From the Papua New Guinea Post-Courier, Port Moresby

A Central Province rainmaker wants his K80 fee before he will bring rain to drought-stricken Port Moresby. He is Jack Manaaiwa, of Aipiana village, near Bereina in Central Province. Told of the seriousness of power cuts expected next week, Mr Manaaiwa said if he was paid the K80 he could bring rain to fill the Sirinumu Dam. He said yesterday he would be going home today to prepare his magic gear in case he was paid to bring rain. Mr Manaaiwa said he had the skill to not only bring rain but also to stop it. During Independence celebrations in Port Moresby he also brought a light shower to cool celebrants. A nephew of Mr Manaaiwa testified to his uncle's powers, saying whenever his Hohola garden was dry he would ask him to bring rain 'for our area alone'. His uncle would always oblige.

From an editorial in the Fiji Times, Suva

Population control, or as it is termed somewhat euphemistically in Fiji, family planning, is an important issue which is becoming urgent. Yet in this past week we have heard it being treated frivolously in Parliament. At least we presume it was a frivolous suggestion that 'shrinking mataqalis should get more wives'. More distressingly, the matter of population control was given racist overtones by the comment that Ba was suffering overpopulation with Indians who should be 'preached' family planning.

From a letter in the Fiji Times, Suva

I feel that the government's desire to weaken the alcoholic content of Fiji beer would not decrease violent crimes and would not alleviate the many social problems which result from excessive consumption of beer. Weakening Fiji beer would just mean that beer drinkers would have to buy more beer to get drunk.

From a letter to Voice of the New Hebrides

For some time now I have been aware of a certain trend emerging among some of the female telephone operators in Port Vila's Post Office. Their former director once spoke of his determination to provide an efficient service for the population throughout the islands and beyond. Well, what are the current supervisors doing? The clarity of our conversations on the air is good but some of your operators are turning the channels into 'hot lines' with 'sweet love words' to and from their overseas counterparts during official hours, thus closing the channels from efficient service. I am writing from experience because once I rang to make a call and I had to wait because the operator was said to be busy. Somehow I got connected to her while she was talking. I could not believe my ears on hearing what she was saying. Yes she was busy — but busy whispering sweet words into the dizzy brain of a male operator in Honiara!

From The Fiji Times, Suva

Mr Takehiko Kato, head of the airline's publicity department, said charter flights run by JAL to Fiji over the past three years were 'not a great financial success, but they did help in introducing Fiji to the Tokyo travel trade. But, compared to Tahiti, often a setting for Japanese novels and having a powerful romantic draw, you are virtually unknown', he said.

From a letter in the Solomon Islands News Drum, Honiara

I see that the Honiara Club buildings and land are under new ownership. Many of us old members of the Honiara Club would like to know how this was done, and who has received the money from the sale. During the 1960s and 1970s, we worked hard to build up the club and we succeeded. The present clubhouse was the result of a lot of serious drinking, and a lot of voluntary work.

From a letter in the Papua New Guinea Post-Courier, Port Moresby

Could all you expatriate women bear in mind that Ela Beach is neither your private swimming pool nor your residential area, nor is it a beach in your own country. Try to cover yourselves when people are watching. You look almost naked to the nationals when you move about with your bikini on. Try to cover up with a towel or a laplap. When you walk about with bikinis on, the national women around are very embarrassed.

From an advertisement in the Marianas Variety, Saipan

One & One Fashion — Newly Opened! Ladies Blouses, Dress & Slacks.

From The Fiji Times, Suva

All alcohol should be banned from Fiji, the House of Representatives heard yesterday. Opposition Member Mr Krishna Rao (Indian Communal) told the House that this was the only way to combat crime in Fiji. And he wagered \$10 000 that if alcohol was banned from the country, the crime rate would drop in the next six months.... Yaqona drinking should continue, he said, as he knew that yaqona drinkers lived longer.

From the Solomon Islands News Drum, Honiara

Mr Hueng, of the Pacific Fishing Company, which has a large cannery and fish freezing factory at the Fiji port of Levuka, said the Taiwanese seamen were 'particularly badly off'. They are paid about US\$250 a month and worked 15 hours a day. Their only break is two weeks ashore in Fiji while their ships undergo maintenance and provisioning.

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Concluding her decade-by-decade review of PIM's 50 years, JUDY TUDOR this month examines the magazine's journey through the 70s. She finds it reflected 'some comic opera happenings, a little mayhem, and much backing and filling in true Islands fashion'. She also makes the observation: 'The pages of PIM in the 70s were largely devoted to Islands politics, the magazine itself, originally aimed quite without apology at European residents and their enterprises, having managed to move swiftly with the times.'

The '70s: Comic opera, some mayhem, and lots of backing and filling



No fewer than six island groups became independent in the 1970s. Niue (population under 5000) became self-governing in the same way as the Cook Islands had in 1965, thus satisfying the United Nations; New Hebrides was trembling on the brink ('independence scheduled for mid-1980); the United States Trust Territory, while awaiting the dissolution of the Trusteeship in 1981, amoeba-like split into two, then four, while keeping firm hold of US dollars; and the two large French territories achieved some sort of painful rapprochement with France, giving them a considerable amount of the *autonomie* they had been seeking.

None of this was achieved without millions of words being tossed about, some comic opera happenings, a little mayhem, and much backing and filling in true Islands fashion.

The pages of PIM in the '70s were largely devoted to Islands politics, the magazine itself, originally aimed quite without apology at European residents and their enterprises, having managed to move swiftly with the times.

Expatriate residents of the Islands — and there are still many thousands of them — rarely got a mention, unless they had been Very Important and recently dead; were having

their property resumed and kicking up a fuss about it; or were strangers from somewhere else, cooking up some get-rich scheme for some unsuspecting Islander leader.

Tonga was first cab off the rank independently, becoming fully free of Britain on June 4, 1970, with festivities but no outward political change. Most people, including Tongans, would have considered Tonga independent already, as Britain had not been observed throwing her weight around there in anyone's memory. Tonga was, however, legally still a British protectorate through a Treaty of Friendship first drawn up in the early years of this century, although amended several times since.

Fiji, although it had been waiting in the wings in 1969, was thus only second of the '70s crop to haul up its own flag.

May 1970 saw another constitutional convention in London, the Fiji Governor, Chief Minister Ratu Sir Kamisese Mara, Leader of the Opposition S. M. Koya (successor to the late A. D. Patel), and 38 members of the Fiji Legislative Council attending, along with officials of the UK Commonwealth and Foreign Office. There was little of the acrimony that had marred the previous London convention a few years before, although the Opposition party still wanted a common roll at elections. Ratu Mara stuck out for communal rolls, plus cross-voting in special electorates that included all races, and got it.

Fiji would become independent on October 10, 1970, 96 years to the day after the original Cakobau and attendant chiefs had ceded the islands to

Britain. There would be no election before independence. That would take place subsequently, when a 52-member House of Representatives would be elected, and a 22-member Senate appointed. Only sometime after that would a Royal Commission be set up to examine the best method of conducting future elections.

In early October all political hatchets were temporarily buried and Fiji was *en fête*. On October 9 the Union Jack came down, and next day, with great pomp and ceremony, the new flag of Fiji was raised in the presence of Prince Charles, representing the Queen, hundreds of invited guests and thousands of ordinary citizens.

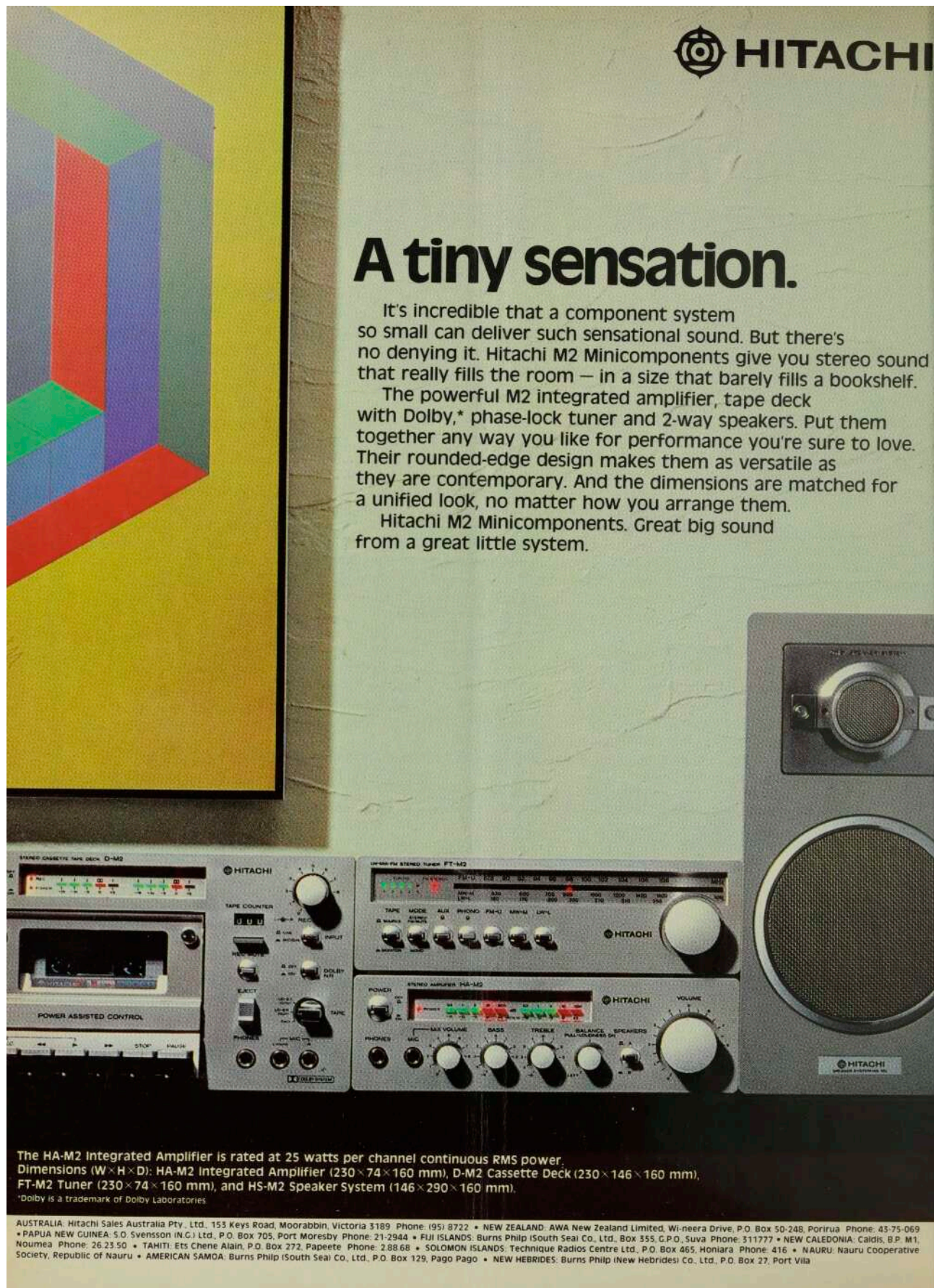
Fiji chose to be a Dominion within the British Commonwealth, with Queen Elizabeth also Queen of Fiji, and to seek membership of the United Nations.

At this time, Papua New Guinea, which by its very nature was going to have a difficult birth as a united state, and which had much further to go intellectually and politically than Fiji, had scarcely begun to think about self-government, much less independence. There were still seats in the House of Assembly reserved for members with certain educational qualifications, which usually meant Europeans. It was the European element at that time that was still contributing the tax money, the enterprise and the technical know-how, and there were many indigenous people who thought they could not do without them — an idea that they got over in the next few years.

The rate of political change in PNG was being left to the House of Assembly select committee on constitutional development, which periodically travelled the territory, tested the temperature of the political water, and made recommendations. But all PNG got a jolt in early 1971 when it was visited by Gough Whitlam, then Leader of the Australian Opposition, who was already scenting victory for his Labor Party, which was achieved in the following year.

In PNG he went politicking, promising to bring the country quickly to self-government even if it had to be done through an act of the Australian parliament. Although many judged his speeches aimed more at the Australian electorate than at PNG, he certainly confused local people who imagined that in order to please his friends in the Third World he was ready to leave PNG in the lurch. Many of PNG's pre-independence troubles stemmed from this period, and although they had many roots the Whitlam visit did not help matters.

In the uncertainty of the next 18 months an economic recession hit the country for the first time since the war, as neither expatriate nor local could see the future clearly. In the public service there was considerable uncertainty and loss of direction, seen more clearly in outer areas. In the Highlands, where a quarter century of firm rule by District Services had kept tribal fighting down, it took on a new lease of life and involved larger groups. In pre-European days

An advertisement for Hitachi M2 Minicomponents. The top half features a large, abstract, colorful geometric pattern on the left and a textured, light-colored background on the right. The Hitachi logo is in the top right corner. The headline "A tiny sensation." is prominently displayed. Below it, text describes the system's compact size and sound quality. Further text details the components: the HA-M2 integrated amplifier, the D-M2 cassette deck, the FT-M2 tuner, and the HS-M2 speaker system. The bottom half of the ad shows the physical components: the cassette deck, the tuner, the amplifier, and a speaker. The text at the bottom provides technical specifications and a list of distributors across various Pacific islands and Australia.

