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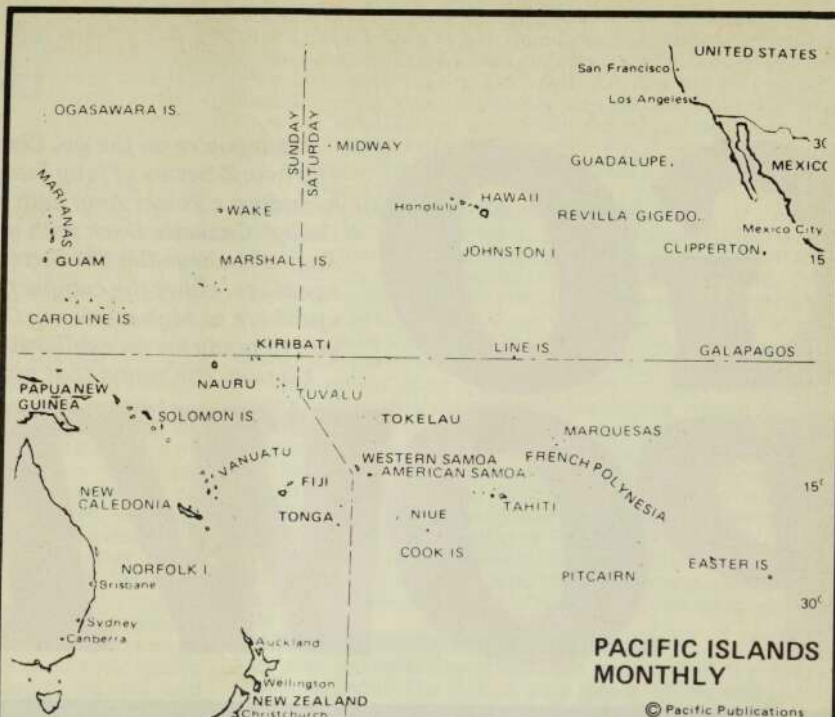
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Cover picture: Just about all you need to know about the sweetness, innocence and curiosity of childhood is in this picture by Sherée Lipton. Home for the young subject is in the Cook Islands.

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Pacific Report

FRENCH POLICY IS FORUM TARGET

Held in Port-Vila in August, the 12th meeting of the South Pacific Forum launched an attack on France's colonial policy in the South Pacific which will have wide repercussions. The meeting agreed to send a mission to Paris led by Fiji Prime Minister Ratu Sir Kamisese Mara to see President Mitterrand. Aim of the mission is to put pressure on France to decolonise her Pacific territories. Vanuatu led the attack in the Forum, arguing that there would be serious bloodshed in neighbouring New Caledonia unless its neighbours began moving now to attempt to change France's attitude. Vanuatu Prime Minister Father Walter Lini said four people had already died violent deaths in New Caledonia this year, and there could be more deaths of Melanesians at the hands of French settlers by the end of the year. PIM's man at the conference, Stuart Inder, says Forum leaders saw New Caledonia, not French Polynesia, as the threat to peace in the area, and their decision is the beginning of a sustained campaign to win self-government or independence for New Caledonia. The Forum delegation may not go to Paris until next year. Other decisions by the Forum leaders were: 1) A protest to Japan, France and the United States against nuclear testing, or nuclear waste dumping, in the Pacific. 2) Rejection of a Soviet move to operate a marine survey cruise in Solomons and Vanuatu waters. 3) Approval in principle of the establishment of a Pacific Islands Fund to help smaller countries. 4) Relegation to the 'too-hard basket' of a Papua New Guinea proposal to have a Pacific Islands regional security force. 5) Postponement, yet again, of a decision about whether the South Pacific Commission and the South Pacific Bureau of Economic Co-operation (SPEC) should be amalgamated. Next year's Forum meeting will be held in Tuvalu.

FIRST N-BLAST OF MITTERRAND PRESIDENCY

France exploded a nuclear weapon underground at Moruroa atoll, French Polynesia, in August. It was the first test since President Mitterrand's election on May 10. An official of the French Defence Ministry said it was carried out 'within the framework of France's policy of defence'.

AFTER SAMOA STRIKE, A NEW POLITICAL BALLGAME

A massive analysis of Western Samoa's public service strike (PIM Aug p15) appearing over eight pages in the government newspaper *Savali* in July. Pati Puaopepe writes: 'Before the strike appeared to possess only two political groups: Tupuola Efi and his supporters (Malo), and Vaai Kolone and the Human Rights Protection Party (the informal Opposition). The strike has altered that equation, radically. The situation is now more complex and fluid, anything can happen... Who knows, maybe our next Prime Minister is not even an MP or influential in politics right now. The strike has even made that a possibility. What we do know definitely about our next elections is that they will be tough, closely fought, perhaps far more bitter than our last ones - the truly spectacular event that most of us, now hooked on power games, expect.' The writer said that if the present Prime Minister Tupuola Efi stood unsuccessfully for re-election, or even he decided not to stand at all, he would still be one of the most influential men in determining who his successor would be. The article was entitled: 'Our First Strike: A Foreign Invention Which became Samoan Overnight?'

FJI CHURCHMEN CRITICISE SINAI DECISION

Fiji church officials have asked if Fiji will become entangled with 'vested' American interests in agreeing to supply troops for a peace-keeping force to be posted to the Sinai Desert in the Middle East (PIM Aug p5). They say that the Fiji Government decision to supply 600 men for the force had been taken 'with alarming speed'. The officials represent the social issues committee of the Methodist Department of Christian Citizenship and Social Service, and the secretariat of the Pacific Conference of Churches. A circular prepared by the churches recalls that government leaders had spoken of the force 'providing 600 jobs', and adds: 'We suggest that the economic argument is an extremely bad way through which to approach this question. We are informed that the recruiting will be done in rural areas. By and large the unemployment problem is an urban problem. Why, then, do we have to go and recruit in the villages?' The circular notes

that last year Fiji refused to send men to Vanuatu except as part of a United Nations force. 'We are troubled by the fact that the Sinai peace-keeping force is not under the United Nations,' the churchmen say. 'We are also troubled by the fact that we seem less concerned about Melanesia than we are about the Sinai.' They ask what a clear and direct military connection with the United States would mean for Fiji's Pacific identity and role, 'particularly in the light of the growing US interest and power in the southwest Pacific.'

STRIKE BY VANUATU PUBLIC SERVANTS

Following Western Samoa's public service strike, it was Vanuatu's turn in August. In a clear attempt to achieve Pacific-wide publicity for their action, the public servants struck while leaders of all South Pacific Forum countries were in Port-Vila for the 12th meeting of the Forum. Strikers' demands: a wage increase, faster integration of the Public Service (there are still remnants of the cumbersome old condominium system about the service), setting up of a social security scheme, and stronger control over political appointees to the service. Also at issue is a widespread resentment among ni-Vanuatu public servants at the fairly large number of expatriates still in the service. This is widely seen as blocking promotion opportunities for experienced ni-Vanuatu personnel. The Vanuatu strike repeats a pattern established last year when Kiribati public servants went on strike while the Forum was meeting in Tarawa. It is probable that the Vanuatu tactics were inspired by the action of their counterparts in Kiribati, and equally probable that they were discussed at the meeting of Pacific trade unions held in Port-Vila earlier this year (PIM Jul p5).

CALEDONIAN INDEPENDENCE 'IN THE '80s'?

Australian journalist David McNicoll, reporting in the Sydney weekly magazine *The Bulletin* on a recent 10-day visit to New Caledonia, says 'independentist' leader Yann Uregei told him 'there would not be violence, but increasing pressure' if independence was denied to the territory. Replying to McNicoll's question as to whether he saw independence being granted in the next 20 years, Uregei replied: 'I see it in the 1980s, possibly within four years.'

STREET ON AUSTRALIA IN THE SOUTH PACIFIC

Australia's growing interest in the South Pacific region reflects a concern about the danger to the Western alliance if, through default on the part of countries with direct interests in the region, 'other powers', less favourably disposed to the West, moved into the vacuum, said Australia's Foreign Affairs Minister Tony Street in August. He was speaking before his departure on a visit to Papua New Guinea, Solomon Islands, and Vanuatu, where he was to attend the 12th meeting of the South Pacific Forum. 'Australia,' he said, 'is not a global power but a middle power. It has to look at its priorities. And it is not unreasonable that these should be Southeast Asia and the South Pacific. The South Pacific provides particular problems, in the widely-scattered nature of the Island states, and their relatively small populations. But events in World War II proved that this is an area of potentially great strategic significance.'

SAMOA CITIZENSHIP ISSUE FOR PRIVY COUNCIL

A citizenship issue affecting about three-quarters of the population of Western Samoa is to be debated before the Privy Council in London. It is: Are Western Samoans New Zealand citizens by virtue of New Zealand's control of the territory up to independence in 1962? The question has direct relevance to nearly 100 Samoans already before New Zealand courts on charges of overstaying their residence permits. In the past, several thousand have been convicted and deported on similar charges. In a series of hearings from the lower Magistrates Court up to the Appeals Court, Wellington lawyer George Rosenberg has argued that, by reason of the British Nationality and Status of Aliens (in New Zealand) Act of 1923, the father of a Western Samoan facing immigration charges was a New Zealand citizen. Finally, on July 28, Mr Rosenberg, acting in the name of Mrs Falema Lesa, was granted leave by the Appeals Court to take the issue 'before Her Majesty in Council'. — Michael Field in Wellington.

SEPARATE MINISTRY FOR ISLANDERS IN NZ?

The New Zealand Government is considering establishment of a separate Cabinet portfolio dealing with Pacific Islander affairs. Supporting the idea, President of the Maori Council Sir Graham Latimer has expressed concern that the present arrangements for Islanders, which split responsibility between Maori Affairs, Foreign Affairs, and several other government departments, did

not do justice to Islanders' needs. Sir Graham said he had given an undertaking to Western Samoa Prime Minister Tupuola Efi that he would try to create 'a better understanding of Pacific Islanders' needs in New Zealand'.

TONGANS TO HEAR IT ALL — OR SOME OF IT

A motion to allow Radio Tonga to broadcast certain parts of Legislative Assembly proceedings was approved in July. Sixteen members voted for the motion, with only one opposed.

THE SOUTH AMERICAN PUSH

The strong push by South American Pacific-coast countries to win a stronger place in the Pacific Island community was evident at the South Pacific Commission's recent 1981 Planning and Evaluation Committee meeting held in Noumea. For the first time, Chile's Ambassador to Australia Dr Jorge Valdovinos attended with observer status, and as a representative of the South American Permanent Commission for the South Pacific. The SAPCSP was founded in 1952 by the South American Pacific nations of Chile, Peru and Ecuador. Colombia joined the group in 1979. The commission's first act in 1952 was to proclaim the 200-mile maritime zone doctrine. The SAPCSP was also represented at the May, 1981, meeting of the South Pacific Commission, also held in Noumea. There too it had observer status.

VANUATU 155TH UN MEMBER

Vanuatu will become the 155th member of the United Nations on September 15, when Prime Minister Father Walter Lini will address the General Assembly of the world body. Final details were tied up by Vanuatu's Roving Ambassador Barak Sope in the course of his recent world trip (PIM Jul p6). During his time abroad, Mr Sope presented his ambassadorial credentials in Canberra, Australia, and to Queen Elizabeth II of the United Kingdom in London. In Paris he was unable to present his credentials to President Mitterrand due to the preoccupation of French Government officials with the country's general elections. Mr Sope's visit to Spain, where he had hoped to present credentials to King Juan Carlos, had to be postponed.

JAPANESE PAY FISHING FINE IN TRUK

A Japanese fishing firm has agreed to pay a \$US30 000 settlement of a fine levied by the attorney-general of the Federated States of Micronesia because of illegal fishing in FSM waters near Truk. The vessel, the *Shoyo Maru 2*, was seen fishing for four days in FSM waters without a permit.

WOMEN IN BIG TECHNOLOGY WORKSHOP

Fiji was host in July to more than 100 representatives from almost all South Pacific countries who attended a South Pacific Rural Technology Workshop. The workshop was co-ordinated by the Commonwealth Secretariat, in conjunction with Fiji's Ministry of Agriculture. Although only three governments had nominated female delegates, the World Young Women's Christian Association (South Pacific Area Office), with financial assistance from the Intermediate Technology Development Group, London, made possible the attendance of several more women, including representatives from Western Samoa, Vanuatu, Tonga, and Solomon Islands. Enthusiastic about what they had learned, these women have urged the Commonwealth Secretariat to launch a three-year programme to help women in the South Pacific to learn appropriate technologies while at home in their own countries.

KOKODA TRAIL CLAIMS YOUNG WOMAN VICTIM

An Australian nurse, Faye Mary Millar, 25, collapsed and died late in July while walking Papua New Guinea's rugged Kokoda Trail with a party of Australian tourists. Police said that she died about a day and a half's walk from where the 110 km trail begins at Sogeri, 40 km east of Port Moresby. They said she slipped while following a narrow track along a small ridge, and fell several feet before she could grab a small tree. Other members of the party pulled her back on to the track, but she collapsed, dying several hours later without regaining consciousness.

VANUATU OPPOSITION MPs TAKE THEIR SEATS

Vanuatu moved a step closer to having a fully effective parliamentary set-up when in July two more Opposition members of the Representative Assembly for the first time took their seats at an assembly meeting. They were Amos Andeng (Ambrym) and Thomas Tundu (Santo). Both men had just been released from gaol with remissions for good behaviour after serving sentences relating to offences at the time of Santo's attempted secession. Their decision followed that of Charlie Nako, a Tanna MP, who shortly before had also taken his seat for the first time after his release from gaol (PIM Jun p6). Work of the Representative

Assembly has been hampered ever since its first meeting in November 1979 by a boycott of proceedings by a number of Opposition MPs.

NORFOLK IS. HOTEL FETCHES \$A875 000

A 122-bed hotel on tax-free Norfolk Island was passed in for \$A875 000 at a Brisbane, Australia, auction on August 5. About 45 people attended the auction. Bids had opened at \$700 000.

PNG AID REDUCTION TO HELP OTHERS?

An editorial in the Australian daily, *The Sydney Morning Herald* has suggested that the agreed progressive reduction of about \$A12 million a year in Australian budgetary aid to Papua New Guinea should automatically be used to boost Australian aid allocations to other South Pacific countries.

RED FACES FOR OZ MILITARY BRASS IN TONGA

Australian naval and air force brass were acutely embarrassed by a series of mishaps attending a three-day goodwill visit to Tonga in July. First, the Australian minesweeper *HMAS Snipe* ran aground on Mounu Reef, almost exactly opposite the royal palace in Nukualofa. Both her propellers needed replacement. The air force obligingly flew in the required parts, but to their chagrin discovered that the Hercules aircraft which brought them would itself need a replacement propeller before they could get it off the ground again. A second Hercules was called in with a propeller and repair crew — and at last the Australians could turn their attention to the planned festivities, which coincided with the 63rd birthday of King Taufa'ahau Tupou IV.

FAICHUK, A FIFTH FSM

A group of eight island municipalities in the western part of Truk lagoon, Federated States of Micronesia, is to secede from Truk State and become the autonomous State of Faichuk, fifth partner in the FSM. The FSM Congress has approved a bill to establish the new State without opposition from the federation, which consists of Truk, Ponape, Yap and Kosrae. Faichuk has about 8000 inhabitants.

OFFICERS' CAPS: A SWISS GETS THE SACK

After a massive manhunt by French military police in Tahiti, a Swiss employee of Papeete's plush Hotel Tahara'a was arrested for the removal from the hotel lobby of the headgear of French Foreign Legion commander General Lardry and the navy's Admiral Choupin (PIM Aug p19). Despite his insistence with the hotel management that it was 'just a joke', the hapless Swiss was sacked on the spot.

FLAGS OF CONVENIENCE VOTE WORRIES VANUATU

The United Nations Conference on Trade and Development (UNCTAD), meeting in Geneva has voted overwhelmingly against the international maritime practice of 'flags of convenience'. Vanuatu's Roving Ambassador Barak Sope, whose country has planned a 'flag of convenience' operation (PIM May p71), expressed concern at the vote. 'We think this might place us at a disadvantage with other developing countries,' he said.

FSM AGAINST TAKE-OVER OF CONTINENTAL

A motion before the Congress of the Federated States of Micronesia opposes the take-over of the US-based Continental Airlines by Texas International Airlines, and urges the US Civil Aeronautics Board to place a ban on the move. Continental Airlines is a major shareholder in the domestic airline Air Micronesia, which services the FSM area.

PNG MAKES ROOM FOR 17 000 'EXPATS'

Papua New Guinea's Department of Labour and Industry in August approved 17 000 positions for expatriates under its new work permit scheme, following assessment of training and localisation proposals submitted by the private sector. Labour Minister Jacob Lemeki said not all these positions would necessarily be filled, 'as some undoubtedly indicate the efforts of firms and companies to make allowance for future expansion which may not take place'. By July 15, only 2502 actual work permit cards had been issued. Of these, 54% were to Australians, 15% to New Zealanders, 13% to Britons, and 5.6% to Filipinos. Government employees are at present exempt from the new work permit regulations.

CONSULAR TIES FOR TUVALU, SWITZERLAND

Consular relations between Tuvalu and Switzerland were established in July. The Swiss consulate-general in Sydney, Australia, will be in charge of Swiss consular affairs for Tuvalu, and the Tuvalu secretary to government will act in a similar capacity for Tuvalu affairs. The Swiss Government has already assisted Tuvalu on several occasions, notably regarding Tuvalu's membership of the Universal Postal Union.



Church head slates PNG deportations

As chairman of the Melanesian Council of Churches established in Papua New Guinea I would like to comment on the deportation of West Papuans who had been living as refugees in PNG and who addressed a human rights tribunal held at the PNG University (PIM Aug p5). These people spoke of their sufferings under Indonesian rule in West Papua (Irian Jaya as the Indonesians call it), and now have been rejected by PNG. The leaders of the PNG Government should be ashamed of their attitude.

As such, the act of the government leaders only showed their indifference and weakness to amplify the concerns expressed by and on behalf of the West Papuans to the people of PNG.

The fact that the government refused to recognise the purpose of the human rights tribunal indicated that it was going to continue suppressing the aspirations of West Papuans.

We call on the government to reconsider its decision and refer the whole issue, including the findings of the tribunal, to the International Court of Justice. It appears now that unless

government seriously reconsiders the implications of 'throwing out' the leaders of the West Papuans, there could be internal conflicts and even violence.

We hope that the government is not pursuing its own interests in this, or acting in fear because of the pressure of political forces from the Indonesian Government and/or other governments, in relation to West Papua and other human rights issues in the Pacific. If this is so we would support a call to the UN, the Vatican and the World Council of Churches to investigate it.

(FATHER) M. ASOR

Boroko
Papua New Guinea

More on Tuvalu's Nanumea bind

I found Maheu Naniseni's letter (PIM Mar p9) both imaginative and amusing.

He asked what authority I had for writing my letter 'A Tuvalu secession?' (PIM Oct 1980 p11). I must again make clear to him that from April 1980 onwards I have been consulting the Nanumea people about my plans, and have met with no objections from them. What they are waiting for is results. I stated the above at a meeting on Funafuti in late 1980 at which I was questioned by Maheu Naniseni. My statements were backed by some of my countrymen visiting from Nanumea.

It is a known fact that Maheu Naniseni is against the proposed federal system of government for Nanumea within Tuvalu. I wish he had said so straight out instead of simply branding my statements 'wild', 'unrealistic', and so on.

One of the two members of the Tuvalu Parliament representing Nanumea in the Tuvalu Parliament (he received the smaller number of votes), Maheu Naniseni is also a cabinet minister of the Tuvalu Government. He has publicly circulated a document to the Nanumea community claiming that certain Commonwealth countries will definitely not aid the proposal for self-government for Nanumea. Certainly, this statement is irresponsible.

It is actually not clear what the official position of the Tuvalu Government is on this major issue because some officials, including Maheu Naniseni, have simply aired their own wild and ill-considered opinions on the matter, without due consideration of their public position in the democratic state of Tuvalu.

For your readers' information, the Nanumea people on Nanumea Island have overwhelmingly voted for self-government within Tuvalu. What is left now is to formalise the issue. My letter to PIM of October 1980 is still valid.

TELAVI FATI

Funafuti
Tuvalu

Give the man back his tilde

A suggestion to Solomon Islanders from an admirer and frequent visitor: Now that you are independent, isn't it time to bring back the tilde and proper pronunciation of Mendaña (Men-don-ya), instead of the Anglicised Men-dan-a?

PRISCILLA R. FEIGEN
Palo Alto Calif
USA

Women, children in old Fiji

During a five-year residence in Suva I became interested in the situation of European women and children who lived in Fiji during the 19th century.

I am undertaking research to reconstruct as detailed a picture as possible of their lives and experiences, and I would like to contact anyone who could help me.

If any readers of PIM have lived in Fiji, or have letters, diaries or other relevant infor-

mation about European women and children living there in the 19th and early 20th centuries, I would greatly appreciate hearing from them.

CLAUDIA KNAPMAN
39 Groom St
Hughes ACT 2605
Australia

Torres Strait author replies

We read with interest the review of my book *The Torres Strait: People and History* by Nonie Sharp (PIM Jun p72). Her ill-informed and disparaging comments seem unworthy of one who presumes to know something of the Torres Strait. (Yes, I know Sharp has made flying visits to the Torres Strait every now and again.)

The trouble with Sharp's review is that she is more interested in pushing her own narrow political viewpoint than reviewing a book on island history. Her infatuation with the Torres United Party, which proposes independence for the Torres Strait, is elucidated in a full-page article in the Australian weekly *The National Times* (December 29, 1979).

This party is a Townsville-based group composed of a handful of Islanders, mainly from Murray and Darnley. Her entire review is shaped around her own conception of what she calls 'the integrity of island nationhood'.

To support Sharp's own preconceptions it was necessary for her:

a) to discover in the book that the islands are politically united; b) to assert that Murray Islanders are vigorously maintaining their language/culture/identity; c) to bolster the political credibility and standing of Islanders living on the mainland — e.g. Townsville; d) to pretend that young Islanders on the mainland are learning the ways of the 'old people' and thus absorbing the island tradition.

Regarding point a: Sharp's heavy emphasis on the border dispute with Papua New Guinea — 34 lines out of the 200 in the review — gives her the opportunity to parade her notions of a united island community pressing ever onward. In fact, the PNG dispute was much less significant than the single most devastating event in



Part of the Wabo refugee camp, built by PNG to accommodate Indonesian border crossers. The camp has now been closed as PNG tightens its controls. — United Nations picture.

PACIFIC ISLANDS MONTHLY — SEPTEMBER, 1981

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LETTERS

modern island history: the arrival of Europeans. Yet Sharp dismisses in 10 lines the book's treatment of this subject.

On point *b*: I defy Sharp to produce a single adolescent Murray Islander who can converse correctly in Meriam. Sharp gives the impression that Meriam is not mentioned in the book. In fact it has five separate page references in the index.

Point *c*: On the standing of Islanders on the mainland, Sharp herself in 1979 called these people 'push-outs' and wrote: '... many Islanders have been told they are "deserters" and have lost their traditional land rights.' Sharp admits that my view has 'the stamp of academic respectability' — and it also has the advantage of statistical backing: more than 50% of Islanders *do* live on the mainland, and have done so for more than a decade. She falls back, in some desperation, on a description of reunions at the Thursday Island jetty to back her claim that there is a close association between those who stay at home and the 'push-outs'.

Point *d*: Sharp takes for granted the active propagation of island language/culture on the mainland, and infers that I would like to see it 'vanish altogether'.

Every day I teach Torres Strait Islanders who are second-generation mainlanders, and who do not know anything of island language, dance or history, and precious little in the way of cooking and singing. Some are reluctant even to admit their family's island of origin, about which they know nothing. I have seen the same process at work with my nieces and nephews in Cairns during only a few years of urban living. It is not good. I would like to see it otherwise. But let us be realistic.

My own children are bilingual, but only due to the sustained efforts of my wife and her family. Attempts are now being made to have islander language/culture introduced into the state school system. People are trying.

A more disturbing aspect of the review is Sharp's description of island belief in sorcery, providence and incantation as

'fantasy and fiction'. Each item in the relevant chapter was related to me by a trusted relative or friend, or I saw the thing with my own eyes. I thought the day had passed when indigenous people's firmly held beliefs could be denigrated in such a manner. My wife's reaction was 'She is calling us liars'.

Sharp describes as 'often trivial' the section on people. An account of some aspects of their lifestyle such as fishing, turtle, dugong, old gods, is vitally important to the people at grassroots level. These mundane, everyday activities apparently offer no prospect of excitement for Sharp's politically biased appetite.

The reviewer in her last sentence fatuously suggests that we 'ask Islanders to tell us themselves in their own story'. The gall of this deskbound academic beggars description. I am called either father, god-father, uncle or brother-in-law by scores of Islanders. Does she infer that I do not know what they think and believe? My 10 years fishing, hunting, gardening, travelling, talking and living with Islanders put me in a position to write the Islanders' story in my own way, using information, sentiments and observations arising from my life with them. Naturally I sifted out the information I felt appropriate to my purpose, as any prudent writer would. Then I find information from my Islander friends labelled as 'fiction' or 'trivia'. And I, in turn, am castigated by Sharp for being too 'European-centred'. The contradictions in her review are truly breath-taking in scope.

I see the section on Saibai in my book as a combination of European and Islander observations approximating as nearly as is possible to the truth. One might have expected that the participation by Saibai Islanders in telling their story might find favour with our reviewer. In fact Saibai does not rate so much as a mention in Sharp's review.

We are all working towards self-determination in the Torres Strait, I trust, just as we were in pre-independence PNG. However, dreaming is not seeing. In

PNG, when I worked there, almost 100% of primary staff teaching positions and a large proportion of secondary teaching positions were occupied by locals. There is just *one* qualified Islander primary teacher in Queensland.

The Torres Strait people are confronted by massive social, educational and economic problems, as I have said in the book. Sharp does Torres Strait Islanders little service by making light of these problems.

JOHN SINGE
Port Douglas Qld
Australia

(This letter cut to match length of original review.)

Torres Strait again

I protest against the quality of literary criticism displayed in the book review 'Mark Missed on Torres Strait' (PIM Jun p72).

I read: 'Fantasy and fiction are so tightly interwoven in the seven-page chapter on "Magic and Death" that it should not be taken seriously.'

But then I don't find any of Mr Singe's specific claims repudiated. I know that Mr Singe spent many years here sitting down with older Islanders gathering the information he presented in this chapter, and that my knowledge of the subject, accumulated while teaching here for six years, generally concurs with his.

If Ms Sharp, during one of her occasional fleeting visits to the Straits, has been told in confidence some contradictory secrets by the old men, and if Mr Singe, myself and others have been surreptitiously misinformed for years, then please allow us a glimpse of the real facts.

Then we read a circumlocution about Mr Singe giving 'expression to wishful thinking in some quarters that island culture and Islanders would vanish altogether...'. Any fears the author expresses for the survival of Islander culture are real. The book was written to educate people about that culture. Indeed, it is used at Thursday Island High School for that purpose. Apart from a few anthropological theses and

one short 'official' history on the Straits, Mr Singe's book is the only reference available on the area.

Then Ms Sharp takes us to Thursday Island jetty to wait for the airlines launch and observe cultural ties between the islands and the mainland. Tears and smiles down at the wharf aside, the fact is that educational planners recognise a 2% per annum net migration from the Straits to mainland centres, 'wishful thinking' or not. I don't see many of my former students again after they've finished school here.

At least now there is likely to be one book in the Town Library where they choose to settle that they can put their finger on and say: 'This is the story of my people.'

LARRY JONES
Education Officer
Cathedral College
Thursday Island Qld
Australia

Those NZ police ads

Seeing the New Zealand police in action on television during the South African Springbok Rugby tour, and witnessing their brutal tactics and strongarm methods, reminds me to write and wonder about the advertisements the New Zealand police force regularly places in PIM. I am puzzled as to the reason for such advertising.

Is it for recruiting? If so that seems strange, given the fact that few Maoris and even fewer Pacific Islanders are members or are likely to become members of New Zealand's police.

Given the well-known and frequently demonstrated anti-Polynesian, anti-Islander and Maori bias of the police in New Zealand, it seems strange that they should advertise in PIM.

Is it intended as a not so subtle warning to Island people that 'Big Brother New Zealand Police' are watching? All Island people and their friends, remembering the actions of such police organisations as the 'Task Force', must, like me, wonder about the PIM advertisements.

BRUCE TURNER
Mildura Vic
Australia

The Reagan Administration's announcement earlier this year that policy towards the US Trust Territory of the Pacific Islands was now subject to 'full review' dismayed leaders of the various governments which are emerging from the soon-to-be-dissolved TTPI (PIM Jun p57). Now leaders of the so-called 'flag territories' of the US in the Pacific are voicing concern that the administration has developed no discernible policy for the Pacific Islands. They contrast this with the active policy it is pursuing in the Caribbean, and see as symbolic the appointment of Cuban-born diplomat Pedro San Juan to oversee their affairs. Two Honolulu-based writers, JERRY BURRIS* and MULIUFI HANNEMANN**, report exclusively for PIM.

Reagan's man knows his Caribbean, but what about the Pacific?

Leaders of the so-called 'American Flag' islands of the Pacific met in Hawaii in June to discuss their fears that the new Reagan Administration in Washington is barely aware of their part of the world.

The meeting brought together Governor George Ariyoshi of Hawaii, Gov Peter Tali Coleman of American Samoa, and Gov Paul Calvo of Guam for two days of closed-door meetings.

These three, along with Gov Carlos Camacho of the Northern Mariana Islands, have formed a group called the Pacific Basin Development Council. The council, created last year with the active support of former President Jimmy Carter's administration, is supposed to deal with common economic and development issues.

The idea was that the combined voices of these four little ships in the Pacific would produce a bigger squeak when it came to extracting federal economic development dollars out of the government in Washington. That objective remains. But it's quite clear from the Honolulu meeting that the PBDC will also have a political voice.

First evidence: a strong letter to President Reagan that

suggests the new administration is headed towards a potentially 'disastrous' relationship with the Pacific island territories. There is no policy towards the territories and little indication that the Reagan Administration intends to hire people with a Pacific islands background, the governors said.

The key office for all territorial and island activities is the Assistant Secretary of the Interior Department for Territorial and International Affairs. But thus far, the governors complained, appointments to that office have shown a distinct lack of sensitivity toward the Pacific.

The head of the office will reportedly be Pedro San Juan, a linguist, veteran diplomat and economics expert who served in both the Kennedy and Carter administrations. The Cuban-born official most recently has been director of the Hemispheric Center for the American Enterprise Institute and has an extensive Caribbean background as well as a record of service with Law of the Sea negotiations and arms control talks.

The speculation is that San Juan's knowledge of the Caribbean, plus his background in defence, arms control and international negotiations, will serve the Reagan Administration well as it develops a so-called 'Caribbean Policy'. That policy is designed to diminish the influence of the Soviet Union in that part of the world.

But 'what does it have to do with the Pacific?', the governors asked.

'Mr San Juan's background does not provide him with any experience or insights into the needs of the Pacific Island

community,' the governors complained in their letter. News of lesser appointments suggest that even the support staff will lack this necessary Pacific orientation, they said.

'Based on past experiences, it takes several years before non-Pacific island individuals begin to understand our specific and very special island needs,' they said. 'It should be noted that a background in Caribbean affairs does not relate to any of the unique island needs.'

'To administer the territories and to carry out oversight responsibilities from 10 000 miles away in Washington DC is a major job in itself,' they wrote. 'To attempt to do it with individuals who are unfamiliar with Pacific territorial issues, cultural patterns and specific, unique needs could prove disastrous.'

Furthermore, they complained, the federal government continues to exhibit a 'total lack of formal policy regarding what the United States wants for its territories and the role, if any, that the territories should play in national policy'.

By inference, they suggested that Japan and the Soviet Union both want more influence in the area. One way to keep them out is to pay a little attention to the territories.

Since that letter was written, private meetings between San Juan and island representatives have been held in Washington. They did little to assuage fears. San Juan points out that his background in international negotiations and defence matters will be useful in the still-pending status negotiations with the Micronesian government entities that make up the Trust Territory of the Pacific

Islands. Perhaps. But for the four island leaders, the situation seems to be 'we'll believe it when we see it'.

The island governors also prepared another message for Washington — this one to the US Civil Aeronautics Board (CAB) over the attempt by Texas International Airlines to take over Continental Airlines. Their concern has to do with Continental's service to American Samoa en route to Australia, Fiji and New Zealand, and its service to Micronesia through Air Micronesia.

Despite some evidence to the contrary, the governors fear that if Texas International succeeds in its take-over bid, that service could be reduced or even eliminated. They support Continental's plan to fight the takeover through an employee stock ownership plan.

On June 8, just as the governors were meeting in Honolulu to arrange their protest at the takeover bid, Texas International was busy in Washington DC. The airline filed a memo with the CAB vowing that 'it intends to maintain at a minimum essentially the same level of service now provided by Continental. That service will be provided for the indefinite future,' the airline said.

The governors were not convinced. Based on the record of TI's testimony in the case, the governors said, 'we are concerned about the viability of this commitment'.

The best assurance of continued Pacific air service by Continental would be to 'support the employees stock ownership plan,' they said. — *Jerry Burris.*

Jerry Burris is an American journalist and political columnist with The Honolulu Advertiser.

** Muliufi Hannemann is a special assistant to the Governor of Hawaii. He recently returned from Washington where he worked in the Department of Interior's Office of Territorial and International Affairs.*

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Come back, Jimmy, all is forgiven

It was announced in a *Washington Post* report in May that the Reagan Administration would be developing a comprehensive Caribbean Basin policy as an attempt to indicate to the region and to the world that 'it is not locked into a one-time military approach to such regional problems as the civil war in El Salvador'. It is envisaged that this policy would also provide for economic and social development for the Caribbean, as well as the security measures that will be implemented to combat what Secretary Haig and others in the administration perceive to be communist expansionism in the region.

With the adoption of a Caribbean Basin policy, I earnestly hope that the Reagan Administration will take the next logical step and begin to define its policy towards the Pacific Basin. To allow the absence of an agenda for the region to continue any longer only gives credence to those who criticise the United States for its lack of commitment and establishment of priorities in the region.

President Carter attempted to make some sense of US efforts in the Pacific, especially with respect to the US territories, by advocating a comprehensive territorial policy in February 1980 that reflected the interests and understanding of the Congress. It provided a flexible framework that recognised the unique cultural, political and economic background of each territory. Unfortunately, the Reagan Administration has placed Carter's territorial policy, as well as most of his Pacific policies, in abeyance pending their review and evaluation.

Without question, the policy decisions made by the Carter Administration are subject to scrutiny and to review by a new administration. But the fact remains that decisions were made in an area which previous administrations had treated with benign neglect.

Towards the end of his term

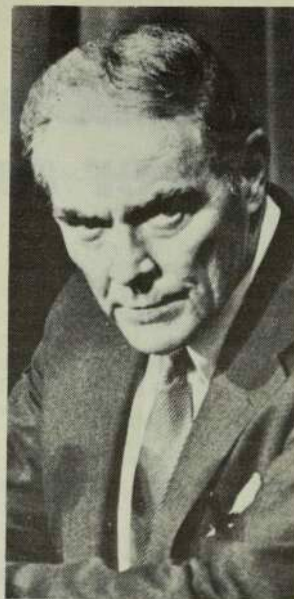
of office, there was every indication that Carter was beginning to recognise the importance of the Pacific-Asian Basin and, most importantly, of the special roles that each of the American jurisdictions play in the Basin — the fact that the Pacific Ocean is blessed with an abundance of marine and ocean resources, the fact that two-thirds of the world's people inhabit the Basin, and the fact that the Pacific Ocean has replaced the Atlantic Ocean as the hub of commerce and trading activities of the US.

There is certainly no perfect answer to the many and complex problems confronting any society, but the fact is that the Carter Administration at least addressed itself to the situation and offered certain avenues to pursue.

Judging from the dilatoriness with which the Reagan Administration is moving towards enunciating a Pacific Basin policy, filling substantive Pacific positions in Washington and the region, and, in general, responding to the needs and desires of the US entities in the Pacific — such as the Native Hawaiian Study Commission that the State of Hawaii has been anxiously anticipating for months — it is reasonably clear that the Pacific is once again on the low rung on the totem pole of national priorities in Washington.

It was also disappointing to note that in an extensive profile on James Watt and his work as the Secretary of the Interior which appeared on page one in the Sunday (May 31) edition of *The Los Angeles Times*, conspicuously missing was any mention of the Office of Territorial and International Affairs, the agency charged within Interior to oversee the territories.

