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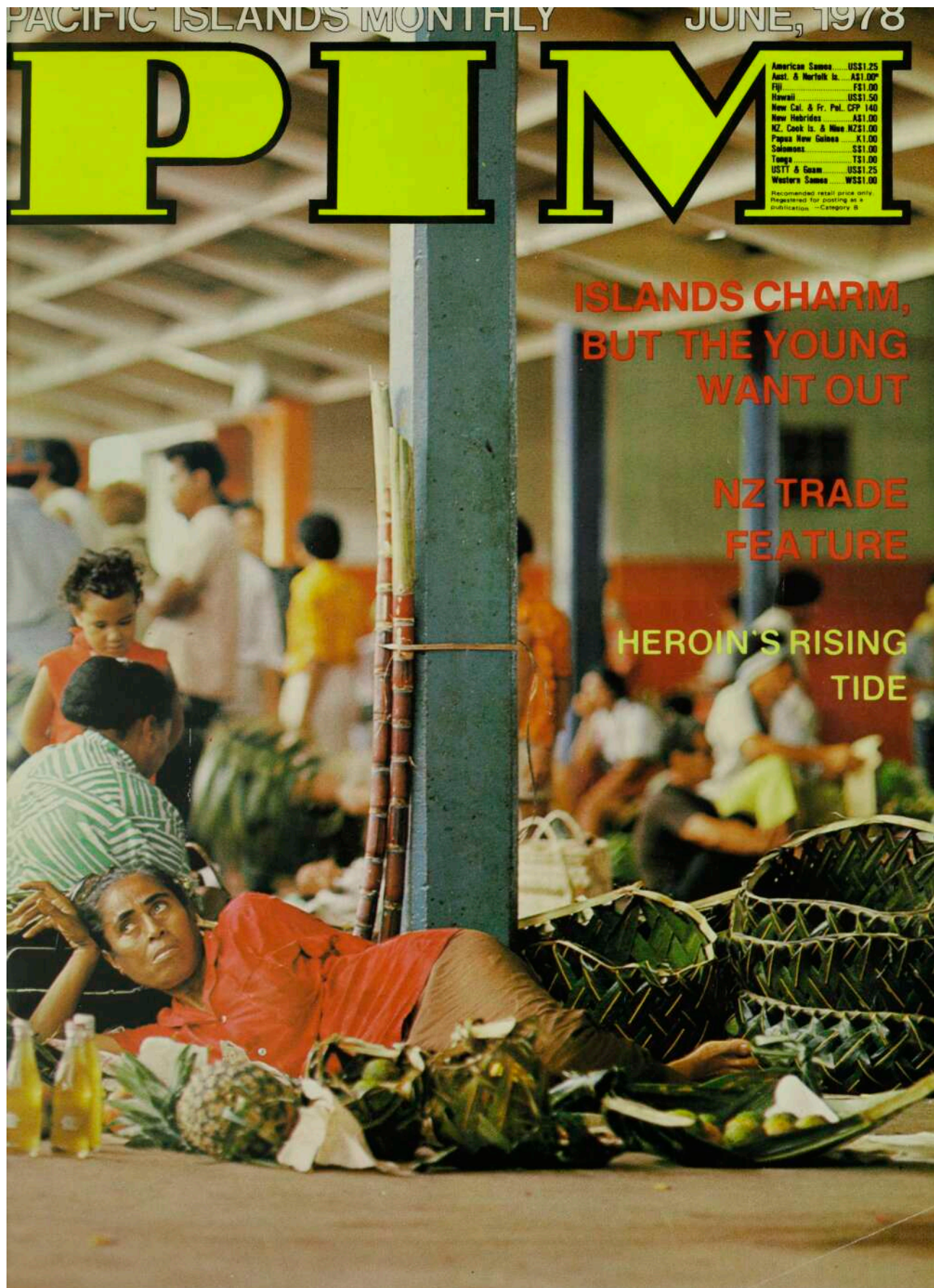
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Here a range of driving conditions can be simulated, from stop-start city driving to

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Pacific Report

IT'S PRESIDENT HAMMER AGAIN!

Chief Hammer DeRoburt, deposed as president of Nauru sixteen months ago, became president again the second week in May, successfully ending a bitter battle against the Nauru Party, a battle which has had the Republic in a turmoil. Several weeks ago his supporters, for the second time, forced the resignation of President Bernard Dowiyogo, defeating a bill in Parliament dealing with phosphate royalties. Mr Lagumot Harris succeeded Mr Dowiyogo but he resigned after only a couple of weeks in office when Parliament rejected an appropriations bill designed to finance the republic until the end of this year. Chief Hammer was elected in the ballot that followed, a Nauru Party supporter obviously transferred his allegiance because voting in the last three elections was in the Nauru Party's favour by 9 votes to 3. The Party strength, however, is expected to remain the same in Parliament. President Hammer becomes Nauru's third president inside a month, establishing an international record unrivalled by even the South American republics.

TORRES STRAIT BORDER AGREED

Papua New Guinea and Australia have agreed on how they will position and define the Torres Strait International borders, it was announced early in May. Details were not given, however, as both Cabinets have to examine the agreement. It is believed that some of the islands in the Torres Strait will be inside the PNG boundary but Papua New Guinea's jurisdiction will be confined to the seabed. The islands will remain Australian territory existing as enclaves with three-mile limits around their beaches. Some fishing rights will be shared.

JAPANESE AMBASSADOR FOR FIJI

Japan will have an embassy in Fiji in January, 1979, if the Japanese Parliament approves. This was stated by the Japanese Ambassador to Australia and Fiji, Mr Yoshio Okawara, on a visit to Fiji. He said Japan would be aiming for an increase in scope of economic and technical co-operation with Pacific countries.

'NO NEUTRON BOMB TEST' — FRANCE

France has firmly denied press reports that it has tested the controversial neutron bomb at Mururoa Atoll in French Polynesia. Demonstrators in Melbourne against the alleged tests invaded the offices of the French Consulate-General, and seized and burnt a French flag. Apologising for the incident, Australian Acting Minister for Foreign Affairs, Mr Ian Sinclair, said, "Acts of vandalism and violence as expressions of those views (against nuclear tests) are to be totally deplored." He added that the burning of the flag of a friendly country was a particularly odious gesture.

WESTERN SAMOA'S LEADER ON TOUR

Western Samoa's head of state, His Highness Malietoa Tanumafili II, paid state visits to New Zealand, Australia and Nauru in April. In Auckland he laid the foundation stone of Samoa House, a five-storey business block that will house consular offices, Polynesian Airlines, and shops selling Pacific islands handicrafts.

THE 'DARKEST-KEPT SECRET'

The Australian Parliament was electrified early in May by a claim by a Labor backbencher, Mr Barry Jones, that he had uncovered one of the "darkest-kept secrets of the war" — the execution by the Australian authorities in Papua New Guinea during the war in the Pacific of more than 30 Papua New

Guineans for alleged treason and atrocities. The Australian press, radio and television took up the story, obviously under the impression that it was being told for the first time. In fact, the full story was told in PIM in May, 1971, by the late Tom Grahamslaw who for 45 years was with the Administration in Papua and New Guinea. During World War II he was an Officer of the Australian New Guinea Administration Unit (ANGAU). Mr Grahamslaw described the executions and of one such execution wrote "It was a grim experience which I shall never forget." It was reported from Port Moresby in May by the RSL branch that the sons of at least three of the men executed had tried to get Australian ex-service pensions but had been turned down.

SOLOMONS: GOVERNOR-GENERAL DEVESI

The first Governor-General of the Solomon Islands will be Mr Baddeley Devesi, formerly the permanent secretary for Utilities and Public Works. Mr Devesi, 37, will take office when the Solomons gain independence on July 7. He won the post in a vote of the Legislative Assembly to choose a G-G from six candidates. His closest rival was Mr Geoffrey Beti, member for Roviana and North New Georgia in the Western District. As he is in his early 20s many considered he is too young for the job. Mr Devesi is from Guadalcanal. Mr Peter Kenilorea, who will become Prime Minister on independence, is from Malaita.

TRANS-PACIFIC SWING FOR SANFORD

Mr Francis Sanford, vice-president of French Polynesia, visited the Cook Islands, American Samoa, Western Samoa, Tonga and Fiji in April. Among his party was a Canadian business consultant, Mr Timothy Howard. It is understood that Mr Sanford is interested in developing tour packages that would take in the islands visited, as well as French Polynesia.

LADY CLELAND'S BRIGHT IDEA

Lady Cleland, widow of a former Administrator of Papua New Guinea, has criticised the new leadership super code planned for the country's leaders (PIM, May, p5). In a letter published in a Port Moresby newspaper, she said that the government would be better advised to punish heavily the Australians, Japanese and others who extend the temptations to leading PNG officials. Lady Cleland lives in retirement in Port Moresby, and generally steers clear of political issues. Her late husband, Sir Donald Cleland, was the Australian Administrator of PNG from 1952 to 1967.

GLOOMY NEWS FOR FIJI WORKERS

The outlook for employment in Fiji is not good. A survey by the Fiji Employers' Consultative Association revealed that 800 people could lose their job before the end of 1978. That figure did not include 145 retrenchments planned by the Carpenter group. Among those who will become unemployed are workers on the Queen's Road construction project, which is nearing its end.

STILL LOOKING FOR LONG-LOST AMELIA

A search for the remains of famed aviatrix Amelia Earhart who disappeared in 1937 during an unsuccessful attempt to fly around the world has begun in the Marshall Islands. Moving spirit in the effort is former US air force pilot, Vincent Loomis, who believes he knows where the wreck of Earhart's plane lies. During Loomis' service with the air force in the Marshalls, he found a weather-beaten shoe near the shoreline on one atoll. In the middle of the same atoll he sighted the wreck of an aircraft, covered with dense jungle growth. Loomis, who is leading a

seven-member party in the search, believes it was the plane flown by Earhart and her navigator, Fred Noonan. Among earlier theories was one that Earhart and Noonan were captured by Japanese forces during World War II and were seen on Saipan, but this has never been positively confirmed.

DELAY ON RED EMBASSIES

The Papua New Guinea Government has decided to defer the establishment of Soviet and Chinese embassies in Port Moresby (PIM, May p5) for at least 12 months. Shortages of staff and accommodation were offered as the reasons. But closer to the bone were the strong public criticism of the decision to invite them, and dissent on the question within the Department of Foreign Affairs. France and West Germany, invited at the same time as the Russians and the Chinese to set up embassies, are continuing with plans to do so.

FIJI FIXES ITS 200-MILE ZONE

The Fiji Parliament, early in April, approved a law setting up a 200-nautical mile economic zone covering the ocean round the group. The law was gazetted soon after.

FISHING NZ WATERS — DOWN TO SPECIFICS

New Zealand, and partners the Soviet Union and South Korea, are among the first to get down to specifics on the question of fishing rights in a national 200-mile economic zone. Under recently signed agreements, New Zealand's waters may be fished by the other two countries on the following terms: licence to fish for squid by jigging or trawling: \$80 a tonne of fish that the craft is permitted to take; licence to fish by trawling — \$17 a tonne; licence to fish by bottom-lining — \$25 a tonne; licence to fish for albacore and yellowfin tuna by long-lining — \$1 500 a year; licence to fish for southern bluefin tuna by long-lining — \$9 000 a year.

