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Pacific Islands Monthly



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DECEMBER, 1967

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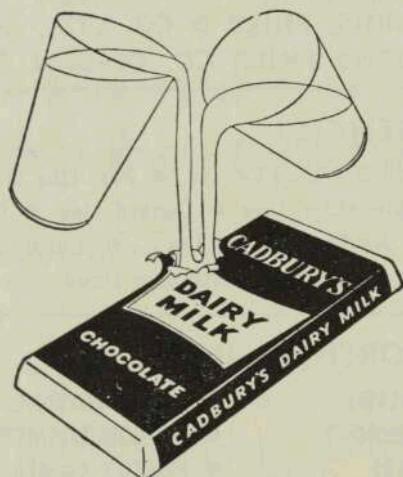
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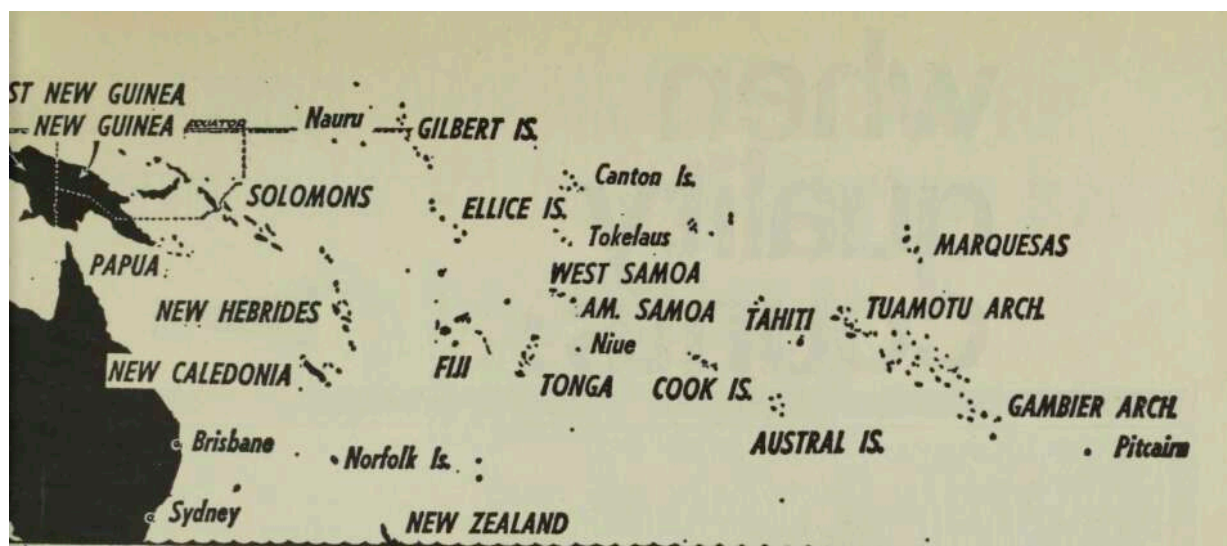
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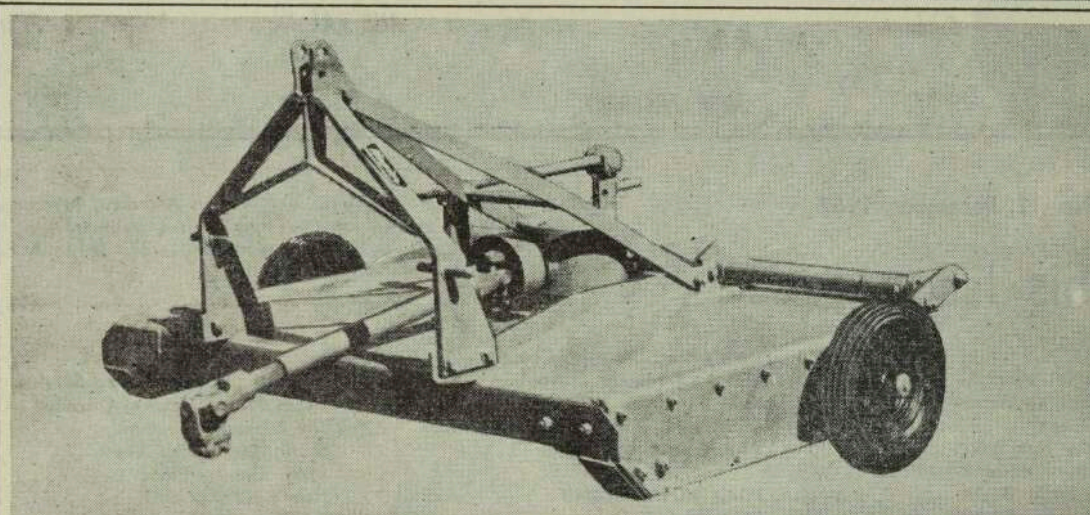
38, No. 12, December, 1967

This Issue

THE COVER: The Mareiti sisters, who live in Arorangi, Rarotonga, in the Cook Islands, make an attractive trio in their colourful head gear. Tekura, wearing the straw hat, is a popular dancer. James Anderson took the picture.

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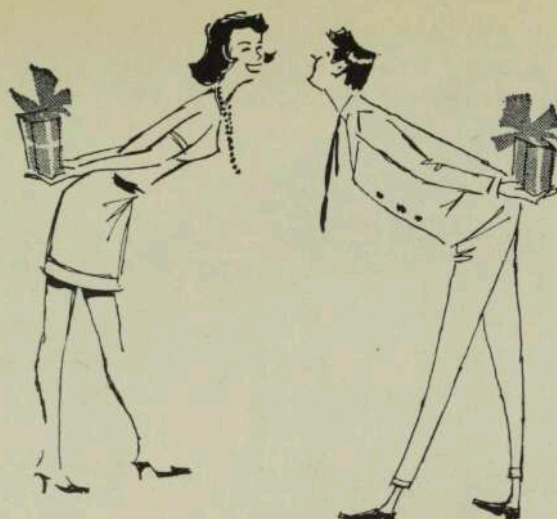
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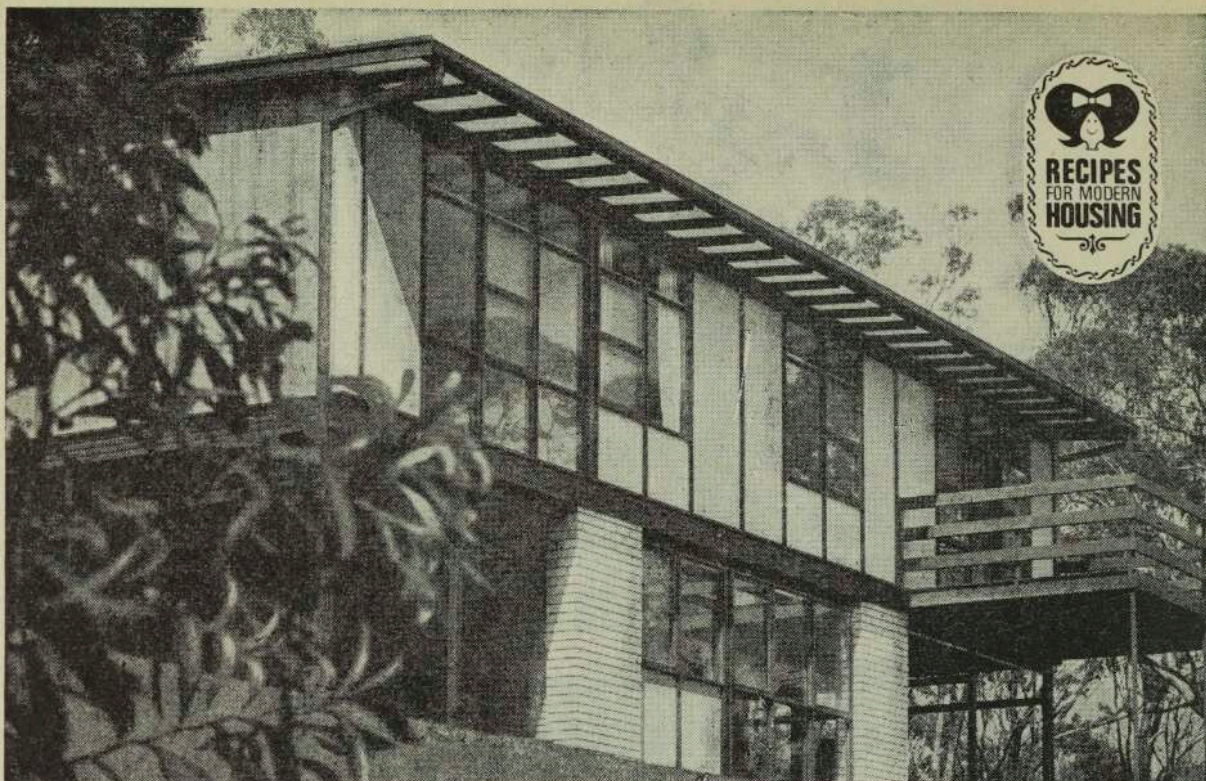
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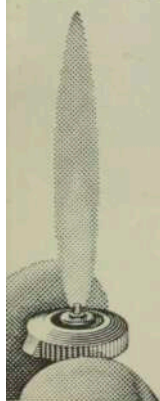
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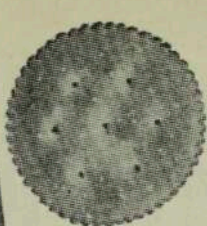
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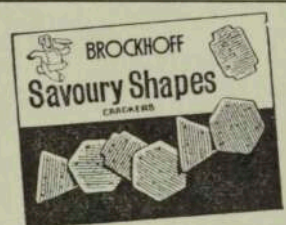
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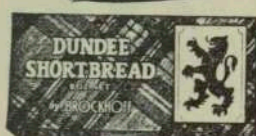
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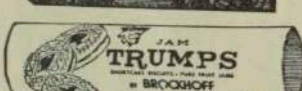
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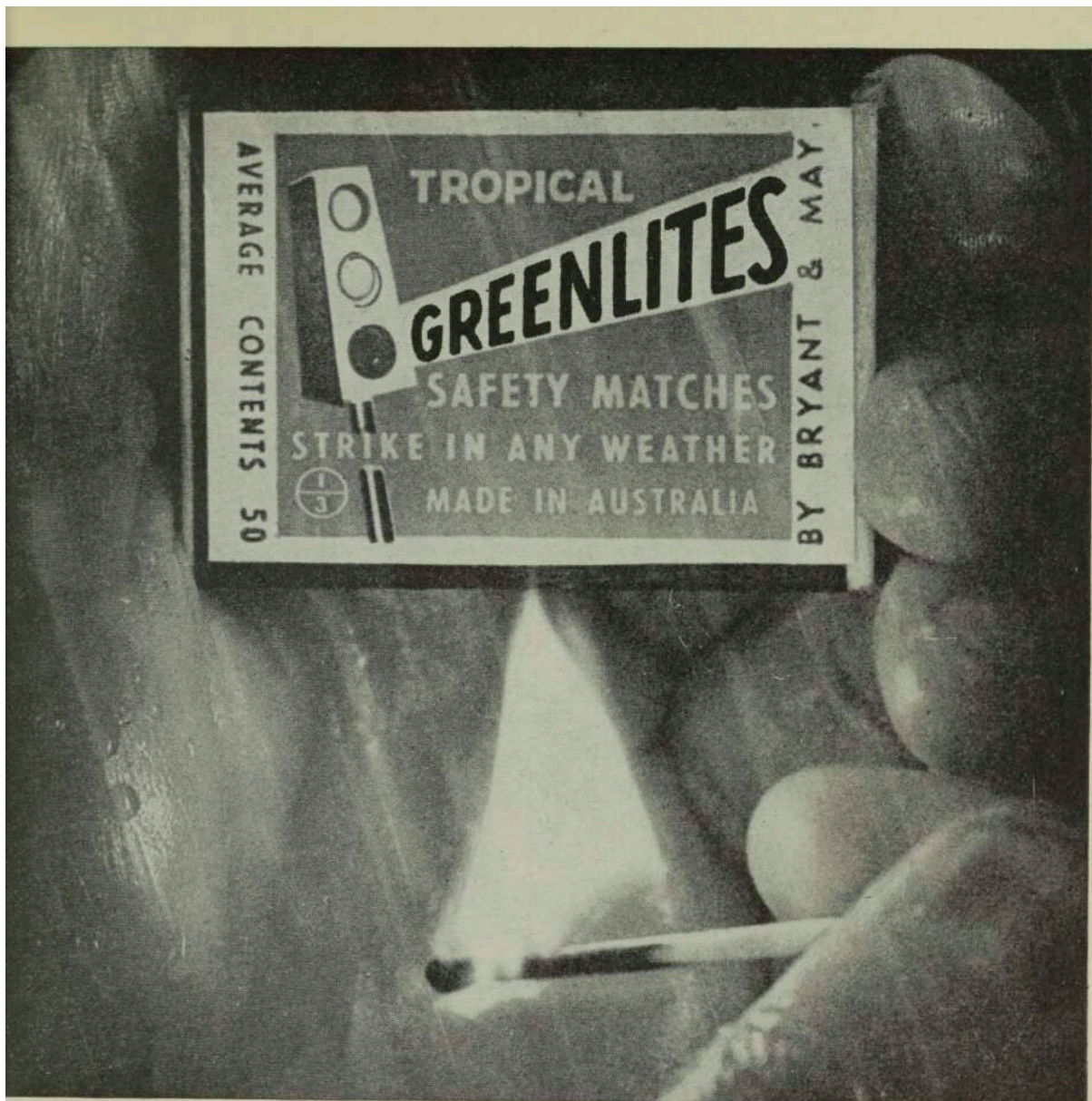
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NEW MOVES ON INTERNAL SELF-GOVERNMENT IN FRENCH POLYNESIA

Lively and sometimes bitter exchanges on the subject of internal self-government were a feature of the inaugural session in Papeete in November of French Polynesia's newly-elected 30-member Territorial Assembly.

There were three major developments on the self-government question during the session:

• The Governor, Mr. Jean Sicurani, declared that France was in prepared to allow the territory to have a ministerial form of Government—as it did until October, 1958, when political disturbances involving the now-exiled radical leader, Pouvanaa a Oopa, brought an end to it.

• The political parties of Messrs. Francis Sanford and John Teariki, which won 16 of the 30 Assembly seats at the recent election on a form of internal self-government (M. Oct., p. 25), agreed to join forces. They thus have control of the Assembly, even without the support of one of the six independents who has thrown in his lot with them.

• By 17 votes to 10, with three abstentions, the Assembly decided that one of its committees—the consti-

tutional commission—should study the question of internal self-government and submit a plan for constitutional reform to the French Government.

The inaugural sitting of the Assembly was held on November 1. Mr. Alfred Poroi, as the Assembly's *doyen d'age* (longest sitting member) made the opening speech.

Part of France

Mr. Poroi is French Polynesia's senator in the French Parliament and leader of the Union Tahitienne Democratique which has three seats in the Assembly.

Mr. Poroi said he thought he was expressing the opinion of the whole Assembly when he said that French Polynesia was an integral part of the French Republic, as had been confirmed in the 1958 referendum, and that the Assembly did not again wish to discuss the question of belonging to the French family.

He said it was erroneous to interpret certain statements in the recent election campaign as either secessionist or semi-secessionist.

The election manifestoes of certain candidates did not advocate a breaking away from France or independence, but they did urge that the people of French Polynesia should handle their own internal affairs.

Major speech

"That which appears necessary to us, now that French Polynesia, of its own accord, is supporting the most gigantic national scientific operation that a small country has ever known, is that the council of government should be given back the powers which it had originally," Mr. Poroi said.

[French Polynesia's council of government consists of five members, plus the Governor as ex-officio president, who act as the territory's cabinet or executive council. The members are elected by the Assembly, but they need not necessarily be members of it. At present, they have only



Mr. Poroi.

collegial authority—their individual functions as ministers with portfolios having been suspended in the interest of public order in October, 1958, at the time of the Pouvanaa a Oopa disturbances].

Governor Sicurani, who spoke immediately after Mr. Poroi, said in a major speech that French Polynesia already enjoyed a large measure of autonomy; and he hinted that it could scarcely have much more so long as its economy depended so largely on financial aid from France.

Prosperity

Mr. Sicurani also stressed the fact that the territory's current prosperity was largely due to the French nuclear testing project at Mururoa Atoll.

Mr. Sicurani gave a series of facts and figures to illustrate the spectacular growth in the territory's economy over the past five years.

In 1962, he said, the State's expenditure in the territory did not amount to 1,000 million Pacific francs (\$A 10 million), whereas last year the figure was 9,000 million francs, and this year it would be about 10,000 million, of which 7,000 million would be spent on the nuclear testing project.

In the same five-year period, local revenue had risen from 920 million francs to 2,330 million.

"Thus while the territory's own contribution has increased two and a half times, that of the State has multiplied by 10," the Governor said.

"In other words, the budget of the territory, of which the total in 1962 more or less equalled the expenses of the State, now represents only a



Mr. Teariki.

Governor outlines new projects

fifth of the public funds which are expended in the territory."

The Governor listed an impressive array of public works that had been completed in the past five years.

He said the port of Papeete had been considerably enlarged and modernised; an airport had been built on Hao Atoll; airstrips had been built on Moorea and Rangiroa; television had been introduced; new public offices had been built in the Avenue Bruat in Papeete; housing settlements had been built at Pamatai and Pirae; and a stadium had been built at Tipaerui.

Only a beginning

But the territory's five-year plan was still only in its initial stages. Between now and 1970, the airstrip on Moorea would be enlarged; another airstrip would be completed in the Gambiers (see p. 80); and two others would be built at Tubuai and Huahine. There would also be new installations at Tahiti's Faaa Airport; the Territorial Assembly would have "a decor in keeping with its role and character;" a large, modern hospital would be completed at Mamao; a school, technical college and hotel school would be opened at Taaone; an agricultural college would be opened at Opunohu, Moorea; the Customs Department and Merchant Marine would be established in new headquarters on Motu-Uta; and the Avenue Prince Hinoi, the seafront boulevard, the roads out of Papeete, and the road into the hills at Faaa would be greatly improved.

At Tipaerui, an Olympic swimming pool, a Hall of Youth and a 1,000-seat theatre would be built; a new stadium would be built at Pirae; and the old one at Fautaua would be improved.

In the same period, the territory's first two hotels of international dimensions would be opened at Taharaa and Outamaoro; other tourist facilities, with an 18-hole golf course, would be opened at Atimaono; and a public beach and nautical club would be created at Punaauia.

"All this," the Governor said, "does not take into account two projects which have not yet been finalised—a centre of human sciences and a Polynesian museum, and an institute of oceanographic research and an aquarium.

"If one adds that telephone communications will be improved by means of an automatic exchange; that the electric power system will

be renovated and improved; that the transmitters of Radio Tahiti will be made four times more powerful; that work on the trans-Tahiti road will be undertaken; and that schools, dispensaries, houses, roads, bridges, etc., will be built . . . one gets a better appreciation of the work which France and the territory are doing to give Polynesia the means of exploiting its resources. . ."

External commerce

The Governor said that the value of the territory's external commerce had risen from 2,300 million Pacific francs in 1962 to 16,500 million in 1966 (the year of the greatest activity on the nuclear testing project). This year the figure would be about 12,000 million francs.

"The increase," the Governor said, "is entirely due to imports, because, since 1962, the value of traditional exports has continually decreased.

"If we consider the situation of employment, the progression is equally remarkable—slightly over 9,000 people on salaries in 1962; nearly 15,000 in 1967. Of the latter figure, the nuclear testing project and associated enterprises account for about 8,000, or nearly half.

"Another interesting figure is that concerning savings bank deposits.

"In 1962, deposits in the Bank of Indo-China represented a little more than 600 million francs. At the end of 1966, accounts in the bank and postal cheques represented a total of 3,000 million francs, or five times the 1962 total."

The Governor said it was quite plain that the territory's prosperity was largely due to "an artificial phenomenon" in the shape of massive external aid.

Meanwhile, the territory's traditional productive industries had remained stationary or were declining.

"As for new industries, we are not creating the conditions for their development, or, even more modestly, for their birth," Mr. Sicurani said.

Assembly's powers

Turning to constitutional matters, Mr. Sicurani said that the powers of the Territorial Assembly were as great as any deliberative assembly could have—in fact, they were greater than those of the National Assembly in Paris.

For the past 10 years, through their Assembly, the people of French



IT'S HER YEAR!

Fiji-born Miss Emma Heffernan, 24-year-old daughter of Mr. and Mrs. Nesbitt Heffernan of Suva, Fiji, reached the climax of her career as a fashion-model when she was chosen "Mannequin of the Year" at a ball at the University of New South Wales, Sydney, in November. This is the first time this award has gone to a mannequin who has been in the trade for less than a year. The "Mannequin of the Year" title is highly regarded by overseas fashion designers and Emma intends to break into the fashion scene in Paris in the near future. PIM published a full-page photograph of Emma in October.

Polynesia had, in fact, active directed their own local affairs.

As for the Administration, its role was merely executive; and it was composed mainly of local people, whose abilities had already enabled them to occupy a number of responsible posts. Other such posts were equal open to them.

The Governor said it was true that the council of government was not invested with anything but collegial authority, and that the councillors could not individually exercise powers which the law originally conferred upon them. However, the old regime of individual responsibility had been ended by the demand of the people, and because experience had proved it to be failure.

"Since then," the Governor went on, "there has been time for reflection and maturity.

"It is this, which has led Senator Poroi to express the view that the

Needs "growing faster than resources"

ernment councillors could again given individual portfolios by way an experiment. . . . On this matter, I am authorised the Minister of State for Territories to say that such an experiment could be by common agreement, that if this is the wish of the elected members of the territory, the ernment councillors will again be n individual portfolios. . . .

Limits

But it is possible that certain people would still not be satisfied, it is to them that I address my- now.

would remind them that if the nomy of action which the terri- now enjoys still has its limits, e limits are not in the actual tutions—which already permit ally everything—but in natural economic realities.

From my review of the territory's omy, it emerges clearly that ch Polynesia is not in a position provide for its own needs, and that e needs are increasing faster than resources of the country are ing.

External aid is therefore more ssary today than it was yester- and it will remain so until new rces enable the territory's omy to find an equilibrium. he path to that situation is not ess discussion or vain reforms, stability and continuity."

c. Sicurani said that various vers had "run off the rails" in ising the political situation in ch Polynesia.

said it was true that the Poly- ns were jealous—and for good n—of their rights and their eness.

t their "particularism" had never ed the point where they felt it tradiction to be Polynesian, and, e same time, to belong to a n which respected their free- and which felt in communion them.

Alliance dominant

Following the Governor's speech, ons were held for membership e various commissions which e the detailed work of the ably.

ause of the dominance of the rd-Teariki alliance, every seat ese commissions went to San- and Teariki-ites, except in the of the constitutional commission,

where they desired a fully represent- ative committee.

However, although Mr. Poroi's Union Tahitienne Democratique agreed to participate in the consti- tutional commission, the five mem- ber UT-UNR and five of the six in- dependents declined.

Mr. Poroi's UTD also voted with the Sanford-Teariki forces when the election for the council of govern- ment was held. The successful candi- dates—all non-members of the Assembly—were Messrs Leon Assaud, Jacques Laurey, Jean Roy Bam- bridge, Jean Juventin and Andre Lonfevre.

The debate and vote on a Sanford- Teariki motion that the constitutional commission should study the question of internal self-government and sub- mit a plan for constitutional reform to the French Government was held on November 3. A large crowd filled the Assembly chamber to hear the debate.

After Mr. Frantz Vanizette had bitterly opposed the motion, Mr. Poroi moved that the words "in- ternal self-government" should be deleted from it so that the motion only used the term "constitutional re- view."

Apprehension

Mr. Poroi said that the words "in- ternal self-government" excited appre- hension since it was not clear what they meant.

Mr. Henri Bouvier (a Teariki man) retorted that his party did not wish to emasculate its motion so that it would have everyone's agreement.

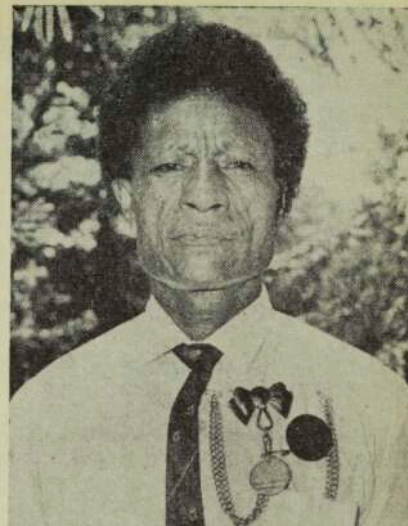
And Mr. Sanford added that in- ternal self-government expressed the will of the people and "they elected us for that."

After a series of further exchanges in similar vein, Mr. Poroi's amend- ment was defeated by 17 votes to 13, and the original motion was voted through 17-10, with three absten- tions.

The 10 who voted against the motion subsequently sent a telegram to the Minister for Overseas Terri- tories, General Billotte, protesting about various technicalities associ- ated with it.

This, in turn, provoked a telegram of protest from Messrs. Sanford and Teariki, and a reply, eventually, from General Billotte.

All this telegraphic activity pro- vided the Papeete Press with many columns of political "copy", but did not in any way alter what the Assembly had decided upon.



Return to Kokoda

About 200 P-NG and Australian war veterans returned to Kokoda, Papua, in November in a pilgrimage marking the 25th anniversary of its recapture. A handful had even walked for seven days across the famed Kokoda Trail to be present. Among those present were Lieut.-Gen. Sir Edmund Herring, former New Guinea army commander, and (above), Baki Tarupa, one of the original carriers of Australian wounded on the Trail, and (below) Akai Kok (left) who helped organise the carrier lines, seen with Bert Kienzle, MBE, MID, of nearby Yodda, and Gabriel Ehava Karava, MM, MHA. The photographs are by N. Moderate.



STERLING DEVALUATION MEANS A TOUGHER LIFE FOR SOME ISLANDS

Britain's decision of November 18 to devalue the pound sterling by 14.3 per cent. caused a dramatic chain reaction in the South Pacific, the effects of which will take months to assess. The decision brought about a momentous scrambling of economic eggs, and brought dismay and confusion to many Island territories that are now faced with serious cost of living increases. These are likely to be worsened by higher transport costs soon.

Much of the damage was due to the decision of New Zealand, whose currency was on a par with sterling, to devalue to the Australian dollar. This affected the Cook Islands and Niue, which use NZ currency. Independent West Samoa held firm at the old NZ rate, although not without some misgivings both there and in NZ.

Australia, with a much stronger economy than New Zealand, and less dependent on exports to Britain, had no difficulty in holding firm, and thus users of her currency, in New Guinea, the Solomons, Nauru, Norfolk Island, the New Hebrides and the GEIC, found themselves in less trouble than they otherwise would be.

Tonga's currency, on a par with Australia's, remained unchanged but the kingdom will suffer loss of income from its important banana exports to New Zealand.

These reports from PIM correspondents in the Pacific describe the situation up to December 1:

FIJI

From a Suva correspondent

Britain's devaluation took this British colony by surprise. Immediately Mr. Wilson made his announcement Fiji's currency was devalued by the same amount—14.3 per cent. But there were misgivings. It took the Government four days to make a statement on the serious effects devaluation would have on Fiji.

Then, on November 27, most of the arguments presented in the statement became so much history because Fiji announced another change—appreciating her pound by about 6.5 per cent., thus making Fijian currency virtually equivalent to Australian.

One Fijian pound is now equivalent to \$A2.05 or \$US2.30. The new relation to sterling is £F104.5 to £Stg.100, compared with the old, pre-devaluation relationship of £F111 to £100.

The November 27 appreciation means that Fiji has depreciated overall by slightly more than seven per

cent. and that most of the currency now being used in the South Pacific (outside the French areas) is virtually on a par.

The appreciation has been welcomed in Fiji. Most people were unhappy at the first drop, which took Fijian currency below Australian.

The Fiji Government statement which followed the first devaluation predicted there would be a rise in the gross income of farmers and in living costs for urban workers. But it said an increase in tourism could be expected from Australia and the US which had not devalued and that importers could be expected to switch their buying to countries which had devalued, thus cushioning the additional costs of imports from Australia, the statement added.

Inflation fear

The fact is, though, that Australia and not Britain is Fiji's main supplier, and devaluation at the first figure meant inflation. This undoubtedly was one of the main reasons for the November 27 decision (which had to be approved by Britain) not to remain so closely tied to sterling, but in fact to compromise.

Fiji will have to pay more for Australian supplies than she did a month ago, but not nearly as much as she would if she had stuck to the original devaluation.

In introducing his Budget on November 27 the Minister for Finance, Mr. Harry Ritchie, set about giving even further relief to consumers by removing the port and customs service tax on a variety of foodstuffs and lowering import duties on others.

Mr. Ritchie said that if Fiji had had to meet the cost of full devaluation the new annual import bill would be about £2.6 million. With the revised currency, the new cost would be about \$700,000—that is, an increase of about three per cent. compared with about 11 per cent.

The primary object of the new measure was to reduce the import bill as much as possible, thus keep-

ing down costs for consumers and manufacturers, even though it entailed some sacrifice of export earnings. He stressed that even now Fiji's economy would be under some difficulties.

He said, "It must be admitted that a definite risk is taken in devaluation. If world prices of Fiji exports decline in the months to come our export income will suffer. . . . Certain exporters of minor products to special markets will lose income even at existing prices".

COOK ISLANDS

From a Rarotonga correspondent

Devaluation is not good news. The Cooks, whose citizens are New Zealanders, are hit by NZ's currency drop. Apart from taro and some other agricultural produce produced locally, everything is imported. Imports are now expected to rise slightly.

There will be price increases on such goods as cars, louvres, roofing iron and rice from Australia, cotton piece goods from Hong Kong and India, Japanese motor cycles, cars and trucks, kerosene refrigerators, cosmetics and most wines and spirits.

Fares by Matson from Rarotonga to NZ will also be higher, but few islanders travel by Matson now, probably because of the economic squeeze in NZ.

The higher prices won't hit the public until present stocks are exhausted, which is expected to be April.

Meanwhile freight rates from the UK to NZ have risen 8½ per cent since devaluation and this will have a further effect on costs in the Cooks.

NIUE

From a Niue correspondent

As New Zealand currency fluctuates on Niue it has therefore been devalued and all New Zealand effects will be felt here. As in the case of the cost of living is expected to rise as all items from other than New Zealand.

prices will cost more, e.g., petrol, dried fish, rice, and the popular cabin bread biscuits.

The new cost of living will be rising, as it has already sharply in this year due to an increase in freight rates and the removal of subsidies on flour and butter in NZ.

Niue's major exports of bananas, coconuts and kumaras are sold to NZ, and prices will be unaffected.

Niue's trade with Australia, which is small, is likely to become smaller. Imports to Niue from Australia for 1966 totalled £NZ5,832, comprising approximately only two per cent. of all Niue imports, compared with 10 per cent. from NZ.

Exports to Australia last year were £10,000 and for the last five years they have averaged only £NZ87 per annum, this being plaited ware—baskets, etc. Niue has an imbalance of trade with Australia but has nothing to sell except baskets.

NZ, and therefore Niue, has a chronic shortage of overseas funds, and Niue purchases from anywhere except NZ are subject to strict import control.

With devaluation, Australian books have become more expensive. Niue has bought Australian-assembled motor vehicles for many years, but earlier this year, due to the shortage of overseas funds, instructions were given from NZ that NZ-assembled vehicles had to be bought in future. Australian beer was once extremely popular here, but five years ago its import was prohibited by the Government because beer was available from NZ which did not require overseas funds.

Australian flour is sometimes bought from Fiji when NZ flour shipments have not arrived, and it is used by housewives because it is cheaper than NZ flour. But it is generally not permitted as an import except in emergencies such as this.

WESTERN SAMOA

From an Apia correspondent

After two days of intense deliberation, the Western Samoan Cabinet decided not to devalue.

In announcing the decision in a radio broadcast over 2AP, Prime Minister Fiamē Mataafa said the Government was mindful of the ever-rising costs of consumer goods and the rise in the cost of living which had placed a burden on the population when efforts were being made to recover from last year's cyclone. He said Western Samoa has a different economic structure

and faced problems different from Britain and NZ.

The Government's decision will quickly result in a substantial fall in living costs, as NZ is a major supplier of Western Samoan imports, and this will also enable NZ to regain a share of the market often lost to Australia because of higher NZ prices.

About the only Samoans who are worried are the banana planters, who still don't know whether NZ will pay more for their bananas or whether growers will lose. Generally, then, the Government's decision is a popular one.

SOLOMONS, GEIC, NEW HEBRIDES

From a Honiara correspondent

These British territories, which come under the control of the Western Pacific High Commission, use Australian currency and are not devaluing. It is possible some grants from Britain will be trimmed, but which these are and by how much they will be trimmed was not known here by the end of November. By that time no noticeable changes were visible in the Solomons due to devaluation, but Britain had just made a post-devaluation special grant of £Stg.4,500 to aid the victims of Cyclone Annie, in the Western Solomons, with the possibility of more if needed.

Most supplies come from Australia, and the copra export situation will probably be similar to that in New Guinea.

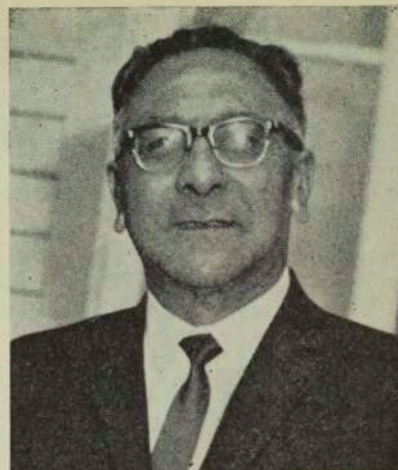
TONGA

From a Nukualofa correspondent

It's been decided that Tonga, which is on a par with Australian currency, will not devalue. The big problem now faced by the kingdom is the loss from its banana trade with NZ. This could be serious.

Fruit Distributors Ltd., the sole importers of Tongan bananas to NZ, has said it will not raise the price to make up Tonga's exchange loss. On the 1966 export figures this means that Tonga will lose \$267,000, and the Acting Premier and Minister of Finance, Mahe Tupouniua, said it was too much to expect Tonga to agree to a loss of this magnitude. A delegation from the Tonga Copra Board will go to NZ to press for a price adjustment.

The Acting Premier said Tonga had suffered "quite a loss" with its sterling reserves in Britain, which were higher than normal. The same was true in NZ, where the loss was greater. At the same time, the king-



Cook Islands Premier, Mr. Albert Henry, is one Islands leader who will be faced with some serious problems following devaluation.

dom would be able to buy machinery and motor vehicles from the UK more cheaply, and Nukualofa's new deepwater wharf, financed by a \$500,000 loan from Britain, would now be paid off more quickly.

Most of Tonga's imports come from Australia, but NZ is in second place.

PAPUA-NEW GUINEA

From a Port Moresby correspondent

Mr. F. C. Henderson, Papua-New Guinea's Assistant Administrator (Economic Affairs) told a questioner in the P-NG House of Assembly in November that the devaluation of sterling would mean that territory growers would receive a lower price in terms of Australian dollars for primary products sold in England.

"The fall need not necessarily be the full 14 per cent., because there will be a tendency in the United Kingdom for the price of such produce in sterling to increase," he said. "But generally speaking I would say that prices for primary produce sold in the United Kingdom will fall."

"On the reverse side of the coin, the imports of goods from the United Kingdom into this territory will become cheaper."

In a later statement, in Canberra, the Minister for Territories, Mr. C. E. Barnes, pointed out that the bulk of the territory's overseas trade was with Australia. More than half the territory's imports came from Australia. Nearly half the territory's exports were sold to Aus-

(Continued on p. 151)

P-NG's first parliament ends — with a mind of its own

From a Port Moresby correspondent

Papua-New Guinea's first experiment with a popularly elected House of Assembly ended in the early hours of November 22 after a spate of valedictory oratory extending over a seven-day sitting.

If some of the oratory occasionally had a regretful tone, it was because a number of the native members were doubtful whether they would be re-elected at the February elections, and the prospect of non-election was disturbing because (a) they have enjoyed being members of the House, and (b) they will suffer loss of prestige and income if they are not re-elected.

The final session of the House began on November 13 with the election of Mr. Don Barrett (West Gazelle, Special) as Chairman of Committees and Deputy-Speaker in place of Mr. J. K. McCarthy, who has retired as an official member.

The session was a quiet one.

The only motion to rouse members to prolonged debate was one moved by Mr. John Guise (Milne Bay, Open).

This motion, which was accepted by the Government and passed on the voices, asked the Administration to introduce appropriate legislation early in the life of the new House "to meet the looming crisis in education in the territory." In particular, the motion asked that:

- There should be increased participation by Christian missions and the community in the determination of education policy, and by local government councils and local communities in education activities in their own areas.

- A national system of education should be introduced to replace the present one which differentiates between Administration and non-Administration schools.

Main legislation

The main legislation introduced during the session comprised:

- Five Government bills to give effect to a major change in the structure of the salaries and salary classifications of overseas staff employed in the Public Service, the Police Force and the Housing Commission.

- A Government bill to enable the Administration to confiscate under-developed freehold land if the holders fail to show that they intend to develop it adequately (see p. 126).

The most fascinating provision of the salaries bills is that, on paper, differential salaries for local and overseas officers are abolished, and that salaries and salary classifications are now expressed in terms of local rates. But this is merely a change in the bookkeeping. Overseas officers still get higher salaries, but the difference is made up with special allowances.

Equal pay for sexes

A feature of the debate on the salaries bills was that in the committee stages, Mr. Toni Voutas (Kaindi, Open) moved an amendment that the base pay for men and women in the Public Service should be equal.

The Administration strenuously opposed this on the grounds that the amendment embodied "a most important principle," which had not been referred to during the second reading debate.

The Secretary for Law, Mr. W. W. Watkins, said he thought the amendment was out of order, but the chairman (Mr. Barrett) ruled to the contrary.

In the ensuing debate, Mr. Voutas' amendment had the support of a number of influential native members and it was finally carried by 28 votes to 22.

On the following day, Mr. Voutas followed up his victory by introducing a bill without notice to "provide for the removal of the distinction between rates and allowances payable to officers and employees of the Public Service by reason only of the difference of sex. . ."

This time, however, Mr. Watkins successfully claimed, on a point of order, that the bill was a money bill and that it was therefore not eligible for discussion without notice.

NOMINATIONS OPEN FOR P-NG ASSEMBLY

Nominations for Papua-New Guinea's new House of Assembly opened on November 27, and will close on January 5, 1968. Polling for the new 94-man House will commence on February 17 and close on March 16. Writs will be returnable by April 26.

The new House will have 10 official members, 15 members from regional electorates (who must have a school intermediate certificate or its education equivalent) and 69 members from open electorates, whose only qualification is a residential one. Candidates for open electorates must have been born in the electorate or have lived in it for 12 months at any one time. Candidates not born in the territory must have lived in the territory for five years.

Public servants nominating must resign from the Public Service first. They can apply for reinstatement if they are unsuccessful at the polls.

That left Mr. Voutas' original amendment still on the statute book and the only thing that can prevent it from being put into effect is for the Australian Governor-General to disallow it.

To disallow it, however, would be to deny the will of P-NG's popularly elected representatives, who have clearly shown in the past four years that they have minds of their own even if they are still rather weak on House procedures.

Footnote: At least four European members of the House of Assembly will not contest the elections in February for the Assembly. They are Messrs. Ian Downs, John Pasquarel, Graham Gilmore and Jim Grose. In addition, the House will lose the services of a veteran native member, Mr. Pita Simogen, Under-Secretary of the Police Department, who is retiring after more than 35 years of public service, including membership of post-war Legislative Councils.

- Mr. Bruce Davis, former Pre-secretary for the NSW Minister for Local Government, Mr. P. H. Morton, has been appointed Principal Information Officer for the P-NG Administration and takes up his new post in Port Moresby in early December.

WESTERN SAMOA, FRUGALITY IS THE KEYNOTE

From an Apia correspondent

Western Samoa has another austerity Budget. The Minister of Finance, Mr. G. F. D. Betham, told the Assembly at the end of November that the after-effects of last year's hurricane and banana disease would result in export earnings being about half normal for the third consecutive year and that an upsurge in the economy was unlikely for at least another two years.

Significant restraint on spending in the country will be required "some time to come," said Mr. Betham. The squeeze would be felt in many areas of Government spending and the Assembly would probably be called to a special session next year to consider taxation increases.

"Frugality is the keynote," he said. Expenditure of \$5,388,425 for next year is \$292,935 less than this year. Estimated deficit is \$21,735.

He said that vigorous efforts would be made to obtain overseas aid and capital expenditure urgently needed for development.

Cattle project

The Budget provides \$103,000 to enable Asau harbour to be opened next year. Some \$13,240 has been set aside for a new beef cattle production project.

In spite of the difficulties facing the country Mr. Betham said he was confident that "in the long run, there is a golden future for Western Samoa for its people". He then presented the figures which could bear this out.

He said that since independence in 1962 Samoa had had a favourable balance of payments in every year and he indicated that if any surplus occurred this year it would be much.

He predicted an increase in cocoa exports next year from 3,350 tons to 4,000 tons; an increase in copra exports from 7,500 to 12,000 tons; and an increase in banana exports



NEW ASSISTANT BISHOP

Canon Henry Kendall, 62, at present in charge of the Anglican Mission station at Popondetta in northern Papua, has been appointed Assistant Anglican Bishop in Papua-New Guinea.

Canon Kendall takes the place of the Rt. Rev. John Chisholm, who recently became Anglican Bishop of Melanesia, based in Honiara.

Canon Kendall will be based at the cathedral station of Dogura in the Milne Bay District of Papua and will administer the diocese in the absence of the Anglican Bishop of New Guinea, the Rt. Rev. David Hand.

Canon Kendall was born in Wiltshire, England, and educated at Cheltenham College, Oxford, and Wescott House theological college, Cambridge. After several years' work in England he joined the Bush Brotherhood in Northern Queensland and was sub-dean of Townsville cathedral for three years. He returned to England for five years before going to New Guinea in 1952. He is married and has two teenage sons.

to New Zealand from 100,000 to 250,000 cases.

In addition Mr. Betham said other exports showed "a most encouraging development", with small crops jumping from \$60,000 in 1966 to an expected \$290,000 this year.

With these trends expected to continue, together with an expected \$1,000,000 loan from the Asian Development Bank; a start by Potlatch Forests Inc. on their development of the Savaii timber industry involving the expenditure of millions of dollars; the steadily accelerating growth of tourism, plus the substantial drop in the cost of living resulting from UK and NZ devaluation, the Samoan public is a lot happier about the immediate future than apparently the Minister of Finance is.

And Fiji budgets for a standstill— without an Opposition

From a Suva correspondent

There was never a Budget day like Fiji's was on November 27. It was a standstill Budget with no taxation increases, a reduction in various duties—and no Opposition to argue about anything.

The entire Opposition of nine is still on strike following its walkout on September 1, the last sitting day of the last meeting of the Council. The walkout was in protest against Fiji's "undemocratic constitution."

If members of the Opposition stay away from one more meeting their seats could be declared vacant.

The Minister for Finance, Mr. Ritchie, brought in revaluation measures in the first 15 minutes of the session (see p. 20) and then went on to ask for £F19,189,676 for the year—an increase of £426,483 on last year's figure and a record Budget.

The recurrent expenditure is £14,764,059 (an increase of £626,896) and the capital budget is £4,425,617 (a decrease of £200,413).

Estimated deficit for 1967 will be only £460,000 instead of the £1.32 million allowed for, but the 1968 Budget deficit is estimated to be more than £500,000, leaving reserves of about £4.64 million by the end of 1968.

Mr. Ritchie said the capital fund would show a deficit to the extent of about £1.4 million at the end of the year because of Fiji's inability so far to raise external loans.

On the bright side, higher revenues than expected had come from customs duty, port and customs service tax, income tax and posts and telegraphs. The 1967 local loan was successful, yielding about £1,220,000 in new money, with a good percentage of conversion of maturing loans, and this was evidence of confidence in Fiji's future.

Mr. Ritchie said that because of the expected slowing down in growth of Fiji's economy it had not been easy to draw up the 1968 Budget. If expenditure had been contained at the revenue figures there would be no expansion of Government activities, so it had been decided to budget for a modest deficit and allow some expansion while containing the expenditure as much as possible.

ALL STOPS OUT TO LAUNCH THE NEW STATE OF EUPHORIA

The Christmas-New Year holidays will be the busiest yet for the people of the mid-Pacific phosphate island of Nauru. They will be flat out coping with the work that has to be done before Nauru can declare its independence on January 31.

Australia, which administers Nauru for the UN, announced only on November 7 that January 31 would be Independence Day. In the meantime the island that will become the world's smallest nation has to get the Trusteeship Agreement terminated, complete a draft constitution, elect by popular franchise a constitutional convention to debate it, establish some administrative machinery to take control of the government, and then arrange for the independence celebrations and the reception of overseas visitors.

If that weren't enough, Nauru still has to establish a public service and a judiciary, and arrange for general elections and elect its first President, who will also be Chief Minister. These last matters will not be carried out until after Independence Day, because the constitutional convention will not have finished its deliberations by then.

Elections

The convention will have its meeting on January 3 on Nauru. Two weeks earlier, on December 16, there will be elections to choose the 27 Nauruans who, with the nine elected members of the Nauru Legislative Council (all Nauruans), will take part in the convention.

The first meeting will have before it the draft of the constitution which, in December, was still being worked on (together with a design for a flag for the new republic).

The convention will have completed enough of its deliberations by Independence Day to allow appointment of a Council of State, of five members elected by the Legislative Council, to form the executive government until the convention agrees to the final constitution and it can be brought into force.

The appointment of the Council of State is a short-cut method of obtain-

ing legal independence by the date the Nauruans have asked for. Head Chief Hammer DeRoburt had set his heart on that date and pressed hard for its realisation.

The mass of work to be handled has been made more difficult by the serious illness of the Nauruan's own paid representative in Australia, Mr. Reg Leydin, a former Administrator. Mr. Leydin's duties in the Nauruan Melbourne office have been taken over by a senior Department of Territories officer, Mr. Ron Rose.

At the end of November, Head Chief DeRoburt was in New York, with his constitutional adviser, Professor J. W. Davidson, to assure the Trusteeship Council that Nauru was ready to have the Trusteeship Agreement terminated on January 31. The council agreed and machinery was set in hand.

Petition

However, the council did hear a petition from a member of the Nauru Legislative Council, Mr. V. Eoaeo, stating that independence without a relationship with Australia was "too hazardous". Mr. Eoaeo had said the same thing in the October session of the Nauru Legislative Council. He said then that many Nauruans supported the alternative Australian proposal that Nauru have full control of its internal affairs and that defence and external affairs be an Australian responsibility. Nauru should have the right to amend its constitution, including the power to end the association and declare itself fully independent.

Mr. Eoaeo's views got no support either in the Legco or in the Trusteeship Council.

The matter was touched on in a different way in Australia in November during the passage of the Nauru Independence Bill through both Houses of the Australian Parliament.

The Attorney-General, Mr. N. H. Bowen, QC, who had taken part in the final independence discussions, in offering his best wishes to Nauru, found the opportunity to mention that Australia had asked for control of Nauruan defence and external affairs "as much for the benefit of the Nauruans as for Australians and other people in the Pacific area." He managed to give the impression that it was a pity that Nauru had rejected these proposals.

Senator M. C. Cormack, after listening in the Senate to a succession of good wishes for Nauru, jarred what he described as the "state of euphoria in the chamber" by saying that the 3,100 Nauruans should be re-

minded that it "was a harsh world in which power politics have their play." Australia had failed to persuade the Nauruans that it was unwise for them to seek independence in the present state of the world.

He said parliament was not solving any problems by agreeing to independence—it was merely creating a spark which could cause an explosion in the area.

"These Nauruans are the richest people in the Pacific," he said. "We have learned to understand that the rich attract hatred, and the Nauruans will attract the hatred of the people who live on the islands around them."

The Nauruans were mineral landlords who had no real right, in the Marxist sense, to the possession of the phosphate and there would be agitation to share the wealth between Nauruan landlords and the slave race of Gilbertese and Chinese doing the hard work of extracting the phosphate.

Nauru would not remain a garden of Eden, "as the Nauruans believe and as Professor Davidson has taught them to believe." Into the island via the ships of the British Phosphate Commission, would come the serpent "that always enters any lotus land."

Senator Cormack wanted to know what Australia's responsibility was to Nauru when this prediction of hell came true.

Six top jobs

Senator Cormack got about as much support for his views as had Councillor Eoaeo.

Senator James Mulvihill said that "whether the petty bourgeoisie or the proletariat rule Nauru in the future," Australia should let them determine their own affairs. He added "I cannot help thinking that if the French Government had been as enlightened in 1946 when the question of Indo China's future was under review, and there had followed a reasonable transformation to independence, we should not be occupying as much time as we are today with other situations in Asia."

Meanwhile after visiting the UN Head Chief DeRoburt went on to London for interviews with some of the applicants for six top jobs in the mini-republic's new administration. Nauru has advertised for a Chief Secretary on \$A10,000 a year; Financial Secretary, \$9,000; Secretary for Industry and Island Development, \$8,500; and Secretaries for Health and Education; Justice; and Work and Community Services, each on \$8,000. These high salaries are free from income tax.

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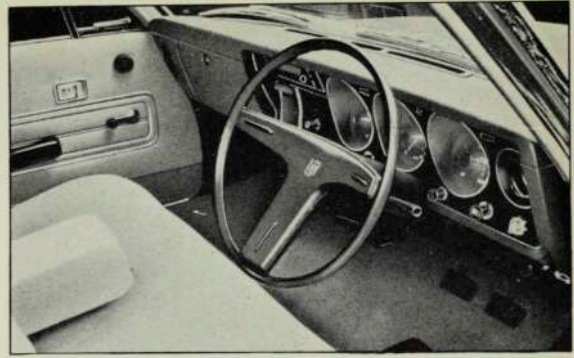
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A hand in a suit sleeve holds a single Rothmans King Size cigarette above an open pack. The pack is white with a blue band and features the brand name 'Rothmans' in script and 'KING SIZE' in bold. A yellow banner on the pack reads 'BY SPECIAL APPOINTMENT' and a black label says 'FILTER TIPPED'. The bottom of the pack mentions 'ROTHMANS OF PALL MALL AUSTRALIA LTD.'. The background is a solid blue.