What is it going to take to convince President Reagan, Secretaries Haig and Watt, and other key individuals of this administration to begin to focus properly on the Pacific Basin and accord it the recognition and respect it deserves? Will it



Secretary of State Haig. What is needed to convince him and other key US administrators to give the Pacific Basin the recognition and respect which it deserves?

take an 'El Salvador' type of situation to erupt in the Pacific before the administration feels compelled to move it up on its scale of priorities? I would certainly hope not for, if the Reagan Administration harbours the myopic view that trouble spots in the Pacific are confined to the Asian rim of the Basin then they obviously have not been observing some of the current trends in the Islands.

To cite a few examples: Vanuatu, formerly known as the New Hebrides, exploded last year into a full-scale rebellion led by French expatriates and locals headed by Jimmy Stevens, who saw their livelihood threatened by the change in government from French and British rule to independence. Many were surprised earlier this year when it was reported that Western Samoa, the first Polynesian island country to achieve independence in 1962, was in the throes of a major government employees' strike which was jeopardising the term of one of the Pacific's most charismatic leaders, Prime Minister Tupuola Efi. Furthermore, one would need to be extremely naive to dismiss entirely the possibility of some sort of strong reaction from the

U.S. IN THE PACIFIC

Trust Territory entities who are growing increasingly impatient with the Reagan Administration's procrastinating attitude regarding their status negotiations and other related issues.

The above-mentioned examples lead naturally to a major point worth considering: that is, if the United States continues to procrastinate in defining a policy and agenda for the region, it will create a void that could be filled quite readily by a super-power that it has competed with in Europe, Asia, Africa, and, of late, the Caribbean — the Soviet Union. The signs are there. In the South Pacific, the Russians have established diplomatic contacts with Papua New Guinea, Fiji, Western Samoa, and Tonga, and in many instances have made generous offers of economic assistance. Recently they have made economic overtures in Vanuatu and the Solomons. And, even closer to home, last year a Soviet official met in an 'exploratory session' with a representative of one of the American Micronesian insular areas. What's to stop them from taking advantage of a military vulnerability? Their history certainly suggests a propensity to do so.

Therefore, insofar as the decision by the Reagan Administration to develop a comprehensive Caribbean Basin policy, coupled with the appointment of the Caribbean-bred Pedro San Juan as the Assistant Secretary-Designate for Interior's Office of Territorial and International Affairs are a major boon to the Caribbean Basin, the Pacific Basin remains without an official Pacific policy and the US jurisdictions — namely, the territories of American Samoa and Guam, the Commonwealth of the Northern Marianas, the three entities of the Trust Territory of the Pacific and, to some extent, the State of Hawaii — continue to suffer. It is to be hoped that these recent Caribbean decisions will serve as the proper catalyst that will spur the Reagan Administration into developing a Pacific policy for this nation. — *Muliyil Hannemann.*

A new movement for Kanak land rights has arisen and is growing in New Caledonia. The movement is distinguished from other similar movements by its tribal basis, its strong attachment to customary forms of action, and its avoidance of ties with political parties. A special correspondent in Noumea tells the story.

New Caledonia's tribal people out to 'recover ancestral lands'

For more than a year now a new nationalist movement has been developing among the tribal people of New Caledonia. Based essentially on land ownership concepts and associated beliefs, its practical aim is to regain ownership of lands which have long been alienated, some since as long ago as the 19th century.

The movement cuts across existing political factions — indeed, many of its leaders deliberately keep their activities apart from political parties in the hope that a single unified front will be formed over what they see as a basic single cause.

The nucleus of the movement lies with about 20 tribes. They are using traditional means of communication to spread its influence, and now believe that all tribal groups are generally sympathetic, and that the existing solid core will soon expand.

The 'traditional means of communication' involves movement on foot by couriers who spread through all areas following customary procedures to make contact, express goodwill, exchange gifts and greetings, and then sit around the fire and talk.

There are about 150 tribes in New Caledonia, whose average population is estimated at about 250. This suggests that the hard core nucleus of the movement at present is about 5000 people (20 tribes of 250), and observation suggests that the numbers actively involved are steadily growing.

For the immediate future the main thrust of the movement is to send letters to or make contact with French *colons* occupying alienated land, and to make the point that the land traditionally belongs to the Melanesians who want it back. In general, they are prepared to see that the *colons* are treated fairly — at present they do not want to seize lands forcibly because of the violence and

trouble which might result. They would prefer a system by which the French authorities take back the land from the *colons* and give it back to the Melanesians as the rightful owners under traditional law and custom.

Despite this generally peaceable approach, in recent months there have been two forcible occupations, and one incident of confrontation in which a Kanak was shot dead by his *colon* employer (PIM Aug p6). This last incident it is true arose from a dispute over pay and not over the land issue, but it expresses the tensions that can rapidly erupt in the New Caledonian context. French riot police were sent to the scene of the killing and are believed to be still (late July) on the property.

If satisfaction cannot be obtained by peaceful pressures the ultimate plan is to move onto the land using whatever minimum force is necessary to achieve re-ownership.

In areas where the *colons* have already been contacted there has been a mixed reaction. Some of the settlers are prepared to sell out if the government institutes a plan, although obviously the issue of valuation will be controversial. Others are digging in and have refused to discuss the issues.

The total number of settler families (and therefore the approximate number of properties involved) is estimated at about 250.

The movement, which started in a fairly small way in localised areas about 12 months ago, is now reaching something of a peak and is being acknowledged rather than dismissed by the French authorities. The fact that this has coincided with the coming to office of the Mitterrand government in France will face French colonial activities in the Pacific with one of its major problems. For while the French structure is firmly

established in the overseas territories, President Mitterrand as a socialist leader could not tolerate a situation which the world would see as metropolitan repression of the rights to land of a Third World people.

One major practical issue which will cloud the picture involves verification of which tribes own what land. Two uprisings and their aftermath contribute to this area of potential controversy. The first was a mini-war in 1878 in which 150 whites and nearly 1000 Melanesians died, and the other was a rebellion in 1917. After both these events French authorities forcibly re-located many tribes. This means that today many tribes live in areas distant from their traditional lands. The possibility cannot be ignored that Melanesian unity could be strained by disputes between themselves over claims to specific areas of land.

Extensive research is being carried out by ORSTOM, the body responsible for scientific research in France's overseas territories, in an endeavour to pinpoint the traditional lands of today's tribes. Many maps have already been issued, based on research into the situation existing before 1878, and before 1917.

In one of their letters the tribes refer to a threat by one of New Caledonia's deputies to the French National Assembly, Jacques Lafleur, to use helicopters to keep the people in line. In fairness to Lafleur, it should be noted that there is no record of his having made such a threat. The statement by the people was probably a loose inference arising from the practice of the authorities of using helicopters with armed riot police on occasions when confrontations occur.

The tribes' letters are written in French with great dignity, sometimes having an almost



President Mitterrand of France. Despite the strength of French attitudes, can a socialist leader tolerate what the world would see as repression of Third World land rights?

biblical tone. The first paragraph of one of them reads: 'This letter laying claim to ancestral lands is drawn up by the tribe of Baco. It is the first announcement of a plan for the "Recovery of Land" which has been prepared by the tribes of Voh, Koné, Pouembout and Poya. These tribes have set up a committee consisting of two delegates from each tribe. It works independently of political parties and is achieving Kanak unity as a fact at the grassroots. The end result of this action is to be the occupation of lands, each tribe seeking to recover the lands within their traditional borders. When all tribal lands have been recovered, the whole country will once again become Kanak, and independence will be at hand.'

The letter goes on: 'The tribes of Gomen, Koumac, Poum, Pouébo and Ponerihouen are now asking for information. The "Word" is going around in Hienghène, Ouégoa, Ballade, Belep, Houailou. It says "We must recover the ancestral lands, and nothing will have the power to stop us." Now 149 tribes, all the tribes from the north, from Poya and Ponerihouen, are uniting to take common action. Tomorrow all of New Caledonia will follow.'

'Great success' of Honiara Mini Games



The first South Pacific Mini Games, held in Honiara, Solomon Islands, from July 7 to 16, were judged a great success by all concerned.

Sixteen countries took part in the games, which were timed to coincide with the third anniversary of Solomon Islands independence (July 7, 1978).

Planned within the framework of the South Pacific Games organisation, the Mini Games, like the 'big' games, will be held every four years, but in a leapfrog relationship, in the second of the four years separating each South Pacific Games. An important aspect of the Mini Games is that they will be held in countries not yet in a position to host a South Pacific Games, and will serve as a major stimulus for them to improve their sporting facilities to a point where, at some time in the future, they will be able to do so. The next Mini Games are set down to be held in the Cook Islands in 1985.

The Honiara games saw contests in athletics (men and women), soccer (men), boxing (men), tennis (men and women), and netball (women).

As the accompanying medals table shows, the French territories of New Caledonia and French Polynesia maintained their predominance in South Pacific at Honiara. But Papua New Guinea pressed French Polynesia close, winning only two fewer gold medals and two fewer medals overall.

The five participating countries who do not appear on the list are Guam, Kiribati, Lauru, Norfolk Island and Northern Marianas. Speaking at the closing ceremony, chairman of the Solomon Islands Organising Committee, David Campbell, said that participation of smaller countries who did not receive any medals gave value to the achievement of the medal winners.

An index of the enthusiasm aroused in the Solomons by the first big international sporting event ever staged in the country

is provided by the near-tragic case of Ben Ramalafa. Ben, in his early 20s, and hailing from Ataa, could not afford the fare to Honiara to see the games, so decided to risk it by travelling from Auki by raft. He was found by the ship *Waimasi* on July 15, drifting helplessly, without paddles, between Tulagi and Savo. He was so weak that crew members had to lift him on board. However, it ended well: Ben was treated at Honiara's Central Hospital and released after 24 hours.

An important decision for the future of the South Pacific Games was taken on the sidelines of the Mini Games. Western Samoa's preparations for the 1983 games, which are scheduled to be held in that country, were the subject of heated discussion among games organisers, criticisms were freely aired, and the threatened boycott of the games by New Caledonia and French Polynesia because swimming will not be among the events in Apia was thrashed out.

But, in the end, according to secretary of the Western Samoa Sports Federation, John Macdonald: 'Everyone was happy, swimming was forgotten, and we were assured that Western Samoa would host the 1983 games.'

Hawaii and New Zealand Maoris may send teams to the games in Apia, Mr Macdonald said. This would be decided at the next meeting of the South Pacific Games Council in Apia in March.

MEDAL TALLY

COUNTRY	GOLD	SILVER	BRONZE
New Caledonia	17	17	11
French Polynesia	10	7	5
Papua New Guinea	8	6	6
Fiji	5	5	10
Western Samoa	4	2	3
Solomon Islands	2	6	9
American Samoa	2	1	0
Cook Islands	1	3	0
Tonga	1	0	2
Wallis & Futuna	1	0	1
Vanuatu	0	4	8



Top: Honiara couldn't do enough to make the games a success and an enthusiastic signwriter threw in an extra letter for the closing ceremony banner. Left: Victory parade for Tahiti after winning the soccer gold. Below left: Joe Rodan of Fiji and Lapule Tameau who won the gold for PNG stride out in the 400 metres. Below: The bravest bid of the games as exhausted Abel Manumanua crawls over the line to win a bronze medal for PNG. Bottom: It's hats off as Tahiti parades in the opening ceremony. — All pictures by Philip Vahia.



While other car companies are making their big cars smaller, Datsun is making their small cars roomier and more comfortable.

For most car companies, the rule is the roomier you make a car, the bigger and heavier you have to make it. Consequently it uses more gas. So it's no surprise that their cars are getting smaller.

But then most car companies aren't Datsun.

At Datsun, we not only accept such conflicts, we look for them. Then we look for ways to bring them into "harmony." Because, to us, harmony is balance. The balance of apparent contradictions. And the better the balance we're able to achieve, the

better the cars we're able to build.

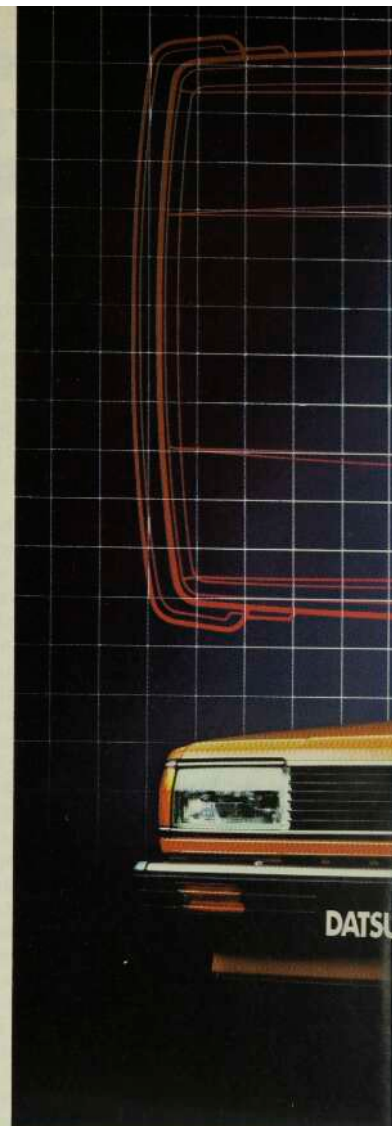
Consequently, for 1981, every new Datsun across the board is roomier and more comfortable than the model that preceded it. Yet each one runs on as little gas. Or less.

And we didn't make them roomier inside by making them more box-like outside. We did it by finding a better way to redistribute the space we had.

We reduced the space between the engine and the dash panel, between the fan and the radiator and between the radiator and the grill. Then we added that space to the

passenger compartment in the form of more leg and hip room.

More space was added to the interior by reducing the distance between the front tires and wheel wells. At the same time, by moving



the dashboard and windshield forward and making the windshield more inclined, we not only increased physical space but also added to the impression of spaciousness. Human sensitivity answered by carefully studied human engineering.

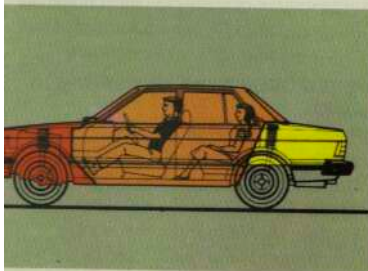
Still more space was added to the interior by reducing the thickness of the doors. Which meant we had to strengthen the doors. Which we did with high-tensile steel panels, and supports.

More head and shoulder room



DATSUN CREATES HA

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added by reducing the height
of the seats. Which meant we had
to place an extra layer of padding
between the springs and seat pads to
make you comfortable.

And after we made the interior as
roomy as possible, we made it seem
even roomier. Color, pattern and
texture, carefully attuned to human
sensitivity, make broad seating seem
even broader.

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improve the overall quality of the
product—has helped Datsun to build
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and fuel efficient.

Our way may not be right for
most car companies. But, at Datsun,

we measure our success in terms of
how well we build the kind of cars
the world needs. Without sacrificing
what you want in your car.

That's harmony.

*The model shown above is the Datsun 160B for
the Middle East.
Specifications and equipment may vary according
to market.*

MONEY BY DESIGN

DATSUN



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COMPANY INC./Solomon Islands: UNITED ENTERPRISES LTD., Honiara/Tahiti: TAHITIBULL S.A.R.L., Papeete/Western Samoa: MORRIS HEDSTROM LTD., Apia



From the ISLANDS PRESS

Editorial comment from the Samoa Times, Apia, criticising the Samoan government for not formally opposing the visit to New Zealand of the South African Springbok football team

Sure, New Zealand is our friend but this should not prevent our government from letting New Zealand know where we stand. A statement of principle is not interference in another country's internal affairs. By not coming out with a statement of opposition, government has lost goodwill among the under-developed countries of the world. The government is against apartheid, but in this instance it is not apartheid, not the New Zealand Rugby Union, not the feelings of the New Zealand government that is the issue. It is where our government stands that is the issue.

... and a letter to the Cook Islands News, Rarotonga, in which T. Tearii criticises the Cook Islands government for not allowing the Springboks to pass through Rarotonga

Since when have the people of the Cook Islands opposed any sporting contact with South Africa? This is probably the government's view, but surely not the view of the people. Now I ask, why does our premier Sir Thomas Davis close the Rarotonga airport to the Springboks but welcome a visiting French warship when he has already stated publicly that he opposes French nuclear tests in the Pacific?

Editorial comment from the Papua New Guinea Post-Courier, Port Moresby, on the recent tour to South Pacific countries by the PNG prime minister, Sir Julius Chan

In Fiji, Tonga and Cook Islands Sir Julius has preached a gospel of regional unity, one aim of which is to dispel the Great Romantic South Seas Myth. The region, Sir Julius believes, is largely ignored in world forums because of its minuscule impact on global affairs. The prime minister argues that we should have a place in global politics because great power rivalries and strategies are in fact in our part of the world. Without a common voice we run the risk of allowing the big powers unlimited scope to dabble with our resources and to meddle in our affairs... Sir Julius is right — we need a common voice, and we need it now.

From the Fiji Ministry of Information's publication Fiji, published in Suva, quoting a parliamentary statement by the prime minister, Ratu Sir Kamisese Mara

Phosphate mining on Ocean Island has now finished. The farmers of Australia and New Zealand have benefited. From its 85% share of the royalties, the Kiribati government has accumulated a capital reserve of about \$80 million. As for the Banabans, their 15% share of the royalties has been spent in pleading their case for fairer treatment. In short, the history of phosphate mining on Ocean Island (the original homeland of the Banabans) is a sad and sordid story of colonial exploitation of an innocent people in its worst form.

The Marshall Islands Journal, Majuro, Marshall Island

The hospital badly needs an incinerator. Dangerous drugs and hypodermic needles easily accessible to children are life-threatening, and there is no good way to dispose of parts of bodies

cut out in operations. All we can do is wrap what is cut off and hope Public Works will carry it away, a hospital spokesman said recently.

From an advertisement published in Tohi Tala Niue, Niue, on behalf of a coconut processing factory

Notes: We will only purchase unhusked nuts as a special favour to those persons unable to husk, for example elderly or disabled persons. No unhusked nuts will be expected at the factory. PICK YOUR OWN COCONUTS AND BECOME A MILLIONAIRE!

Part of a letter in the Nauru Post, written by an unnamed seaman serving in a ship of the Nauru national line

All my mates tell me I am a mug to work the ships for such low pay while everyone else ashore earns much more money. We seem to be the forgotten men of Nauru — four years with no rise in pay. It has now reached the stage where we are getting paid 30% beneath the Nauru basic rate. I don't think the government even knows, or maybe it does but doesn't care. We are human beings, too, just like the others on the island although there are some who don't think so. If you are a seaman you are a mug these days.

Editorial comment in The Times of Papua New Guinea, Port Moresby, on a report that the deputy prime minister, Mr Okuk, had accused the PNG press of writing nonsense and having a low standard of journalism

The same has been said often by many politicians. And yet, the press has to struggle on with the same problems: high overheads and capital costs; a complete absence of government subsidies (making PNG virtually unique in the would-be literate world); astronomic freight charges; and, most seriously, a lack of skilled manpower and training facilities. We trust that, in the light of his comments, Mr Okuk will champion moves currently seeking government support to upgrade journalism training within the country.

Editorial comment in the Fiji Times, Suva, on the formation of the new political group, the Western United Front

Although one of its founders denies suggestions that the WUF is only for Fijians, it is difficult to see how it can, or ever will, attract non-Fijian support if it is preoccupied with the downfall of the Alliance at any cost. No political party founded on such a negative premise can survive for long. All that the WUF appears to be doing at present is to arouse the baser instincts of provincialism, if not racialism, by spawning an organisation that in reality is confined to the Western Division. Perhaps we are hasty in our judgment, but WUF will be viewed with some degree of suspicion until it speaks out loud and clear for the things it stands for, and not simply for what it stands against.

Letter to the editor, signed Lupe Eves, appearing in the Samoa Times, Apia

I think that the trip by His Highness Malietoa Tanumafili to the wedding in London of Prince Charles and Lady Di is a big waste of money (and time). I don't see why he needs seven guards to guard him when only two can do. Taking seven guards with him wastes a lot of money. At the state we are in right now we are looking for money, and yet our money is not really used in the way it should be. Why not send a single telegram congratulating the wedding, like this for instance: 'Congratulations on your wedding day. Sorry, could not come. Not enough money'. Anyway, as I was saying before about taking seven guards. What would seven guards do? They can't shoot or do judo or anything. They have a nice long trip and holiday all the way to England.

The Papua New Guinea Post-Courier, Port Moresby

A mother received this response to an application for her third child to enrol at a school in Port Moresby: 'Dear Prospective Parent... 'I was under the impression I had been a parent for some years,' says our horrified mum. 'Has the school come up with a new definition of parenthood, or are they trying to tell me I'm about to become a mother again?'

Facing 'the most difficult problem of all'

France's Secretary of State for Overseas Departments and Territories Henri Emmanuelli regards New Caledonia as 'the most difficult problem in the whole of Overseas France', according to Jacques Lafleur, one of the territory's two deputies to the National Assembly. Mr Lafleur, speaking after talks with the secretary in Paris in July, said he had found Mr Emmanuelli 'a most attentive man'.

Also taking part in the talks were New Caledonia's other deputy, Roch Pidjot, and the territory's representative in the French Senate, Lionel Cherrier.

Mr Pidjot said he regarded the decentralisation measures planned by the French Government as only a step in the direction of decolonisation and independence. President Mitterrand had confirmed in a conversation with Mr Pidjot that he would meet him following the industrialised nations' summit in Ottawa for which he was then preparing to leave.

It is quite clear that the French Government *does* face a difficult situation in this territory. On the one hand a two-thirds majority of the population rejects independence for New Caledonia. On the other, there is a clear determination on the part of the 'independentist' leaders to press ahead with their plans for independence based largely on racial and idealistic grounds. Contrary to a notion widely held abroad, withdrawal of the right to vote from residents of New Caledonia who have not completed 10 years residence in the territory, as is being demanded by the pro-

independence forces, would not result in victory for the cause of independence. On another front, certain pro-independence circles have quietly dropped the idea of a referendum on independence since recent election results in the territory have shown that the outcome would not be in their favour.

In order to gain first-hand knowledge of the situation, secretary Emmanuelli was to spend several days in New Caledonia from August 7-11. He was expected to have wide and varied contacts with representatives of all political trends in the territory. The government is believed to be planning a very large degree of autonomy for New Caledonia's institutions, which would limit the powers of the High Commissioner and increase the number of members of the Council of Government, which would henceforth wield virtually full-fledged executive powers.

It remains to be seen whether there will be a broad consensus in support of such a plan. There probably will be — and, from the point of view of the future peaceful evolution of the territory, it is to be hoped that there is.

Soaring \$0z is problem

Since the beginning of the year, the Australian dollar has risen in value by 20%. This has created serious problems for people here since it pushes up the cost of living, and this in turn affects wage levels which are automatically tied to living costs.

New Caledonia at present imports each year from Australia goods worth \$A32

million, of which \$5.2 million goes on food, often items of prime necessity — sugar, rice, flour, fresh vegetables in the dry season, milk, cheese, butter, etc.

All these products have risen in price by 25% since January (20% due to the appreciation of the Australian dollar, and the rest to increased import duties). It may be estimated that by the year's end the changes in the exchange rate of the \$A with the Pacific franc will have cost Caledonian consumers more than \$7 million in 12 months.

This is all the more disturbing when one considers that there are at present 7000 people looking for work, while there are 34 000 people gainfully employed. It should be pointed out here that there are more than 4000 public servants in this figure, more than 90% of whom are Caledonians belonging to all races living in the territory.

Paradoxically, the rise of the Australian dollar is beneficial to exporters of metallurgical products who sell their goods in US dollars, and to exporters of nickel ore.

In January 1979, the Australian dollar was worth about 88 francs, in January 1980 81 francs, and in January 1981 100 francs. At time of writing, in July, we have just witnessed the historic moment when the Australian dollar burst through the 120-franc ceiling. This is having dire consequences for the population here. Importers are now tending to make their purchases in New Zealand, where the exchange rate with the dol-

lar remains at 89 francs. This, of course, will have detrimental effects on Australia-New Caledonia trade.

But it's an ill wind that blows nobody any good: Australian tourists are greatly advantaged — but despite this their numbers are down by about 7%. But those who are still coming are having a cheaper holiday: a meal of steak, chips and salad at Julius's place on the Anse Vate beach may be had for just \$3.

Meet Capitaine Tasman

Sofrana Lines' new — and eighth — freighter *Capitaine Tasman* (PIM Aug p69) went into service early in August after an extensive refit here in Noumea.

She is a sister ship of the *Capitaine Wallis* which since April this year has been carrying cargoes of grain from Australian ports to the island countries of the Pacific, Fiji in particular.

The *Capitaine Tasman* has a cargo capacity of 18 000 cubic metres and is also equipped to carry grain.

The 172.38-metre long vessel was built in Hamburg in 1976 for a French company, les Chargeurs Réunis. Under the name *Circéa* she plied between Mediterranean ports and the United States.

Sofrana is owned by French and New Caledonian capital and has its head office in Noumea. Its ships run between Australian and New Zealand ports and the main islands of the South Pacific.

Daniel Tardieu's NOUMEA NOTEBOOK



Seminar on a circular track

Marie-Thérèse & Bengt Danielsson

**POSTMARK
PAPEETE**

POLYNESIE FRANÇAISE



It speaks volumes for the precarious situation of the South Pacific Commission that it had to go begging for the necessary funds to stage a seminar for Pacific women in Papeete at the end of July. What saved the conference was the unexpected generosity of such remote lands of the cold antipodes as Holland and Sweden, which each contributed \$10 000. Various US church bodies gave another \$4500, the International Labour Organisation \$5000, the Commonwealth Foundation \$2000, the Australian Freedom from Hunger Campaign set aside \$10 000 of its precious funds, and the Australian Development Assistance Bureau came up with \$5000. The total collected was thus about \$50 000. Added to the \$40 000 which was all the SPC had in its own coffers, this was eventually enough to pay all expenses.

It was clear from the beginning what a terrible waste it was to spend such a huge amount of money on an old-fashioned seminar of this type. At least half a dozen similar meetings have been held over the past five years. All have clearly shown that the women of the Pacific have their own unique problems — in addition to those they share with the men — and that they are perfectly capable of analysing them and putting forward workable solutions.

For example, the group of resolutions adopted in Suva during the meeting sponsored by the Economic and Social Commission for Asia and the Pacific (October 23–November 3 1980) constitutes an excellent programme for concrete action, full of good sense (PIM Jan pp18–19). So why start all over again? A second good reason for funnelling the money into other, more useful channels is the fact that well-established satellite hook-up systems exist in most Pacific islands. These surely represent a cheaper and more efficient method of holding an international meeting than what went on in Papeete.

The only possible explanation for this absurd waste of time and money is that the SPC train is still puffing around in a circle on the old track laid down by the colonial powers in 1947, and

that it will go on doing so until the new Pacific nations cease supplying fuel for its operations.

It is therefore really not surprising that we often have an irresistible sense of *déjà vu* at SPC-run events. For example, the opening ceremony of the Papeete seminar was identical, down to the smallest detail, to pictures we find in back numbers of the fine *SPC Bulletin*. There, on the podium of the lecture hall of the Territorial Assembly, sat a half-dozen solemn-looking government officials all in a row. In their suits and ties they looked for all the world like an all-male trial jury in any European court. The first rows of seats were, of course, likewise filled with similar male father figures, forming a last bastion against the sea of exotic-looking females behind them, representing all Pacific nations except the Northern Marianas, Tuvalu and Wallis/Futuna.

As was to be expected, the first day was entirely lost in the time-honoured but futile exercise of having each and every one of the 19 delegations read aloud a so-called 'position paper' describing in glowing terms the remarkable progress made in the social and economic fields in their respective home countries. We humbly submit that if such basic information really *has* to be supplied to participants at each conference, why not simply distribute copies of the latest edition of the *Pacific Islands Year Book*?

When, on the second day, the seminar eventually got going, the chasm that regularly opens up between delegates from the French possessions and those from independent Pacific countries was immediately apparent. It will in all probability soon be bridged, thanks to the liberal reform policies which the new Socialist government in France has promised to introduce in the overseas territories. Unfortunately, however, the Papeete meeting occurred too soon after Mitterrand's landslide victory (PIM Jul p10-11), and his new government had not yet had time to sweep out the old guard. As a result, the head of the delegation representing French Polynesia was a left-over

Below: Pacific women at the talks. Below right: SPC programme director William T. Brown who 'swooped down like a hawk when the conference doves dared to squeak a little'.



Giscard appointee, Mrs Flora Devatine, who, as usual, was backed up by docile government employees.

Another fossil from a bygone age was the official welcomer, who greeted seminar participants at the door. He, quite symbolically, was a French police inspector in civilian clothes. Ably assisted by a bunch of other plainclothes police, he remained loyally at his advantageous observation post throughout the five days of the seminar, mingling and chatting with the unsuspecting participants, and picking up much valuable information on just who was *for*, and who *against*, France. Considering how firmly rooted these snooping practices are, it may still be some time before they are abandoned, especially in such a sensitive military security area as French Polynesia.

As usual, the all-powerful French High Commissioner had taken full advantage of an anachronistic SPC conference rule which permits host countries to nominate an almost unlimited number of 'observers' — there were no fewer than 14 of them on this occasion. Their main merit, it seems, is their unquestioning acceptance of the existing colonial system and the nuclear testing programme. While most were lower echelon government officials, a few were minor church dignitaries, or impeccably groomed members of so-called 'service' clubs, whose main function is to throw parties for visiting French cabinet ministers, generals and admirals. On the other hand, not a single one of the several dozen women who hold elective office in the various townships, and who can therefore be said to be the only genuine female representative of the local people, was invited to attend with observer status.

It may seem a rather harmless goodwill gesture to allow 14 'observers' from the host country into the meeting rooms. In fact, it causes unnecessary confusion and delays, since they are allowed to take part in the debates. The most pernicious effects of the practice were felt on the second day when seminar participants were divided up into four commissions to study the manifold problems in the fields of unemployment, education, health and culture. For while Mrs Devatine was able to swamp all four commissions with her 14 myrmidons, the greatly outnumbered delegates from the other Pacific countries had to sit backwards and forwards from one room to another, putting in a word here and there, and missing many opportunities of listening to the arguments, or of making themselves heard.

For some unfathomable reason the proceedings of these commissions took place behind closed doors. This has never been the case at previous conferences organised by and for the women of the Pacific. We are therefore unable to provide a blow-by-blow account of the — certainly very interesting — little that soon developed between the French-speaking observer-delegates and the representatives of such other nations and territories as Papua New Guinea, Palau and the Marshall Islands over the health hazards resulting from the 82 atomic explosions which have so far occurred at Moruroa and Angataufa, half of them in the atmosphere and half underwater. The former maintained that the whole subject was a political issue, and therefore strictly tabu. The latter, reported by the special consultant on health problems, Dr Popapa Annandale of Western Samoa, retorted that it is not possible to have meaningful discussions on how to combat such diseases as leukemia and thyroid tumours if it is forbidden to say anything about their possible causes.

It must also be stated quite clearly here that the programme director of the SPC, who was not a Pacific woman, or even a brown man, but a man Brown, seemed totally allergic to the whole nuclear issue.

He even went so far as to swoop down like a hawk from his secretarial nest on the conference doves whenever they dared to squeak a little. He would declare emphatically that nuclear pollution of the ocean is not a *health* problem but a *political* problem. If he was really acting on instructions from the SPC,



The fair-haired gentleman in the foreground wearing the lei is the police inspector who performed the amiable duties of 'official welcomer' to participants in the seminar.

this certainly represents a most amazing and unexpected turn-about from the position adopted by the 21st SPC conference in Port Moresby last year which unanimously condemned Japan on health grounds for its plans to dump nuclear waste into the Pacific. A speaker from the French Polynesian delegation was nevertheless allowed to make a long, impassioned speech in support of the Moruroa tests. True, she had no facts and figures to back up the preposterous contention of the French generals that all French bombs are completely harmless. But she confidently took their word for it — and, after all, did not she, and the other Tahitian delegates, provide living proof that the bomb does not kill?

That this touching faith in the benevolent atom was not shared by other participating countries was shown by the inclusion in the final resolution of a paragraph politely asking for detailed information about the health hazards resulting from nuclear tests, and nuclear waste-dumping.

The strongest resolution concerned the urgent need for the Resource Centre, deprived of funds for the last several years, to be put back into operation.

The remaining resolutions were mainly watered-down versions of those already adopted by the ESCAP seminar in Suva last year, and which we reproduced in our Postmark article in the January issue of PIM. (Incidentally, it had been planned that the Suva resolutions would be used as a basis for the Papeete proceedings. With this in mind, they had even been translated into French. But when the time came for them to be distributed to delegates, the ubiquitous Mr Brown stepped in once again, somewhat embarrassed, to announce that 'certain countries' had objected. Period.)

By the time the public and the press were again admitted to the seminar (on the last day), nobody seemed to care much about it any more. It should also be recalled that the dates chosen for the seminar were most unfortunate, as the great patriotic *Tiurai* festival was still in full swing in Papeete, with daily dancing, singing, and canoe-racing competitions.

As for the local mass media, they were miffed throughout by the lack of co-operation and information forthcoming from the secretariat. Only the opening and closing ceremonies were briefly covered by TV and radio.

The local French-language newspapers were slightly more attentive, but their treatment consisted mainly of scathing comments about the horrible subversive elements who had transformed the seminar into a political forum.

What now remains to be seen is what the all-male delegations to the next South Pacific Conference in Vanuatu will think of the Papeete resolutions — and what the men in the various island governments will eventually do about implementing them. — Marie-Thérèse and Bengt Danielsson.

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TROPICALITIES

New light on Palmyra's grisly box

A report in the Sydney, Australia, newspaper *Sunday Telegraph* on July 19 sheds much new light on the discovery on Palmyra Island by Canadian yachting couple Rob and Sharon Jordan of an aluminium box containing a skull, bones and a burned wristwatch (PIM Aug p65).

As PIM yachting correspondent Joan D. Pease reported from Papeete, the remains had been identified as those of Laverne Graham, 40, a Californian housewife who disappeared during a Pacific cruise with her husband, Malcolm, 43, in 1974. Their yacht, *Sea Wind*, later turned up in Hawaii and the couple on board had been charged with its theft. That is the story as far as it was known to PIM up to our last issue.

But *Sunday Telegraph* journalist Iain Walker, reporting from New York, has since provided many fresh details. Walker wrote:

The million-to-one find led detectives to re-open the files on the case.

In October, attractive Stephanie Stearns, 34, who has already served one prison term as a result of events on Palmyra island, will be tried in Honolulu for murder.

Also named in the indictment is her former lover, Buck Duane Walker, 44, who has been on the run since escaping from a US Federal penitentiary two years ago.

The couple sailed to Palmyra island with three dogs and very little food in a leaky sailing boat.

Walker, a handsome charmer who has served long prison sentences, was wanted for a drugs offence — and needed to clear out of Hawaii fast.

The couple were close to

starvation when the Grahams sailed into the rarely-visited atoll on their luxury yacht *Sea Wind* several months later.

According to detectives, they quickly hatched a plot to kill the Grahams and steal their boat.

But unknown to Walker, Mr Graham, a wealthy Californian businessman, was suspicious. He alerted a friend, fellow yachtsman Curtis Shoemaker, by shortwave radio.

The two agreed to talk every Monday and Wednesday at 7pm in case there was trouble.

The last call was on the night of August 28, 1974. Shoemaker was later to testify in court that Graham talked about bad feelings with his fellow Americans on the lonely island.

But he ended up: 'I guess they are going to declare a truce. They are bringing a cake over tonight.'

The Grahams were never seen again. But three months later Walker and Stearns sailed into Honolulu in the *Sea Wind* which had been repainted and renamed.

Walker boasted in dockside bars that he had won the yacht in a chess game with a friendly millionaire.

But the *Sea Wind* had been

recognised, and the police acted. They arrested Stearns in the yacht, as Walker was drinking in a nearby bar.

When he saw what was happening, he fled. Police later discovered him using a false name in a rundown hotel on another part of the island.

Under interrogation, Stearns and Walker denied murdering the Grahams. They claimed when they arrived at the *Sea Wind* for dinner the yacht had been empty.

They searched for and found the yacht's inflatable rubber dinghy, upside down and abandoned.

Walker said he had brought the boat back to Hawaii to save it from being destroyed by the weather.

But a jury did not believe the story. Walker was sentenced to 13 years for theft and an earlier drug offence. He escaped from McNeil Island Penitentiary in Washington State three years later and is still at large.

Stephanie Stearns was sentenced to two years and has since been released.

Her trial, which was expected to start this month, has now been delayed until October. Police are still hunting for Walker.

Tongatapu's new tornado fear

The people of Tonga's main island of Tongatapu are becoming alarmed at the increasing frequency of tornadoes — four in the last 12 months, including the worst experienced in Nukualofa in living memory, which struck the capital on May 28 (PIM Jul p6).