STOWAWAYS, ALL 25 OF THEM

Twenty-five young Tongans were arrested in Auckland after stowing away in the freighter Marama at Nukualofa. New Zealand Customs officials said it was the largest group of stowaways they had come across. Mr Liufau Salala, Tongan Government liaison officer in Auckland, said the incident underlined an increasingly desperate employment situation in Tonga. Only about 10% of school-leavers could find jobs. The New Zealand work permit scheme for Tongans had almost dried up, with only about a dozen permits issued since January.

MEET "COMMERCIOTGENIC MALNUTRITION"

"Commerciogenic malnutrition" is the name applied by two medical authorities in Western Samoa to a new disease brought about by the use of milk powder for feeding babies. Dr V. Annandale, medical officer at the Family Welfare Centre, and Miss Christine Quested, nutritionist at the Health Department, write in a report opposing the use of Western-style infant milk and urging the merits of breast feeding: "The vicious cycle of malnutrition and disease repeats itself, increasingly each year, in spite of greater knowledge and understanding."

THE GREY SHARK OF ENEWETAK

Two Americans, skin-diving in a lagoon near Enewetak atoll in the Marshalls, were attacked by a 1.5 m grey shark 15 m below the surface. The men, Michael Degruy and Philip Light, received wounds to the arms and hands. They are employees of a firm supporting scientists studying marine life and the effects of former nuclear tests on Enewetak.

ANZAC DAY IN PNG

April 25, Anzac Day, was the occasion for a number of ceremonies in Papua New Guinea. PNG contained a small, short-lived but historic battleground for Australia in World War I, and was a major theatre of Australian operations in World War II. The main ceremonies were at Lae, at Bomana, near Port Moresby, and at Bita Paka, near Rabaul. The Bita Paka service was close to the site where the first action in history was fought by an Australian national force. Costing the lives of four men and over in a day, the fighting resulted in the take-over of German New Guinea.

FIJI INTERNATIONAL RUGBY WIN

Fiji won the international rugby seven-a-side in Hong Kong, beating the New Zealand team, Manawatu, 14-10 in the final. Fiji's was a full international team, while the NZ team came from a small area of the country. In future, NZ may field full international teams in this annual seven-a-side tournament.

DADDY AND GRANPA WERE SO PROUD

Oxford University student Howard Henry, son of Cook Islands Minister Tupui Ariki Henry and grandson of Premier Sir Albert Henry, was chosen as captain of an English Universities Rugby League team which played a French Universities side in Paris in April.

FIJI FORCES FOR MID-EAST?

The Fiji Government in April announced its readiness to send troops to the Middle East as part of the United Nations peace-keeping force.

OLEWALE IN EAST TIMOR

Papua New Guinea's Foreign Minister, Mr Ebia Olewale, spent a day in East Timor during an eight-day visit to Indonesia in May. East Timor was included in his itinerary at Indonesia's initiative. Indonesia's presence there has been recognised by PNG as an Indonesian domestic issue. Speaking before his departure from Port Moresby Mr Olewale said PNG would reject a proposal for joint PNG-Indonesian forces to patrol the border between the two countries if, as expected, the idea was revived by Indonesia during his visit.

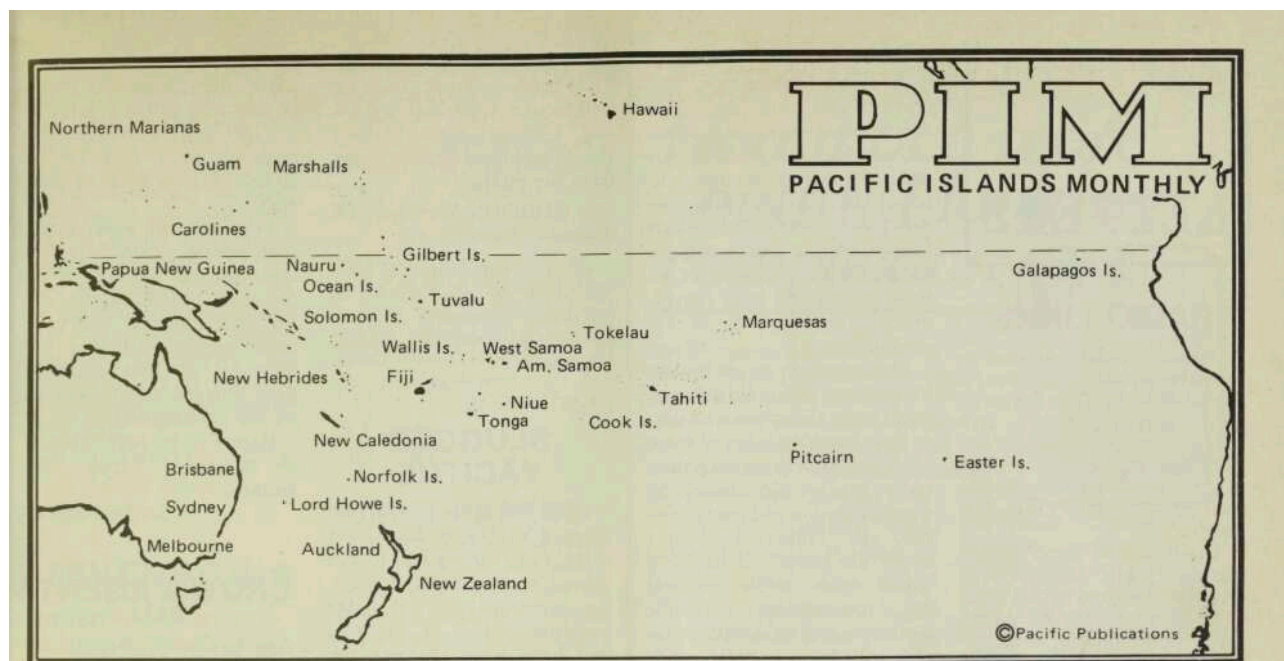
THREE DIE IN FIRE

Jagdish Prasad, 33, his son Janan Ditendra 2, and daughter Samjila 4, died in their store in the village of Vugalei, Tailevu, Fiji, when benzine blew up and set the building ablaze. Prasad's wife and a six-year-old daughter were outside when the fire swept through the store.

BANDS ACROSS THE OCEAN

Former members of the US Marine Corps, and the US-based Guadalcanal Campaign Veterans' Association, have fulfilled their promise to equip with new instruments the Solomon Islands Police Band. The last of the 50 instruments provided has been handed over at a ceremony at Honiara's police parade ground. Solomon Islander World War II hero, Sergeant-Major Jacob Vouza, was honoured with the presentation of a ceremonial sword by retired Brigadier-General Samuel Griffith, commander of the last Raider Battalion on Guadalcanal. Solomons Police Commissioner, Mr John Holloway, said the shared experiences of the war had created an active interest among American servicemen in the welfare and progress of the Solomon Islands. "I'm sure this will be continued," he said.

COVER PHOTO: This colourful shot of the market in Western Samoa's capital, Apia, from photographer Martin Jeffery, of Australia, demonstrates the Islander's knack of being able to relax at any old time. Next month's cover will be a striking one of a Solomon Islands prophet, Silas Eto, a fitting introduction to the issue which will be a special Solomon Islands Independence number.



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LETTERS

RADIO LINKS

We were very interested to read the article (PIM, Jan, p 25) about the first issue of PIM (August, 1930), and which produced a copy of the face page of Volume 1 issue No 1 in which one article was entitled — "Radio Links The Pacific."

The New Zealand Post Office has a particular interest in the radio services in this area, as we have been involved with their installation and operation since before World War I through to the present time when they are being progressively replaced by satellite operation.

A. TURPIE,
(for Director of Overseas
Telecommunications)
Post Office HQ,
Wellington

A PNG HISTORY

The Papua New Guinea Department of Primary Industry is sponsoring the research and writing of a History of Agriculture in Papua New Guinea.

I would be grateful if any readers could assist this project by means of first-hand accounts, documents, photographs or case histories. They can contact me at the Department of History, University of Papua New Guinea, Box 4820, University Post Office.

CATHERINE SNOWDEN,
(Research Officer,
History of Agriculture)
Port Moresby

UNDERHANDED

PIM received this "open" letter which has been sent to the Governor and Chief Minister of the Gilberts, the Hawaii Congressional Delegation in Washington and the Honourable US Senators Daniel Inouye, Sparky Matsunaga and Daniel Akaka.

It appears that the US and UK plan to agree on sovereignty of many, or all, of the equatorial islands whose status

has been in dispute for decades (including islands in the Phoenix and Line groups). It also appears that the purpose of carrying out such negotiations at the present time is to present the emerging independent government of the Gilbert Islands with a fait accompli, according to which some of these islands will have passed, probably irrevocably, to US jurisdiction.

This seems to be an underhanded way to handle the matter. It is the Gilbertese who live, or have lived, on many of these islands. Many others are potentially inhabitable. Beset by overpopulation and fickle rainfall, the Gilbertese people could use these islands for a much more noble purpose (eg, colonisation, economic development) than the probably utilisation under the US. Furthermore, the US (or other Western powers) would probably be able to obtain use of some of these islands for legitimate defence needs by negotiation directly with the Gilbertese.

Past events in the Phoenix Islands have aroused suspicion that such secret arrangements between the big powers are carried out to the detriment of the islanders. It is recalled that the Phoenix Islands settlers were induced to move en masse to the Solomon Islands in the 1950s and 1960s, for reasons not obviously related to the mild drought conditions prevailing in the Phoenix Islands at the time. Shortly thereafter, the US military established observation posts on some of these islands.

The fate of the displaced population is still unsettled. There is no assurance that they will be allowed to remain in the Solomon Islands after independence there, and a Uganda-type tragedy is not an impossibility. Some people are wondering if US-UK collusion might have been responsible for this ill-fated mass migration of islanders. Such a suspicion would not be too far-fetched, as recent events on Diego Garcia can bear out.

These Equatorial Pacific islands should not be alienated from the Gilbert Islands nation at this time. Such an action might tend to impair relations of this government with the

US, UK and Commonwealth. Furthermore, future plans as well as past actions of the US and UK in these matters should no longer be kept secret from the public.

GORDON W. GROVES
Kaneohe, Hawaii

• *All Gilbertese in the Solomons are now assured of automatic citizenship if application is made within two years.*
— Editor.

SLUGGED YACHTIE

From the launching of the Slugged Yachtie, by Ray Quint (PIM, Feb, 1977, p 25), I have viewed with intrepid interest, the numerous and oft times wondrous waves of thought, that have been slapping the topsides of Slugged Yachtie.

Indeed the Rev Brown and his complement of caustic comments, in his ship *The Racist* is well adrift, and I trust he and his like are not too long in sinking.