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PORT MORESBY PERSONALITY

English - born Mary Stubbs went to Australia when she was seven, served in New Guinea in the AMWAS during World War II, and has been living in Port Moresby for the last five years. An active worker for the Girl Guides Association and the Red Cross, she was recently presented with a Red Cross District Service Award by Lady Casey, wife of the Australian Governor-General. A keen cook, she likes experimenting with foods and also reading books. Her husband is a well-known territory building contractor.—
Sibyl Lloyd.

Tropicalities

American Samoa's Governor Owen S. Aspinall landed himself in a sea of bother and stirred up some basic issues in the process when he ruled in October that a 28-year-old Korean fisherman, Hyon Kim, could not marry a 32-year-old Samoan girl, Miss Sa'aoa Gaoteote.

The philosophy behind the ruling was that Samoa was for the Samoans, and that if the 4,000 Asian fishermen who use Pago Pago as a base were allowed to jump ship and intermarry, willy-nilly, with the local girls, Samoa would be de-Samoanised in no time.

Needless to say, Mr. Kim and Miss Gaoteote were not particularly interested in the thoughts behind the Governor's decision.

They merely wanted to get married.

And as love is apt to find a way when put to the test, it was not long before they had filed a suit in the High Court of American Samoa asking for an injunction against the Governor's decision.

They said in their suit that the decision was "arbitrary, unlawful, an abuse of authority, and a denial of due process under Section 2 of the Revised Constitution of American Samoa and under the Fifth Amendment of the Constitution of the United States."

It was also "invidiously discriminatory," it deprived them of their right to marry the person of their choice, and violated two sections in recently-passed US civil rights acts.

An answer to the suit, filed on the Governor's behalf by the Attorney-General, Mr. Charles Habernigg, stated that there was a long-standing custom in American Samoa—concurrent in and endorsed by the Governor's advisory council of Samoan chiefs—prohibiting the marriage of any Japanese, Chinese or Korean to an American Samoan.

At the end of October, it looked as if American Samoa was all set for a law case to test whether US law had precedence over American Samoa law, and, specifically, whether an appeal could be made against a decision of the High Court of American Samoa to a higher US court.

However, the Kim-Gaoteote case never reached the courts after all, for on November 6, after returning from a trip to the United States, Governor

Samoa for the Samoans—and one Korean

Aspinall reversed his earlier decision and gave the Korean-Samoan marriage his "blessing."

At a meeting of his advisory council of chiefs, the Governor, after explaining the reasoning behind his original decision, said:

"I do not want Samoa to go on record as discriminating against anyone."

"If there is any place on earth where black men, brown men, Oriental men and white men can live together harmoniously, it is right here in Samoa."

"But I have a firm conviction that this government should hold the line as long as possible in keeping Samoa for the Samoans. These islanders are faced with the challenge of keeping their land, their customs and their identity as the world rapidly closes in."

Strong feelings

Governor Aspinall's decision to allow the Korean-Samoan wedding was against the advice of most of his advisory chiefs, who expressed concern that their islands would eventually be taken over by outsiders.

One chief said he hoped he would die before such a take-over took place.

Another said: "The Asians come here to catch fish, not our women."

The president of the territory's Senate, A. P. Lauvao-Lolo, subsequently announced that American Samoa planned to tighten up its already tight immigration laws to make it even more difficult for aliens to marry Samoan girls.

He said the inter-racial marriage

For a comment on the Tongan and Cook Islands envelopes (at right and below) see "Larger than life size".

issue could not be understood with a superficial glance, but had to be studied in its historic and geographic contexts.

"No discrimination, as such, is intended," he went on. "We are simply trying to preserve Samoan culture and traditions on seven tiny islands whose total area is only 76.1 square miles, and most of that uninhabitable.

"The policy of Samoa for the Samoans was long ago initiated by the United States. That policy decrees that aliens cannot buy land here, nor can they start businesses without the consent of the Governor.

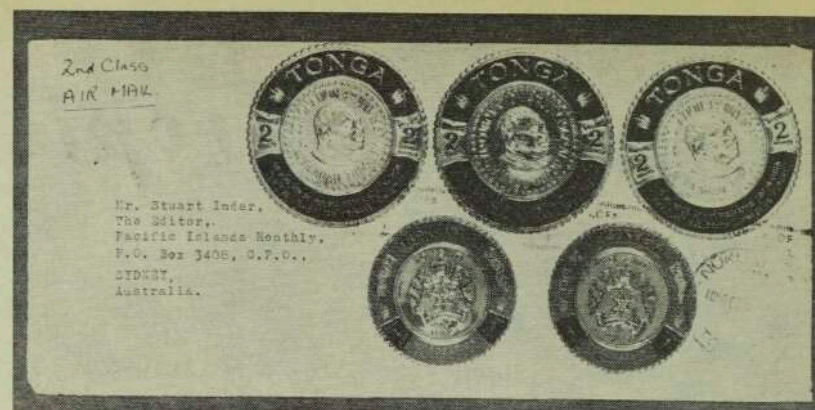
"We are seeing many rapid changes here, and we know change will come in this policy, but we see no reason to hasten it. We simply do not have the vast land area to assimilate a large number of aliens.

"As much as we can, we want to keep alive our cherished culture and traditions; and to protect our society we must tighten our immigration laws."

Where the blind lead the blind

Over in Tahiti where hotels have mushroomed and tourism has made enormous strides in the past five years, they have established a school for hotel apprentices so that young Tahitians entering the tourist trade will have some idea of the sort of service that tourists have come to expect.

So far, however, nothing has been



done to establish a school for tourist guides, and the result is that the growing number of tourists are subjected to some appalling morsels of misinformation.

In November, we were prowling around Point Venus where Captain Cook observed the transit of Venus in 1769 when we overheard a grandmotherly American tourist ask her guide: "And what happened to Captain Cook in the end?"

Unhesitatingly, but with magnificent confusion over the French navigator La Perouse and her last Sunday dinner, the guide replied: "Oh, he was boiled and eaten at a little island called Vanikoro."

Larger than life size

AN unhappy small businessman wrote to a Sydney newspaper recently, complaining about the large size of the postage stamps being sold these days at Australian post

offices. He said that nobody gave him regular-sized stamps any more—he received over-size special issues whether he liked it or not, and ran out of spit and patience when using them.

The Sydney man made a good point. But he hasn't got much to complain about until he has seen what they've been doing to Island stamps. New Islands issues are rolling off the presses to take advantage of the philatelic boom, and each stamp seems to be a size larger than the previous one. It's got to the point where there is hardly room to address the envelope.

For instance, the larger of the circular Tongan silver stamps illustrated on these pages are two inches in diameter, but they can come even bigger than that—two and a quarter inches. Eight cents worth of stamps takes about 10 cents worth of sticking.

The new Fiji stamp marking the 150th anniversary of the death of Admiral Bligh is two and a quarter inches long. Presumably the designers needed this length to depict effectively for us the spectacle of Bligh and his sailors being hotly chased through Bligh Water by yellow-jackets.



This New Caledonian stamp is a mere two inches wide. It shows Jules Garnier, French mining engineer who discovered New Caledonia's rich nickel deposits and made the news public exactly 100 years ago. Garnierite is named after him.

Tropicalities

g warriors in a war canoe after the *Bounty* mutiny. But it is a bit hard on those of us who have to lick them.

Another set the same width, and even deeper, is the New Hebrides Pacific War series which we illustrated in October.

The Cook Islands first day cover illustrated here shows a set in full colour, including gold, of some of Bougain's paintings. He was, as the cover says, an "artist of Polynesia", but he was never in the Cooks. These spectacular stamps also come in the large economy size, being each two inches deep, and if you want some miniatures for your living-room walls we suggest you invest in a set of framed 'em. Unless you want to fit for the Cooks Christmas issue, which is no smaller, and shows religious paintings by Rubens, Van Dyck and others. Suitable for your drawing room.

Apua-New Guinea means business

To sell territory products overseas, Apua-New Guinea has chosen as its number one promoter a modest but pretty-confident 46-year-old bachelor, Gabriel Keleny.

After 18 years in Port Moresby as the Agriculture Department's plant production officer, Mr. Keleny has been appointed Chief of the Division of Trade Promotion in the Department of Trade and Industry. His most recent job was to handle inquiries on a territory trade exhibit at the Sydney Trade Fair, where we had a talk with him.

Mr. Keleny is expected to find new markets and possibilities for NG's in existing industries; suggest to potential producers new outlets for their products and develop "import replacement" for goods, like vegetables, which the territory can easily produce itself. A tall order, complicated by the fact that Mr. Keleny has no power to produce new products himself.

The overseas markets are there, Mr. Keleny feels. New Guineans must have to use a bit of nouse to get more products abroad.

Among the items Mr. Keleny says can be sold overseas are coconut by-products such as coir fibre and coconut shells.

A large Japanese car manufacturer is interested in buying coir fibre in

big quantities for upholstering the insides of car seats and in areas where coconuts are most plentiful, like Rabaul, Madang and New Ireland, coir industries could be started, he thinks.

Mr. Keleny told us the Japanese were also interested in using coconut shells as charcoal in purifying air conditioning systems. Ground coconut shell, called "shell flour", could be used in plastics, both in Australia and Japan.

Other lines pushed at the NG exhibition included edible galip nuts from Kar Kar Island (Mr. Keleny thinks 40 tons could be produced a year); cashew nuts, which thrive in the territory's poor soils and are a favourite in Australia; and tapa cloth products, like handbags, wastepaper baskets, mats and attractive folders. Women make these tapa products at such places as the Kangeri Community Centre, Port Moresby.

Anyhow, Mr. Keleny is now in there pitching. And with the Sydney fair having been preceded by a New Guinea trade showing in Tokyo in May, and to be followed by another in Los Angeles in December, the territory obviously means business—literally.

From "vin" to "vino" in Noumea

ONE of the hottest selling lines in some of Noumea's big stores at present is a two-gallon bottle covered in heavy wickerwork.

To New Caledonians, the bottle is a "Dame Jeanne" (which is no doubt where our word "demijohn" comes from).

But it's not so much the bottle that interests them, as what's inside—red table wine, which, in the opinion of the connoisseurs, is of "fameux qualite".

The wine comes from Spain, and so "fameux" is its "qualite" that—after the arrival of a ship that has touched at Spanish ports—many a brave Noumean "citoyen" can be seen struggling manfully out of a store with a "Dame Jeanne" in each

hand, sometimes followed by other members of his family, struggling similarly.

Spanish wine, it seems, is on the way to becoming the table wine in New Caledonia—replacing the Algerian *vin ordinaire* on which generation after generation of New Caledonians were weaned.

Algerian wine is no longer imported, and the French wine, brought in in bulk, which replaced it, has been widely criticised.

Judging by the way the supplies are rushed, the Spanish wine is vastly superior.

As one old-timer put it: "When you take the cork out, you can smell the wine cellars, and no matter how much you drink, it does not give you a fat head".

Drink a growing Noumea problem

TALKING of wine reminds us. T Drunken brawls amongst New Caledonians are fast becoming a problem in Noumea. And the younger ones are most involved.

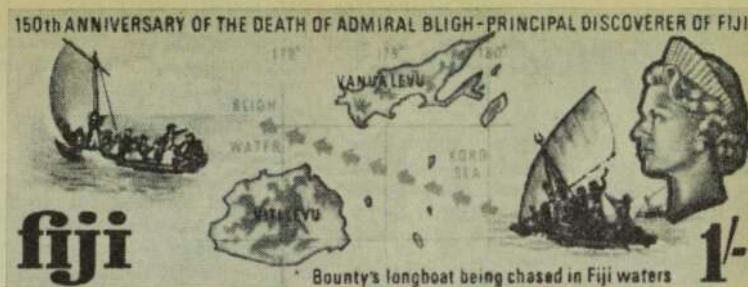
One suburban town hall has been wrecked by a series of drunken parties held over a succession of weekends by various groups, and so serious was one recent disturbance that isolated brawlers could still be seen fighting along nearby country roads late the next morning.

In Noumea on any Sunday morning the stroller can find young New Caledonians sprawled, snoring in doorways. The number of drivers detained while under the influence is rising.

'More banks needed' in Western Samoa

An editorial in the *Apia Advertiser*, which we reprinted in August (p. 76), has brought some comment. One note we got from a regular Suva reader is worth printing in full. He says of the *Apia* editorial:

"As the writer points out, by virtue of their majority holding in



Tropicalities

the Bank of Western Samoa, the Bank of New Zealand, through the local manager—a new appointee—exercises far more authority over the country's finance than is realised, and disproportionately so.

"Banks do not earn money by locking their clients' deposits in the vaults; money must work and earn more by being lent, on adequate security, for trade and development of all kinds.

"However, with the best will in the world, the manager of the Bank of Western Samoa can only lend to the extent of his liquid assets, and many planters, small businessmen, hotel proprietors, home builders and others, are precluded, through sheer lack of capital, from developing their interests, notwithstanding that adequate security in the form of freehold land, or otherwise, is available.

Mehetia's female Crusoe returns

Mrs. Janine Rouillere, a 28-year-old Frenchwoman, returned to Tahiti on November 9 after spending 37 days as a female Robinson Crusoe on usually uninhabited Mehetia Island, 60 miles east of Tahiti (PIM, Nov., p. 30).

Mrs. Rouillere took the role of Robinson Crusoe after the owner of Mehetia, Mr. Terrie, sought a volunteer to live alone on his island for a month to prove that it was hospitable. She was put ashore there on October 3 by the inter-island vessel *Tupuai Manu*.

Apart from losing about 13 lb in weight and having a sore throat at one time, Mrs. Rouillere suffered no ill effects from her adventure, and said she enjoyed herself.

Meanwhile, two other people, who made news recently because of their desire to get away from it all on an uninhabited South Sea island, sailed from Suva in the inter-island ship *Ululakeba* for Kabara Island in the Lau Group.

The couple are Mr. Bruce Johnson, 42, and Miss Shari Quam, 22 of Los Angeles (PIM, Nov., p. 31), who told the Press in Suva that they would spend five weeks at Kabara doing marine research for the Bishop Museum in Honolulu.

Later, they said, they hoped to go to a deserted island in American Samoa and spend three months there.

"Thus the monopoly exercised by the Bank of Western Samoa is a heavy brake upon the economy. It is amply demonstrated by domestic regulations in New Zealand, that the amount of capital available for overseas commitments is severely restricted, so that any hope of releasing more reserves for foreign commercial enterprises, especially small local Samoan interests, must be very remote indeed.

"It is surely high time that the Government of Western Samoa invited other banks—Australian, English or even American—to open branches in Western Samoa. Their reserves are enormous and from the increased trade and development that must follow the release of new capital which would thus be available to planters and businessmen, the Government of Western Samoa would reap benefits far exceeding those they now derive from their minority holding in the Bank of Western Samoa.

"Increased trade and expansion of business means, amongst other benefits, increased Customs revenue, and increased employment; both urgent needs to Samoa at this time. Apart altogether from the stimulus of competition—a vital element in business—nothing but good can come from a diversification of banking interests, and it is time that the Government of Western Samoa and their New Zealand advisers admitted it, and looked further afield than the present shaky situation of New Zealand's finance at present permits. Indeed, it would appear that the Prime Minister, Hon. Fiame Mata'afa, has already appreciated this in seeking capital in the US, Asia and elsewhere for Government projects. But the planters, and the ordinary people who could indirectly bring prosperity to Western Samoa, if given the chance, also need capital. The provision of such capital is the function of the trading banks, and the sooner banks, other than New Zealand-owned, are working in Western Samoa the sooner the economic situation will have a chance to improve."

Lovely, honkytonk, tin can Norfolk

IF there is anything Norfolk Island needs right now, it is the full-time services of a competent, not necessarily brilliant, town planner—backed up by a strict set of building regulations.

The island needs them before any more "cardboard" stores or tinny duty free shops pop up on corners and cross roads, for the island could well become what one American visitor



Norfolk Island's Administrator, Mr. Reg Marsh.

described it as—"a great honky-tonk village of tin cans".

One of our men was over there the other day en route to the New Hebrides and the Solomons, and reported: "I saw tiny shops built every few yards in the streets of Burnt Pine. With garish signs, thin wooden frames and hastily cleared dirt driveways, Burnt Pine looks more like an ugly mining town than the shopping centre of a South Pacific Island as beautiful as Norfolk."

Said one councillor: "This is progress and tourism at too great a price."

New Zealanders are being blamed for the upsurge of small shops and flats. New Zealand's economic squeeze has sent them off to Norfolk, which they have found an Eldorado for new business ventures.

Recently the Australian Government, which administers Norfolk as one of its territories, finally approved an immigration ordinance which would make it much harder for New Zealanders and Australians to migrate there. The island's permanent population is now 1,150, which the local saying is quite enough.

Problems like these have weighed more heavily upon Norfolk's head lately because there is some uncertainty about leadership. The present Administrator, Mr. Reg Marsh, indicated a couple of months ago that he would retire "before the current financial year ends"—which is June, 1968. But as he hasn't yet put in his resignation, no successor has been named.

There has been no official statement

More angry letters?

When Sydney journalist Anne Dupree reported on King Taufa'ahau's July coronation in the Australian national magazine, "Woman's Day" she received many angry letters from Tonga residents who felt she hadn't taken the kingdom and the coronation seriously enough. She got her own back in November. The article won her Australia's national journalism prize, the Walkley Award, as the best magazine article of the year, and \$200 in cash.

nt about why he is leaving, but the th seems to be that he has tried please both the Norfolk Islanders d Canberra, and pleased neither.

Meanwhile, the attitude on Nor- k is moving towards ways of get- g a greater say in domestic affairs the council. The locals say that k of a definite policy by Canberra harmful.

This may be true, but as far as the rfolk Council is concerned it is lly a matter of chickens coming ne to roost. A few years ago the ncil was actually given a greater asure of autonomy than it now t, but shortsightedly rejected it er a display of temper.

ea travel is o relaxing

OU can't win 'em all. In November, a twin-engined echcraft Queen Air A65 light air- ft which can carry 10 passengers de a series of flights in Tonga, ich has no internal air service. e flight was arranged by the dis- utors, De Havilland, of Sydney, demonstrate the kind of aircraft t might be suitable for a Tongan service. The Queen Air was on ivery flight from the US.

The aircraft took King Taufa'ahau r Eua Island and back, and then the afternoon flew another party Vavau, Tonga's northerly group, ere the Beechcraft won itself a he in Tonga's aviation annals by ng the first aircraft to land, as vau has a new airstrip. But as the raft was taxiing after landing, one the propellers touched a badly d mound of soil and was bent. io pilot and passengers returned Nukualofa the next morning—in Union Steam Ship Company's sel, *Tofua*.

Wreckage found in NZ raises hope for lost yachtsmen

By a staff writer

Wreckage suggesting that three missing Australian yachtsmen might still be alive on some uninhabited island in the South Pacific was found near the northern tip of New Zealand recently.

The yachtsmen are Hedley Nicol, Gus Baldwin and E. Van Bommell, who sailed from Brisbane for Los Angeles in the 36 ft trimaran *Privateer* on August 17, 1966, intending to pass to the north of the North Island of New Zealand and to follow the Great Circle to the south-east of Tahiti and onwards.

The last contact with them was a radio message two days after their departure saying that they were 300 miles out and that all was going well (*PIM*, Dec., 1966, p. 117).

News of the discovery of wreck- age from the trimaran was sent to *PIM* in November by the father of one of the yachtsmen, Mr. Hunter Nicol, of Princess Street, Cleveland, Queensland, who has previously appealed to *PIM* for help in locating his son.

Messages found

Mr. Nicol said the port float of the trimaran, with several messages scratched on it, was found on Sep- tember 2 this year near Te Koa, on the eastern side of the northern tip of New Zealand's North Island.

The messages on the float include: "Caledonia due east", "gone back to boat", and "I'll be OK, Guss". Other messages have not yet been completely deciphered.

Mr. Nicol said an investigation by New Zealand police had revealed that the float had been severed from the remainder of the trimaran by a saw. The messages had been found on the float under marine growth.

A marine biologist estimated that the marine growth indicated that the float had been in the sea between six and 18 months.

Mr. Nicol believes that a gale which lasted for 55 hours about the time that *Privateer* disappeared may have dismasted and overturned the vessel, and that one float was sawn off so that the boat could be turned

Holm plans to run to P-NG

NZ ship owners, Holm and Company Ltd., of Auckland, plan soon to extend their NZ-Norfolk Island-New Caledonia shipping service to the New Hebrides, Solomons and New Guinea, and increase the frequency. They will maintain a five-weekly service.

After New Caledonia, the company intends to call at Port Moresby, Lae, Rabaul, Honiara, Santo and Vila before returning to NZ. There will be refrigerated cargo space.

Discussions are at present going on in NZ for NZ Govern- ment support in the form of guaranteed freight, but the com- pany believes that after the first year sufficient cargo will be available to make the service economic.

The general manager of the company, Mr. A. I. McKay, said in November, "Lack of regular shipping in the past has ham- pered development in the trade to the areas concerned, but once the service is established we feel sure that trade will rise steeply from its present poor position."

See also p. 37.

over by flooding the other float and loading it to excess. This could cause the remaining float to sink under the main hull and make the hull roll and return to its normal position.

A glance at the map shows that there are many uninhabited islands and reefs to the east of New Caledonia where a disabled vessel could be washed up. These include Wreck Reef, Cato Reef, the Chesterfield Islands and Bellona Reefs.

Considering that a party of cast- away Tongans lived on uninhabited Ata Island for 13 months until being rescued in September last year (*PIM*, Oct., 1966, p. 101), and that another party of Tongans were rescued after more than three months from uninhabited Minerva Reef several years earlier, Mr. Nicol appears to be justified in believing that his son, and his companions, may still be alive.

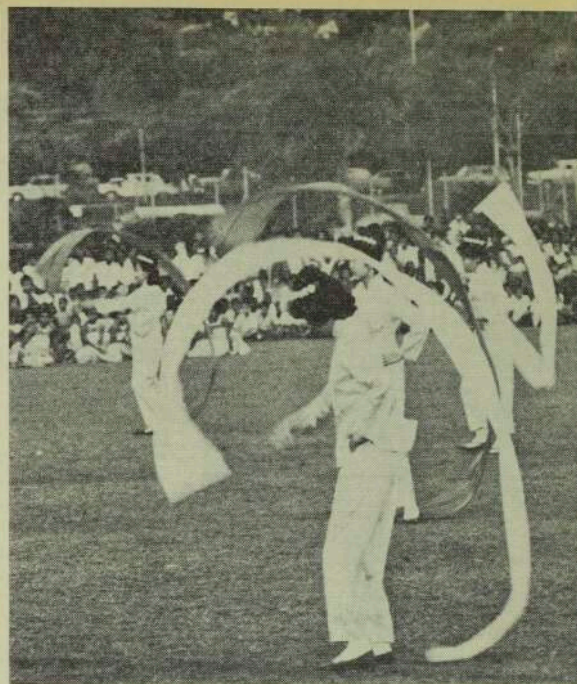
He says the main hull of the catamaran was well stocked with food and water.

"Another appeal to *PIM* readers may yet bring some news of the main hull and remaining starboard float, and of the crew being located," he adds.

A FIJI COMMUNITY WITH NO CRIME, NO JUVENILE DELINQUENCY

By JANE GREGOR

Nobody talks much about the Chinese in Fiji. And there is certainly no Chinese "problem". Newcomers to the colony are inclined to ask, hopefully, with happy memories of exquisitely run homes in various parts of the Orient, "Are there any Chinese servants in Fiji? Or any Chinese gardeners you can hire?"



Girls of Suva's Chinese community add colour and variety to some recent entertainment in Suva for visiting VIPs.

ON learning that the answer to both these questions is "No", most of the newly arrived Fiji residents quickly come to take for granted the quiet, courteous and efficient work of the 6,000-odd Chinese who can be observed in most walks of Fiji's daily life.

They are scattered throughout the group; some are country storekeepers, others grow vegetables in the Sawani district, or other fertile areas, and some, a few, like Fong Lee, have grown into legends—vivid figures in Fiji's history. Fong Lee, who died a much respected and wealthy merchant in March of this year, arrived in Fiji just as the Vatukoula mine began working. He laboriously trekked up the mountain with goods on a pack horse and because of his helpfulness to those pioneer miners, was later given a concession for himself.

Story of Fiji

Others whose lives are interwoven with the story of Fiji's early days are George Houn Lee who, arriving around the turn of the century, is still to be seen riding his motorcycle around Suva, and Mr. C. F. Cheng now a director of Honson Limited, who arrived in Fiji as long ago as 1907.

The most obvious Chinese, to the casual visitor at least, are, of course, those who run the various food industries on the island, whether a stall in a market or a sophisticated res-

taurant such as Luk Bo's in Lautoka. Most of the greengrocers' shops both in towns and in the country hamlets are owned and run by Chinese citizens; so too are the majority of the bakeries and butcheries and some of these are, today, complex modern businesses. Contrary to popular imagination, however, Chinese are not laundry workers . . . at least, not in Fiji!

The visiting businessman who has occasion to call on a variety of offices soon notices that the best secretaries are Chinese girls; neat, pretty and with a knack of combining efficiency with a self-effacing graciousness, they are increasingly in demand.

And going about their duties in every town in the Fiji group you will come across Chinese lawyers, government officials, doctors, teachers . . . almost every profession you can name, in fact, except, oddly enough for such a dextrous people, dentistry, as yet.

The younger Chinese

The younger Chinese of Fiji are as lively as those anywhere; they read the latest books, dance the newest dances and are alert to all that goes on. The older members of the community are conservative and more stay-at-home, preferring to cherish the old ceremonies and traditions which the most avant-garde of their young compatriots are fast abandoning.

In a short space, one can

necessarily do no more than sketch an outline of the story of some of these dignified people; I hope some day that a full history will be written although few records exist.

I started by talking to Mr. Charles Cheng, known as the doyen of the Chinese society and for many years the Chinese Consul in Fiji.

It seems that the first Chinese to arrive in Fiji were some 1,500 immigrants who began to trickle in around the turn of the century.

Details of this period are hard to come by; there is no official history of the Chinese community in Fiji and the inquirer must rely on the memories of some of the earlier arrivals.

It is known, however, that those first travellers came, somewhere between 1900 and 1911, from Hong Kong and the Canton area, the natives of that part of China being more venturesome in leaving their native shores than the inhabitants of the landlocked areas, so Mr. Cheng told me.

Those early Chinese, who were voluntary immigrants of the "petit bourgeois" class—never being indentured labour and certainly not coolies—quickly settled in to work hard and live quietly. In fact the only time that there was ever any uproar among Fiji's Chinese com-

Assimilated without incident

unity was in 1920, when an attempt to introduce indentured coolies was bitterly resented by the established Chinese residents.

The newcomers worked diligently, unobtrusively, at any job they could find, initially, but as soon as they began to save a little money, they quickly bought stores and businesses in small-holdings. They lived humbly and by their dignity and wisdom, slipped into the life of their new and Pacific home without incident. They followed their own customs and were allowed to practise their religion, whether Confucianism or Buddhism, without hindrance. It was, perhaps, an entirely inward-looking, concentrated intensely upon family and ancient tradition.

Nowadays, it seems, things are changing.

More prominent

From about 15 or 20 years ago, members of the Chinese people have begun to play a more prominent part in the life of Fiji. Some of the younger people have become Christians and small businessmen have begun to grow into prosperous and important merchants. Chinese children are naturally quick and intelligent and as soon as they received educational opportunities, it is noticeable how fitted they were to hold responsible positions in the community.

Socially, too, the Chinese have begun to mingle far more freely with other races who live in Fiji and nowadays, although they are not common, marriages between Chinese and other races, notably Indians, are no longer a rarity.

Mr. Cheng gave me a wise, somewhat quizzical look, as he told me that although Chinese had always been spoken in the home until recently, nowadays, with the emergence of the younger members of his people to a more prominent part in the island's life, so there has been a weakening of the use of their mother tongue.

Magazines and books in Chinese come into the colony from Hong Kong, and the American Consulate is very helpful in distributing Chinese literature as well as American books translated into Chinese, a scheme initiated in 1962 by the then American Vice-Consul and his wife, Mr. and Mrs. Petersen.



Mrs. Emily Tam is well known to diners in Suva as the active proprietress of the Nanking Restaurant.

Mr. Cheng said, "I remember when nothing but Chinese was spoken except when dealing with those who did not know the tongue. This is now vanishing.

"Chinese is, of course, taught in the Chinese school at Flagstaff, but many of the younger Chinese are coming to think of their mother tongue as something of a 'dead' language . . . in just the way that your boys think of Latin", he added with a characteristic chuckle.

"However," he went on, "as a race

we have a reputation for being scholars, and it is certainly true to say that among the Chinese in Fiji there is now no lack of university degrees and higher educational qualifications. It was not always easy . . . for instance, at one time only the Catholic schools would tolerate multi-racial classes and indeed, it was 1950 before Suva's grammar school opened its doors to other than European children."

Mr. Cheng, himself a small, spry man with a gay manner, is now a director of the Honson business; he came to Fiji for one year, as a member of the consulate-general . . . but that was 37 years ago and now he is a venerable and beloved figure in Suva. He preferred not to be photographed for this article.

The observer soon realises that in spite of early difficulties, the Chinese community prospered to the point where, while still guarding its high regard for family closeness, and the veneration for age and experience which goes hand in hand with obedience from children, it kept sufficiently abreast of modern trends to give its young people a legitimate safety valve for their energies . . . and, perhaps, to mark their own sense of a place in the colony, to found, in 1955, the China Club.

At first there was not even a club premises until Dean Figgis loaned them the hall where, today, Harry Charman's "All Races Club"



Another of Suva's prominent Chinese citizens is Mr. Edmund March, seen here with his wife, Sylvia.

But some of the young are restless

flourishes. But life memberships, loans and gifts from the more influential members of the Chinese populace soon reached the stage where three residential blocks could be leased from the Barker Estate; all too soon these were outgrown and after intensive efforts the excellent premises which all Suva today recognises on the front near Suva Point, were officially opened in May, 1962.

There, the young people from Chinese families, together with their friends of all other races in Fiji, play basketball, soccer, tennis. . . . An invitation to a party at the China Club is always welcome for the festivities are of a high order, the food is delicious and the atmosphere hospitable. Currently, and significantly, there are plans afoot for yet further expansion.

What of the future?

But, at this point, a slight element of doubt enters the story.

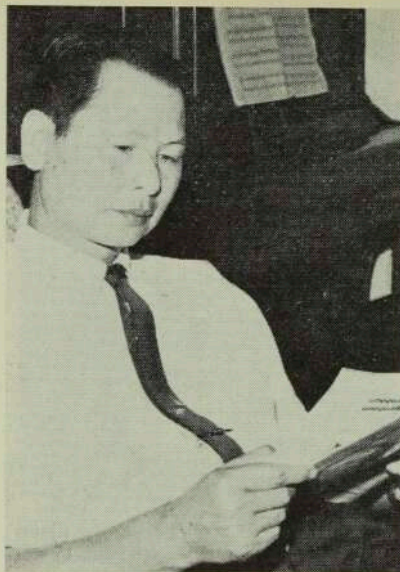
During close on 70 years the Chinese community in Fiji has lived quietly among its neighbours, has worked hard, and has prospered.

Now, some of the livelier spirits among the younger generation are restless. Opportunity on the islands seems to them limited and they are already beginning to look to distant horizons.

The Chinese, perhaps almost more than any other race, understand the value of hard work, and now that their diligence has won for them a measure of prosperity, a respected place, and a list of notable personalities who have contributed much to Fiji's development, it would be a tragedy if the present generation, highly intelligent, law-abiding, progressive and well-educated as they are . . . and supremely endowed with the priceless gift for co-existence in a multi-racial society . . . should take their talents elsewhere. Fiji needs her Chinese citizens as never before.

One cannot help but ask, if these young people leave who for example will fill such respected places in society as let us say, Mr. Cheng himself . . . consul for 20 years, a JP, a leading amateur photographer and a man whose knowledge and courtesy, and gentle good humour, combine to make him a valued citizen by any standard?

Who could succeed that popular



Mr. B. S. Seeto, Suva businessman.

founder of the flourishing business concern Honson Limited, for instance, and Rotary member, Gordon Honson, who, among a myriad other activities, plays a leading part in organising Fiji's "Miss Hibiscus Festival"?

Who could take up where Mr. Yee of Legco might leave off? Or Ming Ting, veteran member of Suva City Council and still going strong?

Where might one look for a woman to carry on the work begun by Dr. Annie Low, Fiji's first Chinese woman doctor and a notable specialist in children's illnesses? Or who would become a second Lavinia Ah Koy, currently the Government's official Hansard reporter, a position involving tremendous concentration and skill?

Where might Fiji look for a second Fong Lee, who out of the wealth he amassed after his arduous early start,

donated a fighter plane to the Chinese Government as well as supporting generously Fiji's own war effort? It is worth noting, incidentally, that a number of Chinese voluntarily joined the Allied cause during the 1939-45 war.

If the abler, more ambitious and more capable of the younger Chinese living in Fiji should leave the islands in any numbers, who will carry on the work of the Honson family, for instance, who are at present engaged in the construction of what is to be Suva's tallest building?

"It is to be an office block," Mr. Cheng told me, with quiet pride, "and we are putting into its tower, a large clock . . . big enough to be seen easily by passengers arriving in the tourist ships at the dock."

I thought of that famous Honolulu dockside clock which symbolises Hawaii to millions of travellers . . . a shrewd move to ensure that Suva has just such a memorable landmark. ". . . and then, too", my informant was continuing, "we'd like to have a roof-garden, where visitors could sit and have a drink and look at the 'swinging Suva of the eighties'."

Such vision and enterprise need younger shoulders to drop their mantles upon.

Meanwhile, it is good that banks in Suva today ask specifically for Chinese girls with their diligence and flair for detail and accuracy to join their staffs; it is remarkable to find a community, anywhere in this globe, with no crime and virtually no juvenile delinquency . . . and it is good to know that, after a certain amount of quiet ostracism through the years . . . oh yes, there were clubs the Chinese couldn't join, there were societies where they were not welcome . . . an increasingly important part is being played by Chinese in the life and organisation of Fiji.

Mr. George Hough Lee and his motorcycle, being congratulated on his 80th birthday recently, by Suva's harbour master, Captain Peter Hough.



Cheap foreign labour' charge sparks shipping fight

By a staff writer

Crew members protesting against alleged plans of Burns Philp and Co. Ltd. to use foreign labour on three of its ships delayed the departures of the *MV Moresby* and the *Bulolo* from Sydney in November.

The crew members, representing out 300 Australian seamen employed by BP's on its ships, alleged at BP's planned to register three of its ships—the *Bulolo*, *Malekula* and *Moresby* — in non-Australian ports and use cheap foreign labour instead of Australian crews in them. The *MV Moresby*, due to sail at 3.30 p.m. on November 6, was delayed until shortly before midnight while the *Moresby's* crewmen demonstrated for an hour, holding a protest banner "We Demand Aussie Union Crews for Aussie Ships" over the side of the ship. They carried a resolution which read: "The combined maritime unions of the *MV Moresby* condemn the Australian Government and Burns Philp for their attitude towards the displacement of Australian crews from the *Moresby*, *Malekula* and *Bulolo*". The *Moresby* then sailed for Port Moresby, Milne Bay, Madang, Bougainville and other NG ports.

October announcement

On November 15 the *Bulolo* sailed for NG after exactly a day's delay. The ship had about 40 passengers, and a full cargo for NG ports. The *Bulolo's* crew members, who wanted to extend the strike, were persuaded by maritime union officials that their actions would embarrass later Federal union talks with senior BP executives. The trouble emanates from the October announcement from the Australian Government that BP's will lose \$400,000 annual subsidy which they are receiving from the Government to compensate them for the difference between Australian wages and overtime costs and those paid to foreign crews on competitors' vessels in the trade (*PIM*, Nov., p. 24). The Government also withdrew the special privileges granted to BP for carriage of copra from New Guinea to Australia and the Government-controlled stores from Australia to New Guinea. A spokesman for the seamen employed on BP ships, Mr. J. R.

Cleworth, told *PIM* that because BP's had not protested at losing the subsidy, there was a possibility of collusion between the company and the government.

"We have no actual evidence that Burns Philp is trying to re-register its ships or employ overseas seamen, probably Papuan," he said. "But we are reasonably certain this is what they are planning to do."

Mr. Cleworth said his solution to the problem was that the subsidy be resumed to Burns Philp and orders be placed for ships capable of carrying NG cargo to be built for the Australian National Line.

The ANL would run to Japan within two years and by this time the new ships could be built and put working the BP NG run—with Australian seamen.

BP's should continue running its NG services—with the subsidy back—until the ANL ships were ready to take over.

Even without the subsidy, BP's could afford to continue their runs because of their "huge financial reserves" and in the light of last year's profit in excess of \$5 million, Mr. Cleworth added.

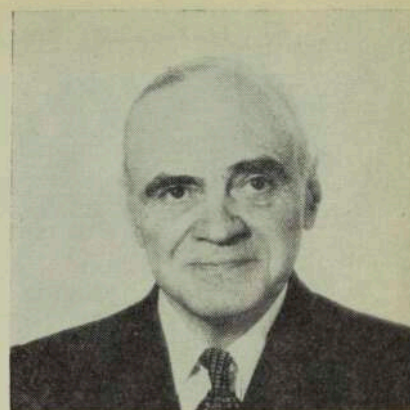
"Government to blame"

Meanwhile, BP's attitude to the protests aboard their ships is that the Australian Government, by waiving the subsidy, is more to blame for the uncertainty over the seamen's jobs.

To claims that the company and the government have "got together" over the dropping of the subsidy, the company says that it made application for the subsidy to be renewed for three years in November, 1966. If the subsidy had been forthcoming, there would have been no need to drastically review the position, BP's say.

They claim that to substitute for an income of \$400,000, it would need an extra turnover of about \$2 million in trading—a pretty tall order.

A Singapore offer to buy the



Mr. P. T. W. Black, general manager of Burns Philp. See also Business Section, p. 126.

Bulolo, reported last month, fell through. However, the ship was still for sale and BP's were anxious to sell her before her vital registration ticket runs out in June, 1968. Her crew have been told of this.

Presumably the company would not risk a general outcry and strong Federal union opposition from Australia by trying to put New Guinean seamen on her now.

"Bulolo" sold?

On December 1, there were new negotiations to sell the vessel overseas, which look like coming off, although they had not been completed on that date.

A seamen's union spokesman told *PIM* that Mr. A. E. Monk, president of the Australian Council of Trade Unions, had said that he had been informed by BP that the company had been asked by the Australian and New Guinea governments to "explore the possibilities" of transferring one or two of BP's ships to the Port Moresby register. Papuan labour could be employed on these ships, the Government had said.

And the fact is BP's have not—as yet—made any moves to register their ships overseas and recruit cheaper labour.

One is entitled to assume they will, for they have pointed out that their ships are running at a big disadvantage in competition on NG runs to the Karlander New Guinea Line and the China Navigation Company, which both employ Papuans at cheap rates of pay on some of their ships.

While the ANL, which is, in fact the Australian Government, has not made any overtures to get a hand in the NG shipping business, it is likely ANL would want a good cut of preferences and agencies in the territory to make a run economical.



TO THE POINT

WITH
PERCY
CHATTERTON

My pre-war school at Hanuabada wasn't much by the standards of 1967, but it wasn't too bad for its era, and being in Port Moresby it had a lot of visitors.

SOME of these visitors were passengers on ships passing through Moresby on their way to various destinations. We even had our occasional tourist ship, which gave my pupils an opportunity of hearing the English language spoken with strange accents, and, on at least one occasion, of making some easy pocket money by selling pinciana pods as "Papuan boomerangs".

Then there were the VIP's who stayed at Government House. The programmes arranged for their entertainment usually included a visit to my school, and not infrequently Sir Hubert Murray brought them down himself.

The first group rarely presented any problems, though sometimes their habit of making audible personal comments on the children's personal appearance, much as if they were animals in a zoo, caused embarrassment.

That was one reason why I liked American tourists. Their comments were often more devastatingly frank than that of their Australian counterparts and were made in much more penetrating voices, but luckily the kids could rarely understand what they said. The Americans were popular with my pupils, too; they were easier to touch for largesse than the Aussies.

The day I fell in

Only on one occasion did I fall in badly. The ship was one which in those days called at Port Moresby on its way from Australia to Batavia (Djakarta, nowadays), and the nice elderly couple who appeared at the front door of the school were obviously Dutch. I showed them round and gave them the spiel I usually offered to tourists, a sort of tabloid lecture on native education in words of one syllable.

They were tremendously interested and when at last I showed them out they thanked me warmly. "You see," said the grey-haired man gently, "I am very interested. I am Director of Education for the Nether-

Thoughts on the education system

lands East Indies". By the time I surfaced they had gone.

The VIP's fell into several classes. There were those who were frankly bored, and were impatient to reach a point in the itinerary at which they would be offered a drink. There were those who were genuinely and intelligently interested, and who behaved charmingly toward both teachers and children.

There were the well-clued, from whom one could imbibe new ideas. And finally there were those who wanted the school to be given a holiday in honour of their visit.

Old English custom

This, of course, is an old English custom, based on the belief that children hate school and welcome any opportunity of getting away from it. I imagine that there are very few schools and very few children of which this is true nowadays, and

perhaps fewer in New Guinea than anywhere. Certainly my pupils in pre-war Papua liked going to school, and felt no obligation to pretend they didn't.

However, this urge to be remembered as a benefactor rarely caused us any trouble at Hanuabada. It was generally possible to channel the proposal into one for a holiday on the next Friday. We never had school on Fridays anyway.

In those days our school holidays were geared, not to the white man's calendar, but to the agricultural year. They were taken to coincide with planting time, the yam harvest and so on. The departure and return of the Hiri, the annual trading expedition of the Gulf of Papua, were also occasions for holidays. And to these were added the holy days of the Christian year.

The only curb on our individuality was the annual arrival of the school



The Court Street School, in Rabaul, New Guinea, is an example of today's P-NG Administration primary schools.

Another Administration school, standard six. It's the Matupit School, Rabaul. Says Percy Chatterton: "In New Guinea there are few schools that children would welcome an opportunity to get away from".

pector sent out by the Government Secretary, who in those days of native education under his umbrella, to assess the worthiness of mission schools to receive financial assistance.

The inspector was a (generally very) gentleman borrowed from Queensland education service, whose unenviable task it was to visit all the examination centres which the missions had assembled pupils from their English-teaching primary schools, and there to conduct an examination and allot a mark to every single pupil from Standard 1 through to Standard 6.

"Bob-a-nob"

This system, originally invented, I believe, in Victorian England, was reverently known as a "bob-a-nob", owing to the fact that pupils who obtained a pass mark in the Standard 1 examination earned 1/- for their mission, Standard 2 passed earned 2/-, and so on. We generally needed a few days holiday to cover this inquisition.

Probably the oddest holiday my pupils ever enjoyed was one which they took for themselves. In the early 1930's, one of Papua's rare hangings occurred. The condemned man, a murderer, was to be hanged at a gallows erected for the occasion at a location not far from Koki, where the jail then was. Its erectors had closed it with screening designed to shut in the dread event from the eyes of the idly curious; but in doing so they had failed to obey the biblical injunction to lift up their eyes unto the hills.

The native people, however, had been slow to realise that an excellent view over the top of the mountain would be obtainable from neighbouring hill tops.

Roman holiday

In the afternoon prior to the hanging, my senior Papuan assistant came to me and said, "The children want to know if you are giving them a holiday tomorrow."

"Why a holiday tomorrow?" I inquired. "Well," he replied, "they want to go and watch the hanging." "Tell them," I said firmly, "that school will assemble at the usual time tomorrow morning." Next morning, I went down to the



school to find an assembly comprising the staff and six of my five hundred pupils. I heard later that the hill-tops around the gallows were black with spectators of all ages.

Nowadays, I believe, school holidays are uniform throughout the territory, being determined by fiat of Konedobu. This is probably unavoidable. But there were some advantages perhaps, at any rate at village level, in a flexibility which took cognizance of the activities of the community the school was there to serve.

Our sharp divisions between work and play, and even between worship and play, don't come naturally to Papuans and New Guineans.

Getting things done

For many years I was in charge of a mission station whose buildings were set in an expanse of grass, shrubs and trees. Mostly our students and boarding pupils were able to keep the growth under control, but sometimes it got on top of us, and then the local villagers would set aside a day to come to our aid.

They would arrive by families early in the morning, equipped with grass-cutters, bush knives, brooms and other accessories, and, of course, with betel nut and lime gourd in their dilly bags. My contribution to the occasion would be a good supply of tea, sugar and tobacco. We hadn't heard of lung cancer in those days.

String bags with sleeping babies in them would be hung from the branches of the trees. Camp fires would be lit and billies set to boil.

Men and boys would set forth to slash away at the long grass, women and girls to dig out weeds by the roots. Smaller children would play in the shade and watch the fires. There would be cheerful shouting and banter and snatches of song. There would be breaks for a smoke and a mug of generously sweetened tea.

As the area to be cleared grew smaller, the pace would quicken and the noise increase. Someone would bring out a police whistle and blow ear-splitting blasts on it to encourage the toilers to faster and faster effort.

At last with a roar it would be finished; the men and boys would relax in the shade while the women and girls swept up the cut grass, the uprooted weeds and the fallen leaves into heaps to dry out in the sun and later to be burned.

What's work, what's play?

More smoking, betel-nut chewing, tea-drinking, banter and singing. Then the suspended string-bag cradles would be taken down, belongings would be gathered up, and family group by family group, with cheerful good-byes on their part and thank-you's on ours, they would be on their way home, and our mission compound would be left looking like the grounds of one of the stately homes of England.

Was this work or play? The question is meaningless.

Again, how often have I listened to the drums and watched the shuffling figures of the dancers in the moon-

NG teacher and his bride in the US

A New Guinea teacher in charge of a school with an interesting background is Mr. Jim Bye, here seen recently at Washington's Pentagon with his attractive Canadian bride, Marilyn, after the couple were entertained at lunch by several American World War II flyers who served in New Guinea. Jim Bye is in charge of the Airmen's Memorial School, Nantambu, New Britain, which was opened in 1964 through the efforts of Fred Hargesheimer, an American airman who remembered. Fred Hargesheimer was shot down in New Britain and survived only because of the help of the people of the area. He built the school as a practical thanksgiving. The school is financed by the Airmen's Nantambu Memorial Foundation, of White Bear Lake, Minnesota, where Fred Hargesheimer now lives. The foundation is now building a hospital. Jim Bye made a 6,000 miles tour of America, giving many talks about the school.



light. Most Papuan tribal dances have little spectator appeal apart from the beauty of the head-dresses. (In the Highlands, of course, they get marvellous spectacular effects from the massing of hundreds and even of thousands of dancers, but we don't get anything like that on the coast).

Anyway, they weren't meant for entertainment. They were ritual—a requiem for the repose of the bones of the dead, and an invocation to their spirits to come to the aid of the living. That doesn't mean that they weren't enjoyed. They undoubtedly were. Just what the emotional and spiritual (if one may properly use the word in this connection) effects on the participants may have been, no outsider can really tell.

Was this play or worship? Again the question is meaningless.

The old spirit still

Is this attitude to life on the way out? It seems like it. For more and more Papuans and New Guineans, work is work and play is play, and never, or very rarely, the twain shall meet.

But the old spirit still breaks through at times. As when a truck-load of wharfies on their way back to their drab labour compounds from a late night shift wake us up with barbaric chants. As when, from a group of Papuans singing religious words set to Polynesian airs taught to their grand-parents nearly a century ago by Rarotongan pastors, one figure after another rises up to accompany the words with dance and mime.

We have given Papua and New Guinea much that is new and good, and some things which are new and

bad. We have destroyed much that was old and bad, and some things which were old and good. One sometimes wonders on which side of the ledger the balance stands today.

A few evenings ago I attended and spoke at a meeting convened by the Arts Council of Port Moresby to arouse public interest in the establishment of a cultural centre on the site now occupied by an ancient monument to which I have referred before in this column—the old Library-Institute, currently known as the Arts Theatre.

This venerable building, erected before or during the 1914-18 war, could hardly be said to conform with

modern ideas of "little theatre" design, and damage recently inflicted on it by fire has precipitated action to replace it.

It is much to be hoped that the Arts Council's ambitious plans will be well supported. Not only would such a centre cater for those of us from overseas who miss those amenities for the enjoyment of the arts which we have left behind in our homelands, but it can, I believe, wisely directed, provide a forum where young Papuans and New Guineans can toss around and experiment with their ideas for the development of truly indigenous art forms.

Genius for rhythm

During the last few years we have had a surfeit of beetling and stomping. These imported diversions will no doubt continue to attract many. But signs are not wanting that some of our young people are looking round for something more indigenous.

Good luck to them. It will be no easy task. As I have pointed out, most tribal dancing was ritual in character, and insofar as it was directed towards an audience, it was an audience of the spirits of the departed rather than of the living.

But I feel sure that the genius for rhythm and mime which is possessed by nearly all Papuans and New Guineans can be transmuted into art forms which will provide enjoyment both for performers and spectators and which will be adaptable to the stage as well as to open-air performance.

Seven dead in NG air crash

In November seven men were killed in Papua-New Guinea's worst air crash in 17 years when a Beech Baron aircraft, owned by Territory Airlines, crashed seconds after take-off from Goroka. Six of those on board were killed instantly and the seventh died shortly after.

All were members of the Madang Apex Club on a visit to Goroka for the Apex-sponsored Gumi racing event (river racing in an inflated inner tube). Those killed were Messrs. Ken Wilton, Darrel Cadman, Ray Castles, Trevor McGlinchey, Des Rowe, Herman Conrads and Ian Oliver, the pilot.

FORGOTTEN HISTORY OF SUWARROW'S PEARLS

Sir,—I was extremely interested to read in your August issue (p.24) the account of Suwarrow Island and as soon as it is at the present day.