The great wind tore in from the sea at more than 300 kmh and departed seaward three minutes later, leaving behind damage unofficially estimated at \$A100 000 in its wake.

Traditionally tornadoes have tended to occur in the country's more northerly island groups, leaving Tongatapu gratefully (and perhaps a little smugly) untouched.

'What,' people ask, 'has happened to the charmed ring of immunity which has always protected us in the past, except at the rarest of widely spaced intervals?'

And back through the coco-

Palms snapped, roofing iron knifed through the air and windows shattered when the Tonga tornado struck this house. A girl in the house required 40 stitches in cuts caused by the flying glass. — Picture by Sione Langi.



TROPICALITIES



Above: This new motel lost most of its roof, which lies in the foreground of the picture. **Above right:** Flying timber punched this hole in the roof of factory staff housing and extensively damaged two adjacent factory buildings. **Left:** Some idea of the wind force can be gained from this picture of a length of timber which was driven through the bole of a seafront coconut palm. — Pictures by Sione Langi.

nut wireless comes the answer: 'It must be that mysterious "dish" beside the Cable and Wireless earth station, sending out signals that call the tornadoes in from the sea to wreak their violence upon us.'

This ingenious explanation may be more remarkable for imagination than logic, but the damage caused by May's rogue tornado is certainly shattered and shattering fact. Those who experienced the three-minute horror still feel a sense of shock and are somewhat surprised to be still alive.

The accompanying pictures give some idea of the vicious force which uprooted large trees, snapped power poles, flung vehicles around like Dinky-toys, and damaged or demolished some of the strongest, most modern buildings in the capital, along with many small Tongan houses and the beautiful new Tongan Cultural Centre's mini-village of superb traditional *fales*. — Penny Hodgkinson in Nukualofa.

Rugby aid from New Zealand

The New Zealand Rugby Football Union is to continue its programme of coaching aid to Island countries in the South Pacific. The aid will continue through the 1982 season, the union decided recently. The union also decided to discuss arrangements with Australian rugby officials so that the coaching aid provided by the two countries was available as widely as possible without duplication.

It was vital because of the scarcity of coaching resources that there should be no overlapping, New Zealand rugby officials said. Both countries are also involved in coaching aid to Asian countries, and the talks between Australia and New Zealand will rationalise programmes for the Asia-Pacific area.

During the 1981 coaching programme, New Zealand sent coaches to the Cook Islands, Tonga, Niue, Western Samoa and Fiji. The coaches reported that because of improving or-

ganisation at the local level the 1981 programme had achieved greater success than earlier programmes.

Interest in rugby has spread to Asia, and is creating new pressures on the New Zealand overseas coaching programme. New countries which have sought aid from New Zealand are Singapore, Malaysia, Sri Lanka and Japan. The chairman of the New Zealand union, Mr C. Blazey, said he believed the extent of overseas rugby coaching now being made available by New Zealand was greater than that provided by any other country. — William Gasson in Wellington.

Tuvalu PM in salvage drama

Tuvalu's Prime Minister Toaripi Lauti played a notable role in the salvage of a drifting catamaran in Funafuti lagoon on the night of June 30.

As the *Tuvalu News Sheet* told the story, around 6 pm there was a torrential downpour, lasting about 15 minutes. As the rain pelted down the catamaran *Jandycat* could be seen safely at her mooring about 20 metres offshore, although a halyard was blowing loose. The wind and rain had actually eased a little when *Jandycat*, the property of Philatelic Bureau manager Frank Hoy, suddenly broke from her mooring and drifted past the prime minister's house. The PM, who was busy mending a

fishing net, spotted the boat and rushed out with members of his family to see what could be done. There was no other boat in the water nearby with which to chase the catamaran, which was disappearing fast in the rapidly descending gloom.

The only possibilities were a canoe belonging to Attorney-General Neil Davidson, which he had left in Mr Hoy's garden while on an earlier period of leave, and Mr Davidson's motor/sailing boat whose engine had not been started for three months.

The PM volunteered to go with Mr Hoy in the canoe, and helped him get it into the water. But as there was only one paddle to hand, and the canoe was a small one, Mr Hoy set off alone, armed with a rope with which to secure *Jandycat*, if he could catch her.

Meanwhile, frenzied efforts were being made to get the motor/sailer at Mr Davidson's house into the water. Mr Davidson, Telecommunications engineer Peter McQuarrie, Community Training Centres adviser Jan Guersen, and Co-operative Society manager Jim Warren were joined by the indefatigable PM. Finally, the boat was launched.

But after its long disuse, the engine was extremely reluctant to start, and engineer McQuarrie's best efforts were to no avail. It was decided to start rowing.

The *Tuvalu News Sheet* wrote: 'By now it was almost completely dark and there was

TROPICALITIES

no sign of the canoe or the catamaran, so those on shore were treated to the unforgettable spectacle of three valiant men embarking on an unusual adventure. Messrs Davidson and Guersen were each pulling on an oar, and Mr McQuarrie was doing his best to coax the engine into life. After some initial confusion as to the direction in which they should head, the trio disappeared into the night.

Mr Warren, back on land, took his vehicle down beyond the end of the runway to try with his headlights to illuminate the rescue efforts.

Mr Hoy had in fact managed to catch *Jandycat* and secure her to the canoe. But he could make no headway against the wind, though he was managing to guide the boats towards the shore. He was up to his neck in water, doing his best to stop the boats knocking against the coral rocks, when the rescuers reached him. They had rowed all the kilometre or so from where *Jandycat* had been moored.

Then, moments after they arrived, the engine suddenly plattered into life, and the motor/sailer was able to take the other two craft in tow back along the lagoon.

The PM was waiting to greet the four bedraggled heroes on their return, and helped them get the canoe out of the water.

The *Tuvalu News Sheet* concluded its account of the dramatic events with the words: 'From all appearances, little damage had been done to any of the craft. So, after an hour or so of hectic activity, those involved were able to resume what they had been doing when the alarm had been raised.'

The clear implication is that Prime Minister Lauti calmly went back to mending his fishing net...

Brych-Cooks link goes for good

The final link between the Cook Islands and the controversial cancer therapist Milan Brych has ended. Acting in July under special legislation from parliament, the Cook Islands High Court dissolved Brych's

Rarotonga Research Trust, wrote off alleged debts to the trust of \$36 000 and ordered the dumping at sea of out-of-date drugs once valued at more than \$5000.

Milan Brych, who now lives in USA, developed a method of cancer treatment while working in New Zealand. He was not registered to practise in New Zealand, and went to the Cook Islands where he established a clinic with the blessing of the then premier, the late Albert Henry. Australians and New Zealanders — some of whom died and were buried in the Cook Islands — were among his patients. When the Davis government came to office in the Cook Islands Brych was barred from practice and was declared a prohibited immigrant.

He became involved in a controversial and unsuccessful move to establish himself in Australia, and later went to USA where he now faces a number of charges related to the unregistered practice of medicine. Earlier this year Brych made an unsuccessful application to revisit the Cook Islands to obtain evidence for his defence in the US charges. Commenting on the refusal Prime Minister Sir Thomas Davis said that 'this man will never be allowed back into the country'.

Since Brych's departure from the Cook Islands the government has been involved in a long process to wind up the affairs of the Rarotonga Research Trust, established in 1977 as an offshoot of the Brych clinic. In January parliament passed legislation to sort out the financial situation involved and to terminate the trust. J. C. Ditchburn was appointed administrator and his applications have been handled in the High Court. In July the court granted an application by Mr Ditchburn to write off debts claimed to total nearly \$36 000 and to dump the out-of-date drugs at sea because they had no realisable value.

Mr Ditchburn's application said that the debts extracted from the books of the trust were said to be owed by former patients of the Brych clinic. Inquiries had indicated however that many of the patients

had died, and an auditor's report added that there was insufficient evidence to substantiate the debts.

Mr Ditchburn said that neither the Cook Islands nor New Zealand health authorities wanted the stored drugs which appeared to have come from 'an obscure Hungarian source', and had been kept in a garage for more than three years.

Mr Ditchburn reported that tangible assets belonging to the trust had been sold for slightly less than \$20 000. They included motor vehicles, equipment and office furniture.

Under the terms of the legislation which wound up the trust, the money will be used to build a chapel at Rarotonga Hospital. Preliminary work to build the chapel has already begun.

Amazing Maika Waqala Brown

We climbed a steep hill to the highest cottage in the Solomon Islands Anglican settlement of Wainaloka on the island of Ovalau in Fiji. The view was superb and we were able to look out over sparkling waters to the islands of Wakaya and Batiki.

Our visit was to see Maika Waqala Brown, reputed to be 107 years of age, on his birthday. Mr Brown was born in

Suva on July 13 1874, before the country was ceded to Great Britain in October of that year. His parents Jimi Mauna and Emma Vakaba had been black-birded to Fiji from Solomon Islands. They were given the name of Brown when they decided to remain in Fiji after their three-year indenture was completed.

Maika Brown was baptised in the old St John's Church of England, Suva. When he was a boy his father died and his mother remarried. His stepfather sent Maika to school and he received a very good education for those days. He had three years each at both a Methodist and a Catholic school before doing a final two years at the Queen Victoria School. He was then accepted as a candidate for medical training at the old hospital in Suva. But when his stepfather moved the family to Levuka, he needed Maika's help in establishing a fishing business in Ovalau, so the young man had to leave medical school.

Later, he went to work for the

The 'truly amazing' Maika Brown seated in the Solomon Islands people's village of Wainaloka on Ovalau Island, Fiji, with Victor Carell who wrote the article on this page. Mr Brown is 107 years old. — Picture by Leigh Frazer.



TROPICALITIES

Morris Hedstrom company in their store in Levuka. He stayed with this company for the rest of his working life. At first he was working in Levuka but in 1916 he transferred for eight years to the firm's branch store in Loma Loma village on Vanuabalavu. That same year he met and married a Vanuabalavu girl, Merelita. She was only 16. They had 13 children. The oldest now living is 64, and the youngest, with whom Maika lives, is Joe Kaua Brown who is now 40.

While in Vanuabalavu Maika helped the lone doctor there to care for the vast number of people who became ill with the 'flu epidemic of 1918. In 1923 Maika and his wife returned to Levuka where he again worked with the Morris Hedstrom store. On retirement he was granted a small monthly pension. This was wound up in 1980 with the payment of a lump sum.

Mr Brown is truly amazing. He was a lay reader and preacher with the Church of England in Levuka for 64 years.

His command of English is exceptional, and his memory sharp. He can quote long sections of the Bible and delights in reciting one psalm after another to be followed by excerpts from the Book of Moses, with no hesitation whatever.

When we were leaving this kindly old man with his wonderful sense of humour, he was bubbling with high spirits. When I asked how he felt he shouted: 'I feel fine ... I feel strong ... I can even do a dance.' He did — only a few small steps, kicking his heels to the side before accepting the reassuring support of his son Joe ... But then, after all, he is only 107 years young. — *Victor Carell in Levuka.*

Pricey dives on Pentecost?

Is a visit to the famous land-dives on the island of Pentecost, Vanuatu, being priced through the roof?

The question is posed by the weekly *Voice of Vanuatu*, which wrote of the late-May

event: 'To visit the villages of Pentecost at the time of the land-dives isn't cheap. But about half the money (this year VT16 000, or about \$A160) goes to the villagers. This one-time-a-year event is the largest source of income for the villagers.'

'But having paid the charge, no one seems to be dissatisfied with the weekend spectacle.'

'While some think that if the villagers are prepared to stage the event for outsiders they are entitled to the money, others believe the price has been put up to keep the number of visitors down.'

Dives took place this year at Wali and Bunlap. But Pentecost sources say that these two villages may have competition next year from the villagers of Point Cross. *Voice of Vanuatu* commented: 'This could bring an end to the price increases, which have been rapid in recent years.'

A significant feature of this year's dives was that tourist accommodation was available in some places.

The Port-Vila weekly summed up: 'If the land-dives were to coincide with a walking holiday of Pentecost, general sight-seeing and enjoying the local hospitality, then it would make the holiday price reasonable. And it seems that the villagers are encouraging this to happen.'

At the Bunlap dives, on the first of the 15 dives, the diver landed with only one rope holding him after the second had snapped. One diver was hurt. Another backed down from jumping. But the final jump drew greater shrieks of delight than any other.

As *Voice of Vanuatu* described it: 'Diver Watas Bu needed no stick to help him balance from the highest point of the tower. He chanted with the dancers. He waved his outstretched arms, clapped, slapped his thighs and made the dive still chanting.'

'He chanted as he landed.'

'Then in true traditional style, the Big Men of Bunlap invited spectators to have food in the village.'

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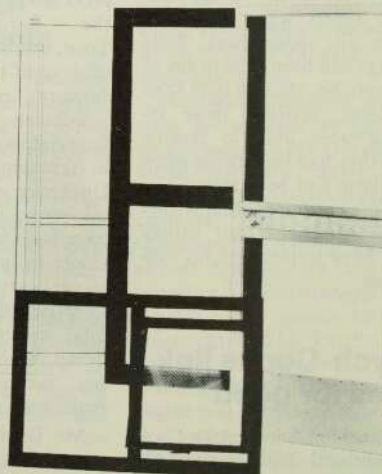
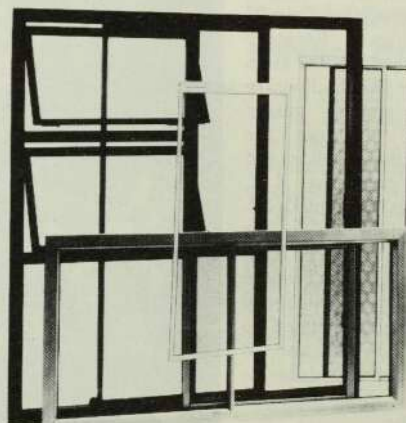
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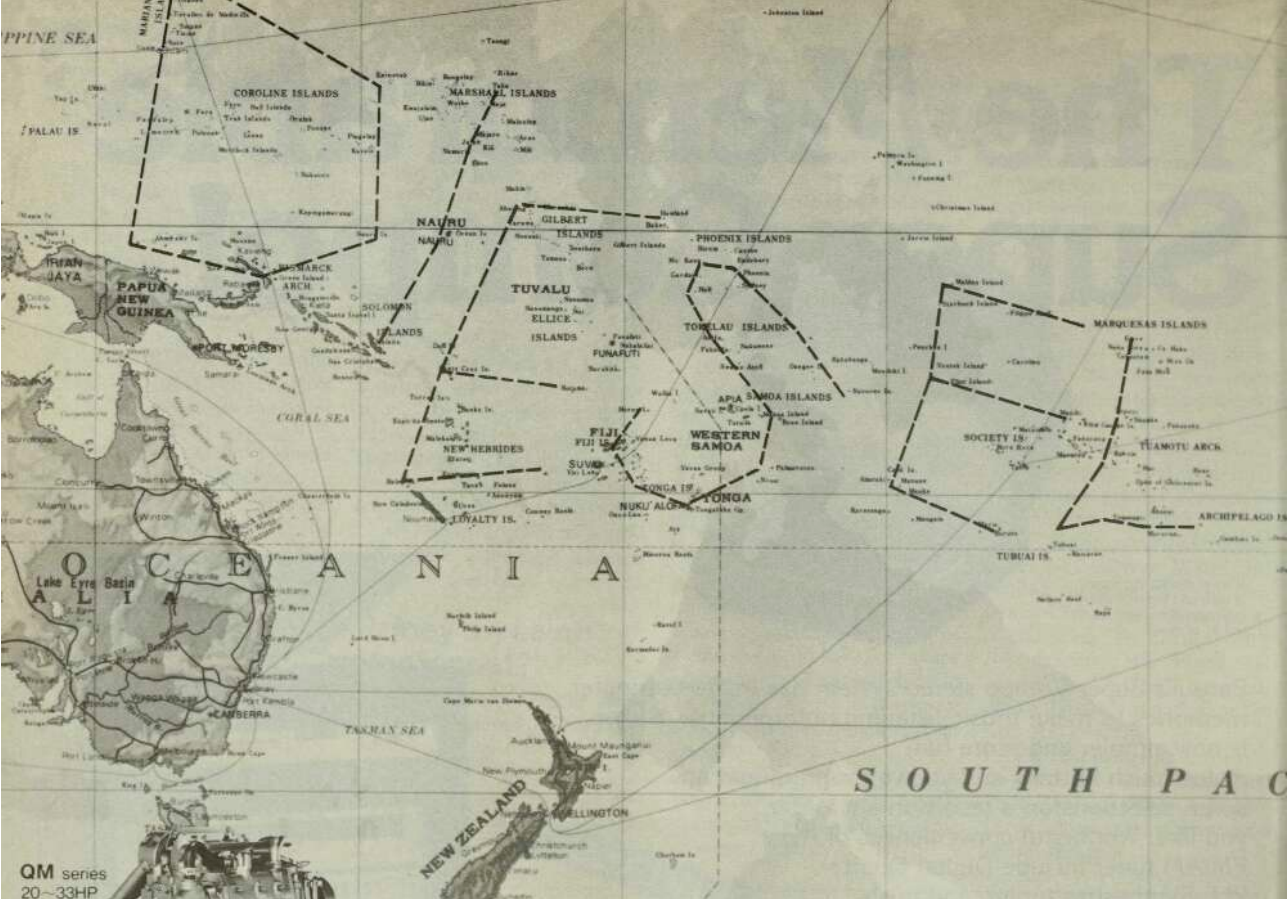
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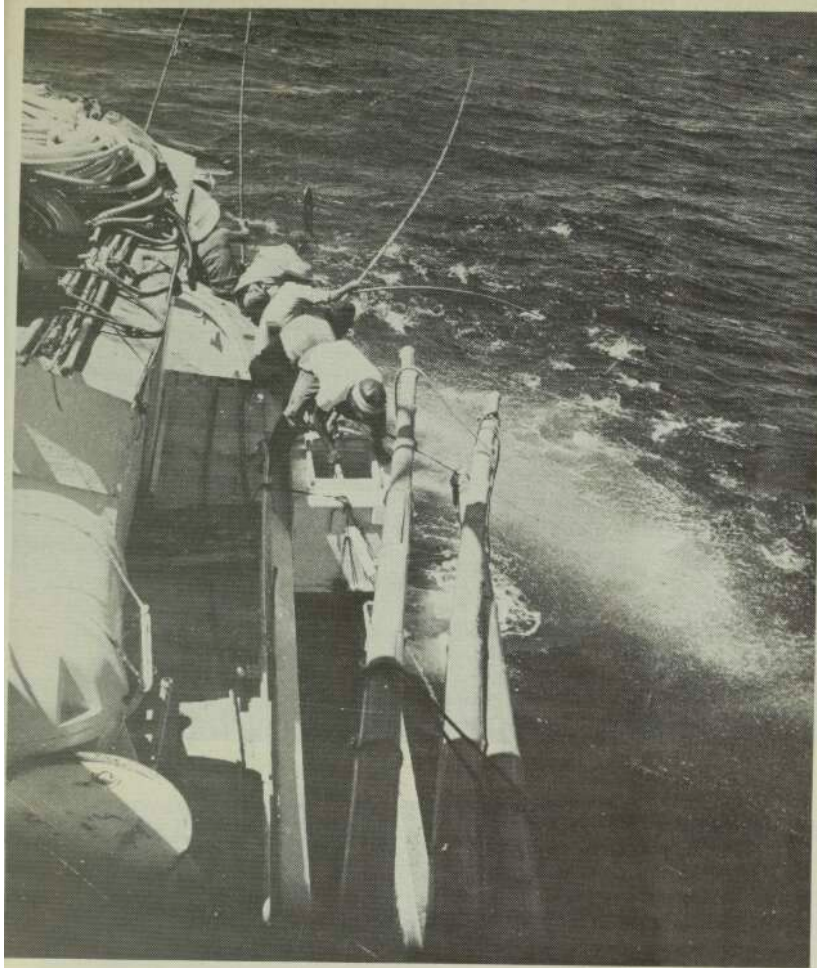
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Japan — a new image in a new Pacific

In the past 20 years Japan has moved with extraordinary speed and success into a significant and influential role in the economy of the Pacific Island region. In the following pages PIM looks at what Japan is doing as a trading partner and an aid donor in the Pacific Islands, including what one writer describes as the deliberate creation of a new image to enhance receptivity and influence in the region.

How PIM examined the start of Japan's Pacific market growth

It is now more than 18 years since PIM published its first survey of the postwar development of Japanese trade in the Pacific Islands. PIM used the results of its survey to warn traditional exporters to the Islands markets — Britain, Australia and New Zealand — that they would lose ground to Japanese business interests unless they stopped wringing their hands and got on with the job of selling.

These are some of PIM's comments in that story published in the issue of February, 1963:

'In the past few years Japanese commercial interests

have been moving unobtrusively into the area... Direct Japanese enterprise in the South Pacific has been mainly concerned with tuna fishing, but Japanese interests have also participated in mining in New Caledonia and Fiji and have looked at manganese possibilities in New Guinea... They have a growing stake in the Pacific timber industry, are now in the market for South Pacific bananas, and are still French Polynesia's biggest customer for Makatea phosphate.

'But it is in trading — and particularly in selling manufactured goods to the Pacific —

that they are changing the whole of Islands marketing and look already to be in a fair way to ousting other countries which have, for generations, looked upon the area as their own traditional preserve. Already Japan has the market for transistor radios, cameras, binoculars and similar goods sewn up; and is whittling into bigger items such as the supply of cement, automobiles, textiles and bicycles. Japanese capital and enterprise is now found in almost every island group south of the Equator.'

In an accompanying commentary, PIM pointed out that Japanese goods were no longer

Fisheries aid projects are one of Japan's biggest activities in the Pacific Islands, and the above picture shows a bonito fishing crew in action in the Solomon Islands.



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JAPAN IN THE PACIFIC

shoddy, that manufacturers there were capable of turning out products that compared with the world's best; that in some cases Japan had usurped the place of other nations, but in others it had benefited from the rising living standards in the area and created new markets for itself.

PIM went on: 'Most of this has come about because most Pacific countries have accepted the fact that this area is the legitimate trading area of Japan as it is of Australia and New Zealand — that she has got to live and we have got to learn to live with her. Japan, moreover, is a good customer as well as supplier. She is saving the Australian wool industry from depression; she takes Pacific phosphate, copra, cocoa, fish, minerals and other raw materials...

'Japan is here to stay — mostly because she is performing some task nobody wants or is capable of taking on; is risking capital in commercial propositions the rest of us feel to be unattractive or unsafe; is buying produce the others feel they can do without; and selling us goods that, quality for qual-

ity, can more than compete with those made by more traditional suppliers.

'If this trend continues — and there seems nothing to stop it — Japan must inevitably play a larger and larger part in the affairs of the Pacific. If we believe this is fair and right, we should do what we are doing now — sit back and just talk about it. If we believe that it would not be a good thing, economically or politically, we should think more constructively on how to meet Japan in fair competition for the Islands markets that are so quickly developing.

'PIM believes that the Japanese should never be allowed to develop a trading monopoly in the South Pacific but that is what will happen if European interests continue to do nothing more constructive than complain. Japan is earning its place in the Pacific while we are losing by default. We will continue to lose unless we recapture some of the 19th century spirit of adventure which inspired our grandfathers to go out and develop Pacific trading against even greater odds than we face today.'

Tongan economy getting big Japanese support

In the 11 years since Japan and Tonga established diplomatic relations, Japanese aid and expertise — particularly in fisheries development — has become a significant part of the Tongan economy.

Historically the Japanese link with Tonga goes back much earlier. For about 20 years between the two world wars Japanese traders were firmly established there, taking over the involvement of the early German and American traders. But the Japanese attack on Pearl Harbor on December 7, 1941, turned the Tonga Japanese into prisoners of war overnight. They were interned on an outer island for some months and were then transferred to New Zealand for the duration of the war.

Only one of them, J M Nakao, was permitted to return to the kingdom in 1945, thanks to his prewar marriage to a Tongan. Today, the entrepreneurial drive of his son, Mr Tsutomu Nakao, is making itself increasingly felt across the spectrum of local business activities. Building contracting, manufacturing, food, soft drinks, tourism — you name it, Tom Nakao's into it.

Japanese re-involvement in Tonga began fairly quietly in 1960 with the appointment of a fisheries technical officer. The position still exists and is now held by Mr Susumu Kawakami. For the past 14 years Mr Kawakami has been helping Tonga overcome the many problems of developing an enormous fishing potential.



At Atiko's restaurant in Nukualofa, skilled chef Kazuo Kirimura cooks up Japanese goodwill twice daily. — Picture by Penny Hodgkinson.

In 1970 Japan established official diplomatic links with Tonga through its embassy in Wellington (re-routed through Suva since 1980) and in 1974 began sending volunteers for two-year terms to act as fisheries support staff. Four of these well-qualified young men are now attached to the fisheries division — a marine engineer, a marine biologist, a refrigeration engineer and a specialist in fishing gear and methodology. Over the past three years a Japanese expert on skipjack tuna has been attached to the development team, and in the past seven years eight Tongans have been sent to Japan for training in coastal fishing, marine engineering and associated trades.

Since 1970 Japan has also supplied the fisheries sector with substantial hardware support, including many kinds of fishing gear, three auxiliary craft with engines, and a wide range of heavy machine equipment. In 1978 Japan built the Tonga Mariculture Centre which is now the headquarters for all fisheries activity, and at the same time presented Tonga with a 35-metre longline training vessel and all associated equipment — a gift valued at \$T1.6 million.

Another \$T800 000 bonanza arrived the following year, in the shape of a massive shipment of high-grade canned tuna, which was distributed to every household in the kingdom.

Before the end of this year, under the Tonga-Japan technical co-operation programme, the kingdom will receive three vessels designed for Tongan crews and Tongan fishing conditions. The first of these will be a 12-metre purse-seine type which will be used for trial catching of small open-sea fish, such as sardines and mackerel, as an extra protein source for the local population and for longline bait.

The other ships will be a 135 gross-tonne, 3-metre deep-sea longliner for commercial tuna fishing, with navy satellite navigation system, radar, fish detector, and automatic casting and hauling equipment; and a 15-metre mini-longliner for experiments in coastal tuna fishing.

Two Tongan engineers, a fishing master and a radio operator are now in Japan undergoing intensive training on the sophisticated equipment before joining the delivery crew which will sail the larger vessel to Tonga with the smaller one as deck cargo. The combined value of the three new vessels is \$T1.8 million.

In a totally different sphere, Japanese largesse is also providing two Tongatapu villages with handsome new prefabricated primary schools, said to be

JAPAN IN THE PACIFIC

worth about \$T740 000, including fabrication, shipping and erection costs and the pay and expenses of the Japanese technical staff involved in the project.

Indications are that the scope of Japanese aid in Tonga may broaden. Under the annual aid survey system, Tongan ministries can formulate proposals relevant to their needs and submit these to the central planning department which then passes recommendations to cabinet. In turn, cabinet submits a list, with priorities allotted, to the Japanese gov-

ernment through the kingdom's department of foreign affairs, in the hope that one or more of the listed proposals may be approved.

In addition to the government aid links between Japan and Tonga there are also some private sector links. Tasaki Pearls of Japan has been conducting pearl culture experiments in Vavau for the past 10 years. The results are described as 'quite promising' and could lead to the establishment of a joint commercial venture. —

Penny Hodgkinson in Nukualofa.

Ties are growing, and they're moving Fiji's way

Fifty thousand Japanese tourists a year — that's the target which Mahendra Patel, chairman of the Fiji Visitors Bureau, would like the organisation to set for itself.

If achieved, it would increase total tourist traffic to Fiji by 25% on the present figure, which has flattened out at just under 200 000, and swell tourism industry earnings by at least an extra \$F20 million to \$F30 million a year.

But other members of the FVB board are not so enthusiastic about the prospect; language and food difficulties, and special requirements, make the Japanese difficult people to cater for, and, they feel, an easier way to build tourism would be to concentrate on attracting more of the more familiar and easier-to-handle customers, like the Americans and Canadians.

The FVB has not yet made up its mind what to do about its potentially huge Japanese market, but it looks as if it is going to have its mind made up for it.

Japan Air Lines began long-awaited scheduled flights to Fiji in May 1980, after several years of experimental charter trips. The once-a-week flight to Nadi and on to Auckland soon became twice weekly, and now a third flight has been added to the service, which, unlike the others, terminates at Nadi.

In 1980 Japanese tourist traffic, which a few years earlier had been only a trickle, jumped by 26% over the 1979 figure to 7141 visitors.

JAL is fairly cagey about what it thinks about the future of its Fiji service and is said to be thinking of a two-year trial before really beginning to push it. But barring unforeseen economic factors it looks as if Fiji is now firmly on the map for Japanese travellers, and likely to remain so.

Just how many will make it to Fiji each year is something that Fiji will have to decide. In doing so it will quite probably plump

for a rationing of such guests, so that its islands don't become overrun by them.

Tourism is only one of the areas in which relations between Fiji and Japan have recently begun to blossom, after a decade and a half of mainly one-way dealings in Japan's favour. After years of taking token amounts of shell, fruit and occasional small shipments of sugar, while supplying a steady 10% to 15% of all of Fiji's imports, Japan last year became a serious buyer of sugar.

It took quantities valued at about \$20 million. This year it will buy \$40 to \$50 millions' worth, and is in the market for a number of up-and-coming products such as timber, fruit and ginger.

For the first time Fiji, which in 1979 took Japanese products to the value of \$56 million, while selling back less than \$3 millions' worth, is able to think in terms of achieving what for it would be a favourable balance of trade with its third largest supplier of imports.

There are also hopes for major Japanese investment in the country.

Several Japanese companies have been established in Fiji

Increasing numbers of Pacific Islanders are now visiting Japan as students or as tradesmen undergoing specialised training. Here foreign students meet at the International Students Institute in Tokyo. — Picture by Pacific Friend.



fairly inactively for a number of years.

In the past 12 months several big corporations have sent in scouts on prospect-hunting missions, and in July Fiji's newly established Economic Development Board, created especially to angle for foreign investment, was vigorously courting Sumitomo.

Ian Thomson, the board's chairman, is talking confidently of landing something big in the way of Japanese investment in the near future.

Present activity is limited to fishing and tourism. Newcomers, if the government has anything to do with it, will be channelled into timber and agricultural and marine product processing ventures.

The first significant Japanese entry into Fiji occurred in the early 1960s when C. Itoh and Co Ltd of Osaka, and Nichiryō Ltd of Tokyo, opened a freezing factory in Levuka for the transshipment of tuna landed there by Japanese and other Asian fishing craft.

Six years ago the Fiji Government became a 25% partner in their Fiji subsidiary, the Pacific Fishing Company, a cannery was added to the freezing works, and in the last three years exports of canned fish have leapt from nothing to a business worth around \$15 million annually.

The cannery is partly supplied by ships of the government-owned Ika Corporation, which lands skipjack tuna caught with Japanese-built vessels manned by local crews.

The fishing venture is doing well and has received equipment and advice from the Japanese Government, including one large modern catcher.

At Pacific Harbour, 56 km from Suva, the giant Taisei construction group has an interest with Canadian-controlled Southern Pacific Properties Ltd in the developed 445-ha first stage of a hotel/villa/condominium resort and a half share in SPP-Taisei Ltd, which owns 2500 ha of swampy adjoining land.

Taisei is very cautious about its undeveloped real estate holdings, saying it takes a very long-term view of them.

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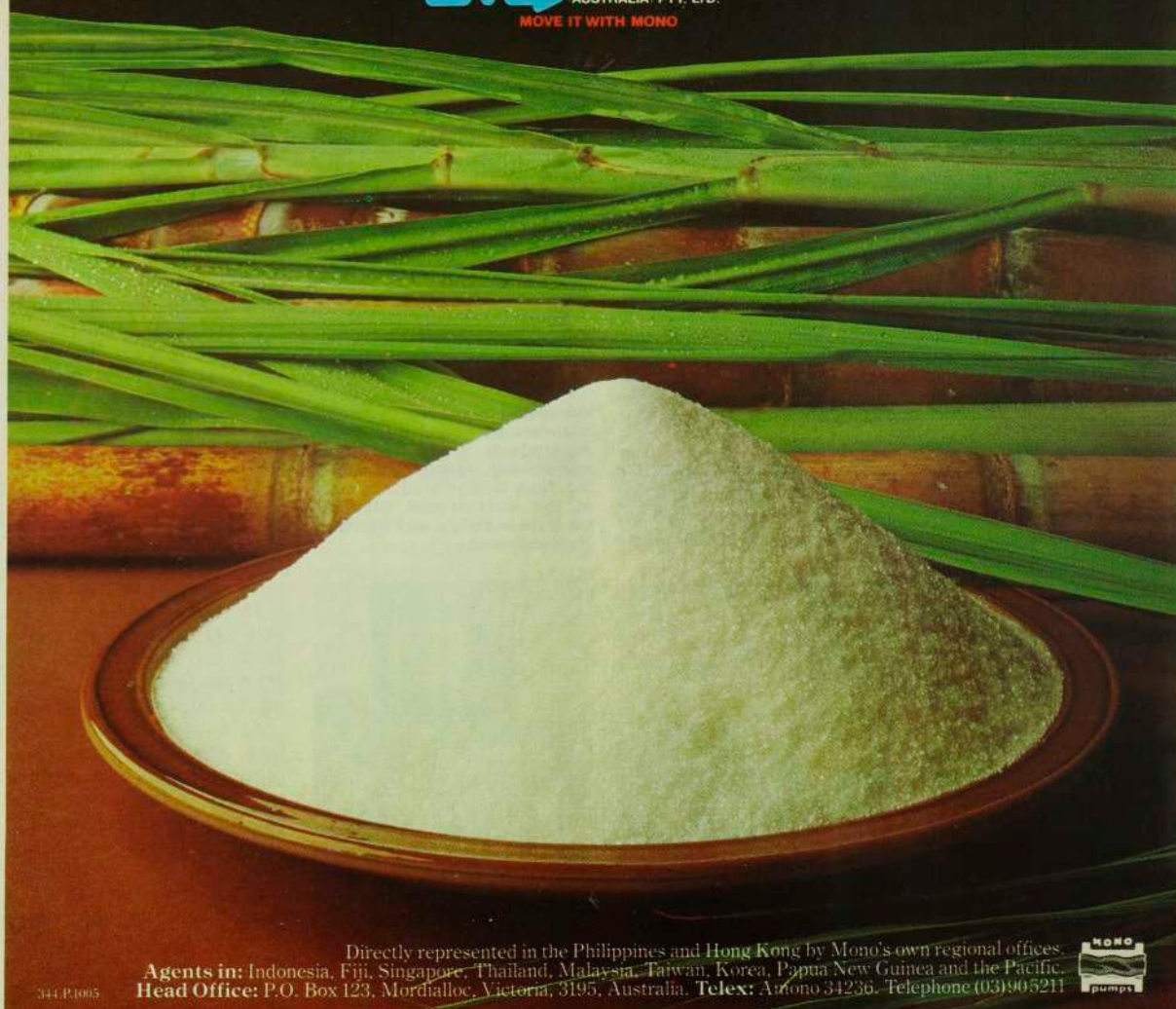
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JAPAN IN THE PACIFIC

to move when it is convinced that JAL has become a permanent part of Fiji tourism.

At Denarau Island, near Nadi Airport, Fuji Kon Fiji Ltd has held a 10-ha lease for a number of years and is expected to put a major resort hotel on it when a \$60 million government water supply project for the whole of the Nadi area is completed in 1983, and severe problems in supplying hotels with water are overcome.

Todeco (Fiji) Ltd, representing a number of Japanese corporations, has owned and operated the Mana Island resort hotel off western Viti Levu for a number of years, and in the past has spoken of eventually making other investments in Fiji.

Political relations between the two countries have become closer.

Japan established an embassy in Suva in 1979 and in April this year (1981) Fiji opened a small embassy in Tokyo, mainly with the idea of using it as a base for canvassing for investment, not only from Japanese corporations, but from businessmen in Hong Kong and South Korea as well.

In May 1980 the Prime Minister of Fiji, Ratu Sir Kamisese Mara, made an official visit to Japan and was given red carpet treatment by hosts anxious to enlarge their influence and prestige in the South Pacific, and wishing to win support for the concept of some sort of Pacific co-operative club of nations which is being promoted by the Japanese.

The opening of the Suva embassy has been accompanied by the launching of a Japanese economic and technical aid programme now worth several million dollars a year to Fiji.

Fishing, agriculture, forestry, training for engineering and electronics technicians, and the supply of a complete system of earthquake monitoring stations, are some of the aid areas in which the Japanese are active. The arrival of the first contingent of Japanese voluntary service workers is likely in the near future.