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50 YEARS OF PIM

such feuding was very localised, involving neighbouring villages or small groups, but now with road and motor vehicles, truckloads of belligerents could be up and away in a flash, travelling miles to instant wars.

But PNG's House of Assembly was enlarged again for the election of 1972, and there was another constitutional step forward in that ministerial members become ministers. With this election, party politics also came to stay, although no single party got a mandate to rule on its own. In fact, many aspirants stood as independents, expecting to be wooed during the horse-trading that went on afterwards if they won seats. In the wash-up Michael Somare's Pangu Pati was joined by the People's Progress Party and Somare became Chief Minister. It was in this election that Miss Josephine Abaijah also made her debut, the only female member, and one who was to make her presence felt.

But if 1972 brought PNG a step closer to self-government, it also seemed to have brought it closer to the law of the jungle. In the Gazelle Peninsula popular and experienced District Commissioner Jack Emmanuel was cold-bloodedly murdered by Kaibaira people in order, they said, to draw attention to their alleged grievances. In the Highlands, extortion, blackmail and payback killings had taken a new twist. A European planter who had accidentally killed a man in a motor accident was exonerated by the court but forced to pay to the dead man's relatives \$1000 and four pedigreed bulls in a public ceremony apparently condoned by the District Office in order to remove a death threat from his wife and family. On Christmas Eve that year, two Bougainvillean public servants stationed at Goroka, one the highly respected district medical officer, accidentally knocked down a small girl, were incautious enough to stop after the accident and were both chased and beaten to death.

Nonetheless self-government was put on the official agenda, and the very naming of

the day, December 1, 1973, gave it a magical quality. Many Papua New Guineans thought it was the day when they would inherit the earth, or at least many European possessions. Some expatriates, including the Chinese community, were apprehensive — as well they might be in view of inflammatory utterances from a few radicals. The great day was, when it came, a non-event, passing off without undue incident, and at that time full independence seemed just around the corner, only to remain coming and going like the grin on the Cheshire cat, while Chief Minister Somare kept the secret of it close to his chest. Heaven knows he had plenty of troubles.

Miss Abaijah had announced a Papuan secessionist movement, (Papua Besena) soon after the 1972 election, believing that Papua would be swamped by New Guinea in any independent Papua New Guinea combination. The Trobriands, the Highlands and the Gazelle Peninsula of New Britain also did their best periodically to shatter the idea of a united PNG. Bougainville, of course, topped the lot in nuisance value.

While this big island was a backwater, little was heard politically of Bougainvilleans wanting to cut adrift from the rest of PNG although geographically the island belonged in the Solomons region and the only reasons that it was politically with New Guinea stemmed from an arrangement between Britain and Germany at the end of the last century. However, when giant Bougainville Copper Ltd began to develop around Kieta, a great fillip was given to digging up ancient history and to Bougainville aspirations.

Violent riots took place around the mine in May 1975 when \$500 000 worth of damage was done to buildings and vehicles before they were quelled by police using tear gas.

Virtually on the eve of independence Bougainville's leaders declared the province independent as Miss Abaijah had done in respect of Papua earlier in the year. Somare de-

cided, however, to go to independence ignoring them both, and it was only months after achieving it that he talked again to the Bougainvillean leaders who by then had experienced another series of riots and were indicating second thoughts. In August 1976 an agreement was signed giving the province (rechristened Northern Solomons) provincial government, with defined powers, while it acknowledged the authority of central government. Secession was off, at least for the time being.

Papua New Guinea became officially independent on September 16, 1975 in the presence of Prince Charles, the Governor-General of Australia Sir John Kerr, Prime Minister Whitlam, many Old PNG Hands up from South by invitation, and VIPs from neighbouring Pacific states. No one committed a nuisance, tore up either the Australian or the PNG flag; no one else seceded. PIM devoted most of the October 1975 issue to the event.

The territories of the British Western Pacific High Commission were next for the traumas leading up to self-determination. An impatient UK set the ball rolling in January 1972 when it removed the Gilbert and Ellice Islands Colony from the High Commission and gave it a governor instead of a resident commissioner. This left only the Solomon Islands and the British half of the New Hebrides with the High Commission. In

1973 the New Hebrides became the direct responsibility of the Commonwealth and Foreign Office in London, thus effectively ending the WPHC which had administratively drawn together these scattered bits of the British empire since 1877.

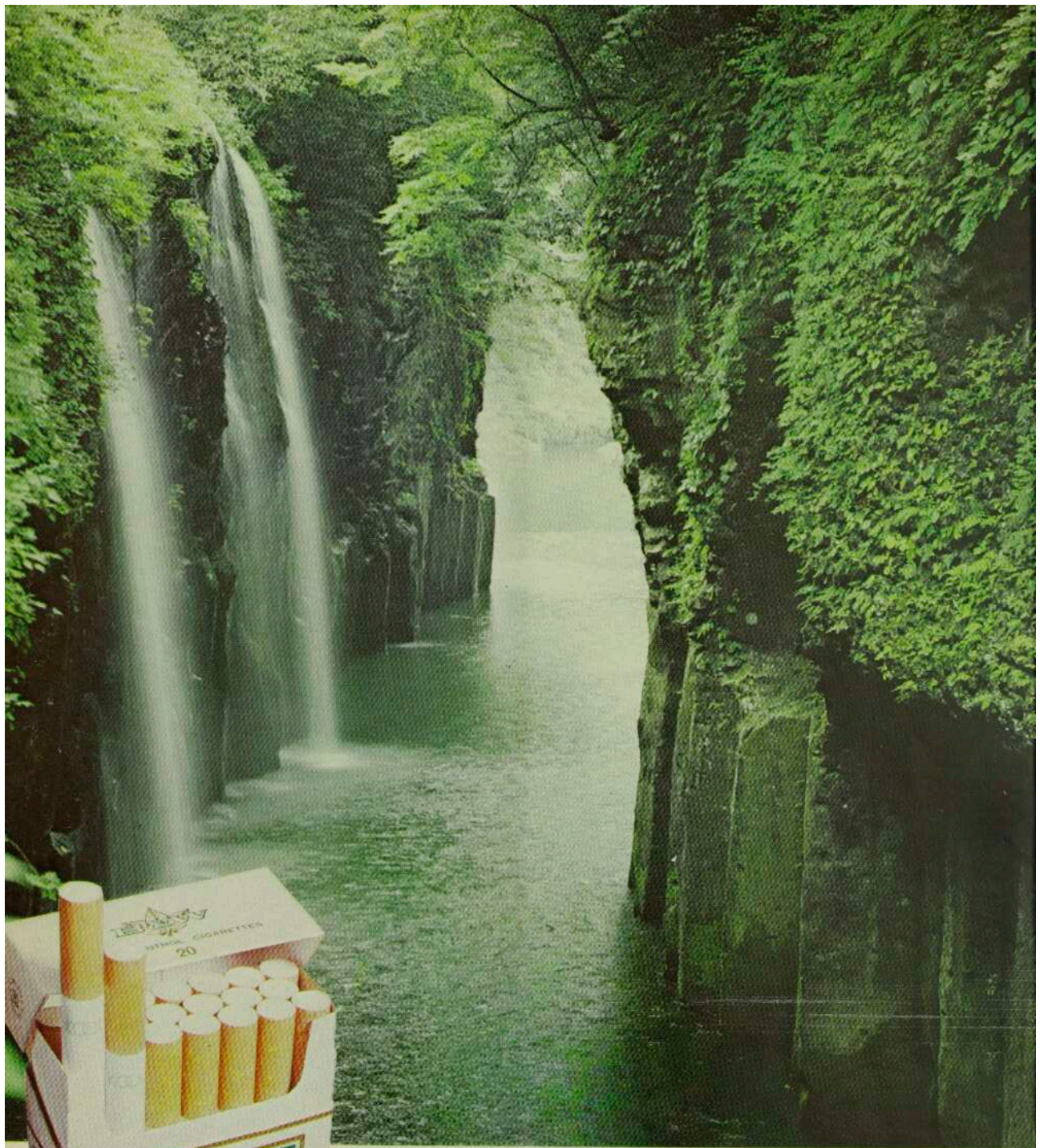
By then the Solomon Islands and the Gilbert and Ellice were on their way to ultimate self-government and independence, the Gilbert and Ellice as separate entities because at the end of 1972 the Ellice Islanders had thrown a spanner in the works by announcing that come independence, they wanted to go it alone, separate from the Gilberts. The reason was fear that their 7000-8000 Polynesians would be swamped by the more vigorous 40 000 Micronesian Gilbertese.

Neither the GEIC governor nor the British official sent from London was able to persuade them that the advantages of being part of a large group outweighed racial considerations. To emphasise this point it was made clear that no GEIC assets outside the Ellice Islands would be transferred to them, except one colony ship, nor could they expect any revenue from Ocean Island phosphate. The Ellice Islands nonetheless remained adamant and were duly declared a separate colony.

From 1974 to 1978 all three, Solomons, Gilberts and Ellice, wobbled along on their uncertain ways, all at last achieving their constitutional talks in



Michael Somare (centre), the first national leader of Papua New Guinea, with Gough Whitlam (right), the then Prime Minister of Australia, and Bill Morrison, the then Australian External Territories Minister, as PNG began transitional self-government on the way to independence.



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50 YEARS OF PIM

London, all receiving promises of continuing aid after the event and, in the fullness of time, raising their own flags.

The Solomons did so on July 7, 1978, with the Duke and Duchess of Gloucester present (the Solomon Islanders would have preferred Prince Charles and said so loudly). The Ellice, rechristened Tuvalu, followed on October 1 when Princess Margaret was sent to do the Royal honours and turned out to be a no-show — she had a temperature. And lastly came the Gilberts, which chose to be called Kiribati (pronounced Kiribas except when followed by a consonant, when the 'i' is pronounced). Their flag went up on July 7, 1979 with Princess Anne and Captain Mark Phillips healthily present.

New Zealand's Niue had already been given self-government, on the same terms as those covering the Cook Islands, on October, 19, 1974. This had appeased the United Nations which had been beating its collective anti-colonial breast on the subject, and more than satisfied the Niueans who

felt that they had been hustled into political advancement faster than they would have chosen. So, with the settlement of the old WPHC territories in 1978-79, British interests in the Pacific were concerned only with the New Hebrides.

Dealing with this proved as protracted as anticipated, because of the Franco-British condominium background that even well into the decade had failed to provide the necessary political machinery for advancement. Not only was it complicated by the three-government system — French, British and Joint — but by the fact that the French had always been the more vigorous and dominant partner, and that far more French nationals were permanently domiciled in the Hebrides than British.

By the time these complications were overcome, deep divisions had appeared among the New Hebrideans themselves. In 1975 the first Representative Assembly, was elected by universal suffrage, but nine of the 42 seats were reserved for private enterprise

interests. The National Party gained a majority, but the assembly did not meet for seven months while there were arguments about the special seats. In February 1977 the National Party changed its name to Vanuaaku Party, and refused to sit with the commercial members, holding this system to be undemocratic. Another election was held in November that year but was boycotted by Vanuaaku, so that seats were 'won' by default. This situation continued until January 1979 when there was a reconciliation. New elections held in November resulted in a sweeping win for the Vanuaaku Party led by an Anglican priest, Fr Walter Lini, who became Chief Minister, hopefully to lead New Hebrides to independence in 1980.

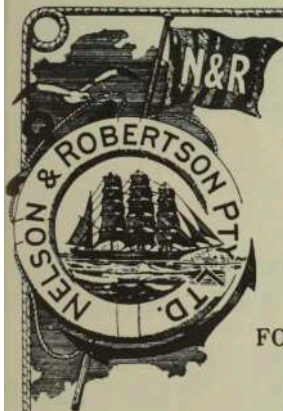
So much for the British. For the Americans it was a decade of talks with the Micronesian inhabitants of the unwieldy Trust Territory of the Pacific Islands which was due to end in 1981 (but not necessarily).

PIM issues in the 1970s were peppered with headlines say-

ing yet another lot of US talks with the Congress of Micronesia over future status had broken down, sometimes on the question of the money they hoped to continue to get, occasionally on the question of military bases, often on the individual aspirations of the disparate bits and pieces that make up the TT.

In 1972, apparently despairing of ever getting anywhere, the Northern Marianas set up separate constitutional status talks with the US, negotiated a covenant that will come into full effect in 1981, or whenever, making them officially the Commonwealth of the Northern Marianas, in political union with the US. (Meanwhile they are already using the title.)

Later, the Marshalls and the Carolines also wished to conduct separate negotiations with the US, and the idea of a united Micronesia finally began to fade. It appeared, at the end of 1979, that there would be four separate states after 1981: the Marianas, a Commonwealth, as outlined above; the Federa-



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Tribal fighting continued to concern the PNG government

ted States of Micronesia, which will cover Yap, Truk, Ponape and Kosrae; the Marshall Islands; and the Republic of Belau, formerly the Palau District. The three last expect to be 'in free association with the US'.

The Americans found their older Samoan possession easier to deal with. Not only were the American Samoans happy to go along with what they already had, they were even reluctant to break away to the extent of electing their own governor instead of having a Washington appointee. Three times they turned the idea down before succumbing in 1979 and voting in Peter T. Coleman, of Part-Samoan parentage and a former US appointee. American Samoa in 1980 remains an unincorporated Territory of the United States.