Many years ago, when I was an employee of Lever's Pacific Plantations Ltd., at Gavutu, their Solomon Islands HQ, we were often puzzled as to the origin of some wire cages which were stowed at the back of the wharf under a coal shed. These were flat-bottomed and semi-circular in shape, somewhat like an old fashioned rat trap.

On one occasion when Mr. G. H. Hutton, the general manager was on inspection visit from Sydney, we asked him about them, and his only was "They represent the last £10,000".

Apparently somewhere about the year 1906 he had been induced to invest some of the company's funds in an attempt to breed "culture pearls" by a Professor Saville Kent. Pearl oysters were shipped from Thursday Island on the company's steamer *Upolu* (formerly a Union Co. vessel) being kept alive in tanks, with running sea-water, during the trip to Suwarrow.

The net result of these operations was a jar full of nacre-covered small buttons and other objects, the cages, and some diving gear, which were brought to Gavutu. The buttons went on to Sydney.

Until that time, I believe, Suwarrow had no pearl oysters, and the attempt to cultivate them there must have been the first on a commercial scale.

I must congratulate you on your present production of the magazine. I had not seen a copy since leaving Nikoro, BSIP in 1958, but I was an early contributor to one of the early numbers of the eight-page broadsheet with which the magazine started. Nowadays, I receive copies through courtesy of one of my sons, who uses it in his company's business to keep track of transport arrangements.

H. CHAPERLIN.

Markes Street,
Manly Vale, NSW.

Editor's note: Our thanks to our friend Mr. Chaperlin (whose first contribution to *PIM* appeared in December, 1930) for recalling Lever's pearl shell venture at Suwarrow. We should add that, 30,000 shells were shipped to Suwarrow, according to an account of the venture given to *PIM* in November, 1935, by the *Upolu's* commander, Captain Charles Menmuir. All were

The Editors' Mailbag

of the golden lip variety as blacklip shell was already plentiful at the atoll. The golden lip shell spat (i.e. spawned) all right, but the results were not the success hoped for; and before any further experiments could be made, Lever's lease of Suwarrow expired and the New Zealand Government declined to renew it. When Lever's began their venture, golden lip shell was worth about £90 a ton more than the black lip variety, and it therefore seemed a sound business proposition.

FROM MED TO MUM

Sir,—Please allow me to make some comment on the review on page 97 of your August issue entitled "From Numazu to Numbers, Taxco to Taxidermy". I was very sorry to see that your reviewer credited the wrong author with the story "From Med to Mum".

The story "From Med to Mum" was written by the late author of South Sea stories, James Norman Hall, and was later published under the title *A Tale of a Shipwreck*. The book is an excellent one and worth reprinting.

Hall was working on his trilogy on the *Bounty* mutiny when, to get some local atmosphere and to know more about Pitcairn, he thought it advisable to visit that island.

Transportation from Tahiti, where he lived, was very rare. But at last a chance came. Mr. Pedro Miller, a well-known South Sea merchant, chartered the schooner *Pro Patria*, the former American schooner *Santa Rosa Island*. She was commanded by Captain Winnie Brander, another well-known personality in French Oceania.

Sailing from Tahiti, the *Pro Patria* worked her way slowly through the Tuamotu Archipelago; stopped at Bligh's Island (Tematangi) to collect firewood; and visited Mangareva to load some coconuts to give to the Pitcairn Islanders.

After a couple of days on Pitcairn, they resumed their voyage and were on their way to revisit Mangareva when the *Pro Patria* was wrecked on the reef of Timoe, an uninhabited atoll.

Hall's tale of the wreck itself, of the subsequent voyage in a whale boat from Timoe to Mangareva, and of the voyage from the Gambiers

to Tahiti in a cutter, is a classic. And no one but Hall could have written so fascinatingly about the visit to Pitcairn.

FRED K. KLEBINGAT

West 22nd Street,
San Pedro, California.

LOSS OF THE "LAKEMBA"

Sir,—Your magazine being known for its fair play, may I express my astonishment at the few lines you spent on the disastrous wrecking of the 8,000-ton *MV Lakemba*. When I had the misfortune to wreck my vessel, the *MV Wallisien*, on the unlighted reef off Nukutolo rock in bad weather, this stranding was given full coverage in your magazine, and there were sensational Press reports and radio coverage by *The Fiji Times* and Radio Suva.

Yet a vessel more than 10 times the *Wallisien's* size got wrecked only four miles from Vatulele Island lighthouse, barely a few hours after leaving Suva, with 80 passengers on board and nearly £2 million value in ship and cargo. . . . no inquiry was held except a "private" one, where it was, among other things, stated that the vessel was running on "automatic pilot" with no one on watch on the bridge. No further inquiry was "deemed necessary" nor was the public told what happened. But my crew and myself were summoned in front of the Marine Board in Suva barely five hours after being landed on the wharf after our rescue.

E. W. LAMBERTY

Ex-master, *MV Wallisien*

Santo,
New Hebrides

Editor's note: Captain Lamberty need fret no further about our fair play. The *Lakemba* struck Vatulele on October 4, and the report he complains of was brief because we chose to insert it into the last pages of our October issue despite the grim faces of our long-suffering printers, who pointed out that our deadline was passed. We had to throw another story out of the page to accommodate it. Our November issue gave a half-page to the *Lakemba*, and again this month (p. 108) we have reported an aspect of the collision which intrigues us as much as it does Captain Lamberty.

First win for New Caledonia in 1969 Games



From Fred Dunn, in Noumea, and PIM's Port Moresby correspondent

"New Caledonia's first win in the 1969 Games" is how Noumea's newspapers greeted the news in November that Mr. Andre Henry, 37, had won the open competition for an emblem for the Third South Pacific Games in Port Moresby. What was more to the point, the win was Mr. Henry's second in succession, as he was the successful designer of the emblem for the Second Games, held in Noumea in 1966.



Mr. Andre Henry, photographed for PIM by Fred Dunn. Next to him is his winning Games emblem.

Mr. Henry is a different bachelor, who insists that "there is nothing very interesting to say about myself". But there are several interesting things than can be said about him.

To start with, despite his shyness, he heads Noumea's biggest publicity firm, Signe Publicite. He comes from Montparnasse, Paris, and Montparnasse is, of course, one of the world's best known art quarters. He spent a great deal of his life in that romantic atmosphere. He then did much travelling before he dropped

anchor in Noumea about eight years ago.

Another interesting fact about Mr. Henry is that he is completely self taught, both as an artist and as a publicity director. His only hobby is his work.

His publicity work is noted for its extremely good taste. It is very effective publicity, leaning perhaps towards the whimsical. This trait peeps out from his face—it's in his wide smile and his eyes. One can see a future cartoonist of the calibre of a David Low should he ever care to take up caricaturing.

Mr. Henry's interest in art shows preference for the abstract. He cherishes a desire to go to Australia one day to extend his publicity work, but he has no immediate intentions.

Of his win, Mr. Henry said he first heard of it from a friend, who had heard it from Radio Australia.

"Naturally I am overjoyed at winning for the second time," he said. "And I have great hopes of attending the Port Moresby Games.

"Before entering I studied New Guinea in a French encyclopaedia and immediately decided that the Bird of Paradise should figure in the emblem. My decision was strengthened when a friend loaned

me some colour slides of Birds of Paradise taken in New Guinea."

Mr. Henry explains that the Bird of Paradise in some ways replaces the dove of peace, "because the ultimate aim of the Games is to bring the Pacific people closer together in understanding".

Design described

Mr. Henry gave the selection committee the following description of his design:

"The three colours used—green, yellow and red—are those which I believe are used on the Papua-New Guinea flag. The design is meant to show the flame of the Games, like that of the Olympic Games, the smoke of which is gradually changing into the long double feathered tail of a paradise bird, which is symbolised with its other larger tails and which carries in its beak a small branch of laurel with three leaves.

"The laurel symbolises the winner's laurels as in the ancient Games, and the three leaves mean that these are the third Games."

Judge's comment

In Port Moresby in November, the chairman of the judging panel, Mr.



The emblem that won Mr. Henry the prize for the 1966 Games.

Port Moresby gets going on Games plans

A. Miller, said the colours used by Mr. Henry were not those of the P-NG flag, but "this did not detract in any manner from the worth of the design".

He said Mr. Henry's entry was really designed for use in either part whole and was the most flexible of the designs submitted. It gained the unanimous vote of the five judges after a small group had been selected for final judging.

Mr. Miller said in reaching their decision the judges had placed emphasis on the suitability of the design for emblem purposes. In general the standard of designs submitted was very high, but many were too complicated in design for the striking of badges and the general use to be made of the emblem.

But many of these designs were no means lost. Some were excellent material for poster designs, and would no doubt be considered for use by the organising committee. Among artists whose work could be used this way were Messrs. J. Lelyeld, G. L. Vasarhelyi and J. M. Temesszeghy.

Date of the Games

He said others who should be given mention for design merit were Captain Brett Hilder, Mrs. Yvonne Chocki and Mr. Joseph M. Malo. For his win Mr. Henry receives \$150.

Other prize winners in the competition were Mr. E. M. Boskovic, the Lands Department, Port Moresby, who won \$20 for the best entry from Papua-New Guinea; Mr. Bau Reuben, an artist with the Department of Information and Extension Services, Port Moresby, who

won \$20 for the best entry from a New Guinean; and Joseph Teparere, 14, of the British Solomons, who got \$10 for winning the 16 and under division.

Meanwhile, firm dates have now been set for the running of the Third Games. They will be held from August 14-23, 1969.

The organising committee considered that the most convenient time for housing of competitors would be in this period, and the timing also agrees with the wishes of a majority of the member countries at meetings in Noumea last year.

Sports now listed

The between-season timing of the Games will suit a majority of sports and in addition this will be the best time for Port Moresby's climate. It is unlikely that there will be any major interruption to schedules due to poor weather.

Most competitors and officials will be housed in permanent accommodation but any overflow could easily be housed under canvas in this fair weather season.

The organising committee in November also named the sports to be included in the programme.

Five of these are compulsory for the running of the Games and others will be conducted only if a minimum of four countries indicate their intention to compete. The compulsory sports are athletics, soccer, Rugby Union, tennis and swimming.

Other sports will be basketball, boxing, weightlifting, table tennis, netball, volleyball and yachting. Hockey and judo may also be included if territory affiliation requirements can be met. This should be known by December.

Yachting will be a new sport to the Games, and on present indications interest will be high, with 11 countries expressing a wish to compete.

Fireball class yachts

The organising committee has announced the selection of the "Fireball" class as the official yacht for the Games.

The Papua Yacht Club, Port Moresby, will be the host club and will supply the Fireballs for the races for those competitors who don't want to transport their own.

Some intending competitors are expected to attend the 1968 Territory yachting regatta at Rabaul to get the "feel" of Fireballs in New Guinea waters.

NEW RECORDS IN P-NG

Port Moresby schoolboy Peuva Waea jumped 6 ft 5½ in. at the P-NG Athletics championships in Port Moresby in October, setting a new territory record, and beating the South Pacific Games record for the high jump of 6 ft 3 in. held equally by E. Laboran (P-NG, Suva, 1963) and J. Salmon (French Polynesia, Noumea, 1966). There have been better jumps than the Games record before and since.

Twelve territory athletics records were broken at the P-NG championships. An Australian girl from Perth, Jan Carroll, set three new women's records and equalled a fourth. She established records in the shot put, 200 metres and high jump.

Port Moresby's Kila Raula recorded 46 ft 3½ in. in the triple jump, which makes him a Games prospect. Games record is held by C. Kaddour (New Caledonia), 48 ft 3 in., set in Noumea.

The Fireball is proving popular all over the world, and is one of the fastest growing international racing classes. Potentially very fast, it is a two-man centre board craft which carries a trapeze and mainsail and jib. It is expected that a spinaker will be adapted internationally.

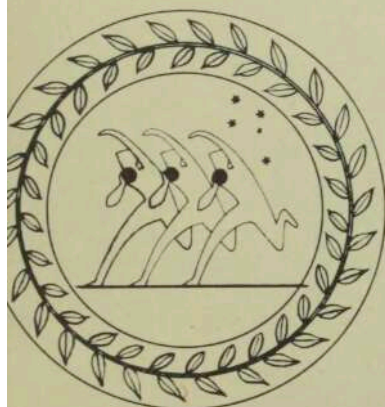
In addition to the official Games races, the Papua Yacht Club is hoping to organise a Townsville to Port Moresby race to coincide with the Games.

Executive officer

The first full-time appointment to the Games organisation is that of Mr. David Beyer, who on December 1 was to take up a \$10,000 a year post in Port Moresby as executive officer of the Games Trust.

Mr. Beyer will also be the liaison officer between the trust and the Games council, association and organising committee.

Mr. Beyer was chosen from 43 applicants. He is a former RAAF air-commodore, and was, on his retirement, the principal air chaplain of the RAAF. During his years in the air force he was involved in many big fund raising projects. He has been closely associated with amateur sport and handled the control of Australia's annual Inter-Service Sports.



This emblem, by Mr. E. M. Boskovic, won the prize for best P-NG entry.

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the nearness of you

You could say we've shrunk the South Pacific. Sort of.

Now Samoa's just a short hop from Fiji. French New Caledonia just an heure or two from New Zealand. Australia just a loud holler from New Zealand. And so on.

The same goes for the Orient, Tahiti, Hawaii and U.S.A. All are linked by AIR NEW ZEALAND DC-8.

So the bigger we get, the smaller the South Pacific gets. With more flights. More destinations. More service. More of the good things of jet travel.

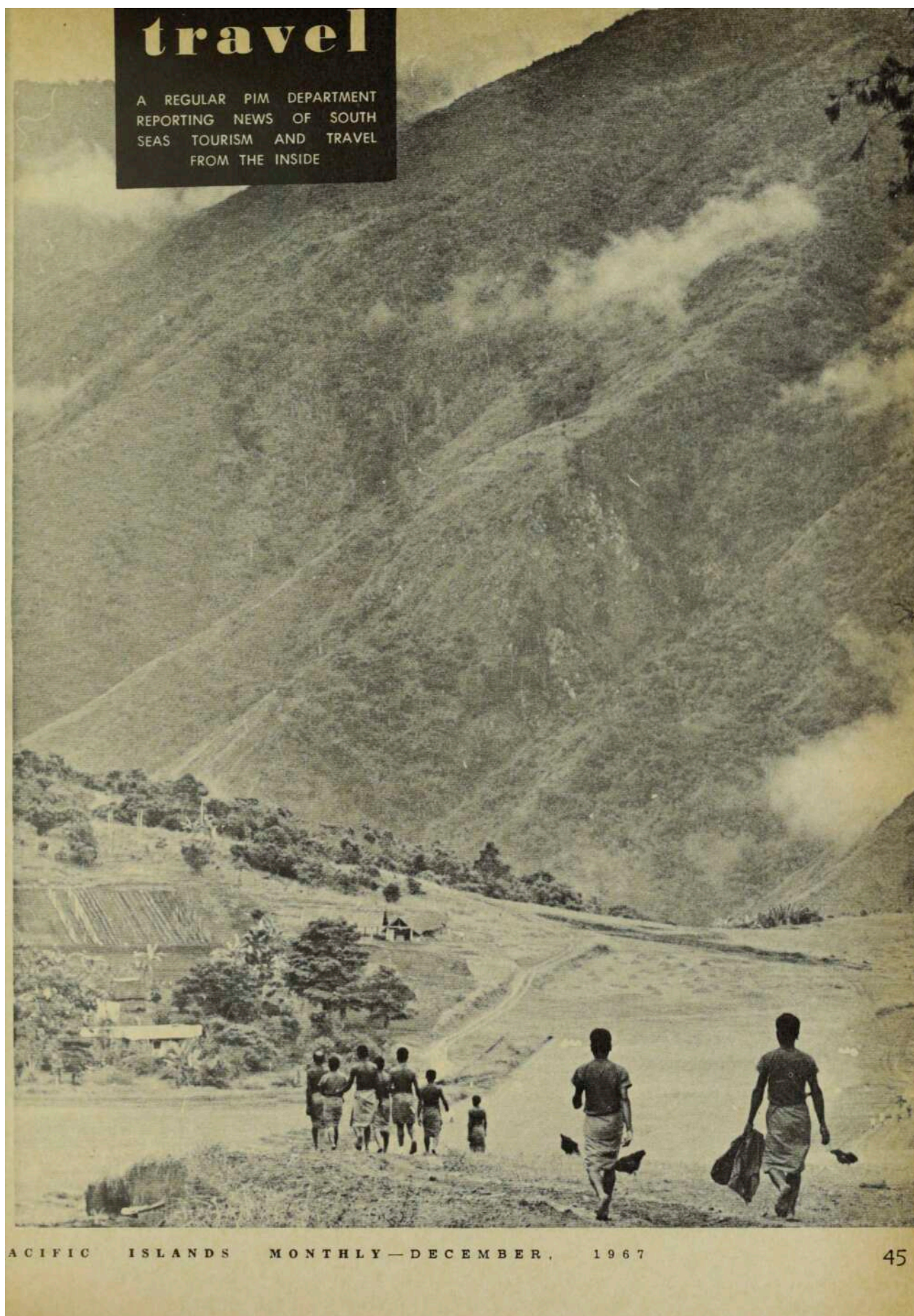
More often.



AIR NEW ZEALAND
with QANTAS and BOAC



ANZ6725





If you're looking for something off the beaten track, try Papua's cloud-pierced Tapini, built around the crazy airstrip seen above and on the previous page. You land on it after a dog-leg turn from the valley at the bottom end, and you go out the way you came in—with your heart in your mouth. Below, mine host Andy Anderson at the portals of his unusual Tapini Hotel.



ONE of the most unusual hotels and airstrips in Papua-New Guinea is at Tapini—an 80 mile, half-hour flight by Papuan Airlines from Port Moresby. The flight, in itself, is quite an experience.

After take-off from Jackson Field, Port Moresby, you begin to climb straight away to get above the Owen Stanley Ranges—then it's a case of flying through valleys and gorges.

The pilot tells you when he is about to land. By this stage you are beginning to wonder where on earth an airstrip would be in this valley. He takes a sudden left bank around the corner of the next hill and there it is! It's built uphill, with a 2,000 ft drop to the valley floor at one end and a huge mountain at the other.

Tapini is completely surrounded by mountains—and the climate is much cooler than is the coastal area around Port Moresby.

At the airstrip, you're met by Frederick Anderson, the owner and builder of Tapini's only hotel. Frederick ("Andy") Anderson was a patrol officer back in the 40's and 50's, but then went into private enterprise for himself. He had been officer in charge of the Tapini area.

Soon Andy started to select timber

for the hotel, and it took him two years to build it.

All the timbers are natural—the dining room and tables have a beautiful polished finish. The hotel accommodates 14, and two unusual features are its 24-hour electric power and hot and cold showers.

Outside the hotel is a tennis court and—unexpectedly—a beautiful swimming pool with its own natural waterfall. Andy built the pool. He found the waterfall when he pushed the jungle back.

Breathtaking tours

Andy conducts tours in his Land Rover around the surrounding district. It has chains fitted to the tyres and you can see why after a trip. The roads are built into the sides of mountains, and some drop away for hundreds of feet. The scenery there is breathtaking.

After driving for one hour you come down into the valley to the Giloipa River. This crystal clear, fast flowing river runs on past Tapini. There are three different groups of natives in the area and tours can be arranged to visit their villages. One of the tribes—the Gailalas—have sorcery bags, containing human bones. Down on to the coast, the Mekeo people are very colourful, but that's a separate trip after you leave Tapini.

An amazing thing about Tapini is the way you can stand on top of the hills and watch the clouds form in the valley below. If you stand there long enough, they pass around you on the way up.

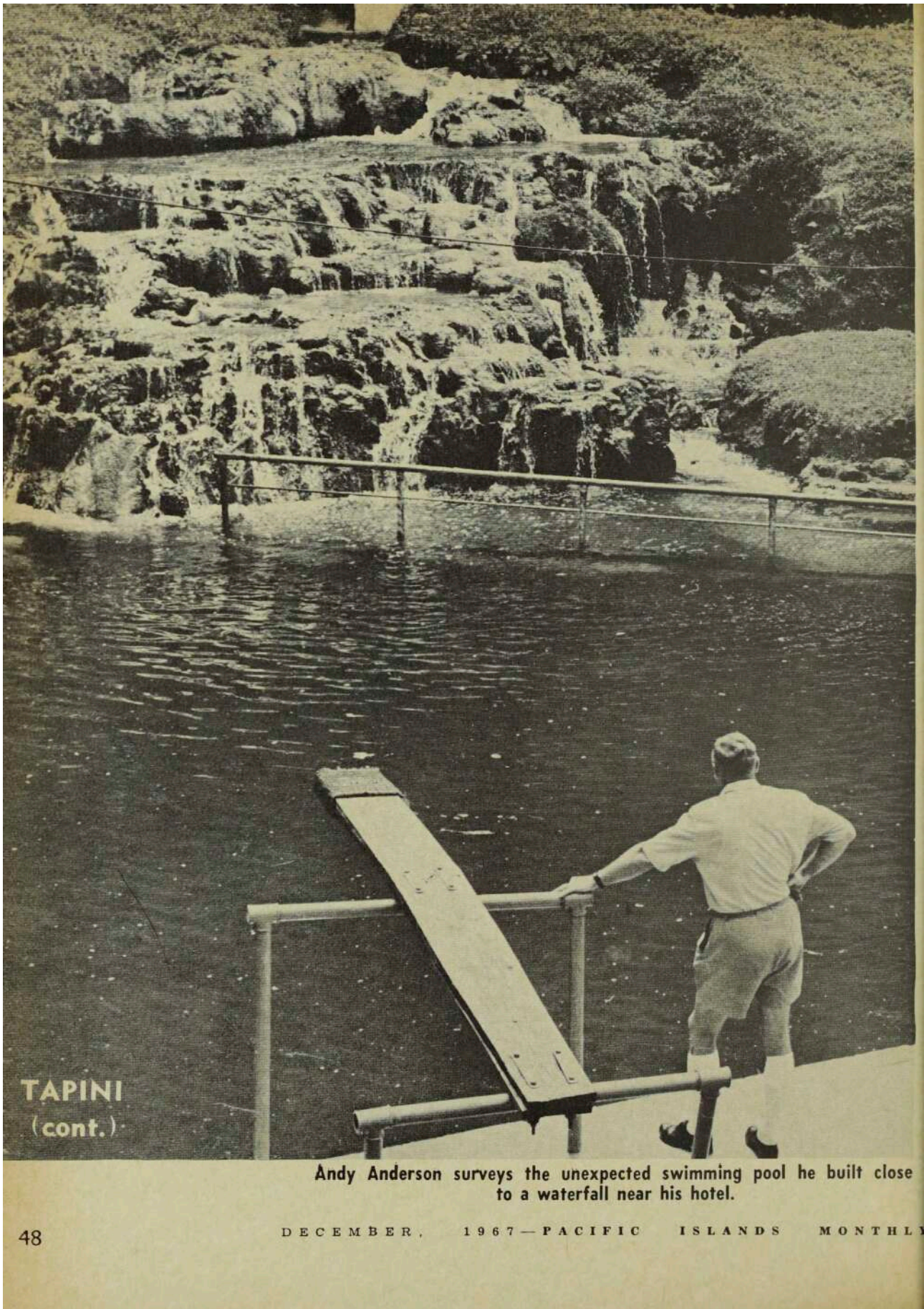
Andy's hotel has a fine selection of Australian and Continental wines. The bar is separate from the hotel, and from deck chairs on the verandah, you can see into the valley. The coffee is locally grown (the plantation also being owned by Andy). The plantation is just a few miles from the hotel and worth the visit.

To get to Tapini you first reach Port Moresby via Sydney or Fiji and the Solomons. TAA, Ansett and Qantas all have services. Take the daily Papuan Airlines service to Tapini (the return fare \$24.50 from Moresby). Accommodation at Andy's \$9 per day single, \$18 double. Papuan Airlines have package tours every weekend for \$37.00, including fares and accommodation.—*Pictures and story by Bruce Adams.*



Andy Anderson, top, lunches with a guest in the hotel dining room, richly panelled with local timbers. Note crystal goblets. At right, this man is one of the colourful Mekeo people of the coastal region immediately below mountainous Tapini. A flight of a few minutes gets you there.

Please turn over



TAPINI
(cont.)

Andy Anderson surveys the unexpected swimming pool he built close to a waterfall near his hotel.

THE JUMBOS ARE ON THEIR WAY

By staff writer
KEN MCGREGOR



First regular flights of the 350-plus passenger Boeing Jumbo jets over the South Pacific are likely in mid-1970 on a low-frequency basis. Initially PanAm will fly 747's once or twice a week from Los Angeles to Sydney or Melbourne, via Honolulu and possibly Nadi Airport, Fiji.

However, before any stopovers of 747's are made in the South Pacific, major extensions will have to be made to international airports in the Pacific Islands. The four airports the running at this stage are Honolulu, Nadi airport, Faa'a (Papeete) and Tafuna, Pago Pago.

Of these, Nadi and Honolulu stand out because they handle far greater international air traffic in both passengers and freight.

PanAm, because it has lent money to Boeing for the massive billion-dollar project to build the 747's, will receive first delivery of the new jets in late 1969, at least a month or two before any other airline.

New York-London first

The American airline expects to use the jets initially on its high capacity New York-London run and it is this trans-Atlantic route which will most capable of accommodating the big increase in seats over current 747 jets.

PanAm has agreed to buy 25 747's, with options for 10 more—an order worth \$US600 million.

Qantas has ordered four 747's, worth with extras \$A123 million, for delivery in 1971 and has options to buy two more after 1972. BOAC has ordered six for 1970, with options to take up to 10 more. The

travel

airline in November received permission to take delivery in 1972 of five of the 10 on option.

Air India has ordered about four Jumbos, due for delivery in late 1970 and 1971, but it's not likely the airline will fly these jets on its Sydney-Fiji run because the weekly flights would not warrant such a big carrier. Air India will fly 747's on its India-London runs.

The other international air carriers in the South Pacific—Air New Zealand, UTA and Canadian Pacific Airlines—have not placed any orders for the 747's and are unlikely to do so.

Air New Zealand

Air New Zealand is more interested in building up its frequency of services in the South Pacific with relatively smaller DC9's, and by the time the 747's appear it hopes to have the Cook Islands going strong as a tourist centre, its trans-Pacific Tahiti run strengthened and Polynesian Airlines Limited, which it has an important interest in, a strong regional carrier servicing both Samoas, the Cooks, Fiji and Tonga with modern, possibly small-jet aircraft.

UTA would have to show a de-

There will be nine abreast seating in the economy section of the Boeing 747 jumbo jets now being built for PanAm. This is what the cabin will look like. PanAm is including wide screen movies.

parture from its policy of buying Douglas aircraft instead of Boeing to plump for the 747's. It also feels it is worth while waiting until the faster supersonic Anglo-French Concorde is in service, probably in 1972. UTA will buy the "stretch" DC8 jets meanwhile.

Like Air New Zealand, UTA will probably prefer building up the frequency of its runs and adding to the runs in the South Pacific in the next two years. A service from Tahiti to Santiago, Chile, via Easter Island, is not an impossibility for UTA because LAN-Chile, which services Easter Island, would dearly like to fly on to Tahiti to make its run commercial.

A Tahiti stop for Chile would give UTA valuable South American air rights.

Another future UTA run could be a return Noumea-Papeete route.

Canadian Pacific Airlines has ordered the "stretch" DC8 jets, capable of carrying more passengers than the conventional DC8's. With an "infrequency" of fortnightly trans-Pacific flights there is not a chance of CPA suddenly buying a Jumbo and flying Down Under.

Qantas in 1971

Qantas announced in mid-November it would buy the 747's and said the "latter half" of 1971 would be the earliest time the jets could be introduced on its routes. Which

Jumbos pave way for supersonics

routes Qantas was talking about was not said, but as the airline is the biggest based in the South Pacific, it is natural that this area should be benefiting from 747 schedules.

BOAC shouldn't be too far behind, especially as its trans-South Pacific frequencies should be increased by 1970. But BOAC's heavy trans-Atlantic runs will obviously be the first to use them.

The new Jumbos are about three times the size of the 707's.

Compared with a big Boeing 707 the 747 will shape like this (747 figures first): cruising speed 625 mph, 575 mph; over 350 passengers, 134 passengers; cargo payload 200,000 lb, 85,000 lb; overall length 228½ ft, 153 ft; wingspan 195½ ft, 145½ ft.

Both planes have the same 6,000-mile range but the 747 will fly up to 45,000 ft while the 707's maximum is 42,000 ft.

Runways are where civil aviation authorities will have to get busy—while the 707 needs a 9,000 ft-odd strip, 747's will require about 12,500 ft for economic operations over long stage flights.

Test flights in 1969

Building of the 747's is the biggest commercial aircraft project yet undertaken and, for that matter, one of the biggest construction jobs ever.

Assembly of parts and components began in Boeing's Wichita, Kansas, plant early this year.

In May, work began on the company's huge aviation hangar at Everett, Washington, US. The hangar was due for completion this month—its capacity is bigger than the Saturn rocket vertical assembly building at Cape Kennedy, Florida.

May, 1968, is the date when the 747 will start to look like an aeroplane and test flights will begin in 1969.

The programme, over a 12-year period, will mean 55,000 jobs in the US and an initial investment of about \$US2 billion. Jumbos will sell at about \$US20 million each—without spares.

While the jet will fly only slightly faster than present-day jets it will carry many more people and open up opportunities for people who never flew before to take trips.

However, many aviation experts doubt if the airlines will fill their



747's with people at current high fare prices and feel airlines will have to drop fares drastically to fill all the extra seats.

World-wide fares, including the South Pacific rates, could certainly take a hiding and many feel airlines have admitted this by fare cuts in the form of "Pacesetter Fares" and "Excursion Fares" giving a generous cut in air fares on various conditions.

But there is little chance of immediate fare drops after the 747's arrive, because, as airlines argue, the huge initial cost of introducing the 747's must be recouped to some extent first. Also, the airlines hope the big aircraft will help them combat the rising costs in other directions.

Sir Giles Guthrie, chairman of BOAC, indicated this when he arrived in Sydney in November.

He said airlines, through IATA, "should be able to take a look at fare reductions after the first two years of 747 operations".

The jumbo-jets will fill the period before the arrival of the supersonic aircraft, such as the Concorde and the Boeing 2707, in the mid-70's.

Qantas has made deposits to maintain delivery positions for six supersonic Boeing 2707's and four Concorde.

At the start of Air Pacific's new regular flights to Korolevu, the manager of the Korolevu Hotel, Mr. W. J. Clarke (left) welcomes Mr. J. V. Verran, Fiji's controller of transport and aviation. At right is Mr. D. P. Ragg, managing director of Northern Hotels Ltd., owner of the Korolevu, and in the cabin, pilot R. Hilder.

Korolevu is back on the air

A DAILY air service from Korolevu Beach Hotel to both Nadi Airport and Nausori Airport, Suva, got off to a good start in November. A similar service operated a few years ago.

Air Pacific Ltd., of Suva, with its new five-passenger Beechcraft Baron aircraft, is running the service, which began on October 31. Prices of a one-way ticket from both airports is £F5 per person. Flying time from either airport is less than 20 minutes.

The aircraft's pilot is Mr. Russell Hilder, of Suva, a veteran of the former Korolevu air service and a former Fiji Airways pilot.

A spokesman for Northern Hotels Ltd., owners and operators of Korolevu Beach Hotel, said initial response to the air service had been

(Continued on p. 53)

travel

A new concept in South Pacific air travel



Fiji Airways introduce their new Hawker Siddeley jet prop service.

Fiji Airways, most experienced airline in the South West Pacific, ushers in a new era in Fiji air travel. Operating both internally and throughout the region, Fiji Airways' new jet prop aircraft now provides you with the international standard of service found in major airlines, a significant step forward in an age of growing sophistication in travel and transportation.

A NEW CONCEPT IN COMFORT

Relax in the spacious pressurised cabin, in figure-planned seats. Adequate head-room, individual amenity panels, air conditioning and attractive modern decor all make for more comfortable travel!

A NEW CONCEPT IN SPEED

Fiji Airways' new jet prop service operates return flights between Suva and Nadi regularly, covers the entire South West Pacific region, does it quicker, more conveniently than ever before. You cruise at jet speeds at above-the-weather altitudes with the added advantage of weather-mapping radar en route.

A NEW CONCEPT IN PROVEN RELIABILITY

Mighty Rolls Royce engines provide the power for Fiji Airways' Hawker Siddeley 748. The last word in dependability, they guarantee you a smooth journey, guarantee you stop-watch timetable precision – underlining yet again the importance to Fiji air travel of the introduction of the 748.

A NEW CONCEPT IN SERVICE

In the air, on the ground, Fiji Airways' new Hawker Siddeley 748 means better service all-round. You can plan a more convenient schedule, get there faster. And the in-flight service is just what today's high-flying traveller demands.

Many flights connect direct with international flights. Existing aircraft still operate on some schedules.



Victoria Parade, Suva. Offices also at Nadi Airport and throughout the South West Pacific region.

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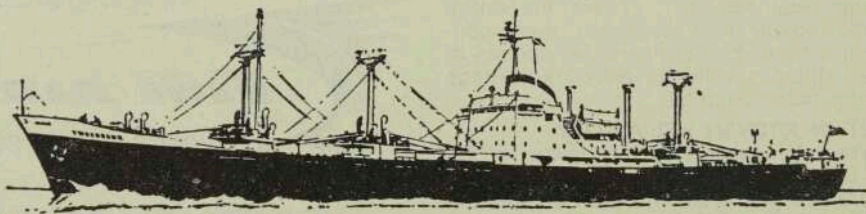
PAPUA, NEW GUINEA AND THE SOLOMON ISLANDS

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FIJI, TONGA, SAMOA AND TARAWA TO UNITED KINGDOM AND CONTINENT



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travel

ood, as many hotel clients had shown a preference to flying to the hotel instead of arriving by road.

With the growth of tourism, this preference would become stronger.

Korolevu airstrip had been completely renovated and resurfaced by Northern Hotels and the October start of the air service was the result of endeavours over several months to have the air service recommenced.

WESTERN SAMOAN airline, Polynesian Airlines Limited, added to its single DC3 aircraft in early November with another DC3, leased from New Zealand's National Airways Corporation.

The leased DC3 will be kept by PAL for at least three months and will be used until the end of January, 1968. PAL in late November was awaiting delivery of its DC4 aircraft, recently bought in the United States.

UTA's Caravelle jet service from Noumea to Vila was called off in late October after little over a month's operation.

Caravelle flights to Vila started in September after UTA had previously postponed starting dates several times during the year.

PIM's correspondent in Noumea said UTA's Caravelle "sustained a mishap" in mid-October off Vila airstrip when stones apparently sucked into the jet engine damaged fins on the turbine rotor.

When the plane returned to Noumea, the correspondent said, a decision was made to change the rotor. An October 21 flight was delayed a day and a Noumea-Sydney flight delayed for several hours because of engine trouble.

A UTA spokesman in Sydney told PIM it had been decided to retire the jet because of "faults in the Vila airstrip construction". Until the airstrip was brought up to jet specifications, UTA would continue its service with a Heron aircraft, taken on loan from New Caledonia's internal airline, Transpac. That airline has just changed its name to Air Caledonie.

ORD HOWE ISLAND has surfaced its first section of road. In late October about 600 ft of road near the Department of Civil Aviation's aeradio station was sealed with coral gravel and bitumen and finished with cement kerb and gutter.

A new concept in service



Fiji Airways new jet prop service.

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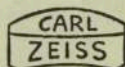


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MATSON LOOKING OUT FOR NEW SOUTH SEAS PORTS

A call by the *Mariposa* at Nukualofa on October 10 next year will be the first-ever call by a Matson liner at Tonga's capital.

Mariposa will berth at the recently opened Queen Salote Memorial Wharf (PIM, Oct., p. 111), and the 400-odd passengers will disembark for several hours' sightseeing before the liner leaves the same day.

Mr. W. F. Meeske, Matson's vice president, South Pacific, said in November that Matson freighters used to make periodic calls at Nukualofa many years ago but the line's two liners *Mariposa* and *Monterey* were unable to berth because of inadequate facilities.

"I went to Tonga recently to inspect the new wharf," he said. "The facilities are excellent. There is plenty of deep water next to the wharf and the waiting room is very good."

Mr. Meeske said Matson would call at Tonga more regularly after next year. Its 1968 schedules were already made up, but the 1969 programme was under review and Tonga was most certainly in it.

He said his company's liners have been making short calls at Niuafoou or "Tin Can Island", on the outskirts of the Tongan Group, 400 miles from Nukualofa, since 1962 and they would continue to do so.

Not all rich Americans

Mr. Meeske said travellers on Matson ships were "not rich Americans who have to have everything laid out for them".

"American round-trippers do not mind primitive conditions in the Islands as long as there are good sanitary facilities," he said.

"If they wanted built-up showplaces they have plenty of skyscrapers along Waikiki Beach in Hawaii—they expect something different in the South Pacific and hope to fit in with the people down there."

Vila will be another new port for Matson when the *Monterey* calls on September 13 next year. As Vila has no adequate wharfing facilities for the liner, she will anchor in the harbour and passengers will be taken ashore by launch.

Mr. Meeske said Australians and New Zealanders made up about 2

travel

er cent. of the passengers carried by Matson on the line's 16 trans-Pacific crossings a year. The remainder were mostly Americans.

"We get about 40 per cent. of the best business of people who travel with us," he said. "This is very nice but it creates one problem—sometimes the seasoned passengers get a little tired of seeing the same islands every trip.

"So we always have to keep our eyes on new stops to make. Hence our stops at Vila, Nukualofa and also Melbourne next year."

Mr. Meeske said other ports the company had considered in the South Pacific included Honiara, Port Moresby and Lautoka.

"It's very hard to put Port Moresby and Honiara calls on our schedule as we have to run a regular three-weekly schedule. I suppose Matson is the only shipping company in the world running a regular run for cruise passengers," he said.

"Headed for Honiara and Port Moresby we would have to steer a distinctly northerly course from Melbourne and miss out Noumea, Fiji, Samoa, and Pago Pago."

SEPTEMBER maintained the trend of steadily increasing tourism in Western Samoa. There were 891 visitors during the month compared with 845 in August. Some 150 Australians visited Apia during September, compared with 51 the previous month, but this was primarily due to the visit of about 100 Australian travel dealers, who came from Pago Pago during a one week bonus holiday here.

Some 27.3 per cent. more people visited Samoa in September this year than in September last year, and during the first nine months of this year 14 per cent. more visitors have arrived than over the same period last year.

The sharpest increase has been in visitors from North America—up 66 per cent. on last year. And what with seminars in conjunction with the Hawaii Visitors Bureau in California and Hawaii during November and December generally increased, though still in the early stages, promotional efforts by Western Samoa's Economic Development Department, this trend is expected to accelerate, PIM's Apia correspondent reported in November.

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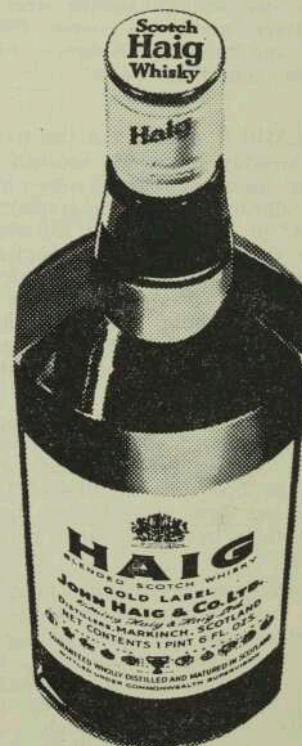
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TAHITI SEEN AS FUTURE "TOURIST DISPATCH CENTRE"

As tourism develops in French Polynesia over the next few years, Tahiti will increasingly become "a sort of dispatching centre" for visitors to other islands, according to Mr. Gerard Gilloteaux, director of the Tahiti Tourist Development Board.

Mr. Gilloteaux said this in Tahiti in November at a Press conference for overseas journalists on the inaugural flight of Air New Zealand to Tahiti after an absence of four years means that there are now four international air carriers serving the island, and that the number of international air services to Tahiti a week has been increased from 16 to 18.

Mr. Gilloteaux said that the number of tourists visiting Tahiti had increased from 1,500 in 1959 to 12,200 in 1966, and that by 1970 shipping and air services were expected to be bringing in 45,000 tourists a year.

As Tahiti would thus be a good deal more crowded than it was now, it would probably develop into a dispatch centre for the other archipelagoes.

New airstrips

Mr. Gilloteaux said that by 1970, each archipelago in French Polynesia, except the Marquesas, would have at least one airstrip, and tourists would be able to see much more of the territory than they conveniently could now.

He said that plans were in hand to build airstrips on Tubuai and Raiatea, and to enlarge the recently opened strip on Moorea.

At present, Tahiti, Moorea, Bora Bora and Raiatea could provide beds for 700 visitors at a time. But the construction of two new hotels on Tahiti—at Taharua Hill overlooking Papeete Bay, and at Outou Maoro—would greatly increase the accommodation available.

Mr. Gilloteaux said that the Hotel Taharua was being built by PanAm/Continental and that at Outou

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DECEMBER, 1967 — PACIFIC ISLANDS MONTHLY

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oro by French interests. There is also an option to build a further hotel near Outou Maoro; and American interests had leased a small islet in the lagoon at Tahaa for a hotel. Mr. Gilloteaux added that last year tourists in French Polynesia were estimated to have spent a total of 10 million Pacific francs (\$A4 million) in the territory, and to have stayed an average length of seven days.

THE occupancy rate at The Fijian, the recently opened resort hotel on Fiji's Yanuca Island, has not lived quite as high so far as its promoters hoped for, but things are picking up for the new year. Advance bookings are now coming in at an excellent rate," the managing director, Mr. Peter Somer, said in mid-November, "and the hotel is 60 per cent. sold out for the month of January, so it looks like we switch from red ink to black after the 1st of the year."

The Fijian is owned by the same group which owns the Mocambo and Lodge Hotels, and it seems that the resounding success of those hotels has made them over-optimistic about the occupancy rate of the Fijian. The Mocambo, Skylodge and other properties are estimated to be worth about \$US2½ million.

The original investors—several Pan American World Airways employees—started with an investment of \$10,000.

THE ketch, *Viking Ahoy*, which has been in Fiji since 1948, when it was used as a "prop" in the filming of "Blue Lagoon" will become a tourist vessel.

The owner, Mr. B. H. Hubber, of Dunedin, NZ, has formed a company, Viking Ahoy Golden Sands Charter Cruises Ltd., which will use the ketch for charter cruises for tourists.

The *Viking Ahoy* was built in Brisbane in 1939 by Mr. Les White, and was sent to Fiji in 1948 for the film.

A new excise tariff proposal to exempt liquor from excise duty supplies used by passengers and crew aboard over-sea vessels while in Australia was introduced in the Australian House of Representatives on October 31.

The concessions will apply to such items as cigarettes and liquor from January 1, 1968.

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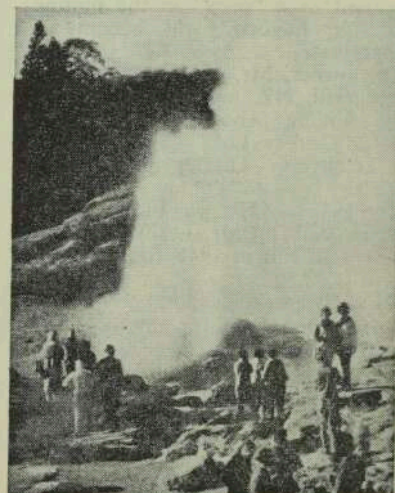
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Solomons sell the war

Now that the British Solomon Islands can be reached with greater speed and comfort following the inauguration of Fiji Airways new Hawker Siddeley 8 turboprop aircraft on inter-island routes, the Solomon Government and the Honiara Chamber of Commerce have intensified their efforts to attract visitors. And one of their selling points is the colourful war history of the group.

There are still many remnants of fierce fighting in that area, and visitors will come upon them at every turning. Wartime scrap is still being cleared from the beaches.

There are new reminders every so often—as for instance the sound of the tide which echoed again off Guadalcanal on October 3 when a depth charge blew the bows off a Japanese submarine. Parts of the sub were scattered into the trees along the beach. The submarine had lain



submerged since the night of January 29, 1943.

This new attack, after nearly 25 years of peace, was made by Cyril Ashton, who has the salvage concession on Guadalcanal. She was depth-charged by Mr. Ashton, because he thought a torpedo was jammed in the sub's bow tube and that any attempts to raise her might set this off. The depth charge that he used was another relic of Guadalcanal's war days.

The amount of material thrown up by the charge gave some support to the theory that there had in fact been a torpedo in the tube. But

● Rigamoto Nakaoro inspects the Jap wartime submarine, ripped open by a depth charge.

although the hull was folded back like the petals of a rose, the explosion did surprisingly little damage to the submarine aft of the forward compartment.

Not even the coral growth had been shaken from the plates and the gun and conning tower. So the explosion opened up a whole new field of interest for the skin divers of Honiara.

Captain Stan Brown and John Roden, visiting divers from Fiji, recently led a team of locals to make diving visits to the submarine. The locals included Rigamoto Nakaoro, son of the president of the Methodist Church in Fiji, the Rev. George Nakaoro. Rigamoto is an instructor at the Navigation School at Honiara, and a former member of the crew of Captain Brown's *Maroro*, well-known to visitors to Suva for its regular cruises from that port.

There is still time for other visitors to do some under water investigations on Guadalcanal's latest war relic, as Mr. Ashton thinks it will take from six to nine months to recover all the available scrap from her.

The Japanese submarine ran on the reef after a battle with the New Zealand corvettes, *Kiwi* and *Moa*. The *Kiwi* rammed the sub during the fight.

Commander of the *Moa* at the time was Lt.-Commander P. Phipps, who was later knighted, and these days is living in New Zealand, retired, with the rank of vice-admiral.

Solomons would benefit from regular Sydney-Nauru air service

The mid-Pacific phosphate island of Nauru, which will become an independent republic on January 31, looks like having a regular air service provided by Qantas. Talks have been going on in recent weeks which may lead to two flights a month from Sydney, via Brisbane and Honiara, using a DC4 aircraft. Nauru's grass and coral strip will take nothing larger, and Qantas would be happy to find extra work for the DC4 it uses on the Sydney-Norfolk Island service.

A Qantas service to Nauru would probably operate at the beginning of each month, and a second flight might be made a week later, thus enabling passengers to spend either one week or three weeks on the island.

Nauru has never had a regular air service, but charters have been operated by TAA. Qantas operated one in November, which was seen as a proving flight. There are no hotels on Nauru and the island is not geared for visitors. Most intending passengers would be connected with the Government or the phosphate workings; and there would be plenty of freight.

A Sydney-Brisbane-Nauru service would open up greater tourist possibilities for the Solomons, providing a direct flight from Australia. The present connection to Australia is via New Guinea. TAA operates the Honiara-New Guinea leg of this service under licence to Qantas, which is Australia's international airline.

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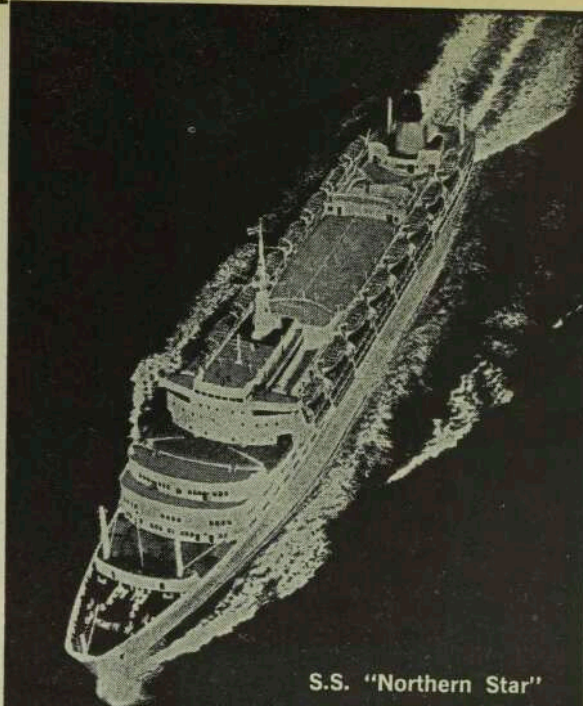
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Mr. and Mrs. McHugh take it easy outside one of the attractive "bures" they have built at Toberua.

Fiji's chiefs gave new tourist islet to colony's first Governor

By a staff writer



A small island that Fiji's chiefs gave to the colony's first Governor, Sir Arthur Gordon, in 1880, so that "he shall continue to be one of us and named among us for all time to come", will be opened to tourists next March.

THE island is Toberua, four acres of sand and coconut trees lying five miles off Kaba Point on the south-east coast of Viti Levu. It is about five miles in a direct line from Suva. The highest ground on the island is only nine feet above sea level, but Toberua is five miles inside Viti Levu's main reef, there is little chance of it being washed away.

Owner of the island, Mr. J. McHugh, a Sydney company director, has put up a number of buildings on the island over the past 3½ years, including living quarters for his wife, a catamaran, and himself, and quarters for a staff of eight or nine Fijians. He told *PIM* recently that he hoped to have bure style accommodation for about 16 tourists completed by next year.

He said accommodation would not be cheap, but costs would cover services usually charged for separately at hotels.

To commute with the mainland, Mr. McHugh uses two speedboats and a catamaran. He maintains contact with Nausori by a radio.

To put his project on a business footing, Toberua Island Limited, with a capital of £F50,000, was recently formed in Suva. Mr. McHugh and his wife are the main shareholders.

"I have always dreamt of getting

away from the smog and traffic of Sydney and my wife and I travelled the world looking for a suitable hide-away," Mr. McHugh said.

"We had in mind little islands off Spain and Florida but when I saw Toberua I knew it was the one.

"I think Fiji is one of the best places in the world for investment and the growth there in tourism is staggering."

Mr. McHugh bought Toberua in 1963 for £F4,500 originally with the idea as a hideaway for himself and wife. But costs became so high that he had to make it a business proposition.