The only cloud on the horizon is Japan's desire to use parts of the North Pacific as a dumping ground for nuclear wastes. In

common with its South Pacific neighbours, Fiji is not at all keen on that idea.

Otherwise it seems certain that Japan's involvement with Fiji is going to grow in directions that will be distinctly to Fiji's advantage. The only doubts about growth are those being expressed at meetings of the Fiji Visitors Bureau.

At least 50 000 trippers out of Tokyo each year are what's needed, asserts Mahendra Patel — and it's quite likely that, with JAL's jets backing him up, he'll have his way. — Robert Keith-Reid in Suva.

Japan creates new image, authors say

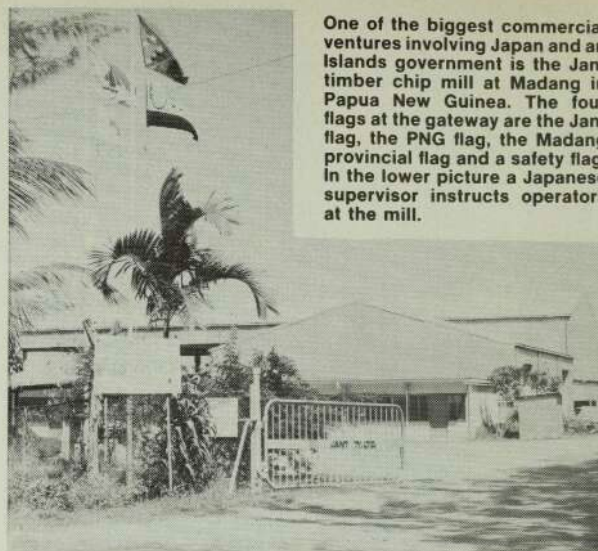
Japan, with the help of time, has changed its adverse postwar image in the Western Pacific, say the authors of a new book on Japanese relationships in the area.

Japan's economic power, they say, 'has been adroitly and aggressively utilised to engender a high degree of receptivity among the people of the area. In the last 10 years, Japanese officials and businessmen have shown impressive tact and have even evidenced a propensity for compromise which has created a new climate for Japanese influence in the Western Pacific.'

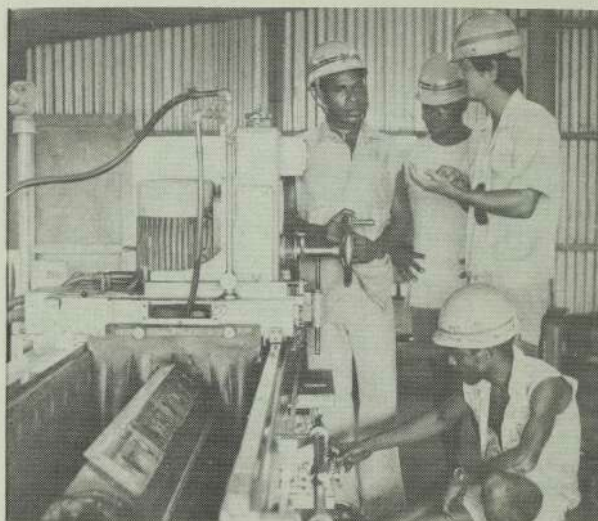
'Japan has done so by preserving its reputation for hard work and discipline while showing less of the abrasiveness which affected some of Japan's earliest programmes in the area. The increase in Japanese tourism, trade and aid to the Western Pacific has enhanced Japan's influence in the region.'

These comments are made in *The United States and Japan in the Western Pacific: Micronesia and Papua New Guinea*, edited by Grant K. Goodman and Felix Moos, recently published by Westview Press, 5500 Central Avenue, Boulder, Colorado, at \$US20.

Goodman and Moos are, respectively, professor of history and professor of anthropology and East Asian languages at the University of Kansas. Contributing authors are from a variety



One of the biggest commercial ventures involving Japan and an islands government is the Jant timber chip mill at Madang in Papua New Guinea. The four flags at the gateway are the Jant flag, the PNG flag, the Madang provincial flag and a safety flag. In the lower picture a Japanese supervisor instructs operators at the mill.



of disciplines, all at the University of Kansas, and the work is the result of field study in Japan and the Western Pacific.

In a discussion of Japanese policies in Micronesia and Papua New Guinea, the book says that Japan, after 'a hiatus of concern for the Pacific Islands for well over two decades, has shown a resurgence of attention to the economic, political and strategic importance to Japan of the area.' This has been the result of greater involvement of two groups: first, those who before or during the war had long and intimate association with Micronesia and PNG; and second, a new generation 'imbued with enthusiasm for Japan's new-found status as

a major power and greatly attracted to the seemingly unrealised potential of Micronesia and Papua New Guinea.'

The authors go on: 'Moreover, growing unease in Japan with total reliance on security arrangements with the US has impelled many thoughtful and influential Japanese to consider the likelihood that Japan will need to give greater heed to its own security, especially in terms of defending its vital sea lanes in the Pacific.'

They say that Japan's role in the area has become more active as America's role has been declining because of 'lack of prior experience, frequently ineffective and inconsistent

JAPAN IN THE PACIFIC

policies and domestic indifference'. Nevertheless, Japan 'has been reluctant to move too aggressively because of uncertainty about defining its own identity as a world power and because of deference to postwar American predominance in the region. Now, however, as American power wanes and Japanese influence grows, the need for greater co-operation between the two states (Japan and the US) is evident. The alternative is, of course, the very unattractive but real possibility of rivalry and conflict.'

The authors believe that continued US strategic pre-eminence in Micronesia is of vital importance to Japan so long as Japan can at the same time have free access to Micronesia's trade and resources.

If both conditions can be met, then Japan may prefer not to have a highly integrated political presence in Micronesia. However, they add, the US is clearly still unwilling to allow the extent of economic dominance 'which some Japanese business interests nostalgically envisage' in Micronesia.

Fishery, tourism, yes — but not yet aid in Vanuatu

Japan is one of 11 countries that have established diplomatic relations with the Republic of Vanuatu during the first year following its emergence from the status of a Franco-British condominium. While the Vanuatu Government is certainly interested in what Japan has to offer, it is treating with caution an approach from the Japanese Government, made through its Suva embassy, to submit proposals for project aid from Japan.

It can still recall the green light given by the provisional government of New Hebrides in 1978 to Mitsubishi-Sumitomo to set up a woodchip mill in Santo and develop timber stands on other, outer islands. The offer was made after a Japanese Government-sponsored study carried out under the self-same project aid arrangements. The study took several years to complete.

But to date nothing whatsoever has happened. No contact on the matter has been made by the principals for more than three years. This is in spite of a keen desire on Vanuatu's part to encourage their investment in forestry. Negotiations are now proceeding in this field with other, non-Japanese, interested parties.

In contrast with this, private Japanese concerns continue to expand the two major areas of

yen investment in Vanuatu: fishing and tourism.

South Pacific Fishing Company, in which the majority shareholder is the Mitsui group, is setting up a new, joint-venture company with the Vanuatu Government, already a 10% shareholder in SPFC. The new company will seek to develop the Paiyo fishing method, using anchored rafts. A one-year trial period is planned. The fish so caught are to be snap-frozen and freighted whole to Japan as 'presentation fish'.

In 1980 SPFC shipped 8299 tonnes of frozen fish to the USA, Italy and Japan. Fish is Vanuatu's second most important export item after copra, and the taxes earned from its export contribute substantially to the national income.

SPFC has recently diversified into beef and now exports processed, salted meat to Japan. It is at present setting up a grazing operation, and has plans to ship live cattle to Japan.

In tourism, the Tokyo-based Tokyu group owns and operates the Le Lagon Country Club resort on Erakor Lagoon, Port-Vila. At present a programme of upgrading and refurbishing the resort is under way at an estimated cost of just under \$1 million.

While Japanese tourist arrivals for 1980 were down 11% compared with 1979, the mar-

ket in 1981 has been steady and growing. Both UTA and Thai International have weekly flights between Tokyo and Noumea and group tours (the method of travel adopted by most Japanese) can be arranged for either a combined New Caledonia-Vanuatu holiday, or a stayput Vanuatu one.

In Vanuatu the preferred attractions for Japanese visitors are the tropical scenery, easily accessible and reasonably priced sports (golf and tennis mainly), and marine tours. They are fascinated by the corals and marine life viewed through clear, unpolluted waters from the glass-bottom cruisers. They also enjoy the day trips, with diving, snorkelling, and game fishing — and the chance to eat their own catch. It is a familiar sight to see a chain of lifejacket-clad non-swimmers paddling around their cruise vessel, taking their first tentative swimming lesson from the skipper, while their antics are recorded by a camera-festooned guide.

Vanuatu's duty-free shopping is competitive: in the luggage of the Japanese tourist, locally carved artifacts, a Cartier watch or a Dior creation are likely to have to fight for space with French perfumes and bottles of premium spirits and liqueurs.

Local foods not always readily available in Japan, such as coconut crab, marinated raw fish, lap lap, heart-of-palm salads, are much appreciated — as, of course, is the plentiful supply of beef.

The chance to be photographed alongside a Custom dancer in traditional costume at an Island Night Show is a

highlight for many Japanese on their Vanuatu stopover. Honey-moon tours are also popular, and special arrangements are made for church marriages and dedication ceremonies.

Japan's Pacific Society, set up three years ago and privately funded and administered, is seeking to foster closer cultural relations with the peoples of the Pacific, and has taken a keen interest in the emerging nation of Vanuatu. Its president, Noboru Gotoh, who is also head of the Tokyu Corporation, was responsible for a substantial independence gift of communications equipment to Vanuatu.

Imports of Japanese goods are significantly higher than those from any other country. Most are what must be called luxury items, and many, such as watches, cameras, tape recorders and radios are re-exported as purchases by cruise ship and air tour visitors.

In reciprocal trade, Japan is the main market for manganese ore (3522 tonnes exported in 1980), and trochus and greensnail shell (47 tonnes in 1980). Moves are being made to increase exports of log timber (13 tonnes), cocoa beans (5 tonnes), and to develop new markets for such local produce as tropical fruits, coffee beans and root vegetables.

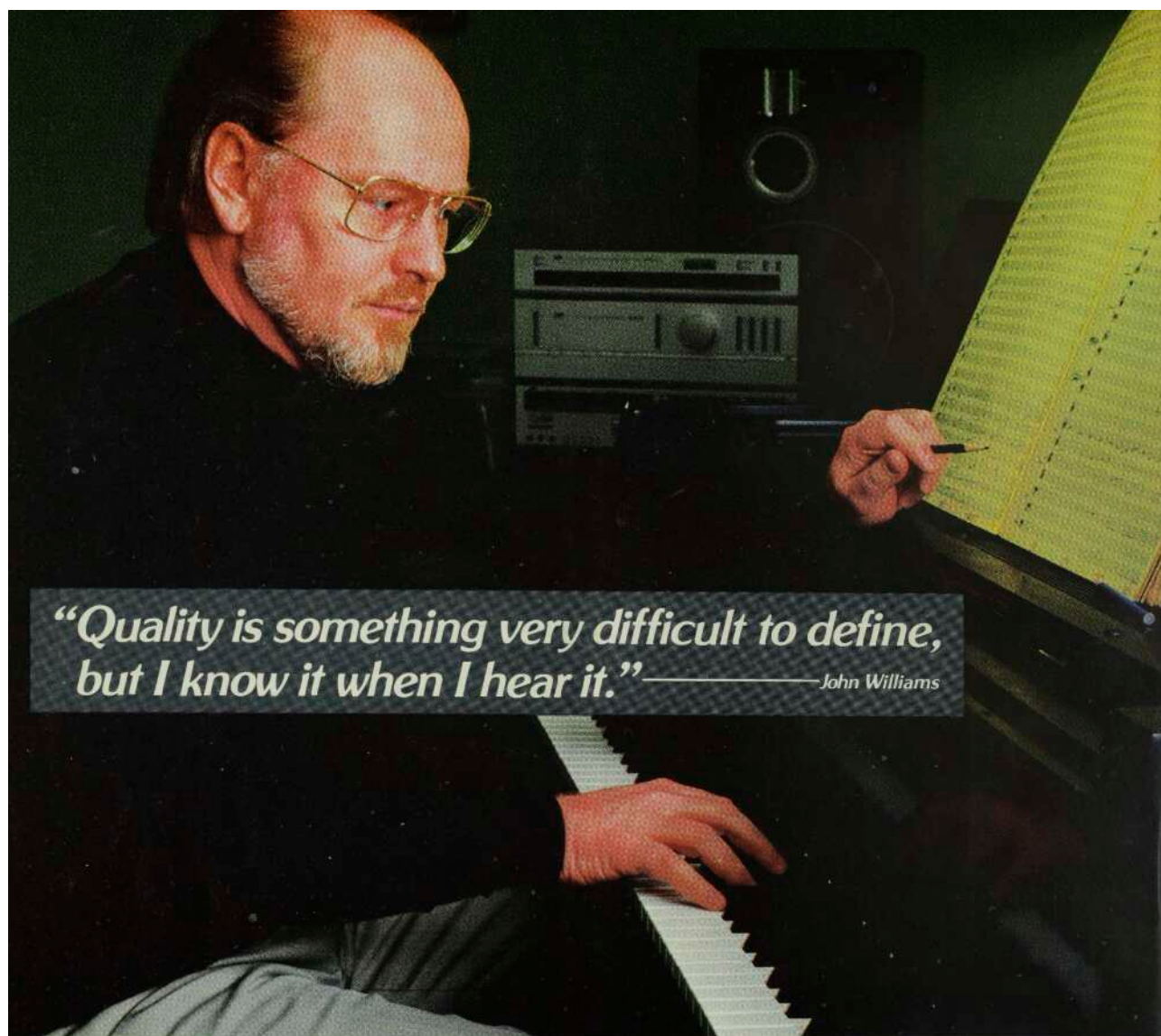
A new airfreight service through the South Pacific to Osaka, Tokyo and Kagoshima, which is being planned by Air Nauru, will increase the scope for Vanuatu producers to expand into these Japanese markets. It is hoped that the Japanese Government will also offer reciprocal access on a preferred nation basis. — Ian McIntyre in Port-Vila.

Direct project aid from Japan to Solomon Islands

Japan has become the third-biggest aid donor to Solomon Islands, spending more than \$2 million a year on direct project funding and with indications of a gradual increase in its commitments. Britain, which was the former administering

country in Solomon Islands, provides direct aid of up to \$10 million a year and Australia provides about \$5 million.

The Solomon Islands government looks on Japan as a significant aid donor, particularly in the development of



"Quality is something very difficult to define, but I know it when I hear it." — John Williams

"Quality is something very difficult to define", says noted composer John Williams, "but I know it when I hear it".

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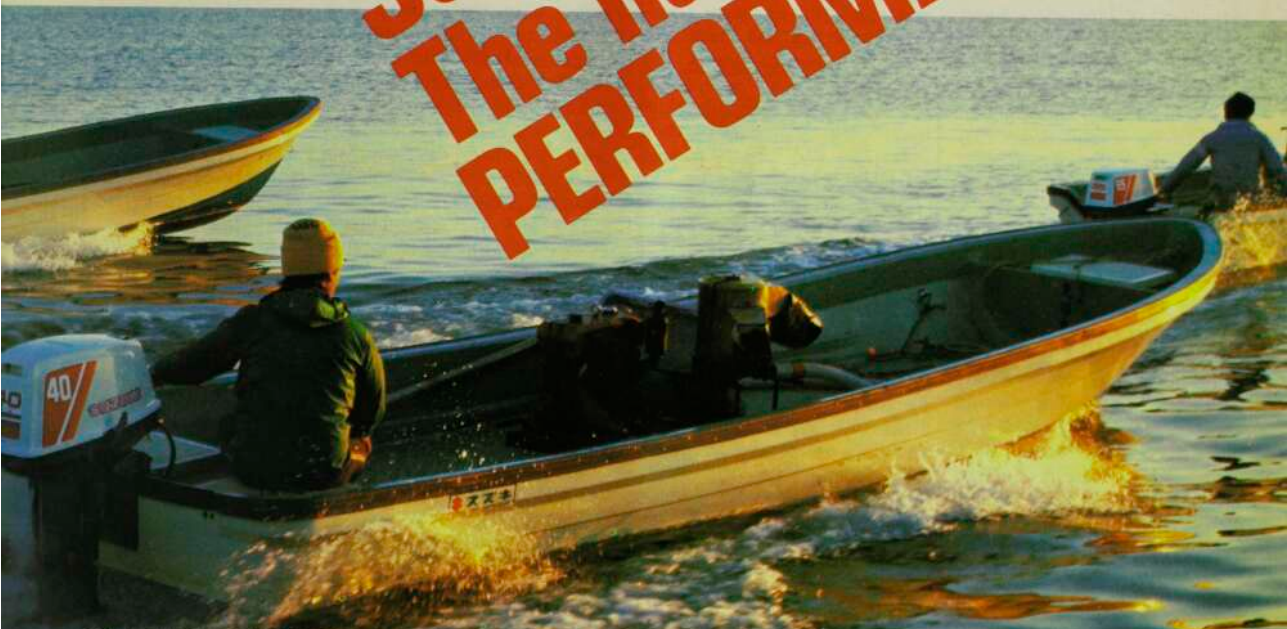
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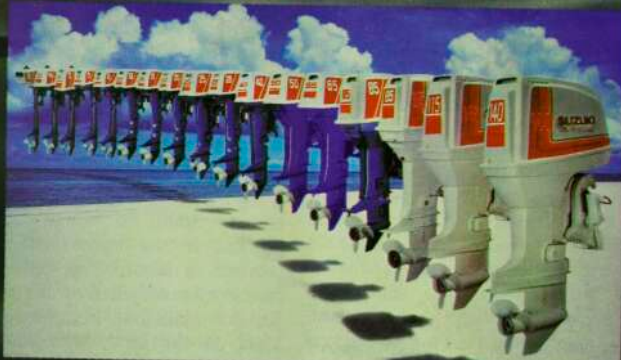
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fisheries resources which are seen as a long-term important sector of the economy. Mr Peter Agar, head of the central planning office under the Kenilorea government, reported recently that the government appraises possible projects which could be the subject of Japanese aid and then submissions are made to Japan for final selection.

Mr Agar said that Japan preferred to fund one project a year to its completion. This differed from the system used by Britain and Australia in which a number of projects were financed each year with the total expenditure spread over several years. The biggest project at present under consideration by Japan is for a rural fisheries development scheme, and unlike earlier Japanese aid schemes the expenditure would be spread over two years. The proposed scheme would allow villagers in the scattered Solomon Islands to develop fishing skills, to put their catches in local cool storage and then to arrange shipment to main centres. The scheme would also involve the establishment of provincial fish markets and its target would be to provide a source of fish for wage and salary earners in the main centres.

A Japanese assessment mission is to visit Solomon Islands to discuss the scheme. The mission will also discuss the general terms of future aid programmes from Japan, with accent on the development of passenger and freight coastal shipping services.

Mr Agar reported that another major project involving Japanese expertise and funds was exploratory technical tests into bauxite deposits which are known to be under a lake on Rennell Island. The Mitsui Mining and Smelting Company of Japan has already found evidence of bauxite on one side of the lake.

Mr Agar said that Japan's concentration on a single project each year sometimes caused 'complications' in long-range planning, but Japan was still seen as a major and important aid donor over a long period of time.

The scope of Japanese aid since Solomon Islands became

independent in 1978 has covered a wide variety of projects, particularly in technical assistance. Commercial scale fisheries has been the major field of aid, including the provision of three fishing ships, the export of fish and fish products, and high-level technical training. Japan has also made cultural and sporting grants, has donated medical equipment, has helped with the development of a local ship-building industry and has trained Islander technicians in Japan.

Japanese volunteer workers have also been working in Solomon Islands and there has been a measure of assistance to agricultural projects.

The Japanese charge d'affaires in Solomon Islands, Mr Shigeru Kurosawa, says that Japan wants to expand its links with the Island country, including an increase in aid. He said recently that the population of Solomon Islands was comparatively small and this was a limiting factor in aid arrangements under policies laid down by the Japanese government. However the government would be closely monitoring growth and was prepared to step up its aid. There was increasing pressure from some Japanese members of parliament, he said, to make a general increase in aid to all Pacific Island countries. Mr Kurosawa said that there was not yet a full acceptance throughout Japan of the concept of forging closer links with the Pacific Islands community, but he believed this attitude would change over the next two years.

Commenting on the fact that Japan is the biggest buyer of exports from Solomon Islands, Mr Kurosawa said he believed that reciprocal trade was about to undergo a big expansion. Private enterprise sources in Japan, as well as the government, were showing an interest in aid projects which could be combined with business ventures beneficial to both countries.

The biggest Japanese commercial venture now operating in Solomon Islands, and in which there is Solomons participation, is a commercial fisheries venture. It is Solomon Taiyo Ltd, a joint venture between

Japanese interests and the Solomons government. It was established in 1973 after two years of negotiations, and it fishes and cans bonito and tuna for export. The government share was initially 25%, now increased to 49%. The company's base and cannery is at Tulagi, the former capital of Solomon Islands which suffered heavily during World War II.

The cannery there now produces 500 cases of canned fish each operating day, and an associated factory produces arabushi (smoked fish).

In 1975 the scheme was expanded with the establishment of a second base at Noro in the Western Province. The modern installation there cost \$2 million, and an additional

\$40 000 was spent on a road linking the base to Munda. About 900 Solomon Islanders work there, and the financial manager, Mr S.Y. Saito said that this number would be increased as more Islanders were trained and Japanese nationals were phased out.

The exports from the Noro and Tulagi operations go to Japan, West Germany, Britain, Italy, Australia and Switzerland, and the trade is increasing to the extent that an enlarged cannery will be established at Noro by 1983. Apart from the government's earnings from involvement in the company, extra revenue is available from a 10% export levy on the product. — *George Atkin in Honiara.*

The Japanese who belong to New Caledonia's history

The Japanese belong to the history of this colonised land of New Caledonia. Like many other Asians, they came here to work on the development of nickel and iron ore mines at a time when these minerals were not yet being mined in Australia. They also took out chromite and cobalt. So they belong to New Caledonia's history as part of that long, long procession of folk who have toiled on its land to create what exists today.

The first Japanese arrived in New Caledonia in 1892, a party of 41 who had come to work for la Société le Nickel (SLN).

By 1916 they numbered almost 3000, of whom 584 worked in the mines. Others worked in Noumea as tailors, barbers, laundrymen or drivers. Others again had become settlers on the land, with some having holdings as large as 2000 ha at Ponerihouen and elsewhere. Yet others were drawn by their love of the soil to become market-gardeners, and their unremitting labour helped to fertilise 'the Pebble', as Caledonians affectionately call their country.

Thirty-six Japanese males were married at the time to

Japanese wives, 20 had married European women, and larger numbers had Javanese, Melanesian or Tonkinese wives. As a result, there were 51 children whose parents were both Japanese, 12 had Japanese fathers and European mothers, and 145 had Japanese fathers and Javanese, Melanesian or Tonkinese mothers.

Well before World War II, the Japanese were preparing for the Sino-Japanese conflict, which was followed by the other, beginning at Pearl Harbor on December 7, 1941, and which has become known to history as the Pacific War. At Poro, in the south of New Caledonia, the Japanese had opened up iron ore mines. The ore they extracted played its part in forging the weapons of war for the Japanese epic in the Pacific.

Japanese sampans fishing peaceably off the coast of *la Grande Terre* (New Caledonia's main island) also gathered hydrographic data which no doubt later proved useful to the Imperial Japanese Navy.

By 1939, Japanese residents

— Continued on page 77

In its sixth year of independence, how is Papua New Guinea faring at the community level? Lawyer KEVIN EGAN, already known for his controversial comments on PNG, presents an unhappy picture.

PNG outstation, 1981: 'The air of a place now forgotten'

The former Labor prime minister of Australia, Mr Gough Whitlam, who was a central figure in initiating independence for Papua New Guinea, spent three days in Port Moresby earlier this year at the end of an overseas lecture tour. Addressing a group of Port Moresby unionists he expressed satisfaction at the state of the nation and at the progress of 'localisation' — particularly localisation of the judiciary. Localisation in the PNG context is the replacement of whites by PNG nationals.

It is indeed a pity that Mr Whitlam didn't venture beyond the municipal boundaries of the national capital before making such sweeping assessments about the national state of affairs. This is particularly so when it is realised that only 13% of the people live in Port Moresby and a few other scattered urban areas. The great bulk of the people — and they represent the real PNG — are the rural dwellers of the villages, the outstations, the mountains and the plains. A closer inspection of how they are faring today might well have turned Mr Whitlam's self-satisfaction to disillusionment.

The gut-feeling of many rural people came home to me clearly in the words of a village spokesman who addressed a land

hearing in the remote Star Mountains near the PNG border with Indonesia. The villagers had claimed compensation rights for land which will soon be part of the big Ok Tedi copper and gold mining venture. Their claim was found to be spurious, but this in itself is not the point of the story. The point lies in the words which were used by the spokesman when he accepted that the land claim had been unfounded. Here's a translation of what he said:

Not very long ago we were living here just as our ancestors had done for thousands of years. It is true that we were semi-nomadic, that we killed and sometimes even ate each other, that we died in large numbers from sicknesses which we attributed to sorcery but which the government officers insisted were due to lack of hygiene and viruses, but then, we knew no other existence, and so in our own way we were happy.

Then came the Australian administration in the form of the white patrol officers. They told us to change our old ways and because of their strength and because of the better life that they promised us, we did so. No more killing, no more cannibalism, no more wandering. They built a patrol post, a school and a health centre. We had peace, education for our children, medicine. We no longer lived in fear. They took our best taro-growing land, the flat land, and built an



airstrip on it, but we didn't even object to this, for we now had contact with the outside world, a world that we previously did not even know existed, and still we were happy, for many good things came to our area in the aircraft that landed.

And then came independence. Nobody ever asked us if we wanted it, nor were we told what would happen when we got it. We were just told that we now had it.

And then the white patrol officers went away and they were replaced by local ones, but they came and went so frequently that soon we did not know who our 'kiap' (patrol officer) was. Now the present one has gone away too. We still have our health centre but it has not had any drugs in it for a long time and although we repeatedly ask the government for replacements no drugs ever come. Then two years ago the government closed the airstrip — the airstrip that the old administration built on our best taro growing land — and so now there are no goods for our trade stores, we can't fly out the sick or injured, and we are again isolated. There is no teacher for our school. People are reverting to their old ways and there is no law and order. We are back where we started.

Now you ask us why we made this spurious land claim. We made it to draw attention to our plight. We are desolate. We were promised everything and upon those promises we built our dreams. You have broken your promises and we are left with nothing. We made this claim because it is our last chance. That is all I have to say. Thank you.

Meanwhile, in the far eastern end of the country, in the famous and once beautiful Trobriand Islands, the picture is no brighter. A decade ago this

was a pretty, peaceful little paradise. Crime was virtually unknown, the government 'station' was freshly painted, the grass was cut, and the villagers set aside a day each week for community works. There was an air of efficient productivity about the place.

From the sale of copra or fish through the Department of Primary Industries, or carvings to the many tourists who regularly arrived on weekend holiday charters, or from employment with any of the dozen odd private enterprises operating on the main island of Kiriwina, the people had the opportunity to earn moderate cash incomes, which in turn led to better life styles. The present day contrast is staggering.

When I arrived at Kiriwina airport I was immediately struck by the chaos. A coffin was being rushed off the plane by a party of wailing mourners. No one was in apparent control of loading or unloading the aircraft, let alone stowing the cargo. I located my luggage and then moved off in search of transport to the government station some 30 minutes drive away. As I approached the government truck, the usual source of transport, someone was lamenting, 'The government truck is out of petrol and the clerks on the station in charge of the petrol pump have just gone off duty.' So much for that.

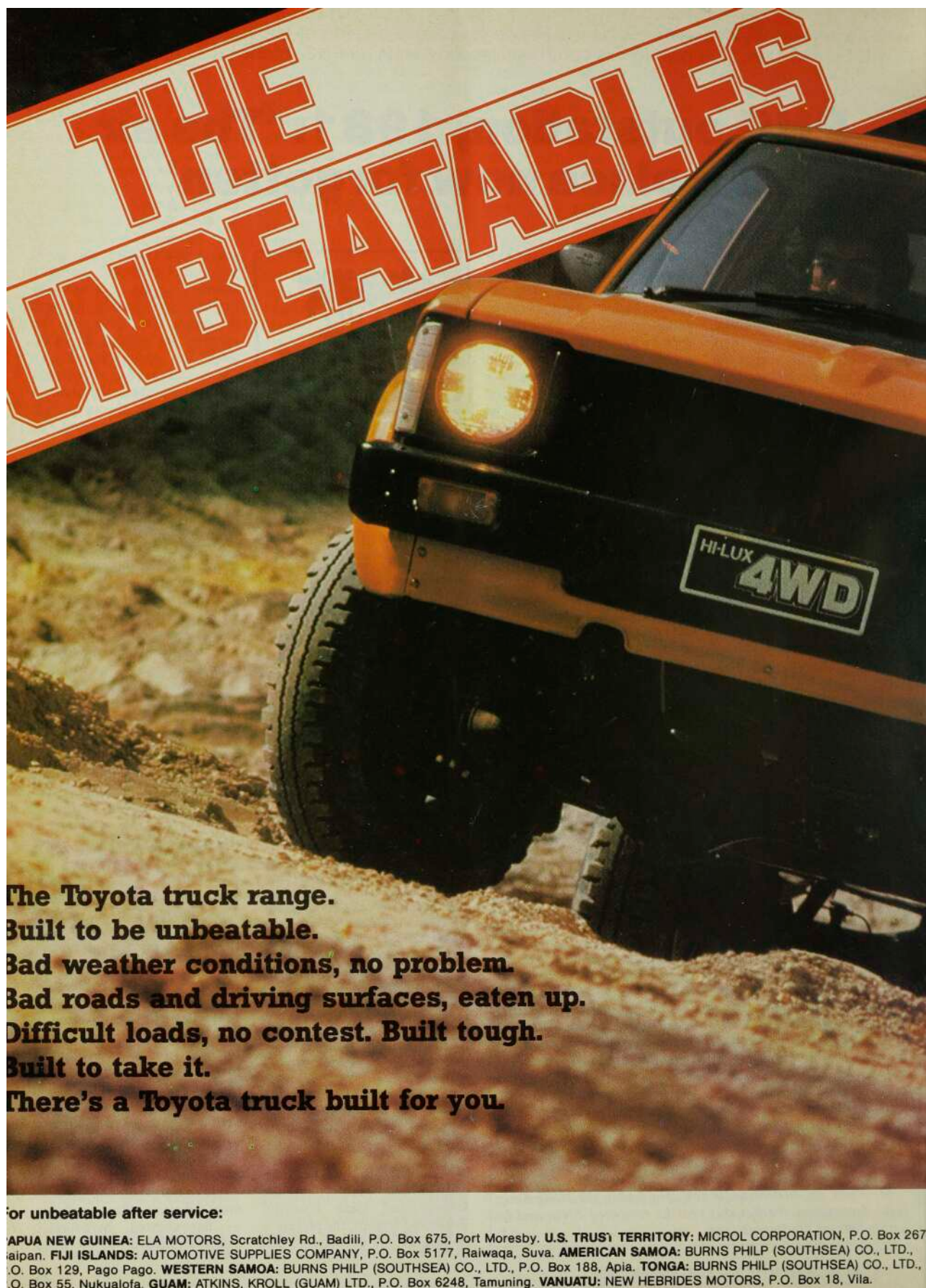
Having had the presence of mind to speak to the local member of parliament before leaving Port Moresby to establish the name and tribal origin of the senior officer in charge, I scanned the faces of the crowd and was able to single him out — but only from his characteristic tribal features.

There he was, the government's district officer in charge — bare-chested, bare-footed, trousers rolled up to the knee,

In 1979 Papua New Guinea was shaken by a confrontation between the government of the day and the judiciary, arising from allegations of political interference in the course of justice. The justice minister, Mrs Nahau Rooney, was gaoled by the courts and released by the government. In the aftermath five judges resigned.

The public prosecutor, Mr Kevin Egan, who had been instrumental in taking the first legal moves against Mrs Rooney, ended his term of appointment soon afterwards. In public statements and in an official report Mr Egan was scathingly critical of what he saw as the crumbling of ethical responsibilities and institutions.

Mr Egan, an Australian, is now attached to the Hong Kong legal department. Earlier this year he re-visited PNG, and he writes here of his impressions.

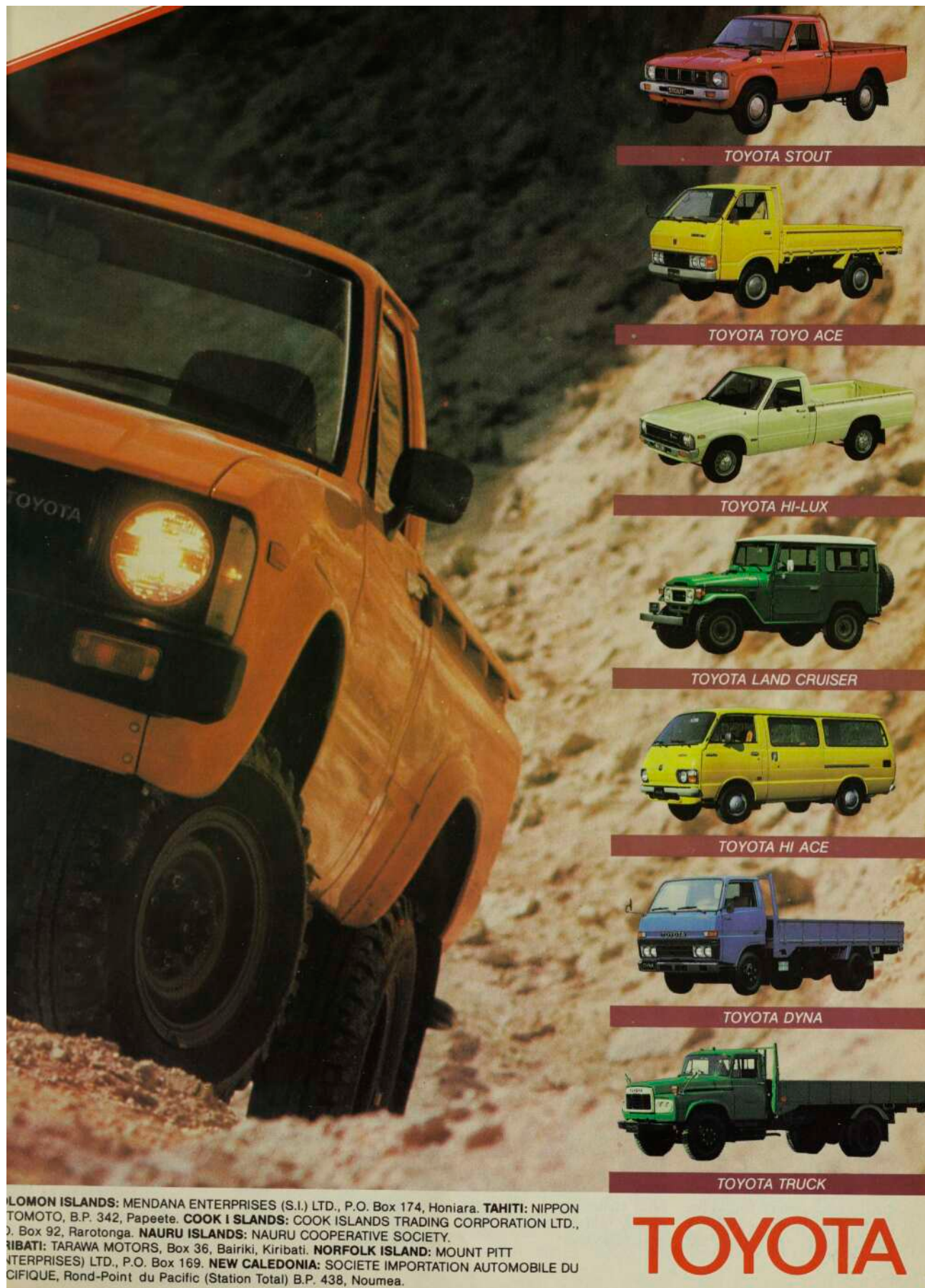


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POLITICAL CURRENTS

hair recently slept in, indistinguishable from the rest of the milling multitude.

We eventually reached the government outstation at Losuia. The roads were narrower than I recalled, and rougher, but then there hasn't been a grader on the island since before the days of self-government. The grass on the station hadn't been cut in ages and every building was in dire need of paint. All that remained of what was once the doctor's residence was the broken shell of a galvanised iron water tank, two concrete tank stands, a few stumps, and the front and rear concrete stairs, now reaching aimlessly skywards. My local informant explained, 'It was falling down anyway so the people just came and took away anything left that was worth taking.'