Certainly it is the prerogative of any country to impose levies of their own choice and likewise also of a 'yachtie' to lay his own courses; however I am of the opinion the Solomon Islands Government may have holed a section of one of their own ships namely the useful little ship *Foreign Exchange*.

The average 'yachtie' is a gregarious person, and usually spends, while in a foreign country, far more than the two or three-day tourist type, as beyond his normal daily requirements of food, he purchases fuel and oils, spare parts, imports a seemingly endless variety of bits and pieces, slips his yacht etc, and is renowned for his efforts in satiating his thirst. In most cases his recruitment of services and purchases are paid for in Foreign Exchange.

I know of a cruising family, who while in Madang, Papua New Guinea, spent US\$10 000; additionally they purchased, through our national airline, return and intra air fares to the US. I will concede, there are a number of Bully Hayes types among the floating fraternity, nevertheless, the 'yachtie', is for this part of the Pacific of sound percent-

age potential for any country's tourist department and should be encouraged. He is, after all, a tourist, and differs in no other respects, other than he has chosen his own mode of transport.

From my own experience, I shall always retain fond feelings for the officials of the Solomon Islands, particularly for their effectual and courteous services afforded me; however, at that particular time, Slugged Yachtie was still on the drawing boards.

Happy to be here 'Yachtie' in Madang, Papua New Guinea.

SAYAN MARR

CROWN AGENTS

Your reference to the Crown Agents (Pacific Report, p 5 PIM, March) is not entirely accurate. The Crown Agents have never supervised production of postage stamps for the Republic of Nauru.

The Crown Agents' Stamp Bureau sold Nauru stamps to the philatelic trade until January 31 this year, but arrangements for the design and production of the stamps have been in the hands of the Nauru Government, which employs its own philatelic adviser in London. The adviser has now taken over sales of the stamps.

Your article also refers to an inquiry into a A\$360 million deficit in the Crown Agents' accounts. The report of the Fay Committee of Inquiry was published in the United Kingdom in December, 1977; it was a post-mortem report, requested by the present management of the Crown Agents, to investigate the circumstances which led to the Crown Agents requesting financial assistance from the British Government in 1974. A subsequent inquiry will examine whether there were any breaches of duty in relation to the Crown Agents' affairs in UK Government Departments and other institutions.

The losses made by the Crown Agents relate to a period which ended decisively in October, 1974, prior to which the Crown Agents had been making large investments on their own account. The traditional agency role of the

Crown Agents — as an impartial public service to Governments throughout the developing world, including many Pacific countries — is in no way affected by their own account losses. The losses themselves have been made good by British Government grants and guarantees. The services, not confined to the UK and including engineering and other professional advice, investment, procurement and shipping as well as philatelic services, continue to expand and flourish.

IVAN ALEXANDER

Crown Agents' Representative for the Pacific

STEVENSON'S "THE"

In reference to the discussion of the Robert Louis Stevenson "misquotation" on the Stevenson tomb (PIM, Dec, 1977, p 49) here is a further note of possible interest.

First of all, **your** quotation of Stevenson's *Requiem* is incorrect: the last line has no "is": it should read "And the hunter, home from the hill", but I assume this is but a typo.

The two bronze plaques were made in 1897 (not 1900) and were designed by long-time Stevenson friend, Gelett Burgess, remembered today as the author of the jingle *The Purple Cow*. There is justification for the "extra the" in the penultimate line of *Requiem*. Earlier printed versions of the poem were thus written. For example, in a 1905 printing by Robert Louis Stevenson's official USA publisher, Charles Scribner's Sons, of a little volume entitled *The Pocket Robert Louis Stevenson: Being Favourite Passages from the Works of Stevenson*, p 196, the line reads "Home is the sailor, home from the sea".

Students of the works of Robert Louis Stevenson will testify that he frequently revised his works; often original printings in periodicals were completely re-written for book publication, and changes were often made in different editions. At least it can be said that the rendering on the tomb agreed with the

wording of an authorised edition of the author's works, and was not merely an error.

The *Requiem* is also preserved in bronze in both Samoan and English at the foot of the Vaea trail: on the English version of these plaques, the line in question reads "... home from sea".

One more minor correction to your article: Isobel Field was the step-daughter, not the daughter of Robert Louis Stevenson as stated.

W. R. MORAN

La Canada
Calif, USA

J.K.'s PAPERS

I too was sorry to read (PIM, Feb p31) that J.K. McCarthy's papers were to go to the National Library of Australia, but I was pleased to see G.M.P. Gray's reply in PIM, April, p9.

Yes, it is appropriate that items of an historical nature be presented to the country they are all about. We have in Papua New Guinea our own National Museum and our newly-established National Library, both of which are anxious to collect all materials relevant to the historical development of our country. We would rather see these in our country where they are directly relevant, than scattered through the world at large where they become harder of access to Papua New Guinea citizens.

I can assure you that both institutions mentioned accept the responsibility of their national roles and will register and curate materials to world standards.

If any ex-residents of Papua New Guinea, especially from the colonial times, wish to donate their collections of trivia, memorabilia etc to us we would be most grateful.

GEOFFREY
MOSUWADOGA

Director,
National Museum and
Art Gallery,
BOROKO, PNG.

• Would the writer of the letter signed "Truthful Nauruan" please send PIM's Editor his name and address, which will not be published but as evidence of good faith.

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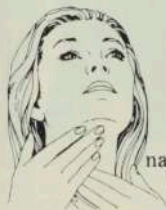


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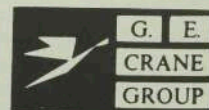
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There is restlessness in the Pacific. Islanders are beginning to see their rocks and atolls as cramped, confining places. They want to spread their wings and fly, to see the outside world. In the article below Lasarusa Vusoniwailala, a Fijian scholar in the field of communication who is now working at Hawaii's East-West Center, takes a close look at the problem.

There is no easy solution to the present migration fever in the Pacific: if the desire to move out is satisfied for large numbers of people, stresses and strains will appear in the host countries to which they go; if it is not satisfied, their countries of origin will be increasingly troubled by their desire to leave.

Discovery of the region by the outside world led to the slow disintegration of traditional societies and cultures. As technology improved and communication increased, the tempo of disintegration quickened. The inflow of information spelt the end of sameness and consistency — the end of the era of certainty.

We all wanted to be modern. It was a practical consideration. A steel knife certainly beats hacking away for days at a piece of rock just to sharpen it into some cutting tool. Flying here to Hawaii certainly beats sailing up by canoe. And it's consoling to have a high confidence in the chances of Mum's baby surviving, of sister not having to die from dysentery, or big brother from tetanus. There was now a dispensary nearby.

These improvements to life's "physical quality" have social costs. Unfortunately, we have not yet learned to accept them. Instead we are torn between two loves in our yearning for the physical comforts of the new and the psychological certainty of the old. We suffer from ambivalence.

Let us try to recreate three "Pacific Scenes".

FIRST CONTACT: He looks strange, so white! Is he not from the sky? Must be the god our forefathers talked about. He must be for his technology is superior. Whoever sent him here must be an able provider. I want those nails, steel knives, axes and guns — oh yes, those guns. Maybe, if I worship him, and his culture, boats will come with more cargoes. Perhaps, one day I will go to see where all these treasures are, and maybe dig some out

myself. I think I'm getting white!

COLONIALISM: And so we went to classrooms, grew up to put on ties and sweat in jackets, to pull white socks over our black shins. We looked around and took stock. We could tell those with still some way to go, for they walked barefoot. We changed our political systems and tried adopting foreign economic principles.

"Hey! You there, stop thinking in Pacifican!"

Told to be rational, that human emotions stunt GNP growth, we become unreasonable, forgetting that rationality is culturally relative. We leave the old and infirm in the villages and rush to the towns. Some are employed, how lucky they are! Many more keep searching, looking for the jobs they may never find.

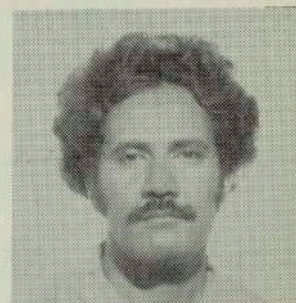
MODERNISATION: There is that boy in the village. He turns on his radio, hears Elvis and dreams of becoming another Presley. Will he never realise? He walks to town to gape at tourists. They look so affluent. Does he know that they are not all that rich back home? Who will tell him?

The above scenarios try to convey a very brief socio-history of a fermentation which is often the seed for change. If given time and opportunities societies evolve, otherwise they just revolve.

Just what alternatives for change are there open to the Islands? By their nature islands have limited resources. What then are their chances for development?

STOP THE ROCK!

YOUNG ISLANDERS WANT TO GET OFF



Lasarusa

An economist faced with this question may "Ooh!" and "Aah!" and say, "Well, aah! Tourism?" An individual living the situation may whimper an Island version of the Broadway hit, "Stop this rock! I wanna get off!"

Where can an Islander go if and when he gets the urge? The system which spelt stability for his forefathers is spinning off-balance. How does one hold on to things that may not be there tomorrow? How does one handle new situations? These are some of the musings that may be going through the minds of Pacific people, especially those with whom the education toward "modernity", and "progressiveness" has been successful. Their diploma of achievement is spelt in capital letters — **FRUSTRATION**.

As I see it, a major problem with developing countries is the one-way flow of information emanating from the more developed. This centre-to-periphery direction is just as true within the developing countries where it is from the urban to the rural. All this results in the creation of dissatisfaction in the low-information sectors as seen in the rural-to-urban drift in the less-developed countries and the increasing desire to go one step further, to migrate to the metropolis, to the developed societies. Unfortunately, this is not possible under present world conditions.

Immigration laws are based on the rationale that the economies of any given country cannot support a liberal inflow

of all sorts of people. This makes the recently announced intentions of the North Solomons provincial government in Papua New Guinea to control free movement of their people — an interesting test case in international understanding.

"People who wanted to leave their communities to visit towns or urban settlements would have to obtain written permission. The scheme was in the overall interest of the people and their economy. We don't want to stop people with special skills going to an area where they can get good jobs, but as a principle we want to stop people with less skills from moving around. We want to keep them on their land where they are of most value to the community in general, and where no special certificate of trade is necessary" says Premier Dr Alexis Sarei (PIM, Jan, 1978, p 6).

The above words could easily be those of President Carter, of Prime Ministers Fraser or Muldoon, on laws regulating migration into their respective countries because their economies cannot sustain the influx into their markets of unskilled "Third Worlders."

However, Dr Sarei may have to prepare a line of defence against possible accusations of "human rights" violations. Something like, "Liberty begins at home"?

When a man's prospects in life appear dim his natural instinct in the past has been to uproot himself and move. In fact, that is believed to be a probable cause of migration

into the Pacific Islands in the first place. But what happens when this basic human need, the ability to move when restlessness sets in, cannot be expressed?

Most likely this is what is happening in the Pacific today, growing aspirations stifled by the realities of world economics and politics.

International flow of information, through education, media, tourism, travel, and development in general, has resulted in the diffusion of the image of a better life outside. But when these pictures activate the search for the real thing, people find that most of the doors are shut, marked "Closed! Bona Fides Only!"