Home sold

He has just sold his home in Castlecrag, Sydney, and is retiring from his Sydney job to live at Toberua permanently to run the place as a tourist resort.

Mr. McHugh bought Toberua from Mrs. Malley, widow of Mr. Garnett Malley, who had a large plantation on an island in the Lau Group.

Mr. Malley had bought the island from the estate of Lord Stanmore, formerly Sir Arthur Gordon, who died in 1912.

Toberua (meaning "two locks of

travel

hair") is thought to have been named in honour of a girl from the Lau Group who accidentally drifted 300 miles from home on a raft about two or three hundred years ago.

She ended up on the island and subsequently married a warrior from the island of Bau.

From that time until the Cession of Fiji to Great Britain in 1874, Toberua was the scene of many battles and cannibal rites and also the meeting place for the elders of the tribes of the Kaba Peninsula, Bau and Ovalau Islands, the Lau Group, and even Tonga.

During this period many chiefs were buried on the island and their graves, surrounded by coral outcroppings, taken from the reef, can be seen today.

Descendants of these chiefs still make pilgrimages each year to Toberua to visit the resting places of their ancestors.

Until the island was presented to Sir Arthur Gordon, it was part of the kingdom of the warlord of Bau—the first Cakobau.

In giving the island to Gordon, Fiji's chiefs said they wanted it to be known that "it was he who established the working of good and suitable government in our land, which has brought us prosperity, rest and peace".

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FIJI — SAMOA — TONGA

Can P-NG's polygamists become Christians?

From a Port Moresby correspondent.

The Anglican Church in Papua-New Guinea is investigating the possibility of admitting some polygamists to the preliminary stages of church membership.

This move—potentially one of immense religious and social significance in the territory—is the result of careful deliberations on the subject during the Anglican Church's recent diocesan conference (PIM, Oct., p. 1).

Over the years, thoughtful Anglican clergy and laity in Papua-New Guinea have become increasingly concerned over the church's prevailing policy, which prevents polygamists from becoming Christians and even bars them from the catechumenate. The catechumenate is the first stage towards church membership, in which people receive intensive instruction in the faith before being baptised.

The proposal now is that church authorities should explore the possibility of admitting as catechumens people who were polygamists before the church came to their area.

A message will go from Papua-New Guinea to next year's Lambeth conference of Anglican bishops from all over the world, asking for a debate and decision on the matter.

In the meantime, assistant Bishop Evan Meredith has been assigned to find out from other churches in the territory what their thoughts are on polygamy and how they tackle the problem.

Remarkable step

To non-Christians, and churchmen impatient for reform, such timid moves, so hedged about with caution, must seem unadventurous in the extreme.

Yet these moves are in fact remarkable, since they pose searching questions about traditional church teachings and could well lead eventually to major policy changes.

There are many Christians, both white and brown, who oppose these moves to bring selected polygamists closer to the church. They point out that the church's teaching on marriage provides only for unmitigated monogamy and are against admitting polygamists under any terms other than those currently offered—

that is, only if they put away their surplus spouses.

But this is something more easily suggested than done, since quite apart from the feelings of the persons involved, church authorities have to be satisfied before admitting a former polygamist as a Christian that the extra spouses can be put away, without hardship or unkindness.

It is not that the opponents of reform—mostly sane and compassionate churchmen—think that New Guinea polygamists are necessarily bad people. Indeed, they would admit that many of them are



men of excellent character who often strongly support the church in their areas.

It's simply that they feel that not only must Christian marriage be taught as right, but that it must also manifestly be seen to be right—by the invariable exclusion of polygamists from church membership.

There's some force in their argument that it would cause confusion among primitive people to be told that monogamy was the only way and then to be introduced to polygamists as fellow Christians.

In fact the new proposal as it now stands is a typical Anglican compromise. While undoubtedly representing a sincere attempt to wrestle with the problem, it actually satisfies neither viewpoint. Most

Mats, "salt horse" aplenty for new chief

IULIO M. TAUFAASAU, a 64-year-old former Catholic teacher, assumed American Samoa's high *matasi* title of Mauga of Pago Pago in a day-long ceremony on October 28. More than 100 kegs of corned beef and 467 fine mats were given to the new leader in the celebrations.

The Mauga of Pago Pago is one of the most important personages in American Samoa. It was a predecessor of the present title-holder who, in 1872, gave the United States the right to maintain a naval station in Pago Pago, thus paving the way for American annexation of Eastern Samoa.

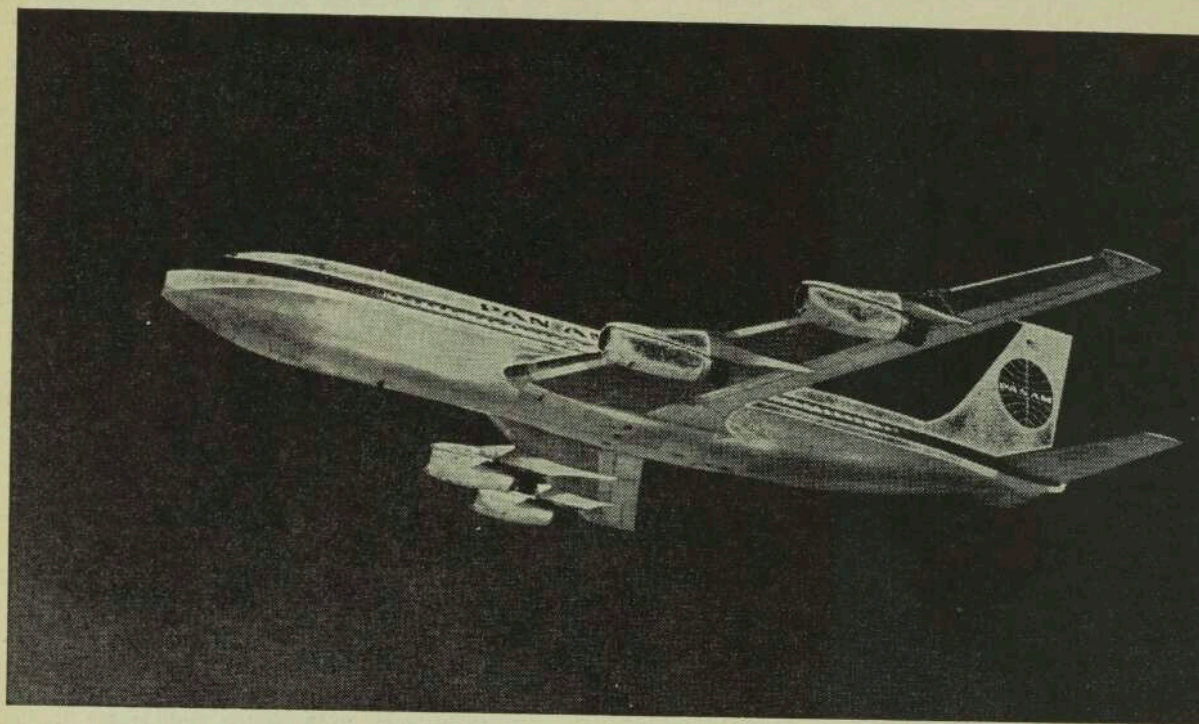
The last Mauga died on February 7, 1963, and the Trial Division of American Samoa's High Court subsequently ordered that Iulio Tafuaasau be registered as the holder of the title. However, 15 people objected to the registration, and it was not until mid-October (after six of the objectors had withdrawn their objections and one had died) that the Appellate Division of the court upheld the Trial Division's decision.

Chief Justice Edward Hyden said in the Appellate Division's decision that the Mauga title was among the oldest and most influential *matasi* titles of American Samoa, and that available historical records, dating from the earliest contacts with Europeans, contained numerous references to the Mauga.

"Indeed," he said, "history tells us that it was the High Chief Mauga of Pago Pago who entered into an agreement or 'treaty' in 1872 with Commander Richard Meade, USN, by which the United States was conceded the right to maintain a naval station in Pago Pago Bay in return for the friendship and protection of the great government of the United States.

"Although this 'treaty' was never ratified by the United States . . . apropos the prestige and influence of the Mauga, the Samoan people regarded the agreement as binding. . . ."

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people among the reformers seem to feel that the opportunity for admission to the catechumenate should be extended to all polygamists, rather than being confined to those in new mission areas.

However, it is a little hard to see what would be gained by allowing polygamists to become catechumens without following this stage to its logical conclusion of baptism. Obviously, such a plan springs from a commendable desire to help polygamists more. But what would really be achieved, other than to make them more knowledgeable about the faith to which they would still be denied access?

In a way, raising polygamists to the catechumenate would prove to be an unkind policy than the total ban now placed on them, by showing them the promised land in detail and then denying them entry.

There are, though, a number of more extreme reformers who think the church should go the whole way and baptise polygamists as Christians.

Is it a sin?

They argue that by turning away polygamists the church is in effect setting up polygamy as an unforgivable sin; on professing repentance and faith in Christ, thieves, murderers, prostitutes, pimps, adulterers, extortioners, or any other sort of sinner, can be baptised and become a Christian—but not, apparently, a polygamist.

There is even doubt in some quarters that polygamy can properly be termed a sin at all in cases where polygamous marriages were contracted before those concerned embraced Christianity.

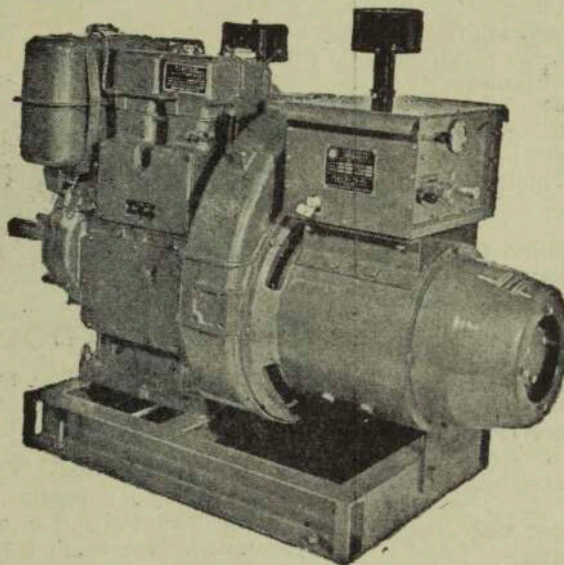
Guilt or not, by present church practice polygamists are barred from the two great sacraments of baptism and communion, both of which the Anglican catechism describes as being generally necessary to salvation.

From this, say the more extreme reformers, it may be inferred that the church is withholding from polygamists two mighty means to spiritual salvation — something which they think it has no right to do.

One of the other jobs given to Bishop Meredith is to contact bishops in those parts of Africa where polygamists are reported to have been baptised, to see what problems this has given rise to.

Whatever the outcome of all the talking and investigating, the church will have shown that it is at least aware of a profound problem in its midst and that, however haltingly, it has endeavoured to arrive at a solution.

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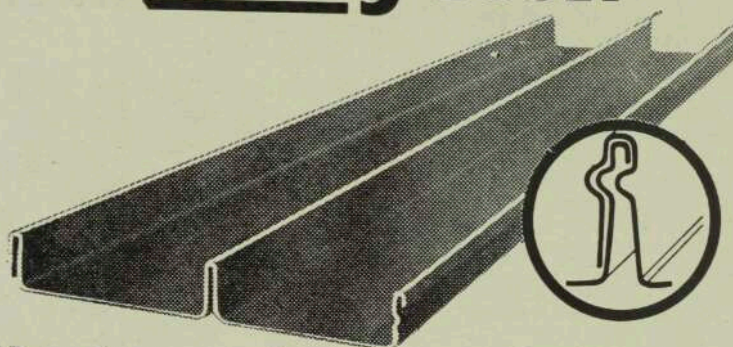
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BB:P18

cheap liquor means more problems for Nauru's new drinkers

From a Nauru correspondent

After several years of manoeuvring by the Administration and the elected Nauruan leaders, each trying to get the other to accept the responsibility, the Nauruans finally took the initiative earlier this year and put a new liquor ordinance through the Legislative Council. It abolished the long-standing prohibition on drinking by Nauruans and by what the law is pleased to call "other Pacific Islanders".

It had been the privilege of Europeans to drink within the bounds tolerated by their employers (i.e., under the British Phosphate Commissioners or the Administration). These are allowed a weekly ration of two bottles of beer.

But many Nauruans had a decided taste for drinks with a "kick", and there was an active market for drinks sold illegally by some of those who had access to them, and for illegally brewed concoctions of all sorts.

The only methylated spirit available in Nauru was dyed a sickly shade of purple to discourage its use as a beverage, but despite frequent arrests and severe fines, the unlawful trade flourished, and contributed to a lack of respect for the law itself. There was certainly time for a change.

New laws

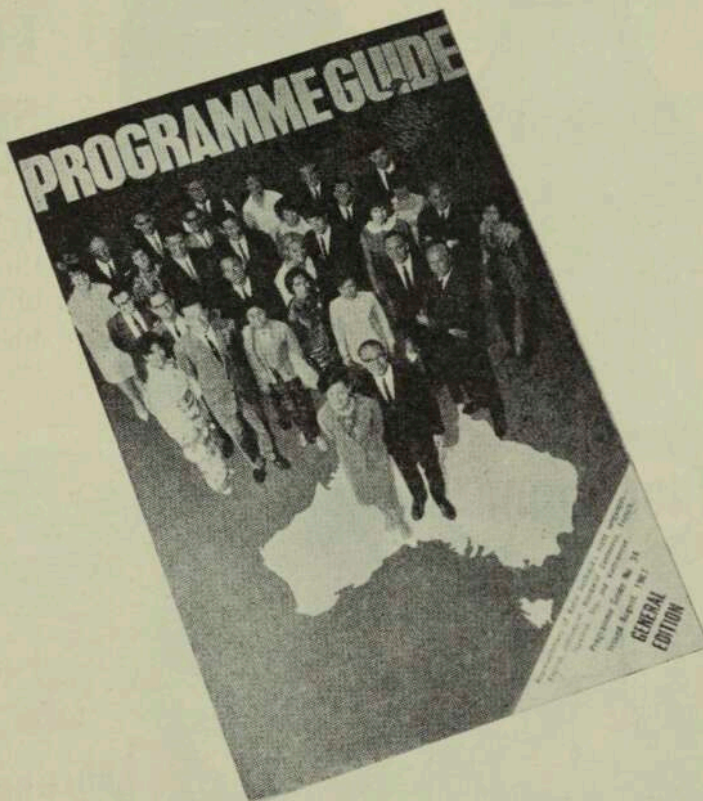
The old ordinance was repealed, and now sale and consumption of liquor is regulated by a Liquor Licensing Board. The board has power to grant licences to retailers, pubs, restaurants and taverns, and set the conditions of each licence. At first the liquor trade was mainly in the hands of the two main stores,

Nauruan Co-operative Society and the BPC Trade Store. But this was only because they were ready to handle it. Subsequently, some small Nauruan stores have been granted licences, a restaurant is licensed, and new premises are being built which are apparently intended to become pubs or beer gardens.

So far the bulk of sales have been from the stores. "Bulk" is certainly the word, as the common unit of purchase is the carton of beer containing 12 dozen cans. Some people hope

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competition spurred by the new pending licences may introduce more pleasant and less urgent mode purchase to Nauru.

Years were expressed before the law was introduced that there would be much abuse of liquor when became freely available. There already more than enough drunkenness under prohibition. After several months of freedom, there is yet any diminution in drunkenness to be seen by the casual observer, on the other hand there is not much more as the worst fears envisaged there would be.

There has been a slight increase in the number of road accidents involving drunken driving, and there have been several fatalities. The common and unsteady pastime to take home a carton, or several cartons, and sit round with friends to drink the supply dry.

The black-market, formerly operated with considerable profit by a number of Chinese, is not entirely dead. Only a pale shadow of its former self, it finds a profit in chilling the beer at home and selling for 20 cents a can, after hours, to minors.

Drinking in Nauru is complicated by a ready supply of money and a ready supply of liquor. Due to the final rate of duty on liquor imports, the usual price of beer is 20 cents a can, and whisky ranges from \$1.45 to \$2.10 a bottle.

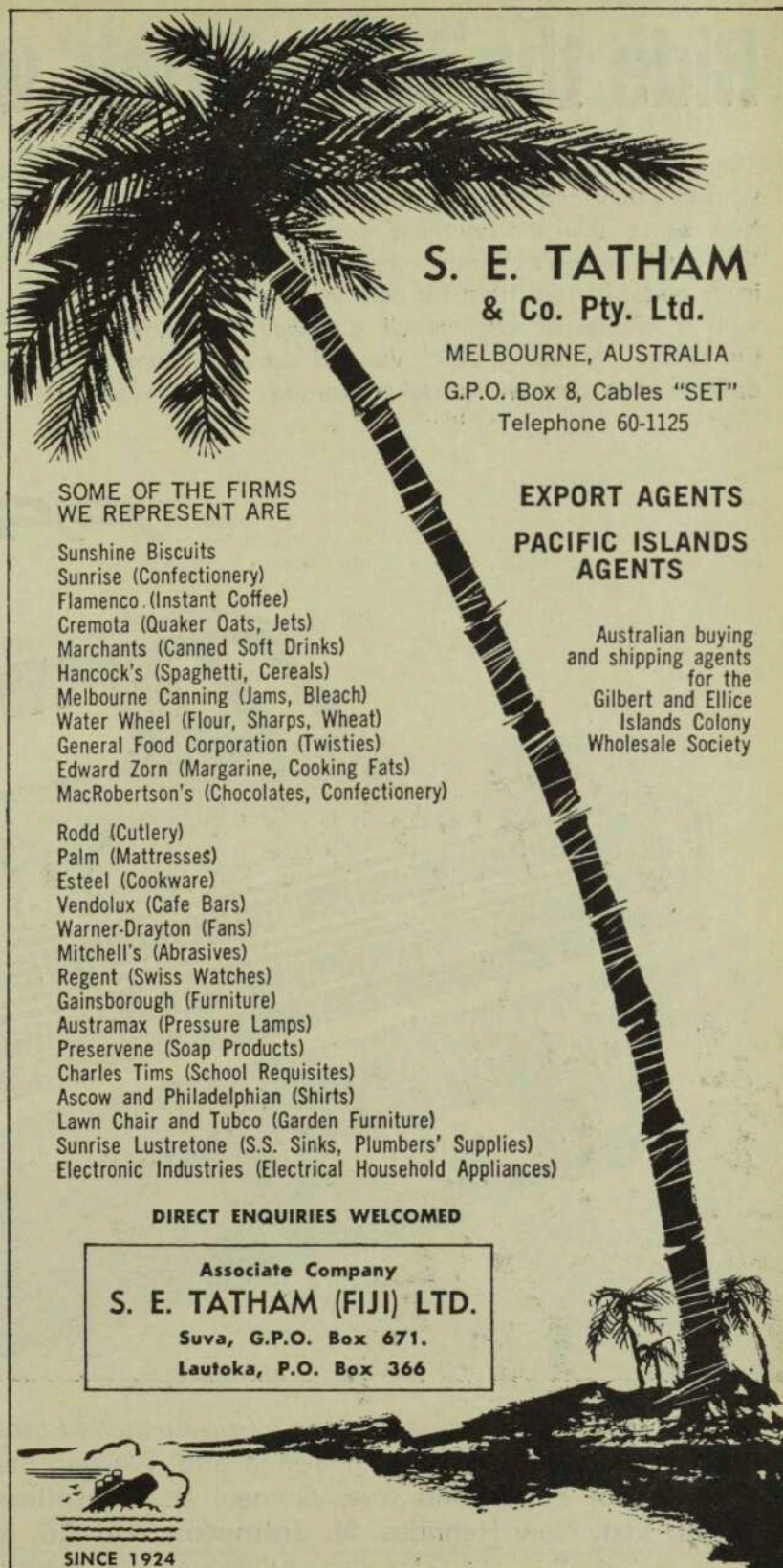
The result is that the only brake on people have on their alcohol consumption is that imposed by their own commonsense and self-restraint. Most people have the required qualities, but what society where can afford to allow those who have not to indulge themselves freely?

The future

The tiny Nauru prison has been recently filled in recent times. Many of the inmates are on short terms for liquor-involved offences. While it remains a happy-go-lucky vernity of the bottle, composed of young men (and some women) lacking economic incentive to work, and thus occupy themselves constructively, there is likely to continue a regular clientele for the

major problem for social action in Nauru is boredom, and at present alcohol is one of the inadequate answers to its challenge.

Nauru took a forward step in making it a matter of personal choice whether to drink or not, but it still has to educate a portion of its community in making its final choice wisely.



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From the Islands Press

AS a Solomon Islander I do realise how difficult is the task of restoring even our near-lost heritage in the precious time that is left, but it can be done. It has been done in New Zealand; why not in the Solomon Islands while we have the opportunity?

But do the Europeans who have come to help the Solomon Islanders really want to help us to become better people? Or do they come here to introduce their culture to replace our own heritage?

No culture in this world is perfect, but if we preserve our good customs with the good European customs and let the bad ones die out, then we will be a better people.

Most Solomon Islanders today think that to be civilised is to copy the European cultures and to forget their own. But it takes more than that.

If our culture disappears, we will be like people who have come to live here recently and we would have nothing to show that our people lived here long ago and we have a history. So we should keep and be proud of our heritage.

Most people who go to school today forget their good customs. Where and when are the youth of the Solomons going to learn those parts of our culture that are still with us now and get back to the ones which are almost lost?

The answer to this question depends on the answer to the above question: do the Europeans who have come to help the Solomon Islanders really want to help them to become better people?—*Letter from John Rofeta in the "BSIP News Sheet", Honiara.*

RECENTLY during the visit of an Australian representative sporting team to our town we learned of two lamentable occurrences:

1.—A player was seen to steal from a store; regrettably he was not accosted and was allowed to get away.

2.—A player shoplifted from another store; was chased by the young girl assistant and offered his choice of returning the article

or explaining to the police. He returned it.

Neither case was reported to the police, and this newspaper had not intended to mention either instance.

Our mind was changed a few days later when the ABC reported that no less than 10 members of this visiting team had been charged in Goroka Court shortly afterwards with various offences, including thefts from homes where they had been billeted by townspeople.

One wonders where such "players" were selected—at the gates of Long Bay jail perchance?

Here in Rabaul it is well-known the visitor is king. We love visitors; welcome them with open arms; need more of them. But it's worth remembering that this is also a forthright town.

Send us visitors, yes—lots—but don't send us any more of this trash.—*Editorial in the "Reporter", Rabaul.*

A LONG-STANDING feud between two Fagasa families over land boundaries ended honourably and *fa'a Samoa* last Saturday when a public apology was made and gifts were presented at a meeting of the Fagasa Village Council.

Lagalaga Williams formally apologised—orally and in writing—to High Chief Alo for a violent inter-family rock fight that sent five persons to the hospital and three more to jail on October 30. The apology was followed by the giving of gifts—keg beef and other foods—to High chief Alo by Williams.

Chief Alo responded with a public statement of forgiveness, not only for the rock fight but for a number of lesser conflicts related to the land dispute. Also present at the meeting were Assistant Attorney General Frank Swett and Assistant Prosecutor Napoleon Tuiteleapaga. — *News item in the "News Bulletin", Pago Pago.*

THIS Protectorate receives substantial grant-in-aid and Colonial Development and Welfare funds from Britain and I am sure everybody in the Protectorate is most grateful for the thought-

fulness and intention behind our mother country's generosity. The complaint I have is that far too much of the money so generously given is not being applied to the best advantage. We see very little improvement in the way of roads, housing, increased agricultural production, airport facilities, air services, technical training, community centres, etc. What we do see is an alarmingly increasing number of expatriate officers coming into the Protectorate and an enormous wages bill being built up, which, when the day of self-government arrives, the Protectorate will not be able to afford. We see an increasing harassment of the small business men, an ever increasing burden of taxation, increases in all service charges (telephone, rentals, cables, postages, licences, etc.) and a general demoralisation in the Government service caused by lack of incentive, both to expatriate and local Civil Service employees.

I believe the lack of interest in the recent elections to be due to a great extent to the fact that people are thinking "What's the use. We have no real say in the Government policy. Our views are often ridiculed in Legco and nearly always shot down". Government will never admit they can possibly be wrong and no real effort is being made to give Legco members a real say in the Budget.—*Letter from E. V. Lawson, in "Trading Company Talk Talk", Honiara, BSIP.*

IN his report on incomes and prices in Fiji, Professor H. A. Turner estimated that unemployment in the colony in 1966 was five times greater than it had been in 1956.

The principal job-creating influences in the economy are now the expanding tourist industry and the investment by local and overseas firms in new buildings and new industries.

The continued growth of both has been threatened in recent weeks by work stoppages and by threats of more. If this process continues, unemployment must be expected to mount, and with it can be expected a high crime rate.

It is not a happy prospect and any elements in the community contributing to it have, and will have, a great deal to answer for.—*Editorial in "The Fiji Times", Suva, commenting on the increase in some crimes.*

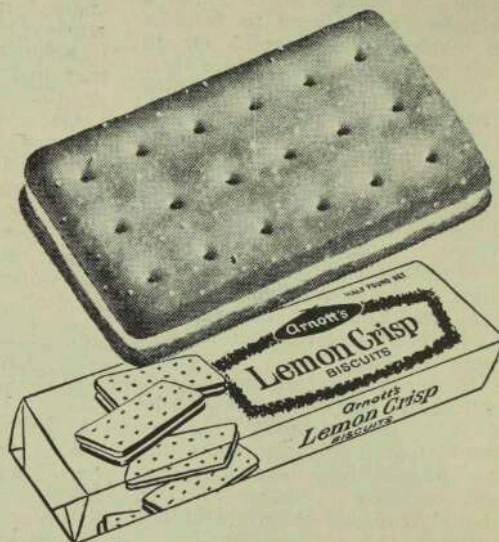


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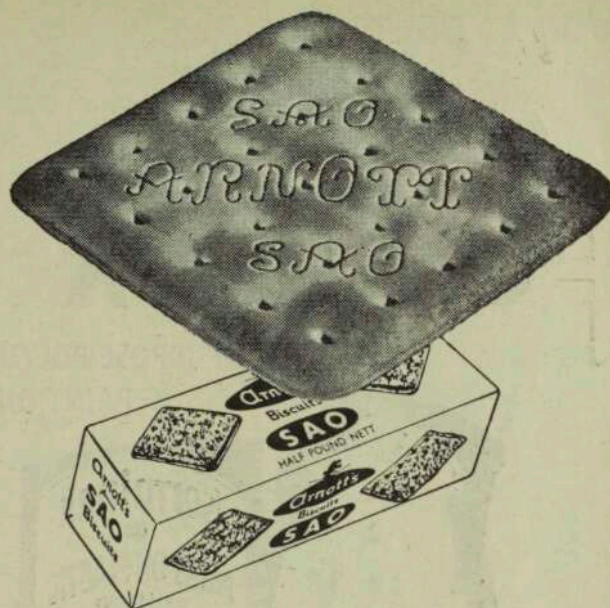


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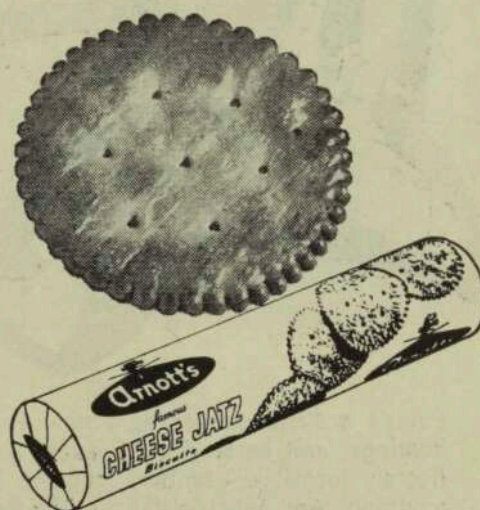
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WHO'D WANT TO RUN A NG POLITICAL PARTY?

From a Port Moresby correspondent

Some of the difficulties of running a political party are now becoming obvious to those in the territory who have that unenviable task—self inflicted or not. One of their difficulties is the very positive Administration move against public servants taking executive positions in political groups.

While the public servants have been told they may become members they have also been warned against actively campaigning on political matters. The Administration is placing varied pressures on the public servants—pressures which, if challenged, would be denied officially.

All very well, but in the territory's present stage of development the New Guinean public servants are among the best trained in the community and the people most likely to give leadership or strength to the executive of parties.

The new parties are thus placed in the position of somehow getting the co-operation, and even the active support, of the public servants without placing them in a difficult position with their jobs. This invites under-handedness.

One of the five new political parties in the territory is the Territory Country Party. The party has its headquarters at Madang, and a few weeks ago *PIM* asked the party organisers for details of the executive, plus a statement of aims and intentions.

The men behind it!

PIM was given the information promptly. The party listed the executive at that time as chairman, Alphonse Kutas, of Kerowagi; senior vice-chairman (a European to be ratified); second vice-chairman Arnold Molian, of Manus; secretary, Jack McCarthy, of Madang; and treasurer, Raphael Kaikun, of Manus.

However, since that information was received there appear to be changes, presumably due to this problem with the Public Service.

The committee now has to work on people employed privately, and yet obtain the co-operation of the public servants. Who then are the executive now? *PIM* doesn't know.

Its founder, Jack McCarthy, is not

a public servant, but he is employed as a journalist by the *South Pacific Post* group, which apparently doesn't want him actively involved in political movements either, in case it is assumed that what he writes is the viewpoint of the paper.

There is also some doubt, since PIM's inquiries were made, whether the party will become actively engaged in the forthcoming electoral campaign beyond giving support to anybody expressing the party's aims. The problem is organisation.

All the new parties are beginning to realise that it takes some years to achieve proper organisation, and that possibly no political group will affect the next House of Assembly elections to any great extent. But the 1972 elections may be decisive.

Meanwhile, it is worth stating the aims of the Territory Country Party in view of the fact that so little is known about it. Its organisers say it is receiving support from the main Highlands areas, and from Madang, Morobe and Manus districts. Here is its position, reported verbatim from the account of one of the executive:

TCP executive speaks:

The initial idea of the party emerged from a series of small meetings of, mainly, Highlands people in Madang. A draft platform was drawn up and from this developed further gatherings for discussion and finally a public meeting on August 27, at which it was decided to form the party.

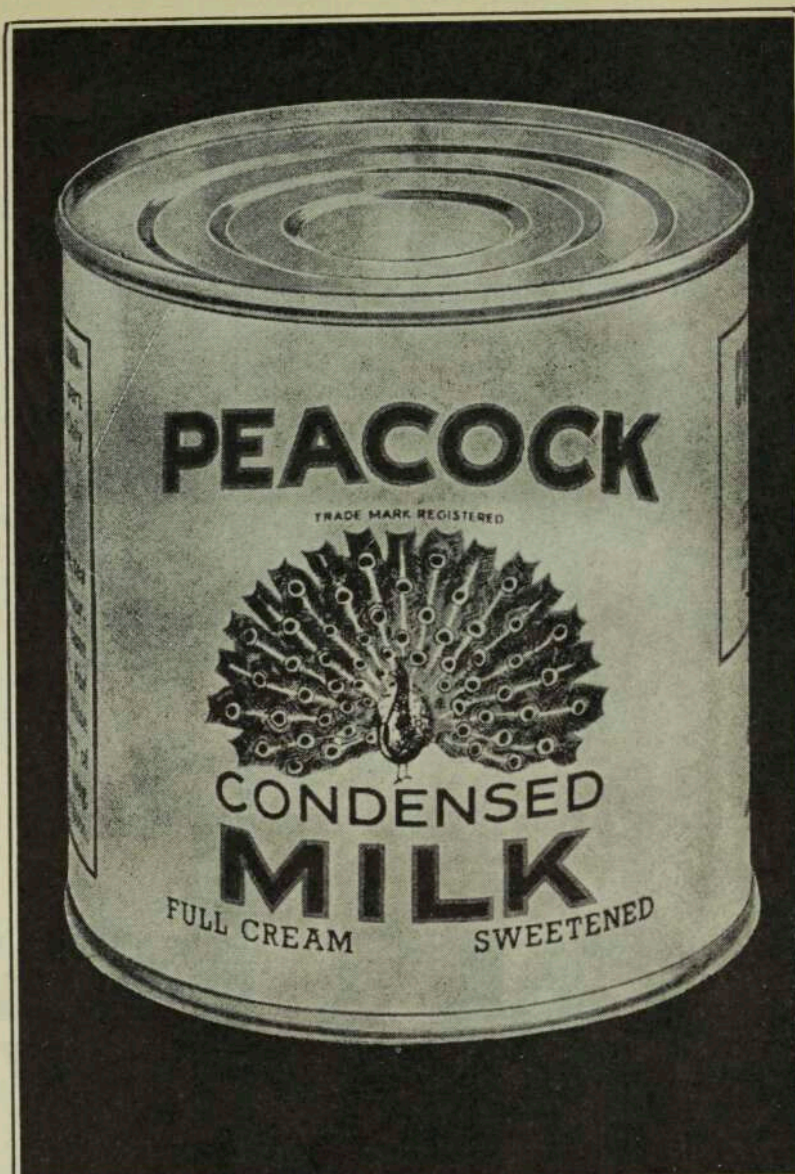
The drive for this has come mainly from the Highlanders, not because of political ambitions but because they have realised, through their own efforts, that economic and political progress can only be obtained through development of their resources by themselves with aid and direction.

This appears to be a reaction against some of the statements being publicised regarding a demand for early self-government and it is receiving some solid support with many European residents becoming interested. Three of them were elected to committee positions with high voting percentages.

Nothing spectacular

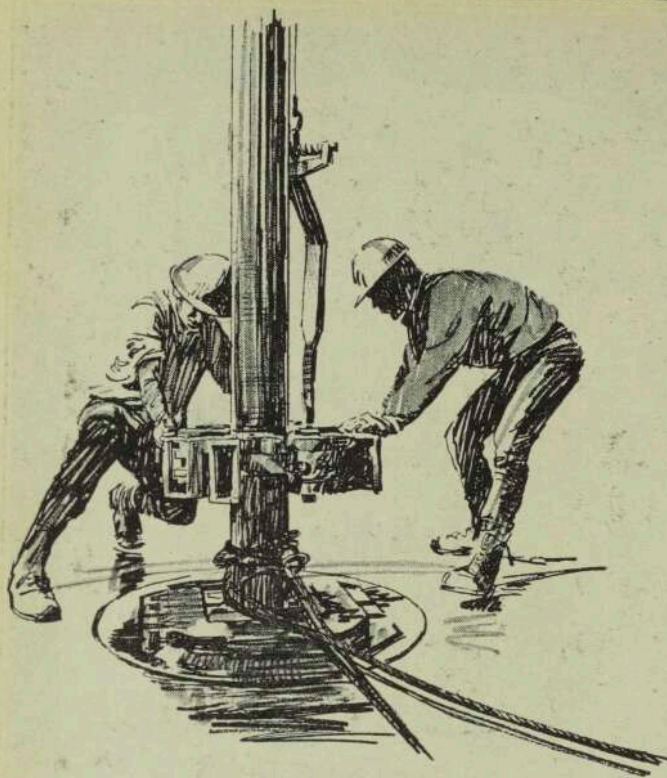
There is nothing intended to be spectacular about this party. It is based upon agrarian, industrial and social improvements and upon the need for the people to work together for themselves in developing their land.

We are not going to be entangled on the contentious issues of the Public Service, although we do



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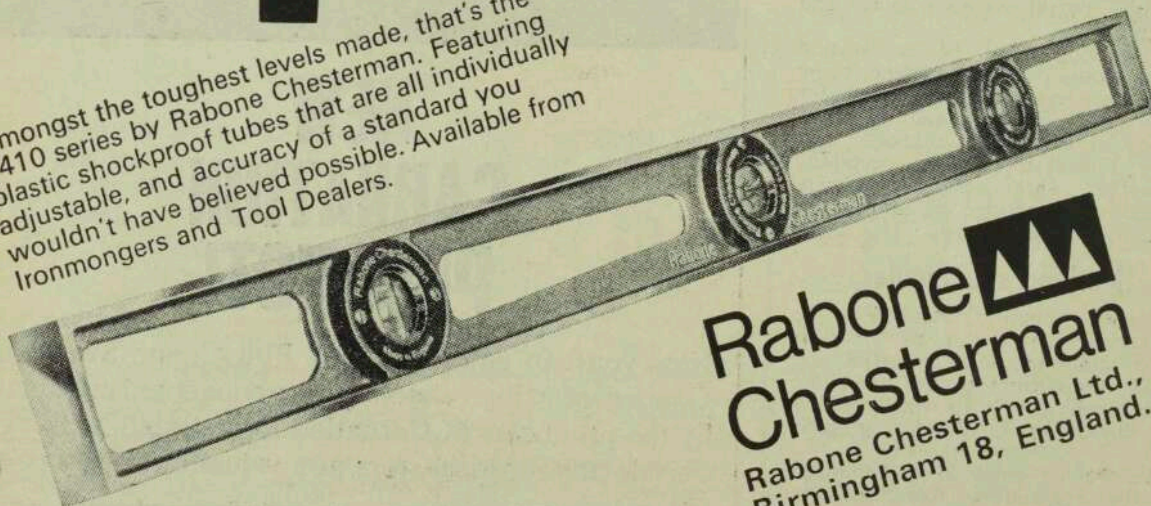
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Agricultural bias

believe that greater efforts should be made to train local officers for more responsible positions and that this might be a solution for the discontent that prevails.

On land titles, and claims by native communities, we believe that a fixed date (resumption of Civil Administration in 1946) should be declared, acknowledging leaseholders' rights, who were admittedly in possession of land legally, prior to that date. From our own experience in listening to land titles hearings, a lot of the work of the commission seems to be ineffective.

Admitting that there were some bad dealings in native lands in the 19th century, the subsequent years acknowledged the stabilisation of recognised occupancy in plantations, business enterprises and other points now in dispute and the present wave of actions for recovery attains nothing but additional discontent and retards further development. A mandatory date of land occupancy would satisfy the majority of the native people.

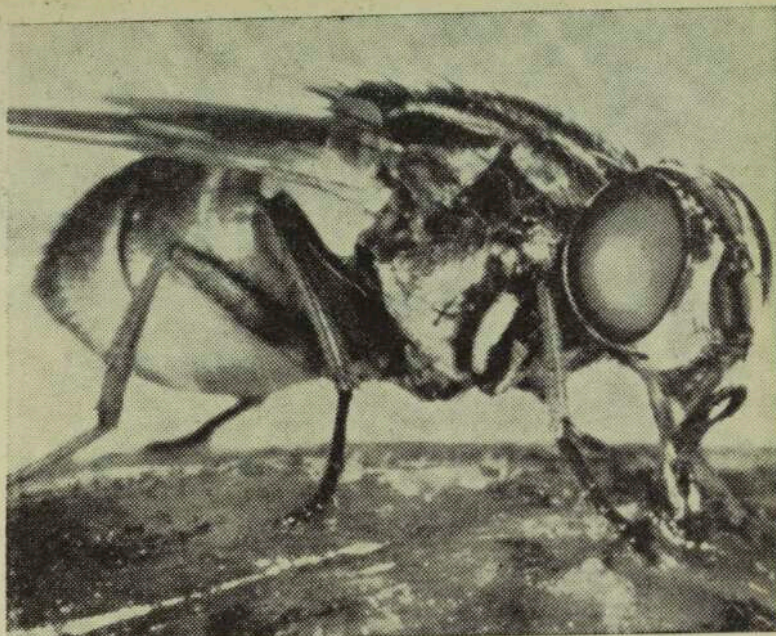
There is a crying need here for a forceful policy on cattle-raising and fishing. The former is being implemented to a degree, but at Manus recently we found a general district demand, from all sections, for a fishing industry to be established that would bring great economic benefits to the district. This seems natural in an island community placed in a recognised fertile fishing area, but from what we could obtain, nothing has been done to assist Manus in any way.

A fishing industry established here would have an extensive market throughout mainland New Guinea and the Highlands. In addition, the costs of establishment would be comparatively cheap in comparison with a lot of other ventures in urban development.

Agricultural needs

Agriculture, we believe, is not balanced to the needs of the country. The department has a lot of good, highly qualified specialists but is badly lacking in active field workers who are the mainspring of rural development. The proposal to recruit practical Australian farmers who would become residents in rural areas, and live and direct the peoples' work, is offered as a more practical means of rural development than the present policy of keeping teams of scientifically qualified agricultural officers tied down in urban centres

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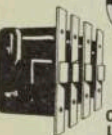
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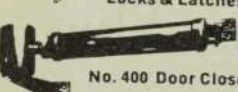
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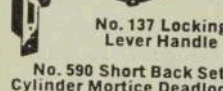
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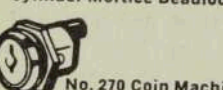
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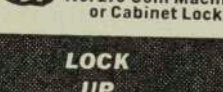
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with only occasional patrols outside, of short duration.

Our argument is that if district administration, health and education officers are stationed permanently in rural and remote areas, why should not agricultural officers be similarly posted?

We also advocate the formation of a liaison committee of Australian and P-NG members as a watchdog over territory affairs in Federal Parliament. The call for a Seventh State, from some quarters, is out; and other calls for a changeover from management by the Department of Territories to External Affairs would make little difference beyond Mr. Hasluck's driving personality being felt again.

The possibility of elected territory representatives to Federal Parliament is also remote, but there is a need for some type of closer relationship which would allow the territory to have a voice in national policies affecting the territory.

Executives

TCP executive consists of a chairman, two vice-chairmen, secretary and treasurer.

There are also two representatives from each district attached to the main committee on liaison and organisation duties. As districts agree to join, other delegates will be appointed. At present we have six districts represented and others awaiting decision. Tentative proposals have been made to Papuan districts which are still under discussion.

If possible, we propose putting candidates into the election next year but we are prepared to support a peoples' nominated candidate from each electorate who will speak on our platform proposals, the TCP executive concluded.

TOTELEGIE, a tiny island in the Gambier Group, 994 miles south east of Tahiti, is to be the site of an airstrip capable of handling international flights, according to Tahiti Press reports.

The reports say work started in late September on a 7,200-long runway, due to be completed next year. French officials said an electric station and a water-distilling plant have already been built on Totegegie, which is part of French Polynesia, and members of the French Foreign Legion were building the airstrip.

Totegegie is about two and a half miles long by about 175 yards wide. The Gambier Group lies to the west of Mururoa Atoll, centre of the French atomic proving grounds.



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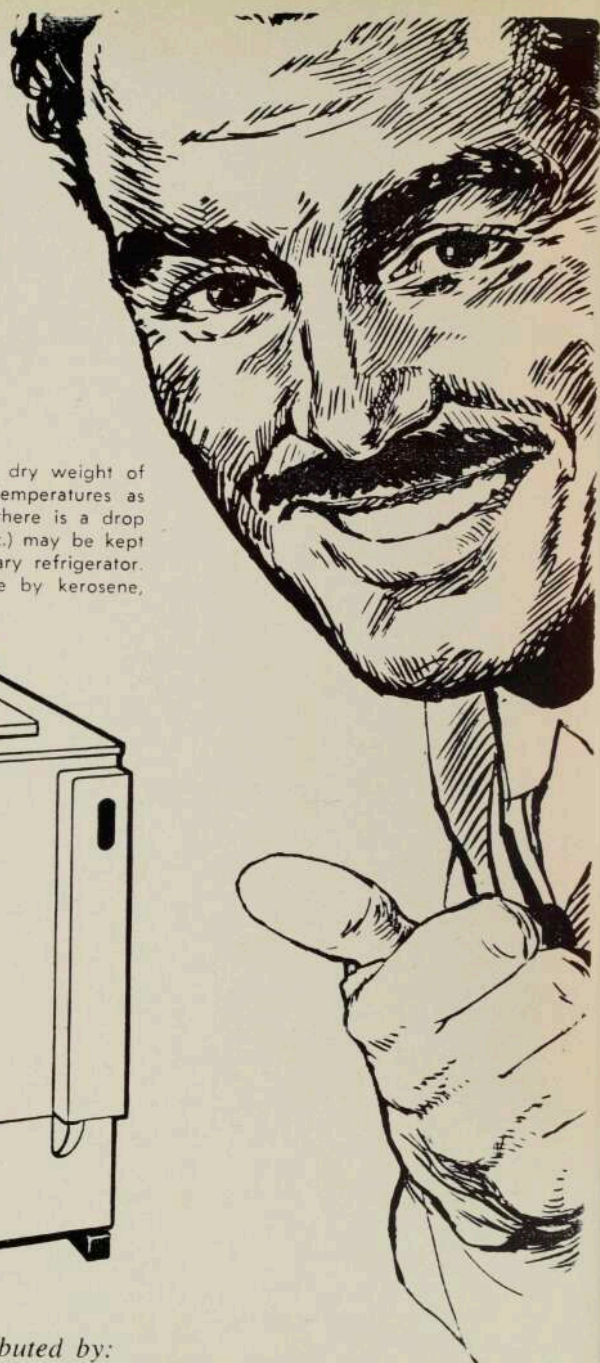
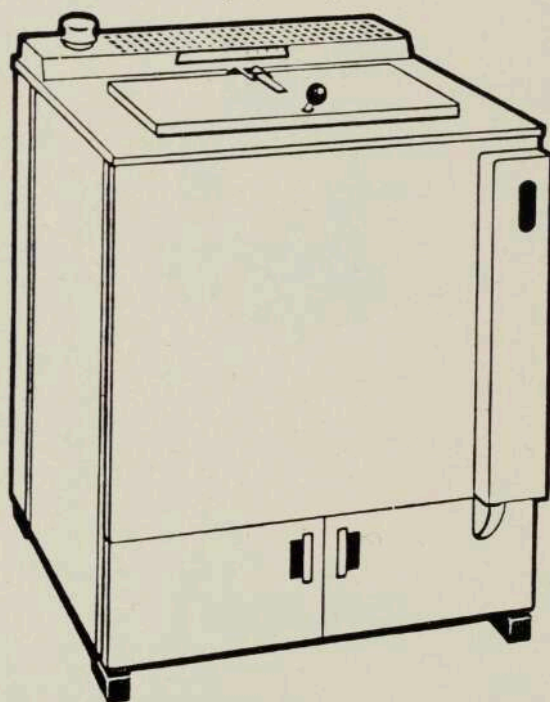
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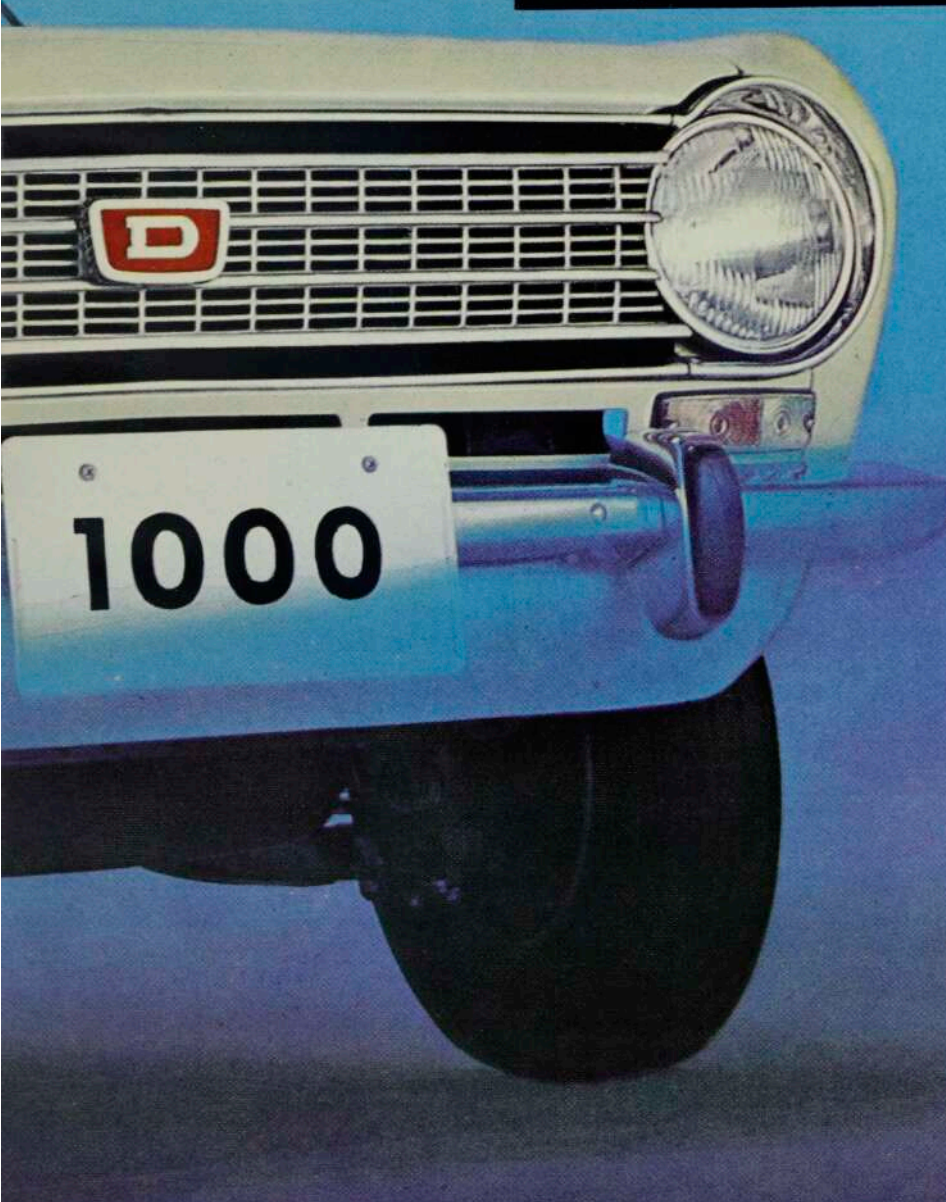
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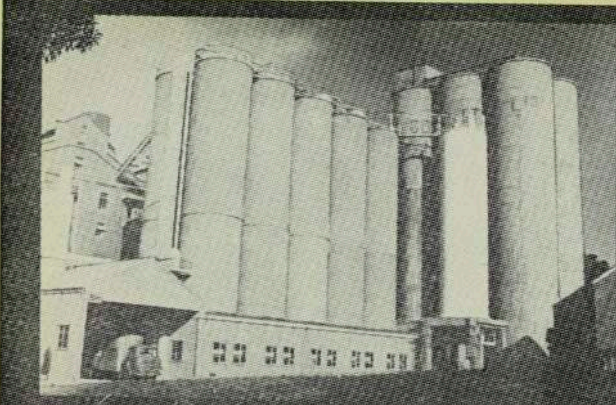
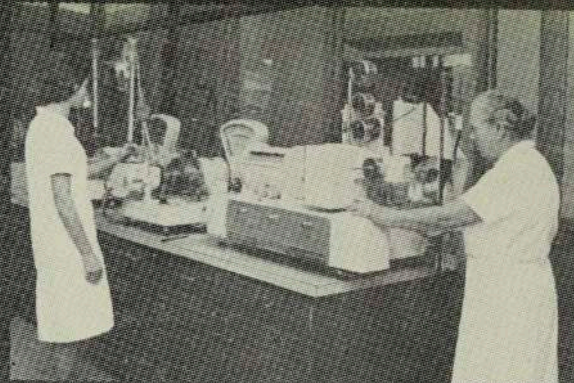
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MISUNDERSTANDING OVER ONE WORD SENT FRENCH EXPEDITION ON TRAGIC WILD GOOSE CHASE

By ROBERT LANGDON

If you searched through the history books long enough and hard enough, I daresay you might find an example of how, at some time in the past, the destiny of an entire army depended on the flicker of somebody's eyebrow, or how a whole city was wiped out because someone sneezed at the wrong time.