On Sunday I decided to walk the three kilometres from the government station to the only hotel on the island still operating to see the proprietor, an old chum. On the way I saw human excrement lying uncovered on the road adjacent to nearby villages. When I passed Oiyaveyova, the largest village along the way, I saw three groups of men, about 20 altogether, gambling at cards, a serious and socially disruptive offence in Papua New Guinea. My informant told me that a man could win up to 70 kina (about \$A100) in games such as this. One winner, of course, means many losers, and since there is no longer anyone organised to buy copra or fish, since the tourist charters no longer come at the weekends and since all but two businesses on the island have closed down, the opportunities of earning even a moderate cash income have ceased.

Accordingly the loss of even a comparatively small amount of the much prized cash in an illegal card game is a sorry blow indeed, and such games often end in arguments, violence and even knife fights. So contemptuous are the local people of the forces of law and order on the island, that such card games even take place outside the sub-district office, which houses the patrol officers and the police. I am told that apart from the



Politics have brought the once-flourishing fishermen and farmers of PNG's eastern islands to poverty in a forgotten land, writes Kevin Egan.

fortunate few employed as government servants, the major source of cash incomes for the people on the island is gifts of money from children and relatives working in urban centres.

Breaking, entering and stealing has become a means of obtaining beer, cigarettes and tinned food.

The whole island has the air of a place now forgotten, and in many respects that is exactly what it is. The reality is that very little of the supposedly plentiful supply of money in PNG is reaching the rural areas. It is staying in the urban areas or being siphoned off in less-desirable directions. The rural people hear stories of politicians, cabinet ministers and senior civil servants buying businesses, houses and real estate developments in urban PNG — and even in Australia, it has been rumoured. Small wonder the resentment of the village people is intense. Small wonder they look on many of their politicians as temporary 'nest-featherers', and this may explain the high failure rate of politicians seeking election for second terms of office.

No matter how well Port Moresby and other urban areas may appear to be thriving, particularly under the impetus of outside capital and development, no picture of PNG can be complete without a look at the rural community — the community which seems to have been forgotten.

Nauru member bounces back

Mr Rene Harris, the Nauru politician who resigned from parliament to test whether his electors really supported him, is back in parliament after proving his point.

At a by-election held only five days after he resigned from the Aiwo seat he was returned with an absolute majority over three other candidates. Mr Harris, who has been a strong critic of some of Nauru's money policies, said the result of the election was 'a clear indication of the people's trust in me' and said that he was 'eager and ready to get back to the parliamentary fray'.

The results of the poll, declared on July 18, were: Ateo Leslie Will Amram 10, August Detonga Deiyee 28, Rene Reynaldo Harris 111, Samuel Edwin Tsitsi 48.

Tonga has four more MPs

In response to a question tabled in the House last year by Vavau MP Masao Paasi, Tonga's Deputy Prime Minister Baron Tuita told the legislative assembly in June that the two most northerly islands in the kingdom — Niutoputapu and Niuafoou — would each, on completion of necessary formalities, acquire the right to elect a people's representative to parliament.

At the same time, he said, the number of nobles' representatives would also be increased from seven to nine, to retain the existing balance.

On another aspect of Mr Paasi's question, Baron Tuita said that His Majesty in Council was considering increasing the number of cabinet ministers, to reduce the portfolio load on the most heavily burdened. But he was not at this stage contemplating any change in the present system, whereby all ministers are appointed by the monarch for an indefinite term.

The reality of the official announcement bore little resemblance to the rumour circulating in the capital for weeks to the effect that the government intended to make the parliament more democratically based by increasing the number of PRs to 12, while keeping the NRs' total unchanged at seven.

While the isolated Niuas will obviously benefit from having their own elected MPs instead of being lumped in with the Tongatapu electorate, the new move will compound rather than alleviate the representational inequalities as shown in the accompanying table.

Population figures are taken from the 1976 census.

A little arithmetic shows that the outlying districts (Vavau, Haapai and the Niuas), with a combined population of just over 28 000, will have six representatives under the new system, compared with three for Tongatapu/Eua, which embraces more than two-thirds of the Kingdom's population.

This is a far cry from the earlier rumour and its prediction that the people's representatives were to be increased by one new member for the two Niuas combined, one for Eua, and three more for Tongatapu, which — so ran the wishful thinking — was to be divided into east, central and western districts, with two representatives from each.

Even under the new representational system, Tonga's 'Westminster-type democracy' will still be a long way from the original model, and most expatriate observers see the kingdom's parliament as little more than a cosmetic trim on a traditional governing system based on inherited and hierarchical authority.

This line of criticism is in-

POLITICAL CURRENTS

TONGAN LEGISLATIVE ASSEMBLY MEMBERSHIP		
Type of member	Population	Number
Appointed cabinet ministers		8
Appointed area governors		2
Elected by the 33 nobles		9
Tongatapu district	57 411	
Eua district	4 486	
Tongatapu-Eua electorate	61 397	3
Vavau district electorate	15 068	2
Haapai district electorate	10 792	2
Niuafoou district electorate	1 650	1
Niuafoou district electorate	678	1

creasingly voiced among Tongans of the slowly emerging middle class, particularly those educated overseas, who feel themselves hampered by a system that bestows most of the real authority on those born to inherited privilege.

On the other hand, it is essential to recognise that the overwhelming majority of the grassroots voters indicated in the recent elections that they are perfectly content with the status quo.

While they are satisfied with what they have, who has the right to say the system is wrong, simply because it does not tally with overseas definitions of democracy? Especially when the performance of Western-style democracies over the past decade has hardly been such as to inspire slavish imitation as necessarily the idea for developing countries like Tonga. It could even be argued that any system freely endorsed by a majority is, by that fact alone, a democracy.

There is little doubt that changes will have to come eventually, in a country so heavily dependent on overseas aid, and so increasingly involved in regional and international affairs.

What may be hoped is that time, opportunity and able leadership will ensure that these inevitable changes evolve naturally within the system, and without undue pressures from outside it — Penny Hodgkinson in Nukualofa.

PNG tough line on Irianese

Papua New Guinea in July arrested and sent back to Irian Jaya three Irianese who had

been living in PNG under the protection of permissive residence. The men had broken the terms of their residence by active involvement in anti-Indonesian rebel politics, the PNG government said. Friends of the three men have protested on human rights grounds, claiming the men are likely to be gaoled or executed by Indonesia. Two of the deported men, flown out of PNG under police escort, had to leave behind Papua New Guinean wives and children.

Irian Jaya is an Indonesian province sharing a land border with PNG, and contains an anti-Indonesian rebel movement which claims the province should be an independent Melanesian country. PNG has granted residence under international protocol to some border crossers who can prove that their human rights are at risk in Irian Jaya. However one of the conditions of residence is the renouncing of all involvement in anti-Indonesian politics.

The three men deported in July had demonstrated that they were anti-Indonesian activists and had promoted faction fighting on the border, according to the PNG foreign minister, Mr Noel Levi.

The men, who had lived in PNG for about five years, are schoolteacher Bob Kubia, contractor Fred Peiger and health worker Willie Jebleb. Kubia and Peiger are both married to Papua New Guineans and have young children.

Although the deportation of the men to their homeland represents a new hard line by PNG, it does not change the basic policies that PNG has followed since independence. On a number of previous oc-

casions PNG has negotiated residence in a third country for rebels, but the government apparently no longer intends to spend time on border-crossers who remain politically active.

The situation is one of the most sensitive in PNG's foreign relations. On the one hand the government realises that the Irianese are ethnically related to its own people and that there is considerable sympathy among Papua New Guineans for their Irianese neighbours. On the other hand the government is committed to diplomatic friendship with Indonesia and therefore cannot allow PNG to become a refuge or a base for anti-Indonesian activists. Indonesia's unyielding attitude towards its sovereignty in Irian Jaya adds to the sensitivities.

Springbok tour poser for Chan

The Papua New Guinea prime minister, Sir Julius Chan, was forced on the defensive in July when an official visit he made to New Zealand coincided with the controversial tour by the South African Springbok rugby team. Violence and dissent occurred in New Zealand over the rugby tour, with the government and the rugby union council being accused of tolerating South African racial policies and of having broken international boycotts of South African participation in sport. Sir Julius found himself facing suggestions that his presence in New Zealand indicated that he endorsed the football tour.

At a press conference in Wellington Sir Julius stepped carefully but firmly round political landmines strewn in front of him. Yes, he said, he was in New Zealand at a very sensitive time, but that didn't mean he endorsed South African apartheid. He said that the New Zealand government, not the rugby union council, were his hosts; and in any event his country was on record as opposing South African race policies.

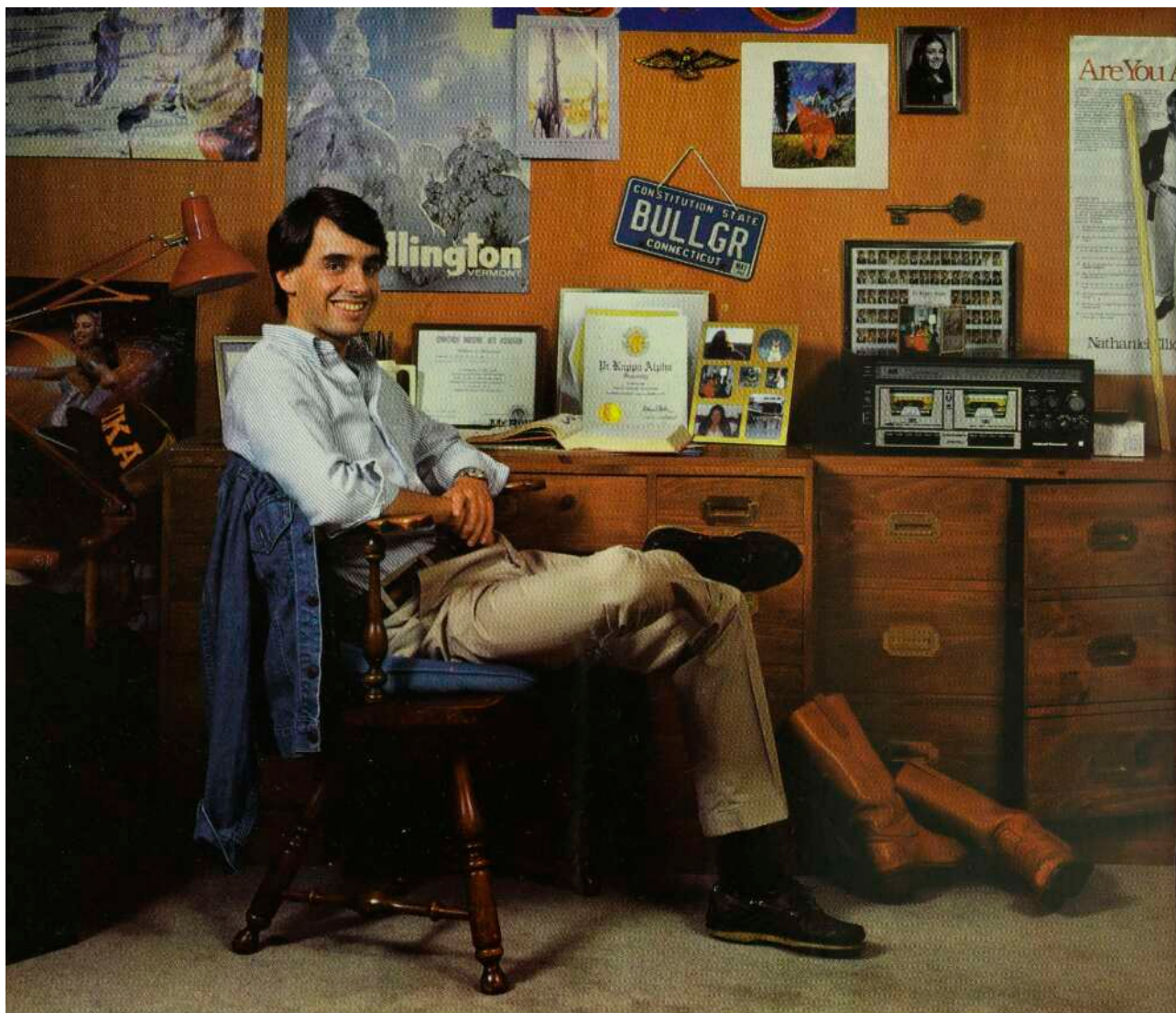
Sir Julius said he was an enthusiastic rugby supporter, but added 'I think the diplomatic relationship between my country and New Zealand is so important that I should not

allow a football game to stop the developments that both of us need'.

Sir Julius refused to be drawn out on his interpretation of the Gleneagles Agreement, under which countries including New Zealand restricted international sporting contacts with South Africa as a protest against South African race policies. The New Zealand prime minister, Mr Muldoon, interpreted the agreement as not preventing the issue of entry visas to the Springboks, but Sir Julius would not discuss interpretations. 'I think Mr Muldoon would be the man most suited to interpret what he actually signed' he said. Sir Julius said that although PNG opposed the tour, it was not PNG policy to interfere in the affairs of another nation. But he added a warning 'as a friend' that repercussions were sure to follow, and there could be some tainting of relationships within the South Pacific Forum. 'But we have no intention of allowing our bilateral relations to be jarred by football' Sir Julius said.

Discussing Pacific regional matters Sir Julius said he supported suggestions for the establishment of a South Pacific peace-keeping force of the type which his own country mounted during last year's rebellion on Santo in Vanuatu. He said that history had a habit of repeating itself, and he believed the Pacific countries should be prepared. In the event of a Vanuatu-type situation in any Pacific country it was probably an 'impossible dream' to expect that the United Nations could provide a peace-keeping force of the sensitivities required. The obvious alternative was for the Pacific countries to have an available force of their own — 'but it would have to be thought out carefully because someone would have to pay for it' he added. He suggested that New Zealand could have a role to play in helping to support legitimate governments which became involved in Vanuatu-type situations. — William Gasson in Wellington.

Reports from Port Moresby indicated that the depth of feeling towards the Springbok presence in New Zealand was



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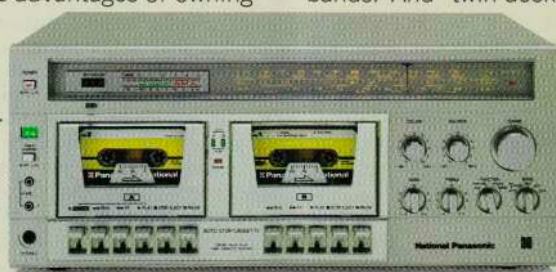
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STATESMAN

CORONA
5

HALF CORONA
5

CORVETTE
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LANCERS
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COMMODORE
PANATELLA
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5

7
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POLITICAL CURRENTS

widely diversified, even within the government itself. Before he left for the Pacific tour which took him to New Zealand, among other countries, Sir Julius faced some cabinet opposition. There was a move among some of his ministers for him to cancel the New Zealand section of the tour, but he received majority support to proceed with his arrangements.

In other South Pacific reactions to the tour, Fiji and the Cook Islands both refused to allow their airports to be used as transit points for flights by the Springboks.

In Western Samoa the government issued a statement in which it affirmed its objection and opposition to South Africa's race policies, but it did not censure New Zealand on the grounds that this would constitute interference in the internal affairs of another country. This precipitated editorial criticism from *The Samoa Times* which accused the government of lacking the strength to make a statement of principle (see Islands Press, p18).

New political group in Fiji

The emergence of a new political group in Fiji, the Western United Front, together with indications of some dissent within the ruling Alliance Party, have added a new measure of fragmentation to Fiji national politics. The situation increases the chances that no single party will be strong enough to govern after next year's general election, and that a coalition will have to be negotiated after the votes are counted.

About 200 high-ranking village chiefs and more than 600 villagers from the Western Division attended the inaugural meeting of the party at Nadi. The man who has been pushing for the establishment of the new group, Ratu Osea Gavidí, was elected president. He is the only independent in the Fiji parliament and has crossed swords with the government on a number of occasions, most recently in controversies over arrangements to develop Fiji's new pine forest industry.

Another member of parlia-

ment, Mr Isikeli Nadalo, was elected secretary. Mr Nadalo was formerly aligned with the opposition in parliament, the National Federation Party, but resigned to help form the new group.

The party's platform places a heavy emphasis on bringing Fijians (rather than Fiji Indians) of the Western Division into greater prominence in politics, government, administration, commerce and industry. The party is also committed to defeating the present Alliance Party government which Ratu Osea described as 'lopsided rather than representative'.

Mr Nadalo denied later that the party was for Fijians only, but the nature of the inaugural meeting and the comments by some of the leaders involved led to suggestions that the party was established on race lines and had a 'provincial' outlook centred on the Western Division (see Islands Press, p18).

The main effect of the new party is expected to be in the potential it holds to weaken the position of the Alliance Party. This in turn could lead to a highly diversified result in next year's general election, in which political lobbying as much as the ballot box will determine the final shape of government.

N-waste issue at SPC talks

Since the early '70s fears about radio-activity have never been far below the surface at any regional meeting in the South Pacific. It was no surprise, then, that this concern was raised on the first day of a recent technical meeting held at South Pacific Commission headquarters, Noumea. The meeting was held to prepare draft documents for a proposed South Pacific Regional Environment Programme (SPREP) to be submitted to a regional conference on the human environment to be held early next year — in Solomon Islands or the Cooks.

France no longer stands alone as the nuclear villain of the region. Though it has eased off since its determined push in 1979, the US still cherishes the prospect of using tiny Pacific islands as repositories for high-

level radio-active wastes, and it has itself been an active Pacific Ocean nuclear waste dumper since 1942.

Japan has drawn much criticism over its delayed, but not forgotten, Pacific dumping ambitions. Domestic pressure against land storage of nuclear wastes in Japan is so strong that the Pacific Ocean dumping option had looked relatively easy. But times, and attitudes, have changed. The people of the South Pacific are no longer those ill-informed, inarticulate and unorganised people whom American, British and French governments could ignore when planning and conducting their nuclear weapons tests. South Pacific islanders resent having other people's rubbish forced on them, particularly when it is radio-active.

To justify its Pacific Ocean nuclear waste dumping ambitions Japan cites the *Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter*, explaining that its dumping would be subject to conditions imposed under this convention. The convention title is, however, misleading. It was developed by industrial states as a basis for controlled dumping, not as an international agreement to prevent marine pollution. Critics refer to it as 'a licence to dump'. The convention covers not only nuclear but also other toxic industrial wastes and South Pacific governments are being urged to become party to it. Papua New Guinea and Fiji have done so. However, a country which is party to this convention effectively admits that there is a place for the ocean dumping of radio-active wastes. This must weaken any stand which that country would otherwise wish to make against such dumping in the Pacific.

A new nuclear waste dumping threat to the Pacific was revealed at the SPREP technical meeting. This arises from the nuclear power ambitions of governments of Southeast Asia. A project for identification of ocean sites for nuclear waste dumping had been included in a draft East Asian Seas Regional Environment Programme — an ASEAN equivalent of the pro-

posed South Pacific Regional Environment Programme (PIM Jul p5). This particularly disturbed island government representatives, and the representative of the United Nations Environment Programme (UNEP) present at the Noumea meeting was hard pressed to explain how it was possible for such a project to have been included as part of a so-called 'environment programme', and with UNEP's apparent sanction.

It is believed that the troublesome Pacific Ocean nuclear waste dump site project originated from Malaysia. This is ironic in view of an approach made earlier this year by PNG's minister for foreign affairs and trade to his Malaysian counterpart seeking the latter's support for South Pacific moves to prevent Japanese nuclear waste dumping.

The prospect of a new marine nuclear pollution threat from Southeast Asia further complicates Australia's pose against nuclear activities in the region. Australia supports the Forum, which takes a strong stand against nuclear waste dumping in the Pacific. However, it is also anxious to be on good terms with ASEAN nations and Japan and feels obliged to recognise their nuclear ambitions and, thus, to understand their nuclear waste dumping needs. As an exporter of uranium Australia is likely to encourage nuclear power development and, thus, the production of these controversial wastes. Further, since Australia itself is likely to embark upon a nuclear power programme some day, if it were to support South Pacific island government protests too effectively it would be restricting its own prospects for adding nuclear wastes to those toxic industrial wastes which it is now dumping off the east coast of Australia.

The nuclear waste dumping issue is to be featured at the annual conference of the Association of Chief Executives of the Pacific Basin, to be held in Guam, early in September. Proponents of Pacific Ocean nuclear waste dumping would be foolish to expect that Pacific island concern will just fade away. — (Dr) Graham Baines.



The Vanuatu Government has appointed Australian businessman **Warwick Purser** as its first director of tourism.

According to a Radio Australia report, Mr Purser is optimistic about Vanuatu's tourist potential. The radio quoted him as saying that the industry had suffered an 80% drop because of news stories in Australia about last year's secessionist attempt on the island of Espiritu Santo. He believes that the introduction of direct Sydney-Port Vila flights in September will help tourism regain its place as one of the nation's top three earners of foreign exchange. He hopes that as many as 40 000 tourists will holiday in the country next year.

Mr Purser told journalist **Kristin Williamson** in an interview published in the Australian weekly *The National Times* in August: 'Only the islands of Tanna, Efate and Santo will be developed. The others will be left as they are until the people approach us.'

Williamson wrote that Mr Purser is 'vague' about the percentage of tourist development land the people of Vanuatu will own, but he told her: 'We want to avoid what has happened in Fiji, where only 16% of the tourist dollar goes to the indigenous population ... Our policy will be one of protection and support for the local culture. If, in 10 years, the whole thing is a mess, I will accept the responsibility.'

Part of the Purser policy is to 'refine the people involved in tourism' in tourist academies which will be set up by the government to help local people learn the hotel trade and to work as tour guides. He also plans to bring a party of Australian media people to the country on a free trip 'so they can see how ridiculous it is to think this place is dangerous'. Williamson, just returned from a week's holiday in Vanuatu, wrote: 'Just a few weeks ago an

Australian radio personality rang up to check on the frequency of riots in the capital. Distraught businessmen continue to write to hotels trying to cancel cheques their wives have sent, saying "I didn't know the crazy woman booked us a holiday in a war zone".')

Before his present appointment, Warwick Purser ran the Tandjung Sari hotel at Sanur in Bali, and a travel company called Tourpack in Melbourne. He says he has given up both of these interests.

'A controversial figure — and not without reason — **Maurice Lenormand** nevertheless stands out as the most remarkable political figure in the history of New Caledonia.'

With these words the Noumea weekly *Corail* con-



Maurice Lenormand

cludes a three-page article on Maurice Lenormand, founding father (along with Catholic and Protestant church leaders) of the territory's oldest political party, Union Calédonienne. Occasion of the article was the 30th anniversary of Lenormand's first election as a New Caledonian deputy to the National Assembly on July 1, 1951.

He was returned as deputy in every subsequent election until, in 1962, he was disqualified from holding his seat as a result of a court case in which he was found guilty of complicity in the explosion of a small bomb outside his party headquarters. It was alleged the explosion was arranged to whip up support for the Union Calédonienne at a demonstration planned by the party. As well as losing his parliamentary seat, Lenormand was given a one-year suspended prison sentence and fined.

The exact circumstances sur-

rounding the 1962 bomb incident remain a matter of controversy in New Caledonia to this day.

Paul Noirot-Cosson will be the next high commissioner in French Polynesia. He replaces **Paul Cousseran**, who has been appointed prefect for Southern Corsica.

Mr Noirot-Cosson, 57, previously held the post of prefect in France's Atlantic-Pyrenees department.

John Brady has arrived in Tonga to take up his new posting as New Zealand high commissioner to the kingdom.

Mr Brady joined the ministry of foreign affairs in 1959 after completing BA and LLB degrees at Victoria University. His previous overseas postings were in Washington, Suva, and Peking.

Before coming to Tonga, he was head of the defence and Asian divisions of the ministry in Wellington. — *Penny Hodgkinson in Nukualofa.*

Two Dutch priests working in the Cook Islands, Father **Frederick de Leeuw** of Mitiaro and Father **Charles Van Niel** of Mangaia, have been made knights of the Order of Orange-Nassau by decree of the Queen of the Netherlands.

Both men have been working in the Cooks for 41 years.

The Order of Orange-Nassau, instituted by Queen **Wilhelmina** in 1892, forms part of the Dutch royal honours list announced each year on the Queen's birthday.

The Foundation for the Peoples of the South Pacific has farewelled its former Papua New Guinea Country Director **Dr Laurie Sherman** who has returned to Washington with her husband, former US Ambassador to PNG, **Harvey J. Feldman** (PIM Aug p37). Her successor is **Lana Sheppard**, whose husband is with the New Zealand high commission in Port Moresby. Mrs Sheppard has development experience in a number of Middle Eastern countries. In 1977-78 she was director of the US Peace Corps in Manama, Bahrain.

In another staff movement, FSP has recruited **Kathy Nast** as country-director-designate

for Kiribati. The foundation is negotiating with the US Agency for International Development office in Suva, Fiji, for start-up funds for the Kiribati programme.

Ms Nast's overseas experience includes Turkey, Spain and Solomon Islands, where she spent a year with an FSP partner programme, the Isabel Development Company.

The foundation is also farewelling **Will Dunn**, the adviser-trainer and co-director of Vanuatu's Nasonal Komuniti Development Trust. Mr Dunn's successor-designate is **Dr Larry Traub**, who resigned a post at Friends World College, Long Island, where he has for seven years been co-ordinator of the North American Centre.

P. J. Ackland-Snow has been appointed managing partner of the accounting/auditing firm of Peat, Marwick, Mitchell. Mr



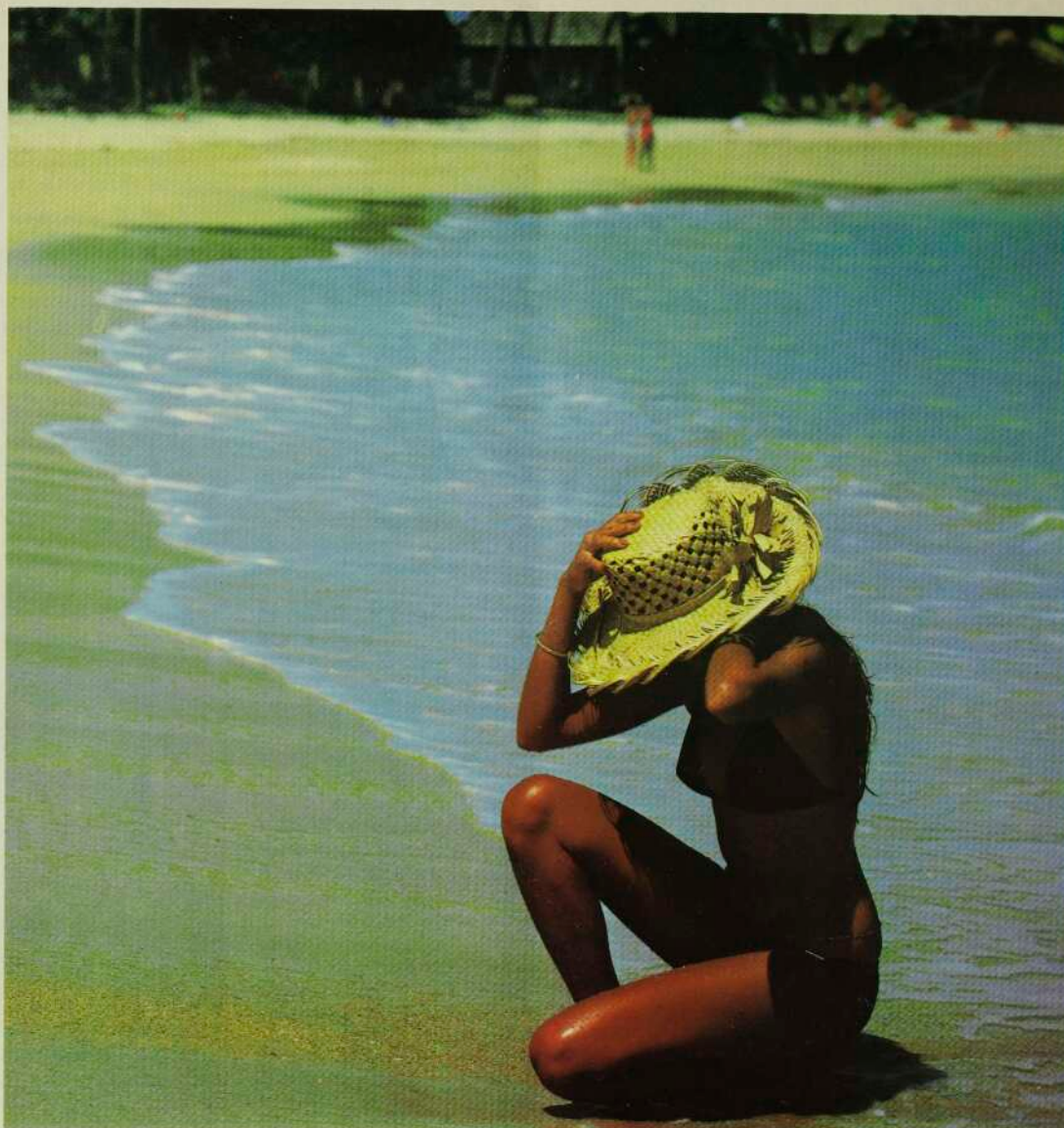
P. J. Ackland-Snow

Ackland-Snow's regional responsibilities cover New South Wales, the Australian Capital Territory, Papua New Guinea and the islands of the South Pacific.

The Rev **Elden Buck** and his wife **Alice** are leaving Micronesia after 23 years' service.

Since 1968 Mr Buck has been Kwajalein's Protestant pastor. Mrs Buck for the past 15 years has worked as co-ordinator for the Marshallese Bible Translation Committee, maintaining an office in Ebeye. The couple worked on Ebeye as missionaries for almost five years before moving to Kwajalein.

Mr Buck began serving as a missionary in Kosrae, where



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PEOPLE

Alice had lived some years of her childhood with her parents, Dr and Mrs **Harold Hanlin**.

The Bucks will be living in Honolulu, where Mr Buck will be interim pastor at the Korean Christian Church. For her part Mrs Buck will spend the next 12 months checking galley proofs from the Bible Society printers in Hong Kong of the first complete translation of the Bible into Marshallese.

According to mid-July reports, **Karam Ramrakha**, a controversial opposition member of Fiji's parliament, was expected to leave Fiji to live in Australia and practise there as a lawyer. It was understood that Mr Ramrakha has Australian residential status and would leave for Sydney on a migrant's visa.

According to friends, he plans to keep his Suva law practice open and return to Fiji from time to time.

It is understood he plans to continue writing a political column for a Lami newspaper and also for a monthly business magazine published in Suva.

Mr Ramrakha qualified as a lawyer in New South Wales and is licensed to practise there. He has a number of relatives living in Australia, including another lawyer brother, and Fiji's former Director of Medical Services, Dr **Shiu Ramrakha**.

His residence in Australia would not mean automatic loss of his seat in the House of Representatives, where he sits as the Indian communal member for Nausori and Levuka.

He can keep it until the life of the present parliament expires late next year. But he would lose it if he took Australian citizenship, or if he missed three consecutive meetings of the House without having leave of absence from the Speaker.

Mr Ramrakha's decision to emigrate to Australia means that Fiji's politics will lose one of its most colourful, energetic and controversial figures.

He was a dominant figure in the National Federation Party for many years and at one stage was the party's national secretary. When the party split in 1977 because of the leadership battle between **Jai Ram Reddy** and **Siddiq Koya**, Mr Ramrakha took a role which left him

stranded in the middle of the chasm between the two sides, with no ground to stand on.

He became completely isolated from the rest of the NFP and there were calls from some of his own constituents for his resignation as their parliamentary representative.

Since the split of 1977 he has kept away from NFP meetings and affairs, although he continued to sit in parliament in the front bench of the opposition as one of its senior members. However, he has taken little or no part in parliamentary debates and has been absent for much of the time of each meeting. — *Robert Keith-Reid in Suva.*

The Catholic Church of Papua New Guinea has decided to ask Pope **John Paul II** to visit PNG in September next year to mark the church's 100 years of service in the country.

At a recent meeting in Goroka the Catholic bishops of PNG and Solomon Islands set up a committee to arrange for the commemoration of the arrival of the first Catholic missionaries in 1882. It was at this meeting that the decision to invite the Pope was taken.

The bishops had previously asked Prime Minister Sir **Julius Chan** to extend the invitation during his recent visit to Europe. But the Pope was in hospital following the attempt on his life and Sir Julius was unable to see him.

Barbara Y. Higa has been presented with an Honor Award for Commendable Service by the Acting Deputy High Commissioner of the US Trust Territory of the Pacific Islands **Daniel J. High**.

The citation said the award was being given 'in recognition of over 13 years of commendable service to the Trust Territory government and in particular for ... her service as secretary to the commissioner of administration and director of personnel'.

Ram Khrishna has been appointed Fiji's director of meteorology, the first local person to hold the post.

Mr Khrishna takes over from **Jim Waygood** who has been

director of meteorology for several years under the New Zealand aid programme.

Evelyn Scott, an Aboriginal/Pacific Islander from Cairns, Queensland, represented Australia at the Seminar of South Pacific Women in Papeete, Tahiti, from July 21-24 (see Postmark Papeete, p18).

Mrs Scott, a widow with five children, has had 20 years of experience in Aboriginal and Islander organisations in Australia. She was a founding member of the Federated Council of Aborigines and Torres Strait Islanders, a former vice-president of the Queensland Aboriginal Legal Service, a former field officer with the Department of Aboriginal Affairs, based in Townsville, and is at present the North-East Regional Manager of Aboriginal Hostels Ltd.

She was a member of the Australian delegation to the UN World Conference to mark the mid-point of the UN Decade for Women held in Copenhagen in July 1980.

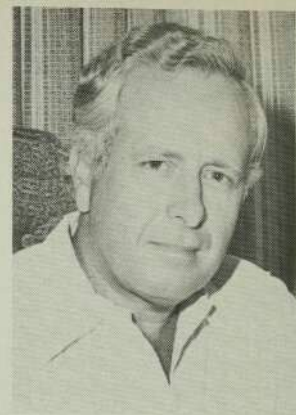
Her attendance at the Papeete seminar was funded by the Australian Department of Foreign Affairs.

Dr Charles J. Ross-Smith, since 1976 World Health Organisation programme co-ordinator for the South Pacific, based in Suva, has been appointed director, disease prevention and control, at WHO's regional office in Manila.

Dr Ross-Smith, an Australian, will be succeeded in the Suva post by **Dr Leonce R. L. Verstuyft**, of Belgium. Dr Verstuyft was WHO programme co-ordinator for Malaysia, Brunei and Singapore from 1972 until his appointment to the Suva post.

WHO has also announced appointment of a number of country liaison officers to Pacific Island nations. They are: **Dr Michael Chia** (Solomon Islands), **Dr Mario Gonzales** (Vanuatu), **Dr Clarkson T. Palmer** (Tonga), **Dr Tin Maung Maung** (Western Samoa).

Allan Jessop has been appointed manager, motor division, for Burns Philp (South Sea) Ltd. He replaces **John**



Allan Jessop

Yeal who has returned to England.

Before his new appointment, Mr Jessop had for eight years been operational manager for the motor division in Fiji.

Union Maritime Services Ltd, the ship agency and stevedoring arm of Union Shipping Group, has announced that **Ian Campbell** has been promoted to port manager, Suva. In this post Mr Campbell will be responsible for the day-to-day operations of the company in Suva. He had previously held the post of freight sales manager in the company's Suva branch.

Ian H. Williams, who has been the company's accountant, Fiji, for some years, has been promoted to Pacific region accountant. He will be responsible for the company's total accounting operations throughout Fiji, Samoa and Tonga.

Bill Moyle has been appointed managing director of the Melbourne-based merchant banking group, Chase-NBA Group Ltd.

From 1971-74 Mr Moyle worked as the founding manager of the Papua New Guinea Investment Corporation, a type of unit trust operation which buys significant shareholdings in major PNG businesses and sells its own shares to people who must be citizens of PNG.

Mr Moyle is well known on the PNG financial scene and was credited by the government as being a major figure in enabling Papua New Guineans to buy into companies that were previously foreign monopolies.

German New Guinea as seen by German eyes

German New Guinea — The Annual Reports. Edited and translated by Peter Sack and Dymphna Clark. Published by Australian National University Press, Canberra, 1979. xvii and 403 pp. \$A29. ISBN 0 7081 1806 2.

Three European nations have governed parts of eastern New Guinea. The British went there in 1884, in response to Australian pressure and German activity. They didn't particularly want to be there. The Australians went in 1906, after years of sporadic anxiety about their own security. They knew why they were there, but not what they should do. The Germans came in 1885, seeking land, labour and raw materials. They knew why they had come, and what they wanted the country to become. They alone, at this time, had both a sense of destiny, and the willingness to make a vision a reality.