We are aware of the economic, political and social repercussions that free human movement creates. Perhaps this is why Australia has long been rather stingy on Island immigration (though not so with European movement). New Zealand may just be awakening to the socio-cultural and politico-economic consequences of Polynesian inflow.

However, while tight immigration policies by developed countries may partly solve their own socio-economic problems, they do not help the less developed. In fact they complicate the problems of development further when dissatisfaction accumulates into restlessness which can escalate to explosive proportions. This possibly poses a real threat to the Islands' future stability.

To my mind, as a student, of human communication, the major problem of the Pacific Islands, and the developing bloc as a whole, is informational. As transitional societies their cultures are experiencing certain degrees of alienation. The anxiety of being in perpetual transition is a real fear. And since they got there, not of free choice, but by initiation, the high priests in the more developed countries have a moral obligation to help them out of their dilemma.

I was pleased to read Australian Senator John Knight's comments in PIM (Jan, p14), referring to the new international economic order. Some of us look forward to the

establishment of a new order and wish it success in dealing with some of the world's basic problems. One of them must be this question of the movements of people. Another problem is what can be done about a world communication order for the balancing of information flow. UNESCO is already very much involved in this field.

Furthermore, communication should have as one of its objectives the promotion of dialogue between the centre and the people and also people-to-people. This should help prepare them for change, with a mentality that knows how to deal with it.

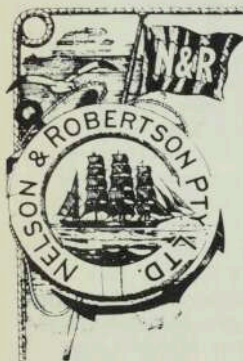
We should now be able to see the pitfalls of the past and present models of one-way flow. It presupposes that the information producers, be they the mass media or governments, know what the people want to know. The system has functioned with little consideration for what the people's information needs in fact are. What is required today are communication systems with feedback channels that

encourage the enunciation of the people's needs.

Development, that is, change seen by the greatest number to be for the greatest good, is possible only through effective communication. No development plans, no matter how pretty they may look on the drawing board, will ever succeed if there is no agreement as to purpose and the ways of attaining goals between the planners and the implementers or the subjects of change.

Future world peace may depend on the political stability of Third World countries. Such stability will depend in good measure on whether the pictures seen by Third World peoples with their eyes correspond with the images in their minds. Such a result can only be achieved through a system working on principles of balance in the creation and fulfilment of their dreams, wants and needs.

It would be good for the Pacific region if its neighbouring metropolitan powers began to put such a policy into effect in their relations with the Island countries.



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PUBLIC MORALS — Before contact with western ideas — and morals — the Islanders had their own moral codes and knew what was tabu and what was not. Today they're not so sure. The Permissive Age is making inroads. Below, Dan Gibson writes of the problems new obscenity codes have created on Guam, and Will Keener, in Nukualofa, deals with the vagaries of film censorship in Tonga.

What's pure, what isn't? Guam and Tonga on the horns of a dilemma

Friday night in Nuku'alofa and *Silver Streak*, an American-made film of intrigue and comedy on a continental railroad trip, appears to be the main attraction among the capital city's film offerings, writes Will Keener.

The plot moves rapidly along and even those Tongans who can't follow the fast English and American slang appear to know what's going on. Then the picture turns to chaos: men chase each other, shoot at each other and the hero is thrown off the train. But nobody can say why.

The reason is simple. A key scene, in which the body of a distinguished art professor is dumped off the moving train, has been censored. Too violent? No, the action was viewed by the hero and his woman friend, who were discreetly covered, but nevertheless in bed together. As a result of the cut, the plot becomes incomprehensible.

A few weeks later at another theatre, an English-made film, *The Bawdy Adventures of Tom Jones*, gets an entirely different treatment. Rarely, it seems, does a scene pass without portraying the hero in or around the bed with a different woman, whose bare bottom or breasts are clearly visible.

Why the differences? The fact that the films played at different theatres does not seem to be the underlying cause. Instead, the answer lies with a small group of men and women in Tonga, who comprise the kingdom's Cinematographic Censorship Board.

The board, described as "authoritarian" and "Victorian" by some critics and defended by others, has been under mounting pressure to reconsider its approach to film censorship, members admit. At last, the pressure has resulted in a call by the board's chairman,

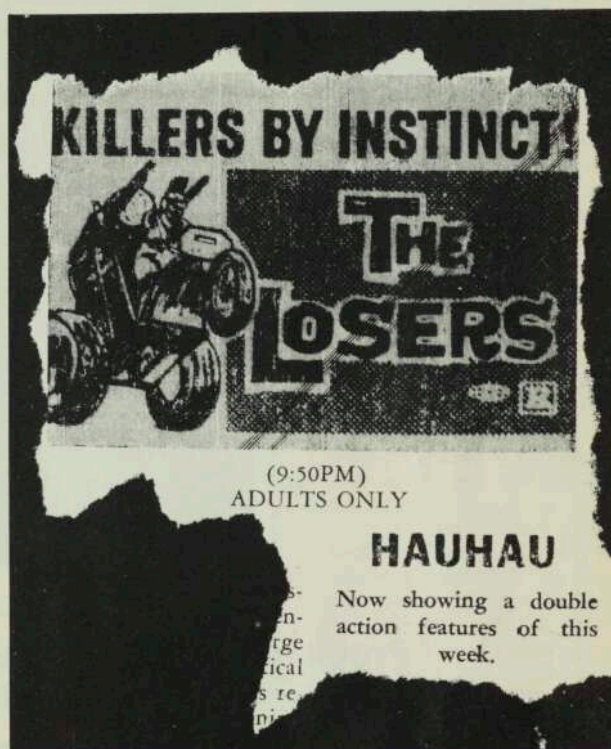
Minister of Police 'Akau'ola, for at least some sharpening of vague clauses in the 58-year-old film law, which has not even been amended since 1953.

When the censorship regulations were first drafted they were similar to many guidelines used in British Empire countries in the 1930s. 'Akau'ola noted in a recent newspaper article addressing the censorship problem in Tonga. "But the extent of change in entertainment concepts and public demand (has) greatly widened the gap ... leaving Tonga adhering to the original, very strict code discarded by other commonwealth countries," he explained.

At the heart of the matter lies the question of whether or not censors should admit any film to the kingdom which cannot be viewed comfortably by all members of the extended family. However, interpretation of just what is "comfortable" for the extended family members obviously varies greatly among members of the committee, who sit in groups of three to review and clip films brought into the kingdom.

Two trends appear to have developed among the nine members of the full committee, leading the Minister of Police to call for more sharply defined and updated legislation. The first trend is a growing awareness that censorship cannot be used as a tool to shield the mostly young Tongan audiences from the ethics and depravities of the outside world. The idea of protecting Tongan audiences, quipped 'Akau'ola, "is receding in validity as quickly as the value of the pa'anga."

"There is too much contact through radio, travel, overseas study and tourism to prevent Tongans from being exposed to these ideas," one censorship



board member said. "If they don't get the ideas from the movies, they'll get them from somewhere else."

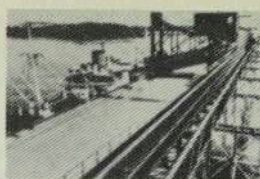
A second trend is the tendency to curtail violence in films, which has often been allowed to run rampant in the past while sexual passages were being clipped left and right. This is partly the result of an influx of increasingly violent karate and kung fu films, made in Japan and China, which have been very popular with young audiences. But, violent, western-made films have also been subject to increased scrutiny.

One board member described a "balance" that has been shifting in recent years to a more permissive attitude about some sexual scenes and a more militant view of screen violence.

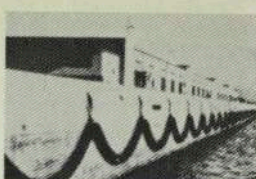
This clamp-down on violence by the censorship board was seen recently on a film poster at one Nuku'alofa theatre. Film posters in Tonga are covered under the same censorship law as films. The poster for an American gangster film was changed by painting in green over a bloody hand on the surface of a green felt card table, leaving the impression the hand was extended (unseen) below the table rather than on top of it.

Sometimes, discussions on films among committee members have led to "spirited debates," termed by the Minister of Police as largely "unproductive". He called for more specific guidelines to clear up some "grey" areas and "borderline cases".

At the same time, he called for grades or classes of films to



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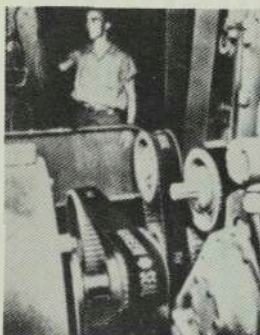
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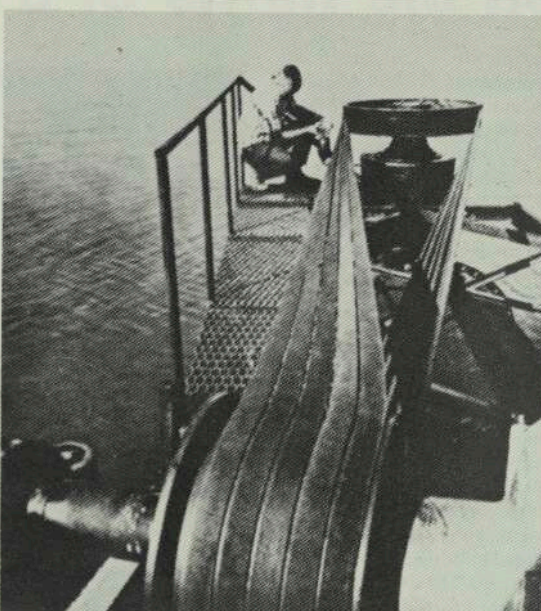
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be introduced, including those suitable for general exhibition and others restricted to "adults only". At first, highly-restricted films might only be shown by theatres in Nuku'alofa or Neiafu, the main city in the Vava'u group, he suggested.

Since films are often taken from village to village on the smaller islands along with projectors and electric generators, the need for family-type films remains real. At the same time, tastes in the area of the capital city can differ widely, 'Akau'ola recognised.

Describing a "vociferous minority, who become more insistent day by day," the Minister of Police urged other members of the Tongan community to register their opinions on any future policy changes. Included in this minority, he said, are expatriates in Tonga, Tongans exposed to overseas entertainment and widely-read residents of Nuku'alofa and Neiafu.

It is obvious, however, that this is not the main group being affected by foreign films in the kingdom. Theatre owners describe a young, 15-30 year-old audience, interested in fast-paced, highly-visual films. What they carry away from the film affects superficial changes in styles and clothing, while also causing some shifts in deeper cultural patterns of the kingdom, some observers believe.

Films affect Tongans in a variety of ways ranging from their attitudes about traditional architecture to their opinions about the family structure and other long-standing social traditions. And just what kinds of films are doing these things?

The answer is films that are often rejected by other audiences as failures. Theatre owners in the kingdom deal with Australian and New Zealand distributors, who send films aimed at meeting local demands of both the audience and the censors. Explains 'Akau'ola: "The end result is a series of low-priced, insipid, flaccid and outrageous technical flops screened in the kingdom under the guise of entertainment."