I doubt whether you would find such cases in the history of the Pacific. But you would—if you read the records carefully enough—find a case where the fate of an important French naval expedition was tragically changed because of a misunderstanding over a single word.

The misunderstanding—over the meaning of the word "habits"—occurred at Batavia, in the Dutch Indies in 1791, between an Englishman and two Frenchmen.

As a result, the French expedition set on a wild goose chase of thousands of miles round Australia and New Guinea; the commander, second-in-command, and many of the men prematurely lost their lives; the man who became the expedition's ultimate leader did not get home to France for 17 years.

Hunter meets La Perouse

The expedition was one of the most unfortunate in Pacific history. It was led by the French admiral Bruni d'Entrecasteaux, who was sent out from France to search for his missing countryman La Perouse.

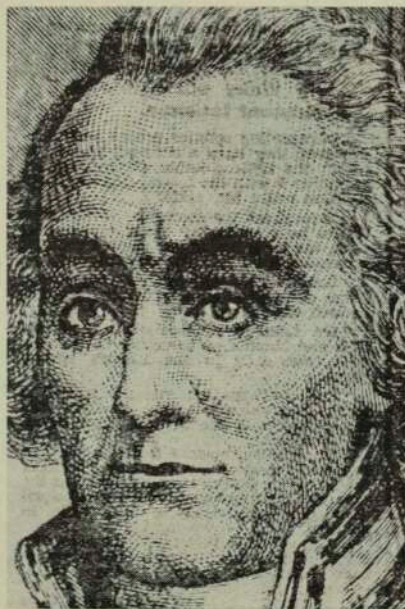
The d'Entrecasteaux tragedy had its beginnings in Botany Bay on January 26, 1788, when La Perouse arrived in that ample harbour in his ships *Boussole* and *Astrolabe* in the course of an extensive voyage of exploration in the Pacific.

Governor Arthur Phillip's First Fleet, which had arrived in the bay a few days earlier with Australia's first convicts, was preparing to move

to the present site of Sydney at the time. But Phillip, as an act of courtesy, sent his second-in-command, Captain John Hunter to greet La Perouse and to offer him any assistance he could give.

This meeting between Hunter and La Perouse gave Hunter a more than ordinary interest in the fate of La Perouse, when, many months after the French explorer had left Botany Bay, news reached Sydney that his ships were overdue and were apparently lost.

In France, meanwhile, the



Captain John Hunter.



Admiral d'Entrecasteaux.

news of La Perouse's disappearance had occasioned much grief and despondency, and even though the country was in the throes of revolution, the government decided to fit out an expedition to go in search of him.

The expedition was given two ships—the *Recherche* under d'Entrecasteaux and the *Esperance* under Captain Huon de Kermadec.

Possible clue

D'Entrecasteaux's instructions were to follow the route La Perouse intended to take after leaving Botany Bay—to Tonga, New Caledonia, the Solomons, the Louisiade Archipelago of Papua, and through the strait separating New Guinea from Australia. He sailed for Cape Town on September 28, 1791.

Meanwhile, Captain Hunter, who had met La Perouse in Botany Bay, was on his way to England in the Dutch ship *Waaksamheid*. He had kept his eyes peeled for traces of La Perouse almost from the moment he left Sydney.

But it was not until the morning of May 31, 1791, when the *Waaksamheid* reached the Admiralty Islands, north of the New Guinea mainland, that Hunter saw anything that seemed like a possible clue.

On that particular morning, he



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- ☐ Vegetable Salad with Chicken
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is standing on the *Waaksamheyd's* deck when five native canoes came paddling out to the ship. As the canoes came nearer, Hunter could see that the occupants were strong, good-looking men with woolly hair tied in knots. They also wore wrappers of some kind round their waists.

Some of the natives held up lines, shells and arrows as if they wanted to exchange them. But when the *Waaksamheyd's* crew invited them aboard by signs, their companions stopped paddling and allowed the ship to draw away from them.

Captain Hunter then noticed that one of the natives was scraping his cheek and chin with something, as if imitating a European shaving.

This led Hunter to think that the natives had possibly had contact with European ships, and as he knew of others that had passed that way, he reasoned that they might have been the *Boussole* and *Astrolabe* of La Perouse. He noted down his thoughts on this subject in a journal he had kept since leaving Sydney.

Four months later, when the *Waaksamheyd*, after a most tedious voyage, reached Batavia, Hunter met the masters of two French merchant vessels that had just arrived from the Cape. When the Frenchmen asked him if he had seen any sign of La Perouse, Hunter told them about the native who had scraped his cheek and chin.

The behaviour of this native, Hunter said, seemed to indicate that the Admiralty Islanders had acquired European habits from a passing ship. If it was possible, he added, that a ship had belonged to La Perouse.

Wrong meaning

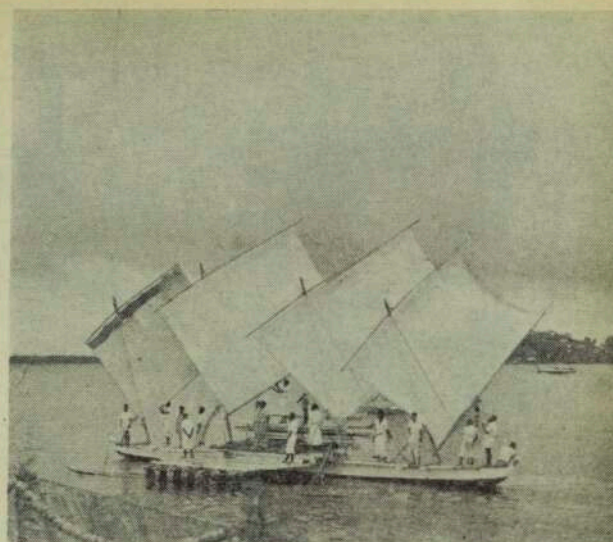
At the mention of the word "bits", the Frenchmen pricked up their ears, for to them the word meant "costumes" or "clothing" and "customs" as Hunter had intended.

A barrage of excited questions followed on what the natives had been wearing. Hunter replied that the only clothes were the wrappers round their waists, and the material used to tie up their hair.

He asked what colour this clothing was. Hunter said that some was red and some blue. This information pleased the Frenchmen even more, as red and blue were the colours of French sailors' uniforms.

Leaving Hunter at last, the Frenchmen were convinced that they had gained important information of great importance to the French

A four-masted canoe of the Admiralty Islands, where Captain Hunter got the idea that the islanders may have had contact with La Perouse.



Government—that there was strong reason to believe that La Perouse had been wrecked in the Admiralty Islands and that the natives had acquired clothing from his men.

One of the Frenchmen, Magon Lepinay, made a statutory declaration on his interpretation of Hunter's statement to the French naval commander at Mauritius when he reached that island from Batavia on October 31, 1791. The other merchant captain, named Preaudet, made a similar declaration when he sailed into Mauritius a week later.

The French commander, who knew that d'Entrecasteaux was on his way to Cape Town to search for La Perouse, was so impressed by the earnestness of Lepinay and Preaudet that he immediately sent a frigate to the Cape with the two declarations in the hope of intercepting d'Entrecasteaux.

The frigate arrived in Cape Town a few days before the end of 1791. D'Entrecasteaux had still not arrived, so the frigate's commander left the declarations with the French charge d'affaires and sailed back to Mauritius.

Hunter in Cape Town

Meanwhile, the deadly slow *Waaksamheyd*, with Captain Hunter on board, put into the Cape. She was still there when d'Entrecasteaux arrived in mid-January in the *Recherche* and *Esperance*. But Hunter and d'Entrecasteaux did not meet, for the *Waaksamheyd* sailed on the following day.

When d'Entrecasteaux was given the two statutory declarations and

was told that Hunter had been in Cape Town, he thought it strange that the Englishman had not waited to see him if he had really had concrete information on La Perouse.

This, and the discovery that Hunter had apparently made no mention of La Perouse to anyone in Cape Town, made him inclined to think that Lepinay and Preaudet had probably misunderstood what Hunter had told them.

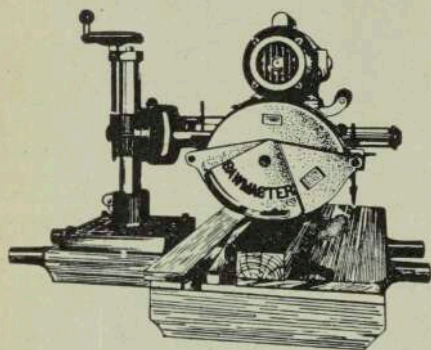
D'Entrecasteaux also noticed that the statements of the two merchantmen differed on many points. Yet he could not dismiss the fact that both men asserted that Hunter had seen red and blue French naval uniforms among the Admiralty Islanders.

For this reason alone, he decided to ignore his instructions and to sail at once for the Admiralty Islands. He could not afford, he thought, to neglect any clue that might lead to the discovery of La Perouse's fate.

After hastily provisioning his ships, d'Entrecasteaux set sail for the Admiralty Islands on February 16, 1792, intending to take the direct route across the Indian Ocean. But contrary winds soon compelled him to change his plan and sail via Tasmania and the Western Pacific.

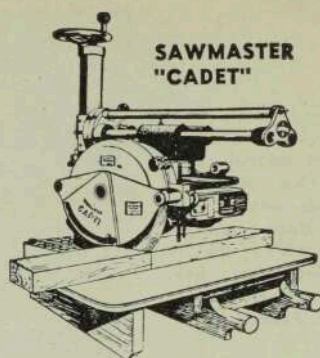
The two ships reached the east coast of Tasmania after a voyage of two months, and stayed there a further month surveying and taking in wood and water.

Continuing on their way, they reached New Caledonia's Isle of Pines on June 16, 1792. Over the next 10 days they surveyed New Caledonia's west coast, which, as far as they knew, had not previously

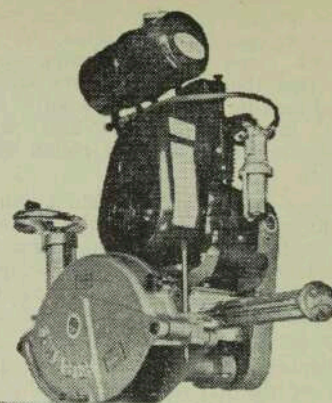


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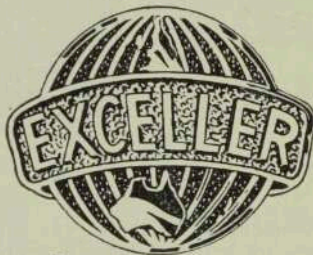
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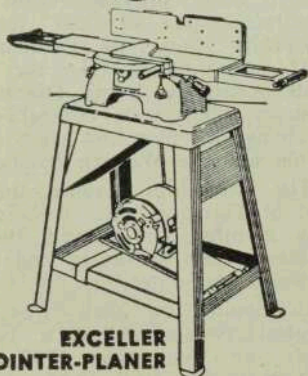
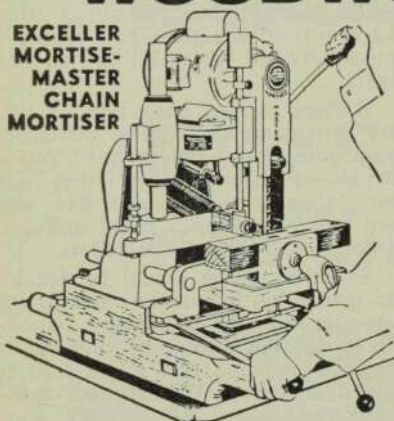
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EARLY VISITOR TO NEW CALEDONIA

WHO was the first European to visit New Caledonia after Captain Cook discovered it in September, 1774, and who lived to tell the tale?

All the books on New Caledonia that I have ever read invariably plump for d'Entrecasteaux, who was in those parts in 1792 and again in 1793 while searching for his missing countryman La Perouse.

However, in looking through some papers in Sydney's Mitchell Library recently I discovered that d'Entrecasteaux was preceded in New Caledonia by several months by a British seaman, Captain Richard Bowen, who put into the Isle of Pines in the transport "Atlantic" towards the end of 1791.

The "Atlantic", one of the ships in the Third Fleet to bring convicts to Australia, had arrived in Sydney from Plymouth on August 20, 1791, with 202 convicts and a detachment of the New South Wales Corps.

Two months later, the NSW Governor, Captain Arthur Phillip, sent her to Calcutta to obtain stores for his infant colony.

"On her way," London's "St. James Chronicle" reported on July 31, 1792, "she fell in with the Isle of Pines and attempted to land part of the crew with an intention to cut spars for the ship's use.

"That island has been described by Captain Cook as uninhabitable, but this was found not to be the case by the crew of the 'Atlantic', who were so effectually opposed by the natives in the attempt which they made to land that they were obliged to give up the point."

The "Atlantic" sailed on to Calcutta apparently via Bougainville Strait, which Captain Bowen thought at the time was a new discovery.—ROBERT LANGDON.

en visited by Europeans (see tel). However, no landings were made because of the difficult reefs. With water in both ships desperately low, the Frenchmen pressed on to Bougainville, Buka and New Ireland, finally reaching the Admiralty Islands July 28 after a passage of six months from Cape Town.

No traces found

D'Entrecasteaux made a thorough search among these islands for traces of La Perouse, but was soon convinced that he had not been near him.

Disappointed, he now decided to revert to his original instructions. As the prevailing winds prevented him from turning about and heading back into the Pacific, he had to sail to the Dutch East Indies port of Amboina to prepare for the treble voyage round the west and south coasts of Australia.

Leaving Amboina in October, 1792, the ships reached Cape Huuwin, near the present city of Perth, in two months. They then investigated the western half of the Great Australian Bight until a shortage of water forced them to run in for Tasmania. Here the Frenchmen continued their explorations of the previous year and added many new names to the map, some of which still survive.

Pressing on to Tonga via the north of New Zealand, the Frenchmen came to a group of islands which were named the Kermadec

Islands, after the *Esperance's* commander.

In Tonga, d'Entrecasteaux found that the Tongans clearly remembered the visits of Captains Cook and Bligh, but they knew nothing of La Perouse.

By this time, the expedition had been on its way for nearly two years, and the long periods at sea with poor water and little but salt provisions were taking their toll. Dozens of men were down with scurvy and other diseases, but d'Entrecasteaux sailed on in the hope of finding some new islands to the west of Tonga and perhaps a clue to the fate of his countryman.

Kermadec dies

Soon after reaching New Caledonia again early in May, 1793, Captain Huon de Kermadec died of a "malignant fever" that had troubled him since leaving Tasmania.

His companions buried him in the dead of night on a small, off-shore islet to prevent the natives, who were thought to be cannibals, from disinterring his body. They then sailed northwards to the Santa Cruz Islands.

Here they sighted three islands—Utupua; an island which was unmarked on their charts and which they called Recherche Island; and the large island of Ndeni. At Ndeni, a keen look-out was kept for any signs of La Perouse: but Recherche Island was left unvisited.

Not seeing any white men or

articles of French manufacture at Ndeni, the expedition pressed on via the Solomons Archipelago to the Louisiades, which La Perouse had proposed to visit.

Here began three weeks' navigation through virtually uncharted waters, during which numerous places and names were added to the map. Most of the names that d'Entrecasteaux gave to individual islands have since been superseded by their native names. But his names for island groups and other major landmarks still survive—e.g., Bonvouloir Archipelago, d'Entrecasteaux Group, Trobriand Islands, Lusanca Islands, Huon Gulf, Willaumez Peninsula and Rossel Island.

Having passed through Dampier Strait and skirted the northern coast of New Ireland, d'Entrecasteaux again reached the Admiralty Islands where, worn out and ridden with scurvy, he died on July 21, 1793.

Command of the expedition then passed to Lieutenant d'Auribeau and Lieutenant Rossel became his deputy. However, d'Auribeau, himself, was so sick that Rossel was in effective command.

Hope gone

With all hope gone of discovering the fate of La Perouse and with 60 men down with scurvy, Rossel made all haste to get his ships to a Dutch East Indies port. This they did on September 3 when the port of Caieli on the island of Buru was reached.

Here some of the scurvy-ridden men recovered; but dysentery soon struck down 50 others, killing five, and the expedition hastened on to Surabaya.

At Surabaya, the Dutch authorities provisioned the ships, but refused for some time to allow the Frenchmen to land because Holland and France were at war. Later on, the Frenchmen learned that England and France were also at war, and that King Louis XVI had been executed in the revolution at home.

News of the king's death caused the French crews to split into two mutually hostile parties — royalists and republicans. D'Auribeau, a royalist, hoisted the white flag of the monarchy and asked for Dutch protection.

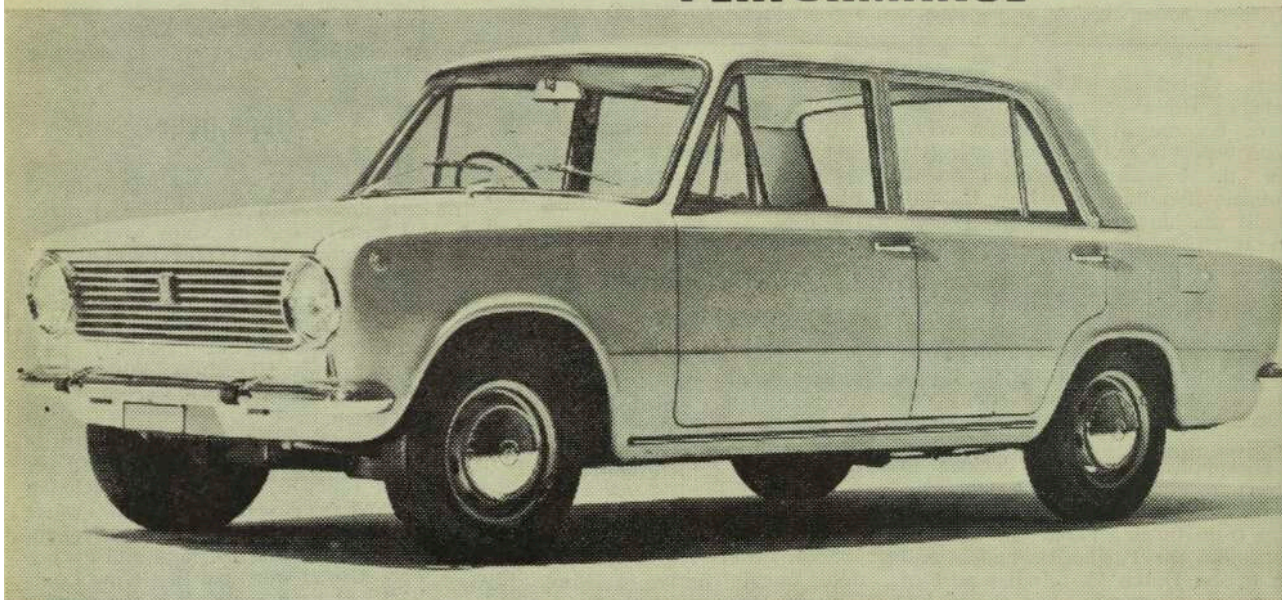
The Dutch authorities granted his request and immediately arrested all the republicans and imprisoned them in unhealthy fortresses. Many of them died there.

D'Auribeau, himself, died of fever on August 23, 1794, and the command of the expedition, such as it then was, devolved again on Rossel.

By this time, nearly half of the

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Few parallels to an extraordinary story

original complement of 219 were dead, and the Frenchmen had run up such large bills for food and medical treatment that the Dutch authorities confiscated their two ships as payment.

Several months later, the Dutch allowed the miserable survivors of the expedition to leave for France in a Dutch convoy.

But their misfortunes were by no means over.

A couple of ships in the convoy were wrecked in a storm soon after passing through the strait of Sunda and several of the Frenchmen on board were drowned. Others died of a sickness that broke out later.

Then the survivors found themselves up against further political trouble.

On reaching the Cape of Good Hope, they learned that England and Holland, which had previously been allies, were now at war, and that British naval ships were roaming the seas not only in search of French vessels, but also of Dutch.

Rossel captured

One of the Dutch ships, carrying members of the expedition, was captured off St. Helena in mid-1795. A second, with Lieutenant Rossel on board, was caught off the Shetland Islands as she tried to slip through the British net by sailing right round the British Isles.

Rossel, who had all the official charts and journals of the expedition, was taken as a prisoner to London. But officialdom allowed him to work on his charts and on a narrative at the Hydrographic Department in Whitehall.

Anglo-French wars kept him a prisoner in England for the next 13 years, so that the 19th century was eight years old before he got home.

As the d'Entrecasteaux expedition had left France in 1791, it was thus a total of 17 years before the man who had the final command of it could say to himself that it was over.

But even then, his association with the expedition still had 12 more years to run, for it was not until 1820 that he saw the narrative of the expedition through the press.

There can be few cases in history to parallel Rossel's extraordinary story, which almost certainly would never have come about if Rossel's countrymen, Captains Lepinay and Preaudet, had not misunderstood the meaning of the small word "habits".

Footnote: Seven years after Rossel's account of the d'Entrecasteaux expedition appeared, an Irish seaman, Captain Peter Dillon, discovered that La Perouse's two ships had been wrecked in a storm at Vanikoro in the Santa Cruz Islands. Vanikoro, it turned out, was the island which d'Entrecasteaux had called Recherche, but which he did not investigate. If he had, he might have been in time to rescue some survivors from La Perouse's ships, as information gathered by Dillon and others indicates that some of La Perouse's men lived on Vanikoro for a number of months before they built another ship and sailed away in it, never to be heard of again.

UK hydrographer lost his job over charts of d'Entrecasteaux

The refusal of the British hydrographer Alexander Dalrymple to take advantage of captured charts of the d'Entrecasteaux expedition to correct British charts of the South Pacific led to his eventual removal from office in 1808.

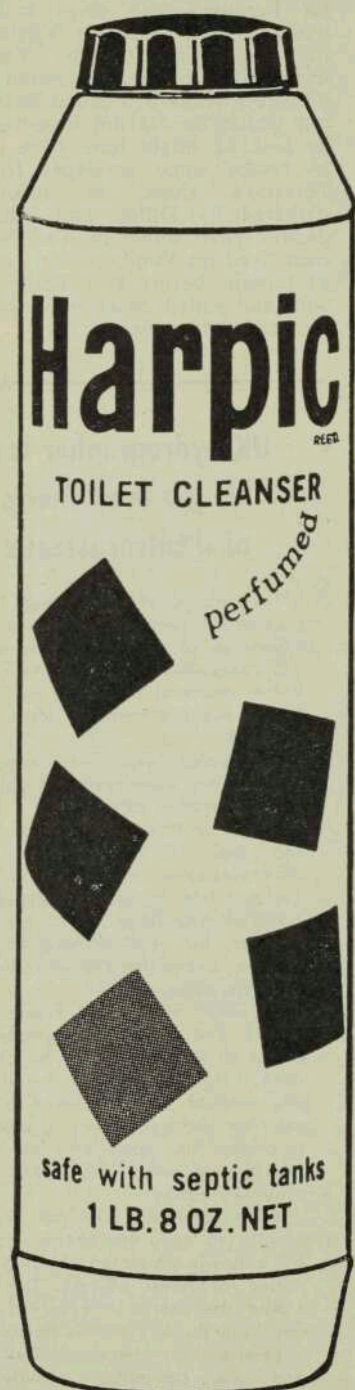
Dalrymple, who was appointed Britain's first Admiralty hydrographer in 1795, was in office when a British warship captured Lieutenant Rossel and the official charts of the d'Entrecasteaux expedition off the Shetland Islands (see this page).

Rossel was taken to London as a prisoner, but was allowed to work on the expedition's charts in Dalrymple's office.

Although Britain and France were at war, and although Dalrymple took copies of Rossel's charts, he did not think it right that Britain should make any use of them because d'Entrecasteaux had been carrying passports to protect his expedition from enemy interference when the charts were originally made.

When pressure was put on Dalrymple to use the charts in 1808 by a newly-appointed charting committee of naval officers, Dalrymple stored the charts in a locked press and kept the key on his person.

Relationships between Dalrymple and the committee rapidly deteriorated from then on, and he was dismissed within a few months.



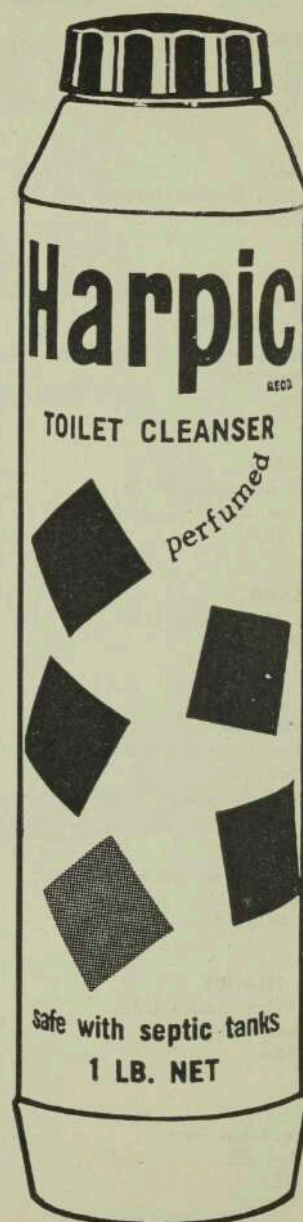
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FAMILY SIZE

RC56

Among the pictures in PIM for December, 1947, was this one of Mr. Tom French and his Taylorcraft plane. Mr. French had been running an aerial ferry service for two years between Nadi and Nausori. "No one in the group has a better geographical knowledge of Fiji and its vagaries of weather and flying conditions than French," PIM said.



Political repercussions, stemming from statements by Colonel H. T. Allan at an RSL conference in Canberra in October, 1947, had given New Guinea "the largest slice of publicity since the Japanese invasion," according to the issue of PIM for 20 years ago this month. Colonel Allan (who died in May this year) had sharply criticised the "frustrations and disabilities" that Europeans, many of them returned servicemen, had to put up with in New Guinea. As a result, Australia's Minister for Territories, Mr. Eddie Ward, was planning to visit the territory.

OTHER items in PIM for December, 1947, included:

IN Western Samoa, fires at J. Ah Soon's Apia store and Mr. Theodore Wulff's Falealili home had gutted both buildings.

"LOCAL discontent has obviously not been communicated to the pre-natal world, for the birth rate is still rapidly accelerating," PIM's correspondent in Port Moresby said. "The hospital is now running a weekly welfare clinic to care for new arrivals."

THE French Government had decided to close down the French Navy base at Noumea's Baie de l'Orphelinat. The base had been set up during World War II and employed about 120 men.

MORE than 1,500 natives attended displays for the French Army commander in New Caledonia, Colonel Labadie, when he paid an official visit with his wife to Mare Island in the Loyalty Group. Mare's Grand Chief Naisseline and his "lively and intelligent sister", the Dada, entertained Colonel Labadie.

THE inaugural session of the newly-constituted Cook Islands Legislative Council had opened in Rarotonga.

THE biggest pearl to be found since post-war pearling began in Torres Strait had been discovered by Mr. Hilton Bell. The pearl weighed 19½ carats, was button-shaped and would just pass through the neck of a beer bottle. It was reported that an Islander had made four attempts in one night to steal the pearl from the hotel where Mr. Bell was staying on Thursday Island.

THE acute shipping position in the Solomons was to be relieved by a 60 ft trawler, to be sailed from Queensland to Guadalcanal by Fijians.

PIM commented: "The Southern Cross, the small motor-vessel of the Melanesian Mission, took about a dozen planters back to the Solomons in March, 1946. Since then these people have been literally swallowed up in the mighty silence that surrounds the Solomons and all pertaining thereto."

ENIWETOK Atoll, in the Marshall Islands, had been

Yesterday

chosen by the United States Navy and the Atomic Energy Commission as the site of what newspapers described as "a super-secret atomic weapon testing-ground".

THE BSIP Government vessel *Kurimarau* was sporting the Solomons Islands coat-of-arms, recently granted by King George VI. The coat-of-arms consisted of a formalised turtle on a red ground surmounted by a black and white frieze.

QANTAS Empire Airways, which was running air services between Australia and Papua-New Guinea, was expected to make a survey of an air-route from Australia to Nauru, via New Britain and Guadalcanal. The British Phosphate Commission was expected to help operate the projected air-route. However, Nauru is still without a regular air service, although charter flights are made to the island occasionally.

THE Very Rev. Sidney Gething Caulton had been appointed Bishop of Melanesia to succeed Bishop W. H. Baddeley.

BRIG-GEN. Thomas Griffiths, Administrator of Nauru from 1921 to 1927 and acting Administrator and Administrator of New Guinea from 1931 to 1934, died in Melbourne on November 16, 1947, aged 82.



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CLEAR FACTS ON A VARIETY OF NEW GUINEA PROBLEMS

Readers and collectors of New Guineaana can't these days depend on getting a regular flow of anthropological reports of the kind put out by the Papuan Administration from 1921 until the late 1930s. More's the pity, as those reports—most of them by the industrious F. E. Williams—made fascinating reading.

Today's readers can, however, find a bargain in the New Guinea Research Unit's regular series of bulletins, the first of which was issued in early 1963, and which now number 18. Since these may be obtained for only \$1 each or for a subscription of \$3 for all bulletins issued in a year, they are certainly a better financial bargain than the Williams's papers, which frequently were available only in groups and published in hard covers by the Oxford University Press.

The subjects covered by the research unit's series are wider than those of the Papuan anthropological reports. The New Guinea Research Unit, established in 1961, by the Research School of Pacific Studies at the Australian National University, investigates all kinds of P-NG problems, of both practical and scientific interest. The investigations are designed for people who want facts on a particular problem.

The format of the bulletins (printed and set from typescript) was designed to get the publications into the hands of people interested, in the simplest way and in the shortest time. The preparation was not to place an undue burden on field workers wanting to get on with the next job instead of wasting time putting papers through the press.

Clarity

The bulletins have been successful in their objectives. After a somewhat shaky start they are now appearing in increasing numbers, and doubt there is a backlog of papers to be published.

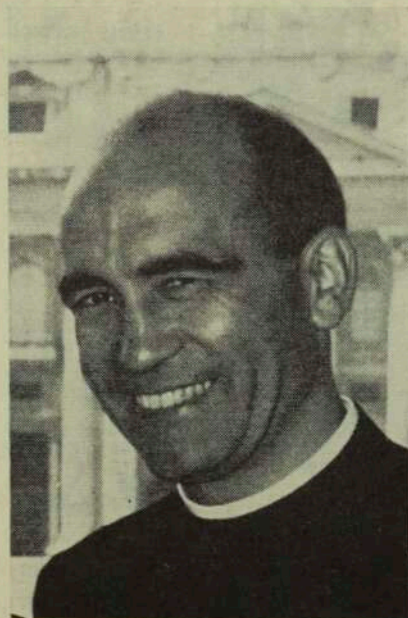
Although some of the papers will be of more interest to the general New Guinea resident than others, and there is also a variation—par-

ticularly in the early stages—in the quality of the material, the most notable aspect of the bulletins is their clarity. Nobody seriously interested in New Guinea affairs should be without a set, and even those with only passing interest will find subjects to interest them.

Here is a full list of the bulletins (which are available from the ANU Press, PO Box 4, Canberra):

No. 1—*The Erap Mechanical Farming Project*, by R. G. Crocombe and G. R. Hogbin, April, 1963. No. 2—*Land, Work and Productivity at Inonda*, by R. G. Crocombe and G. R. Hogbin, August, 1963. No. 3—*Social Accounts of the Monetary Sector of the Territory of Papua and New Guinea, 1956/57 to 1960/61*, by R. C. White, January, 1964. No. 4—*Communal Cash Cropping Among the Orokaiva*, by R. G. Crocombe, May, 1964. No. 5—*A Survey of Indigenous Rubber Producers in the Kerema Bay Area*, by G. R. Hogbin, October, 1964. No. 6—*The European Land Settlement Scheme at Popondetta*, by D. R. Howlett, April, 1965. No. 7—*The M'buke Co-operative Plantation*, by R. G. Crocombe, August, 1965.

No. 8—*Cattle, Coffee and Land Among the Wain*, by Graham Jack-



Father Wiltgen.

son, December, 1965. No. 9—*An Integrated Approach to Nutrition and Society; The Case of the Chimbu*, ed. E. Hipsley, January, 1966. No. 10—*The Silanga Resettlement Project*, by Olga van Rijswijk, February, 1966. No. 11—*Land Tenure and Land Use Among the Mount Lamington Orokaiva*, by Max Rimoldi, April, 1966.

No. 12—*Education Through the Eyes of an Indigenous Urban Elite*, by Karol van der Veur and Penelope Richardson, August, 1966. No. 13—*Orokaiva Papers: Miscellaneous Papers on the Orokaiva of North East Papua*, November, 1966. No. 14—*Raia Camp: a Port Moresby Migrant Settlement*, by Nancy E. Hitchcock and N. D. Oram, January, 1967. No. 15—*Bulolo: A History of the Development of the Bulolo Region, New Guinea*, by Allan Healy, February, 1967.

No. 16—*Papuan Entrepreneurs. Papers* by R. G. Crocombe, W. J. Oostermeyer and Joanne Gray, J. V. Langmore, April, 1967. No. 17—*Land Tenure Conversion in the Northern District of Papua*, by David Morawetz, May, 1967. No. 18—*Social and Economic Relationships in a Port Moresby Canoe Settlement*, by N. D. Oram, July, 1967.

ANOTHER publication of New Guinea interest recently available is *The Death of Bishop Loerks and His Companions*, by Rev. Ralph M. Wiltgen, Divine Word Missionary. This is a report of only 66 pages, bound in booklet form as a reprint from the Roman Catholic journal *Verbum*, which is published by the Collegio del Verbo Divino, Rome. This is also Father Wiltgen's address.

The name of Father Wiltgen, who is an American, is well-known in the Islands and he is currently working on a book, *The History of the Catholic Church in North-East New Guinea*. The importance of this reprint is that it is the first published section of the book.

It describes in detail how three children, 25 women and 34 men were murdered aboard the Japanese destroyer *Akikaze* between Kavieng and Rabaul, New Guinea, in March, 1943. They included Bishop Joseph

BOOK REVIEWS



Good books make good gifts

TELL MORNING THIS by Kylie Tennant

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AUSTRALIAN OCEAN RACING by Murray Davis

The first book to tell how this tough and exciting sport grew up so rapidly in Australia from its beginnings with the 1945 Sydney-Hobart race up to this year's challenge for the Admiral's Cup and the America's Cup. Illustrated with colour and black and white photographs, drawings, diagrams and charts. \$8.00.

MORRISON OF PEKING by Cyril Pearl

This magnificent biography of a great Australian has topped the best-seller list for the last two months and has been highly praised by the critics. Morrison was *The Times'* Peking correspondent from 1897 to 1912 and became a world-famous authority on China. Illustrated. \$6.95.

NINJI'S MAGIC by Elisabeth Macintyre

A delightful book for children aged between 7 and 12 that tells how Ninji—a little boy living in the highlands of New Guinea—succeeds in his ambition to go to school. Beautifully illustrated by Mamoru Funai. \$2.50.



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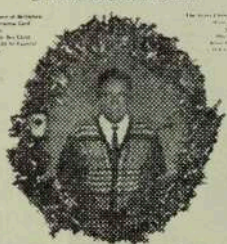
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"THE COUNTRY GENTLEMAN", by Hawkshaw Hawkins—My Fate Is In Your Hands, Sunny Side of The Mountain, Ring On Your Finger, Etc. CAS/CAL 931 . . . \$2.95

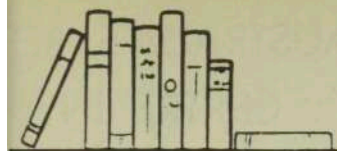
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erks, 66, head of the Central New Guinea Vicariate, then at Kairiru and, north west of Wewak.

Almost all of the group were missionaries, including missionary priests, and their nationalities included German, American, Austrian, Dutch. Most were German. One was bound, taken to the stern of the destroyer and shot in particularly horrifying circumstances. The children were simply thrown overboard.

Walter Wiltgen's booklet contains details of the massacre from official records, and a long report of the subsequent war crimes trial. The report is surely unnecessarily detailed, even for a history.

NOW that it is Christmas, and the glossy books that make good Christmas presents are flooding in, seems a good time to point out that books on Australian fauna are coming from so many publishers at so many different prices that the pocket must surely be glutted. If it is, then buyers looking for something on fauna (many Australian books touch on New Guinea fauna) should make a point of seeing everything available at their bookshops before making a choice.

Some books seem to be of an unnecessarily high standard, with excessive plates and bindings and long runs of scientific information of little use to the average reader. Other books cover only a restricted range of wild life, while some go the whole hog, and price doesn't always bear relation to the range of contents.

New Guinea tortoises

Among the wild life books we have lately are *Birds of the Sun*, by Michael Sharland (Angus and Robertson, \$3.95), *Marsupials and Monkeys of Australia*, by Gordon Lyne (Angus and Robertson, \$3.50) and *Swamp Tortoises of Australia and New Guinea*, by John Goode (Lansdowne, \$8.50).

The book on tortoises is one example of a specialised work at a high price. But if you are looking for a book on Australian and New Guinea tortoises this is what you will have to buy. Although it is nearly 200 years since the first large long-neck tortoises were dis-

covered in Australia by Sir Joseph Banks, this is the first full length book devoted to them.

The author is an enthusiastic amateur, whose interest in tortoises began some years ago when his sons asked for one as a pet. He found there was no literature on Australian tortoises and their care and what began as a matter of curiosity with him developed into a major research project and finally this book.

The information on how Australian and New Guinea tortoises may be maintained as pets will be of special interest.

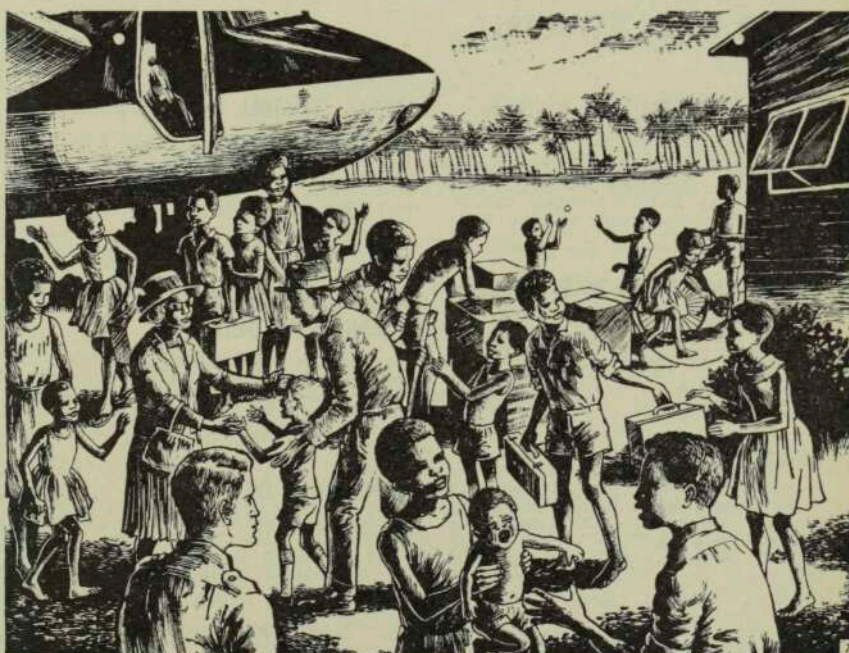
A cheap one

Another amateur of sorts—that is, he is not a scientist producing an academic work—has been responsible for writing a book on Australian wild life which ought to be mentioned because you probably won't find anything as useful for the price. It is Harry Frauca's *The Book of Australian Wild Life*, which is the first in a series of Australiana to be published by Panther Books (\$1.35, distributed by Gordon and Gotch). Harry Frauca photographs and describes Australian wildlife for his living and his new paperback con-

Cooking without too many tears

Unless you happen to have been washed up on an island with nothing but coconuts, a new cook book is always of interest, and one worth mentioning is Rosemary Hemphill's, "Look, You Can Cook!" (Angus and Robertson, \$2.50). It's different because it's designed for the younger fry—and teenagers particularly. We especially liked the chapter on "Cooking for a Week", which is meant for the occasions when young daughter finds herself having to feed Dad and the rest of the family for a spell. Decorations by Colin Simpson's wife, Claire.—LI.

tains 48 pages of photographs wrapped around text which is as entertaining as it is informative. The book describes the whole gamut of Australian wildlife, including crabs, frogs, birds and seals. You could buy it as a guide to the complicated decision on which of the more expensive books you should have.—SI.



Flash cards and composition pictures for school use are published regularly by Oxford University Press, and this is one of 16 double-sided cards of New Guinea scenes recently released as part of OUP's Pacific Series. They are composition pictures designed for Standard 1, are large enough to be seen at the back of the class, and sell for \$3.25 a set.

BOOK NEWS

Super-colossal, but not giant-economy!

The 10th edition of the **PACIFIC ISLANDS YEAR BOOK—** and its growing appendage, **WHO'S WHO IN THE PACIFIC ISLANDS**—has been almost a year in the works.

But by the time this is being read in the Islands it should have made its appearance. . . This edition will be in the Super-Colossal Size—although we would be kidding if we suggested that it would be in the Giant Economy Size . . . There will, on present indications, be over 700 pages in Edition 10 and economy isn't a word that comes into it. . . With the high cost of production, the high cost of travel and the high cost of everything else that goes into the make-up of a reference book of this sort, the selling price will be higher than the modest \$5 of Edition 9. . . New features are the "In Brief" section which gives a quick reference to salient points about the main Pacific Islands; a section dealing with the Asian countries on the Pacific's western periphery; and approximately 500 new biographies for the Who's Who. Writing biographies, checking biographies, chasing prospective biographies and trying to find out what happened to owners whose biographies appeared in the last edition but who now have been sunk, apparently without trace, have taken 10 years off the life of . . .

The Book Editor

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General

MANY A GREEN ISLE, by Judy Tudor

A different kind of survey of the colourful South Seas. Illustrated 256 pages cloth bound. Price: \$3.50 Aust., plus postage, 17 cents Aust., 45 cents overseas, \$4.75 U.S. posted.

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(Box 3408, G.P.O., Sydney, 2001).

AUSTRALIA'S RED CENTRE IN PICTURES

The weird, stark, inhospitable land of Central Australia, with its fantastic geological formations, strange wild life and primitive, nomadic aborigines has been increasingly visited by tourists in recent years.

Such tourists have been a great boon to the manufacturers of Kodachrome, Agfacolor, Ansco-color and all other colour film, for they have shot mile upon mile of it at such places as Ayers Rock, Alice Springs, Ormiston Gorge and the Devil Marbles.

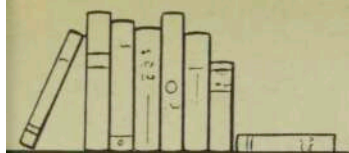
Now, however, Central Australia tourists might just as well stop pouring their money into the film-maker's pockets and buy a copy of *The Red Centre* instead.

The Red Centre is a 106-page book of magnificent photographs of Central Australia, taken by a professional New Zealand photographer, Robin Smith, which no tourist could possibly improve on. He toured 10,000 miles through the territory to get what he wanted. He has previously published two volumes of pictures called *Australia in Colour* which have sold 60,000 copies throughout the world.

Half in colour

Of the 140 pictures in the book which measures 11 in. x 8½ in. exactly half are in colour. The pictures are divided into 12 sections. These are devoted to such subjects as Ayers Rock, Central Australia people and animals, Alice Springs, Australia's Grand Canyon (King Canyon), and the opal fields of Coober Pedy.

A brisk text for the book has been written by one of Australia's best-informed authors on Central Australia and the Northern Territory—Keith Willey. He is a former editor of the Alice Springs newspaper, *Centralian Advocate*; a former associate editor of the Darwin newspaper *Northern Territory News*; the winner of three Walkley Awards for Journalism for stories on northern and inland Australia; and the author of several books on the subject, plus



on New Guinea, *Assignment New Guinea*.

Willey takes only four paragraphs to sound a warning for those who would visit his happy hunting ground. The inland is dangerous country for newcomers", he says. "Even if you could perish only half an hour by car from Alice Springs. The sun, generating temperatures of 110 degrees and more, and an excessively dry atmosphere, can dehydrate a lost man, leaving a skeletoned corpse within forty-eight hours".

Many of Robin Smith's photographs reveal the sombre truth of the country only too well. But anyone who reads his book is likely to want to visit. The Red Centre just the same. L.

THE RED CENTRE. Lansdowne Press, Melbourne. \$4.50.)

The *Australasian Stamp Catalogue*, a 64-page listing of all the post-stamps ever issued by the Australian States, the Commonwealth of Australia, and the Australian Dependencies is the latest publication of its kind to be issued by Review Publications Pty. Ltd., of Sterling Street, Sydney, New South Wales.

The new publication covers a field which was previously embraced by two separate catalogues brought out by the same publishers—the *Australian Stamp Catalogue*, the *Australian States Stamp Catalogue*, the *Australian Dependencies Stamp Catalogue*, and the *Papua-New Guinea Stamp Catalogue*, all of which have been discontinued.

The new catalogue appears in a pocket (exercise book) format, with 10 columns to the page. It is produced by photo offset, with a four-colour cover depicting stamps of the Australasian area. Its price is \$1. Each individual stamp design is illustrated and all stamps are priced in pence, both mint and used. Full details of perforations, watermarks, printing methods, designers, dates of issue and quantities issued are given.

The section dealing with Australian Dependencies takes in a number of present or former stamp-issuing Pacific Islands territories — Nauru, Cook Island, New Britain, Northern Territory, Pacific Islands, New Guinea, and Papua-New Guinea.

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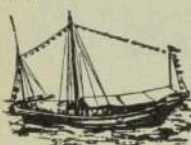
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Pacific Shipping And Cruising Yachts

Fiji may get hovercraft for coastal waters

Fiji may acquire a small hovercraft for use in coastal waters as a result of a visit to Britain recently by its Minister for Communications, Works and Tourism, Mr. Charles Stinson.

Mr. Stinson returned to Suva in October after discussing the use of a 38-seater hovercraft, with a speed of 45 knots, with British Government officials. The hovercraft would be used to pick up and set down tourists at hotels and resorts along Fiji's coasts.

A six-week trial of the hovercraft will be made in Fiji after samples of coral rock and close-up photographs of bare reefs have been sent to England so that engineers can assess the hazards that the craft would face in the colony.

Mr. Stinson said on his return to Fiji: "There is urgent need in Fiji for the rapid development of our transport system because of its importance to our tourist industry, which is such a vital factor in our economy. We must do all we can to expand it as speedily and effectively as possible".

Mr. Stinson's statement did not specify the type of hovercraft which had been discussed with British officials. But the indications are that

it is the SRN-6 (pictured), which first went into service between Southampton and Cowes (Isle of Wight) in July, 1965.

This craft, which carries 38 passengers, has a cruising speed of 60 knots, and can operate in waves up to five feet high at reduced speeds of 36 to 49 knots.

The craft has a single engine, lift fan and propeller.

The integral lift propulsion system is powered by a Bristol Siddeley marinised "Gnome" BS GN 1051 gas turbine engine with a maximum continuous rating of 900 shp.

The propeller is a Dowty Rotol four-blade variable-pitch unit nine feet in diameter, and the lift is provided by a Westland centrifugal fan seven feet in diameter.

Being completely amphibious, the SRN-6 can operate from simple bases above the high water mark, irrespective of the tide and the available depth of water.

Its dimensions—48 feet 5 inches

In The News This Month

Aitape	Kyrenia
Bacchus	Lakemba
Bernina	Manurere
Bodmer	Mia Mia
Calypso	Neophyte Too
Chengtu	Nexus
Constellation	Pacific Carrier
Dove	Princess
Driver	Rebel
Endeavour	Roselle la Douce
Escapee	Rosina
Fiddlers Green	Schnouff
Fiu	Snoris
Fleetbank	SRN-6
Fuji Maru No. 28	Stider
Gonedau	Sundowner
Hakarasoona	Tagua
Hakua Nui	Tamatea
Helly	Vula
Hihifo	Wallisien
Jellicle	Whisper
Kathleen	Zephyr II
Kittiwake	Zwerver II

long by 15 feet high, with an overall beam of 23 feet—demonstrate that the space required for terminals is not excessive.