They were going to make a German colony, profitable to the Fatherland, and beneficial to its inhabitants. They were going to combine German settlers and expertise and capital with New Guinean land and labour, to make everyone richer and happier. They were not troubled, as the British were, by the magnitude of their responsibilities or the rights of the native people they intruded upon, nor were they distracted

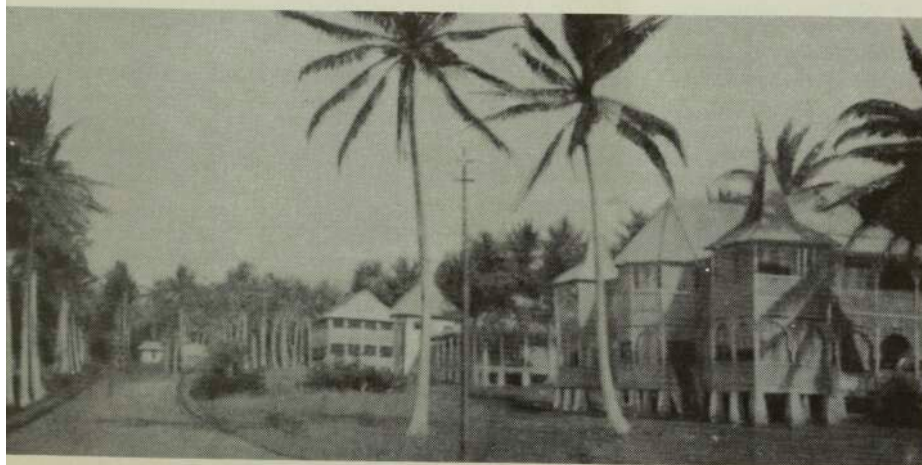
like the Australians by competing internal and frontier development. They had both the questions and the answers, and they set to with tremendous imagination and energy.

Except for a short period under imperial officials in 1889-92, between 1885 and 1899 north-eastern New Guinea was administered by the New Guinea Company under imperial charters. Thereafter until 1914 it was run by the imperial government. During these 30 years the Germans adjusted their expectations more closely to their circumstances, but throughout they hoped and expected to make New Guinea a supplier of raw materials to German industry, and a source of profit. The company particularly, pressed by shareholders wanting dividends, planned and spent lavishly. It laid out towns with streets and sites, bought ships to transport produce, established a relatively elaborate administrative structure, made preparations to sell land to settlers before it had been got from its owners, conducted field trials on more cash crops than are now grown in Papua New Guinea, and undertook or subsidised botanical, medical and scientific research of world value. It explored, cleared, built, experimented, prescribed. After 1899 the government maintained this essential policy, less confidently and more subtly

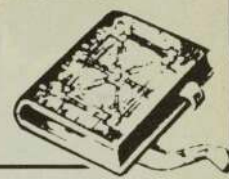
but no less fixedly until by 1914 New Guinea outstripped Papua in everything Europeans valued save gold and pearls.

But those gains were won at a fantastic cost in life, happiness, and dreams. The company, as the Australians put it, came a cropper. A succession of managers died, tidal waves destroyed buildings, malaria, cholera and smallpox swept the settlements, head office sacked officials for over-spending, pests attacked crops and New Guineans wouldn't attack the pests — indeed after a time they would not be educated to labour (p19) at all. Settlers wouldn't come, boats sank, prices fluctuated — almost every conceivable affliction visited the company. Over the years its hopes wilted before the New Guineans and their environment until in despair it surrendered its administrative mandate to the government. No such intensive effort to make New Guinea like Europe was ever again attempted, but during the imperial period the search for profit continued, the hopes and the despair were

Typical German colonial architecture from the period in which Germany had a political and commercial presence in what are now the northern regions of Papua New Guinea. The picture was taken nearly 70 years ago at Herbertshöhe, now Kokopo, the centre of plantation development just outside Rabaul.



BOOKS



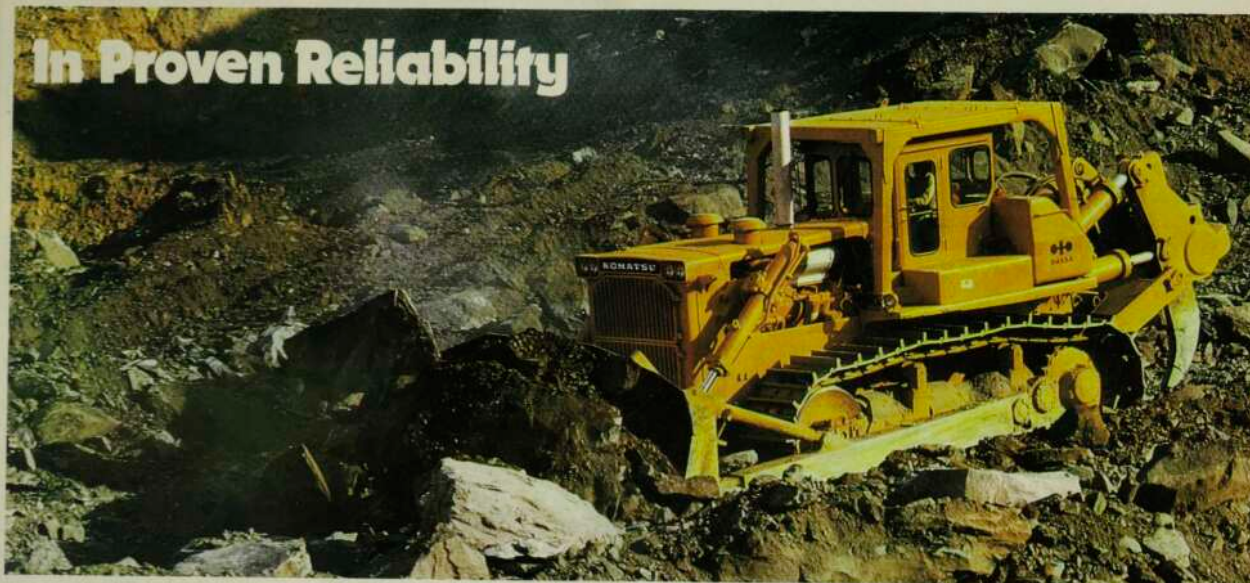
less, the caution and the successes greater.

This story is told, consciously and unconsciously, in these *Annual Reports*, 12 issued by the company, 15 by the imperial administration. They are an invaluable record, as meticulous and as informative as one could possibly expect public documents to be. Here for the first time they are gathered together and translated into English. I don't think, as the translators seem to, that they will change the picture Australians have of the German period, but they allow us to see much more clearly the men and the hopes behind the events, and they make us more keenly aware of what treasures must lie in other untranslated German material, such as *Nachrichten* and the mission reports — the latter especially contain much material which will interest present-day Papua New Guineans.

Not everyone will agree with all the editorial decisions the translators have taken. Their work, they say, was done primarily for Papua New Guinean readers. At present Papua New Guineans are more interested in their indigenous than their European past, but in the future I think they will appreciate this translation. At the same time, for examples, not all the possible German place-names have been identified with their modern equivalents; and the translators have left in German some words they felt were incapable of adequate translation. While this may be so, others in Papua New Guinea less competent than they will now have to attempt a translation. And while everyone will accept that economy demanded some deletions from the text, I wonder whether the statistics, surely of interest to Papua New Guineans, should have been omitted, or, if this had to be, whether copies might better

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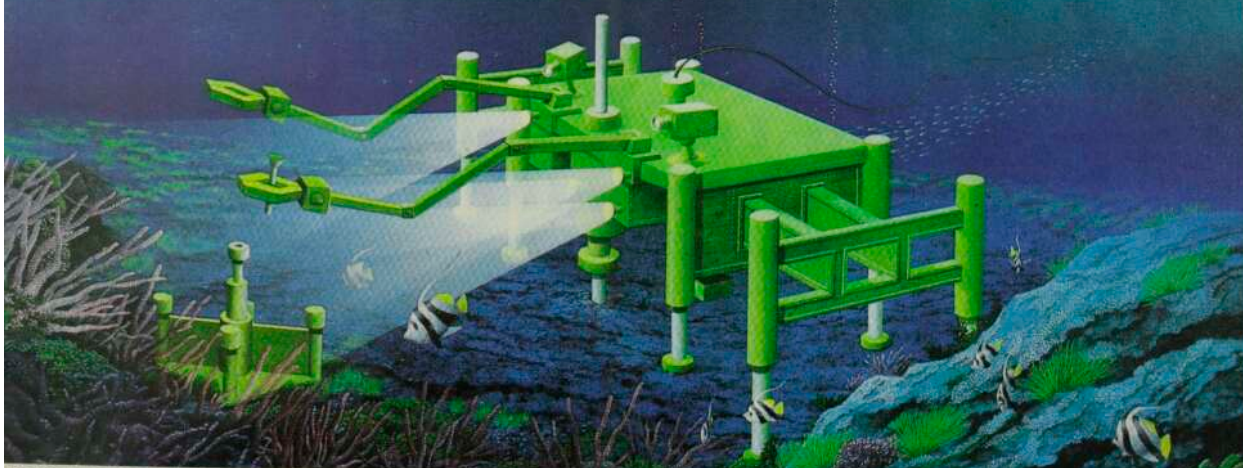
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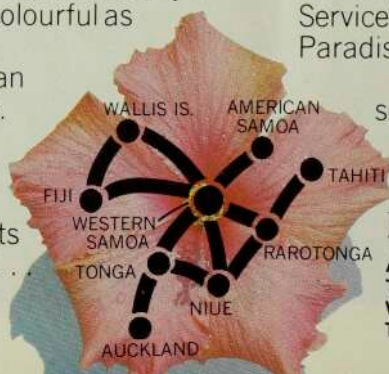
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BOOKS

have been lodged in Port Moresby than in Canberra. Again, much of the introduction discussed the trials of translators rather than hints for historians, and so was one trial which I thought unnecessary.

Yet one consideration overrides all this. Translation is a service to others, and a researcher would be churlish to repay so generally competent a work and so great a gift with quibbles. European colonialism is a mere speck on the broad page of New Guinea's story, but I hope the translators will go on to show us more of what happens when men who dare and presume much invade circumstances so alien to their expectations. — *Bill Gammage.*

Moresby guide: Toast to HiCom wives

Port Moresby: A Guide to the Capital. By a group of wives of officers of the Australian High Commission in Papua New Guinea headed by Dawn Nutter. Published 1981. 92 pp. K2.

Port Moresby: A Guide to the Capital is the product of the voluntary work of a number of wives of officers of the Australian High Commission in Papua New Guinea.

An expanded version of an earlier publication, *A Guide to Port Moresby*, which was produced by a similar group in 1977, the new publication is a real success story.

The first edition was quickly sold out after it was launched last September, and a revised edition in a run of 4000 copies appeared in the early months of this year.

The striking cover photograph on the guide shows houses at Hanuabada village against a background of high rise buildings in the downtown area.

Dawn Nutter, wife of the Australian High Commissioner to PNG Gerry Nutter who recently completed his term, headed the working group.

She said in a press statement at the time of the launching of the second edition that it was expected to sell quickly as people from other parts of PNG and overseas arrived in the capital to take up new appointments.

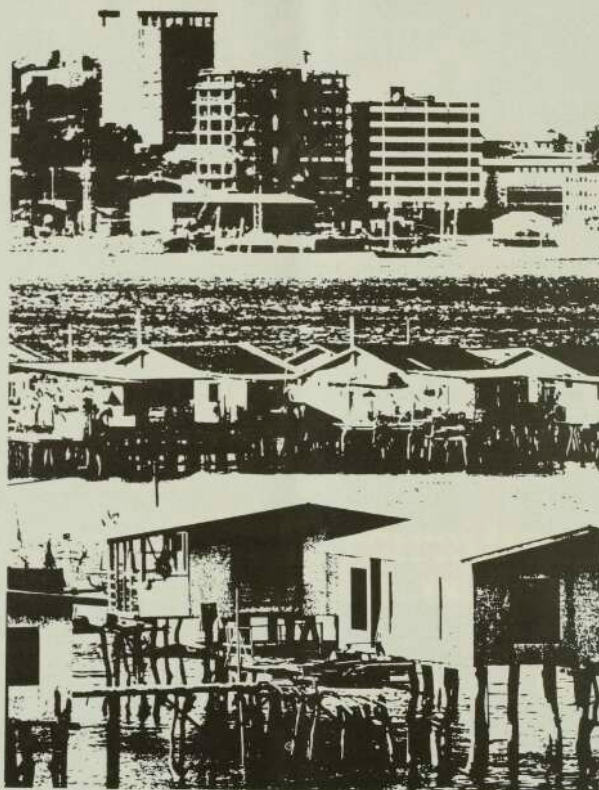
Mrs Nutter said the project had been undertaken initially to provide a wide range of information on goods, services and recreational, cultural and shopping facilities available in Port Moresby.

Proceeds from sales would be distributed among charitable and service organisations which are serving the community.

Mrs Nutter said that while most of the work of preparing the guide had been done by the High Commission wives, they had been assisted and advised by a number of Papua New Guineans with an intimate knowledge of the capital.

She expressed thanks to a number of businesses, especially the PNG Banking Corporation, for support which enabled her group to offset costs of the project.

The fusion of Papua New Guinea culture and imported architecture. This tone-line photograph by Gail Carter is the cover illustration for *Port Moresby: A Guide to the Capital*.



An 1831 whaler from Nantucket

A Whaling Voyage in the Pacific Ocean and Its Incidents. By George A. Dodge. Edited by Kenneth R. Martin. Published by Ye Galleon Press, Fairfield, Washington. 30pp. No price given. ISBN 0 87770 243 8.

Most of us living in the modern-day Pacific have never seen a

whale — those who ply the seas might see one occasionally. It's hard to imagine sometimes that whaling was once the industry in these parts, but it flourished in the late 18th and early 19th centuries.

Of the thousands of vessels which combed the Pacific in those days there was one, the

Baltic, Captain Chadwick, which carried George A. Dodge. She shipped out of Nantucket in 1831 with 30 crewmen, four mates, four harpooners, and young Dodge, who was making his first voyage.

He was eager, excited, impressionable, and had an excellent memory, which, combined with the former qualities, resulted in this account of the voyage originally published in 1882, some 50 years later. Today we have it freshly edited by the venerable Pacific whaling historian/editor from New England, Kenneth R. Martin. Dr Martin has edited several excellent 19th-century Pacific accounts, including last year's appearance of *Naked as a Prisoner: Captain Edward C. Barnard's Narrative of A Shipwreck in Palau, 1832-1833* (reviewed PIM Jun p70). And so it comes as no surprise that this short piece is another small gem in the reviving literature of the period.

The easy and delightful writing style is complemented by the meaty information about whaling contained in the volume. One of the especially interesting items is about eating habits among the whalers while aboard ship. Dodge explains how they would combine 'trying-out' whale blubber — the process of cooking it down into oil in huge pots on the ship's main deck — with preparing food for themselves:

'We would often catch fish when we were trying-out, put them in the skimmer and cook them in oil, which is as sweet as lard when it is new. It was not an uncommon thing to take a steak from the whale after the blubber was taken off; the meat is of coarse grain, but sweet and good. We would often fry a mess of doughnuts in the same way' (p15).

Included also are observations of various ports-of-call, such as Maui, Tahiti, Callao, Coquimbo in Chile, and others. At Tahiti Dodge commented on the girls and cultural change:

'I have often seen these women miles from the shore, playing in the breakers and bathing in the sunshine, like so many fish, fearing no danger, nor worrying about what they

should have to eat or drink. They would often swim to the ship, climb up her sides, and dive into the water like so many boys. I think they were the happiest people I ever saw. It was a lovely spot of God's earth to live on in their native purity, but time has wrought great changes there since. They have become civilized and adopted the manners and customs of civilized nations' (p14).

This account represented Dodge's one and only whaling voyage — perhaps that is the reason why it is so well and clearly written. Maybe his relatively poor pay — 'After settling up my voyage, I had one hundred and twenty-five dol-

Pets can be part of the cruising scene, writes Ross Norgrove, and Clancy the dog is shown here guarding his floating home from a pelican.

lars' — influenced his decision to become a landlubber again. Who knows. But I'm glad that we have this account. As a teacher I find it marvellously readable and can't imagine a student who wouldn't enjoy it. Or anyone else for that matter.

Finally I would add that the colophon at the end is also enjoyable reading. Glen Adams did the printing, and caps it off wonderfully with: 'It was a fun project. We had no special difficulty with the work.' — *Dirk Anthony Ballendorf.*



Clarence makes his cockpit temporarily smaller, and so less likely to hold vast amounts of water in the event of taking a big wave aboard, by adding blocks of foam. So the lessons go on.

The fact that *Tu-Tu* carries the dog Arthur as supernumerary shows that Clarence and Martha have not yet encountered Australia's quarantine regulations. However, Arthur's presence does demonstrate Norgrove's belief that the cruis-

ing life does not necessarily preclude pets. Indeed, his own real-life dog Clancy has proved to be a fine watchdog on occasion, and is given star billing in several of the book's excellent illustrations.

The book's usefulness is greatly enhanced by an excellent index. Well bound, it should withstand the rigours of constant use. My copy is going on the shelf right next to the Hiscock collection. — *John Collins.*

Yachties' primer tells it all

The Cruising Life. By Ross Norgrove. Published by International Marine Publishing, Camden, Maine, USA, 1980. ix and 309 pp. \$US19.95. ISBN 0 87742 144 5.

New Zealander Ross Norgrove's latest book, *The Cruising Life*, is a warts-and-all account of half a lifetime's experience of cruising for pleasure and profit. It will appeal equally to the would-be cruiser, the armchair sailor and the barnacled salt. There are some things in it that could put the more squeamish reader off cruising, but the bias is definitely towards encouragement: the writer not only knows his subject, he loves it as well.

Norgrove takes the reader on a straight course through all the subjects usually dealt with in a book of this type. The difference is that he has learned the hard way, and teaches his lessons in the form of a host of entertaining anecdotes.

Chapter 6 is probably the book's most thought-provoking — and it deals with a subject which, I suspect, is the closest to Ross Norgrove's heart: anchoring.

The first two paragraphs sum up the Norgrove philosophy on the subject: 'Of all the things you do with your cruising boat, picking a suitable place to

anchor (and anchoring correctly) is more important for the success (and continuity) of your cruising career than any other.

'Carry a minimum of three anchors aboard your vessel. Each one should have its own chain and/or warp and be capable of holding the ship if, for any reason, the other two are lost. Better than three anchors are four — or even five.'

Chapter 10 is a good illustration of Norgrove's method. It is a fictional account of a voyage from Pago Pago to Fiji by two characters named Martha and Clarence, sailing in their good ship *Tu-Tu*.

Martha, like many keen cruisers, is prone to sea sickness, and takes her medication before they sail. Clarence, who's just eaten a hearty meal, wishes he had done so too as they feel the first of the swell under their keel.

It soon becomes apparent that the author has done the trip in question — probably many times: weather details, courses sailed, reefs and landfalls are all completely authentic. Many lessons and wrinkles are charmingly taught: like serving hot stew in the cockpit in individual steel pots with handles. (This writer still bears fork marks on his left knee as a reminder of the day a slippery fried egg landed on it from a tin plate.)

USP students look back . . .

From The South Pacific: Profiles In Human Experience. Edited by Robert A. C. Stewart. Published by Extension Services, the University of the South Pacific, Suva, Fiji, 1980. 179 pp. F\$3. No ISBN.

A profile, for the purpose of this collection, is defined as 'a short narrative that relates to a meaningful event, experience, or aspect of growth, development or behaviour in life'. Robert Stewart's volume contains 51 such profiles, grouped in terms of the stages of human development: infancy, childhood, adolescence and adulthood.

The profiles were written by students in human development at the University of the South Pacific as part of their course requirements. The aim of the exercise was to give 'writer and reader deeper insight into the nature of development and behaviour', and to help the students by adding 'flesh and blood' to their more general and academic studies of normal human development. And in this they succeed, admirably.

The writers' anonymity is protected since no profile is directly credited to any one author — a list of contributors can be found in the acknowledgments. So the narratives are vivid, personal, poignant and very frank.

The stories admirably supplement the more academic literature usually required in such classes and illustrate, in very human terms, just what human development in a Pacific context is all about. If future volumes are contemplated, and I hope they are, I have just one suggestion of an editorial nature. Each profile is introduced by its title only — the country of origin is listed in the table of contents. This means that readers who enjoy guessing games can have great fun, as they read each profile, in attempting to identify the writer's origin. But if you like to know before you read a story where it originates, you have to be continually flipping back to the table of contents. I would have preferred to have the writer's home island listed with the title to each profile. — *Jane Ritchie.*

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JOSEPH THEROUX concludes his two-part series on the remarkable life and times of HARRY JAY MOORS, Samoa's 'Misimoo' (for first part see PIM Aug p51). Theroux's story provides ample grounds for admiring — as he writes — 'a man, long neglected, who had vision, toughness, sensitivity, and a sense of adventure enough for a Robert Louis Stevenson creation, and who was something more than a footnote to history'.

HJM: Showman, author, farmer — and crusading politician

In 1892 a wandering actor and ex-Rough Rider named Charles Mason Mitchell gave Moors the idea of taking a group of Samoans to the Chicago World's Fair (properly, the World's Columbian Exposition). Since Moors' business was going smoothly (even though a trusted manager had embezzled the sum of \$1000 in 1891), and possibly because he needed a break from the rivalries and bickerings, not to mention violence, of the continual warfare, he was much taken with Mitchell's proposal. With help from Joe Strong ('... a genial fellow ...'), they collected a dozen Samoans, two dozen Wallis Islanders, five Tongans and a Fijian, 'along with *tapa* costumes, weapons, fire sticks, canoes, *kava* bowls, ceremonial headdresses', and,

J. C. Furnas writes in *Anatomy of Paradise*, 'a knockdown Samoan house'.

It was at this time that there occurred the first split between Fanny Stevenson and Moors. Fanny writes in her journal of July 4, 1893: 'Mr Moors is not here having gone to the Chicago Fair. For some reason, only explainable by Joe Strong, he is our bitter enemy; more particularly Lloyd's and mine, we being Joe's pet aversion.'

A 1920 portrait of Fa'animonimo, or Nimo, wife of H.J. Moors. 'Oh Nimo, how I have loved you' were Moors' dying words after their marriage of 43 years. Mrs Moors survived her husband by six years, dying in 1932. This photograph, taken during a visit to New Zealand, hangs in the family home at Ululoloa. — Picture copy by Risamita Studios, Apia.



(Strong was the black sheep at Vailima, eventually asked to leave.) But when the tribal wars were discussed at a dinner, Fanny thought enough of him to drink 'the health of H.J. Moors, my worst enemy and the only white man clinging to Samoa who is not a coward'. But it also appears that Fanny was not one of Moors' favourites. She and her daughter were extravagant, and Moors, as Stevenson's financial adviser, was in a position to know that it cost Stevenson \$6500 a year to keep up Vailima. Fanny also writes in that entry that she heard gossip in Fiji about Moors' 'clouded reputation', but 'I refused to listen ... That kind of talk always angers me'. It is possible that this is a reference to his illegitimate sons, but Moors' daughter Priscilla believes that Fanny was possessive and jealous of the time Stevenson spent with Moors. It is interesting to note that while Fanny carefully does not include Stevenson as one of Moors' enemies, she and Lloyd did darkly suggest that Moors 'profited' too much from Stevenson — but Moors was already a wealthy man who in fact took risks for the Stevensons, as when he bought Nassau Island.

The islanders meanwhile performed on the Midway Plaisance in Chicago as part of the Congress of All Nations. The island girls, however, 'were required to cover their bosoms and all the dances were probably chosen from the more decorous part of the Samoan repertory', Furnas tells us. In addition they put on '*kava* ceremonies, war dances and sitting *sivas*' (sic: a sitting dance is called a *sasa*). Furnas also reports that 'part of the troupe later signed with Barnum and Bailey for the next circus season' and that Moors



... 'seems to have made money'.

He evidently did, for on his return home he began buying large tracts of land behind Apia and on Savaii, where he planted cocoa and grazed horses and cows. He bought Sophia Island, now Niulakita, in the Ellice (Tuvalu) group. He bought hundreds of acres at Papalaloa, Ululoloa, Fasitoota, Palauli and Pago Pago, and was one of the biggest exporters of copra. In 1904, copra was bought at 1¼¢ a pound, and sold in 'Frisco' for 3¢ a pound.

He also bought Nassau Island in the Cooks for \$4000, from a Captain John Ellacott, after having originally negotiated the purchase for Stevenson, who later decided against buying. Moors and Stevenson had plans to spend a writing holiday on Nassau, the Scotsman offering to help the American. He urged Moors to write 'of your early experiences among the islands. You can do it, Moors — do it admirably, I'm sure — and I'll help you over all the rough places. In return, you will be able to help me in many ways'. (From *With Stevenson in Samoa*.) It would no doubt have been a more interesting collaboration than Stevenson's and Lloyd Osbourne's which produced *The Wrecker* and *The Wrong Box*. Moors called those joint efforts 'harmful', predicting the critics' responses and raising Fanny's ire.

But the collaboration was not to be. Moors returned to the States, and while in New

PACIFIC ISLANDS MONTHLY — SEPTEMBER 1981

SOUTH PACIFIC FORUM FISHERIES AGENCY *Invites applications for the following positions.*

DEPUTY DIRECTOR **SOUTH PACIFIC FORUM FISHERIES AGENCY** **HONIARA — SOLOMON ISLANDS**

The Agency was established in 1979 by the South Pacific Forum to co-ordinate and harmonise regional fisheries policies and to promote the development of marine resources in such a way as to ensure that the maximum benefits are achieved by the people of the region. The Agency's membership is comprised of the Governments of Forum countries and while not full members the Federated States of Micronesia, Marshall Islands and the Republic of Palau also participate in the Agency's activities. The Agency is particularly concerned with the tuna and other highly migratory species in the region.

The Deputy Director will be responsible to the Director for the conduct of the Agency's technical and professional activities including the execution of regional development projects, information collection, analysis and dissemination as well as the provision of technical, economic and legal advisory services.

This position is a most challenging and demanding one and requires not only a very sound fisheries background but also personal qualities of initiative and resourcefulness of a high order. It is likely that the person selected will have an extensive and successful background in a specialised fisheries field while academic qualifications are not essential some formalised training in a recognised fisheries discipline is considered highly desirable.

The appointee will be based in Honiara but will be required to travel within the South Pacific Region.

A tax free salary at a regional level apply with very attractive transportation, housing, child and educational allowances, recreation leave and superannuation provisions.

Further information can be obtained from the Director at the address below. Applications should include the names of three referees.

Applications should be addressed to:

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FORUM FISHERIES COMMITTEE
P.O. BOX 627
HONIARA
SOLOMON ISLANDS

The closing date for applications is 30 September 1981.

GENERAL

As tunas constitute the major marine resource of the region, tuna resource/industry related experience would be of considerable advantage, especially for the positions of Fisheries Officer and Senior Economist. Preference will be given to citizens of Forum countries.

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Applications and enquiries should be addressed to:

The Director
Forum Fisheries Agency
PO Box 627
HONIARA
Solomon Islands

Applications should detail education and employment background together with particulars of three referees with whom the applicant has been associated in a professional capacity.

Closing Date: 30 September 1981.

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FISHERIES OFFICER

LEGAL OFFICER

SENIOR ECONOMIST

PROFESSIONAL OFFICERS
COMPUTER PROGRAMMER/ANALYST
ECONOMIST
CARTOGRAPHER

The Agency was established in 1979 by the South Pacific Forum to co-ordinate and harmonise regional fisheries policies and to promote the development of living marine resources so as to ensure that maximum benefits are achieved by the People of the Region. The Agency's current members are the governments of Australia, Cook Islands, Fiji, Kiribati, Nauru, Niue, New Zealand, Papua New Guinea, Solomon Islands, Tonga, Tuvalu, Vanuatu and Western Samoa.

PROFESSIONAL SPECIALISTS

FISHERIES OFFICER

- Provide detailed advice on operational and biological aspects related to the development and utilisation of marine resources of the region.
- Identify, plan and direct the operation of specific development oriented projects.

LEGAL OFFICER

- Provide high level advice on legal matters pertaining to the International Law of the Sea; fisheries, marine spaces and other related legislation; government to government and commercial fisheries agreements and the development and formalisation of intra-regional co-operative arrangements.

SENIOR ECONOMIST

- Undertake market and business analysis related to development and utilisation of the region's marine resources.
- Provide high level advice on existing and proposed fisheries development programmes, commercial arrangements as well as government dealings with distant water fishing nations and foreign commercial interests.

PROFESSIONAL OFFICERS

COMPUTER PROGRAMMER/ANALYST

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- Provide professional support to the Senior Economist.
- Collect analyse and disseminate relevant market and industry economic data.

CARTOGRAPHER

- Prepare high quality charts related to regional fisheries and marine spaces for member and associated countries.

QUALIFICATIONS

SENIOR PROFESSIONALS — candidates should have a successful tertiary education/technical background combined with a record of achievement in their particular field of expertise. As these positions are most challenging and demanding, personal qualities of initiative and resourcefulness of a high order are also sought.

PROFESSIONALS — candidates should have appropriate academic/technical qualifications in addition to relevant work experience.

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Orleans read that Stevenson had collapsed, due to a cerebral haemorrhage, and was buried atop Mt Vaca. He left Moors a photo of himself and his Caligraph typewriter. (The photo is owned by grandson Oliver, while the typewriter has been lost.) Fanny left Samoa with her family and had no more dealings with Moors. She was not to refer to him again until his book which irked her so came out.

* * *

Always interested in new inventions and developments in the world, Moors kept up steady correspondences. Needing boats to bring copra from his plantations and those of the Savali Squires, he wrote away for books on boatbuilding and, drawing on his experience as a mechanic, had the first motorboat in Samoa. He eventually built three motorboats, the *Quickstep*, the *Pat* (his son Harry Jr's nickname), and the *Rosabel*, a 19-metre schooner named for his second daughter. He was one of the first in Samoa to play a phonograph and drive

a Model T Ford, which his daughter says he backed into many coconut trees before he mastered it. He corresponded with Jack London (they once had plans to co-author a novel) and H. Rider Haggard (whose brother, Bazett, was the British and Commissioner in Samoa). He was an early riser, regularly getting up between 5.30 and 6.00, after only four or five hours sleep, 'which is enough for any man', he used to say. He would usually take his children, whoever was not away at school, for a swim and then sit down to

English breakfast: ham and eggs or lamb chops or steaks. He would work for a time in the office, his front window looking out to Apia's Beach Road and then visit one of his nearby estates or walk down to Matautu to supervise the boatbuilding. Nighttime was a large, chaotic affair, his shop clerks and couriers eating at the kitchen behind the Apia store, with the Chinese cook (later a Portuguese cook arrived) madly frying up eggs and stew. His afternoons would be

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taken up riding in his horsedrawn carriage, or later the Ford, out to Fasitootu to inspect the plantations. Dinner was never delayed, for, his daughter says, 'he never worked late, never made his work a burden'. He was always inviting guests to dinner, Carruthers, Annandale, Stowers (the same names in Apia today), visitors to Apia, always the gregarious, generous host, saying, 'I guarantee you'll have a good time,' and he'd regale them with stories of the islands, the wars, his adventures. Occasionally there would be consulate parties, but Moors was a family man. A typical evening would find him playing games with the children (he was always the wolf) or giving dramatic readings of *Treasure Island* or *Uncle Tom's Cabin*. Even during business hours he would conspire in a game of hide-and-seek, allowing the nook of his desk to be used as concealment

The poster of 1904 advertising Moors' Samoan troupe in USA. — P. Blagg copy from *The Cyclopaedia of Samoa*.

and looking up innocently from his work when the renegade was asked for. It was Nimo who disciplined the children, not Harry. She strapped them when necessary and sent them to Sunday School. She led the regular evening prayers, while Moors, never a church-goer, would, nonetheless, sit meditatively. When the children slept, he would go to his overflowing bookshelves which included hundreds of volumes of well-thumbed Dickens, Thackeray and Shakespeare.

* * *

Still the adventurer at 50, he was invited to the Louisiana Purchase Exposition (the St Louis World's Fair of 'Meet Me in St Louis' fame) in 1904 and

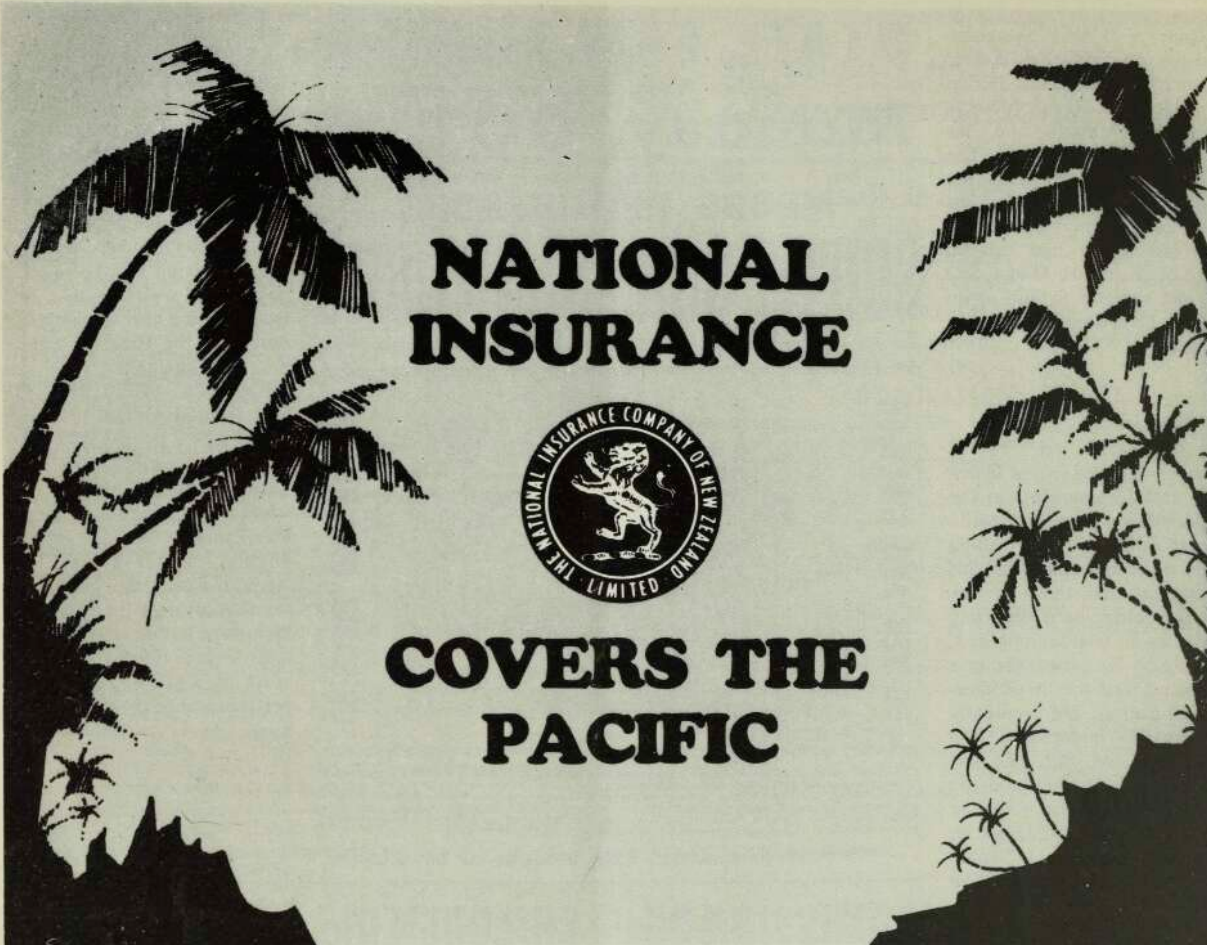
YESTERDAY

was determined to be a part of it. Furnas wrote: 'Moors chartered a whole ship to transport the outfit to the Coast.' In his part as showman, as opposed to cultural purist, he thought the Samoan accompaniment to the dancing and singing, a rolled mat beaten with sticks, wasn't lively enough. He hired a Mexican band for the job and no one, Furnas notes, was troubled by the anomaly. A poster at the time, in typical barker's language, proclaims 'MOORS' PICTURESQUE SOUTH SEA ISLANDERS — 50 MEN AND GIRLS 50' — in acts which have never been attempted hitherto and which are altogether indescribable, yet — Novel, Original, Highly Instructive and Very Attractive'. Furnas goes on to say that after St Louis, he took his troupe on the road in a year and a half of barnstorming coast to coast, two-a-day. The performers had the time of their lives ...