Will new censorship rules change any of this? "They can only help," one member of the board suggested.

A VEIL IS DRAWN OVER GUAM'S 'SKIN-FLICKS' AND GIRLIE BOOKS

Three months after new obscenity codes have taken effect, Guam businesses engaging in "adult entertainment" remain in legal confusion, Dan Gibson writes from Agana.

A new set of criminal codes took effect here on January 1, replacing codes enacted as early as 1953 based on California codes from 1923.

The effect of the revision was to liberalise laws governing many activities. But it also attempts to bring Guam obscenity law into line with recent rulings by the US Supreme Court.

Obscenity, according to the new codes, is "any act, performance or material which, when applying contemporary community standards, appeals primarily to prurient interests, goes beyond customary limits of candour, or is utterly without redeeming social importance."

Such guidelines are very broad generalities. Whether specific acts or materials are to be adjudged obscene depends upon many factors. First, it will depend upon the whims of police officers not armed with specific guidelines who are to make the arrests. Then it depends upon the prosecutors. Finally it depends upon the tastes and values of individual jurors who must vote for conviction.

And, in multi-cultural Guam, finding an acceptable definition for "community" may be difficult, yet alone determining a set of acts and materials offensive to it.

The uncertainty has chilled many activities. Fewer X-rated films are shown, a number of major national men's magazines are no longer available, and many nightclubs have had to dilute their stage performances.

The law, thus far, has caused the major businesses to shy away from obscenity issues. The owners have said the small amount of income involved isn't worth the potential for bad publicity and legal woes that could result.

Meanwhile, the small businessmen who make their living in adult bookstores and nightclubs have proved more willing to challenge the law.

The new code has thrust obscenity issues upon three general kinds of business enterprise.

The Agana Theater, the only unit in a chain of theatres that showed X-rated films, no longer shows them.

"We aren't qualified to be censors and we don't think the police are," said Leo Slotnick of Universal Pacific Theaters. "Right now, we don't know what we can show in any of our theatres."

The theatre chain is tied to wealthy businessman Paul Calvo, a candidate for the Republican Party gubernatorial ticket later this year.

"Frankly, they can censor us by saying they might raid us," Slotnick said.

The theatre closed temporarily when the law first took effect, then reopened with general films. In late January, it announced that *In The Realm Of The Senses*, a blockbuster X-rated film would start that week. As of late March, it had not been shown.

The Johnston Theater, the only independent theatre on Guam, has continued to show X-rated films. It has not been raided.

The effect in this sector of business has been bizarre. While reputable national magazines have been frozen from the market, the more-explicit adult bookstores have gone unchecked.

Immediately after the new codes took effect, J&G Distributors, part of the largest local corporation, announced it would no longer sell or distribute such nationally-known (and internationally-known) magazines as *Playboy* and *Penthouse*. Several other titles also were discontinued.

At present, the only places those magazines are available are in military exchanges and in transient shops for tourists.

"These magazines are

national magazines; they're not smut," said one businessman who now intends to assume distribution for the magazines.

None of the adult bookstores has been raided. But on March 13, police confiscated 36 magazines and 10 films from a music shop sidelining in adult reading. The owner was issued a criminal citation for trafficking obscenity.

Police officers issued formal notices to massage parlours and nightclubs, warning that the new codes would be enforced. But the notice did not specifically define what would constitute violation of the law.

"We're making the assumption that they are legitimate businessmen and we're giving them the chance to clean their acts up," said one police official.

So far one conviction has resulted from eight arrests involving nightclub dancers and owners. Lady Scorpio, whose legal name is Mary Gary, was found guilty on March 20 on obscenity charges. Police arrested her on February 2 for inserting a lighted cigarette into her genital area on stage.

She was fined \$300. She faced maximum penalties of a \$1 000 fine and a year imprisonment. The jury reached its verdict in about 90 minutes. The conviction was the first to result from the new obscenity codes.

Some bar owners have said they are losing as much as 70% of their business because of the new codes. Without the wilder forms of entertainment, the customers find it cheaper and just as entertaining to stay closer to home, the owners contend. Massage parlours and bookstores have also reported substantial drops in income.

While the uncertainty continues, Guam Acting Attorney-General Phil Jacobsen has agreed that some people have over-reacted to the new codes which, he said, are actually less stringent than the former law.



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PAL 2059

TASK FORCE TO STEM GUAM'S RISING TIDE OF HEROIN

Concerned about the mercurial rise in heroin addiction and its attendant rise in crime, the Guam Government has persuaded the US Federal Government to attempt a crackdown, writes Dan Gibson.

A federal drug strike force, patterned after those operating on the US mainland, was to be operating on Guam in April, US Drug Enforcement Administration boss Peter Bensinger said here.

The federal assistance was requested by Guam Governor Ricky Bordallo. Bensinger announced the strike force plans at the International Drug Enforcement Alumni annual Asia conference, attended by representatives of 12 nations here on March 6-9. It was the first time the conference had ever been held on US soil.

The formation of the strike force followed release of several drug-related statistics, described as "staggering" by Guam officials:

- There has been an estimated 200% increase in heroin addiction on Guam from 1975-1977;
- An estimated 86% increase in property crimes from 1970-1976. The crimes are believed to be predominantly drug-related;
- An estimated 404% increase in robberies from 1970-1975. Those crimes are also believed to be primarily the work of addicts needing large sums of money to support their daily drug habits.
- Drug-abuse officials now estimate a total addict population of 600-800 for the island, of which 77% are male and 73% are 18-25 years old.
- An estimated 39% of the addicts spend \$50-\$99 daily to support their habits. Another 37% spend even more than that daily — some as much as \$300 or more.

"Let's blow our minds on the reality (that) ... as of December 1977, Guam recorded 19 heroin-related deaths," Governor Bordallo said at a four-day local drug-

abuse conference that drew as many as 500 participants to some sessions.

After that conference, Bordallo established a cabinet-level State Agency for Mental Health and Substance Abuse, required by the federal government as a conduit for federal funds.

And Legislature Speaker Joe Ada announced intentions to introduce legislation creating a "Turn In A Pusher Programme," in which residents would receive rewards for revealing the identity of drug sellers.

An addiction-rehabilitation programme, using the drug methadone, has seen a steady rise in clientele, from 50 in 1975 to 152 in 1977. But methadone itself is highly addictive. Many Guam health officials believe a large segment of the heroin addicts are using methadone as a supplement to, rather than a substitute for, heroin. And a full third of the urinalysis tests performed on Methadone clients are "dirty" — with traces of heroin.

Guam Police Major Robert Cutts said Guam ranks fifth in the entire United States in per-capita drug abuse, behind only San Francisco, New York, and Washington (DC) and Los Angeles, which are tied for third.

The increase in addiction and heroin sales is believed responsible for an increase in violent crimes, as well. There has been a spate of gangland-style executions believed to be drug related.

While fighting the rising tide of heroin on Guam, the federal task force may simultaneously be easing heroin problems on the US mainland.

Guam has been called a major heroin trans-shipment centre for South-east Asian heroin headed for junkies in other American cities. As much as US\$200 million worth of heroin goes through Guam annually, officials have estimated.

"Drugs are an international problem that cross borders,



Bordallo... let's blow our minds.

jurisdictions, geographical territories and datelines," US drug chief Bensinger said. "We believe the (strike-force) approach, which has been patterned after 19 others in the US, will have an impact."

And Guam's role as a nexus for drugs "could become more

important if additional efforts and resources were not brought to bear," he said.

The international seminar was attended by representatives from the United States, Australia, Thailand, Japan, Indonesia, Hong Kong, Egypt, Chile, France, Malaysia, South Korea and the Philippines.

SUICIDE BY DOLLAR AID?

The millions of US dollars floating into Micronesia in federal assistance may lead the islands to "national suicide", writes Dan Gibson from Guam, quoting Yap senator Petrus Tun.

The funds discourage islanders' self-sufficiency and transform imported goods into "basic needs", the senator claims.

"If people continue to believe that luxuries are basic needs, then, in the end, it will be hard — if not impossible — to end handout programmes," Tun says.

The senator from Yap, generally considered the most conservative Micronesian district, particularly assailed federal mass-feeding programmes.

Rather than teaching islanders to improve their local diets, the programmes just substitute imported surplus federal foods, which "do not necessarily have higher nutritional values", Tun says. "If I am not mistaken, breadfruit

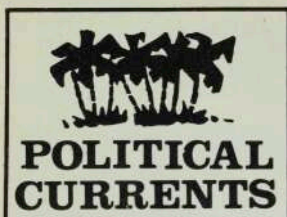


Petrus Tun, Yap

and taro have greater nutritional value than bleached flour and polished rice."

If poor diets result from "poor eating habits and simple ignorance then education, not feeding programmes, is needed", he says.

Tun believes that federal programmes should serve a positive function, such as contributing towards Micronesian self-government, emphasising self-help, contributing to economic development, and generally making Micronesians more self-reliant.



SOLOMONS: WEST RUMBLES

As the Solomons' independence day looms on July 7, renewed calls are being heard for independent, or semi-independent, status for the Western Solomons, writes Peter L. Young from Honiara.

Following earlier murmurings of discontent from some Western members of the Legislative Assembly, it had been widely assumed that those responsible had had second thoughts after discovering that their autonomist ideas were not as popular at home as they had believed.

But the Western Local Council, the local government body for these islands, has revived the whole issue by voicing support for some measure of independence for their area.

The council's move was soon backed by a walkout by five Western members of the Legislative Assembly. The members said in a prepared statement that they wished to see the details of the country's proposed provincial government set-up clearly worked out before independence.

Their demand reflects a widespread confusion in the Solomons as to what provincial government actually means — a confusion the Kenilorea government has done little to clear up.

According to Deputy Chief Minister Benedict Kinika, the new provincial governments will be very much the present local governments under a new name, and with a few additional powers. The area committees which function at present under the local governments will be renamed as local governments. This will give the

Solomons a three-tiered governmental set-up: central government, provincial governments and local governments.

It seems that in introducing what seems to amount to little more than a change of name the Kenilorea government may have caused regional political expectations to rise far more than was intended, or than is justified.

It is notable that Mr Kenilorea, so far at least, appears not to be giving the Western issue top political priority. He is dealing with the Western Council through the normal channels, specifically, through Mr Francis Hilly, Minister for Home Affairs. Mr Hilly himself represents a Western electorate.

The West Solomons is the most commercialised part of the country, with both large copra plantations and large-scale logging operations.

Partly as a result of this, it also has the greatest area of alienated land of any part of the Solomons. Melanesian attitudes towards land alienation being traditionally strong, this issue continues to be a sensitive one.

There is the further complication that it is the area of the controversial settlement by the former British administration of Micronesians from the Gilbert and Phoenix Islands during the 1950s. Whether any of the mutual antipathy felt between some Micronesians and some Melanesians in the West is widely based is not clear. But the tip of a possible iceberg of racial disharmony has certainly been sighted more than once.