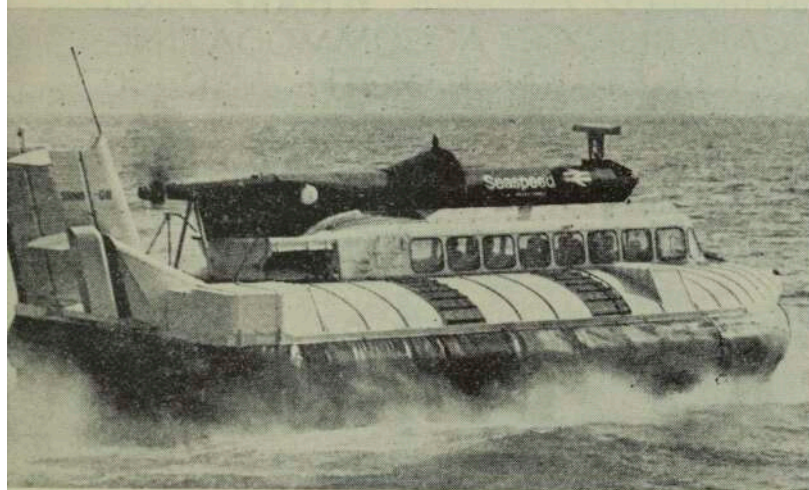
Steering of the SRN-6 is achieved by two rudders and all-moving tailplanes incorporated in the twin fixed-fin assembly as well as by an auxiliary air-porting system. Manoeuvrability is further improved by a lifting system fitted to the flexible skirts.

The normal gross weight of this craft is 9.12 tons and its maximum gross weight is 10.3 tons.

The SRN-6 has a cabin measuring 21 feet 9 inches by 7 feet 8 inches, with a floor space of 166 square feet. It accommodates the passengers in two rows of double seats on each side, with a full-width bench seat at the rear and folding seats in the gangway.

There is an emergency window for each set of seats, and the cabin is soundproofed so that a quiet ride is assured. Access to the cabin is from the front of the craft through a door 5 feet 9 inches high by 3 feet 3 inches.

Two SRN-6 hovercraft were ordered last year for the first open-sea service between Ramsgate (England) and Calais (France).



The SRN-6 in action in England.

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CHANNEL BLASTING GOES ON ASAU WHARF

The New Zealand navy supply ship *Endeavour* at the end of October loaded another 50 tons of explosives that will hopefully complete the blasting of a channel that will allow large ships to berth at the newly completed Asau Wharf, American Samoa.

The Asau and Apia deep water wharves were mainly financed by a \$2 million loan raised in New Zealand and guaranteed by the New Zealand Government. They cost a deal more than originally estimated and because of unexpected hard lava rock, the channel at Asau is still not deep or wide enough for large ships to use the wharf.

The New Zealand Government is using the explosives in the form of liquid bombs and torpedo warheads, plus a naval diving and demolition team as assistance towards getting the wharf operational. It was expected to complete the blasting in about five or six weeks. The debris will then be dredged and the wharf should be ready for use before the middle of next year—about 18 months later than scheduled.

The provision of a wharf is vital to plans by the US firm Potlatch Forests Inc. to develop a timber industry in Savaii with headquarters for the project at Asau.

FISHER STILL ON REEF

Two attempts early in November failed to remove the Japanese fisher, *Maru No. 28*, from a reef near Suva Point, Fiji.

The attempts were made by the Japanese ship *Philp*, inter-island trader, *Zephyr II*, with the tides at flood, at 3.30 p.m. on November 4 and 7.30 a.m. on November 5.

The master of *Zephyr II*, Captain W. Sandys, said later that the *Maru No. 28* "shook a bit".

The *Fuji Maru No. 28*, is now owned by McNicholl Industries Ltd., who bought her from the South Pacific Co-op. Fishing Association.

She went aground on July 29 while on the way to her base at Levuka with 50 tons of fish.

MANY ABOARD

When the inter-islands cutter *Hakarasoona* was stopped recently 100 miles off Honiara, Guadalcanal, on the way to Malaita, authorities found 39 passengers and 10 crewmen aboard, while the ship's certificate allowed for only 10 passengers and two crewmen. According to the BSIP News

Sheet, *Hakarasoona's* bosun, Joe Topi, was fined \$78 in the Central District Court for overloading, in default, three months' prison.

THREE TIMES UNLUCKY FOR "BODMER"

In her third such incident this year, the 278-ton Cook Islands motor vessel *Bodmer* broke down with engine trouble 11 miles north of Rarotonga on a trip to Aitutaki on October 2.

Bodmer radioed for help and the fishing vessel *Hakua Nui*, owned by Island Foods Ltd., was sent to try to tow her back to Rarotonga.

Hakua Nui was guided to the stricken ship by *Bodmer's* searchlight and a towline was attached before the two ships started towards Rarotonga at a half knot. However, a SSE wind freshened and *Bodmer* again radioed for further help.

When a Union Steam Ship Company launch arrived on October 3, the two small boats towed together.

Rising winds and heavy seas made progress again minimal and when it was found that *Hakua Nui's* tow would not last the time required to reach port, help was again needed.

It came, fortunately, in the form

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of the tanker *Pacific Carrier*, which was discharging fuel at Avatiu.

Pacific Carrier towed the *Bodmer* to Avatiu harbour and two Union Steam Ship launches helped her to berth on October 4.

Bodmer first broke down earlier this year on January 3, when she was 50 miles south of Manihiki and had to be towed to Tahiti by the Bank Line vessel *Fleetbank* (PIM, Feb., p. 107).

On a May voyage, from Rarotonga to Suva, she broke down off Niue and was towed by MV *Wando River* to Pago Pago (PIM, June, p. 111).

The trader reversed the process in late August and towed MV

Holmburn, which had broken down off Rarotonga.

In 1966, *Bodmer* underwent major engine and general repairs in New Zealand at an estimated cost of \$NZ36,000. Captain J. M. Lyon has been her master since March, 1964.

CRITICISM OVER "LAKEMBA" SINKING

The decision by Fiji and overseas authorities not to hold a full-scale inquiry in Fiji into the complete loss of the 7,500-ton passenger-freighter *Lakemba* near Vatulele in early October has caused critical comment.

In a letter to *The Fiji Times* in early November, Mr. S. R. M.

Douglas, of Ovalau, said the Fiji Department of Marine, by not holding an inquiry, was "not fulfilling the purpose for which it originally came into being". This brought a long reply from the Fiji Minister for Communications, Mr. Charles Stinson.

Captain E. W. Lamberty, of Viti Levu, New Hebrides, in a letter to PIM this month (see letters column) questions why there will be no inquiry into the *Lakemba* disaster. Captain Lamberty was master of the 530-ton MV *Wallisien* when she ran aground on Nukutolo reef, Fiji, in May (PIM, June, p. 101).

At the end of November it was still not known whether or not there would be an inquiry, but if there is to be one it is likely to be in Hong Kong and not Fiji. Certainly it would be an extraordinary thing if an inquiry was not held into such a loss, especially in view of some of the rumours surrounding the occurrence.

The *Lakemba*, carrying 80 passengers and a timber cargo worth nearly £F300,000, hit a reef off Vatulele Island, Viti Levu, on October 4. Passengers and crew fortunately were got off quickly, with no loss of life before she sank in about 600 fathoms of water (PIM, November, p. 103).

The *Lakemba* was owned by Pacific Shipowners Ltd., which is a Fiji registered subsidiary of W. R. Carpenter Holdings, and was making a final trans-Pacific run from Vancouver to Sydney.

Registered in Hong Kong, she was fully insured with Lloyds of London. *Lakemba's* insurance value has not been disclosed but shipping sources told PIM it would exceed \$A1 million.

Mr. Douglas said in his letter:

"The decision of the Director of Marine in exercising his prerogative not to hold an inquiry into the stranding and subsequent sinking of the *Lakemba* leads to the inevitable conclusion that the Department of Marine, which he heads, is not fulfilling the purpose for which it originally came into being, following the recommendation of a Board of Inquiry into the loss of the *Kadavulevu* three years ago . . .

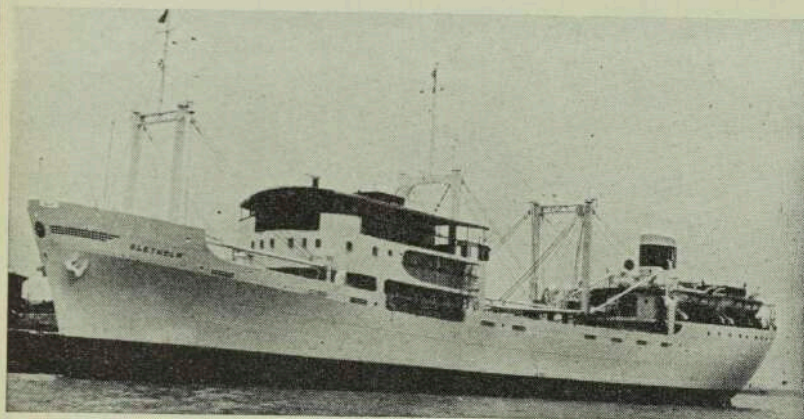
"Now that the responsibility as to whether any action should be taken in the *Lakemba's* case has been passed on to the Hong Kong marine authorities, it will be a closed book as far as we in Fiji are concerned, but this decision gives little consolation and solace to the inhabitants of Vatulele, whose beaches have been despoiled by baulks of oil impregnated timber and inches deep accumulations of thick oil sludge, vitally affecting the cleanliness of their villages and with prospects of contamination of their

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food and generally disrupting day-to-day existence." Four days later, Mr. Stinson, in his ministerial responsibilities in marine matters, issued a statement in reply to Mr. Douglas' letter, which appeared in *The Fiji Times*.

Mr. Stinson said the decision to hold any preliminary inquiry into the *Lakemba* in Hong Kong, where the ship was registered, was not for the Director of Marine alone.

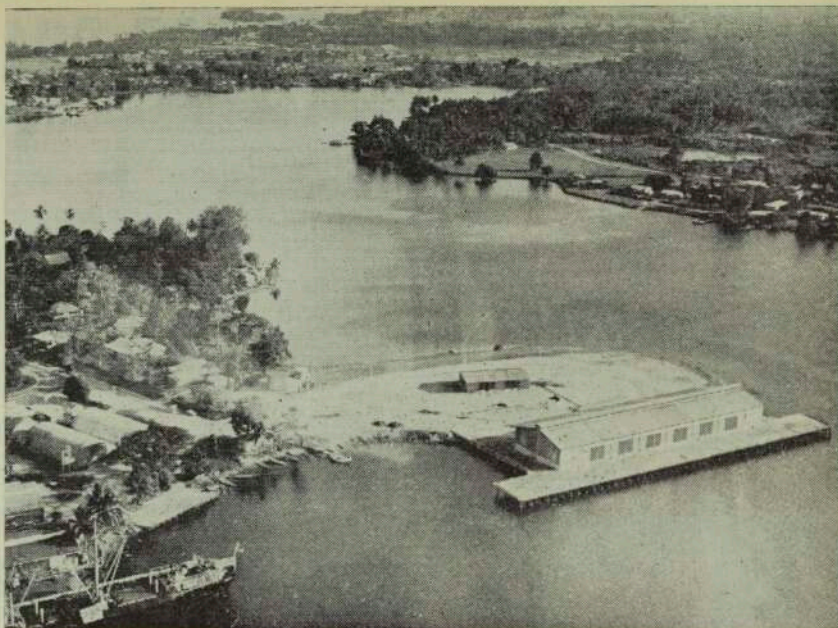
The decision was taken after consultation within Fiji and equally important, after communication with appropriate authorities overseas," he

"I would like to believe that in the unfortunate event of a Fiji registered ship becoming a casualty whilst on a voyage overseas, the marine authority concerned would show similar courtesy and give the Fiji Director of Marine the opportunity of expressing views, safeguarding our interest in the matter and exercising our right to hold an inquiry in Fiji—the country of registration . . .

Much as the damage and unsatisfactoriness caused by oil pollution is to be deplored, they will not be moved by any inquiry, wherever it is held, or however exhaustive it might be.

Having sent the full documentation of the loss of the *Lakemba* to the Government of Hong Kong, we are confident that should the evidence indicate that a useful purpose would be served by further investigation, the Hong Kong Government can be depended upon to hold an inquiry and report to us in due course of the results."

Mr. Stinson's statement did not satisfy many Fiji residents who were curious to know how a passenger-freighter of the *Lakemba's* size and value managed to hit Cakau Island Reef to start with—on a path she had been plying for years.



NEW MADANG FACILITIES: Although Madang has one of the most attractive harbours in New Guinea, it was rather poorly off for wharf space until the new wharf, pictured here, was built recently. Madang is a major port for the shipment of copra and for the transshipment of goods to and from the Highlands.

And if a ship goes down, is it up to the port where the vessel is registered, be it thousands of miles away, to decide if an inquiry will be held?

NEW EQUIPMENT FOR FIJI FISHER

The *Gonedau*, the new fisheries ship for Fiji's Department of Agriculture, was on a Suva slip in November being fitted out with specialised hydrographic and fishing equipment. *Gonedau* was built by the Fiji Public Works Department (PIM, Oct., p. 111). She will be fitted with a bathythermograph, which takes temperatures at various

depths, a constant reading surface thermometer, which tells the type of fish likely to be caught, and a dredge, which will collect samples of mud and sand from the sea-bed.

Gonedau will make her first voyage early in 1968.

NEW GUINEA PATROL BOAT COMMISSIONED

HMAS *Aitape*, a 107 ft, 100-ton Royal Australian Navy patrol boat to be based at Manus Island with the Navy's Papua-New Guinea division, was commissioned in Brisbane on November 13 by the Minister for Navy, Mr. Don Chipp.

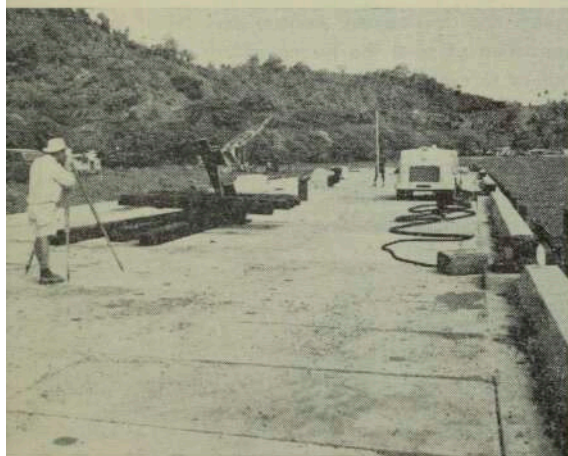
HMAS *Aitape* will be one of five patrol boats to be based at Manus Island.

COMFORT

The marine division of P-NG's Department of Trade and Industry took delivery of a \$14,000 26 ft luxury cruiser in early November. With a top speed of about 20 mph, the cruiser has twin diesel engines, a double bunk and twin single berths, a wall-to-wall carpet, refrigerator and a small washroom.

BSIP LANDING CRAFT

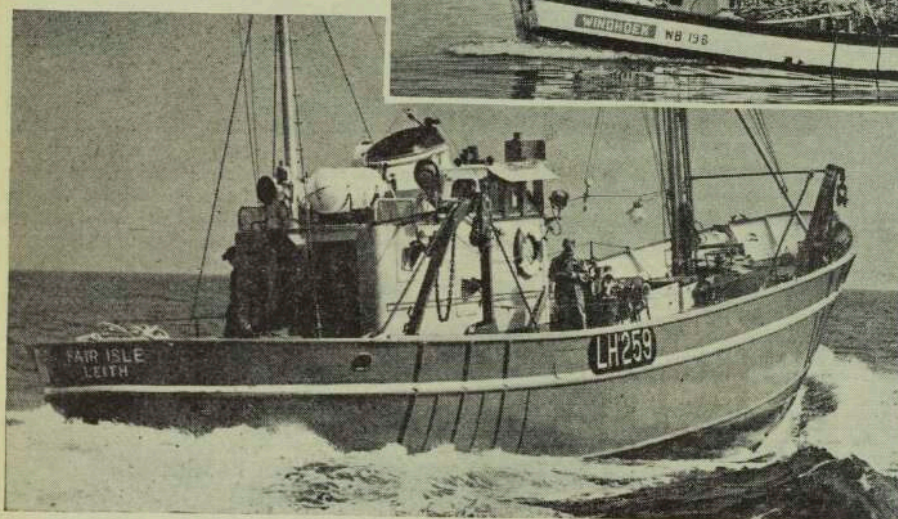
Vula, a new 100 ft landing craft for the BSIP Marine Department, was launched in Brisbane in early October and arrived in the Solomons in mid-November.



BOUGAINVILLE'S FIRST

The first wharf on Bougainville capable of accommodating overseas ships was nearing completion at Kieta recently. With the development of copper mining on Bougainville, Kieta is expected to become an increasingly busy port as time goes on.

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TERRITORY OF PAPUA & NEW GUINEA



● **BACCHUS**, 40 ft ketch, arrived Nukualofa on November 9 from Rotonga and Papeete with owner-captain Al Liggett, his wife Beth, and crew member Derek Stuart, formerly of the *Constellation*, who joined the vessel in Rarotonga.

The yacht, registered at San Diego, left the American port of Annapolis in November, 1966, and cruised down the inland waterway to Palm Beach, Florida. The next ports of call were the Bahamas and Jamaica. From Panama, the Liggetts sailed to the Galapagos Islands and then on to the Marquesas which they reached 30 days.

Between the Marquesas and Tahiti their sails blew out. This resulted in a long stay in Moorea and Papeete while they waited for new sails to arrive.

Bacchus has an 11 ft 6 in. beam, 7 ft draft, and is powered by a 30 hp Ford petrol engine.

● **TAMATEA**, 48 ft sloop, arrived in Auckland on October 31, 14 days after leaving Suva, on her delivery voyage. *Tamatea*, a familiar sight in Suva Harbour for many years, was sold by Mr. Heath McPhillip, secretary of the Defence Club, Suva, to Mr. Ross Cochrane, lecturer at Auckland University, who sailed her to Auckland.

The trip south from Suva was eventful. The *Tamatea* left Suva in May on a delivery trip, but had to turn back with her boom broken when she encountered heavy seas.

● **MITOUZI**, 25 ft ketch, carrying naval architect Tichard Bettens and his wife, Tania, arrived in Suva in October, and planned to leave for Noumea a few days later. Mr. and Mrs. Bettens, of Lausanne, Switzerland, left Port Vendres, near Marseilles, in January, 1966, to sail around the world. Before reaching Suva they had made more than 60 ports of call.

From Noumea they will sail to Sydney, where they will rest for about 3 months, before continuing east to "home".

● **ROSELLE LA DOUCE**, 37 ft cutter, arrived in Suva in November, and will stay there till the end of the hurricane season. On board are retired sea captain

John Elsdon, of Northumberland, UK, and his wife, who left England in September, 1966.

They sailed in easy stages across the Atlantic, and through the Panama Canal, spending four months in the West Indies on the way.

● **WHISPER**, 32 ft American sloop, left Apia, Western Samoa, on November 7 for Funafuti, Ellice Islands, with Hal and Margaret Roth.

Whisper left California in April and has so far visited 28 ports and sailed 6,219 miles. The sloop is heading for Japan.

Mr. Roth said in a note to PIM

in November that the worst place the *Whisper* had visited was Pago Pago which "is incredibly dirty, smelly, expensive and filled with people out to make a fast dollar".

"Port charges of \$25 are excessive and absurd," he said. "It's a shame really, for Pago Pago is such a beautiful harbour and like Papeete could be a centre for yachts to visit.

"I will never return to American Samoa and I urge other travellers not to stop there."

He said Rangiroa, Tuamotus, and Apia, were his favourite places.

● **REBEL**, 35 ft trimaran, arrived

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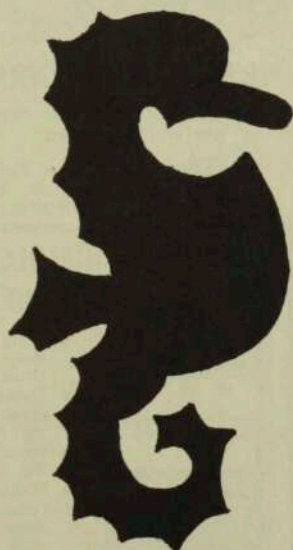
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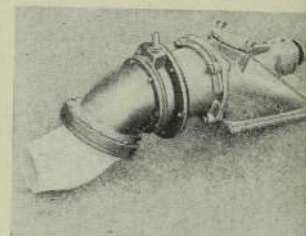
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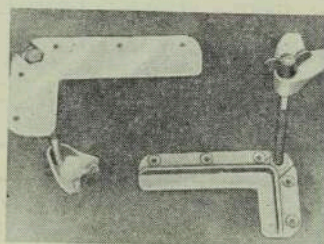
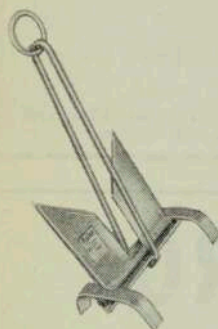
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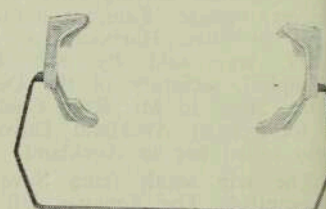
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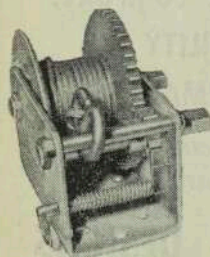


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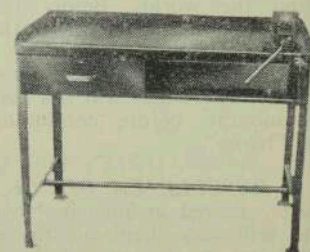
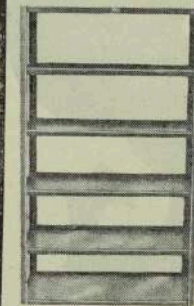
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The Glenns.

Brisbane in early November from Noumea, New Caledonia, with Marvin and Ann Glenn. After a short stay in Brisbane, the Glenns went to sail south to Sydney, arriving about December 18. Ann Glenn applied for a special course at the University of Sydney and the Glenns hope to travel in Australia before university classes start in March, 1968.

PRINCESS, 36 ft ketch from California, with skipper-owner Bill Jones and his wife, Mary, was to leave Brisbane in late November for Sydney.

In 1966 *Princess* spent time in the Marquesas, the Tuamotus, Society Islands and the Cook Islands (*PIM*, 1966, p. 115).

ROSINA, yacht which was damaged when she went aground at the end of Cascade Pier, Norfolk Island, in May (*PIM*, June, p. 116), left Norfolk Island for Auckland on November 9 with a new owner, Captain Peter Luxmore, and a crew of five.

Rosina underwent extensive repairs to her hull, carried out on blocks at New Cascade Road.

Before leaving, Captain Luxmore thanked that but for the co-operation of the NI Administration and the generosity of NI residents it would have been impossible to get the yacht back in the water again in such a short time. He hoped to enter *Rosina* in this year's Sydney-Hobart yacht race, Australia's blue-water classic.

SUNDOWNER, 24 ft ketch bought with the proceeds of crocodile hunting in New Guinea by Tom Harrison, reached Port Stanley, Falkland Islands, off South America, on November 12.

Sailing alone, Harrison left Montevideo, Uruguay, in mid-October to round Cape Horn into the South Pacific. Seven days out he broke a rib and was blown off course in heavy winds and snow squalls before reaching the Falklands.

Harrison left Australia five years ago in *Sundowner* and called at Madagascar, Reunion Island and South African ports before reaching South America. He left Durban in early 1966 (*PIM*, Mar., 1966, p. 112).

● *CONSTELLATION*, 102 ft (overall length) schooner, arrived in Pao Pao Bay, Moorea, from Bora Bora and Raiatea in mid-November. She had earlier been in Rarotonga.

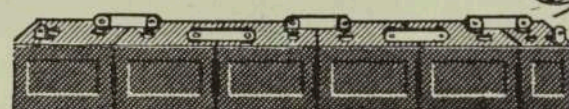
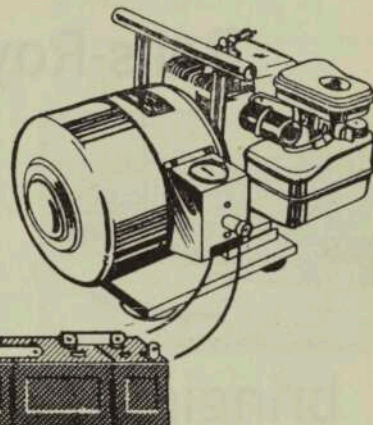
On board were captain-owner Mr. S. E. Wallace; his wife; Verne Hansen, first mate; Roger Gray, first engineer; Jerry Been, second engineer; and Warren Yee, radio operator.

Constellation left San Francisco, where she is registered, on December 3, 1966. She spent three months

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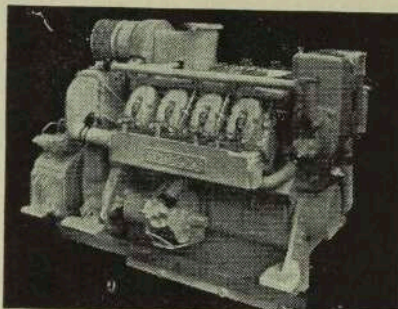
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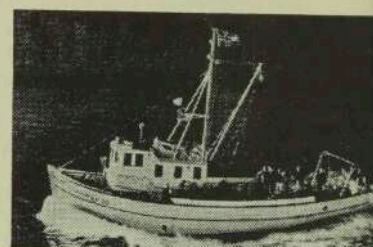
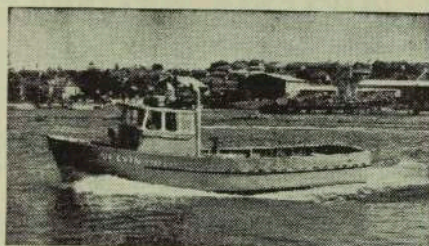
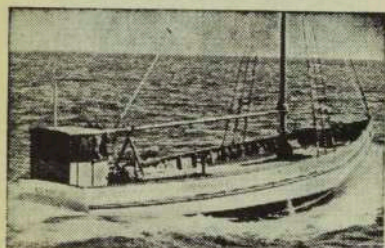


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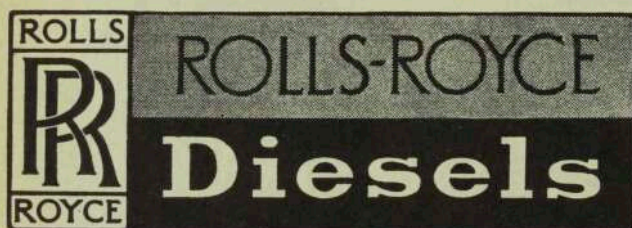
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The Cook Islands Government has authorised the construction of a building at Avatiu harbour, Rarotonga, which will contain toilets, showers, and a small laundry for the use of visiting yachtsmen.

The building will also have space for two small shops, or offices, which will be leased or rented, and a caretaker's flat.

Avatiu harbour has been widened and deepened during recent years, and further improvements are planned. At present there is berthage space for the three small vessels operating in the Cook Group—*Admer* (278 tons), *Akatere* (201), and *Tagua* (180)—the fishing vessel *kui Nui*, and three or four visiting yachts. There are three freshwater points, but no other conveniences for visiting yachtsmen at present.

Visiting yachts may remain for 14 days without incurring harbour dues, after that they are required to pay \$NZ2 a day. Most visitors consider this excessive compared with charges at other ports which have far more to offer.—W. H. PERCIVAL.

...ising down the west coast of America before reaching Acapulco, Mexico.

Calls were later made at the Lapagos Islands and Easter Island. Her next port of call was Pitcairn. The schooner is a former ocean liner and won the Trans-Pacific yacht race from California to Honolulu in 1955 and 1959. She came second in 1957.

After her visit to Moorea, Captain Wallace intended to visit Tahiti and the Marquesas before going on to Honolulu.

Constellation has a deck length of 10 ft 10 in., a beam of 18 ft 10 in., and a draught of 10 ft 6 in. She is powered by a GMC diesel engine which gives her a cruising speed of 11 knots and a top speed of 11 knots. She is used most of the time.

● **HIHIFO**, 42 ft cutter, arrived Nukualofa on November 12. This was her last port of call before returning to Melbourne after over two years at sea.

Hihifo left Melbourne in September, 1965, with skipper-owner Stan Field. New Zealand crewman

Peter Inglis joined her in Auckland, and Bruce McKenzie signed on in Aruba, Dutch Antilles.

Hihifo's cruise took in Chile, Peru, the Caribbean and Colombia.

Stan Field visited Tonga three years ago in the yacht *Kilki*, and when he bought his present cutter, then called *Westwards*, he translated the name into Tongan so that she became *Hihifo*.

● **DOVE**, Lee Graham's 24 ft fibreglass sloop, which was in Mauritius in early September awaiting a replacement for a broken mast (*PIM*, Oct., p. 114), reached Durban, South Africa, on October 25.

Graham was 16 years old when he

left San Pedro, California, in July, 1965, in an attempt to become the youngest yachtsman to sail single-handed round the world. He crossed the Pacific in 1965-66.

From Durban, he plans to continue his voyage in the New Year via the Cape of Good Hope and the Panama Canal.

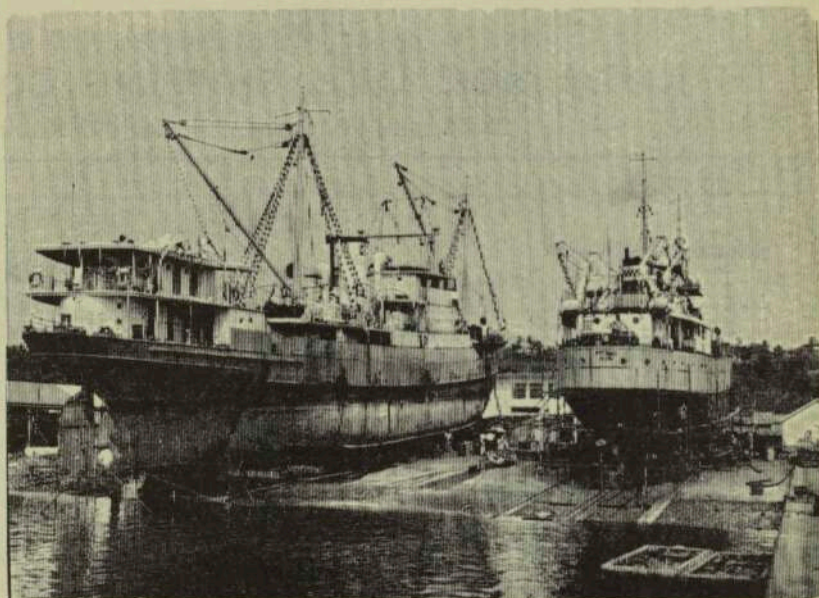
● **KITTIWAKE**, Ed Boden's yacht, which we last reported in Papeete in April (*PIM*, May, p. 111), has now reached Auckland. She spent agreeable stopovers in Papetoai Bay, Moorea; Aitutaki (six weeks); Rarotonga; and Tonga.

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An American yachtsman Lee Quinn with his inevitable all-girl crew, was reported in Bora Bora in mid-November.

Still going strong as a crew member was Melbourne secretary Patricia Edsman, who has survived some sixteen other girls who have sailed with Quinn over the last few years. Quinn, Miss Edsman and *Neophyte Too* completed a 38,000-mile voyage round the world in July when they reached San Francisco. The final *Neophyte* was cut in two by a freighter off Sydney Heads in June, 1965 (PIM, July, 1965, p. 107).

Quinn was reported to be heading for the Cook Islands from Bora Bora.

HELLY, 38 ft American sloop, owned by Ken Grant, Winslow Brabson and Ben Kajer, left Papeete for Bora Bora at the beginning of November, and plans to go on to the Cook Islands, Tonga and Auckland by Christmas.

Grant, Brabson and Kajer, are former US Air Force men who fought their sloop in Panama where they were stationed.

They left Panama for Papeete via the Galapagos and Marquesas in August.

SNORIS, 37 ft Swiss ketch, which we last reported in Panama (PIM, May, p. 115), has been in Papeete since early August and will probably remain there until about next year.

Sailed by Robert and Claire Monoz, *Snoris* is on a voyage round the world.

KYRENIA, 26 ft sloop, with Alastair and Beth Robertson, is currently among a number of yachts tied up in Papeete until after the hurricane season.

Alastair, a Scotsman, and Beth, a New Zealander, bought their yacht in Scotland and left Glasgow to sail for New Zealand in September, 1965.

After reaching the West Indies, they called a halt for a year to accumulate capital for the next part of their trip. Alastair's jobs included running a catamaran for a hotel, building fibreglass boats, and working for a film company as a stand-in for John Newby.

Kyrenia reached Tahiti early in November after passing through the Panama Canal and making stops in the Galapagos, Marquesas and Tuamotus (Papeete, Nihi). *Kyrenia* will probably press on to New Zealand in about six months.

JELLCLE, 25 ft sloop, with regular lone-handed yachtsman Mike

Bayles, left Papeete for Russell, New Zealand, on November 15 after a stay of some two years in Tahitian waters.

Bayles, a sandy-haired, weather-beaten Englishman, left England for the Pacific in June, 1962, and was scheduled to spend Christmas with relatives in New Zealand in 1965. However, after reaching Tahiti, which he first visited in 1957, he continually found overpowering reasons for not going any further.

For 18 months before his departure from Papeete, Bayles had worked as a commentator aboard Jean Guyonnet's 35 ft glass-bottomed boat *Manurere* which takes tourists out to view the coral reef beyond Papeete.

Bayles planned to sail non-stop to Russell and subsequently to go on to Australia.

● **NEXUS**, 30 ft fibreglass sloop with Californian yachtsman Chuck Harris, is expected to be a permanent fixture in Papeete's yacht haven until after the hurricane season.

Harris, with two friends, Dick Burns and John Wyness, left Long Beach, California, on August 13 and made landfall at Ua-huka, Marquesas, on September 18.

After coming on to Tahiti, Wyness was involved in a motor scooter accident, and in mid-November he was in hospital in Honolulu. Burns

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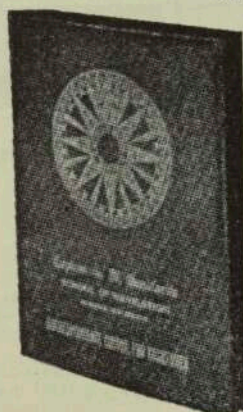
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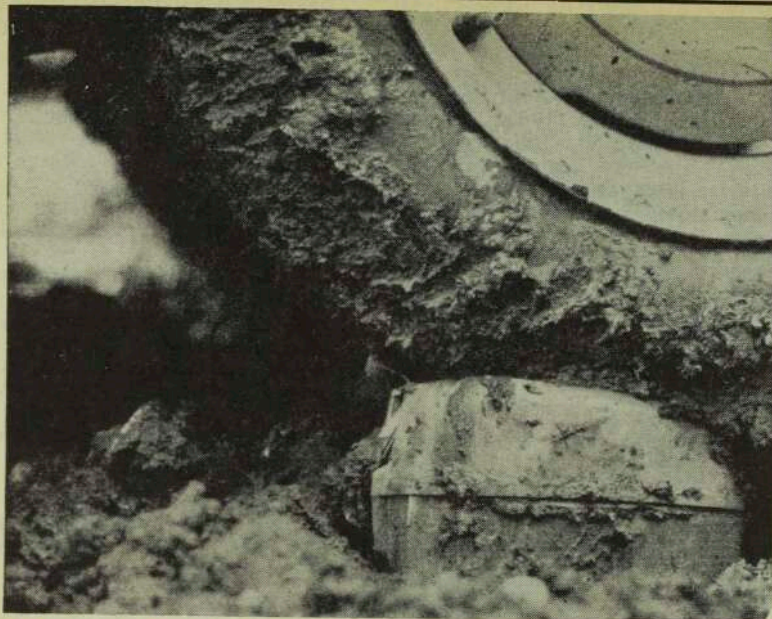
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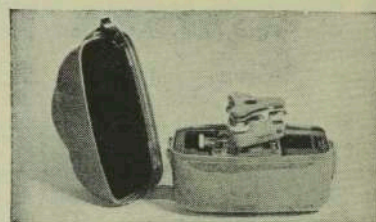
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currently hitch-hiking round New Zealand. Harris, who is a woodwork and alwork teacher in Newport Beach, California, has taken over Mike's job as commentator on the bottom boat *Manurere*.

ESCAPEE, 41 ft cutter, arrived Nukualofa on November 9 en route to New Zealand. Owner-skipper Raith Sykes and wife Vivienne left Victoria, British Columbia, in September, and sailed to Mexico, the Marquesas, Societies, Rarotonga where they stayed two weeks) and Tahiti. There is one crew member, Jean de Saint Siene.

The yacht, which is registered in Vancouver, is powered with a 60 Perkins diesel engine. Mr. and Mrs. Sykes are Canadians. Their sailing companion is a French Canadian.

Accus (see p. 111) raced *Escapee* Rarotonga to Tonga and beat her by a few hours. They were close the way, though not in sight of each other.

FIDDLER'S GREEN, 35 ft ketch, with Englishman Murray McGregor and Australian Barry Smith, left Lord Howe Island in late October for Auckland and delivery to its owner, an American, Mr. Dickson.

Lord Howe crewman, Mr. John Holmes, stayed on when *Fidler's Green* left. He planned to return to the island for an indefinite period.

Fidler's Green reached Lord Howe Island from Brisbane (*PIM*, p. 107).

MIA MIA, Mr. Geoff Hammond's yacht, passed Thursday recently on a trip around Australia. With his wife and family, Hammond left Port Moresby on November 2 (*PIM*, Oct., p. 117).

KATHLEEN, 45 ft Rabaul ketch, owned by local businessman Reg Stephenson, was to leave Rabaul in early November for Sydney to compete in the Sydney-Hart yacht race. In Sydney *Kathleen* will be slipped for measures and a new propeller.

Her all-territory crew includes Port Moresby harbour master Bill Gibson, navigator, Max Jennings, Terry Lee, Peter Hood and Brian Horn. Mr. Stephenson will be her skipper.

STRIDER, American sloop, arrived in Brisbane about the begin-

ning of November from Noumea with skipper-owner Robert Heacock and his wife Charlene.

The Heacocks were "very impressed" with Brisbane, and thought it "strange but nice" to be in a big city in a big continent again after two years in the Islands.

"We plan to leave our boat in Brisbane for a few months while we have a rest from the sea and the boat and travel through Australia by land," the couple told us in a note from the Queensland capital.

During their two years in the Islands, the Heacock's ports of call have included Tahiti, Rarotonga, Tonga and Fiji (*PIM*, Nov., p. 113).

● *BERNINA*, 50 ft steel-hulled ketch, built in Switzerland, returned to Papeete on November 2 after a month's cruise to Raiatea, Tahaa, Bora Bora and Moorea.

Bernina is sailed by Greg Lashelle, and his wife Louise, of California, who plan to stay in Papeete until after the hurricane season, and then go on to Samoa, Tonga, and Fiji before heading northwards for Honolulu.

Bernina left Newport Beach on July 13, and reached the Marquesas in 24 days. After having a look at Nukahiva, Ua Pu, Tahuata and Hiva-oa, the Lashelles pushed on to Tahiti which they reached on September 1.

● *CALYPSO*, 30 ft Tahiti ketch, which left Brisbane in December, 1966, for an extensive Pacific cruise, reached Papeete recently via Whangarei (NZ) and Raiavae in French Polynesia's Austral Islands.

Calypso is sailed and owned by Ron Mitchell, a pineapple grower from Woombye, Queensland. Mr. Mitchell is accompanied by his wife Florence and their 17-year-old son Ronald.

The Mitchells will be joined by their 21-year-old daughter Wendy, a schoolteacher, in December.

Calypso will remain in Papeete until mid-January, when she will sail for Honolulu and Sitka, Alaska.

From Sitka (a calling place suggested by Dick and Sylvia Garde, of *Bluewater*), the Mitchells will work their way down America's west coast.

● *DRIVER*, 62 ft (overall) yacht from Vancouver, arrived in Papeete on November 12 via Honolulu, Christmas and Fanning Islands.

Driver, a beautifully equipped yacht, is owned and skippered by a Vancouver businessman, Phil Gaham. Also on board are his wife Joan; his four sons, Phil, 16; Chris, 15; Bruce, 11; and Laurence, seven;

Barry Ross, who is acting as cook; and John Heacock (elder brother of Robert Heacock, of *Strider*) who is acting as tutor to the four Gaham boys.

Driver was built to the owner's specifications and was launched on May 24.

Her crew gained useful experience in the trans-Pacific yacht race beginning in San Pedro on July 4.

After spending six weeks in the Hawaiian islands, *Driver* sailed for Christmas Island and Fanning Island, where the Gahams greatly enjoyed the hospitality of the Burns Philp manager, Mr. Phil Palmer.

Driver will probably cruise the Society Islands during the next few months before pushing on across the Pacific to Australia and other points west around the world.

● *FIU*, a small yacht from Toulon, France, was in Papeete in November.

● *ZWERVER II*, a Dutch yacht with Jaap and Marie Alenson and their 11-year-old daughter Amanda, which has been in Papeete since early September, will remain in the Tahitian capital for several more months before pushing on through the Islands to New Zealand and Australia.

The Alensons, whose home is in Durban, began their voyage in January, 1966, by sailing via the rivers and canals of Holland, Belgium and France to the Riviera.

After cruising the Mediterranean for four or five months, they headed for Barbados and then cruised the West Indies—John Matthews, a New Zealander, having joined the yacht as crew in Gibraltar.

Zwerver II passed through the Panama Canal in May this year; visited the Galapagos and Marquesas (where the Alensons found everything wonderful except the anchorages); and pushed on to Tahiti via Manihi in the Tuamotus (where the Islanders proved to be "the nicest people you could care to meet").

● *SCHNOUFI*, 28 ft French ketch, with Jean Pierre Jourdain, his wife Janine, and children Philippe, nine, and Catherine, 17, was in Papeete in November.

Schnoufi sailed from Alicante, Spain, for the West Indies on July 15, 1966. She visited Gibraltar, Tangier, the Canaries, Martinique, Santa Lucia, Panama, the Galapagos and the Marquesas before reaching Tahiti on September 10 this year.

The Jourdain's are undecided whether to continue their voyage round the world or head for the United States.

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D DECEMBER, 1967—PACIFIC ISLANDS MONTHLY



PACIFIC ISLANDS MONTHLY—DECEMBER, 1967

121



Mrs. Paddy Walker and Miss Betham (who is the daughter of West Samoa's Minister for Finance).

Western Samoa in the fashion stakes

AUCKLAND and Sydney audiences in November had their first look at what the infant West Samoa fashion industry can do, when six Samoan girls modelled 27 garments, all designed in Apia. West Samoa aims to establish a reputation overseas. The showing, sponsored by Air New Zealand, was a great success. Many orders were received and arrangements are being made to establish regular Australia and NZ outlets.

Four designers exhibited at the showing. Three of them were present to do their own modelling—Miss Leone Betham, Mrs. Freida Paul and Mrs. Tommy Burr. The three have their own Apia boutiques. Mrs. Sophia Rankin did not come on the tour. Mrs. Paddy Walker, Samoan-born NZ fashion consultant, presented the fashions to audiences, which were mainly trade and Press.

Additional attractive models on the tour were Miss Momoe Malietoa, daughter of West Samoa's Head of State; Miss Tui Schaaflhausen and Miss Sia Moimoi.

Polynesian pareu prints and hand-printed tapa motifs featured at the



showing. Most garments were full-length, but there was some sports-wear. Colours were clear and pure. Prices were from a low \$WS10 to 50.

Accessories of seashells, turtle shell or polished coconut, in simple style and never overdone, brought special praise from audiences. The shows on these four pages were photographed in Sydney.

On p. 121, Miss Schaafhausen shows a Freida Paul-designed evening coat of white silk organza with bark-coloured tapa design, over a formal, slit at each side. On

p. 122, top, Leone Betham wears her own full-length slim-line hostess gown of ginger, highlighted with embroidery of polished coconut pieces. With her is Curtis Wallwork, who brings the showing displayed various gowns designed by Mrs. Burr.

In the lower picture on p. 122, Tomoe Malietoa displays a two-piece dark blue linen hostess gown with wrapover skirt and a silver tapa sign, by Mrs. Burr. Necklace is pearl shell.

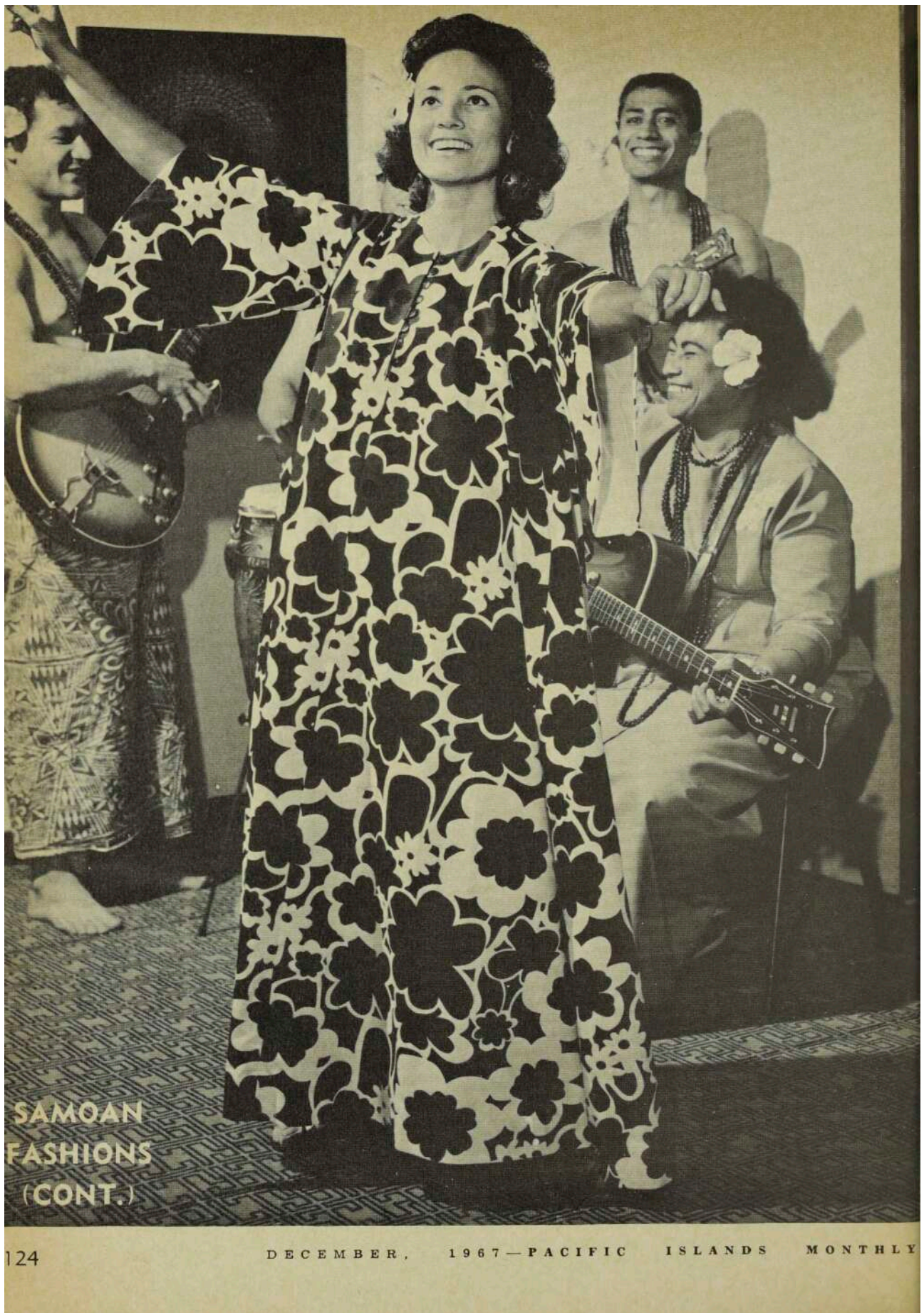
On p. 123, Miss Moimoi wears an intricately cut, Freida Paul-designed hostess gown falling from one shoulder in hot pinks and greens. On p. 124 Mrs. Paul models a Sophia Rankin-designed hostess gown in black, brown and white with bell sleeves.

Please turn over



Tommy Burr (nearest camera) and Miss Schaafhausen, who is normally a library assistant.





SAMOAN
FASHIONS
(CONT.)

People

● Mr. R. N. Hamilton, the first Australian Commissioner to Fiji, has been appointed Australian High Commissioner in Kenya. He has held overseas posts in the Australian Department of External Affairs in Bangkok, New York and London.

● The P-NG Treasurer, Mr. P. J. Newman, who is on leave, will be visiting some African countries before returning to Port Moresby in December. He will make short trips to Sierra Leone, Ghana and Tanzania to study fiscal policies and low-cost housing.

● Governor H. Rex Lee, former Governor of American Samoa, has been sworn in in Washington as assistant administrator for administration in the Agency for International Development.

● Mr. W. H. Tolhurst, of Melbourne, has been appointed area manager in Port Moresby for the Bingham Corporation of New Guinea Pty. Ltd.

● Mr. Aubrey Hodgson, 76, a retired RN naval officer, of Pymble, Sydney, and his daughter, Joan, left Sydney in late November on the passenger ship *Maritimes* for a round-trip to see New Caledonia and the New Hebrides.

Mr. Hodgson last saw Vila in 1948, when he arrived as a RN officer aboard the cruiser *HMS Challenger* soon after establishment of the New Hebrides Condominium.

● Leading Solomon Islander, Simon Dakei, of the BSIP Medical Department, Honiara, has won the British Red Cross Certificate of Merit of Honour, class II, for outstanding service since the start of the BSIP Red Cross branch, in 1952.

● Four men and one woman from Papua-New Guinea will participate in the Duke of Edinburgh's third Commonwealth study conference to be held in Sydney, Melbourne and Canberra next May and June. The conference will be attended by some 100 people from Commonwealth countries and its theme will be, "The human problems of industrial development and re-development in Commonwealth countries".

The five P-NG delegates are Messrs. Paulus Arek, 38, an Administration teacher, who is founder

and president of the Northern District Workers' Association; Robin Kumaina, 28, a bank officer with the Reserve Bank of Australia; Christopher Dobunaba, 42, clerical assistant with the Department of Forests, who is president of the Wau-Bulolo Timber Workers' Association; Mrs. Opa Aruai, 30, theatre manageress and store keeper; and Mr. Alan Davidson, 31, licensed Customs agent, who is secretary for the Wewak area of the Chamber of Commerce.