* * *

After returning to Samoa, Moors continued his business, though moving up to Ululaloo, several miles behind Apia in the hills. He kept writing, using snatches of time between office hours. In fact many of his historical essays and articles were written on the reverse side of his company order forms. His success in various short story competitions convinced him to attempt a memoir of his days with Stevenson.

About 1908 he sat down to write *With Stevenson in Samoa*. Unlike most bios, Moors did not see his subject as larger than life. Moors wrote: '... Stevenson cut no great figure in the minds of most white men in Samoa ...' Moors' memoir is valuable because it is a portrait of Stevenson in his last years, by an outsider (that is, not a family member), in a simple, straightforward style, with no literary pretensions. In an unpublished letter, Moors wrote: 'I was surely Mr Stevenson's earliest friend in Samoa and probably his most useful one. It annoys me just as it would worry him to see him set up in various quarters as a kind of Saint, and



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I assure you that he never made any such pretensions.' The book, a basic source for Stevenson scholars, was published in 1910 by Small, Maynard and Company, and was quickly sold out. But a second edition did not appear. Indeed, copies are hard to come by. A publisher in Britain issued it in a pirated edition, but naturally Moors heard nothing of the results and received no compensation.

Reading that 'the women folk' coddled Stevenson, were extravagant, or that Lloyd Osbourne was 'conceited', infuriated Fanny, playing the demanding role of a great man's widow. She must also have been put off by paragraphs like this: 'I sometimes wonder if Stevenson would have done better work if he had never married. True, his marriage was a happy one; but I make bold to say that neither was his character bettered by it, nor his art benefited. He was very fond of his wife and easily led by her; "Fanny" was like a king — she could do no wrong.' Fanny replied, in a letter to a friend: 'A whole book of misstatements has been published by the village grocer of Apia, one Moors ... The book also contains much barely concealed animus.' One must forgive Fanny, I suppose, for she did not publish this opinion, or her lively and entertaining diary of the Samoan years, which is a compendium of garbled facts, confusions, Samoan misspellings and her own misstatements. That was left for others to do, thinking they were boosting her.

* * *

No doubt Harry meant it when he said back in 1899 that he was retiring from politics. But 1914 brought World War I and a New Zealand military administrator, the first of several, Colonel Robert Logan, to arrest the German authorities and take charge of Samoa.

After serving for a year on the Reparation Claims Board, Moors was publicly acknowledged for his fairness, honesty and hard work by Col Logan. At the presentation Logan said that Moors 'spent a lot of his

valuable time over the board and (that) he refused any remuneration'. Logan drank his health, led three cheers and awarded him a silver platter inscribed: 'Presented to H. J. Moors as a slight recognition of services rendered to the British Military Occupation of Samoa, 1915.' Moors was surprised at all this and expressed the thought that his services were over-valued. He complimented Logan and said that 'there was no room for dissatisfaction' about Logan's administration.

But these were polite, public words which gave no hint of their animosity, for, as *The Samoa Times* reported, 'not many months previously, and on the very steps of the Court House, Colonel Logan had practically told (Moors) that he was worse than a plague of grasshoppers ...' The paper went on to say that the remark was 'amusing' and 'long since forgotten'. Far from it.

New Zealand had no experience in the colonising business, unless you count the mismanagement of the Cooks. Logan had even less. No doubt his crowning success was the way he dealt with the epidemic of pneumonic influenza in 1918. The S.S. *Talune* was quarantined at Suva and Levuka in Fiji, but Logan neglected to quarantine it in Apia because he had friends he wanted to invite ashore. Eastern (or American) Samoa was quarantined and not one person died from the epidemic. But over a fifth of the population of Western Samoa died. During the epidemic the authorities in Eastern Samoa offered medical assistance. Not only was it refused, communication was shut off between the two islands by Logan, who later could not recall any such offer. A subsequent Royal Commission established 'negligence'.

One story (in N.A. Rowe's *Samoa Under the Sailing Gods*) tells of a Protestant missionary who travelled to Mulifanua collecting church contributions. His carriers were infected and he left them in villages as he passed through. On his return trip to Apia, he was met by his previous contributors, now infected and dy-



ing, who had no money for food or medicine. They begged him for part of the money they had given him, but he refused.

The people boiled over with fever. To cool their fiery bodies, they went into the sea. But this made them succumb even faster.

Moors found himself busy cooking up large vats of rice and distributing fruit, clothes and blankets. He urged people to stay away from the water and try to sweat out the fever. Finally, however, there was nothing to do but tie on a mask, as protection from the stench of death, and pitch in to dig mass graves.

Among those praised for their services during the epidemic was H. J. Moors. But Moors loathed both Logan and his 'deficiencies'. He wrote and eventually travelled to Wellington to have Logan removed. Moors wrote in May of 1918: 'I at least could never make any truce with this man (who) controls all of the expenditures, all of the appointments, and all of the public utilities ... No trial, I am satisfied, can be fairly conducted and a just verdict be reached if opposed to his will or interest. The whole structure of affairs here is

The early house which Moors built for R.L. Stevenson, showing Stevenson and his wife standing, and Moors seated in the foreground. The other seated man is described as Tin Jack. — P. Blagg copy from *Our Samoan Adventure*.

permeated and ruined by his ruthless conduct ... this man has been retained while his deficiencies were well known ...'

Moors documented Logan's abuses and mismanagement and sent the details to Wellington, saying: 'Believe me, these papers come from a determined man — who fears no official, governor, or diplomat, and who will pursue his course to a finish and on schedule.' After all, Moors had watched many of the 8000 die in the 'flu epidemic, including his son Mark.

Logan 'is said to have an antipathy to Americans,' Rowe tells us in his book, and, though Moors is not mentioned by name, one can guess who one of the Americans was.

A group of leading Samoans met with Logan to discuss the causes of the epidemic. 'He had allowed himself to be angered by their questions and had walked out of the meeting. (A grave insult to a Samoan.) The

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Samoans had been so upset by his attitude that they had prepared a petition for the transfer of the territory to American control,' Davidson wrote in *Samoa Mo Samoa*.

Logan, back in New Zealand on leave, did not plan to return. He said that 'the petition had originated, not from the Samoans, but from H. J. Moors (who) has always been antagonistic to the administration, and who has on more than one occasion stated that he would do all in his power to upset my administration'. He described the chiefs as tools of Moors and the others as 'some minor Samoan chiefs'. Davidson comments: 'These allegations were patently the production of a deeply embittered man.' But Davidson probably does not give Moors enough credit: Logan seemed closer to the truth.

Moors, though 64 years old at the time, growing heavy and losing his hair but not his energy, was indirectly successful: Logan, the incompetent dictator, was out.

The great disappointment of Harry Jay Moors' life was that his son, Harry Jr (Afoafouvale Misimoo), born in 1899, did not follow him into business. He was, however, a brilliant student at Stanford and eventually became Secretary-General to the South Pacific Commission. Another son, Daniel Walker, had died as an infant back in 1887. Moors' four daughters, Ramona (Miranda), Rosabel, Sophia (named for the island where she was born), and Priscilla, grew up and married into families that united Apia's business community. Ramona married Carruthers-Hetherington — Carruthers is still an Apia business. Sophia married Hellesoe, from an Apia business family. Priscilla married Muench and went to live in Germany. Rosabel married Olaf Frederick Nelson (called 'Frederick the Great' by his political opponents) with whom Moors amalgamated in 1922, creating the largest business operation and the first registered local company in Samoa, 'O. F. Nelson and Company

Limited', in which all the Moors had shares. They were not arranged marriages, Priscilla says. Like their father they married for love, not business ties.

It was Nelson, as courageously involved in politics and as successful in business as H.J. Moors, who became one of the leading figures of the Mau, the independence movement. And Nelson's grandson, and so Moors' greatgrandson, Tupuola Efi, is now Prime Minister of Western Samoa.

* * *

In the last few years of his life, Moors kept busy, making occasional trips to the States, on family visits and business, and writing his recollections for *The Samoa Times*.

On Saturday, March 13, 1926, Harry Jr drove his father down from Ululoloa to see a film at the Tivoli Theatre. During the show, Moors began to get pains in his chest and asked his son to drive him home. Helped into the house, Moors

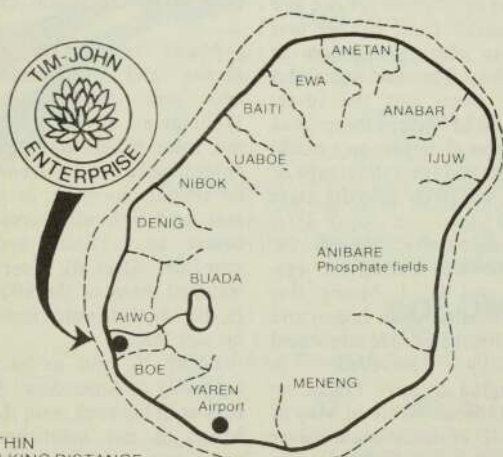
made his way to his wife's room. He took her into his arms, Nimo, Fa'animonimo of the family of Asiono, his wife of 43 years, and said, 'Oh, Nimo, how I have loved you!' and his heart gave out. He was 72 years old.

His death was written up in the March 19 edition of *The Samoa Times*. The notice recounted some of his achievements and concluded: 'The funeral was attended by practically the whole of Apia, interment being made in the family burial ground. The Rev H. Darville read the funeral service. Deceased is survived by his widow, one son and three daughters.'

In an age bereft of heroes, we read of the days when the world appeared smaller and simpler, and our hearts swell. But the world was never simple and living in it was never easy. All the more reason to admire a man, long neglected, who had vision, toughness, sensitivity and a sense of adventure enough for a Stevenson creation, and who was something more than a footnote to history.

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PIM last month reported the findings of a consultant who questioned the viability of Pacific Island international airlines unless they co-operate more closely. Arising from this ROBERT KEITH-REID in Suva writes about the particular problems facing one of the airlines, Air Pacific.

Air Pacific flies a turbulent course

Air Pacific is flying through some of the most turbulent times of its 30-year history. The government-controlled Fiji airline is being bombarded by setbacks and problems, not the least of them being a mighty loss of from \$8 million to \$11 million being forecast for its 1981/82 current financial year, following one of \$4 million estimated for 1980/81.

Only two years ago the airline was talking optimistically about new aircraft and the extension of its routes beyond the confines of the South Pacific to North America. Now it is in the throes of sacking staff, cutting back existing services and making do with aircraft that are not now suited to its routes. The airline has been hit by a combination of soaring fuel costs, falling traffic, equipment problems, overstaffing, managerial strains and stresses and competition from other Pacific Island airlines, notably those of Nauru and Western Samoa which are two of its minor shareholders.

But the Fiji Government is determined to keep the flagging airline airborne, although not to the extent of at any cost. It believes that the international routes it has negotiated give Air Pacific the potential to be the region's leading carrier. In any event, the airline is caught up in a situation which it cannot easily relinquish. At a time when major airlines including Qantas and Pan Am are overflying Fiji or reducing frequencies, the government accepts a responsibility for maintaining air links, particularly in the interests of the important tourist industry.

Earlier this year the government invested another 2 167 000 in Air Pacific shares, lifting its total holding to 83.77%. It has since agreed to underwrite a \$122 282 000 loan to finance the purchase of the airline's first Boeing 737 jet.

In June, amid furore over the sacking of eight expatriate pilots (many of them its most senior ones), prospects of at least 30 redundancies among its 550 local staff and the alarmingly mounting losses, the Minister for Tourism, Transport and Civil Aviation, Mr Ted Beddoes, told Parliament that international consultants would be hired to carry out a 'professional reappraisal of Air Pacific's total operations'.

This step is supported by the airline's board and management and will be undertaken soon. Consultants have yet to be picked but the government hopes to get them through the Commonwealth Fund for Technical Cooperation.

Meanwhile Air Pacific is marking time for the most part, and trimming costs where it can, while waiting for the return of good times — about 1983, its executives say hopefully.

The consultants will be working with a new chairman, a bigger board of directors and a new chief executive. Earlier this year, after being chairman for several years, one of Fiji's most respected businessmen, accountant Mr Don Aidney, quit suddenly after disagreeing with the then aviation minister, Mr Tomasi Vakatora, over the way the airline should be run.

Mr Vakatora quickly replaced Mr Aidney with another influential local businessman, Mr Mark Israel, and braced the board with two more businessmen additions with the aim of making the airline more aligned towards profit and efficiency.

One of the old board's decisions was a controversial one. To replace the retiring British general manager, Captain Alan Bodger, it chose Mr Akuila Savu, 37, who had joined as deputy manager only in June 1980 after 10 years as a civil servant.

The appointment raised eye-

brows since Mr Savu was completely without experience outside government and had no aviation background apart from a short period on the local air transport licensing board. His civil service career had confined him to government planning departments and the Fiji Prices and Income Board. He had been Fiji's director of economic planning since 1973 at the time of his recruitment by Air Pacific, and his rapid promotion to Bodger's seat was a jump over young local executives with a decade or more with the airline behind them. Mr Savu's arrival caused resentment and sapped already low staff morale.

But if Air Pacific found itself equipped with a chief executive having virtually no experience outside government service, let alone any aviation background, it also got one who is able, tough-minded and determined, and who could be a blessing in disguise. In taking over the chief executive's seat Mr Savu inherited a dishearteningly long list of problems to grapple with.

Air Pacific's ailments derive largely from the days when it was supposedly a co-operatively owned and supported regional airline with Fiji, Tonga, Western Samoa, Nauru, Kiribati, Solomon Islands, Qantas, Air New Zealand and British Airways as shareholders. It nobbled itself in trying to keep everyone happy and was nobbled by some of its supposed backers, notably Nauru, Tonga and Western Samoa, which went into direct competition by establishing their own airlines.

Air Pacific began as Fiji Airways in 1951 as a small local airline owned by the American aviator Harold Gatty, and was bought by Qantas after Gatty's death six years later. Qantas took on Air New Zealand and British Airways as partners, and the Fiji Government joined the club in 1965. In 1966 the airline invited other Pacific Island governments to take shares and five had done so by 1969. In 1971 its name was changed to Air Pacific and in 1978 Fiji bought out British Airways, lifting its stake to 75.29%. This move gave Fiji power to change Air Pacific's constitution in addition to giving Fiji full commercial control.

Through the 1960s the airline extended its services from Fiji



TRADE WINDS

to Tonga, Western Samoa, Solomon Islands, the New Hebrides, Kiribati and Tuvalu. Herons and later 40-seat HS748 turboprops were its workhorses. In 1972 the first of two BAC 1-11-475 jets went into service and were used to open services to Auckland and Brisbane. These were models built specifically for use in and out of small, rough and hot airstrips such as those that sprinkle the airline's island routes.

A third BAC 1-11 was bought later second-hand from a German airline, but since it was equipped for European conditions its use was limited to the Brisbane and Auckland services. Unfortunately for Air Pacific the BAC 1-11s come from a line which has been overtaken by aviation technology and which can't be adapted to fit changing conditions. Compared with the latest Boeing 737 models they are far more costly to fly, and have become a root cause of the airline's present troubles. The airline would like to get rid of them but there is no market. The former German unit was a particularly expensive mistake. It developed such severe corrosion in its tail that it cannot be used without extremely expensive repairs. Air Pacific is resigned to soldiering on with the other two models for an

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indefinite period. The airline has shrugged its shoulders and accepted that it will have to sell the grounded jet, as is where is, for a song.

Air Pacific is counting heavily on the Boeing 737, due for delivery in October, to turn the profits tap back on. Carrying 112 passengers, having a long range and using less fuel, the US-built jet should be a much bigger revenue earner than the other jets.

Another equipment problem arose from the purchase of four Brazilian-built Bandeirantes, 20-seat turboprops, in 1979/80 at a cost of \$5 million. They replaced Trislanders and HS 748s on local and some short regional routes but have caused nothing but controversy. While Air Pacific claims that they are successful and making money, its pilots say that the Bandeirantes are completely unsuitable for routes of the type they are most used on, and its passengers don't like them.

Passenger and luggage carrying capacity fell far below expectations and the airline was

hammered with so many passenger complaints that it began a hunt for a 30-seat replacement and wondered why it had got rid of the tried and trusted HS 748s. But by the middle of this year the financial crisis forced the airline to set aside all thought of other light planes.

In trying to cut costs and prepare for its own Boeing 737 the airline leased an Air New Zealand Boeing 737 but there are indications that this was another costly error because eventual cuts in services meant that the two BACs could have coped easily with all the work going.

The airline has abandoned the unprofitable Kiribati service because of competition from Air Nauru and now restricts flights to Tuvalu to a weekly Bandeirante service for passengers plus a cargo flight.

Competition from the Boeing 737s of Air New Zealand and Polynesian Airlines bit badly into the formerly lucrative Fiji-Tonga-Auckland services and these have been cut to one a week, while direct Fiji-

Auckland flights are being held at three. July was to have seen the inception of direct flights to Sydney with a leased Boeing 727. But after a re-think Air Pacific revived an old proposal under which it now sells under its own name one-third of the 400 seats in the Qantas Nadi-Sydney Boeing 747 flights. The deal will be extended to the Qantas Nadi-Melbourne service in November. It is meant to help prepare ground for the day when Air Pacific's own jets will set down at Sydney and Melbourne.

Amid all these setbacks there has been one bright spot. In May a weekly jet service was opened to Papeete via Pago Pago, and tourist traffic on this is building up at a rate which is expected to sustain a second flight to be run from November.

Air Pacific's problems in disposing of the BAC fleet makes the purchase of a second Boeing unlikely. But re-equipment is still a pressing question. A round of air-rights bargaining by Fiji allows the airline to open services to

Christchurch, Sydney, Melbourne, Honolulu, Singapore, Hong Kong, Tokyo, the US West Coast and Canada when it is ready to do so. However jets carrying around 200 passengers are needed for these routes and won't be available until the mid-1980s. Boeing's new 757 and 767 models appear to be uppermost in Air Pacific's mind, with the opening of services to Sydney and Melbourne and to Christchurch having priority.

In gearing up for the joint service with Qantas the airline opened a sales office in Sydney this year. To strengthen his management team Mr Savu recently appointed marketing and promotion managers, an economist and a systems analyst. But Air Pacific admits that with more than 600 employees it is greatly overstaffed and that at least 30 people and perhaps many more must be cut from strength.

In Fiji, the airline is hanging on to its profitable Suva-Nadi and Suva-Labasa routes but has surrendered all other local services to the internal airline, Fiji

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Air. In its regional service network, it is bound to meet new competition generated by the aviation aspirations of Vanuatu, Solomon Islands and Kiribati on top of what it is having to handle from Air Nauru and Polynesian.

But while it sees itself now as becoming primarily a trunk route operator, it also believes that its role in carrying people around the Pacific Islands will be a continuing one, and that many of the passengers on these routes could be tourists brought in by its trunk services from Australia and other major sources.

Having bought out British Airways Fiji is now negotiating for the Qantas and Air New Zealand shareholdings in Air Pacific and has been told it can have them for a price still to be fixed. Whether the minority island government shareholders will wish to stay on in Air Pacific when the airline becomes practically 100 per cent Fiji-owned is not yet clear. Since Nauru, Western Samoa and Tonga are deeply involved in rival airlines it would not be surprising if they eventually pulled out.

NZ Island aid increases 8%

New Zealand's bilateral overseas aid to the Pacific Islands will increase by \$2.5 million this financial year to \$33,938 million, an increase of about 8%. The additional funds would make it possible to raise the level of most of the individual allocations from New Zealand to the Pacific Island states, the foreign affairs minister, Mr Brian Talboys, said.

He said that particular needs of some of the Island countries and commitments to on-going projects were being taken into account.

The modest increase — which in real terms hardly matches the pace of inflation — reflects New Zealand's continuing restricted economic situation.

After more than five years as foreign affairs minister, Mr Talboys will resign from politics in November before the next general election. In a preface to the department's annual report to parliament he said that one of

New Zealand's most crucial challenges today was adjustment to international change. The isolation of the South Pacific in its entirety was reflected in his comments on New Zealand's traditional foreign policies. He said that like other countries in the region New Zealand had been through a period when 'many of the problems of the world passed us by'.

Mr Talboys continued: 'We felt comfortable in our past relationships. We had no need to come to grips with the unfamiliar.' He said that in meeting the new challenges of modern diplomacy it was a helpful start that New Zealand foreign policy emphasised bilateral and regional links in the South Pacific. He said that the Pacific Basin was now being described as the new centre of world trade and investment dynamism. New Zealand now had to define its place in a fast-changing world. — *William Gasson in Wellington.*

Airline may sell hotel shares

Air New Zealand is considering withdrawing its investment in the Cook Islands Rarotongan Hotel, according to the New Zealand acting Minister of Civil Aviation Mr Aussie Malcolm.

He had been questioned in parliament about the investment by opposition Labour member Mr John Kirk who said the airline held a one-third share in the hotel. Mr Malcolm said that the airline had felt a need to participate in the hotel's formative years. 'It now feels there are more essential alternative uses to which it can put the investment' he said.

The exchange came against a background of financial problems for Air New Zealand which is trying to restore its profitability. — *William Gasson in Wellington.*

Reverse to PNG central bank

The government's central bank in Papua New Guinea, the Bank of Papua New Guinea, has reported a loss of K15.5 million (about \$A20 million) for its

1980 operations. Its result for the previous year was a profit of K31 million. The bank also reported a drop in reserves of K81 million.

In its annual report the bank blamed the situation on an adverse movement in international exchange and interest rates, and the draining of its investments by balance of payment deficits. Much of the loss was to be expected when coupled with a fall in commodity prices, the bank reported, but an additional worrying factor was the continued high growth of imports.

The bank was critical of some of the government's spending policies at a time when financial conditions were known to be unfavourable. It particularly criticised the level of government spending on office furniture and fittings, on replacement of the ministerial car fleet, on the purchase of an executive jet and on the degree of overseas travel.

But the Bank of Papua New Guinea itself came in for criticism in the annual report of the

country's largest commercial bank, the PNG Banking Corporation. The PNG Banking Corporation is also government-owned, and is the successor to the Australian Commonwealth Bank which existed in PNG in pre-independence days.

The PNG Banking Corporation's criticism was based on a direction from the central bank that interest rates should be raised by 2% from August 1980. The direction was given in an attempt to contain inflation and encourage savings, but this was 'specious' according to the banking corporation. The corporation said that the move had failed to dampen the demand for credit, and there had been a huge increase in the value of loans outstanding.

There have been further interest rate increases since then, and the central bank has continued to defend its policy despite criticism from the banking corporation. By last month the situation was reflecting a deep-seated contradiction in interpreting the PNG financial situation.

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PATTY KALIHHER reports from Vavau, Tonga:

• **DIANA III.** This 13 m Swan sailed into Vavau for a very short visit recently. Bente Winslow and Stig Erikson purchased the well-equipped fibreglass ketch at the factory in Helsinki, Finland, in June 1979. For the first couple of days sailing they had to push blocks of ice away with a boat hook. Then they got into warmer waters.

Stig and Bente visited Sweden, Denmark, Germany, Holland, England, Spain, Gibraltar, Portugal and the Canary Islands before crossing to the Caribbean where they enjoyed island-hopping for six weeks.

In November 1980 they left the San Blas Islands and passed through the Panama Canal to visit the Galapagos, the Marquesas and the Tuamotus.

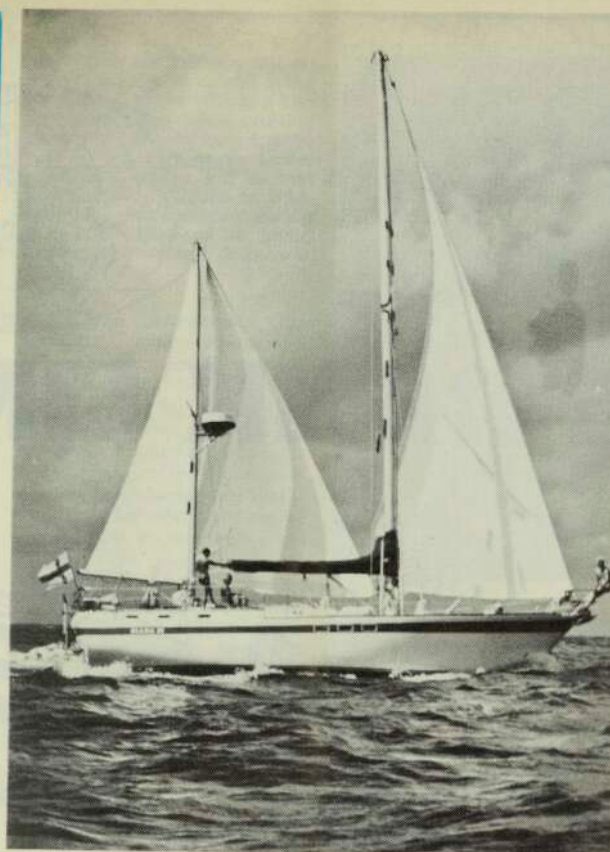
It was on the island of Raroia in the Tuamotus that they discovered Robert Danielsson, son of Kon Tiki adventurer and PIM columnist Bengt Danielsson. Robert is a school teacher on this beautiful island and Stig and Bente found it such a pleasant surprise to find someone who speaks Swedish.

On to Tahiti, Moorea, Borabora, Raiatea, Huahine, Rarotonga, Niue and Vavau. From here the *Diana III* heads for Fiji, Vanuatu, Papua New Guinea and Darwin, Australia, before continuing the circumnavigation to finish up once again in the ice of Finland.

ISHMAEL. Barb and Bill Walker of Prince Rupert, Canada, arrived in Vavau aboard *Ishmael*, a 11 m Sea Runner trimaran designed by Jim Brown.

Ishmael left Queen Charlotte Island, Canada, in July 1980 and sailed to Hawaii via California, leaving Hawaii in November, the trimaran thoroughly explored the Society Islands before continuing to Samoa and Vavau. Barb and Bill were in Western Samoa at the onset of the Public Service Association strike and due to the disruptions of the telephone, telegraph and postal services, one urgent message from home took two weeks to reach them. They were finally contacted through the New Zealand High Commission in Apia.

The Walkers have found the Vavau group the best for cruising so far. 'The climate is perfect and the people so friendly. It has been



peaceful and pleasant hopping from island to island.' From Vavau *Ishmael* will sail to Fiji and then Australia. Along the way the Walkers and their partners back in Canada hope to sell the trimaran.

• **RAMPETAMPER II.** Frans and Ineke Weehuizen and their two sons, Maryn, 9, and Arjan, 7, have been cruising aboard their 11 m Telstar trimaran *Rampetamper II* for four years.

They left Holland in 1977 and headed for England, Spain, Portugal, Canary Islands and Surinam, a former Dutch colony, where they spent three months exploring and sailing 160 km up a jungle river. Six months in the West Indies were followed by a visit to Venezuela and seven months in the Dutch Antilles where they were able to find work. Then it was on to the San Blas Islands, Panama, Galapagos, Marquesas, Tuamotus, Tahiti, Rarotonga, Nukualofa, Minerva Reef and New Zealand where they spent the hurricane season '80-'81.

While in New Zealand they decided to return to Tonga and left in April for Raoul in the Kermadec group, and Niue, where the boys had a marvellous time exploring hundreds of caves with a Dutch-speaking resident. Niue was Arjan's favourite landfall so far. After a thorough exploration of the Vavau group the Weehuizen family will

continue on to Fiji and back to New Zealand. They had originally planned to circumnavigate but are so enjoying the South Pacific that crowded, polluted Europe is no longer so attractive.

• **YANKEE TAR.** This 12 m Gulf '40 fibreglass sloop last appeared in PIM June (p89), sitting at anchor in Moorea. From Moorea, owner Hal Holbrook and Bob Rossiter sailed to Huahine, Raiatea, Tahaa, Borabora, Suvarrow and Pago Pago where a friend joined them for the sail to Vavau. From Vavau, Hal returned to California and his work but he is due back in Vavau in September to continue the voyage to Fiji and/or New Zealand where *Yankee Tar* will spend the hurricane season.

• **TETHYS.** This 11 m canoe-stern, wooden sloop is a William Garden design built in Salem, Oregon in 1956. She was trucked cross-country to Biloxi, Mississippi, and left neglected for seven years until Shar and Tim Willis bought her in 1977. The hatches had not been opened or the bilges pumped in two years. But after what seemed to be endless repairs, *Tethys* finally left Mississippi in February 1980 for Key West, Yucatan, Grand

Cayman, Panama, Marquesas, Tuamotus, Tahiti, Suvarrow, Pago Pago and Vavau. Said the Willises: 'After spending a month in Pago Pago, it's so nice to be in clean waters again.'

From Vavau, *Tethys* will sail to Fiji and Australia where Tim will leave the boat to find work in the oil industry in Indonesia. After replenishing the bank account, Shar and Tim and *Tethys* will complete their circumnavigation.

• **SHAMMY.** An impressive 15 m ketch built of fibreglass logs filled with flotation is owned by Dr and Mrs Shamhart. *Shammy* was built in San Diego, California, in 1965 and purchased there by the Shamharts in 1973. She sat in Sausalito, California, in San Francisco Bay until Bill and Carol were ready to begin their cruising adventure. In October 1979, Bill, Carol and their son David (now 12), left Lower Mexico for the Marquesas and French Polynesia, where they spent a year. They also spent four months in Moorea where David had an ideal job for a boy his age — in an ice cream shop.

At the end of the hurricane season, *Shammy* left Borabora for Rarotonga. The next stop was to have been Niue but a storm and a shorted-out generator (due to water in the engine room) made Bill decide to go on to Pago Pago.

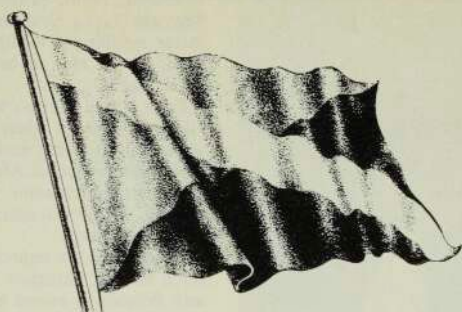
While the boat was being repaired in Pago Pago, Bill and Carol were able to enjoy Aggie Grey's hospitality in Apia which they thoroughly enjoyed.

From Pago Pago, David flew back to California to visit friends and was to rejoin the boat in Fiji in August. *Shammy* will continue from Fiji to New Zealand and Australia where future plans will be decided.

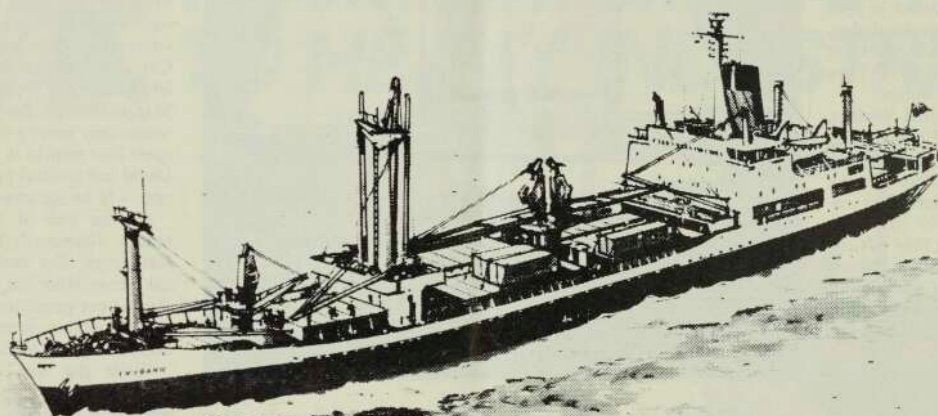
JOAN D. PEASE reports from Papeete, Tahiti:

• **LINDA E.** A fibreglass cutter owned by Dan and Dorothy Wilson of New Orleans, Louisiana, called at the Borabora Yacht Club in June after spending a year in French Polynesia. The Wilsons have been cruising since they took delivery of the vessel, a Valiant 40, in August 1977 in Bellingham, Washington. They explored the San Juan Islands between Washington State and Canada, Glacier Bay and Skagway, Alaska, British Columbia and the west coast of California. For several months during the northern winter, Dan and Dorothy leave their boat at a marina and Dan returns to work.

The Valiant 40 sailed from the US last year and called at anchorages in Baja California and Mexico going as far south as Puerto Vallarta before making the crossing to Nukuhiva in the Marquesas. The vessel visited Uapou, Uahuka,



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Hivaoa and Fatuhiva and stopped at Manihi and Ahe in the Tuamotus. Linda E also anchored in Papeete and Moorea before going to Maeva Beach, Tahiti, where she stayed for several months during the northern winter when the Wilsons returned to the United States.

In their four years of cruising, they've found their four months in Alaska to be the most impressive. 'Alaska has the most spectacular scenery in the world. It's hard to beat,' says Dan.

• **ALBATROSS.** Another Valiant 40, anchored at the Borabora Yacht Club in June with owners Charles and Hertha Stotts aboard. The 12.2 m cutter began its cruise from Seattle, Washington, in June 1979 calling first at anchorages in Canada before sailing down the west coast of the US and south to Mexico. Rather than entering French Polynesia at the Marquesas, the Valiant 40 stopped at Costa Rica, the Cocos, the Galapagos, Easter Island, Pitcairn and Mangareva before going to Tahiti and later sailing to Tubuai.

The Stotts first called at French Polynesian anchorages in 1972-73 in their previous boat, a 10 m Colin Archer cutter which Charles purchased in Norway in 1968. On that cruise they sailed to Denmark, England, the French canals, the Canaries, the West Indies and through the Panama Canal. With Albatross they will complete the circumnavigation which they started 13 years ago. They stopped at Suvarrow atoll in June before sailing to Pago Pago and will go to the Tongan islands, Fiji, Vanuatu, New Caledonia, Australia, Indonesia, Cocos (Keeling) Islands, Mauritius and South Africa. They will cross their old track in Trinidad.

Charles' only regret is spending so much time in Mexico which delayed their arrival at Easter and Pitcairn Islands until mid-winter. They only had two days at Pitcairn and three days at Easter before they had to move on because of the pressures. 'Those two islands were a highlight of our trip, and it was a real heart-breaker to leave so soon.'

What would be Charles' advice to a person wanting to cruise? 'I'd suggest they take a passage with someone else to see if they can stand misery before putting all their things into a boat. Then they can decide if the discomfort is worth it,' said. 'We haven't had trouble, we've heard of people who sell everything to go cruising and then find they don't like it,' he said.

D'MARIE III. A 10.9 m ketch in Lake Tahoe also called at the Borabora Yacht Club in June with Ed Crumley and Michael Smith aboard. They began their

Right: Dan and Dorothy Wilson from Linda E relax ashore at the Borabora Yacht Club. The Wilsons have been cruising since mid-1977 and have spent a year in French Polynesia. Lower right: Ed Crumley and Michael Smith, from California in USA, were also photographed during a call to Borabora on board Smith's 10.9 m ketch D'Marie III.

cruise from Sacramento, California, last October and made stops in San Francisco, San Diego, Cabo San Lucas and Socorro Island before the 21-day crossing to Hivaoa. After two months in the Marquesas, Michael and Ed went to Ahe and Rangiroa in the Tuamotus. Ahe was the anchorage they like the best. 'It's a beautiful island and we almost didn't go because we had read of the dangers of the Tuamotus. We are really glad we did because it's a special place,' Ed said. D'Marie III a Magellan 36, left from Borabora in June for a crossing to Hawaii where it will stop before going to San Francisco.

This is Michael's third boat, and he and Ed have sailed and worked together for several years. 'We had our introduction to sailing on San Francisco Bay. We learned about tides, current and shipping dangers. After that, the Tuamotus were not that bad,' Ed said.

• **CABARET.** A 10.3 m sloop is sailing back to the US completing a three-year cruise. Tom and Becky Colfield sailed from Portland, Oregon, in June 1978, and spent two years calling at anchorages in Alaska. Cabaret, a Cal 2-34, sailed as far south as Acapulco, Mexico, before crossing to Nukuhiva. The Colfields called at anchorages in the Marquesas, Tuamotus and Societes.

• **SIROCCO.** A 12.2 m fibreglass sloop from Newport Beach, California, called at Tahiti and Moorea in June and July with owners John and Mary Thorne aboard. The Thornes left from their home port last December and sailed south to Mexico where they harbour-hopped for two and a half months. From Acapulco they crossed to Hivaoa in 24 days and spent one month visiting islands in the Marquesas group. 'A lot of boats were going to Ahe, but we wanted to see other islands,' said Mary Karyl. They stopped at Manihi and then went to three atolls in the Tuamotus where cruising boats rarely call: Apataki, Toau and Fakarava. 'We spent several days in Fakarava which is probably one of the best spots for snorkelling in the world. The water is so clear and so still,' she said. 'The Caribbean and Hawaii are supposed to be great for snorkelling, but we've been there and we think Fakarava is better,' she added.