The decade in the French Pacific territories of French Polynesia and New Caledonia continued politically stormy, as battles between the so-called autonomists and the conservatives in each country pursued their excited Gallic way, although at the ballot box the battles rarely meant more than a one-seat majority in the Territorial Assemblies for either side.

In New Caledonia the nickel company and all its works was periodically damned by the radicals, along with metropolitan appointees to administration; while in French Polynesia the continuing nuclear experiments and/or tourism came in for periodical abuse.

In early 1979 French High Commissioner Paul Cousseran neatly hit the nail on the head as far as French Polynesia was concerned when he said: 'One can be intellectually for CEP (the nuclear test agency) or one can be intellectually against it. But the fact is that this country lives off it — 3200 families directly not counting Polynesian military personnel, thousands more indirectly. Independence is not a problem faced by this country. On the contrary its problem is dependence ... Polynesia does not produce what it consumes.'

In mid-1977 France gave wider powers of autonomy to the new Territorial Assembly under new political status laws which provided for election of the Vice-President of the governing body the Government Council. Francis Sanford, a leading autonomist

from way back, was elected to the position. At the 1977 election for the Assembly his *Front Uni* Party won handsomely from the conservatives while those advocating full independence from France polled only 1.4% of the vote.

A larger measure of self-determination came to New Caledonia also in 1977, mainly, by increasing from five to seven the members of the Government Council who are elected by the Territorial Assembly.

The September 1977 elections for the latter resulted in an almost even split between pro- and anti-administration factions. Next election is not due until 1982 and for the nonce New Caledonia remains a territory of France, sends two deputies and one senator to Paris, is not yet sold on complete independence but no doubt will go on pressing for more say in local affairs.

The Problems of PMs

So much for tossing off the yoke of colonialism. But, as the poet said, man is born to strife as sparks to fly upwards and this applies to Prime Ministers and Presidents as well as the rest of us.

In March 1980 Michael Somare lost his numbers in the PNG parliament and was succeeded by Sir Julius Chan, leader of the People's Progress Party which had been Somare's

coalition partner from 1972 to 1978. In a tribute to Somare, PIM's Angus Smales said: 'In eight years of leading his country, Michael Somare fashioned a stability envied by a large part of the Third World and gave PNG a reputation for political and economic stability.'

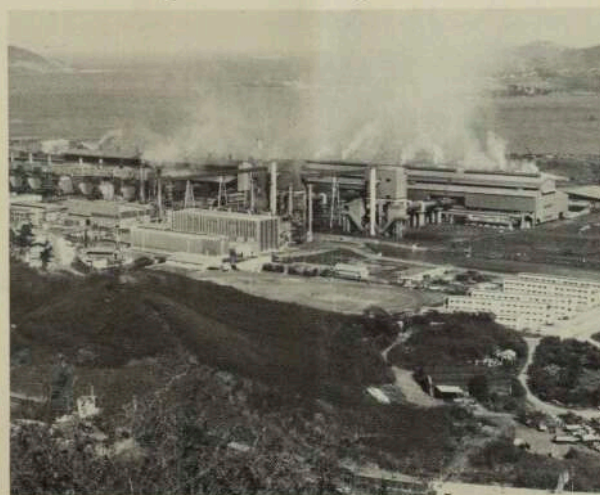
Some people traced Somare's downfall to the Rooney affair that had blown up in September 1979 when the Supreme Court sentenced Mrs Nahau Rooney, Somare's Justice Minister, to eight months gaol for contempt of court. She had written to the Chief Justice stating that a university lecturer then before the court fighting an expulsion order should be deported, and advising the Judges to use greater discretion in making decisions.

She was in gaol only one day before Somare was instrumental in having her released on licence. Four judges, including the CJ, thereupon resigned and there was the usual media sensation.

However, PIM believed that this was a side issue and saw more significance in the fact that much of the new leadership consisted of men whom Somare had sacked or alienated in the previous two years. Several small parties, including Miss Abaijah's Papua Besena joined with the PPP to defeat Somare.

Even Hammer DeRoburt, who seemed a fixture as President of Nauru, had his troubles after the elections of December 1976 when a group of younger Nauruans tried to force him to make changes in his cabinet. DeRoburt maintained that choosing a cabinet was his prerogative, the majority disagreed and he was succeeded by bearded Bernard Dowiyogo, 30. But not for long. The ex-president never let up on his successor and in May 1978, over a bill dealing with phosphate royalties, was able to oust his younger rival, although not before Lagumot Harris had a feel of the top job, and the presidency is still regarded as insecure.

Although Ratu Sir Kamisese Mara has not had a break in his long Prime Ministership of



New Caledonia nickel works — damned by the radicals.

Fiji, this was a matter of doing things Fiji-style rather than Westminster fashion.

The whole of Fiji was shocked numb, reported PIM after the elections in 1977, when it was found that the Federation Party had won a majority of the seats. This turn-about was put down to Fijian apathy about voting, plus the influence of a breakaway group called the Fijian Nationalist Party. Whatever the cause, the numbers were against the Alliance and, a few days after the results were in, the leader of the Opposition, Mr Koya, drove up to Government House confidently expecting to return as the first Indian Prime Minister of Fiji. He was back in half an hour, a disillusioned and furious man, having been told by the Governor-General, Ratu Sir George Cakobau, that Mara had already been reappointed. According to the G-G there was disunity in the Federation Party and it was Mara who commanded the respect of parliament and people.

Mara professed great surprise, as clearly the Federation Party could topple him as soon as parliament met. The result was, in fact, a stalemate lasting six months. The Federation could not make up its mind to change its arm until forced to it, and in an election of September 1977, the Alliance Party romped home with 36 seats out of 52. Mr Koya lost his seat and the Federation Party got a new leader, Mr Jai Ram Reddy.

But the biggest troubles of all were to fall on the head of Sir Albert Henry who had exercised almost dictatorial powers in the Cook Islands since those islands became self-governing in 1965. In the elections of March 1978 Sir Albert's Cook Islands Party again scored heavily against Dr Tom Davis' Democratic Party by flying in plane-loads of Cook Islands voters from New Zealand. But victory was snatched away once the NZ government appointed an auditor to inquire as to whether NZ aid money had been used to charter the planes, and Dr Davis pet-

itioned the Cook Islands court alleging irregularities in the poll.

Stuart Inder, who was in Rarotonga for PIM in July 1978, reported how Sir Albert's CIP government 'disappeared in a puff of smoke on July 24 and was replaced almost magically by the government of the Democratic Party led by Dr Tom Davis'.

The verdict that brought about the miracle was delivered by Chief Justice Gaven Donne after a hearing that lasted 18 days and, according to Inder, kept Rarotonga agog by 'providing a sensation as star witness Sir Albert Henry unfolded in court under examination an extraordinary tale of do-or-die electioneering and international finance. A key figure who to popular regret never appeared in person was Finbar Kenny, the New York boss of the Cook Islands Philatelic Bureau which for years made a mint out of its government-supported monopoly of Cooks Stamps'.

The reason for Henry's dis-

missal was \$337 000 advanced by Kenny and used by Henry for six charter flights carrying supporters from New Zealand. They had paid \$20 each for food on the way but the rest was free and having arrived in Rarotonga they were shown at once into polling booths to do their duty. The Democrats also organised two flights of supporters but these people paid their own way and there were no selection methods to help them do the decent thing, although one presumes they did it.

Henry, at the court hearing, said that the money was a loan from his good friend Finbar; but the judge found that it was an advance from the Philatelic Bureau's stamp revenue.

Votes cast by those on Cook Islands Party charters were disallowed, and with these removed the Democratic Party won easily.

Sir Albert, Finbar Kenny and Mr J. Little, managing director of the CI Development Co (Kenny's agent in the Cooks), were later charged

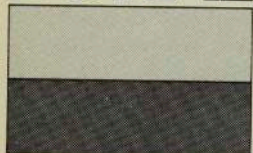
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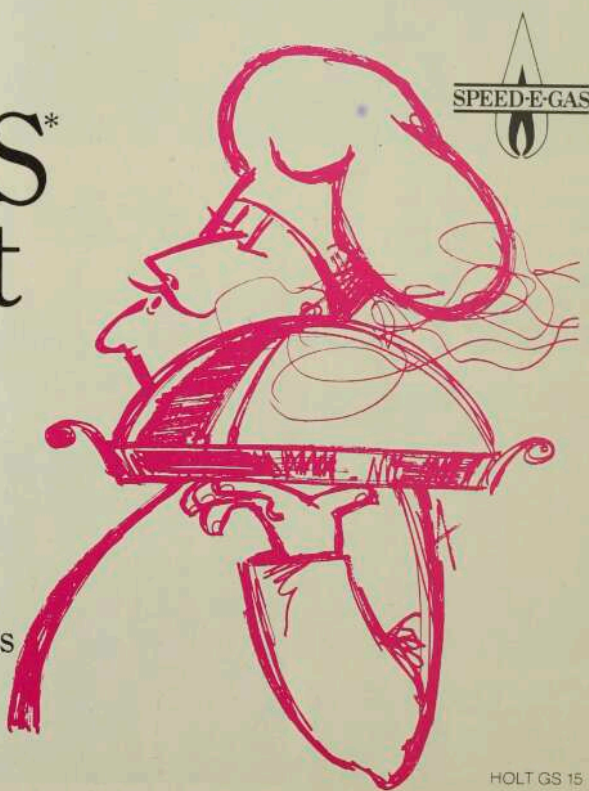
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with fraud, and fined. Later still, Sir Albert was stripped of his knighthood.

The downfall of Sir Albert had another result — the exit of so-called cancer expert Milan Brych who had been established in Rarotonga for some time under the protection of Sir Albert, in spite of being discredited.

Brych had taken over a section of Rarotonga's public hospital, to the chagrin of Dr Davis who took the orthodox medical view, and was attracting patients from Australia and New Zealand willing to pay heavily for treatment.

About the time Sir Albert's troubles blew up, Brych left for California and did not return.

Continuing Banaban Saga

The saga of the Banabans' claim to the phosphate income of Ocean Island, past and present, ran through the 1970s and into the 80s. In 1970 they appointed an ex-Fleet Street journalist, Bertram Jones, as their Fiji-based adviser, and on the legal side, Sir Dingle Foot in Britain and K. C. Ramrakha in Fiji.

The Rev Tebuke Rotan was back in London in mid-1971 asking the British Government for 50% of the phosphate proceeds from Ocean but by the early months of 1972 the Banabans had upped the ante and had decided to take their case to the UK High Court and, in a sentence, ask for the full financial benefit of phosphate mining for the past 60 years, plus the rehabilitation of the island.

The case did not come up for over two years and was still dragging on in mid-1975 when the judge, Sir Robert Megarry, decided to adjourn it in order to visit Ocean Island and Rabi — much against the wishes of the British Government because of the time involved in such an expedition, and the added cost of an estimated \$A400 000 to the already colossal sums involved.

Nonetheless, in October 1975, Sir Robert and a large part of his court, including his clerk, counsel leading for the Crown, the barrister representing the British Phosphate Commissioners, the barrister leading for the Banabans, all with attendant solicitors, set out from London for Fiji, from there flew to Honiara where they were picked up by Air Nauru and deposited on Nauru. There they found that the small Banaban vessel that

they expected to travel on had already departed with a BBC TV crew which was making a documentary of the saga. The Nauru Government then put their 4400-ton *Eigamoia* at the party's disposal for the voyage to Ocean.

They arrived off the island in strong winds and big seas, the ship's captain could not moor the vessel but went in as close as was safe while some of the lesser legal eagles were conned into a steel box dangled by the ship's crane over the side, trying valiantly for long periods to make contact with a heaving barge sent out from shore without dashing the passengers to pieces on the side of *Eigamoia*.

At last it was proclaimed a definite no-go, the box was deposited back on the ship's deck and the legal eagles decanted, visibly shaken. The skipper then put out to sea, a gangway was put down on the lee side, the High Court personnel lined up and, gingerly, one by one were taken down the gangway and, at the appropriate time, assisted to leap into a launch. A PIM staff man witnessed it all from woe to go.

Back in London the case, having made legal history, finally finished in mid-1976, after 221 sitting days. Judgment was not given until the end of that year when Sir Robert Megarry found against the Banabans in their claim for £21 million back royalties. He did, however, have plenty to say in criticism of the British Government and the BPC in their treatment of the islanders, and suggested that the BPC should make them a payment that was 'neither nominal nor too large'.

It was then, and only then, that the British Establishment, in which can be included the BPC, felt called upon to say anything in its own defence having allowed the excellent Banaban public relations to take all the points in a game where an uninformed public is always a sucker for David and Goliath stories.

In mid-1977, UK, Australia and New Zealand offered the Banabans a \$A10 million ex-gratia payment which the Banabans said they would accept if they were given immediate self-government of Ocean Island. This they did not get as Ocean was included in the Gilberts at the time it became independent as Kiribati in mid-1979.

The phosphate mining damage to Ocean Island was assessed at \$A14 000 by the British High Court, another disappointment as the Banabans, who were still staking their claim to Ocean Island into the 80s, had been privately offered \$A1.5 million by Britain but had considered that they would get more from the High Court.

The Games

There were three South Pacific Games during the 1970s, attended as usual by PIM staffers. The first in Papeete in September 1971, was voted a howling success by all concerned. 'Delightful Girls + Perfect Weather + Friendly

Tahiti = Magnificent South Pacific Games' was the PIM headline.