● Pacific reefs will not be seeing much of Walter O. Cernohorsky in future, but the museums of the world will. He has been appointed Curator of Molluscs at the Auckland Institute and Museum, in succession to Dr. Baden-Powell, who is retiring in April, 1968. Before Mr. Cernohorsky takes up his NZ appointment he will take about eight months' leave to make a study-tour of overseas museums. He has lived in Fiji for the past 15 years and during that time has made an exhaustive study of molluscs and has written a great deal about them in scientific journals. His handbook for shell collectors—*Marine Shells of the Pacific*—was published by Pacific Publications Pty. Ltd. two months ago and is already winning friends from South Africa to the USA.

● Fiji's Governor, Sir Derek Jakeway, who is also Governor of Pitcairn Island, will become the first Governor to visit Pitcairn while in office when he goes there in December. Sir Derek will fly from Fiji to Tahiti and will go on from there in an American Army freight ship which visits the island regularly with supplies for an American team of observers associated with a US geodetic satellite programme.

Two former Governors of Fiji have also visited Pitcairn, but not while in office. Sir Ronald Garvey went there after his term expired in 1958; and Sir Kenneth Maddocks paid a call in the same year before his term had begun.

● Mr. Justice C. J. Hammett, who has been Puisne Judge in Fiji for the past 12 years, has succeeded Mr. Justice Mills-Owens as the colony's Chief Justice. Mr. Justice Mills-Owens has gone to Hong Kong as a puisne judge.

● Thirteen assistant magistrates have been appointed in Papua-New Guinea. They are students from the Administrative College, who are expected to graduate in December. They were appointed so as to give them some practical experience in



New mayor of the City of Suva, elected in November, is Mr. L. G. Usher, 60, who is executive director and editor of the daily "Fiji Times". He is a New Zealander, whose wife, Jane, comes from San Francisco. The two are seen here with the Minister for Communications, Mr. Charles Stinson (right), who is a former mayor. Mr. Usher went to Fiji in the early 1920s as a schoolteacher, and during World War II he was Government Information officer. He is Suva's fifth mayor, and succeeds Mr. Harvey Hunt. Suva's deputy mayor is Mr. C. P. Bidesi. Lautoka Town Council in November re-elected as mayor Mr. E. Wong.

local courts. After graduation they will spend a further period as assistant magistrates before qualifying as magistrates. The 13 are Messrs. Ephraim Jubilee and Ronald Tovue, of Rabaul; Kwaimu Lofena, of Rigo; Sinaka Goava, of Hanuabada; Joseph Tonnaku, of Buin; Joseph Watori and Robert Galis, of Kavieng; Andrew Pia'afu and Andrew Opo Maino, of Bereina; John Hakena, of Sohano; Cuthbert Hangiri, of Popondetta; Kaekae Avaisa, of Kairuku; and Lanson Geimo Nidung, of Finschhafen.

● Well-known territorian and old Islands hand Doug Askew, who came south to Sydney from Samarai at the end of June on five months' accumulated leave, got a nasty shock in November when he received a letter from the Department of Agriculture saying that his services as a copra inspector were no longer required. Doug, who will be 65 at the end of the year, had been a copra inspector with the department for 11 years. He thinks it a poor show that it waited until his leave was almost over before informing him it would be dispensing with his services—especially as he had left many of his belongings in Samarai. Doug worked for the department all over the territory. Although he has nearly reached retiring age in the Public Service, there is a desperate shortage of qualified men in the P-NG Administration.

Business and Development

Plan to force development of unproductive land in P-NG

Legislation arising out of agitation by the increasingly land-hungry Tolai people of New Britain's Gazelle Peninsula was introduced in Papua-New Guinea's House of Assembly in November and adjourned for further consideration by the new Assembly to be elected next February.

THE purpose of the legislation is to make it necessary for holders of under-developed freehold land to show that they intend to develop their land adequately. If they fail to do so, the land may be acquired by the Administration upon payment of compensation so that the land may be reallocated and put into productive use.

The Tolais of the Gazelle Peninsula have claimed for years that there were injustices associated with some of the early land acquisitions in their area during the German administration before World War I. As their numbers have grown in recent years, they have shown increasing resentment that some land acquired in German times, and now owned by individual Australians and Australian companies, has not been fully used.

In February, 1965, the Tolai people presented a formal petition to the House of Assembly asking for a "full examination of the laws relating to land to ensure that the land law accords with justice and morality."

A motion to the same effect was subsequently passed in the Assembly on August 26, 1965, and an important statement on it was made to the Assembly in March this year by the Director of Lands, Mr. D. S. Grove.

Some big firms have been disturbed by the implications of the March statement, which foreshadowed the legislation introduced in November.

Concerned

In introducing the legislation, Mr. Grove said that the Administration had been concerned for some years about the large areas of land which had been removed from customary ownership and which had not been developed at all or only to a limited extent. Such land fell into three categories:

- Leasehold land made available by the Administration to individuals, companies or mission bodies for a period of years, which the holders were required to develop in accordance with improvement conditions written into their leases.

- Land which the Administration owned by purchase or because it was declared vacant and ownerless many years before, and which the Administration had never leased or needed to use itself for the purpose of government.

- Freehold land granted many years ago by the Administration or the previous German Government to individuals, companies or mission bodies for ever.

Mr. Grove said that when land in any particular area became short, the Administration hoped to be able to make land available elsewhere for settlement.

However, it was not considered right that large areas which had been removed from the ownership of the native people should continue to lie idle.

The total area of freehold land in the territory was 550,000 acres, of which 24,000 acres were in Papua and the rest in the trust territory of New Guinea.

Except for two "very small grants" which had been made since the Australian Administration took over from the German Administration, all freehold land in the territory was at least 50 years old, and in many cases much older.

There had therefore been a long period available to develop the land.

Mr. Grove said that under the proposed legislation the owner of freehold land could have a development notice served upon him if the Administrator felt that his land had not been adequately developed.

The owner of the land would then have to prepare a scheme for the

development of the land over a period set down in the notice.

After the Land Board had reported and made recommendations on the proposed development scheme, the Administrator would discuss it with his Administrator's Council, and would either approve or reject it, or approve a different scheme.

When a scheme was approved, the owner of the land would then have to develop his land in accordance with the scheme.

If he did not, his land could be acquired by the Administration by a procedure similar to that used in the forfeiture of leases, and compensation would be payable.

Mr. Grove added that there were provisions in the legislation for appeals by landowners against the views of the Land Board.

Consideration of the legislation was adjourned until the next session of the House on the motion of Mr. Jim Grose (New Guinea Special Electorate) who said: "I think the Government is not anxious to push this bill through in a hurry, and we too [the elected members] are not terribly anxious to do so."

Slightly lower profit for BP's

In its first-ever preliminary report—after special request from the Sydney Stock Exchange—Burns Philpott and Co. Ltd., investor and island trader, announced on November 11 a slight decline in profitability for the year ended June 30.

This follows close on the heels of fellow island traders W. R. Carpenter and Steamships Trading who both announced unexciting 1966-67 trading years last month (*PIM*, Nov., p. 133-135). BP's had been expected to do better.

Burns Philpott's consolidated net profit for the year to June 30 was \$3,942,410.

For the previous period—which covered 15 months—the profit was \$5,159,589.

Directors estimated last year that the 1965-66 result benefited by \$1,147,000 because of the change in balance date.

When this figure is deducted, \$4,012,589 is left, or, in other words, \$70,179 more than the latest profit reported in November. It's a minor

unt in a profit of almost \$4 ion, but a drop nevertheless. Directors said in the report that its were affected by "a variety factors, causing varying influences in the economy of the widespread s where the company and its idiaries are operating." On the average, however, results be considered quite satisfactory, the period since balancing date shown an improvement in mer- dis sales, resulting from a more ident consumer outlook," they

As in previous years, shipping re- have once again proved most pointing, and following the monwealth Government's de- n to discontinue their subsidy ment after next year, it will be ssary to undertake and complete praisement of shipping policy." f, Nov., p. 24, and p. 37 this).

Revenue from copra plantations ed some decline due to a onal drop in production and r average prices," directors said. This was largely offset by an in- e in cocoa production and an ovement in the average market as compared with last year." evenues from investments and y ventures were "up to ex- ctations".

ie latest group profit represents arning rate of 21.9 per cent. on capital of \$18 million (previous d, 22.9 per cent. when adjusted n annual basis). vidend is held at the 10 per cent. al rate started in 1952-53, with nal five per cent. paid last st.

P's announced that Mr. James s has retired as chairman, in e of his son, Mr. J. D. O. Burns, is now also managing director. Bert Goodsell, general manager Ps (NG), fills the board vacancy.

Moves for NG tea research centre

ere are moves to establish a tea arch centre for P-NG, which is ently establishing a tea industry. November a meeting of the gov- ing body of the Highlands ers and Settlers' Association d to initiate discussions for a ully planned research centre or ute capable of long-range experi- ation.

ie association indicated that this d be best sited in the Highlands, said that the present centre at ina, in the coastal Morobe dis- should be retained to continue trials and to provide a useful antine area if needed.

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tracted from the upper dermic layer by evaporation. Moisture is attracted from the surrounding atmosphere and drawn to the skin to prevent cell shrinkage and the formation of "river-beds" or wrinkles on the face.

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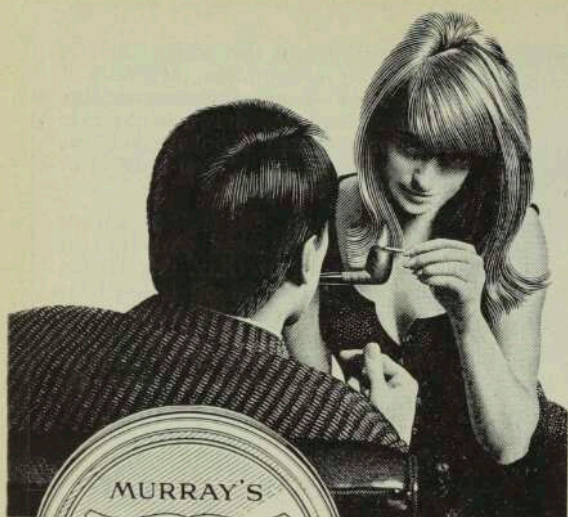
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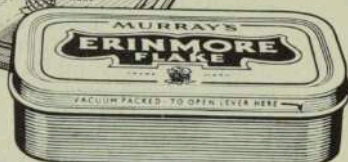
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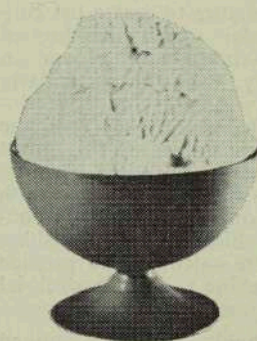
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A4

ANG Holdings doubles its profit

ANG Holdings Limited, New Guinea planter, timber seller and estate owner, may pay its first dividend at the end of next year.

In an announcement of the company's results for 1966-67 to the New York Stock Exchange on October 10, directors of the company said they intended to review their policy on paying dividends.

They announced an audited net profit of \$49,443—almost double the profit of \$26,030 for the previous

year. But, this new profit is only about 10 per cent. on the company's paid-up capital of \$914,000.

Directors said the tea development project at Banz, Western New Guinea, was satisfactory (PIM, p. 125).

Full occupancy by all tenants of the G House, Port Moresby, was expected by the end of November. The project would begin to make a good contribution to group profits at that time.

Directors said timber sales during the year were 25 per cent. above the previous year, but profits were below expectations. No reason for this was given.

For the first four months of the current year, directors said, timber sales were disappointing because of a lack of demand on the territory market.

However, the company has for some time now been planning a major expansion of its operations at Banz. Rodney with emphasis on export of both logs and sawn timber," he said.

Substantial returns are expected from this project, which is based on far greater forest reserves than previously realised.

The directors also said profits from tea production were "in line with expectations". And it was coffee that was previously ANG's main source of profits.

Where Carpenters profits come from

Of the W. R. Carpenter Group profits for the year ended June 30, 1966, 45.96 per cent. were derived from Australia, rose about 4½ per cent. and from the Pacific Islands they dropped by a little over the same amount.

This was shown in the 10th annual report of W. R. Carpenter Holdings Ltd., released in mid-November. Following the October announcement of the group showed a profit after

tax of \$4,773,261—the first downturn in 23 years (PIM, Nov., p. 133).

Carpenter's source of profits from Australia equalled 45.96 per cent. of earnings, while the group's Islands' interests (primarily New Guinea and Fiji) equalled 54.04 per cent.

As Mr. C. H. Carpenter, the group's new chairman and managing director, said, lower returns came from the Islands because of rising costs, lower prices and a fall in copra tonnage.

As well, the percentage of 45.96 profits from Australian interests was the first upturn in profits from this source since 1963, when Australian profits supplied just over half Carpenters' total profits. In the fol-

lowing years they progressively dropped and last year they represented only 41.26 per cent. of the total profits.

Here are the details (with allowances made for change in balance dates):

Source of Profits:	1963	1964	1965	1966	1967
	%	%	%	%	%
Aust. . .	50.84	49.20	44.08	41.26	45.96
Ex-Aust. .	49.16	50.80	55.92	58.74	54.04

While still very healthy, the group's percentage earnings to capital and earnings per 50 cent share or stock unit have both been falling since 1963. It may not be until projects like tea growing and desiccated

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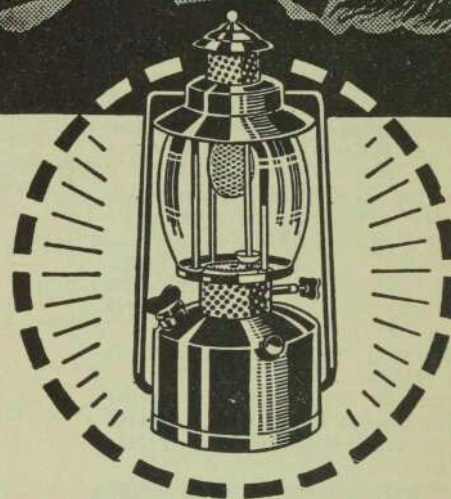
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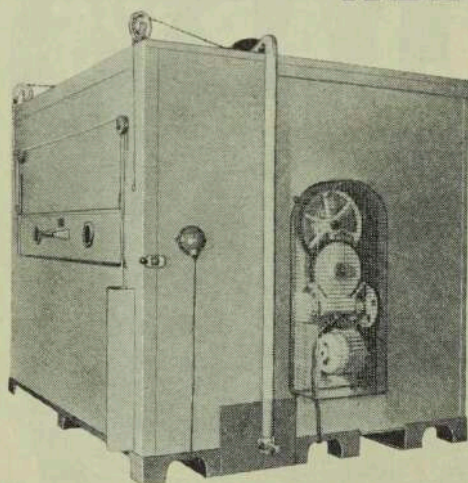
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onut get going in New Guinea, the Fiji sugar economy recovers and these trends can be turned around. Growing tourism will also help.

Directors said in the report that an executive training scheme for New Guineans, begun two years ago, is meeting with success.

A total of 35 young men are studying at various seats of higher education in NG and reports on their progress are good, they said. A third batch of cadets was being recruited and this would complete the scheme originally announced, but directors have decided to extend it for another three years.

Elementson's Army contracts near end

Work on construction of Army establishments at Port Moresby and Wau is expected to be completed by the end of 1967.

Elementsons (New Guinea) Pty. Ltd., a wholly-owned subsidiary of Project Development Corporation Limited, won the \$26 million contract to do the work in January, 1965 (PIM, Feb., 1965, p. 127). It is the largest contract ever awarded to an Australian contractor.

Project Development's listed parent company, Project Development Corp., in November announced a \$2,854 net profit for the year ended June 30, 1967.

Only \$82,023 has been taken into profit from the New Guinea operations," the announcement said. Other New Guinea profits would be brought to account in the current and subsequent years.

To consolidate the group's position, directors did not recommend a dividend. They said the funds position was steadily improving with aggressive realisations from the New Guinea contract. Such profits were available at the half-rate applicable in NG.

Samoa banana case great pays off

West Samoans seem to have learnt that, Treaty of Friendship notwithstanding, philanthropy plays no part in business deals with New Zealand, with anybody else.

Early this year the Minister of Agriculture, Laufili Time, announced that Samoa, which has always imported its banana cases from New Zealand (worth up to \$400,000 a year), had placed a large order for cases from Portugal, where the landed cost was some 30 per cent. less.

Henceforth, said Laufili, Samoa would order its cases from this new source.

In November, Laufili announced that New Zealand manufacturers had now offered a price competitive with Portuguese supplies and that Western Samoa would resume its orders of cases from New Zealand.

"We would rather buy from New Zealand as New Zealand buys all our bananas," said Laufili.

At the same time, Laufili announced a new scheme by the Marketing Division whereby Samoan growers can now earn an extra 20 sene per case, bringing the top price to growers of \$1.50 per case.

"This has been made possible by the lower price for cases," he said.

The question among Samoans now is will New Zealand meat processors follow the example of the saw-millers?

The Samoan Prime Minister, Fiamē Mataafa, has announced the banning of all imports of canned and salt meat from New Zealand.

"There are cheaper substitutes available and we have to save our foreign exchange," he said in a tongue-in-cheek explanation.

"When New Zealand offers a more competitive price the ban will be lifted," added Mataafa!

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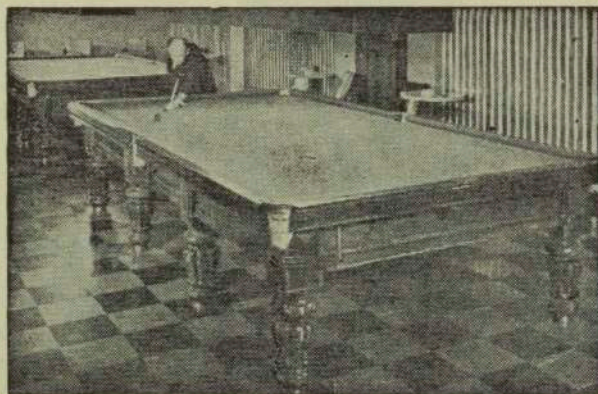
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Mr. Jim Curry.

ia gets fruit canning factory

ENTERPRISING Apia, West Samoa, businessman Jim Curry, already runs a sawmilling business, a soft drink plant, and a bread and taro chip factory, opened a food canning plant almost entirely by himself at his Sogi property in October.

The factory employs 10 to 16 men, canning papaw, pineapple, local fruit cocktail, coconut cream, banana, banana puree, palolo, mango chutney, vi and guava jam, and other tropical food products. The factory sells on the local market and exports to New Zealand. When the factory is in full production it will process about 1,200 cans of fruit

Mr. Curry's factory is the twelfth in the industry started under benefits of the Enterprises Incentives Act passed two years ago.

ore Fiji manganese Japan

A trial shipment of 1,000 tons of low-grade manganese ore from Fiji's Vunimoli and Momi mines will be sent to Japan in December. The shipment will be sold by the Vunimoli Holdings Ltd. Co., of Fiji to the Japan Metal Trading Co. Ltd. Managing director of Akhil, Mr. H. Akhil, said the trial shipment would follow a recent visit by a director of the Japan company to Fiji. He said a huge tonnage of low-grade manganese could be mined in Fiji but it would have to compete with Indonesian ore, which was very cheap in the Japanese market.

Tonga happy with banana exports

For the first time in the history of Tonga's banana industry, exports from the kingdom have topped the half million mark.

On October 19, the 500,000th case of bananas was loaded aboard Holme and Company's chartered freighter *Magga Dan* at Vuna Wharf, Nukualofa.

With two more months to go before the end of 1967 it was predicted the final year's banana figure would exceed 600,000 cases.

Exports for the full year 1966 totalled 460,640 cases.

The Deputy Premier and chairman

of the Tonga Produce Board, M. U. Tupou-niua, said banana exports this year were a "tremendous achievement".

"I am particularly pleased because Tonga's continued prosperity for a long time to come, is going to depend to a very large extent on her agricultural output, especially those commodities for which overseas markets are available," he said.

"The result demonstrates clearly that when market conditions are favourable and a spirit of co-operation exists, as it did in this case, between the technical, the advisory and managerial side on the one hand and the growers out in the villages on the other, Tonga can reach unprecedented production targets."

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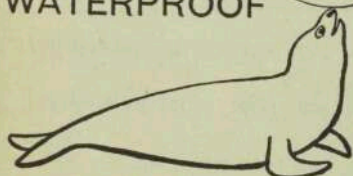
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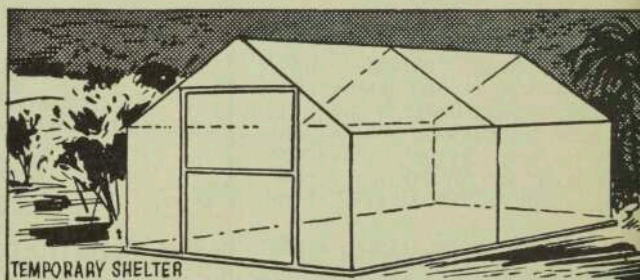
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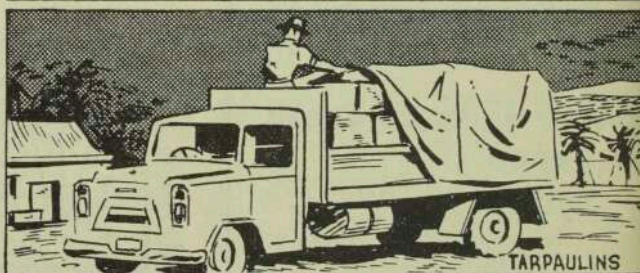
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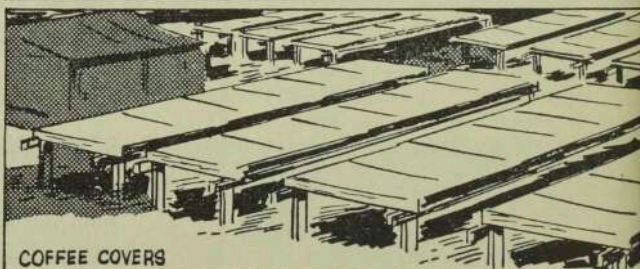
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Produce Prices

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COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives. The board directs distribution and sales, and makes payments to the producers. Production goes only to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing in Rabaul, and (d) Japan (surplus available). Prices generally tally with market rate in Philippines with premiums for hot-air dried.

NG Board's purchase prices for copra were: dried main ports in November were: air dried, \$126 per ton; FMS, \$123 per ton; smoke-dried, \$121 per ton.

FIJI:—The Fiji Coconut Industry Board sets the prices to be paid for Fiji copra on a formula based on that for Philippines copra, and taking into account taxes, selling costs, shrinkage, etc. The copra must be graded at centres in Suva, Levuka, Lautoka, Savusavu and Nadi. Prices in Suva to Dec. 10 were: Grade one, £F72/5/-; grade two, £F77/6 and grade three, £F59/10/-. A system of deductions has been established for copra delivered to grading centres other than Suva.

WESTERN SAMOA:—All production is sold to the Copra Board of Western Samoa at fixed prices. The Board makes payments to producers through its agents or local firms—and sells the copra on the open market with a portion to Abels NZ. Last prices in October were: Grade one, \$WS91 for grade one sun dried, and \$WS83 for grade two.

TONGA: All copra is sold to the Tonga Copra Board which sends it to Europe through the open market. November prices for copra were \$T109 first grade and \$T108 second grade.

LOMON IS. All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian firms; and the balance on to the open market. Prices on Nov. 17 were: 1st grade, \$120; 2nd grade, \$116; 3rd grade, \$112 per ton, BSIP ports (Honiara, Gizo).

ALBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rate, less freight, etc. The Copra Board fixes the price at \$67.20 per ton for grade one.

NEW HEBRIDES:—Copra sold direct by producers to France and Venezuela. Official price on Nov. 24 was \$90 (9,000 Pac. francs). French price on Nov. 17 was \$85 francs per metric ton, c.i.f., Suva.

OK IS.—Copra goes to Abels, Ltd., Auckland, who operate the only NZ crushing mill. Price paid is average market price for previous three months, plus handling charges. Prices for October, November and December, have been fixed, net to freight adjustment, at \$2.93 first grade, hot air dried; \$3.07 first grade, sun dried and \$2.51 standard grade, all per ton c.i.f.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

COCOA:—Islands prices are usually on Nov. 23 there were app. £Stg.282/10/- per ton, c.i.f., UK (Dec. to Mar. shipment).

On Nov. 17, Quote No. 1: In store Rabaul, export quality \$520 per ton, ex-wharf Sydney, \$510, and declining. Quote No. 2: Best quality, ex-wharf Sydney, \$562, in store NG ports \$501 (for UK, Continent and USA shipments).

W. Samoa.—Latest prices quoted in Sydney, on Nov. 15, were: Grade 1, £Stg.245; grade 2, £Stg.220 per ton, f.o.b., Apia.

COFFEE.—P-NG: Nov. 24, Quote No. 1, good quality A grade 37c to 40c per lb; B grade 36c to 38c; C grade 35c to 36c; X grade 36c to 39c and native X grade 33.5c to 34c.

CROCODILE SKINS.—On Nov. 24 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—\$2.90 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) \$1.80 per in. B.S.I., Honiara: \$1.89 per in. Gizo: \$2.10 per in.

GREEN SNAIL SHELL.—A Sydney buyer quoted: Nov. 24, No. 1, 1st grade, \$500, f.o.b. Islands ports, 2nd grade, nom., \$240 on wharf, Sydney. Honiara: 16c lb.

PAPUAN GUM: New Guinea graded gum \$185 per ton, f.o.b., Samarai, ungraded gum \$174, f.o.b., NG.

PEANUTS.—P-N.G.: Sydney agents reported Nov. 24, f.o.b., Lae; Kernels—white Spanish 15c lb.

PEARL SHELL.—A Sydney buyer, on Nov. 24, quoted these prices: Sound

\$1,650 per ton, D grade \$1,180, E grade, \$650, EE \$470 (in store Sydney).

Solomons.—Honiara, mother of pearl blacklip 15c lb, goldlip 20c lb.

Cook Islands.—Penrhyn Island, SNZ700 (approx.), f.o.b., Rarotonga.

RICE (Aust.): Prices, until Mar. 31, 1968, are—P-N.G.: Dried brown rice, 112 lb bags, \$128 per ton, f.o.w. Sydney or Melbourne. Vitamin enriched white rice, 56 lb bags, \$142 per ton, f.o.w. Brown, 40 lb bags \$138 per ton. **Other Pacific Islands:** Polished white (56 lb bags) or dried brown rice (112 lb bags), \$150 per ton, f.o.w.

RUBBER.—P-NG price is based on Singapore rates, which on Nov. 21 were: Prompt nominal shipment 49½ Malayan cents per lb, c.i.f. (14.25 Aust. cents); Dec. M49½ (A14.31c) and Jan. M49¾ (A14.46c).

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 65c to 85c lb., ex-store Sydney, according to quality.

TROCHUS.—A Sydney buyer indicated the following quotations to Islands producers: Nov. 24 — Papua — \$175-\$185 per ton; N.G., B.S.I.—\$150-\$160 per ton, f.o.b. Islands ports—direct shipment to overseas markets.

TURTLE SHELL.—BSI: first grade unmarked 90c a lb at Gizo.

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, buy mainly from Tahiti for Sydney and Melbourne essence makers. Prices on Oct. 27 were: white and yellow label processed, standard packs, \$6.40, green label, \$6.30 c.i.f., Sydney.

UK, US, CEYLON QUOTES

COPRA, COCONUT OIL: Not available until effects of devaluation are known.

RUBBER: LONDON, Nov. 21, spot 18d Stg. lb; Dec. shipment 16¾d Stg. lb; Feb. shipment 17½d Stg. lb.

Stock Market

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Ball Plantations .50	.52	.55
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Burns Philp (SS) 2.25	3.90	—
Camelec .50	.58	.55
Carpenter .50	2.06	2.13
Choiseul Pntn. 1.00	2.55	2.65
C.S.R. 1.00	4.65	4.80
Dylup Pntn. .50	.60	.65
Fiji Industries 1.12	2.30	2.30
Hackshalls .50	1.50	1.57
Kerema Rubber .50	.19	.18
Koitaki Rubber .50	.85	.76
Lolorua Rubber .50	.38	.36
Makurapau Pntn. .50	.47	.48
Mariboi Rubber .50	.32	.30
Plantation Hldgs. .50	.39	.40
Queensland Ins. 1.00	4.90	5.10
Rubberlands .50	.21	.25
Sogerl Rubber .50	.60	.57
Sth. Pac. Ins. .50	1.60	1.80
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Watkins Cons. .50	.73	.68

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Papuan Apin. .50	.34	.55
Placer Dev.	33.00	33.00

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Sydney stock exchange share price index for ordinaries on Nov. 24 was 467.22. On Oct. 26 it was 433.76.

● S. E. Tatham & Co. Pty. Ltd., export and shipping agents throughout the Pacific since 1924, has extended its business and moved into new offices in Melbourne.

Mr. A. E. Duldig, managing director, said recently that due to more successful trading, the company had tripled its staff in the past 15 months and increased its office space four-fold in the new location at Askew House, 364 Lonsdale Street, Melbourne. The company had now extended its operations beyond the Pacific.

● Mariboi Rubber Limited, Papuan rubber grower, made a net profit of \$39,711 for the year ended June 30, 1967, and will pay a final dividend of 1½ cents (3 per cent.) on 50 cent shares registered with the company on December 11.

Production for the year was 1,232,489 lb, compared with 1,218,329 lb for the same period in 1966. But profit dropped \$8,770 because the average rubber price for 1967 was 20.59 cents per lb, against 21.35 cents last year.

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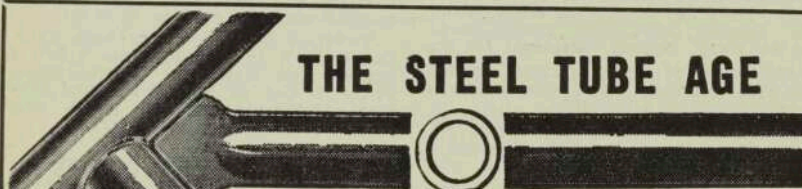
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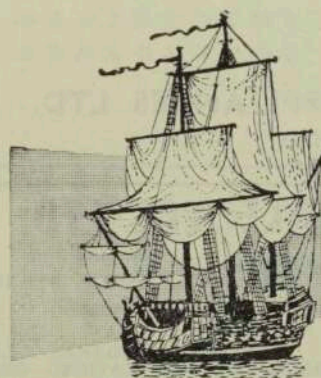
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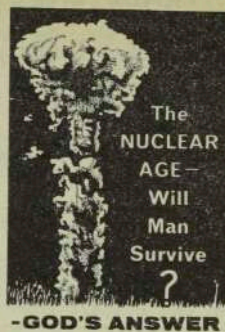
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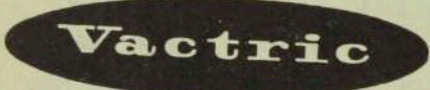
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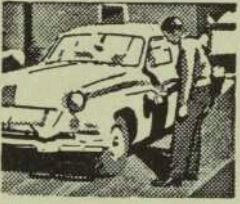
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DEATHS OF ISLANDS PEOPLE

Mrs. Viti Bentley

Mrs. Viti Bentley, a member of a well-known Fiji family, died in New Zealand recently, where she and her husband had been living in retirement several years.

Mrs. Bentley was formerly Miss Evelyn Watson, a daughter of Mr. B. S. Watson, who once owned Lomaiviti Island in the Lomaiviti Group.

Her husband worked for the Union Steam Ship Co. in Suva for many years. Later he and his wife bought Lomaiviti Island, where they lived till it was sold out and went to New Zealand.

Rev. Richard Piper

The Rev. Richard Piper, a Methodist minister who spent 19 years with his church's mission in Fiji, died recently at Chatswood, N.S.W.

After ordination before World War I, he started his work in Fiji, always advocating better conditions for Indian indentured labourers. He went to India in 1913 to see conditions of indenture, and through his efforts a commission was set up to inquire into the system.

Mr. Piper established the first mission house in Lautoka for Indian children. The building still stands and is now the residential part of the Jasper Williams Boarding School. His other work included an orchard, an experimental farm in the Lautoka area, the establishment of an open air theatre, and strenuous work, assisted by his wife, in treating the sick and dying during the 1918 influenza epidemic.

Rev. Mother Mary Amadeus

The Rev. Mother Mary Amadeus, who led an active religious life for more than 65 years, died in the Marist convent, Lautoka, on November 14. She was in her 80th year.

Mother Mary was born in London and entered the congregation of the Marist Sisters in 1906. She went to Fiji in 1912 and remained there, except for a short period in Sydney. She taught at schools in Levuka, Suva, Milagi, Ba, Varoka, Lautoka and Suva.

High Chief Pascal Sihaze

The death occurred on Lifu Island, part of the Loyalty Group, in October of 1966. High Chief Pascal Sihaze. He was 74. The High Chief was a greatly

respected and efficient administrator of France, with 17 Lifu tribes under his authority. He was a chevalier of the Legion of Honour. More than 3,000 mourners attended his funeral.

Mr. Roy McGregor

Mr. Roy McGregor, former New Guinea planter and businessman, and a soldier of both World Wars, died in Sydney on November 21. He was 74 and a leading NG identity.

His first taste of Island life, in-

spired by his brother, the late William McGregor, was in 1914, after the Army, to his disgust, had rejected him for service overseas because he was too short.

He went to the Solomons, where he worked for Lever Bros. on Brandi station.

About a year later he was back in Sydney, working for Dairy Farmers Co-op. Milk Co., as a ledger-keeper. He was in that position for barely three weeks and then, apparently able to convince the authorities that in spite of his size he would still make a soldier, he joined the AIF.

In 1916 he was in France, serving

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with the 36th Battalion. He was in several of the major battles, and twice suffered flesh wounds. He was also blinded, but recovered his eyesight some months later.

Mr. McGregor returned to Australia in 1920 and rejoined the staff of Dairy Farmers. Later he went into business on his own account at Bondi.

About 1926 he applied for plantation leases in New Guinea, and he left for the territory in 1927 when his application was approved.

His plantations were Erimabush and Duai, about 20 miles from Madang. He also held the title to another

estate, Magaria, which was next to Duai.

Apparently he was not too keen on life on the plantation, for in 1929 he put a manager in charge, and went to Madang, where he opened a general store, and also started to dabble in other enterprises, including stevedoring.

When World War II came along his wife was evacuated to Australia, to join her daughter who was at a boarding school in Sydney.

Mr. McGregor had previously joined the New Guinea Volunteer Rifles and when the time came he was called up for active service.

He was particularly active in World War II on a variety of assignments including operating American PT boats along the coasts.

One of his assignments was to look after a contingent of men, evacuate from New Britain, and to move them from Bogadjim to Wau. He walked them all through safely.

He then walked from Wau to Port Moresby, and flew down to Australia for leave.

Mr. McGregor continued as a soldier in New Guinea till the end of the war, and he was demobilised in 1946.

His first task then was to rehabilitate his business and estate—a rather forbidding task, but one which he accomplished in spite of many difficulties.

His wife rejoined him in 1947.

Mr. McGregor was managing director of the Madang Bakery for some years before retiring in 1964 to live at West Pennant Hills, an outer suburb of Sydney.

He leaves a widow and a daughter, Mrs. Faye Maltman.

Mr. Bob Marsters

Mr. Bob Marsters, one of the best machine divers in the Northern Cook Islands, died of the bends at Suwarrow Atoll on September 14. He had been diving in a helmet with an air pump, and died about an hour after coming up.

News of his death was brought to the Resident Agent at Manihiki by the American yacht *Mar-Quest* which had called at Suwarrow earlier.

Mr. Marsters, who was a member of the celebrated Marsters family of Palmerston Island, was a single man in his early forties.

He had spent the past 10 years or so pearl-diving at Manihiki, and the 15 years before that diving at Penrhyn Island.

Mr. Marsters was one of the divers who went to Suwarrow in the *Tague* with Tom Neale in July (*PIM* Aug., p. 24).

Ratu E. N. Mataitini

Ratu Etuate Navakamocea Mataitini, Vunivalu of Rewa, Fiji, died at Suva on November 17, three weeks short of his 80th birthday. He was the second highest chief of Rewa.

As a leader of his people he served in the Fiji Legislative Council for several years up to 1950, and was a member of the Great Council of Chiefs for more than 30 years.

Ratu Etuate is survived by his third wife, seven sons and six daughters.



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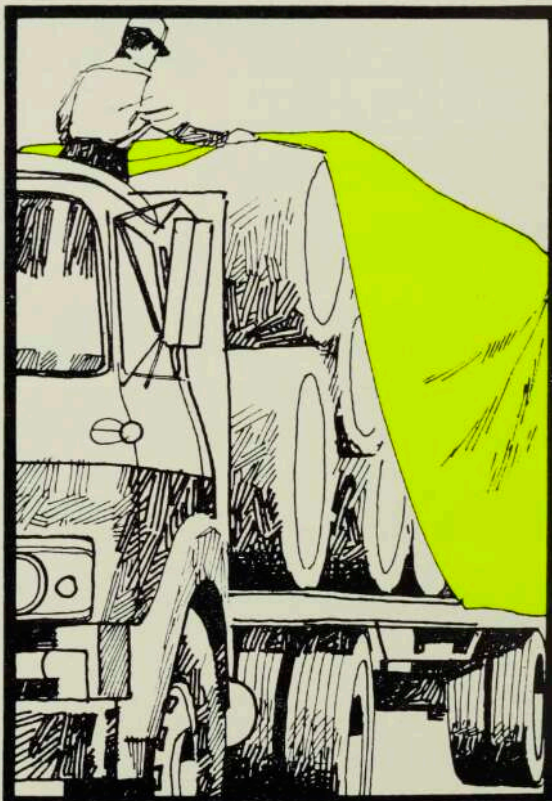
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Shipping, Airways Information

● PIM's shipping and airways schedules are revised each month just before publication from information supplied by the shipping and airways companies. Detailed information on ships' sailing dates should be obtained from shipping agents.

SHIPPING TIMETABLES

AFRICA - FIJI - USA - CANADA

Pacific-Australia Direct Line, owned by Transatlantic Steamship Co. Ltd., of London, operates a fast cargo service, calling Adelaide, Melbourne, Sydney, Brisbane every three to four weeks. Lautoka and Suva en route to West Africa, USA, and Canada. Details from Trans-Austral Shipping Co. Ltd., 275 George Street, Sydney (2-551).

BRISBANE - SYDNEY - WEST IRAN - INDONESIA

P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service Indonesia to Sukarnapura, Brisbane, Sydney and Melbourne with three 12,000-ton freighters. Details from John Manners and Co. Pty. Ltd., general agents, 4 Bridge Street, Sydney (27-9164).

SYDNEY - FIJI

Colonial Sugar Refining Co. operates a passenger/cargo run the MV Rona, departing Sydney three to four weeks for Suva and Lautoka and return. Details from Colonial Sugar Refining Co. Ltd., 1 O'Connell St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains a weekly cargo service with the MV Rona, departing Sydney for Lautoka, Suva and Nukualofa and Apia with return Sydney via Auckland. The return trip usually takes in Malua (Fiji) and Tonga (NZ) for timber. Details from Union Steam Ship Co. of Australia, 47 George St., Sydney (2-0528).

SYDNEY - FIJI/TAHITI - UK

Chandris liners Australis and Ellinis maintain a two-monthly passenger service Sydney via NZ, Suva (Australis) Papeete (Ellinis only) to Southampton returning via Suez. Details from Chandris Line, 135 King Street, Sydney (28-2451).

SYDNEY - GEIC - HONOLULU

American Lines of New York, operate approximately monthly passenger-cargo ships from West Coast, USA (with occasional calls at Papeete or Pago Pago) Australia and New Zealand, returning via Hawaii, GEIC (with transshipments to Los Angeles or Vancouver). Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - LORD HOWE - NORFOLK IS. - NEW CALEDONIA

Jacques del Mar II (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe, Norfolk and Noumea. Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Messageries Maritimes Line passenger-cargo vessels, Tahiti and Caledonien from Marseilles, via West Indies and Panama, call regularly at Papeete, Tahiti (Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Polynesie maintains three-weekly passenger sailings between Sydney, Noumea, Vila and Santo. Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - USA

P. and O. Lines passenger vessels call approximately monthly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and Vancouver, San Francisco, Los Angeles, with occasional calls at Pago Pago and Tonga. Details from P. and O. Lines of Australia Pty. Ltd., 55 Hunter St., Sydney (2-0317).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, from Southampton, UK, alternatively via South Africa and Panama, calling at Sydney, Wellington, Auckland, Rarotonga, Suva, and Papeete. Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam leaves Sydney twice a year for Panama and USA, calling at Wellington and Papeete. Details from Holland-America Line, cnr. Bridge and Pitt Sts., Sydney (27-6432).

NOTE: Because of the closure of the Suez Canal since the Israeli-Arab war last July ships normally using the Canal on Europe-South Pacific runs have been diverted around South Africa or through the Panama Canal.

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI

MV Tulagi (passenger-cargo) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA

Australia-West Pacific Line operates a regular cargo/passenger service from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Madang and Rabaul. Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (27-6301).

Burns Philp passenger/cargo vessels maintain regular services from the Australian East coast to New Guinea ports. Bulolo maintains a six-weekly service from Sydney and Brisbane to Pt. Moresby, Samarai, Lae, Madang and Rabaul. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

Braeside sails every eight weeks from Melbourne, Sydney and Brisbane to Pt. Moresby, Samarai, Tonolei, Rabaul, Madang, Lae, Port Moresby, Sydney, Melbourne. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

Malekula maintains a seven-weekly service from Sydney and Brisbane to Lae, Madang, Lombrum, Lorengau, Rabaul, Bougainville ports and return. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

Moresby maintains a service from Sydney direct to Lae, thence Madang, Rabaul and return direct to Sydney. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

Montoro sails every eight weeks from Melbourne and Sydney to Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Alexishafen, Madang, Lae and Pt. Moresby. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

China Navigation vessel Papuan Chief leaves Sydney every two and a half weeks for Brisbane and Port Moresby. Alternate trips include a call at Samarai. Details from Swire and Yull Pty. Ltd., 2 Spring St., Sydney (27-4701).

Karlander New Guinea Line cargo vessels Slettfjord, Sidor, Sarang and Sietholm leave Sydney approx. weekly for P-NG ports, calling at Brisbane, Pt. Moresby, Rabaul, Lae, Madang, Wewak, Kieta, Puleborn and occasionally Gizo, Honiara, Buka and Vanimo. Details from F. H. Stephens Pty. Ltd., 5 Macquarie Place, Sydney (27-8311).

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vessels Australasia and Malaysia run monthly between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby and Djakarta. Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line vessels maintain a passenger/cargo service from

Adelaide, Melbourne, Sydney, Brisbane to Lae thence Taiwan, Hong Kong and Manila, with return to Australia occasionally via Island ports.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (27-6301).

China Navigation Co. Ltd. cargo vessels Woosung, Wenchow and Wanliu call monthly at Rabaul, Lae and Madang on their way north from Melbourne, Sydney and Brisbane to Hong Kong, Okinawa and Japan.

China Navigation Co. Ltd. vessels Changsha and Taiyuan provide a monthly passenger-cargo service calling at Pt. Moresby when northbound between Australia, Manila, Keelung and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

Dominion Far East Line vessels Francis Drake and George Anson maintain monthly passenger-cargo services between Sydney and Japan (via Manila, Hong Kong and Formosa), return via Guam.

Details from H. C. Sleight Ltd., 115 York Street, Sydney (2-0253).

EUROPE - NEW GUINEA - WEST IRIAN - BSIP - GEIC

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd normally operate a service every six weeks from Europe and London via Suez to Port Moresby, Honiara or Tarawa (alt. voyage), Rabaul, Lae, Madang, Alexishafen, Wewak, Sukarnapura, Biak, Manokwari and Sorong.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes vessels Marquisien, Malais, Mauricien and Maori, run monthly between France and New Zealand or Australia via Panama Canal, calling at Papeete and Noumea.

Messageries Maritimes passenger-cargo vessels Vivarais, Vanoise, Velay, Ventoux and Vosges run monthly between France and Noumea via Suez Canal and Australia. From Sydney, vessels go to Noumea; return to France via Brisbane and southern Australian coastal ports.

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

EUROPE - TAHITI - W. SAMOA - TONGA - FIJI - N. CALEDONIA

Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd operate a regular passenger/cargo service from the Continent and UK every three weeks via Panama to Tahiti, Western Samoa, Fiji and New Caledonia, and every alternate month from Panama to Tahiti, New Caledonia and New Zealand. Transshipments for Tonga, Am. Samoa, Niue and Fiji ports are off-loaded at Suva (Fiji) and Apia (Western Samoa).

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - FIJI

China Navigation Co. Ltd. vessels Kwangsi, Norman, Nanchang and Kwangtung operate a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct, returning to Japan via NZ and the Far East.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - FIJI - NZ - SYDNEY

Royal InterOcean Lines operate a monthly passenger-cargo service with the Tjimanuk, Tjitarum and Tjiliwong from Hong Kong and Singapore to Fiji and NZ, calling at Suva and Lautoka, and returning via the Philippines.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG

China Navigation vessels Kwellin and Ninghai maintain a regular monthly passenger/cargo service from Japan to Lae and Pt. Moresby, thence Tasmania, Melbourne and Fremantle.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation vessels Chefoo, Chengtu and Chekiang maintain a monthly cargo service from Japan and Hong Kong to Rabaul, Kavieng, Madang, Lae, Samarai, Pt. Moresby, with regular calls at Wewak, Honiara, Santo and Noumea returning to Japan direct.

Details from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (27-4701).

JAPAN - SAMOA - FIJI - N. CALEDONIA - N. HEBRIDES - BSI

Daiwa Navigation runs a monthly passenger/cargo service from Japan via Guam to Apia, Pago Pago, Suva, Lautoka, Noumea, Vila, Santo and Honiara.

Details from Banno Oceania Ltd., Suva.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga, with calls at Niue and other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (71-846) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - TONGA - SAMOA

Union Steam Ship Co. passenger/cargo vessels Tofua and Matua depart from Auckland alternately every two weeks for Fiji, Tonga and Samoa.

Tofua maintains a service every four weeks from Auckland to Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Matua maintains a service every four weeks from Auckland to Lautoka, Apia, Nukualofa, Suva, and return to New Zealand (usually Auckland).

Details from USS of NZ, Quay and Commerce Sts., Auckland (40-430).

NZ - NEW CALEDONIA - NORFOLK ISLAND

Holm and Co. Ltd., vessel Holmburn provides a two-monthly service from NZ to Noumea and Norfolk Island and return.

Details from Holm Shipping Co., Customs Street East, Auckland (49930).

NZ - TAHITI - COOK ISLANDS

Holm and Company's passenger-cargo vessel Magga Dan maintains a two-monthly service from Auckland, NZ, to Papeete and Rarotonga, with calls at Lautoka, Suva, Apia and Nukualofa when cargoes warrant.

Details from Holm and Co. Ltd., Customs Street East, Auckland (49930).

NEW ZEALAND - TAHITI - UK

New Zealand Shipping Co. Ltd. vessels Ruahine, Rangitoto and Rangitara operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Details from NZ Shipping Co. Ltd. Customhouse Quay, Wellington, NZ.

NTH AMERICA - TAHITI - AM. SAMOA

Polynesia Line vessel Graziella Ze maintains a regular seven-week cargo route (with limited passenger space) from Los Angeles, to San Francisco, Coos Bay (British Columbia), Papeete and Pago Pago and return the same way.

Details from Marine Chartering (Australia) Pty. Ltd., Box 1631, GPO, Sydney (27-8505).

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a seven-week passenger-cargo service from Melbourne and Sydney to Lautoka, Suva, Apia, Pago Pago and Nukualofa.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo-passenger run from Nukualofa to Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia and Pago Pago.

Details from Burns Philp (SS), Suva.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Details from Burns Philp (SS), Suva.

UK - PAPUA - NG - BSI

Bank Line operates a monthly direct service from Europe to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, GEIC, or Vila and Santo New Hebrides.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (27-2041).

UK - TAHITI - NZ - AUSTRALIA

Cogedar Line vessel Flavia, operates a passenger service regularly from Southampton, via Panama, Papeete and Auckland, to Sydney.

Details from agents: H. C. Sleight, 11 York St., Sydney. (2-0253).

USA - AM. SAMOA - HAWAII AUSTRALIA

Matson-Oceanic Line operates a monthly passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Regular calls include Sydney, Brisbane, Melbourne, Pago Pago and Honolulu.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

● PIM's shipping and airways timetable are correct to time of publication.

USA - PACIFIC PORTS - NZ - AUSTRALIA - USA

Bank Line Ltd., operates regular services from US Gulf ports to Australia, NZ. Frequency of sailings offering slightly availability for calls at Suva, Lautoka on demand.

Details from Bank Line (A/asia.) Pty. 269 George St., Sydney (27-2041).

Matson Line liners Mariposa and Terey maintain a regular passenger/cargo service every three weeks from San Francisco and Los Angeles to Bora Bora, Papeete, Rarotonga, Auckland, Sydney, return via Noumea, Suva, Nuafoou, Pago and Honolulu to San Francisco.

Details from Matson Lines, 50 Young St., Sydney (27-4272).

USA - TAHITI - AUSTRALIA

Arrell Lines passenger-cargo ships on Atlantic Coast-Panama-Sydney service with three-weekly calls at Tahiti on inbound voyages.

Details from Wihl. Wilhelmsen Agency, Bridge St., Sydney (27-6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Sgaard and Thor I maintain approximately monthly services from West Coast American ports to Papeete, Pago, Apia, Suva, Noumea, occasionally Vila and return.

Details from Trans-Austral Shipping Pty. 275 George St., Sydney (29-2551).

AIRWAYS TIMETABLES

International Dateline is crossed between Nadi and Honolulu.)