Westerners are also upset that despite the fact that theirs is the most commercially productive area, they have not been receiving the development funds they feel they need. They complain that although they bear a greater share of the tax burden, their taxes are going to develop other areas. (A recent government survey showed that the average Western Solomon Islander in employment earned close to twice as much as the national average.)

The dispute has led to hasty

rounds of meetings between the government, the Western Council executive and the boycotting Western members of the Legislative Assembly. There have been threats that the Western Council would boycott the independence celebrations, and that it might even make a unilateral declaration of independence.

It is clear that no matter what immediate measures are taken, the basis for Western dissidence will continue long after independence.

NEW PNG OPPOSITION

Papua New Guinea had a new Opposition when the National Parliament resumed on May 23.

The Opposition — the Peoples United Front — has defined its responsibilities as "to oppose, to expose and to depose," and announced immediate planning for an alternative national development policy.

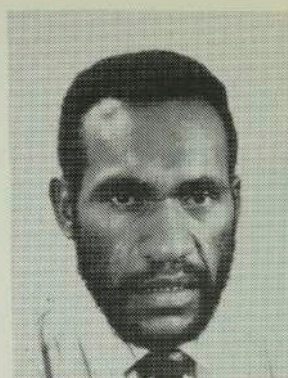
But there is already some questioning of how well the controversial new Opposition leader, Mr Iambakey Okuk, will be able to maintain unity and control in what is a very mixed political group.

There is speculation, too, on the extent to which the obviously aggressive attitude being planned by the Opposition could influence government policies.

Mr Okuk, 35, a former motor mechanic, comes from the Chimbu area of the PNG Highlands and has been an MP since 1972. He has ousted Sir Tei Abal from the leadership.

The nucleus of the new Opposition is drawn from former United Party members, from Mr Okuk's own United Front, from the Papua Besena group and from an assorted collection of independents. The previous political attitudes of some of these members were often poles apart, and this has contributed to speculation that Mr Okuk may strike trouble holding the group together.

Personally and politically, he is one of the most controversial figures in parliament. He was



Mr. Okuk

a former minister in the Somare Government — first for agriculture and later for transport — but he was dropped from cabinet after falling out with the leadership.

This drove him by fairly gradual stages into hard opposition, culminating in his successful bid for leadership of a new look opposition.

Another controversial figure in the new Opposition is Sir John Guise, once a government minister and who later resigned as Governor-General to re-enter politics. Mr Okuk and Sir John both tend to be at odds with Prime Minister Somare, in contrast to the friendship-in-opposition which marked relations between Mr Somare and Sir Tei Abal.

The complexity of the group is heightened by the inclusion of Miss Josephine Abaijah's Papua Besena, a group inherently out of step with highland-inspired politics.

Mr Okuk believes he will produce "the first effective Opposition this country has known". His supporters said this soon after his appointment was confirmed.

They said he was concerned that the previous opposition had bowed too often to government policies and had been ineffective in its watchdog role.

Sir Tei Abal has described as "outrageous" his displacement from leadership. He claimed the speaker, Mr Dibela, has made a serious error in recognising Mr Okuk as the new Leader of the Opposition.

Sir Tei said he would test the matter in parliament. He would also demonstrate the

support available from members which he believed entitled him to retain leadership of the opposition.

NORFOLK TALKS GUNPOWDER

There is more than a whiff of gunpowder to a statement forwarded in April to the Norfolk Island Council by the Society of the Descendants of the Pitcairn Settlers.

The statement is peppered with phrases like "campaign of resistance", "any confrontation that may be necessary", and "all means at members' disposal".

In one of the latest moves in the campaign against the perceived threat of an Australian take-over of Norfolk, the society declared:

"Following the visit of the Minister for Home Affairs, Mr R. J. Ellicott, QC, MP, members of the Society of the Descendants of the Pitcairn Settlers wish to make known to Council their reactions to statements made by the Minister with regard to the future of Norfolk Island.

"Firstly, we object strongly to the refusal of the Minister to acknowledge:

1) That the Pitcairn people are an ethnically distinct race of people.

2) That the Norfolk Island community is historically and politically distinct from the Australian mainland community.

"Secondly we note with considerable alarm the apparent intention of the Minister to recommend the integration of Norfolk Island into Australia without the prior consent and endorsement of the people of Norfolk Island.

"Our society has resolved to resist any such action by all the means at the members' disposal. We intend to call upon the Norfolk Island community to begin immediate preparation for any confrontation that may be necessary with the Australian authorities."

For his part, Mr Ellicott has expressed his "surprise" and "disappointment" at a report he had received of an April 5

resolution of the Norfolk Island Council.

The resolution had noted "a sharp increase in community anxiety that Norfolk Island will be denied a fair role in determining its future", "a strong apprehension that our historical and political rights are about to be brushed aside", and "a deep and widespread determination in the community to resist to the full the implementation of any Australian government decisions about the Island's future inconsistent with the solemn declaration and lacking the community's prior formal consent". (The "solemn declaration" referred to was made in May 1977. In it a claimed 67% of Norfolk electors declared for a "distinct and separate" status for the island in relation to Australia.)

Mr Ellicott claimed the resolution and debate on it "misinterpreted" and "misrepresented" his comments during his March visit. He promised to make an early return visit to the island "to announce the government's views".

True to his promise, Mr Ellicott returned to the island — on May 9 — and announced that the government had decided to give Norfolk limited self-government. The island would also be excluded from Australian taxation and social service and there would be no income tax, sales tax and customs duties.

Some hailed this as a decision to allow the island to continue as a tax haven but, so far as overseas companies not genuinely operating from the island are concerned, they are barred, in accordance with the government's decision some time ago to close down the tax haven.

The island will be governed by a locally-elected legislative assembly and the federal government will pay for maintenance of the Administrator and his staff.

Mr Ellicott said the government recognised the special situation at Norfolk, including the special relationship of the Pitcairn Island descendants to the island, its traditions and



An anti-Henry demonstration

culture. The government was prepared, over a period, to move towards a substantial measure of self-government for the island though it would remain part of Australia. That, however, did not require Norfolk to be regulated by the same laws as regulate other parts of Australia.

So it looks as if Norfolk folk can breathe again — almost.

A COOKS-NZ SHOWDOWN?

It is not the officially confirmed Cook Islands Party majority of 15-7 in the House of Assembly (PIM, May, p6) that is challenged by the bitterly disappointed Democratic Party, but the methods used to obtain it, writes a PIM correspondent on Rarotonga.

Before the March 30 election the CIP held 14 seats and the DP eight.

DP supporters in Rarotonga are savage about the election results, claiming that if Premier Sir Albert Henry's CIP had not brought in six planeloads of CIP supporters from New Zealand the Democrats would have won.

The DP itself flew in two planeloads of their people who had to pay their fares in full, while the CIP passengers paid only a nominal \$20 each, the balance being met by the CIP from as yet unknown financial sources.

On April 1, a Saturday and a busy shopping day in Rarotonga, DP supporters staged a 350-vehicle motorcade that travelled from the Arorangi

district to Avarua in a show of force. They tried to show Sir Albert and his CIP supporters that the CIP was not a popular government.

According to the DP weekly news-sheet, Weekender, this demonstration was "probably the largest demonstration of support for any political party in the history of the Cook Islands."

Weekender added: "Because the Democratic Party has to raise its funds with honesty and pride, it has been denied its rightful place in government."

"Because the CIP can run to its rich American friend, Finbar Kenny (the financial power behind the Cooks philatelic operations — Ed) it can fly its free voters around the Pacific at its pleasure."

Taking up the story from the New Zealand end, William Gasson writes from Wellington: In the wake of the Cook Islands poll, ripples of controversy are spreading like tsunamis between the shores of the Cooks and New Zealand.

At the heart of the controversy is the question: where did the estimated \$300 000 spent on Sir Albert Henry's special voter flights come from, out of the Cooks' population of 20 000?

Prime Minister Muldoon is concerned that the money might have come from the \$6 million his country gives each year in various forms of aid. About \$3 million is given in direct grant form to help the Islanders balance their budget. The remainder is in the form of technical types of assistance.

POLITICAL CURRENTS

The New Zealand Cabinet has already made a close examination of the 1973 exchange of papers between the late Prime Minister Norman Kirk and Sir Albert outlining the principles of the relationship of free association between the Cooks and New Zealand.

A key element in the documents is Sir Albert's undertaking that the Cooks would "uphold in their laws and policies a standard of values generally acceptable to New Zealanders." It was in some part in return for this undertaking that Cook Islanders were granted New Zealand citizenship.

Mr Muldoon has said he was sure there were people who would argue that the 1973 undertaking had been breached by the action involving the special voters' flights. He said this matter would be given formal consideration by Cabinet.

On the question of the financial inquiry being conducted in the Cook Islands by New Zealand's Auditor-General, Mr Muldoon said:

"I intend to go ahead with this inquiry, and as far as Sir Albert is concerned he knows the position. It has been put to him by Mr Talboys, the Deputy Prime Minister, that if he has any complaint against New Zealand there is an open invitation for him to declare the Cook Islands totally independent.

"He keeps making inflammatory statements. The solution is for him to declare the Cook Islands totally independent and we would put that in train the next day."

Sir Albert responded with another "inflammatory statement". Said he, in a television interview in New Zealand: "I am sick and tired of it. I am not a colonial bum.

"If he (Mr Muldoon) wants to keep his \$3 million, let him keep it. I can get \$3 million from somebody else."

He said Mr Muldoon would not be allowed to investigate anything in the Cook Islands other than New Zealand money, adding emphatically: "He won't be allowed to investigate the Philatelic Bureau."

MARA WARNS OF BLOODSHED

Better racial relations could be achieved in Fiji if there was a frank and honest revelation of the fears held by various racial groups, Prime Minister Ratu Sir Kamisese Mara said when revealing a four-point plan to foster multi-racialism. Although nowhere in the world had a blueprint for a solution to racial problems been found, there had been some successes.

Ratu Sir Kamisese said he believed that given developments such as outlined in his plan, everyone could look forward to a better Fiji for all. The four points were:

- A completely frank and honest revelation of the fears of each racial group, and tolerant listening by all parties;
- Better distribution of the use of resources and wealth;
- Increased opportunities in agricultural and industrial investment leading to job creation and worldwide markets;
- A genuine readiness to give and take by all races in promoting racial harmony through their leaders in politics and religion.

Ratu Sir Kamisese avoided any reference to an earlier statement he made in parliament that "blood will flow," when speaking during a debate on a motion to give financial help of more than \$1 million to the Native Land Trust Board. He was reflecting the feelings of the Fijian people who regard their land as their most precious asset. (Fijians own about 83% of the land in Fiji, much of it mountainous and of little use. Much of the best agricultural land has been alienated.)

In that speech Ratu Sir Kamisese raised points about Fijian land, which had been the subject of public debate for many years.

Ratu Sir Kamisese asked: "Why do Fijians feel so emotional when the question of their land is discussed in this House?"