The second was in Guam where the headlines told the story there as well: 'Biggest Rain-soaked, Near-disaster in Islands History', was how PIM headed its lead story in September 1975. Guam had been in trouble from the moment it had been decided as the venue back in Tahiti in 1971. Twice the government had tried to wriggle out of it, but had been pressured into going on, with the result that hardly anything was ready when the athletes from 13 territories started arriving.

'The athletics venue was a shambles,' reported John Carter in PIM, and would have remained so if New Guinea officials had not weighed in with know-how and got it into some sort of order with hours to spare ... The PR was hopeless, no one on Guam except those directly involved knew anything about the Games so they stayed away in droves from the various events.'

Then it rained and rained and rained for 10 days out of the 11, and although the Guam officials could not be blamed for that, PIM asked why the middle of the local wet season had been chosen for the event.

In spite of all this, PIM devoted 10 pages to descriptions and results.

New Hebrides was chosen as the venue for the 1979 games only to back out swiftly on maturer reflection. No one else



Banabans pray before protesting over their compensation award

50 YEARS OF PIM

was willing so Fiji found itself stuck with it. These Games (the 6th in the series) duly took place in Suva in late 1979 and were pronounced a success with some qualifications. It was suggested that they might be the 'last of the extravaganzas'

and many hoped so, as 2500 athletes and officials attended and general opinion was that this number was too large to cope with.

As in the other two 1970s games, New Caledonia again topped the medals count.

A Little Light Relief

In spite of the Islands being mad with politics at this period, there were more interesting events that bobbed up from time to time. In 1972, for example, an international group calling itself the Ocean Life Research Foundation set itself up to found a 'sea city' on crescent-shaped Minerva Reef, 450 miles south of Fiji, the only purpose of which to that time had been to provide a graveyard for ships.

The reef had made world headlines in 1962 when a Tongan sea captain, Tevita Fifita, and 16 of his crew, spent 100 days there when their vessel was wrecked.

Four years later Fifita had

raised the Tongan flag there although in 1972 it was not known whether Tonga had ever ratified this or not.

In January 1972 a Mr Mike Oliver, a US citizen and member of the Ocean Life Foundation, arrived in Fiji, hired a ship to take him to the reef and, after constructing two mounds of sand and coral, planted the Foundation's flag. On his return to Suva he stated that a dredge would be arriving within weeks to reclaim another 400 acres.

Naturally all this infuriated Tonga but Mr Oliver swept it aside — his new republic meant business, he said. It already had a constitution and a provisional

president, Maurice (or Morris) C. Davis, an electronics project engineer from California.

Next move was up to Tonga and King Taufa'ahau moved quickly. Dressed in wet weather gear he boarded the *Olovaha* and headed for the reef where 90 Tongan prisoners were put ashore to build an artificial island of coral rock and concrete. It was about the size of a suburban carport and fitted with a flagpole. The King, not being of athletic build, did not land on it but standing on the deck of the *Olovaha* he heard a police bugler signal that the Tongan flag had duly been raised.

It was now Mr Davis' turn to be infuriated. From his office in Orange County, California, he thundered: 'Our Rights as individuals and citizens of a sovereign state have been violated; we intend to defend those Rights.'

On June 15, 1972 Mr Davis arrived in Nukualofa with a feasibility study of the proposed development of pier-supported concrete platforms

which would create an artificial land surface. He wanted to talk to the King but the King refused to see him.

It would be interesting to record that a naval battle duly took place between the two contenders for Minerva Reef. But it didn't happen. The King continued to treat the Ocean Life Research Foundation as though it didn't exist. Minerva Reef now belongs to Tonga.

This was not the last strange American encountered by Tonga's King in the 70s. The other was Mr John Meier who, against considerable criticism, had been given a charter for a merchant bank (Bank of the South Pacific) to be set up in Tonga. Unfortunately in late October 1978 Meier was arrested in his Vancouver home in connection with an obstruction of justice charge pending in the US courts, the central charge against him being that he had defrauded his former employers, the Howard Hughes empire, of US\$8 million by selling them worthless mining shares.

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Industry in Tonga

Asian Development Bank funds were used to establish a small industries centre in Tonga under a scheme which is expected to reduce Tongan imports of some basic goods and materials from Australia and New Zealand.

The centre, which was opened recently at Ma'ufanga by King Taufa'ahau, consists of a 20-acre site on which small factory buildings are being constructed and made available for light industrial projects.

Just over half the site has already been fully prepared, and seven factory buildings have been established. Work will start shortly on the construction of more factory buildings and on a housing estate for owners and operators of the new projects.

Paper products, saddlery, welded wire mesh, machine-knitteds, furniture, building material, building accessories and footwear are among the first products to come from the new industries centre. Experiments are being conducted to use the stems of coconuts as a basis for particle board to be used as wall panels in the building industry. Normally large quantities of coconut stems are dumped as rubbish, but Tonga hopes to use the stems to at least partially replace the import of wallboard from Australia and New Zealand.

The new centre is being administered by the Ministry of Labour, Commerce and Industries. The total government investment is \$US550 000 of which about three-quarters was provided by the Asian

Development Bank under a 40-year interest-free loan.

AIR NIUGINI NOT ON SALE

An offer by Ansett Transport Industries of Australia to buy out the Papua New Guinea national airline Air Niugini — reportedly under financial strains — has been flatly refused and described by the PNG government as 'naive'. The refusal came from the Transport Minister, Mr Okuk, who said that the Ansett group was obviously angling for airline landing rights in areas served by Air Niugini. The areas are PNG itself, Hong Kong, Japan, Singapore, Indonesia, Solomon Islands, the Philippines and Hawaii.

The Ansett group already has an 11 percent share in the airline, a leftover from the formation period of Air Niugini when two other Australian airlines, Qantas and TAA, also held shares. The PNG government now holds all the shares apart from the small Ansett holding and has the option to eventually buy out the Ansett shares.

Mr Okuk, who has conceded some financial constraints in Air Niugini, says it is still government policy to buy out Ansett as soon as possible. He is examining the possibility of making available government funds to assist the airline in its present situation.

A correspondent in Port Moresby said the general impression in the PNG Government was that the Ansett offer was 'audacious'. The Prime Minister, Sir Julius Chan, who called a press conference to emphasise that Air Niugini was

not for sale, said 'Nobody seems to remember that our national airline is owned by our people.' Sir Peter Abeles, joint managing director of Ansett Transport Industries, said in Australia later he was surprised that his company's 'inquiry' had been made public. He said 'We were making an inquiry which was a sincere attempt to help Air Niugini out of its financial troubles.'

TRAVEL MART FOR PATA

Fiji will be this year's host country for the Second South Pacific Travel Mart, a conference and publicity occasion for the marketing sector of the tourist and travel industry.

Travel Mart 1980 is being organised by the Pacific Area Travel Association (PATA) and will involve about 250 travel industry representatives from 13 countries in PATA's South Pacific region. They will meet from October 7 to October 10 at the Hyatt Regency Hotel, Korolevu.

The countries represented will be American Samoa, Australia, Cook Islands, Fiji, Kiribati, New Caledonia, New Hebrides, New Zealand, Papua New Guinea, Solomon Islands, Tahiti, Tonga and Western Samoa.

CANBERRA TO PUT UP AID

Australia has increased its aid programme to Fiji, and during the next three years will contribute \$A30.5 million in government to government aid. This is an increase of about

\$7 million over the amounts of aid paid during the past three years.

The commitment forms part of a larger commitment of \$A120 million for civil aid to the South Pacific announced earlier this year by the Australian Prime Minister, Mr Malcolm Fraser. The Australian High Commissioner to Fiji, Mr Raymond Greet, said that the Australian aid programme was the primary means by which the Australian Government contributed to the economic and social advancement of the developing world, particularly in the South Pacific.

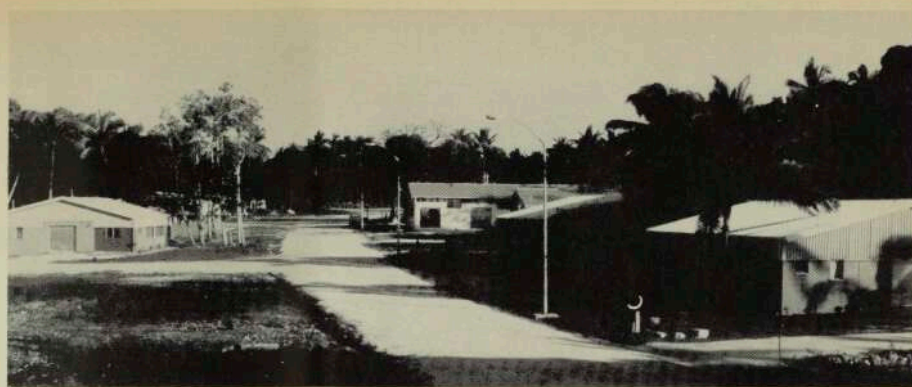
Detailed discussion on how the Australian aid grant to Fiji should be applied was held in Suva last month during a visit by officials of the Australian Development Assistance Bureau. Australia is already committed to financial aid in a beef farming development project and in water supply and drainage works.

OUTLOOK IS GOOD IN FIJI

General economic indicators, a review by the Central Monetary Authority and reports from the sugar industry all indicate a generally sound and stable economy in Fiji.

The indicators show an increase in the real value of the gross domestic product, a 29% increase in exports over the past year, higher sugar production and sales and an immediate prospect of higher financial returns from the sugar industry.

But reports also reveal that



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TRADEWINDS

inflation accelerated during the final quarter of last year and that there is a widening gulf between exports and imports reflected in the balance of payments current account.

Issuing its annual report recently the Central Monetary Authority said that Fiji had performed 'remarkably well' despite an economic slowdown and uncertainties in the international, foreign exchange and capital markets. In real terms after allowing for inflation the value of the gross domestic product in 1979 had increased by more than 6% for the year. The previous year's growth had been only 2.5%.

The Central Monetary Authority said that the inflation rate at the close of the year was 7.7% compared with 6.1% for the previous year. Most of the increase had occurred during the final quarter of the year and reflected 'imported' inflation from Fiji's main trading partners. Petroleum-based fuels were one of the main factors involved in inflation, but in comparison with general inflation figures for the world Fiji's performance had been good.

In another review involving the Fiji economy the Independent Chairman of the Sugar Industry, Mr Ian Thomson, said that an immediate prospect existed for higher financial returns. He warned however that in the long term the international price for sugar was likely to drop, and that in many countries the sugar industry could become 'thoroughly uneconomic'.

Mr Thomson said that world consumption of sugar was increasing and production was falling, but ironically this did not indicate a long-term prospect of prosperity for producers. There were indications of production expansion programmes designed to cash in on the situation, and there was an excessively steep climb in prices which history showed usually caused consumption to drop. The final result was likely to be a turn in the tide with excessive production, falling markets and a recession for many producing countries.

Reviewing technical aspects of the Fiji sugar industry last

year Mr Thomson said one of the few disappointments was that more tonnes of cane had been processed for each tonne of sugar produced. The early start and late ending of the season had contributed to this situation. Mill expansion programmes were now being undertaken to ensure that a shorter crushing season could be followed, processing the cane when sucrose quantity was at its peak.

Last year Fiji crushed 4.06 million tonnes of cane for a yield of 473 000 tonnes of sugar.

ACCESS BID BY ISLANDS

Representatives of nine Pacific Island countries met Australian and New Zealand officials in Canberra recently for a new round of talks on regional trade under arrangements established by the Pacific Australia New Zealand Regional Trade and Economic Agreement (SPARTECA).

Australian officials reported later that significant progress had been made in preparing the way for eventual negotiations to give Pacific Island countries greater free access to markets in Australia and New Zealand. The need for easier access to these markets is becoming an increasingly sensitive issue for many of the new nations of the Pacific who see Australia and New Zealand isolating themselves from the Pacific region by adopting partly-protective trade policies.

SPARTECA originated in a recommendation from a Regional Trade Ministers' Meeting in Nukualofa, Tonga, in July 1979. The Tenth South Pacific Forum, which met at Honiara also in July 1979, acted on that recommendation. It resolved that early negotiations should commence to establish by the July 1980 Forum a Trade Agreement designed to achieve progressively, duty free and unrestricted access to the Australian and New Zealand markets for as wide a range of Island products as possible.

Australia and New Zealand began work on a joint draft text

shortly after the Honiara Forum, and the first Officials' Meeting of participating Governments was held in September 1979. Australian Ministers decided that Australia should use a positive list approach, detailing items which could be imported duty free or at concessional rates (some on quotas) while New Zealand adopted a negative list approach, detailing items which could not be imported at concessional rates.

A second round of officials' talks was held in Suva in February 1980 and a composite text was produced for further examination by governments.

The most recent talks, in Canberra, were attended by representatives from the Cook Islands, Fiji, Kiribati, Nauru, Niue, Papua New Guinea, Solomon Islands, Tonga and Western Samoa, as well as New Zealand and Australia. The New Hebrides, which are due to become independent shortly, were granted observer status.

Australia views the trade agreement as an important step which, in the longer term, will help its Pacific Island neighbours become more self-reliant and less dependent upon aid. It represents a key element in Australia's comprehensive approach towards the welfare and development of its South Pacific partners.