TRANS-PACIFIC SERVICES**SYDNEY - BRISBANE - HAWAII - US**

QANTAS (with 707's)

Sydney: Dep. Syd. 0945, arr. Bris. 1100, dep. 1145, arr. Honolulu 0025, dep. 0145, arr. San Francisco 0830.

Sydney: Dep. San Francisco 1100, arr. Honolulu 1410, dep. 1500, arr. Bris. 030, dep. 2115, arr. Syd. 2230.

SYDNEY - FIJI - HAWAII - USA

QANTAS (with 707's)

Sydney: Fri., Sat., Sun.: Dep. Syd. 0945, arr. Nadi 1535, dep. 1620, arr. Honolulu 0025, dep. 0145, arr. San Francisco 0830 (to Vancouver alt. Sun.).

Sydney: Wed., Fri., Sat.: Dep. Syd. 1900, arr. Nadi 0050, dep. 0135, arr. Honolulu 0940, dep. 1100, arr. San Francisco 1745.

Sydney: Wed., Fri., Sun.: Dep. San Francisco 0900, arr. Honolulu 2310, dep. 2359, arr. Nadi 0415, dep. 0500, arr. Syd. 0710.

Sydney: Fri., Sat.: Dep. San Francisco 1100, arr. Honolulu 1410, dep. 1500, arr. Nadi 1915, dep. 2000, arr. Syd. 2210.

By BOAC (with 707's)

Sydney: Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135 Wed., Fri., Mon. (cross Dateline) arr. Honolulu 0710, dep. San Francisco 1745.

Tues., Thurs., Sat.: From London, New York, dep. San Francisco 2000, arr. Honolulu 2310, dep. 2359 (cross Dateline) arr. Nadi Thurs., Sat., Mon. 0415, dep. 0500, arr. Sydney 0710.

SYDNEY - FIJI - TAHITI - MEXICO

By QANTAS (with 707's)

Sydney: Dep. Syd. 2000, arr. Nadi 0150, Thurs., dep. 0240, arr. Papeete 0855, Wed., dep. 2230, arr. Acapulco 1020, Thurs., dep. 1120, arr. Mexico City 1210 (to London).

Sydney: Sat.: Dep. Mexico City 2200, arr. Acapulco 2250, dep. 2350, arr. Papeete 0400, Sun., dep. 0500, arr. Nadi 0740, Mon., dep. 0825, arr. Syd. 1035.

SYDNEY - HAWAII (via N. CAL., FIJI, NZ OR AM. SAMOA) - USA

BY PAN AMERICAN AIRWAYS

(with 707's)

Sydney: Tues., Wed., Fri., Sun.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Wed., Fri., Sun. 0805, dep. 1000 for Los Angeles, arr. 1655.

Sydney: Mon.: Dep. Syd. 1600 for Noumea (arr. 1930, dep. 2030), Pago Pago (arr. 0145, dep. 0235), Honolulu (arr. Mon. 0840, dep. 1000), Los Angeles, arr. 1655.

Sydney: Thurs.: Dep. Sydney 1600 for Auckland (arr. 2045, dep. 2145) for Honolulu, arr. Thurs. 0815, dep. 1000 for Los Angeles, arr. 1655.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN/GUAM & SOUTH PACIFIC**M.V. "FIJI MARU" V-17**

Dep. JAPAN January 30.

LABASA February 22-23.

GUAM February 4-5.

LAUTOKA February 24-25.

APIA February 16-17.

NOUMEA February 27-28.

PAGO PAGO February 17-18.

VILA March 8.

SUVA February 21-22.

SANTO March 9-10.

Heavy lift, reefer space available.

Subject to alteration with or without notice.

Next Sailing—M.V. "Samoa Maru", end of February, 1968.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.

APIA: Burns Philp (South Sea) Company, Ltd.

PAGO PAGO: B. F. Kneubuhl.

NUKUALOFA: Tonga Shipping Agency.

SUVA: Banno Oceania Ltd.

LAUTOKA: Banno Oceania Ltd.

NOUMEA: Agence Maritime Pentecost.

SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.

VILA: Burns Philp (New Hebrides) Ltd.

HONIARA: British Solomons Trading Company Ltd.

PAPEETE: Etablissements Baldwin.

Sat.: Dep. Syd. 1600 for Auckland (arr. 2045, dep. 2145), Pago Pago (arr. 0205, dep. 0245), Honolulu (arr. Sat. 0845, dep. 1000), Los Angeles, arr. 1655.

Sun., Mon., Wed., Fri.: Dep. Los Angeles 2030 for Honolulu, Nadi, arr. Tues., Fri., Sun. 0515, dep. 1615, and Sydney, arr. 0830.

Sat.: Dep. Los Angeles 2030 for Honolulu, Pago Pago, arr. Sun. 0510, dep. 0610, Noumea, arr. Mon. 0755, dep. 0845, Sydney, arr. Mon. 1035.

Tues.: Dep. Los Angeles 2145 for Honolulu, Auckland, arr. Thurs. 0745, dep. 0825 for Sydney, arr. 0930.

Thurs.: Dep. Los Angeles 2030 for Honolulu, Pago Pago, arr. Fri. 0510, dep. 0610, and Auckland, arr. Sat. 0845, dep. 0930 for Sydney, arr. 1035.

SYDNEY - NEW CALEDONIA - FIJI - TAHITI - USA

UTA-French Airlines (with DC8's)

Wed.: Dep. Syd. 0940, arr. Noumea 1320, dep. 1435, arr. Nadi 1720, dep. 1805 (cross Dateline), arr. Papeete 0020 Wed., dep. 1000, arr. Los Angeles 1955.

Fri.: Dep. Los Angeles 2345, arr. Papeete 0610, dep. Sun. 0800 (cross Dateline), arr. Nadi Mon. 1035, dep. 1120, arr. Noumea 1215.

Fri.: Dep. Noumea 1435, arr. Nadi 1720, dep. 1805, arr. Papeete 0020 Fri., dep. 1000, arr. Los Angeles 1955.

Wed.: Dep. Los Angeles 2345, arr. Papeete 0610 Thurs., dep. 0800 Fri. (cross Dateline), arr. Nadi 1035 Sat., dep. 1120, arr. Noumea 1215, dep. 1330, arr. Syd. 1525.

SYDNEY - NEW ZEALAND - FIJI - HAWAII - CANADA

BY CANADIAN PACIFIC AIRLINES (with DC8's)

Alt. Sun. (Dec. 10, 24): Dep. Syd. 1800, arr. Nadi 2355, dep. 0040 Mon. (cross Dateline), arr. Honolulu 0850 Sun., dep. 1010, arr. Vancouver 1735 Sun.

Alt. Fri.: Dep. Vancouver 1800, arr. Honolulu 2145, dep. 2245 (cross Dateline), arr. Nadi 0305 Sun., dep. 0345, arr. Syd. 0600.

Alt. Sun. (Dec. 3, 17, 31): the DC8's will end and start at Auckland, leaving at 2105 and arriving at 0640.

NOTE: CPA operate a weekly Toronto-Honolulu run (Fri., Sun.) and a Vancouver-Honolulu run nine times per week.

SYDNEY - NZ - HAWAII OR TAHITI - USA

AIR-NZ (with DC8's)

Wed., Fri.: Dep. Syd. 1500, arr. Auckland 1945, dep. 2100, arr. Honolulu 0720, dep. 0830, arr. Los Angeles 1525.

Sun.: Dep. Syd. 1815, arr. Auckland 2300, dep. 2359, arr. Papeete 0655, dep. 0800, arr. Los Angeles 1750.

Wed., Sun.: Dep. Los Angeles 2000, arr. Honolulu 2315, dep. 0030, arr. Auckland 0715 Fri., Tues., dep. 0900, arr. Syd. 1005.

Fri.: Dep. Los Angeles 2000, arr. Papeete 0215 Sat., dep. 0330, arr. Auckland 0715 Sun., dep. 0900, arr. Syd. 1005.

NEW ZEALAND - TAHITI - USA

BY PAN AMERICAN AIRWAYS (with 707's)

Sat.: Dep. Los Angeles 2359, arr. Papeete 0615 Sun., dep. 0700, arr. Auckland 1015.

Mon.: Dep. Auckland 2355, arr. Papeete 0640 Mon., dep. 0750, arr. Los Angeles 1735.

AUSTRALIA-FAR EAST

SYDNEY - P-NG - PHILIPPINES - HONG KONG

QANTAS (with 707's)

Thurs.: Dep. Sydney 0900, arr. Pt. Moresby 1235, dep. 1335, arr. Manila 1625, dep. 1710, arr. Hong Kong 1855.

Fri.: Dep. Hong Kong 2100, arr. Manila 2240, dep. 2325, arr. Pt. Moresby 0625 Sat., dep. 0725, arr. Sydney 1055.

AUSTRALIA-NEW ZEALAND

BRISBANE - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Three times weekly, both ways.

BRISBANE - WELLINGTON

AIR-NZ (with Electras)

One service weekly, both ways.

MELBOURNE - AUCKLAND

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

MELBOURNE - CHRISTCHURCH

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

MELBOURNE - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Four times weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ (with 707's and DC8's)

Daily both ways.

BOAC (with 707's)

Twice weekly, both ways.

PAN AMERICAN (with 707's)

Two services weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ (with DC8's and 707's)

Daily both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ (with Electras)

Daily both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

AIR-INDIA (with 707's)

Tues.: Dep. Sydney 1045, arr. Nadi 1640.

Wed.: Dep. Nadi 0800, arr. Sydney 1015.

SYDNEY - LORD HOWE IS.

AIRLINES OF N.S.W. (with Flying-boats)

About twice weekly from Rose Bay. Time of departure depends on high tide in the lagoon at Lord Howe Is.

SYDNEY - NEW CALEDONIA

QANTAS/UTA (with 707's)

Mon., Fri.: Dep. Sydney 1100 for Noumea arr. 1430, dep. 1545 for Sydney, arr. 1735.

SYDNEY - N. CALEDONIA - FIJI - NZ

UTA-FRENCH AIRLINES (with Caravelle)

Tues., Sun.: Dep. Noumea 0930 for Sydney, arr. 1150, dep. 1310 for Noumea, arr. 1720.

Sat.: Dep. Noumea 0930 for Auckland arr. 1320, dep. 1500 for Noumea, arr. 1705.

SYDNEY - NEW ZEALAND - FIJI

BOAC (with 707's)

Mon., Sat.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 002 (Tues., Sun.).

Tues., Sun.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Syd. 1035 thence London via Singapore.

SYDNEY - NORFOLK IS.

QANTAS (with DC4's)

EFFECTIVE UNTIL DEC. 17

Mon., Wed., Sat.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland NI Wed., Sat. only (See "NZ-Pacific Islands").

Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

Mon.: Dep. NI 1600, arr. Syd. 2000.

AFTER DEC. 17

Mon., Wed., Thurs., Fri., Sat.: Dep. Sydney 2359, arr. NI Tues., Thurs., Fri., Sat., Sun. 0645.

Tues., Thurs., Fri., Sat., Sun.: Dep. N 1715, arr. Sydney 2115.

AUSTRALIA - P-NG

Trans Australian Airlines and Ansett ANA each operate from Sydney or Melbourne to Pt. Moresby and return four and a half times a week, with Boeing 727's.

NORTHBOUND

Ansett-ANA: Mon., Wed.: Dep. Syd. 0630 arr. Bris. 0740, dep. 0820, arr. Pt. Moresby 1110.

Fri.: Dep. Syd. 0700, arr. Bris. 0810 dep. 0850, arr. Pt. Moresby 1140.

Sat.: Dep. Melb. 0715, arr. Syd. 0820 dep. 0910, arr. Pt. Moresby 1250.

Sun.: Dep. Syd. 0700, arr. Pt. Moresby 1040.

TAA: Tues., Thurs., Sat., alt. Sun. (Dec. 3, 17, 31): Dep. Syd. 0700, arr. Bris. 0810, dep. 0850, arr. Pt. Moresby 1140 Fri.: Dep. Melb. 0700, arr. Syd. 0825 dep. Syd. 0910, arr. Pt. Moresby 1250

SOUTHBOUND

Ansett-ANA: Mon., Wed.: Dep. Pt. Moresby 1200, arr. Bris. 1440, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

Fri.: Dep. Pt. Moresby 1230, arr. Bris. 1510, dep. 1615, arr. Syd. 1725, dep. 1800, arr. Melb. 1910.

Sat.: Dep. Pt. Moresby 1340, arr. Syd. 1710, dep. 1800, arr. Melb. 1915.

Sun.: Dep. Pt. Moresby 1130, arr. Bris. 1410, dep. 1515, arr. Syd. 1625, dep. 1800, arr. Melb. 1910.

TAA: Tues., Thurs., Sat., alt. Sun. (Dec. 3, 17, 31): Dep. Pt. Moresby 1230 arr. Bris. 1510, dep. 1545, arr. Syd. 1655, dep. 1800, arr. Melb. 1910.

Fri.: Dep. Moresby 1340, arr. Syd. 1705, dep. 1800, arr. Melb. 1910.

NOTE: Both airlines will operate extra services over the Christmas/New Year period, from Nov. 25 to Feb. 10. For details see local travel agents.

TAA and ANA each operate a weekly DC4 from Sydney to P-NG with cargo only. These are:

ANA: Thurs., Dep. Syd. 1930, arr. Bris. 2205, dep. 2320, arr. Pt. Moresby 0610 Fri.

Sat.: Dep. Pt. Moresby 0800, arr. Bris. 1440, dep. 1735, arr. Syd. 2015.

TAA: Sat., Dep. Syd. 2000, arr. Bris. 2235, dep. 2300, arr. Pt. Moresby 0600 Sun., dep. 0735, arr. Lae 0900.

Mon.: Dep. Lae 0600, arr. Pt. Moresby 0755, dep. 0845, arr. Bris. 1545, dep. 1805, arr. Syd. 1925.

QUEENSLAND - PAPUA

TAA (with Friendships)

: Dep. Townsville 1215, arr. Cairns 1310, dep. 1415, arr. Pt. Moresby 1635.
: Dep. Pt. Moresby 1445, arr. Cal. 1705, dep. 1800, arr. Townsville 1855.

ANSETT-ANA (with Viscounts)

rs.: Dep. Cairns 1615, arr. Pt. Moresby 1815.
Dep. Pt. Moresby 0825, arr. Cairns 0925.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA

By PAN AMERICAN AIRWAYS
(with 707's)

Dep. Pago Pago 0610, arr. Auckland at. 0845.
Dep. Auckland 2140, arr. Pago Pago at. 0205.

NZ - FIJI

AIR-NZ (with DC8's and Electras)

y (except Tues., Fri.): DC8 dep. Auckland 2130, arr. Nadi 0020.
Electra dep. Auckland 2030, arr. Nadi 0025.
DC8 dep. Auckland 0100, arr. Nadi 0350.
y (except Mon., Thurs.): DC8 dep. Nadi 0505, arr. Auckland 0755.
Electra dep. Nadi 1000, arr. Auckland 1355.
rs.: Electra dep. Nadi 0505, arr. Auckland 0900.

OTE: Mon., Sat. flights ex-Auckland Tues., Sun. flights ex-Nadi are operated by BOAC.

NZ - FIJI - AM. SAMOA

AIR-NZ (with DC8)

Dep. Auckland 1730, arr. Nadi 2020, dep. Nadi 2115 (cross Dateline), arr. Pago Pago 0015, same day.
Dep. Pago Pago 0130 (cross Dateline), arr. Nadi Sun. 0230, dep. Nadi 0330, arr. Auckland 0620.

NZ - NEW CALEDONIA

AIR-NZ (DC8's)

: Dep. Auckland 0800 for Noumea, arr. 0945.
: Dep. Noumea 1100 for Auckland, arr. 1430.

NZ - NORFOLK IS.

-NZ (with Qantas DC4's on Charter)

, Wed., Sat.: Dep. NI 1600, Auckland, arr. 1945.
s., Thurs., Sun.: Dep. Auckland 1030, arr. NI 1330.

NZ - TAHITI

TA-FRENCH AIRLINES (with DC8's)

: Dep. Auckland 2345 for Papeete (cross Dateline), arr. Fri. 0635.
rs.: Dep. Papeete 0725 for Auckland (cross Dateline), arr. Fri. 1055.

PIM's shipping and airways schedules are correct to time of publication.

INTER - TERRITORY SERVICES

CHILE - EASTER ISLAND

Lan-Chile, with DC6-B's, operates fortnightly services from Santiago to Easter Island, with a three-day stopover on Easter Island before returning to Chile. Details from LAN-Chile, Santiago.

FIJI - GILBERT & ELLICE ISLANDS

FIJI AIRWAYS LTD. (with HS748)

Alt. Sun. (Dec. 3, Dec. 17): Dep. Suva 0700, arr. Nadi 0745, dep. 0830, arr. Funafuti 1130, dep. 1215, arr. Tarawa 1545.
Alt. Mon. (Dec. 4, Dec. 18): Dep. Tarawa 0800, arr. Funafuti 1130, dep. 1215, arr. Nadi 1515, dep. 1600, arr. Suva 1645.

FIJI - NEW HEBRIDES - BSI

FIJI AIRWAYS LTD. (with HS748)

Thurs.: Dep. Suva 0700, arr. Nadi 0745, dep. 0830, arr. Vila 1015, dep. 1100, arr. Santo 1200, dep. 1245, arr. Honiara 1550.
Fri.: Dep. Honiara 0730, arr. Santo 1030, dep. 1115, arr. Vila 1215, dep. 1300, arr. Nadi 1630, dep. 1715, arr. Suva 1800.

FIJI - TONGA

FIJI AIRWAYS LTD. (with HS748)

Wed., Sat.: Dep. Nadi 0845, arr. Suva 0930, dep. 1030, arr. Tonga 1340, dep. 1430, arr. Suva 1545, dep. 1630, arr. Nadi 1715.

FIJI - WESTERN SAMOA

FIJI AIRWAYS LTD. (with HS748)

Tues.: Dep. Nadi 0845, arr. Suva 0930, dep. 1030 (cross Dateline), arr. Apia Mon. 1435.

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Sydney to Lautoka, Suva (including transhipments for Vavau and Niue), Nukualofa and Apia.

Also from Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

FIJI DIRECT SERVICE VIA PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

**LABASA - LEVUKA - APIA - PAGO PAGO
NUKUALOFA - VAVAU - NIUE**

For further particulars apply to

BETHELL, GWYN & CO. LTD.
Beaufort House, Gravel Lane,
London, E.1.

BURNS PHILP
(SOUTH SEA) CO. LTD.
Suva.

Mon.: Dep. Apia 1525 (cross Dateline),
arr. Suva Tues. 1730, dep. 1800, arr.
Nadi 1900.

HAWAII - AM. SAMOA - TAHITI BY PAN AMERICAN AIRWAYS (with 707's)

Tues.: Dep. Honolulu 1300, arr. Pago Pago
1710, dep. 1755, arr. Papeete 2145.

Tues.: Dep. Papeete 2255, arr. Pago Pago
Wed. 0105, dep. 0145, arr. Honolulu
0750, dep. 0900 for Los Angeles, arr.
1555.

NEW CAL. - FIJI - WALLIS IS.

UTA-FRENCH AIRLINES/POLYNESIAN AIRLINES (with DC8's)

Mon.: Dep. Nadi 1120, arr. Noumea 1215.
Wed.: Dep. Noumea 1435, arr. Nadi 1720.
Thurs.: Dep. Nadi 0600, arr. Wallis Is.
0900.

Fri.: Dep. Wallis Is. 1415, arr. Nadi 1715.
Fri.: Dep. Noumea 1435, arr. Nadi 1720.
Sat.: Dep. Nadi 1120, arr. Noumea 1215.

NEW CALEDONIA - NEW HEBRIDES UTA (with Heron)

Mon., Thurs., Sat.: Dep. Noumea 0800,
arr. Vila 1050, dep. 1330, arr. Noumea
1600.

Air Melanesia runs flights connecting
with the Heron from Vila to Santo, and
returns on the same days.

P-NG - SOLOMONS

TAA (with Fokker Friendships)

Tues.: Dep. Pt. Moresby 0700, arr. Lae,
0800, dep. 0840 for Buka, Munda,
Yandina, Honiara, arr. 1630.

Wed.: Dep. Honiara 0730 for Yandina,
Munda, Buka, Rabaul, Lae, Pt. Moresby
arr. 1415.

The Fokker calls at Yandina on alternate
Tuesdays (Dec. 12, 26), and Wednes-
days (Dec. 13, 27).

NEW GUINEA - WEST IRIAN

TAA, using DC3's, flies fortnightly from
Lae, via Wewak, to Sukarnapura and
returns the next day (Nov. 21, Dec. 5).

TAHITI - USA

UTA-FRENCH AIRLINES (with DC8's)

Wed.: Dep. Papeete 1000, arr. Los Angeles
1955, dep. Wed. 2345, arr. Papeete
Thurs. 0610.

Fri.: Dep. Papeete 1000, arr. Los Angeles
1955, dep. Fri. 2345, arr. Papeete 0610.

Sat.: Dep. Papeete 0810, arr. Honolulu
1340, dep. 1505, arr. Los Angeles 2200.

PAN AMERICAN AIRWAYS (with 707's)

Thurs.: Dep. San Francisco 1400, dep.
Honolulu 1815, arr. Papeete 2340.

Fri.: Dep. Papeete 0130, arr. Honolulu
Fri. 0650, dep. 0900, arr. Los Angeles
1555 Fri.

Sat.: Dep. San Francisco 2200, dep. Los
Angeles 2359, arr. Papeete 0615 Sun.

Mon.: Dep. Papeete 0750, arr. Los Angeles
Mon. 1735, arr. San Francisco Mon.
1950.

W. SAMOA - AM. SAMOA POLYNESIAN AIRLINES LTD. (with DC3)

Daily: Dep. Apia 1600, arr. Pago 1640,
dep. Pago 1705, arr. Apia 1745.

Mon., Wed., Thurs., Fri.: Dep. Apia 0800,
arr. Pago 0840, dep. Pago 0905, arr.
Apia 0945.

Sun.: Dep. Apia 0445, 0545, arr. Pago
0525, 0625, dep. 0630, 0730, arr. Apia
0710, 0810.

W. SAMOA - TONGA POLYNESIAN AIRLINES LTD. (with DC3)

Sun.: Dep. Apia 0830, arr. Tonga Mon.
1130.

Mon.: Dep. Tonga 1215, arr. Apia Sun.
1515.

W. SAMOA - WALLIS IS. - FIJI POLYNESIAN AIRLINES LTD. (with DC3)

Tues.: Dep. Apia 1330 (cross dateline),
arr. Nadi 1630 Wed., dep. 0345 Thurs.,
arr. Wallis Is. 0630, dep. 0700 (cross
dateline), arr. Apia 0940 Wed.

Fri.: Dep. Apia 0645 (cross dateline), arr.
Wallis Is. 0725 Sat., dep. 0745, arr.
Nadi 1045, dep. 1145 (cross dateline),
arr. Apia 1700 Fri.

INTERNAL SERVICES

FIJI

Fiji Airways, with Herons, DC3's and
a HS748 operates regular services to
Labasa, Mateti, Nadi, Suva and Savusavu.
Details from Fiji Airways, Victoria
Parade, Suva.

FRENCH POLYNESIA

RAI, with DC4's and a Bermuda flying
boat, operates regular services to Bor
Bora, Huahine, Papeete, Raiatea and
Rangiroa.
Details from RAI, Quai Bir Hakeln
Papeete, or any UTA office.

GUAM - US TRUST TERRITORY

Pan American Airways, under contract
with SA16's and DC4's, operates regular
services to Guam, Koror, Kwajalein,
Majuro, Pagan, Ponape, Rota, Saipan,
Truk and Yap.
Details from any Pan-Am office.

PAPUA - NEW GUINEA

TAA, with Fokker Friendships, DC3's
Twin Otters and Aztecs, operates regular
services to Baimuru, Baiyer R., Balimo,
Banz, Buin, Bulolo, Buka, Cape Gloucester,
Cape Hoskins, Daru, Finschhafen, Garaina,
Goroka, Gurney (Samarai), Jacquinot
Bay, Kandrian, Kavieng, Kerema, Kieta,
Lae, Madang, Malalaua, Manus, Minj,
Misima, Mt. Hagen, Nissan Is., Popon-
detta, Pt. Moresby, Rabaul, Talasea,
Wabag, Wakunai, Wau and Wewak.

Ansett-MAL, with Fokker Friendships
DC3's and Piaggios, operates regular
services to Aitape, Ambunti, Angoram,
Banz, Bulolo, Erave, Goroka, Hayfield,
Ialibu, Kainantu, Kagua, Kavieng,
Kundiawa, Lae, Lumi, Madang, Mendi,
Minj, Mt. Hagen, Momote, Nuku, Pt.
Moresby, Rabaul, Tari, Telefomin, Vanimo,
Wabag, Wapenamanda, Wau, Wewak and
Yangoru.

Papuan Airlines Pty. Ltd., with DC3's
and Piaggios, operates regular services to
Aroa, Balimo, Berelina, Cape Rodney,
Daru, Gurney, Kairuku, Kokoda, Losuia,
Mt. Hagen, Paili, Popondetta, Pt. Moresby,
Rorona, Tapini, Vivigani, Wanigela and
Woitape.

NEW CALEDONIA

TRANSPAC, with Herons and Aztecs
operates regular services to Hienghene,
Houailou, Isle of Pines, Kone, Kouaoua,
Koumac, Lifou, Mare, Noumea, Ouvea,
Poindimie, Thio, Tiga and Voh.
Details from TRANSPAC, Noumea.

NEW HEBRIDES

Air Melanesia, with Drovers, operates
regular services to Anietyum, Epl,
Erromanga, Lamap, Longana, Norsup,
Santo, Tanna, Tongoa and Vila.
Details from Air Melanesia, Vila.

SOLOMON ISLANDS

Megapode Airways, with Apache and
Dove aircraft, operates regular services
to Auki, Avu Avu, Barakoma, Honiara,
Kira Kira, Marau, Munda, Sege and
Yandina.
Details from Megapode Airways, PO Box
103, Honiara, BSIP.

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of Micronesia have been appointed
to a Future Political Status Com-
mission to investigate the political
Territory of the Pacific Islands.

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Ltd.

LAKE/RABAU—Burns Philp (New Guinea)
Ltd.

PORT VILA — Comptoirs Francais de
Nouvelles Hebrides.

valuation effects

(Continued from p. 21)

a, where some important products enjoyed preferential treatment. It was an important stabilising factor in the territory's export trade. The significance of the devaluation for particular territory export products cannot be fully assessed at this stage," said Mr. Barnes. "Such assessment will have to wait until the situation has settled down."

Copra position

Devaluation should have no serious effect on the overseas marketing of copra by the P-NG Copra Marketing Board, although there will be an immediate and fairly substantial loss in value on two shipments, totalling about 8,000 tons, already delivered to Britain but not paid for.

The board has a contract with Unilever for the sale of 40,000 tons in 1968, but there is an exchange rate clause in the contract, as there was in the 1967 contract. NG's copra price for the UK is fixed for each month on the average of the daily copra prices obtained during the previous month; and there has been no change in either Australian or New Guinea currency.

It is not yet known what effect devaluation will have on the future price for P-NG copra, or what effects on the copra market will result from Britain's decision.

It is likely, for instance, that there will be an increase in freight charges for P-NG copra being carried to Europe possibly as much as 15 per cent. The present board contract ends on December 31.

NG's Unilever contract guarantees a price for 1968, and in any case the board is not the main user of P-NG copra—or in fact a major world user. It takes only about four per cent. of the world copra exports.

Generally, though, producers who do not devalue, such as P-NG, the Philippines and the Gilbert and Ellice Islands, will find it harder to sell copra to those countries which did devalue. Britain could also make use of substitute oils from other countries which have devalued. It is not known yet what effect devaluation will have on the coconut oil sold to Britain by Carpenter's Nut Products Ltd., of Rabaul.

Oddly enough, since devaluation has increased the price of copra on the European market by about 10 per cent. in price, and this will help to offset New Guinea's devaluation on the two shipments and help to offset other price fluctuations.

NEW CALEDONIA

From a Noumea correspondent

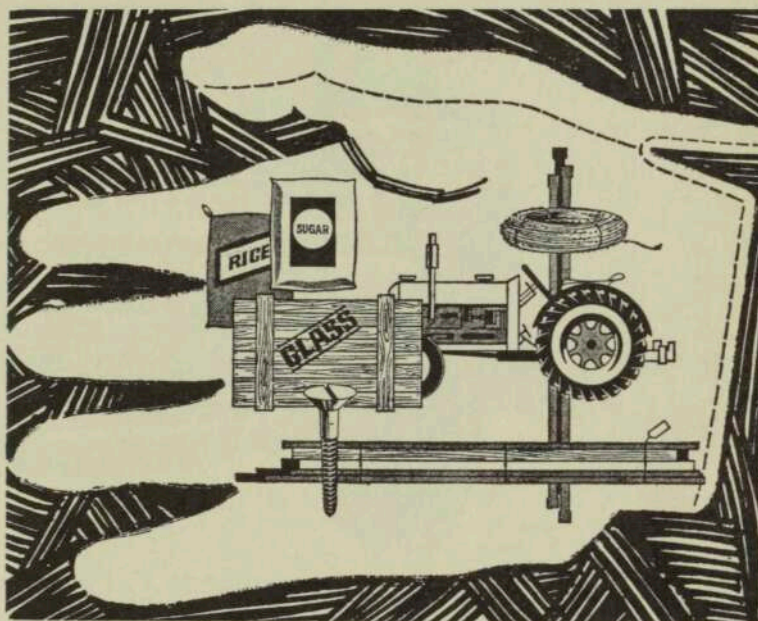
It's the tourist industry here that is mainly apprehensive over Britain's devaluation, and one early worry was, what happens if Australia decides to follow? For the local tourist industry this would have been catastrophic, for about 80 per cent. of visitors are from Australia and New Zealand. Now we know that Australia is not going to revalue, and that's a relief.

New Zealand tourists have been

falling off for many months because of the tight NZ exchange controls, and those who were here during revaluation week suddenly found themselves nearly 15 per cent. poorer if they were using sterling travellers' cheques, as most were. Many were short of money for a few days until the financial situation cleared and they could again cash their cheques.

The French Government announced over the "devaluation weekend" that the new exchange rate for French Pacific francs would be 215.43534 to the £Stg.

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AUSTRALIA WEST PACIFIC LINE



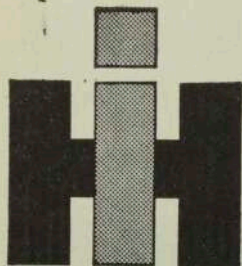
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NEW GUINEA: N.G.G. Trading Co., Lae.
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Wewak Engineers, Wewak.

TAHITI: Hintze & Company, Papeete.

PAPUA: Steamships Trading Co. Ltd., Port Moresby.

SOLOMON ISLANDS: Solomon Motors Ltd., Honiara.

NEW HEBRIDES: Kerr Bros. Pty. Ltd.,
Sydney.

FIJI: Niranjan's Auto Port, Suva and
Lautoka.

NEW CALEDONIA: Agence Automobile,
Noumea.

H2139/EX/32

THE PRACTICAL PLANTER



HINTS ON COMBATING COSTLY CORROSION

There are arguments against the need for corrosion protection, and sometimes they seem to be valid. But in most cases it pays—in reduced component failure, better performance, longer life, and certainly the better mental attitude of any operator who works with properly and fully maintained equipment—whether it's a shed or machine.

A fact that any metal article must eventually corrode. Corrosion is a process whereby a metal is transformed into a solution compound state as a result of a chemical or electro-chemical reaction with its environment.

A distinction, in our case, between chemical and electro-chemical corrosion is not of major importance and only indicates the position of reaction in the presence of an electrolyte (electrochemical, the chemical reaction is accompanied by a flow of electric current) or without water (chemical, at high temperature, etc.). Corrosion as we see it, always takes place in the presence of water, so in this elaboration we will deal only with this type of phenomena.

The life of a metallic article, apart from wear, depends on its protection. The factors governing the life of a protective coating are:—

1. The nature of the surrounds to which the structure is exposed.
2. The design of the structure.
3. The surface preparation of the metal.
4. The protective coating on the metal.

Surroundings

The most critical atmospheric condition affecting the life of steel is the degree of pollution, although the level of temperature, and angle and duration of exposure to the prevailing wind and rain are important.

Steel and steel do not rust appreciably in the air, whether polluted or not, provided the relative humidity does not exceed about 70 per cent. If the air is not polluted, this value can be exceeded, but there is a rapid rate of corrosion if there is over 70 per cent humidity and sulphur dioxide or other contaminants present.

The steelwork is sometimes exposed inside a structure such as a shed. The protection needed is much less than that required for external exposure but care must be taken to avoid condensation in roof spaces and in cavity walls, particularly if there is also a chance of contamination by flue gases and smoke from the burning of various types of fuel.

Care should also be taken to prevent steelwork being in contact with materials that liquify, or become or remain damp for any length of time. It should be remembered that certain types of timber are liable to produce acids which may accelerate corrosion under damp conditions.

Design

An important contribution to effective protection can be made by the avoidance of any detail that makes it possible for any moisture or dirt to accumulate, or that prevents the effective application of protective measures. Once steel has started to corrode, the rust will retain moisture and salts, and the corroding processes may be accelerated.

Serious corrosion in structures can also be caused by inadequate initial protection or neglect in maintenance and, therefore, back-to-back angles, beams, etc., should be avoided because of the difficulty of preparing the surfaces in situ and protecting them initially. Later the task of maintaining them becomes almost impossible.

For the same reason features such as rainwater pipes and gutters should be arranged so that as much space as practicable is left between them and the walls. Ease of fabrication, erection and finishing should also be con-

By DR. L. BORSODY, technical director, Semper-Seal Chemical Pty. Ltd., Sydney.

sidered. The following are important:

- Whenever possible, sharp features where moisture, liquids and solids can accumulate should be avoided, and all corners and contours should be rounded.

- Construction of angles, channels and beams should be arranged so as not to leave catchment areas for liquids. If this is not possible the appropriate size and number of drainage holes should be provided. These should not only be kept clear from blockage but should also be carefully sited and attention paid to the disposal of the drainage.

- Metal coatings such as those of zinc or of aluminium may be applied by one of the appropriate processes.

- The various methods of joining should be considered. For ease of protection butt-welded joints are preferable to those that are lap-welded. If, however, it is essential to use the latter, all exposed edges should be treated in such a way as to prevent the access and retention of liquids and dirt in the crevices.

- Any storage containers and tanks should be supported on legs so that free circulation of air is possible and condensation is prevented.

- Evaporation of condensed moisture is often retarded on sheltered horizontal surfaces such as those under eaves of buildings. Such features should be provided with "breathing" holes or given additional protection such as a coat of water resistant finishing paint.

- Contact between dissimilar metals should be avoided because of the possibility of the production of corrosion cells.

This is particularly true when metals have very different electrode potentials, such as copper, and iron or zinc. In the atmosphere, this bimetallic corrosion can be controlled provided that dissimilar metals are insulated; "rubbing" surfaces are made water-tight, and all surfaces are

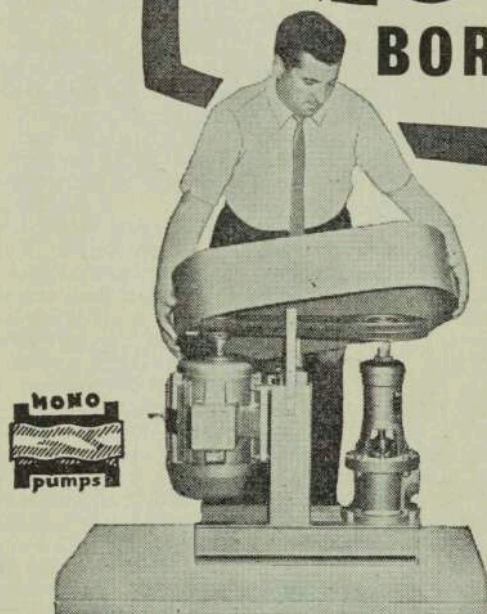
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Preparing surfaces for a priming coat

ted or given a complete coating the same metal.

is not sufficient to protect only less noble metals because there be severe attack of the baser and where there are any defects in coating.

Surface preparation

ne of the most important factors ting the life of a steel structure e degree of surface preparation. stigation has shown that the dura- of protection given by any paint- scheme when applied over a well- ared surface is many times that ined over one that has been ly prepared or not cleaned at

s it comes from the rolling mills, tural steel carries a thin layer ron oxide, known as millscale, h is produced during the rolling ess by the action of the air on red-hot steel. A coat of paint e applied at any stage between rolling and the completion of the tion of a structure.

the majority of instances the ace condition of the steel will not e the same as when it left the ng mill, but it will have been ex- to the weather during the od before painting. Some mill- e will have been shed and any ly exposed steel surface will e rusted. If the paint is applied friable millscale the latter will tually become undermined by sture penetrating at weak spots ill eventually burst away from steel, carrying the paint film with

ust beneath the paint film need e quite so dangerous and gener- results in blistering of the film; damage being caused, most ably, by the expansion of the when it passes from a lower to igher degree of oxidation. How- , rapid failure may occur if the is contaminated with certain utants.

uccessful protection can be ined only when the priming coat plied to a surface that is en- y free from both millscale and

he most effective methods for eeing this are mechanical and nical surface preparations.

echanical methods include sand, t or grit blasting (wet or dry), e cleaning, grinding, wire brush- and chipping. Of these vacuum blasting is becoming more widely

used because of its comparative clean- liness, while flame cleaning and chip- ping with air operated hammers are quite effective. Wire brushing and hand hammer chipping is extremely slow and often labourious.

In many cases, wire brushing and hand hammer chipping are the only practical means of removal, particularly in awkward places, but the removal of rust from deep pits is very necessary in the initial treat- ment.

The essential requirement in the use of any equipment is to achieve a thoroughly cleaned, grease-free, dry surface. New steelwork must be cleaned of millscale and rust, and old steelwork cleaned of paint and rust scale.

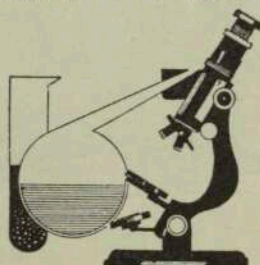
Chemical methods

Pickling of steelwork is usually carried out by immersion, using a bath, at elevated temperature, of diluted sulphuric, hydrochloric or phosphoric acid. The first two are cheaper and have a more drastic action, but at the same time have a more corrosive effect on the metal; they strongly etch the steel and pro- duce toxic fumes. For these and other reasons a phosphoric acid bath has become more acceptable where baths are practical.

The essential requirements for an acid pickling bath are:—

- The incorporation of suitable inhibitors to prevent hydrogen embrittlement and reduce attack on the basic metal.
- A low surface tension of the solution.
- Effective concentration of acid to ensure penetration into layers of scale and rust.
- Carefully controlled acid concentration of the bath, sludge formation and operating temperature.

One particular such agent known as "Ferrophos" is well known in the



field, because it can be applied to small as well as large operations. It is used for removal of rust or mill-

scale from steelwork or cast iron, including bolts and nuts.

Due to the phosphatic coating which is deposited on material passed through a bath of this nature the material can be placed under cover without further treatment for quite lengthy periods without development of rust. The general procedure is for the bath to be heated to about 140 deg. Fahr.—the work immersed for 10 to 20 minutes and then removed and allowed to dry. Painting can be carried out after 24 hours, if necessary.

This is a treatment which descales, derusts and phosphates in one process—it can be applied to general steelwork, preservation of stored parts and reclamation of old material.

In certain cases, equipment has rusted and must be cleaned in position. This can be done by the use of Paste De-scaler. This de-scaler is quite powerful in its ability to remove solid rust and millscale, from new $\frac{1}{4}$ in. flat, vertical or curved surfaces, for example. The period of reaction required for this paste will vary with the type and thickness of scale or rust, and may take anything from a few minutes to overnight. The essential point is that a paste is available to chemically remove scale and rust, eliminating hard work and causing considerable cost saving.

Conversion of rust

There are occasions when rusty equipment and structures have to be protected against further deterioration, but, economy and simplicity of operation are the foremost consideration. This applies particularly in instances where the metal to be treated is so badly corroded that it does not allow any further weakening through mechanical and chemical cleaning prior to application of the protective coating.

It is also often found that rust cleaning operations are not carried out properly due to inaccessability or lack of skilled supervision.

In all these cases it is far better to utilise the existing rusty surface by converting it into a useful and inhibitive phosphate coating. This can be achieved with specially formulated rust converters or rust neutralisers, such as Ferpro Rust Converter.

According to our findings, such a product should satisfy the following conditions:—

- To wet thoroughly and infiltrate the rust particles and form a continuous bond throughout.
- Sufficient penetration to replace

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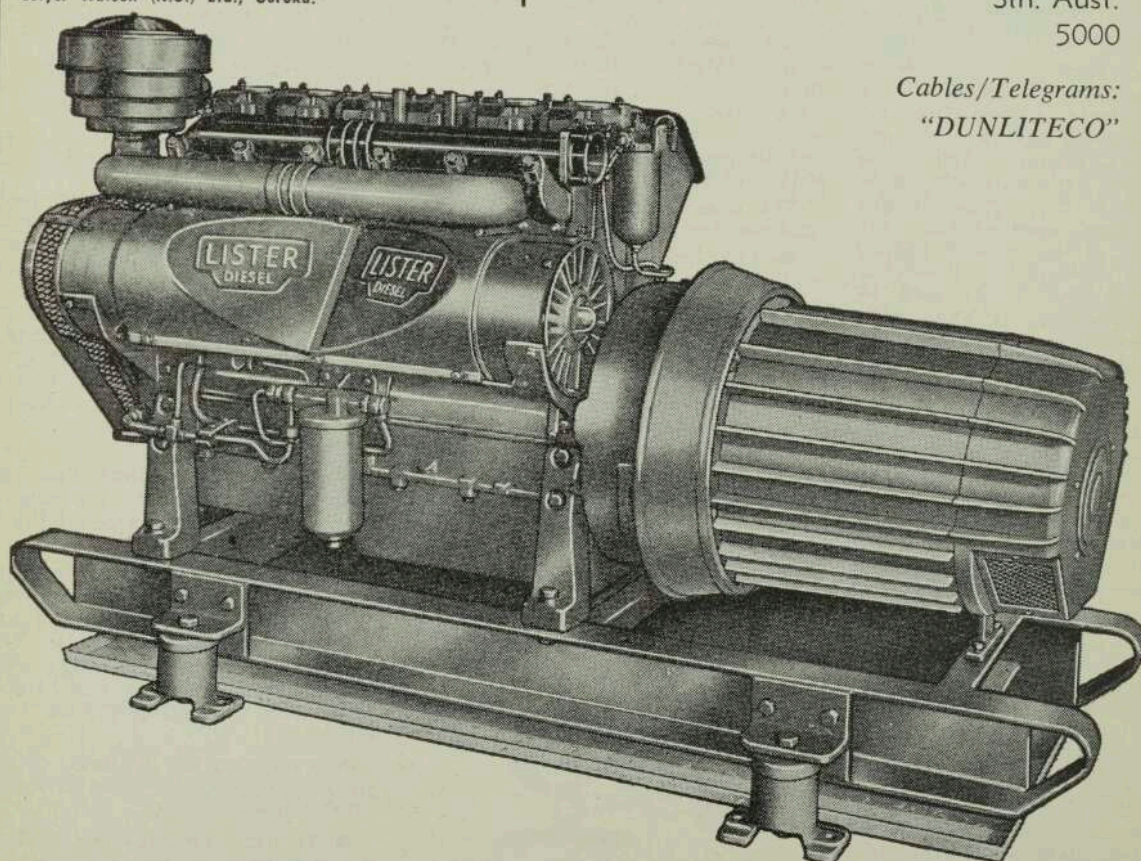
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Corrosion adds to maintenance costs

moisture and vapour which may have been retained in the pores of metal.

To have a carefully balanced chemical proportion of phosphates and other chemicals in order to achieve the desirable conversion and the necessary corrosion inhibitive phosphate coating.

Considering that such a product is mainly used in the open, it should incorporate a waterproof seal in order to protect the phosphate film formed against the elements at such time as painting can be done.

In the case of Ferropro Rust Converter, this seal is obtained during processing by forming a synthetic film which becomes fully cured after application. To obtain good results it is essential to first remove flaky and powdery rust, and then clean the surface with fresh water. In the case of obvious contamination, the addition of a small amount of detergent, about 1 oz to 5 gals. water, will assist appreciably. Ferropro Rust Converter is then applied to the rust which has a strong chemical affinity to the basic metal.

It is essential to complete the treatment with the application of a paint which possesses adequate exterior durability, and is highly resistant to moisture. As such a product will be mainly used on rougher surfaces, it is also essential that the protective coating to follow should be of sufficient film thickness.

Ferropro Rust Converter should be applied only over firm rust but not on clean metal, because some excess moisture would remain on the surface and this was carefully washed off prior to painting.

Protective coating

In any painting scheme, to be effective, it must be based on a primer pigmented with substances capable of inhibiting corrosion. The inhibiting substance can operate to the full only if surface preparation is well done. Pigments that usually show inhibitive qualities include red lead, white lead, lead chromate, basic lead phosphate, zinc chromate, and zinc silicate. The value of calcium silicate, lead silicate and lead stannate has recently been claimed. Within the British Iron and Steel Research Association, numerous primers have been tested, several of which have proved superior to the well-known red lead in linseed oil priming paint.

The value of these primers certainly

has been proved where they have been applied to well cleaned and entirely rust-free surfaces. Yet there was a need, for some considerable time, to produce a primer with such specific features as:

- To be applicable to surfaces which are not entirely rust free and, in particular, light pitted rust.
- To dry quickly, to have good adhesion, abrasion resistance, yet to remain flexible.
- Should not interfere with welding operations and fabrication.
- Should not generate toxic fumes during welding.
- Should be compatible with all types of protective coatings, including epoxies and enamels.
- Should be economical.
- To be applicable in humid conditions, to be able to replace moisture condensation contained in the pores of the metal.

Plastic emulsion primer

Ferro-Prime is a primer able to fulfil these requirements. In order to obtain desirable affinity to rusty metal, to give better penetration, etching and rust neutralising properties, this product has been formulated as a plastic emulsion primer. It forms, in one application, an inhibitive phosphate film and a priming coat. It is a synthetic based material which, on curing, becomes resistant to water, oil, certain hydrocarbons and diluted chemicals.

Prior to its application, it is necessary to remove grease and loose rust, also to rinse the surface with fresh water where contamination is suspected. From various reports from sections of industry, it has been found that it is possible to carry out in one day a satisfactory repainting schedule, consisting of the application of Ferro-Prime, the approved undercoat and finishing coat. There is, as yet, no classification for this type of primer, and its properties do not fit existing specifications.

The idea of corrosion protection, especially the protection of farm machinery is not always well accepted.

Recently it was suggested to a firm making outdoor machinery that the life of many of their paint coatings with a consequent reduction in rust formation could be improved by more attention to the preparation of the metal. The reply was that they expect only a limited life from their machine (not more than five years) and it would be a waste of money to indulge in more sophisticated and

expensive surface preparation. Is this attitude right? Surely not!

Admittedly it is difficult to work up much enthusiasm for the prevention of rust on a seeder that is used for only three to four weeks out of 52, and for the remainder of the time is left out in the wet and dirt. It is bound to rust, and since the metal for strength reasons, is well able to withstand five years rusting—why worry?

Further, when it gets rusty it will not offend the aesthetic senses of most of its users; but aren't bolts more likely to fail, rust to get in the bearings and the mechanism to be sooner clogged, if it is not properly painted and otherwise cleaned and protected? Thus maintenance costs are increased, even if the seeder is traded-in every ten years, which is unlikely.

Corrosion costs money, in maintenance, loss of production time, and in the necessity of too early replacement of machinery or roofs of building, storage tanks and other structures.

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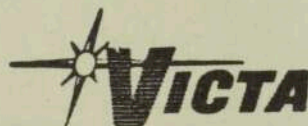
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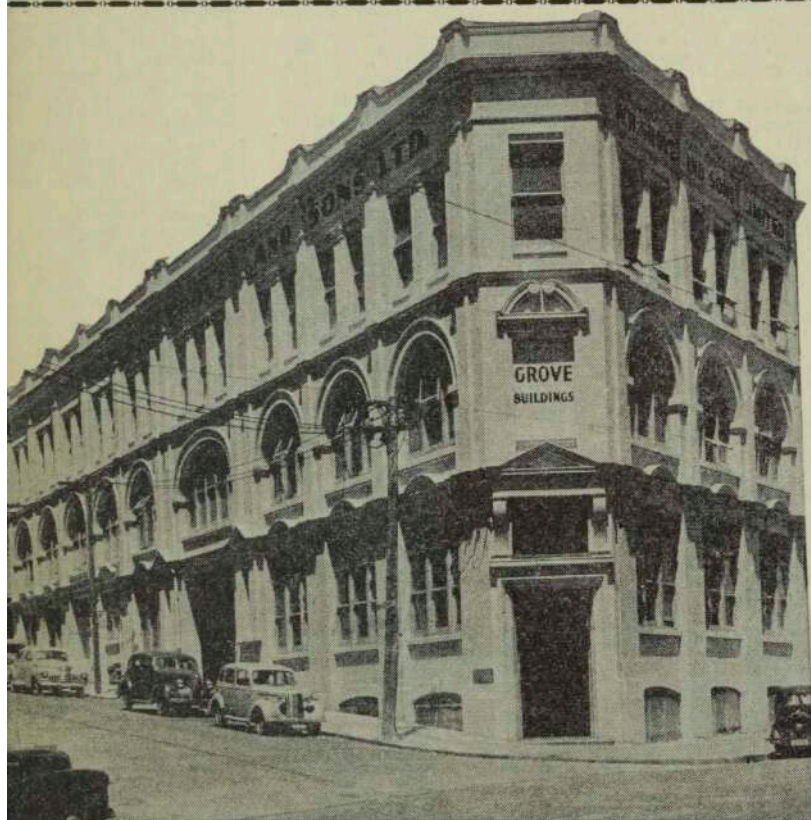
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