Answering it himself, he said that the Fijians had given everything away at Cession in 1874 when they gave all their

land to Queen Victoria. They expected nothing more than to be subjects of the Queen, and she had every right to do what she wanted with the land. But she gave it all back.

"If people, citizens of this nation, do not understand the deep emotional feeling of the Fijians, they should know now because if they tread on it and hurt it blood will flow in this country," he said.

"Whether it's Fijian blood, Indian blood, Chinese blood or anyone's blood it's wrong — it shouldn't happen," he said.

The Prime Minister's remarks drew fire from several quarters. He defended himself later at a news conference, saying it was his duty to warn of the danger of bloodshed in Fiji over the land issue.

Ratu Sir Kamisese could possibly have chosen other words. But he was only saying what many Fijians have been saying privately and, indirectly, in public, for years about land.

AN OPENING IN HEBRIDES?

New internal and international developments have brought significant changes to the New Hebrides' long-simmering political crisis.

Most important, meetings in early April between the government of Chief Minister George Kalsakau and the Vanuaaku Party leadership resulted in a series of agreements which could lead to new elections and settlement of the unresolved question of which parties have majority political support in the country.

It was agreed at the talks that there should be an electoral registration process lasting 10 to 15 months. (Some elements within the Kalsakau ministry believe that the present government should run its three-year course, and should only go to the polls after a full demographic census, which would take at least three years).

It was also announced that the Vanuaaku Party had agreed to join an ad hoc committee on electoral reform, and would consider joining the Kalsakau ministry.

PNG: AGAIN THAT BORDER

Papua New Guinea has threatened to burn down anti-Indonesian rebel camps which it concedes are established inside its borders, writes Gus Smales from Port Moresby.

But it has given the rebels time to shift out first — provided they move in a hurry.

The ultimatum was delivered at secret talks in Port Moresby in April with two rebel leaders who were specially flown from the border airport at Vanimo. The men were Jacob Prai, who calls himself president of "the new de facto government of West Papua", and Seth Rumkorem, self-styled brigadier-general, once known as president of "the provisional government of West Papua".

Whatever may be the rights or wrongs of the rebel cause, it is small wonder that PNG, anxious to keep happy relations with Indonesia, has found itself in continual bother. On the home front there is the emotionalism bred by a real sympathy for the rebel cause, by a degree of family relationships along the border, and by a grassroots distrust of Indonesian strength.

To top it all off, PNG is consistently subject to the pinpricks of Indonesian diplomacy if something happens along the border for which Indonesia expects an explanation.

There are two recent examples of this. One was a formal request from Indonesia that seven PNG residents named as ministers of the rebel government of Jacob Prai should publicly declare the direction of their loyalties.

The Indonesian requests were dealt with by PNG's Foreign Minister, Mr Ebia Olewale, in early May.

Of the West Irianese "ministers," he said that they had already affirmed their loyalties to PNG when they were first permitted to live in the country. He did not believe they should have to reaffirm their positions.



From the ISLANDS PRESS

"A holiday for the elite?" asks Bishop Henry van Lieshout in a message in the Lae Nius.

So, Friday we all will have a holiday to celebrate the introduction of Provincial Government in the Morobe Province. Great!!! But business people will have to pay the bill. And who will benefit from this free day? Mostly people in the towns and the school children in the rural areas. The sad thing is that the majority of the people in the Morobe Province are not aware of this new form of government or what it means ...

From an interview by the Cook Islands News with the Premier, Sir Albert Henry:

... Sir Albert concluded by saying, "I love this country of ours and everything I have ever done has been to try and make it better, though I'll admit that sometimes it might not have seemed that way on the surface ...

From a letter from the Asaro Mudmen Group in the Papua New Guinea Post-Courier:

We, the true fathers of the Asaro mudmen of Goroka would like to air our views to the Government. These Asaro Mudmen do not belong to anyone else but are unique to the Asaro area only ... We would like to know who gave permission for men to make mudmen in Port Moresby. We, the true people behind Asaro Mudmen never heard anything about it. We would like to ask the government to stop mudmen performances in Port Moresby because the tourists come to Port Moresby and see mudmen there instead of coming to Gomunuie and Genetisaro village in Goroka.

From an interview in the Micronesian Independent with traditional navigator 78-year-old Tarkwon:

"... We sailed not with compass or sextant. We sailed by the waves. The waves tell me where I am at all times," Tarkwon explained. "Each island sends back a different wave, and a different swell. Waves bend around islands and atolls like the whorls in fingerprints. Waves bounce off landfalls," Tarkwon said. "We navigators know every wave pattern, know every island by the waves of each island. Put me anywhere on any ocean as far from land as you can get and I will find land on the quickest, shortest path."

A letter in The Norfolk Islander from Jack Hayes commenting on the Australian "takeover" of the island:

With the word "violence" being bandied about the island, I would like to say that if a matter is important enough and no other way seems possible, then fight for it. I consider myself a peaceful man and in the sixty years of my life, the last ten on Norfolk, I have found that if you do not stick up for yourself and if need be fight for your rights, you will be trampled on. Big countries do it, including Australia, so why should Norfolk Island be any different? In nine cases out of ten the very fact that one is willing to fight for their rights is enough, but if it comes to the crunch, then fight — violence or not.

From Tohi Tala Niue:

When the Public Works Department failed to scrape up \$800 to renovate and repair a house for the new manager of the Niue Development Board, the government put the manager and his wife in the hotel. An arrangement which kept the Public Works

accounts tidy. Harold Stretton and his wife comfortable and seemed to solve the problem for the government. However, the bill the government will now have to pay for over two months accommodation for the couple will be three times the cost of doing up the vacant house in Aliluki.

From the Fiji Times:

Cop-bashing is a particularly stupid crime. Violence, brawling and street-fighting are to be abhorred in any circumstances. People in Fiji accept it far too casually, condoning fist fights and similar demonstrations as an almost normal part of living.

From Hailans Nius:

The people of Kuli area in the South Wahgi Anglimp Electorate are preparing for the Moge (a big pig-killing feast) which is planned for later this year. This is a festival which is held once every 10 or 20 years. It has taken the people more than 10 years to prepare for this feast, as they first started planning it back in 1968. As part of the preparation the people had to build long singing houses (some 200 metres long) raise pigs to kill and collect Bird of Paradise feathers to dress themselves. So that the feast will run smoothly, the Village Court officials in the area announced that anyone found intoxicated or in possession of any type of alcohol during the singsings and feasts will be charged.

From the Lae Nius:

Villagers from Yanga near Lae in the Morobe Province have called on the National Government and the leaders of the Evangelical Lutheran Church of Papua New Guinea to pay compensation for the land on which Malahang Plantation is situated. The leader of the village, Mr Mambob Bumalum, said the early German Missionaries to Lae gave four cows as payment for the land. Mr Bumalum claimed that the Yanga people could not eat the four cows because they had to flee into the mountains when World War II broke out. "We could not eat the cows because the Japanese occupied Lae and used our cows for food", he said ...

From an editorial in The Fiji Times on a judgment by the Chief Justice quashing a court order for the destruction of a dog which had bitten a girl:

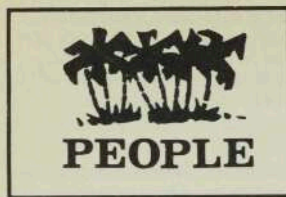
The fact that even a dog can have a fair hearing in our highest court of law, and by none other than the Chief Justice, speaks volumes for our system of justice and the learned men who are its guardians. Today, we salute the Chief Justice, Sir Clifford Grant, who, in keeping with the highest and noblest traditions of British justice, gave Sandy and its devoted owners a fair trial and justice tempered with mercy and compassion.

From the report of a house fire in the Tonga Chronicle:

... When the fire engine first arrived it took 10 minutes or so before it ran dry. On its way to be refilled the fire engine's wheels got stuck in a mud pool near the burning house and onlookers had to help it out. Half an hour later the firemen returned to the burning house which left little to be extinguished.

From an editorial in the Norfolk Island News:

... Australia has no clear title to ownership of Norfolk Island, only the authority to administer it. In 1975, R. J. Ellicott QC studied Australia's position and pronounced, in a signed legal opinion, that Norfolk is a separate and distinct settlement, which could be annexed into Australia only by an Act of the British Parliament. He said that Australia's position is not that of owner, but is akin to that of a trustee who should administer only for the benefit of the Island and its people. In October, 1977, R. J. Ellicott, QC, MP, told Norfolk Island councillors that he had no objection to their making the fullest use of his signed legal opinion in their effort to prevent the Island being taken by Australia. In March, 1978, Hon R. J. Ellicott, Minister for Home Affairs, abandoned those principles. "This is Australia," he told the people of Norfolk. He alluded to his personal power over here. His very presence demonstrated Australia's authority ... "a Minister of State is here ..." he said. The people of the Island who had placed their last, best hopes on this man of principle felt their hearts sink.



When Tonga's Parliament convenes again in June, its members will include the first woman commoner to hold office since King George Tupou I introduced a British-type parliamentary system in 1875. The history-maker is Papilola Foliaki, wife of the kingdom's Director of Health and great-granddaughter of P.S. Bloomfield, who settled in Tonga as a trader in the 1840s and became the first American Consul there. Backed by a dedicated and enthusiastic committee, Papilola mounted a multi-faceted, much-discussed campaign which reached into every corner of her 11-candidate electorate — largest and most widespread of the three districts, embracing the main island of Tongatapu, plus the islands of 'Eua, Niuafoou and Niuaatoputapu.

The sheer ka-pow of her campaign, and the explicitness of her platform aroused unprecedented interest among Tonga's traditionally somewhat apathetic voters and sent record numbers of them to the polling booths on April 14, to romp Papilola into office — only 470 votes behind the No 1 sitting member for Tongatapu, and 2 662 ahead of the third seat winner, ex-Deputy Commissioner of Inland Revenue, Lupeti Finau.

Papilola has committed herself to seeking old age benefits for all over 65, as a follow-on to the recent introduction of PAYE taxation; universal instead of selective expense coverage for patients requiring overseas medical referrals; wider dissemination of government information and involvement of relevant non-government people in decision-making affecting development programmes and allocation of overseas aid funds, and wider scope for local private enterprise businesses, with less government control and more con-



Papilola Foliaki

structive encouragement for entrepreneurial initiative.

In addition to being a triple-certificated nursing sister and mother of five children aged 11 to one year, Mrs Foliaki is also the single-handed creator of Nukualofa's efficient and thriving Hala Tukutonga suburban bus service and founder of a scholarship trust which guarantees the cost of school fees and textbooks for gifted children of needy families. She is also concerned to extend the work being done by the Tongan Red Cross on behalf of handicapped children and is currently undertaking a personal village-by-village survey to pinpoint the unknown number of mentally and physically handicapped adults in her electorate, with the aim of establishing another trust to provide residential treatment and rehabilitation facilities in association with Vaiola Hospital. And she has publicly guaranteed the whole of her parliamentary salary to the furtherance of this project. In another "first", she has set up a Member's Office in Nukualofa to which, two days a week, her constituents can bring their problems, their complaints, their requests for information and their own ideas about Tonga's present and future needs.