It will complement the projected 40% increase in aid to the South Pacific (\$120 million for the next three years), an expanded cultural relations programme, a strengthening of Australian diplomatic representation in the region, Australia's support for the Forum Fisheries Agency and the Pa-

cific Forum (Shipping) Line, a civil coastal surveillance exercise currently being undertaken to evaluate the needs of the Forum island states in managing their 200 nautical mile economic zones, and other regional activities.

FEW SHARES TO GROWERS

The Fiji National Provident Fund was the purchaser of more than half of the six million Fiji Sugar Corporation shares which were made available some time ago by the Fiji Government. Fewer than 100 buyers of the released shares were from sugar growing and marketing backgrounds. The figures were released recently by the Fiji Development Bank.

Commenting on the breakdown of sales the Minister for Agriculture, Mr Mavoa, said he did not believe the absence of cane growers from the list of buyers was necessarily significant. He believed many producers were still interested in a stake in the total industry, but were delaying immediate action pending a decision on what was to be done with \$F11 million still held in the Sugar Price Support Fund.

When the government put the shares on the market it hoped that a large proportion of purchasers would come from mill workers, cane growers and others involved in various aspects of the sugar industry.

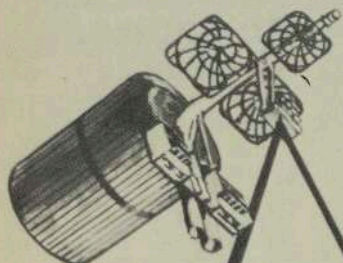
Apart from the Fiji National Provident Fund, another major purchaser of shares was the Unit Trust of Fiji. It bought 500 000 shares.



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TRADEWINDS INTELLIGENCE... TRADEWINDS INTELLIGENCE... TRADEWINDS INTELLIGENCE...

FEES charged by the Chilean authorities for cruise ships calling at Easter Island were dropped in March to 10% of the previous level. The discount does not apply to ships making stops at other ports in Chilean territory.

NORWAY has announced that it plans to expand trade relations with Papua New Guinea, particularly in the purchase of coffee, copra and timber. It is also prepared to assist PNG with feasibility studies into hydro-electric schemes and the shipping industry.

A CITRUS growing project, road developments and at least two port improvement projects are to be financed in the Cook Islands with an anticipated loan of \$1.1 million from the Asian Development Bank. The loan will be on long-term low interest rates under facilities extended by the bank to developing countries. Meanwhile the Cook Islands government is considering applying for membership of the International fund for Agricultural Development which would give it greater access to soft loans for agricultural projects.

PLACER Development, the Canadian-based company operating in Papua New Guinea, is showing interest in a proposed gold-mining project at Porgera in the PNG Enga Province. Under an arrangement with the PNG government Placer has the option to take up a one-third interest in any eventual mining operation. THE AUSTRALIAN airline Qantas which normally flies its Hawaii services out of Sydney has obtained the rights to operate two flights weekly from Brisbane, Queensland, to Hawaii. One will fly direct from Brisbane and the other will call at the north Queensland coastal airport at Townsville. The new services will begin in February next year.

THE PAPUA New Guinea government plans to establish a National Logging Corporation which will operate commercially with an established international logging company as partner. The scheme plans to develop PNG's timber logging industry, concentrating initially on areas in the Milne Bay, Morobe and Northern Provinces. Seventeen overseas-based firms have applied for the position of managing partner in the project but Cabinet will not make a final selection until August.

NEWLY-RELEASED figures show that Western Samoa last year achieved record export earnings which totalled \$15 million, but imports continued to climb and the country had a trade deficit for the year of more than \$40 000.

EARNINGS in Fiji last year from the export of shark fins, shell, turtle shells and beche-de-mer exceeded half a million dollars as part of a developing export scheme helping commercial ventures in small communities. The supplies came mainly from co-operatives in the Lau group, the Yasawas and Bua. The Government Fisheries Division is attempting to extend interest in shell-diving. The main money-earning types are trochus and mother-of-pearl, both of which remain in demand on the Japanese market despite the development of synthetic substitutes.

TWELVE to 15 types of sweets, popcorn, potato chips, cassava chips, hot peas, salted peas and mixed bhuja are made in a new \$32 000 confectionery factory at Ba, Fiji. The owner, Mr Mohammed Gani Shah, also plans to make sweet biscuits and cordials.

A SUBSIDIARY of the big New Zealand contracting firm of Wilkins and Davis Ltd has been awarded a United Nations contract to build a cool store at Apia wharf in Western Samoa. The contract is worth about \$1 million.

DESPITE a drop in the yield from Papua New Guinea coffee plantations there was an official denial last month that the situation was caused by disease. The Primary Industries Minister, Mr Roy Evara, said a technical survey showed that the trees had borne excessively heavy crops and had been unable to support the berries which had formed. The situation could be corrected by better plantation management, including the use of fertilisers and improved pruning methods. Reports of disease were incorrect, Mr Evara said and extension work was being undertaken to improve methods used by coffee growers.

THE HOTEL industry in Fiji is blaming 'exaggerated' overseas reports of the Easter cyclone and floods for a sudden drop in hotel occupancy rates. But Mr David Moore, of the Tourist Corporation of Fiji Group, claims that part of the problem can be attributed to lack of strong promotion by the Fiji Visitors Bureau. Occupancies of hotels in Fiji have been the lowest since 1973, according to recent estimates.

NIUE has approved its annual budget which totals \$5 million for 1980-81. The bulk of the money is being provided by aid assistance from New Zealand. A correspondent in Niue points out that with a population of only about 3000, the budget amounts to an allocation of about \$11 000 for each man, woman and child.

WRCARPENTER Holdings Ltd, the Australian-based diversified group with wide Island interests, expects to lift its group profits by at least 26% in the financial year just ended. A 26% increase would put the profit at about \$A12 million. The Papua New Guinea operations last year showed a 12% increase, but results were lower in Fiji where bad weather affected copra production. Returns from PNG cocoa and coffee were down because of international market conditions, but the drop was more than recouped in PNG by higher returns from coconut oil expressing in Rabaul and from general tea and copra production.

THE COOK Islands government has negotiated a \$100 000 fishing deal with South Korea, representing the first year's licence fee for South Korean tuna ships which will be allowed to operate in the Cooks 200-mile economic zone. There will be no limit on the catch, but the tonnage caught must be notified. The agreement also provides options for annual renegotiations over a total period of five years. It is the first foreign fishing agreement ever negotiated by the Cooks.

THE AFRICAN, Caribbean and Pacific Group countries (ACP) have begun a concerted campaign to get greater benefits from the Lome Convention, the organisation which combines European and ACP countries in trade and aid arrangements. The Papuan New Guinea Minister for Foreign Affairs, Mr Noel Levi, has been appointed President of the Council of Ministers of the ACP countries and is leading the campaign. At recent talks in Kenya with the European Economic Community — the responding partner in Lome — Mr Levi led a delegation which called for improved arrangements on trade and aid and for better liaison between rich and poor countries. Meanwhile an EEC delegation has begun research in the South Pacific to plan new Lome Convention arrangements.

SOLOMON Islands is planning an export drive in a bid to sell more goods to Australia and New Zealand. Sawn timber and logs, canned tuna and possibly furniture will be the main exports involved in the drive. Trade agreements are now being discussed with both countries, and Solomon Islands is asking for the relaxation of import quotas on some of its products.

TUVALU'S rabbit-farming experiment (PIM Jan) has been discontinued. Although the animals survived on Tuvalu vegetation, they neither gained body weight nor bred. After the addition of trace elements to their diet was tried without any signs of improvement in health, the experiment was deemed a failure, at least for this particular breed of rabbit. Meanwhile goats are also being evaluated for farming suitability. They are continuing to thrive at the government agriculture station on Vaitupu Island.

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Rate-setting caused Forum Line reaction

A heavy emphasis on marketing and rate-setting by the South Pacific Shipowners Association is believed to be the reason why the Pacific Forum Line withdrew from the association. This has become apparent, although not officially stated, since the announcement in April that the Forum Line was getting out of the association.

The shipowners association was formed only late last year and the Forum Line was one of its founding members. Then in April this year (PIM May p73) the Forum Line announced its withdrawal, saying it believed it could be employed more usefully as an independent line because of the 'particularly diverse trading requirements of the Pacific Islands'.

The Forum Line did not give detailed reasons for its decision, but claimed that continuing membership of the

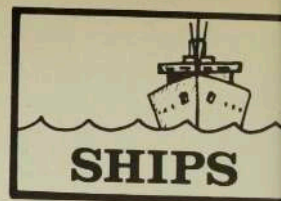
shipowners association could in some areas inhibit the line from carrying out obligations and commitments to its shareholders.

The shareholders in the Forum Line are all governments — Cook Islands, Fiji, Kiribati, Nauru, New Zealand, Papua New Guinea, Solomon Islands, Tonga, Tuvalu and Western Samoa. Although they run their shipping line as a commercial operation, the establishment negotiations clearly revealed that the partner governments see much more at stake. In addition to making a profit from the shipping line the partners see the line as helping national development, particularly for the smaller island nations seeking to build up export markets for their produce. Accordingly any rate-setting in the shipping operation tends to be integrated with the national goals of the partner governments.

However the later-formed shipowners association emerged as a strictly commercial grouping with a hard line towards rate-setting and freight marketing within the shipping industry. It now appears that this attitude held a potential for conflict and the Forum Line decided to withdraw in favour of full operating independence.

The situation has highlighted some claims that the Forum Line is politically vulnerable because of its effective dual aims. The line's general manager in Western Samoa, Mr Gordon Dewsnap, resigned earlier this year and left the position last month. In a public comment on his resignation he said he was leaving as 'a matter of principle', but the Samoa Times newspaper claimed that political interference in the operation of the line had been a factor in the resignation. Mr Dewsnap, a New Zealander, had held the position for more than two years.

In Sydney recently the Chairman of the Forum Line, Mr Neroni Slade (Western Samoa) opened a new Aus-



tralian regional office for the line. Other directors present were Mr J. Riechelmann (Tonga), Captain P. King (Papua New Guinea), Mr W. Starr (Nauru) and Mr R. Shearman (New Zealand).

FLEET ADDED IN SOLOMONS

Solomon Taiyo, the Solomon Islands fishing company which links local and Japanese interests, is increasing its fleet size with the addition of two new catcher boats. The catchers, to be named *Soltai Five* and *Soltai Six*, have been acquired from Japan and are due to go into service this month. They will be able to range further afield than most of the catchers at present in service because of the inclusion of large capacity freezer equipment.

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SHIPS

The total number of tuna catchers in the Solomons fleet by mid-year will be 23 — six owned outright by Solomon Taiyo, 14 under charter and three from the National Fisheries Development Company. They are all engaged in pole and line fishing.

The two new catchers will be based at Tulagi and Noro. Five of the chartered catchers are to be replaced with more efficient craft later in the year, supplied by the Okinawa company which is already involved in the charter operation.

TIGHTENING SECURITY

The Fiji Ports Authority is tightening security in the Port of Suva in a move to reduce pilfering of cargo and to increase the efficiency of customs and safety controls. The move comes in the wake of stricter controls over the operation of ports in a number of Pacific countries, particularly in Papua New Guinea.

Traditionally the Port of Suva has been freely open to visitors, including sightseers, fishing parties and people visiting ships. Later this year however strict security will be imposed and entry to wharf areas will not be possible without authorisation.

Identity cards are being issued to port workers as part of the new move.

Fiji has also announced that it is about to introduce a new system of computing wharf handling charges for export and import cargoes. Known as the tonnage rate system it will take into account a wide range of variables in addition to the tonnage or measurement of the cargo being handled. The Ports Authority believes the system will provide incentives for fast handling.

CONCERN ON EXPORTS

Western Samoa believes it is losing export earnings because of the effect of Forum Line shipping schedules on the country's produce market.

Fruit and vegetables from Western Samoan growers is shipped to Auckland in New Zealand by two Forum Line ships, Fua Kavenga and Forum Samoa, but under existing schedules the ships make several ports of call before berthing in Auckland. The growers claim that this delays the arrival of produce and lowers its value on the major New Zealand market. They also claim that the routes taken by the ships add materially to freight costs.

The Western Samoa government has taken up the growers' claims and is pressing for a revision of the shipping schedules. Reports from New Zealand recently indicated that the schedules and routes have been established on the most economic basis for all shippers and that no immediate change is contemplated.

The Western Samoan government is also making submissions to have greater financial and operational control of the line established in Apia. It believes that the present arrangement involves too

much 'remote control' and is not in the best interests of Western Samoa which is an active contributing partner in the Forum Line.

NEW STRIDER FAST WORKER

Forum New Zealand, the newest addition to the Pacific Forum Line of container ships (PIM May p69), has been specially designed to handle cargo in ports which have only a bare minimum of handling equipment.

The ship is the New Zealand government's contribution to the Forum Line, under a scheme in which Pacific governments are making ships available on full-time charter to the joint-owned line.

Forum New Zealand is of the Strider Two class, and is operating between New Zealand and the ports of Suva, Lautoka, Pago Pago, Nuku'alofa and Apia.

The ship can load any combination of 12-metre, 10.5-metre and 6-metre containers.