Sirocco, a Cal-40 which has competed in several races from California to Hawaii, will call at Rarotonga, Tonga, Fiji and the Samoas before returning to the United States.

PAUL RYSAVY reports from Rarotonga, Cook Islands:

• **BROLGA OF KIAMA.** On the last leg of their round-the-world tour are Aussies Robin and Lyn Brooks, in their 10 m sloop, Brolga of Kiama. They have owned the craft for 10 years. They began this trip in October 1976 from Sydney, and in five years have visited the Great Barrier Reef, the Cocos Islands, Mauritius, Reunion, South Africa, the Caribbean, the east coast of the US, northern Europe (as far north as Oslo), Spain, Portugal, Gibraltar, the Canary Islands, Panama, French Polynesia

and Rarotonga. Brolga of Kiama will be back in Sydney by Christmas, with stops at Tonga, Fiji and New Zealand on the way. The Brooks will never regret their cruise, but are looking forward to getting home.

• **ELEFANT.** West Germans Erich and Britta Neidhardt spent over six weeks in Rarotonga on board Elephant, an 11 m sloop, before departing for Pago Pago. Erich took three and a half years to design and build the sloop himself, and completed it in 1975. The couple did not begin their travels until July 1980, when they left Germany to sail to England, Spain, Portugal, the Canaries, the Caribbean, Panama, the Galapagos, the Marquesas and Rarotonga. Elephant left Rarotonga in late June, and after visiting Pago Pago and Apia, will probably spend the hurricane season in Fiji and then cruise around the South Pacific for



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YACHTS

another year before making for Australia — or perhaps South Africa. With plans to stay away from home for another three or four years, the couple are in no hurry and see no reason to plan their trip too far ahead.

● **BALI.** On a 'quick jaunt' from Hawaii are Norman and Jean Hall, aboard *Bali*, a 10-year-old 12 m yawl. The Halls left Hawaii in April and anticipate returning in September. Their only stop on the way down to Rarotonga was Penrhyn, where they were caught in a storm that was, according to Norman, almost as bad as crossing the Tasman in winter. *Bali* was anchored in the large, deep Penrhyn lagoon when the gale struck, and for two hours the yacht was battered by 60-knot winds and huge waves in the normally placid lagoon. One of the anchor chains snapped, and if two Penrhyn Islanders had not wum out to help the Halls manoeuvre the boat away from the reef, it could have been severely damaged. But the boat survived with only slight damage, and after repairs are completed the Halls will return to Hawaii via Aitutaki and Penrhyn.

MANANA. Sailing this 11 m ketch are Dave and Marcia Reck. They have owned the John Alden-designed craft for only a year, and left their home port of Seattle in September 1980, with virtually no sailing experience. According to Marcia: 'We were half way to Hawaii before we knew where we were.' After Hawaii they continued on to the Marquesas, the Tuamotus, where they arrived in late June. Tonga, Fiji and New Zealand are the next ports of call, and then, after the hurricane season, the Recks will probably visit Australia before deciding which route they will take around the world.

MICHAEL STUART. This 9 m Alden Hind sloop also arrived in Rarotonga in late June. The yacht is owned by Americans Jim and Liz McCane, who are on an 'extended honeymoon'. The 'newly weds' have been married for two years and began this trip in October 1979 from Chesapeake in Maryland. Stops so far have included Miami, Bahamas, the Turks, Caicos Islands, Haiti, Jamaica, Panama, Galapagos, the Marquesas, French Polynesia and Rarotonga. Michael Stuart departed from Rarotonga harbour after spending 10 days here to sail to Aitutaki, Niue, Tonga, and, ultimately, Whangarei in New Zealand for the hurricane season. Plans after that are up in the air. Jim and Liz agree that the most relaxing part of their journey was the Marquesas where they took copra for five months and noted how many Polynesians



Norman and Jean Hall's 12 m yawl *Bali*, based in Hawaii but at present on a six-month cruise south of the equator.

really live. It was a pleasant experience they will remember for a long time.

● **PACIFIC MARINER, JULIO GRANDE, MYONE.** In the early hours of May 31, these three yachts went on to the reef in Suvarrow after being battered by winds reaching 60 knots. *Myone* came out of it relatively unscathed, but the other two craft are beyond salvage.

The crew aboard *Pacific Mariner*, Tom and Joan Paschal, and their son Barry, 14, said that the wind picked up at 11 pm on May 30, and at 11.15 the depression hit. 'It was as though somebody had opened a door,' they said. Huge swells snapped *Pacific Mariner's* anchor chain and drove it towards the reef. *Julio Grande*, a French yacht, which also had its anchor chain snapped, came across and broke the bowsprit on *Pacific Mariner* before hitting the reef. *Pacific Mariner* ended up behind *Julio Grande*, and for four hours crashed into it as well as scraping the coral bottom.

At about 4 am *Pacific Mariner* began to take water, and within minutes had turned on its side. Her crew and skipper Denis Delong hung on the railing for three hours while waves smashed over the yacht. Their biggest worry was that at high tide, at 7 am, the two yachts would be swept out to sea. Swimming to shore was impossible because of zero visibility conditions, wild seas, and sharks. At 8 am the

storm ended, with the two yachts still on the reef.

Only days later, the skipper and crew of *Julio Grande* boarded another yacht to leave their battered boat on the reef. The skipper of *Pacific Mariner*, Dennis Delong,

followed suit two weeks later, but the Paschals remained in Suvarrow for a month before being taken to Rarotonga by the MV *Manuvai*, a local cargo ship.

● **TRI AGAIN III.** This 12 m Piver Victress trimaran is owned and skippered by Canadian Heinz Kuntzemmann, who arrived in Rarotonga thankful to be alive. Heinz left Moorea for Rarotonga sailing solo, and about 5 km out of Moorea fell overboard. It was an accident that Heinz believes could happen to any sailor — and having sailed for 40 years he should know. When a sail went over the starboard bow in rough seas he tried to chase it. A swell simply 'kicked' him off. Fortunately, he was able to grab one of the trailing lines. An exhausting half-hour later he was able to drag himself back on board. It was not an experience he would like repeated.

In Rarotonga Heinz was joined by Joao Paulo Mira, from Mozambique, who will accompany him as far west as he can.

The British Columbia-registered *Tri-Again III* left California in late 1980 to sail to Mexico, the Marquesas, the Tuamotus, Tahiti, Moorea and Rarotonga. Tonga and Fiji are next, and in Suva Heinz will be joined by friends who, together with the skipper and Joao Paulo, will decide where to go from there.

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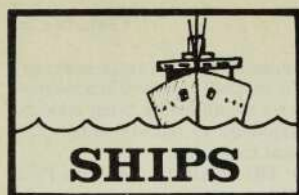


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Grounded ship towed clear

After 29 days aground on a mudbank off the south coast of the Papua New Guinea mainland, the Niugini Express Lines freighter *Waigani Express* was refloated in August before the onset of sea conditions which could have ended any hope of salvage. The refloating came at the end of a long and expensive operation in which civil and military helicopters, ships, barges and tugs were used to salvage the cargo and the ship.

Part of the cargo was taken off to lighten the ship, and much of it was taken ashore or loaded into barges by two Chinook helicopters from the Amberley, Queensland, base of the Royal Australian Air Force.

Waigani Express was carrying 4000 tonnes of frozen and general cargo in containers when it grounded off Hood Point 60 kilometres from Port Moresby while making for Brisbane on the east coast of Australia in July.

Early attempts to move the ship failed, and two-thirds of its length was reported to be aground. Helicopters and the ships own gear were later used to remove part of the cargo, and the tugs *Pacific Salvor* and *Wallacia* refloated the *Waigani Express* and towed it back to Port Moresby during a high tide. The ship will undergo repairs in Singapore.

Ship services in Micronesia

Palau, the Marshall Islands and the Federated States of Micronesia have chosen nine commercial shipping carriers to serve ports in their area as part of the integrated transport arrangements which are being made by the new constitutional governments of the three island states. The decisions were made at a conference on Guam, the

second Micronesian shipping conference to be held since constitutional changes began coming into effect.

The Guam talks received proposals from 13 shipping lines from Micronesia, USA and Japan. The nine carriers whose proposals were accepted include six already operating in the area and three newcomers.

The six existing carriers and the new routes approved are: Philippine, Micronesia and Orient Navigation, from the United States to the Marshalls, Ponape, Kosrae, Truk, Yap and Palau. Nauru Pacific Lines, United States to Majuro, Ponape and Truk; and from Australia to Majuro, Ponape and Truk. Tiger Line, Japan and Far East to Truk, Ponape, and Majuro. Palau Shipping, South Pacific to Palau and Yap.

The new carriers and routes approved are: Tokyo Senpaku Kaisha in conjunction with Palau Shipping, Japan and the Far East to Palau and Yap. Nippon Yusen Kaisha, Japan and the Far East to Truk, Ponape and Majuro. Pacific Common Carrier, Japan and the Far East to Palau and Yap.

The Pacific Common Carrier company is a joint venture operated by Palau Sea and Air Transportation Agency, the Commonwealth Maritime Company of Saipan and the CMBAL Line of Japan.

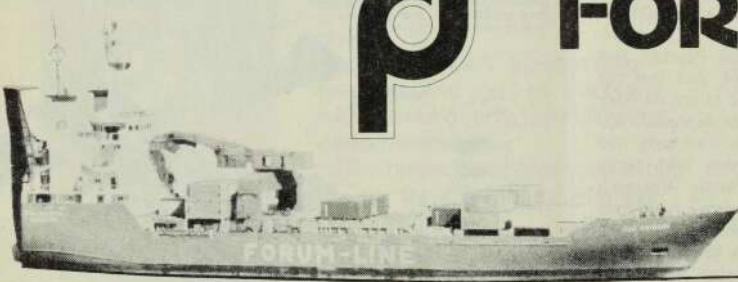
It was the first time that the new constitutional governments had issued shipping permits. Under previous arrangements shipping regulation was carried out by the Office of the Trust Territory High Commissioner. Detailed rules regarding the transfer of shipping regulation powers to the new governments are still under consideration by the United States Department of the Interior following consultations with the governments. The ownership of ships operated by the Trust Territory government will also be transferred to the new governments under arrangements now being made. — *Micronesian News Service*.

Firm steps to restore PNGSC

The Papua New Guinea Shipping Corporation has announced that it is taking 'firm



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SHIPS

steps to restore stability and responsibility' to its operations. The directors made this comment after a preliminary audit report showed that a loss of about half a million dollars had been made over the past two years.

The corporation represents PNG's major entry into nationalised shipping and it was established after a wide-ranging investigation into the type of services which would best suit the country as a commercial venture in its own right and in the interests of PNG export and import trade.

Newly-appointed directors of the line disclosed the loss after commissioning a firm of auditors to make a report on the corporation's financial position.

The audit report showed that three voyages made last year to the United States west coast had averaged a loss of about 160 000 each, and no full details were yet available of two voyages made this year. The services took PNG produce to USA and brought back general cargo.

The shipping corporation is also involved in the financial structure of the PNG Line and the New Guinea Australia Line, but these are operated independently and returned a profit.

The Secretary for Transport and Civil Aviation in PNG, Mr John Gaius, said that in basic terms the shipping corporation was viable and steps would be taken to ensure its successful operation.

He denied allegations that his department did not support the shipping corporation. 'We want to make it a success' he said.

PNG support for Forum

For a man who never really supported the Pacific Forum Line from the start, Papua New Guinea Prime Minister, Sir Julius Chan, has become a staunch defender of the project. As former finance minister he rejected the idea because his country lacked enough money to meet its commitments. But Sir Julius' predecessor com-

mitted Papua New Guinea to the project and he honours that commitment.

'It's the only regional project of its kind and it would be terrible if it fails because others would not take it up,' Sir Julius told a press conference in Wellington during his recent official tour of New Zealand.

Sir Julius was commenting on his government's decision to continue financial support for the line. He said: 'In any regional project of this kind there are always risks involved. The easiest way is not to enter into it.

'But then relationships are not built on talks and politics alone. They need to have some visible sign of achievement, of togetherness, and this is one of them and I don't think we should throw this shipping project overboard.'

He said that although PNG did not benefit from the PFL, it saw the project as one supporting the islands that did not get shipping services to their part of the world. He believed that the PFL now had sufficient liquidity

and proposals for the restructuring of its management for it to succeed. 'I think it will take off and I'm confident it will,' he said. — *William Gasson in Wellington.*

Vanuatu buys coastal ship

The 50-tonne coastal ship *Namidogodo*, which has operated for many years in Papua New Guinea, has been bought by a group of Vanuatu nationals as part of a growing movement towards locally-owned shipping services in Vanuatu.

The ship has been bought for \$88 000 by the Nikoletan Association of Tanna, and is being renamed *Fetukai*, which means Morning Star. It will be used for cargo and passenger work in the Vanuatu islands, based at Tanna, and mainly operating between Port Vila and Tanna.

The Birimaui Association of Asanvari recently bought the French government vessel *Aquitaine* which will be used for operations to Pentecost and Santo.

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JAPAN IN THE PACIFIC

Japan in New Caledonia — from page 40

represented 75% of all foreigners living in New Caledonia. On December 8, 1941, the day after Pearl Harbor, 116 Japanese were arrested. An exception was made of the market-gardeners. But they were rounded up later, under pressure from the Americans. The bank accounts of Japanese were frozen, their property seized, and they were placed in a concentration camp on Nou Island. On December 19, 1941, they were deported to Australia. Some returned after the war to re-establish themselves. But their children had stayed on in New Caledonia and acquired French nationality.

Born on 'the Pebble', the children of these families torn apart by the war inherited the qualities of their fathers: zeal in work, self-discipline, punctuality. During the war, they had remained loyal to France. Some met their end on the paths of battle of the French Pacific Battalion which, side by side with Allied forces, led them to victory and the liberation of France.

Names such as Noda, Matsuda, Nakagawa, and many others are synonymous with the links binding Japan and New Caledonia.

The Japanese have not been found lacking in efforts to weave bonds between their far-off kinsmen and the mother country: a Franco-Japanese Association maintains close links between its members and the Caledonian families of their fathers who were either killed or tangled in the war which tore their households apart. Religion remains strong, and much quiet but profound emotion animates the young Japanese, born of a Japanese father in New Caledonia, as he sets out on his pilgrimage in search of his ancestral roots — even if he is no longer able to speak his father's tongue. Two New Caledonian islands have formed a relationship of 'sisterhood' with two Japanese islands. They are Lifou in the Loyalty Islands, and l'Île des Pins. Curiously, their Japanese 'sisters' have names identical to theirs.

Japan, the newly emerged

industrial and commercial giant which has won for itself a place in the very forefront of world powers by dint of the profound human qualities of its people, has in these latter times, turned to tourism. The Japanese travel a lot.

Naturally, they seek places where pollution is at a minimum. New Caledonia, particularly through the influence of television, has become an attractive destination for them. Several hundred Japanese tourists arrive in the territory every week. Oddly, many young couples come here to get married by the Mayor of Noumea — it seems it is less onerous to give oneself a present of a trip than to shower wedding gifts, as is the custom, upon one's numerous relatives and friends who've stayed at home.

The Japanese tourist is much appreciated in New Caledonia for his politeness, his behaviour — and also for his financial means.

There are long-standing commercial ties between Japan and New Caledonia. For more than half a century Japan has been importing New Caledonian minerals to feed its industry. Before the war it was Poro iron ore and nickel. Today, it is still nickel: in 1980 New Caledonia exported to Japan nickel ore (or part-processed nickel material) to the value of \$A67 375 000 — this represented 27% of New Caledonia's total exports. As for imports from Japan, the territory in 1980 imported Japanese goods to the value of \$A13 325 000, or 4% of total imports. (By way of comparison, New Caledonia each year imports from Australia goods to the value of \$A31 million, or 10% of total imports.)

The economic crisis, and the costs of sea transport in conditions of constantly rising fuel prices, have led Japanese importers to buy part of their nickel requirements from the Philippines and Indonesia. No doubt they are influenced by the fact that the ore from these sources is cheaper than the New Caledonian product. But it is also a matter of trading strategy: the Philippines and Indonesia are very big buyers of Japanese products. Certainly

New Caledonia is an attractive market, with its relatively high population compared with a number of other Pacific countries. But its 140 000 inhabitants represent only very small beer compared with the countries just mentioned.

Japanese foundries are equipped to process New Caledonian nickel ore which they mix with Philippine and Indonesian ores — and, recently, Australian ores as well.

In the last few years exports of New Caledonian nickel ore have fallen by 50%. A task facing the industry in the future is to concentrate the ore in order to reduce the volume of material exported: the nickel ore at present contains only 2½% metal, the rest consists of useless soil and water. A real 'burden' for the importer.

Tourists on the beaches, Japanese freighters loading nickel ore around the coast, Japanese motor cars on the streets and Japanese photographic and stereophonic equipment in the shop windows — these are visible mani-

festations of the Japanese presence here. But more important still are the deep bonds which unite the two peoples, the memories of the toil of the Japanese who helped to build this country, and who have left behind a priceless heritage in their offspring, who continue to embody the qualities of the Japanese race.

Caledonians never knew the other face of Japan, the face of the invader. This was thanks to the sacrifices of the Allied sailors and airmen who waged triumphant battle in the Coral Sea on May 7-8, 1942, to stop the Japanese invasion convoy which was heading for New Caledonia with the aim of cutting the sea route between Australia and the United States. This operation changed the face of the Pacific War, probably saved Australia, and — for us in New Caledonia — preserved the historic image left behind in our territory by the thousands of Japanese who settled and founded families here.

— Daniel Tardieu in Noumea.

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Karlander (Aust) Pty Ltd operates monthly cargo services from Sydney to Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011), 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), Carpenters Shipping, 100 Thomson St, Suva, Fiji (312 244), Tlx 2199 FJ.

AUSTRALIA - NEW CALEDONIA - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully containerised service (Gen/Reefer) from Sydney to Noumea, Lautoka, Suva, Apia, Pago Pago and Nuku'alofa.

Details from Pacific Forum Line, Sydney; Union Bulkships, Sydney and Melbourne; SATO, Noumea; Australian National Line, Brisbane; Burns Philp

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Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island and Norfolk Island.

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AUSTRALIA - KIRIBATI

Karlander operates a 5/6 weekly service from Melbourne and Sydney to Kiribati (Tarawa).

Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (232-1011).

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) VANUATU

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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).

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Details from Sitmar Cruises, 47 Elizabeth Street, Sydney (232-7511).

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Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

Pacific Forum Line operates containerised and general cargo service from Australia and NZ to Fiji, Apia, Pago Pago, Tonga and other South Pacific ports.

Details from Polynesia Shipping Services Inc, PO Box 1478, Pago Pago 96799.

AUSTRALIA - NEW ZEALAND - PACIFIC ISLANDS - SOUTH EAST ASIA - CHINA

Minghua Cruises operates regular cruise services from Sydney to most Pacific ports, with several cruises to South East Asia, including Japan and Hong Kong.

Details Minghua Cruises, 7 Bridge Street, Sydney, NSW 2000 and all Burns Philp Travel offices in Australia.

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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).

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Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul, Popondetta.

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New Guinea Express Lines operates a fortnightly container service from Melbourne, Sydney, Brisbane to Port Moresby, Lae, Aotau, Rabaul, Honiara.

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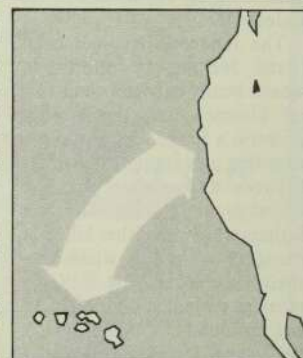


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PAGO PAGO: Polynesia Shipping Services, Inc.

APIA: Burns Philp (South Sea) Company, Ltd.

ping Agency Co, 82-92 Eagle Street, Brisbane (229-3777), New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053), Niugini Express Lines, Port Moresby (21-4572), Lae (42-1536), Rabtrad Niugini Pty Ltd, Rabaul (92-2911), Alotau Stevedoring & Transport, Alotau (61-1318) and Island Co-operative Shipping Federation, Honiara (808).

Sofrana-Unilines (New Guinea Line) operates a monthly service to Port Moresby, Lae, Rabaul, Kieta, Honiara from main ports on the east coast of Australia.

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).

AUSTRALIA - TAHITI

Compagnie Generale Maritime operates a monthly service from Sydney to Papeete for containerised and break-bulk cargo.

Details: Compagnie Generale Maritime, 12 Castlereagh Street, Sydney 231-3700.

AUSTRALIA - TAHITI - US

Karlender operates a monthly cargo service from Melbourne and Sydney to Papeete, US west coast.

Details: Karlender (Aust) Pty Ltd, 9-31 Pitt Street, Sydney (232-1011).

AUSTRALIA - W. SAMOA

Compagnie Generale Maritime operates a monthly service from Sydney to Apia.

Details: Compagnie Generale Maritime, 12 Castlereagh Street, Sydney 231-3700.

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (NZUE) operates a monthly palletised cargo service from Manila, Keelung, Aoshung and Hong Kong to Lautoka, Suva and thence to NZ.

Details from Carpenters Shipping, Suva (312-244), Burns Philp, Suva (11-777), P & O S.N. Co, Wellington (36-477) 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, 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 operates a regular container service from Hong Kong, Taiwan, Manila, Port Kelang and Singapore to Port Moresby, Lae, Rabaul and Honiara monthly and to Wewak, Madang and Aita every three months. The South Pacific Islands of Noumea, Santo, Vila, Papeete, Pago Pago, Apia, and Tarawa are covered by a monthly container/ro-ro service via Japan.

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, Japan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and Vanuatu.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (2-1671); Carpenters Shipping, Suva (2-244).

JAPAN - FIJI - NEW ZEALAND

China Navigation, operates a monthly service from main ports Japan to Suva and Lautoka and thence to Noumea and NZ.

Details from Carpenters Shipping, 10 Thompson St, Suva (312-244).

JAPAN - PNG

Mitsui O.S.K. Lines operates a monthly service from main ports Japan to Port Moresby, Rabaul, Lae, Madang, Kieta and Kimbe.

Details from Robert-Laurie (PNG) Pty

Ltd, Port Moresby (21-2466/21-1898).

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; Carpenters Shipping, 100 Thomson St., Suva (31-2244), Tlx FJ2199.

PNG - INTER - MAINPORT

Papua New Guinea Mainport Liner Services offer scheduled 10/20-day coastal liner services linking all PNG mainports with containerisation, reefer, heavy lift and transshipment facilities.

Details from PNG Mainport Liner Services, Box 1448, Lae, PNG (42-3537), Tlx PNG 42465.

PNG - NORTH AUSTRALIA

Papua New Guinea Line offers a 60-day service from Port Moresby, Lae and Vanimo to Darwin with through bills of lading from West Coast North American ports. Inducement calls at Weipa and Gove.

Details from PNG Shipping Corporation, Box 543, Port Moresby, PNG (21-1174), Tlx PNG 22269.

PNG - KIRIBATI - SOLOMONS - WEST COAST USA

Papua New Guinea Line offers a 60-day service from Port Moresby, Lae, Rabaul and Kieta to San Francisco and Los Angeles with inducement at Vancouver and stop-off calls at Tarawa and Honiara. Through bills from all PNG mainports and mini-bridge services to other US and Canadian destinations.

Details from PNG Shipping Corporation, Box 543, Port Moresby, PNG (21-1174), Tlx PNG 22269; or from TFC Shipping, 100 California St, San Francisco, CA, USA (415 398-1604), Tlx 340958 GTS UR SFO.

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Port Moresby, Oro Bay, Kieta, Rabaul, Kimbe, Madang and Lae to Hull, Hamburg, Rotterdam, Antwerp and Le Havre.

Details from Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

SOLOMONS - UK/CONTINENT

Bank Line operates regular cargo service from Honiara to Hull, Hamburg, Rotterdam, Antwerp and Le Havre.

Details from Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Tradco Shipping (588).

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; Cook Islands; 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); M.V. Fijian Shipping Agencies Ltd, Private Bag, Suva, Fiji (31 1056).

Pacific Line with one ship operates fortnightly ro-ro cargo service New Zealand, Lautoka, Suva.

Details: Sofrana Unilines, 18 Cusworth Street, Auckland (773-279) PO Box 3614, Telex: NZ2313; Carpenters Shipping, Private Mail Bag, Suva (312244), Tlx. 2199 FJ.

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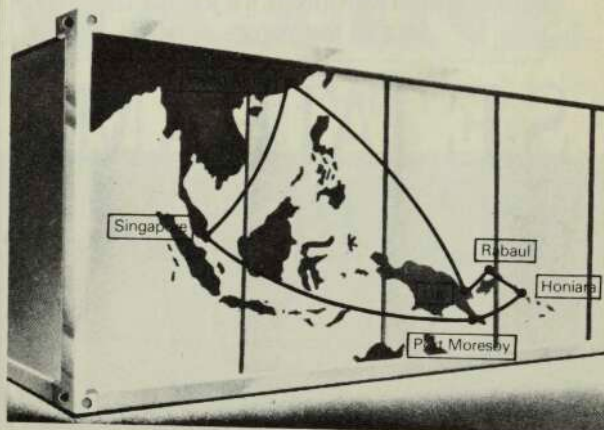
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Details from Blueport ACT (NZ) Ltd, PO Box 192, Wellington (739-029), Burns Philp (SS) Co Ltd, GPO Box 355, Suva, Fiji (311-777), Tlx. FJ2168 Burship.

NZ - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a fully containerised three-weekly service (Gen/Reefer) from Auckland to Lautoka, Suva, Apia, Pago Pago and Nuku'alofa.

Details from Pacific Forum Line, Auckland; Union Co, Auckland, Lautoka, Suva, Apia and Nuku'alofa; Polynesia Shipping Services, Pago Pago or Pacific Forum Line Head Office, Apia.

NZ - TONGA - SAMOA

Warner Pacific Line operates a regular cargo service from Timaru, Onehunga and Westport to Nuku'alofa, Vavau and Apia with regular calls to Haapai and Pago Pago.

Details from McKay Shipping Ltd, PO Box 1372, Auckland, NZ; Warner Pacific Line, Box 93, Nuku'alofa, Tonga and Neiafu, Vavau, Tonga; Polynesian Shipping Services, Box 1478, Pago Pago, and Molua Folau Shipping Co, Box 4171, Apia, W. Samoa.

NZ - N. CALEDONIA - FIJI - SOLOMONS - PNG

Pacific Forum Line operates a fully containerised service (Gen/Reefer) from Lyttelton, Napier, Auckland to Suva, Lautoka, Honiara, Kieta, Lae and Port Moresby.

Details from Pacific Forum Line, Auckland; Shipping Corporation of NZ, Auckland, Lyttelton, Napier; Union Co, Auckland, Suva, Lautoka; Steamships Trading Co, Kieta, Lae, Port Moresby; Sullivan's (SI) Ltd, Honiara or Pacific Forum Line Head Office, Apia.

NZ - N. CALEDONIA - VANUATU - 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

Warner Pacific Line services Auckland - Nuku'alofa/Vavau/Apia/Pago Pago fortnightly carrying general and freezer cargoes.

Details from McKay Shipping Ltd, Downtown House, 21 Queen St, Auckland, PO Box 1372 (30-299), Cables MACSHIP, Telex NZ2554.

NZ - CENTRAL PACIFIC

Kyowa Shipping Ltd operates a monthly cargo service from Auckland to Noumea, Vila, Santo, Guam, Majuro and Tarawa.

Details from McKay Shipping Ltd, PO Box 1372, Auckland (9-30229); Tlx 2554 NZ.

EUROPE - TAHITI - NEW CALEDONIA

Compagnie Generale Maritime operates services from Europe and Mediterranean ports to Papeete and Noumea using three ro-ro and multi-purpose vessels thus ensuring a bi-monthly sailing to and from.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

EUROPE - TAHITI - NEW CALEDONIA - NEW ZEALAND - PERU

Polish Ocean Lines offers regular monthly sailings for containerised and breakbulk cargo from Hamburg, Antwerp, Dunkirk and Rouen to Papeete,

Noumea, New Zealand and return to Europe via Peru. Other ports in the South Pacific can be served with inducement.

Details from Sotama, BP 9170, Papeete (27805), Tlx. 296; SATO, BP C2, Noumea (272094), Tlx. 051NM PENOCLEAN; Union Steamship Co of NZ, PO Box 50, Apia, Tlx. 25; Williams and Gosling, PO Box 79, Suva (312633), Tlx. 2163; Warner Pacific Line, PO Box 93, Nuku'alofa (21089), Tlx. 66219; Universal Shipping Agencies, PO Box 2282, Auckland (30930), Tlx. 21517; H. C. Sleigh, 6-10 O'Connell Street, Sydney 2000 (923 9201), Tlx. 20428.

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); Carpenters Shipping, 100 Thomson St, Suva (312 244), Tlx 2199 FJ.

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - SOLOMONS - PNG - VANUATU

Columbus Line Reederei GMBH operates regular services from Hamburg, Hull, Rotterdam, Antwerp, Dunkirk, Le Havre, Papeete, Apia, Suva, Lautoka, Noumea, Port Moresby, Lae, Honiara, Kieta, Rabaul, Lae, and return to Europe.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966), Columbus Maritime Services, 17 Albert Street, Auckland (77-3460); Carpenters Shipping, 100 Thomson St, Suva (312 244), Tlx 2199 FJ.

UK - N. CONTINENT - FIJI

The Bank Line operates a regular cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Suva and Lautoka.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (South Sea) Co Ltd, Suva and Lautoka.

UK/N. CONTINENT - PNG - SOLOMONS

The Bank Line operates a regular cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Port Moresby, Lae, Madang, Kimbe, Rabaul, Kieta and Honiara and on inducement to Yandina.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports; Tradco Shipping (588).

UK/N. CONTINENT - TAHITI - N. CALEDONIA - N. HEBRIDES

The Bank Line operates a regular cargo service from Hull, Hamburg, Bremen, Antwerp, Rotterdam and Le Havre to Papeete and Noumea.

Details from The Bank Line (A'asia) Pty Ltd, 51 Pitt 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, 51 Pitt Street, Sydney (27-2041) or Orient Shipping Services, 32 Bridge Street, Sydney.

US - HAWAII - KIRIBATI - 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 Tarawa, Ebeye, Majuro, Kosrae, Ponape, Truk, Saipan, Yap and Koror.

Details for Micronesia can be obtained from Larry Guerrero, PM&O

Owners Rep, PO Box 803, Saipan, MI 96950, Cable COMMONTIME, Tlx 783605; PM80; 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 roto service from West Coast USA and Canada to Noumea and Suva.

Details from Sofrana-Unilines SA, BP 1602, Noumea (27-51-91), Tlx NM048; Carpenters Shipping, 100 Thomson St, Suva (31-2244), 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 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 6799.

US - TAHITI - SAMOA - NZ - AUST

Farrell Lines Inc, operate a fast



Lafala Vave Faailua Mataafa Turepu

At Ngatangia, Cook Islands, on June 29, aged 73.

Descended from chiefly families in Takitumu, Mama Pu, as she was fondly known in Ngatangia, was a most prominent figure in the community.

In her youth a teacher, singer, dancer and talented teller of tales, Mama Pu raised

regular lash/container cargo service from west coast ports Canada/USA to Papeete and Pago Pago thence to NZ and Australia.

Details Wilh. 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.

a large family and became extremely active in the Child Welfare Association, and in the leading committees of the Girl Guides.

A. P. Short notes in an obituary in *Cook Islands News* that she was presented with the Long Service Badge of the Child Welfare Association for her many years of devotion to duty.

The writer adds: 'There was no women's organisation in Ngatangia in which she did not participate, and as a foundation member of the Ngatangia Country Women's Institute, she was included in groups which toured Tahiti in 1973, and New Zealand in 1975 ...

'Mama Pu is survived by her many children both here and in New Zealand, and by a tribe of grandchildren and great grandchildren.'

Christopher Normoyle

In Australia on August 7, aged 73. Chris Normoyle holds a special place in the history of the Royal Papua New Guinea Constabulary. Although it is 16 years since his retirement as commissioner of police in PNG

he is remembered as the big man, physically and professionally, who headed the police for a longer period of time than any other holder of the office, and into a period of rapid social and political change.

Chris Normoyle was born in Inverell in the Australian state of New South Wales and spent the first three years of his career as a young policeman with the NSW police. He joined the New Guinea police in 1932 during the years in which Australia maintained separate administrations in New Guinea and Papua. The two territories came under a joint military administration when World War II came to the Pacific 10 years later, and the then Inspector Normoyle found himself as an Australian army lieutenant-colonel commanding the two police forces which helped play a Pacific defence role. He was mentioned in despatches for his wartime leadership.

He held a number of senior police positions after the war and became PNG police commissioner in 1954, retiring 11 years later. He held the Queen's Police Medal and the award of

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New Caledonia: Agence Maritime Du Rond point Du Pacific, Noumes
Fiji: Carpenter Shipping, Suva & Lautoka
A. Samoa: Polynesia Shipping Services, Inc., Pago Pago
W. Samoa: Morris Hedstrom Ltrom Ltd., Apia
Tahiti: J.A. Cowan & Fils, Papeete
Cook: Eastern Associates Ltd., Rarotonga
Tonga: E.M. Jones Ltd., Nukualofa
PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
Indonesia: P.T. Perodisa Raya Shipping Lines, Jakarta
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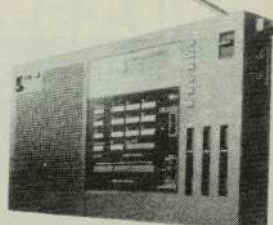
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Member of the Order of the
British Empire.

Since his retirement he had
lived at Bowral, south of Syd-
ney, where his funeral was held
on August 11.

Wilfred Randall

At Norfolk Island Hospital on
July 12, aged 68.

One of Norfolk Island's most
prominent community leaders,
Mr Randall, in addition to
holding a host of other public
offices, was president of the
Norfolk Island Advisory Coun-
cil from 1956 to 1960. He was
awarded the OBE in 1971 for
services to the community.

He was one of twin sons of
Albert and Jane Randall, and
lived all his life on the island,
going to school and taking up
farming afterwards. During
World War II, he was a mem-
ber of the Norfolk Island Infan-
try Detachment.

The Norfolk Islander said in
an obituary tribute: 'He was a
man of great vision and fore-
sight. His influence on the
community has been such that
he could be likened to an Elder
Statesman of the highest integ-
rity ...'

Stanley S. Carpenter

At Arlington Hospital,
Virginia, USA, on June 20,
aged 64.

Mr Carpenter was well
known to many people in Micro-
nesia from his period of service
as deputy assistant secretary of
territorial affairs in the Depart-
ment of the Interior, and also as
director of the Office of Terri-
torial Affairs.

Mehau George

At Manihiki, Cook Islands, on
May 19, aged 88.

A highly respected figure on
Manihiki, Mehau George was a
staunch member of the Cook
Islands Christian Church on
Manihiki until his death.

In his early years, Mr George
worked for the Public Works
Department on Rarotonga, and
rose to become chief carpenter
before he retired.

He returned to Manihiki in
1950, and for the next decade
excelled at skindiving for
pearls. He was one of
Manihiki's best divers in the
frequent competitions against
Penrhyn divers.

Among those expressing their
condolences to Mr George's
family and friends on Manihiki
were his nephew Dr George
Koteka in Rarotonga, and
Deputy Premier and Minister
responsible for the Northern
Group Dr Pupuke Robati.

Pita Seruvatu

At Lololo, Fiji, on July 12, aged
50.

A senior manager of the Fiji
Pine Commission, Pita
Seruvatu was promoted to
special duties officer, plan-
tations, in 1979 after being the
commission's Lololo station
manager for a number of years.

Originally from Namosi, Mr
Seruvatu was attached to the
FPC headquarters in Lautoka
at the time of his death.

Peter Matheson Cullen

At Girne (Kyrenia), Cyprus, in
July, aged 65.

Peter Cullen was a former
director of the Fiji Broadcasting
Corporation. Before coming to
Fiji, he had been closely associ-
ated with the introduction of
radio and television to the
former mandated territory of
Palestine, and the colonies of
Southern Rhodesia and
Malaya.

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Quality

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New Zealand is the world's leading dairy exporter, selling its products in markets that demand and appreciate only the very best in quality.



The image displays a variety of Anchor dairy products arranged on a lush green lawn. In the background, several large tins of Anchor Full Cream and Skim Milk Powder are visible, along with boxes of instant non-fat dried milk. In the foreground, there are blocks of butter, some in their original packaging and others unwrapped, and a variety of cheeses, including a wedge of blue cheese and a round of processed cheese. A small glass of milk sits among the products. The overall scene is bright and fresh, emphasizing the quality of the dairy products.

Enquiries to:
New Zealand Dairy Board, PO Box 417, Wellington, New Zealand.
Telex: NZ3348 DAPMARK. Telephone: 724-399.

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