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YACHTS

• **SPOTLIGHT**, a bright red Jarkan 10.5-metre cruiser-racer, is taking Mayer and Doris Page, with their sons Darren and Justin, on a South Pacific cruise. *Spotlight* left her home port of Melbourne on December 29 last year, and headed for the Bay of Islands in New Zealand where the Page family spent several months cruising before setting sail for Rarotonga. During the first leg of the journey *Spotlight* encountered Cyclone Paul, in which the racer *Smackwater Jack*, was lost early this year.

This is the first long-range voyage for the Pages, who bought their first yacht when Darren, 10, was a baby. Mayer, too, has sailed most of his life, and most of his spare time over the last 18 months has been spent racing in *Spotlight*, out of Melbourne and around the Australian coast. He claims to have been an avid reader of PIM, particularly the yachting section, since his interest has been kindled in Pacific cruising, as he says that much can be learned from a single phrase or comment about a place or a situation.

After two weeks in Rarotonga, the Pages were bound for French Polynesia, and then back west to Samoa, Fiji, New Caledonia and home in December this year. *Spotlight* may be one of the few voyaging yachts around that has its own printed stationery with national emblem to commemorate her 1980 South Pacific cruise.

• **MELEKAI**. If not the grandest of all the yachts which have recently made Avatiu Harbour in the Cook Islands a busy port of call, *Melekai*, a 15-metre catamaran, is by far the biggest. The wooden-hulled Alani Icallia design used by *Melekai* is creating widespread interest in the harbour. Skipper-owner Steve Lobb, wife Yenna and their sons

Stevaki and Ano are from Hawaii and for six months before their arrival in the Cooks they cruised through the Society Islands. The catamaran is equipped with a 'school' for the two boys and the library appears comprehensive enough to exhaust most students. The family has lived on board *Melekai* for six years, from the time when younger son Ano was a young baby. The Lobb family intend to remain in the Cook Islands for some time yet and then plan to revisit the Society Islands.

• **REVE MOUILLE**. Registered at Seattle on the US West Coast, the 13-metre ketch *Reve Mouille* has been south-bound in the Pacific since June of last year and recently has been spelling in the Cook Islands. The ketch, built 11 years ago, is skippered by Buzz Dakin from Seattle with his brother Richard and Shelley May from New Zealand as crew. The brothers sailed from Seattle down the US coast to San Francisco and then outward to the Marquesas, the Tuomotus, the Society Islands and then the Cook Islands. They plan to call at American Samoa, Tonga and Fiji and will weather the hurricane season in New Zealand. Buzz said in Rarotonga that the voyage has been 'very enjoyable, but not terribly exciting — our first landfall was a real anticlimax when we found the land exactly where we thought it would be'.



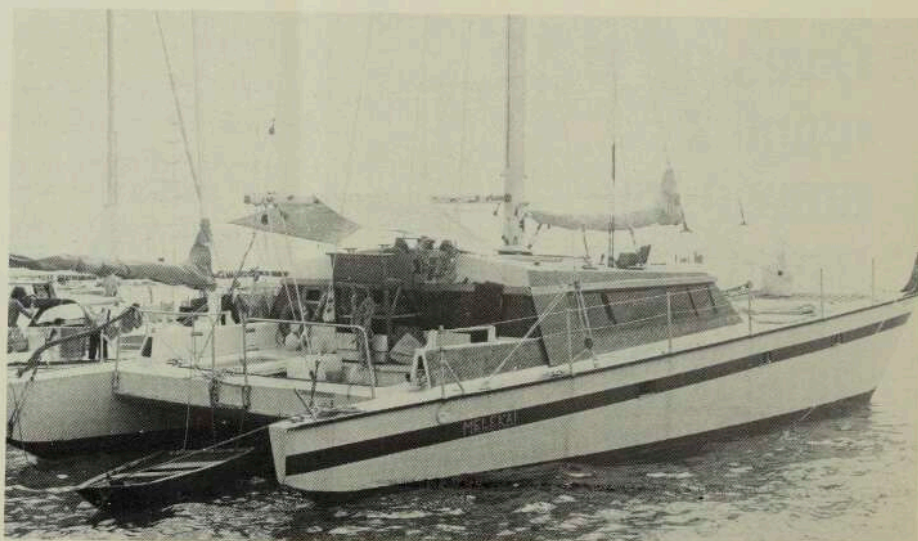
Reve Mouille — landfall an anticlimax. Abbie Cogan picture.

• **NEPENTHE**. The Rhodes-designed 12-metre sloop *Nepenthe* skippered by owner Mike McDonough, is at present on a South Pacific Islands cruise after departing from Los Angeles in USA in 1977. The long delay before entering the South Pacific was caused by a stay of about two years in Hawaii. Also on board are Patricia Krumwiede from France and her young daughter Melanie. *Nepenthe* has called at Palmyra Island, Christmas Island and Penrhyn and Rarotonga in the Cooks. *Nepenthe* also visited French Polynesia and has plans to visit Tonga, Samoa and Fiji.

• **AEOLIAN**. The 8-metre sloop *Aeolian* has left Funafuti in Tuvalu after spending more than four months there. Solo skipper Morris Fiksdal thanked the government and the people for helping him to make his boat seaworthy again and

for enabling him to head for Pago Pago in American Samoa. Earlier he overstayed his visitor's permit and was held in custody. Prison labour helped him repair his yacht.

• **JAHAMA**. The Hawaiian-registered 11-metre yacht *Jahama* struck a reef in Fiji waters in May and was a complete loss. The owner-skipper Ann Smith and crewman Dale Spears spent a night in a rubber dinghy after the grounding and later spent five days on an uninhabited island before being rescued by the Australian yacht *Chiresorg*, out of Brisbane. They survived on coconuts and on drinking water which had been left on the island by copra cutters. The grounding was on a reef at Qele Levu east of Vanua Levu. Ms Smith later claimed the grounding was caused by the failure of a navigation light on the reef, and she blamed



Melekai — not the grandest, but certainly the biggest. Abbie Cogan picture.

YACHTS

Fiji marine authorities for failing to properly maintain the light.

• **BLUE MOOREA.** In Fiji recently was the 12-metre US cutter *Blue Moorea* from Oregon making a South Pacific cruise which has taken in the Marquesas, Tuamotus, Tahiti, Tonga, New Zealand and a number of other calls to lesser-known islands. *Blue Moorea*, named after Moorea Island in Tahiti, made the crossing from New Zealand to Fiji in 10 days. Owner-skipper is retired pharmacist Bob Ross who said the crossing had been the roughest encountered since leaving the US coast. His wife Phyllis and son John make up the crew.

• **CHUKLYN.** This 12-metre Brandlmyer ketch, built of fibreglass over plywood with a ferrocement keel, belongs to Chuck and Lynne Turnau from Vancouver, British Columbia. Their second Pacific cruise left from Vancouver in August 1979, with a 38-day passage to Nuku Hiva in the Marquesas. Lynne and Chuck's first Pacific voyage in *Chuklyn* was during 1975-77. After cruising in the Marquesas, Tuamotus and Society Islands *Chuklyn* joined the throng of yachts heading southwest for Rarotonga from Bora Bora, and spent several weeks in Avatiu harbour in May. The trip was to continue on to Aitutaki, Pago Pago and Fiji, and the Turnaus expect to spend this winter in New Zealand. Their tentative plan is to circumnavigate through the Mediterranean.

• **TOTI.** Russ and Marilyn Nason left San Francisco on March 1 in their 10-metre wooden sloop, *Toti*, which takes its name from the village where Marilyn grew up in South Africa. After sailing down the American coast, Russ took the yacht out to Hawaii, while Marilyn flew ahead and met him there with a new son, Ian Sebastian, who was nearly a year old when *Toti* arrived in Avatiu harbour, Rarotonga, in late April this year. After spending four months last year cruising around the Hawaiian islands, *Toti* made the crossing to Papeete, carrying 2000 dis-

posable napkins. The Nason family spent about eight months in the Society and Tuamotu islands before sailing southwest to Rarotonga. *Toti* was in Avatiu harbour for nearly two weeks before heading north to Aitutaki, and then on to Samoa, Tonga and Fiji. *Toti* was built in 1954, and has belonged to the Nasons for two years.

• **ARIES.** This Westsail 32 yacht left Seward, Alaska in July 1977, with owners Don and Muriel Border on board. In Papeete they were joined by Jib the cat, who was also on *Aries* when they put into Avatiu harbour in Rarotonga in early May. The Pacific stretch of the journey started from La Paz, after a run down the Canadian and American coasts to San Lucas and Mazatlan in Mexico and a crossing to the Marquesas. From Nuku Hiva *Aries* travelled around the group and then on to the Society Islands where the Borders visited all the islands in the group except Maupiti and Tetiaroa. After their stay at Rarotonga, they were bound for Aitutaki, American Samoa, Tonga, and Fiji, and expect to spend the winter in New Zealand. Plans after that are



Liberty III (David and Teresa Lucas) out of Vancouver, Canada, now bound for Tonga in a South Pacific cruise which began in October and will continue 'for as long as the budget allows'.

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YACHTS



Joker in happier days. The Australian-registered 9.2-metre yacht owned by Bill Webb of Port-Vila sank off the New Hebrides after striking a submerged object.

indefinite but may include a circumnavigation via Northern Australia, the New Hebrides and Ceylon. The Borders would like to go through the Red Sea and the Suez Canal if the world situation allows, but whatever the route, the voyage will be a leisurely one, as the couple like to meet people along the way and are in no hurry to get home. They have owned *Aries* since it was built in California in 1976.

• **SEA STAR.** Rarotonga residents were treated to a vision of the old beside the new when the 31-metre schooner *Sea Star*, reminiscent of the old islands trading schooners, tied up alongside the inter-islands cargo ship *Manuval* for four days in Avatiu harbour in early May. From Mapleton, Oregon, *Sea Star* is captained by David McMichael with first mate Alan Lawes. This graceful schooner had come from Tahiti with guest master mariner and his wife Charles and Myola Smith from New Zealand, and four other crew. *Sea Star* was bound for New Zealand via

Samoa and Tonga after her visit to Rarotonga. Captain McMichael then plans to continue on to Australia, across the Indian Ocean to South Africa and eventually home to America.

• **MAGDALENA.** Since Heinz and Avamaria Bald bought their 14-metre steel ketch *Magdalena* 10 years ago, they have been constantly at sea and have no intention of returning home to Oldenburg in Germany until they are too old to continue sailing. That time should be a long way off, for *Magdalena*, according to Heinz, is this retired couple's 'sanatorium', and the sea she sails on is their 'swimming pool'. To maintain their ketch in superb condition Heinz and Avamaria often work from sunrise to sunset. This was confirmed by neighbouring yachts in Avatiu harbour in May, who had seen them in action at ports in the Tuamotu and Society Islands. *Magdalena* has taken the Balds through the West Indies several times, around the Mediterranean,

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YACHTS



Born Free — making for Australia. Abbie Cogan picture.

down the American coast to Brazil, home to Germany and back through the Panama Canal to the Galapagos Islands among other places. The latest leg of the journey is taking them through the Pacific, with the hurricane season spent in Tahiti where they were joined by their daughter, son-in-law and grandson. *Magdalena* arrived at Rarotonga in early May for two weeks and was then bound northwest for Samoa, with possible calls at Suvarrow and Manihiki in the northern Cook Islands, and on to Samoa, Fiji and New Zealand for the next cyclone season. Heinz has hopes of meeting in New Zealand his idol, Eric Hiscock, whose books, translated into German, have proved invaluable in their travelling. The Balds' destination after that is uncertain.

• **BLOWN AWAY.** The C&C-designed Whitby-45 sloop *Blown Away* is registered in the unlikely US port of Chicago from where owner-skipper Steve Colman comes. Steve and his first mate Sherry Krawchuk are on an east to west circumnavigation and the most recent report of their travels is from Rarotonga in the Cook Islands. *Blown Away* left the US coast from Annapolis, Maryland, in October 1978 and wintered in the Caribbean, later sailing on to the Galapagos Islands after passing through the Panama Canal. Steve and Sherry said they were fascinated by the Galapagos and were impressed by the strict enforcement there of conservation measures. A park guide accompanied them on their

tours of islands in the group. *Blown Away* later spent eight months in French Polynesia before continuing to Rarotonga, and is proceeding to Western Samoa, Tonga, Fiji, the New Hebrides, New Caledonia, New Zealand (to wait out the hurricane season), Australia, Papua New Guinea and then to the Red Sea.

• **BORN FREE.** Now heading for Australia via the Loyalty Islands and New Caledonia is the US-based Cascade sloop *Born Free* which passed through the Cook Islands in May. Skipper Don Raidy bought *Born Free* in 1976, six years after the sloop was launched. He has been sailing with his wife Katheryn, son John and their cat since September 1977. They left their home port of San Diego and sailed to Hawaii, Pago Pago,

Western Samoa, Tonga and Fiji. The Raidys were in Fiji for six months during the hurricane season, but were caught in Hurricane Meli which struck Fiji last year. Several of their friends lost their yachts, but these accidents have not diminished the desire of the Raidys to keep travelling. From Fiji they sailed to Rarotonga in the Cook Islands and when they reach Australia they plan a detailed cruise of the Great Barrier Reef. They plan to spend some time in Sydney and will then make for Nelson on the South Coast of New Zealand and will cross Cook Strait to the North Island. Their homeward leg will be through the Society Islands where they plan to spend several months.

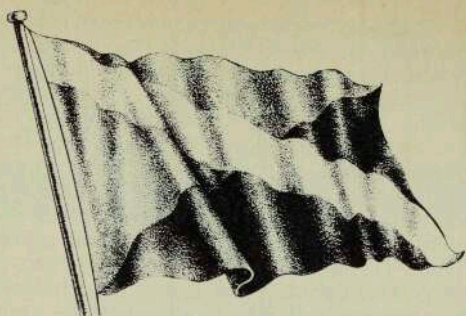
• **SKANA** This 16-metre cutter belonging to George and Sidney Thorson left Los Angeles in July of last year and arrived at Rarotonga for four days in early May after cruising in the Marquesas, Tuamotus and Society Islands. Accompanying George and Sidney Thorson when *Skana* reached Avatiu harbour were Bix Cray, Beryl Eddy and David Petersen who had all joined the yacht in French Polynesia. Sidney, though, had flown to Rarotonga from Papeete. The 18-month-old *Skana* was built in Newport Beach, California, with a modified Islander 55 hull. *Skana* spent four days on

a reef in the Tuamotus, but was fortunately hauled off without too much damage. From Rarotonga *Skana* headed north to Aitutaki and on to Pago Pago where friends of the Thorsons were to join them for a cruise through western and American Samoan waters. *Skana* is then bound for Tonga and Fiji, where Bix and Beryl will probably leave the yacht. George and Sidney will also be leaving *Skana* in September to fly back to Washington, where the cutter is registered at Friday Harbour. Their two sons will come down to the Pacific to sail *Skana* back to USA.

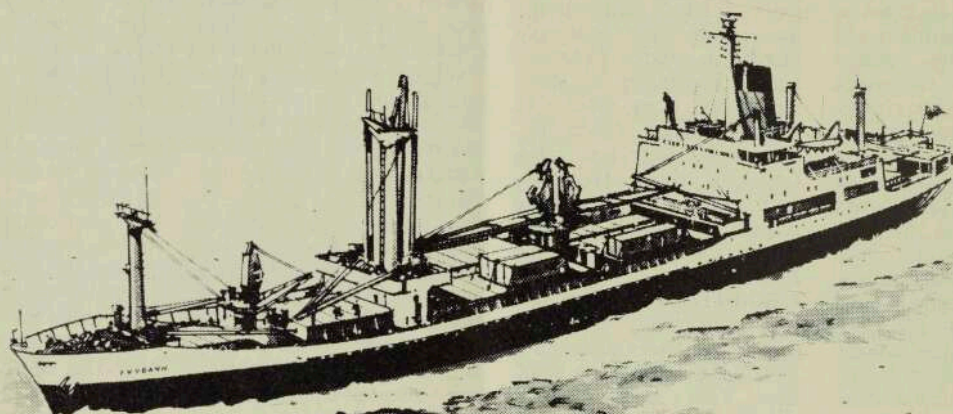
• **WHITHER.** This 12-metre modified Piper trimaran, with sloop rigging, is taking Jim Staggs and Karin Ahlström on a Pacific cruise which left from San Diego on November 25 1978. Jim Staggs actually left *Whither's* home port of Seattle exactly a year earlier on November 25, 1977, sailing down the west coast to work on the trimaran which he has owned for seven years before taking it on its first long range voyage. Previous trips were confined to the Pacific northwest and the Canadian coast. From San Diego the pair sailed down the Mexican coast, through Central America, and left for the Marquesas from Costa Rica. Just outside Hiva Oa, *Whither's* mast broke, but fortunately Jim had carried



Blown Away, Sherry Krawchuk and Steve Colman — PNG-bound. Abbie Cogan picture.



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YACHTS

two pieces of extrusion with him from Seattle on deck so he was able to build a new mast by splicing these together. After a week long stay in Rarotonga the trimaran was bound for Samoa, Fiji, Australia and the Great Barrier Reef, the Solomons, Marshalls, Carolines, Marianas and eventually home to Seattle, with no definite date planned for the arrival.

• **HEIMAT.** Another yacht from Vancouver which was in Avatiu Harbour in the Cook Islands in mid-April was *Heimat*, a 20-metre Westerly design which belongs to Karl and Henriette Bohlen. *Heimat* left Vancouver in June 1979, sailed direct to Hawaii, and then on to the Marquesas, Tuamotus, Papeete, Bora Bora and Rarotonga. Grant Bohlen accompanied his parents as far as Papeete before returning to university, and the Bohlens' daughter and son-in-law will join them in Pago Pago for a three month cruise in the Fiji-Tonga area after their stop in Rarotonga.

Karl has been sailing, mainly around Vancouver and the north-west United States, for about seven years in a smaller yacht. This is their first long-range voyage, which will probably continue on to New Zealand for the 1980-81 cyclone season and on around the world 'if the mate feels brave enough'. The Bohlens have owned *Heimat*, which was built in England in 1977 and freighted to Canada, for two years.

• **SPRAY.** This 13-metre Ottawa-registered trimaran is owned and skippered by Howard Johnson, a Canadian who designed the boat himself. His crew are Adrian and Angela Lister, of Yorkshire, England. *Spray*, built in Cape-town 10 years ago, has sailed across the Atlantic three times. On this trip Johnson voyaged from St. Croix to Panama, the Galapagos, the Marquesas, the Tuomotus, and the Society Islands. The Listers came aboard as crew in Tahiti, and sailed with Johnson to Rarotonga. From Raro-



Spray — Atlantic veteran in the Pacific. Abbie Cogan picture.

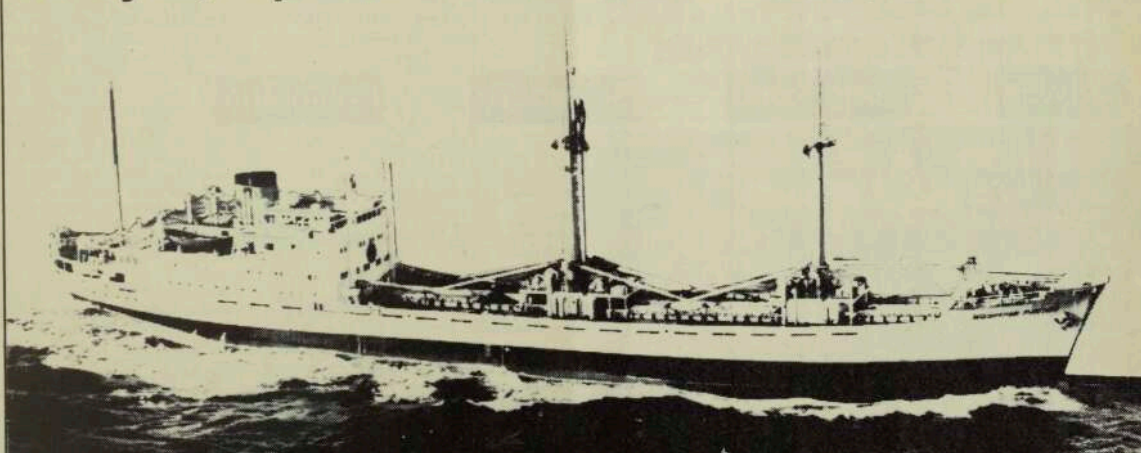
tonga *Spray* will make the long journey back to St Croix via Aitutaki, American and Western Samoa, Tonga, Fiji, New Zealand for the hurricane season (where his present crew will disembark), Australia, the New Hebrides, Sri Lanka, South Africa and Brazil.

• **WHIRLWIND.** This Holman and Pye 12-metre racer skippered by Noel Murray is in Rarotonga for a brief visit.

Whirlwind has raced in the Admirals Cup and won the cup seven years ago. She has since competed in 16 races. *Whirlwind* left her home port of Tauranga, New Zealand, in early May, with skipper Murray, his sons Kerry and Shawn, owner Doc Hubbard, and Ian Riddell. The sleek racer is on its yearly cruise and is bound for Tahiti, Tonga, Samoa, Fiji and then back to New Zealand for Christmas.

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Kietz: Burns Philp (N.G.) Ltd. • Kimbe: Harrisons & Crossfield (P.N.G.) Ltd. • Rabaul: New Guinea Cocoa (Export) Co. Pty. Ltd. • Honiara: Island Co-operative Shipping Federation Ltd.

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Should any shipping company wish to have its services — cargo and passenger — included in these listings they should contact PIM.

AUSTRALIA - FIJI

Karlender (Aust) Pty Ltd operates monthly cargo services from Sydney to Suva and Lautoka.

Details from Karlender (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.

Details from Sofrana-Unilines, 19 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).

AUSTRALIA - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully containerised service (Gen/Reefer) from Brisbane and Sydney to Lautoka.

Suva, Nuku'alofa, Apia and Pago Pago.

Funafuti cargo transhipped at Suva. Details from Pacific Forum Line, Sydney; Union Bulkships, Sydney; ANL, Brisbane; Burns Philp (SS) Co, Lautoka, Suva and Apia; Union Co, Nuku'alofa; Polynesia Shipping Services, Pago Pago or Pacific Forum Line Head Office, Apia.

AUSTRALIA - LORD HOWE IS - NORFOLK IS

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island and Norfolk Island.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

AUSTRALIA - NAURU - KIRIBATI

Nauru Pacific Line operates regular cargo/passenger service from Melbourne to Nauru and Tarawa.

Details: Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - NEW CALEDONIA (AND/OR) NEW HEBRIDES

Karlender operates a monthly service from Sydney to Noumea.

Details: Karlender (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, 19 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 con-

tainerised cargo service from Sydney to Noumea.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

Compagnie Generale Maritime operates a monthly service from Sydney to Noumea, Port Vila and Santo, using a self-sustained fully containerised vessel.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

Daiwa Line operates 30 day service from Sydney to Vila and Santo.

Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO Sydney 2001 (290-1633), Tlx: AA25970.

AUSTRALIA - NZ - FIJI - HAWAII - US

P & O liners call at Auckland, Suva, Honolulu and Vancouver on eastbound and westbound voyages between Sydney and the US.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - NZ - FIJI - TONGA - N. HEBRIDES - NOUMEA - PNG - SOLOMONS - SAMOAS - TAHITI

Sitmar Cruises operates a year-round cruise programme to include most of the above countries.

Details from Sitmar Cruises, 47 Elizabeth Street, Sydney (232-7511).

P & O liners call at Auckland, Bay of Islands, Honiara, Lautoka, Noumea, Nuku'alofa, Pago Pago, Papeete, Port Moresby, Santo, Savusavu, Suva, Vavau and Vila on cruises from Australia.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - MICRONESIA

Nauru Pacific Line operates a regular container service from Melbourne to Majuro, Kosrae, Ponape, Truk, Guam and Saipan.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - PNG

New Guinea Express Lines operate three-weekly conventional and container services Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul, Alotau.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange, 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 (21-4572), Lae (42-1536), Rabaul (92-2911) Niugini Pty Ltd, Rabaul (92-2911) Alotau Stevedoring & Transport (61-1318).

Karlender New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul, Popondetta.

Details from Karlender (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301), Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731).

AUSTRALIA-PNG-SOLOMONS

A consortium of Conpac, NGAL/PNGL have three container vessels operating on a 28 day turnaround from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Madang, Kieta and Honiara supplemented by Daiwa vessels, Pacific Princess and Fiji Maru extending from Sydney to Lae on a monthly basis.

Details from Burns, Philp & Co. Ltd, 51 Pitt Street, Sydney (2-0547) and InterOcean Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - SOLOMONS - KIRIBATI - MICRONESIA

Daiwa Line operates a container service every 30 days from Sydney to

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Philippine

To: Papua New Guinea, Other Pacific Islands.

AGENTS

Taiwan: Royal Steamship Corp., Ltd., Taipei

S. Korea: Dong Sue Shipping Co., Ltd., Seoul

Hong Kong: Dahzun Enterprises Ltd

Singapore: Ocean Shipping & Enterprises Pte., Ltd

Guam: Maritime Agencies of The Pacific Ltd., Guam

Saipan: Saipan Shipping Co., Inc., Saipan

Solomon: Solomon Taiyo Ltd., Honiara

Tahiti: J.A. Cowan & Fils, Papeete

Cook: Eastern Associates Ltd., Rarotonga

Tonga: E.M. Jones Ltd., Nukualofa

New Hebrides: Pentecost Pacific S.A., Port Vila

Philippines: Sky International Inc., Manila

Ponape: United Micronesia Development Association, Ponape

A. Samoa: Island Pacific Agencies Inc., Pago Pago

W. Samoa: Morris Hedstrom Ltd., Apia

Fiji: Carpenter Shipping, Suva & Lautoka

Nauru: Nauru phosphate Corp

PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul

New Caledonia: Agence Maritime Du Rond Point Du Pacific, Noumea

Indonesia: P.T. Porodisa Raya Shipping Lines, Jakarta

Sabah: KOH Han Ming Shipping & Forwarding Agent, Kotakinabalu

Sarawak: Pan Sarawak Agencies Sdn. Bhd., Sibuan & Kuching

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Frontier Bldg., 3-13 Hirano-cho, Higashi-ku, Osaka, Japan.

Phone: 06/227/0422 (Rep.) Cables: "MARIQUEEN" Osaka. Telex: 522-3896 Kyowa O.

Honiara, Kieta, Tarawa and Guam. Gizo cargoes transhipped at Honiara, Lae, cargoes transhipped at Kobe.
Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO Sydney 2001 (290-1633). Tlx. A25970.

AUSTRALIA - SOLOMONS - NORTHERN MARIANAS - TAIWAN - JAPAN

Daiwa Line offers a four-weekly service Sydney-Honiara-Guam-Taiwan-Japan with transshipment at Kobe for Japan.

Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO Sydney 2001 (290-1633). Tlx. A25970.

AUSTRALIA - TAHITI

Compagnie Generale Maritime operates a monthly service from Sydney to Papeete using a self-sustained fully containerised vessel.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney 231-3700.

AUSTRALIA - TONGA - SAMOAS - TAHITI

Karlender operates a monthly cargo service from Melbourne and Sydney to Nuku'alofa, Apia, Papeete, US west coast.

Details: Karlender (Aust) Pty Ltd, 9-31 Pitt Street, Sydney (27-8301).

AUSTRALIA - W. SAMOA

Compagnie Generale Maritime operates a monthly service from Sydney to Apia, using a self-sustained fully containerised vessel.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney 231-3700.

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (NZUE) operates a fortnightly palletised cargo service from Manila, Keelung, Taoshiung and Hong Kong to Lautoka, Suva and thence to NZ.

Details from Carpenters Shipping, Suva (312-244), Burns Philp, Suva (311-777), P & O S.N. Co, Wellington (736-477) or Nedlloyd Swire Pty Ltd, Sydney (20-522).

Nedlloyd operates bi-weekly cargo service with four ships from Sourabaya, Jakarta, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from Nedlloyd (Aust) Pty Ltd, 1 Spring St, Sydney (27-3801), Burns Philp (SS) Co Ltd, Suva and Lautoka.

FAR EAST - MID-S. PACIFIC

China Navigation's New Guinea Pacific Line (NGPL) operates a regular cargo service from Hong Kong, Taiwan, Manila, Port Kelang and Singapore to Newak, Madang, Kimbe, Rabaul, Kieta, Lae, Port Moresby, Honiara, Santo, Vila, Noumea, Papeete, Pago Pago, Apia, Tarawa and Nauru.

Details from Steamships Trading Co., Port Moresby (21-2000).

Kyowa Shipping 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 and Guam.

Details: Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO Sydney 2001 (290-1633). Tlx. A25970.
JAPAN - FIJI - NEW ZEALAND
China Navigation, operates a monthly service from main ports Japan to Suva and Lautoka and thence Noumea and NZ.

Details from Carpenters Shipping, Suva (312-244).

JAPAN - PNG

Mitsui O.S.K. Lines operates a monthly service from main ports Japan and Port Moresby, Rabaul, Lae, Madang, Kieta and Kimbe.
Details from J. C. Waller, Port Moresby (21-2919/21-1898).

JAPAN - GUAM - FIJI - TAHITI - SAMOA - N. CALEDONIA - SOLOMONS - KIRIBATI

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.

HAWAII - SAMOAS - TONGA

Warner Pacific Line operates unutilized/palletized and reefer cargo service Honolulu/Pago Pago-Apia-Nuku'alofa. Line Islands and Suva by inducement.

Details from Hawaii-Pacific Maritime Inc., Honolulu, HI 96801. Tel. (808) 521-9806 Freight Dept. Tlx (RCA): 723-8330 ITT 743-0040 Cables 'Oral'.

NEW CALEDONIA - FIJI - WEST COAST NORTH AMERICA

PAD Line operates an approx. 3-weekly ro-ro service from Noumea and Suva to Honolulu and West Coast USA and Canadian ports.

Details from Sofrana-Unilines SA, BP 1602, Noumea (27-51-91), Tlx NM048; W. R. Carpenter, 100 Thomson St., Suva (31-11-22), Tlx FJ2199; Trans-Austral Shipping, Box R232 PO, Royal Exchange, NSW (27-2441), Tlx AA21204.

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, 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).

NZ - COOK IS - NIUE - TAHITI

Shipping Corporation of NZ Ltd operates cargo services based on pallets and similar units from Auckland to Niue, Cook Islands and Tahiti.

Details from the Shipping Corp of NZ Ltd, PO Box 3420, Auckland (797-210), Waterfront Commission, PO Box 61, Rarotonga; Lighterage and Stevedoring Co, Aitutaki; Niue Govt Offices, Niue Island Compagnie Maritime Polynesienne, B'P 368, Papeete, Tahiti.

NZ - FIJI

Reef operates a regular 18-day service from Auckland to Suva and Lautoka.

Details from Reef Shipping Agencies, PO Box 3382, Auckland, NZ (77-1221-3).

Pacific Line with one ship operates fortnightly ro-ro cargo service New Zealand, Lautoka, Suva.

Details: Sofrana Unilines, 18 Customs Street, Auckland (773-279) PO Box 3614, Telex: NZ2313.

NZ - FIJI - NORTH AMERICA (WC)

Blue Star Line Ltd Pacific Coast container services. Only direct service to and from New Zealand. Blue Star

vessels call at Suva and Honolulu on NZ-US-West Coast voyages.

Details from Blueport ACT (NZ) Ltd, PO Box 192, Wellington (739-029). Burns Philp (SS) Co Ltd, GPO Box 355, Suva, Fiji (311-777).

NZ - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully containerised two-weekly service (Gen/Reefer) from Auckland to Lautoka, Suva, Apia, Pago Pago and Nuku'alofa.

Details from Pacific Forum Line, Wellington; Union Co, Auckland, Lautoka, Suva, Apia and Nuku'alofa; Polynesia Shipping Services, Pago Pago or Pacific Forum Line Head Office, Apia.

NZ-N. CALEDONIA-FIJI-SOLOMONS-PNG

Pacific Forum Line operates a fully containerised service (Gen/Reefer) from Lyttelton, Napier, Tauranga, Auckland to Suva, Lautoka, Noumea, Honiara, Kieta, Lae and Port Moresby.

Details from Pacific Forum Line, Wellington; Shipping Corporation of NZ, Lyttelton, Napier; Union Co, Tauranga, Auckland, Suva, Lautoka; Sofrana, Noumea; Steamships Trading Co, Kieta, Lae, Port Moresby; Sullivan's (SI) Ltd, Honiara or Pacific Forum Line Head Office, Apia.

NZ-N. CALEDONIA-N. HEBRIDES-PNG-SOLOMONS

Sofrana Unilines with three ships operates to Vila and Santo, to Honiara and Papua New Guinea and to Norfolk Island and Noumea.

Details from Sofrana Unilines, 18 Customs Street, Auckland (773-279), PO Box 3614, Telex NZ2313.

NZ - TAHITI

Compagnie Tahitienne Maritime SA with one ship operates monthly service New Zealand - Papeete.

Details from Sofrana Unilines, PO Box 3614, 18 Customs St, Auckland (773-279), Tlx NZ2313.

NZ - TONGA - SAMOAS

Pacific Navigation of Tonga operates a four-weekly cargo service, Auckland - Nuku'alofa - Pago Pago - Apia - Auckland.

Details from McKay Shipping Ltd, Downtown House, Queen Street, Auckland (30-229).

Warner Pacific Line services Auckland - Nuku'alofa/Vavau/Apia/Pago Pago fortnightly carrying general and freezer cargoes. Also Timaru - Nuku'alofa/Vavau/Apia every 21 days carrying freezer cargo.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland (796-841), Telex NZ21555.

EUROPE - TAHITI - NEW CALEDONIA

Compagnie Generale Maritime operates services from Europe and Mediterranean ports to Papeete and Noumea using three ro-ro and two multi-purpose vessels thus ensuring a bi-monthly sailing to and from.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

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).

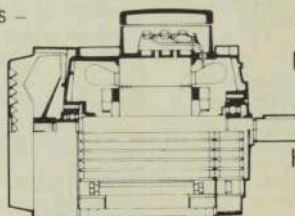
EUROPE - TAHITI - W. SAMOA - FIJI - N. CALEDONIA

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801).

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The Bank Line operates a regular 28 day cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Suva and Lautoka.

Details from The Bank Line (Australia) Pty Ltd, 1 York St, Sydney (27-2041); Burns Philp (South Sea) Co Ltd, Suva and Lautoka.

UK/N. CONTINENT - PNG - SOLOMONS

The Bank Line operates a regular 28 day 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 The Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports; Trading Co Honiara.

UK/N. CONTINENT - TAHITI - N. CALEDONIA - N. HEBRIDES

The Bank Line operates a regular 28 day cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Papeete and Noumea.

Details from The Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Ets A M Fare UTE, Papeete; Ets Ballande, Noumea.

US - FIJI - TAHITI - NZ - AUSTRALIA

The 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 The 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 - HAWAII - MICRONESIA

Philippines, Micronesia & Orient Navigation Co (PM&O Lines) operates regular container service on self-sustained ship with ro-ro capabilities from Oakland, Portland and Honolulu to Majuro, Kosrae, Ponape, Truk, Saipan, Yap and Koror.

Details from Micronesia can be obtained from Larry Guerrero, PM&O Owners Rep, PO Box 803, Saipan, MI 96950, Cable COMMONTIME; PM&O Lines, 181 Fremont St, San Francisco, California 94105, Cable PMONAV.

US - HAWAII - NAURU - MICRONESIA

Nauru Pacific Line operates regular conventional/container and passenger service from San Francisco and Honolulu to Majuro, Ponape, Truk and Saipan. Cargo is accepted for Nauru and Kosrae with transshipment at Majuro and Ponape.

Details from Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709); North American Maritime Agencies, 100 California St., San Francisco, California 94111.

US - NOUMEA - FIJI

PAD Line operates an approx 3-weekly ro-ro service from West Coast USA and Canada to Noumea and Suva.

Details from Sofrana-Unilines SA, BP 1602, Noumea (27-51-91), Tlx NM048; W. R. Carpenter, 100 Thomson St, Suva (31-11-22), Tlx FJ2199; Trans-Austral Shipping, Box R232 PO, Royal Exchange, NSW (27-2441), Tlx AA21204.

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 Services 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 Pago.

Details from Polynesia Shipping Services Inc., PO Box 1478, Pago Pago (9-6799).

DEATHS of Islands People



OALA OALA-RARUA

Oala Oala-Rarua, a pioneer politician in Papua New Guinea and his country's first High Commissioner to Australia, died in Port Moresby in May. He was only 43, and died suddenly from a stroke.

Mr Oala Oala-Rarua, who leaves a wife, three daughters and two sons, was trained as a teacher, but in the early 1960s the then Australian Administration of PNG recognised his outstanding ability and employed him increasingly for specialised administrative positions working directly with the Assistant Administrator Dr (now Sir) John Gunther. He formed one of the first active political groups in PNG, the United Nationalist Party, receiving heavy support in Port Moresby and from his home village of Pari near Port Moresby. Later he was one of the co-founders of Pangu, the party which led PNG to independence under Mr Michael Somare's leadership. He was a member of parliament from 1968 to 1972 and served as Ministerial Member

US - TAHITI - SAMOA - NZ - AUST

Farrell Lines Inc, operate a fast regular lash/container cargo service from west coast ports Canada/USA to Papeete and Pago Pago thence to NZ and Australia.

Details with Wilhelmsen Agency, Sydney, Melbourne and Brisbane, Tlx AA20136, Cable FARSHIPS Sydney; Dalgety (NZ) Ltd, Auckland and Wellington, Tlx NZ2445, Cable DALSHIP Auckland; Compagnie Maritime Polynesienne, Immeuble Franco Oceanienne, PO Box 368, Papeete, Tahiti, Tel 26393, Tlx 258, FP ANSB Taporo, Cable OCEAN Papeete; Kneubuhl Maritime Service, PO Box 39, Pago Pago, Telephone 633-5121; Tlx 782505.

for Finance in the embryo Cabinet which preceded self-government and independence. When PNG became independent he became his country's first diplomat abroad, chosen by Mr Somare to help maintain government-to-government contact with Australia.

His funeral was one of the biggest Port Moresby has known and the mourners included the Prime Minister, Sir Julius Chan, and Mr Somare who is now Leader of the Opposition.

ASIVOROSI CABEALAWA

Asivorosi Cabealawa, 76, holder of the title Tui Daka and head of three villages in Vanuabalavu, Fiji, died in Suva recently. He was a traditional leader of long standing and had served in the Fiji Military Force of World War II, including action in the Solomons Campaign.

WILLIAM TIDEN

William Tiden, who retired as Commissioner of Police in Papua New Guinea last year, has died in hospital in Rabaul following a long illness. He came from Matalau village in the Rabaul area and had been 41 years a policeman.

Bill Tiden was one of a number of police and soldiers who escaped from Rabaul during the Japanese invasion of 1942. He was later captured and was assigned to labouring work when he refused to join the Japanese Military Police. He became known to hundreds of younger policemen in later years when he became an instructor at the Bomana Police College near Port Moresby. He was appointed commissioner in 1977 after holding a series of regional police posts. He held the awards of Officer of the British Empire and the Queen's Police Medal.

JAMES A. MILNE

In Tarawa, Kiribati, James A. Milne, 58, a member of the Milne family which has been widely-known in the Marshalls and throughout Micronesia for more than a century. Mr Milne had been active in business affairs and politics at Majuro in the Marshalls and his body was brought home there for burial.

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