A former staff-sergeant with 17 years experience in the security service of the Royal Canadian Mounted Police has been appointed security director of Tonga's controversial new Bank of the South Pacific.

The man, Ed Hameluck, was offered the job by the bank's governor, John Meier, a former

aide of the late American billionaire recluse, Howard Hughes.

Meier came to Canada from the US in 1972. He is wanted in the US on income tax charges involving millions of dollars.

Hameluck resigned from a \$C24 000 job with Vancouver province's Co-ordinated Law Enforcement Unit to take up the new post. He said he would "make a little more" than his former salary in the Tonga job.

According to Hameluck, his first job as security director will be to ensure that security at Tonga's international airport meets North American standards.

Among BoSP plans in Tonga is a project for extension of the airport.

Hameluck said he will be based in Vancouver and will travel between there and Tonga.

Kelepi Liongitau, 41, from Kolomotu'a, Tonga, made history of a sort recently when he became the first Tongan to undergo brain surgery in his own country. In the past Tongans suffering from such complaints had to go overseas for surgery. Treatment for Kelepi in Tonga was made possible through the presence of a New Zealand Army medical team, which included a neurosurgeon, Major Graham Martin, an Australian.

The Rev Father George Gallet, SM, has been appointed honorary consul for France in Tonga. Father Gallet, a Frenchman, was born in 1909 and went to Tonga in 1937. The appointment was proposed by the French Government and was approved by King Taufa'ahau Tupou. Tonga and France have maintained cordial relations since they signed a Treaty of Friendship in 1855. Father Gallet is a popular figure in Tonga and has given faithful service to all Christian communities.

Mr Edward J. Daly, an American business tycoon, has offered to pay for five four-



Angelyn Tukana, 21-year-old Buka islander (pictured) spends most of her working life above the clouds. She's a hostess with Air Niugini and figured in the January PIM as holder of the Miss Papua New Guinea title. She'll be really flying high in June on her way to Manila to compete in the Miss Asia Quest. Then it's on to Mexico for the Miss Universe Quest and, after that, London for the Miss World crown. Angelyn was voted Air Niugini's Air Hostess of the Year 1976.

year scholarships for five Western Samoa students at the University of California. Mr Daly, chairman of the board and president of World Airways Inc, made the offer at a dinner at the Prime Minister's residence. The scholarships will be in the names of the Prime Minister, Tupuola Efi, Cardinal Pio, and the cardinal's private secretary, Father Adams. Mr Daly was in Apia for the dedication of the Fetu-o-le-Moana building (a meeting, accommodation and office complex) at Mulivaito, to which he had given a substantial sum of money, and to see what could be done to renovate and maintain St Joseph's retreat house at Vaoala.

Fingering the illegal voter

Electors voting for Port Moresby City Councillors in May had the little finger of the left hand marked with indelible ink.

And if they refused to allow the branding, they were not allowed to vote. The ink was "Bluish, like a tattoo" and showed up equally well on the fingers of black or white voters.

But the only whites who get votes in Papua New Guinea now are those who have taken out citizenship.

PNG authorities used the finger-branding to prevent possible ballot box corruption.

Allegations of multiple voting under assumed names were made after last year's parliamentary elections.

The Electoral Commission used the finger-branding procedure as a trial run for similar procedures at future provincial government and national elections.

The Electoral Commissioner, Mr James Mileng, said the type of ink used had been tested at Elections in Sri Lanka and India. PNG had drawn on the expertise of those countries to plan its own procedures.

The ink left a distinctive mark on the finger for several days, — long enough to outlast the two days of the council election.

Mr Mileng described the branding as one of several moves to "tighten the integrity of the ballot box" in PNG. Another, he said, was prior enrolment followed by production of an acknowledgment card.

At last year's National Elections unregistered voters were permitted to register directly at the polling booth when they came to vote. This led to the possibility of abuse, particularly as many Papua New Guineans sometimes legitimately used different names on different occasions.

Any abuse which might have occurred was not widespread, but the government has been anxious since then to close

potential loopholes.

The Electoral Commission published a large newspaper advertisement assuring electors that the branding ink "is not harmful to the skin, and is well tested".

The idea is nothing new in Fiji and branding voters has been carried out at elections. The ink takes weeks to wear off.

Fiji's new games stadium

A magnificent sporting complex at Buckhurst Park, Suva, will serve Fiji for many years after the 1979 South Pacific Games are over. The park will be the headquarters for the Games.

The Fiji Government has allocated more than \$3 million for the sports complex. Existing facilities, including the grandstand which lost its roof during a hurricane, will be demolished. The new grandstand will have seating for 4 250 spectators and provision has been made to add seating for 750 more.

The grandstand will house changing rooms, showers, committee rooms, stores, games control room, toilets, refreshment areas, police and ambulance rooms, and radio, television and press facilities. Included in the project are a gymnasium and tennis court.

The Buckhurst Park set-up will allow the organising committee to schedule most of the events at the park. Some of the suggested events, such as golf and yachting, of course, will have to be held at other venues. At the first SP Games, in 1963, although Buckhurst Park was the headquarters many events were held at other parts of Suva and one rugby match was played at Lautoka.

Although the 1979 Games are still more than 12 months away, the organising committee is confident there will be more than 2 000 taking part. This will create a tremendous strain on accommodation and catering facilities. However, with University of South Pacific dormitories and back-up accommodation from three

nearby schools there will be room for everybody. All accommodation will be within walking distance of Buckhurst Park.

Catering will be a tremendous problem. Already the organisers have estimated they will have to provide more than 100 000 meals. Fortunately, Fiji has set up a hotel and catering school since the 1963 Games, and 146 students from there will be a big help in an enormous task. The cost has not yet been worked out, but it is considered almost certain that it will be more than the \$5 a day charged at the Guam Games in 1975.

Naturally, no country or territory has yet picked its teams, but two have given some indication of the numbers. Tonga has suggested she will send about 120 — she sent only three to Guam. Western Samoa has indicated something like 300.

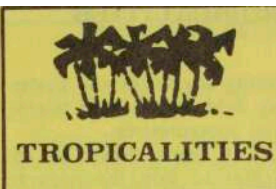
The 1963 Games, as a pilot project and with very few experienced officials available to get them "off the ground", proved a huge success. In 1979 they should be even better. Certainly better than the last Games at Guam.

A guide to honesty

Ministers of the Crown in Fiji have to be careful about outside financial interests. The Prime Minister, Ratu Sir Kamisese Mara, in a booklet headed *Notes for the Guidance of Ministers*, sets out the standards he expects, and says that ministers are expected to devote the whole of their time to the duties of office.

Ministers are required to reveal to him, personally, details of all their shareholdings and directorships in Fiji and overseas. They have to confirm they do not hold directorships in corporations, other than those directly connected with their families or with charitable organisations.

Ratu Sir Kamisese, when he receives this information, will decide whether there is a conflict of interest between ministerial duties and business interests. While a minister con-



tinues to hold office it is his duty to ensure that a situation does not arise where personal or private interests interfere with the proper performance of his duties.

As the ministers are required to give all their time to their official duties it is necessary for them, when appointed, to divest themselves of any outside interests which might conflict with public responsibilities. That requirement will continue while they hold office.

"As far as private business and professional practices are concerned, this ruling should be interpreted as requiring a severance of active connection", the booklet says.

Set out are rules of obligations which, if breached, may lead to a minister's removal from office.

Apart from resigning all directorships, except those in family or charitable organisations, these rules require ministers, on taking office, to resign any posts held in trade unions, not to enter any transactions in which their pecuniary interests might conflict with their public role, not to use any official information which comes to them as ministers to further their own or their friends' interests; not to use their position or influence to support private interests; and not to use their influence to admit or promote people in the public service.

Ministers are also barred from accepting gifts or favours from people negotiating any sort of contract with the government. They are prohibited from practising any journalism while holding office, or communicating with the press in anything but their official capacity. Ministers are also advised to use the strictest discretion in deciding, in circumstances where their private interests and public duty may conflict, whether to continue

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holding any stocks and shares they held before their ministerial appointments.

It all boils down to an attempt to stop the jiggery-pokery which goes on in Fiji and, probably, every place under the sun.

Ratu Sir Kamisese's opposite number in Papua New Guinea, Mr Michael Somare, will applaud. He might even ask for a copy of the booklet!

Vive le tamouré!

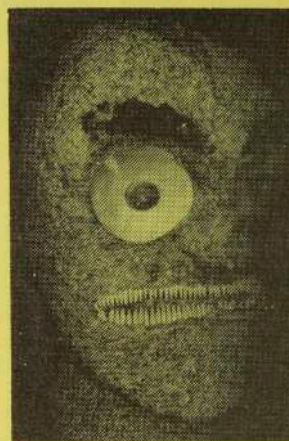
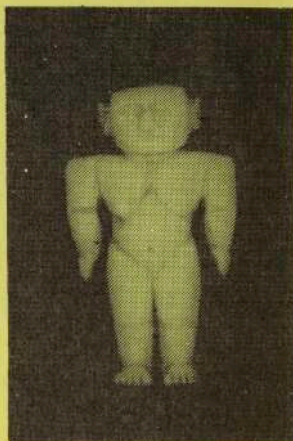
When Tahiti travel agent Gerard Gilloteaux brought the Tahiti Nui dancers to Australia recently, the islanders brought a crowd-stopping new rhythm to the streets of Melbourne and Sydney.

The 13 dancers and musicians were accompanied by Miss Tahiti, Therese Amoux. The Tahitians obviously sent many Australian hearts and feet beating in the right direction: the day they performed in Sydney's Martin Plaza there was a stampede to the nearby tourist booking office of the Club Bed — oh, pardon! — Club Med. That afternoon the office received a dozen down-payments on holidays to the Club Mediterranean resort village off Tahiti. Vive le tamouré!

UFO over Rarotonga

Two small groups of people stood outside a cinema in Avarua, Rarotonga, on the warm evening of Sunday, April 16, 1978. It was 7.35 pm. Most of them were standing on the inland side of the coastal road, chatting and waiting to go inside to see a special screening as they were members of a private cinema club. On the opposite side of the narrow road was a smaller group, some seated in cars and others standing and talking.

Maui (Nicky) Teokotai Mataiti, a 14-year-old Cook Islander, was gazing inland



These are two of Captain Cook's "artificial curiosities" which the explorer and his men collected on the three historic voyages. Left is an ivory image from Tonga, now in the Museum Fur Volkerkunde, Vienna, and, right, a fearsome Hawaiian feather image, which is in the same museum. They are two of the 400 artifacts to be seen in an exhibition which is being held at the Bernice P. Bishop Museum in Honolulu to commemorate the 200th anniversary of Cook's visit, and subsequent death in Hawaii. The exhibition will close at the end of August.

when he saw a bright-coloured object flashing through the sky towards them. It seemed to be curved, like a rainbow, but it was not a rainbow and it was not a shooting star. Nicky had seen plenty of both. It appeared to rise higher in the dark sky and it was blue on top, white in the centre and dark blue to purple below.

He slapped his friend standing beside him on the shoulder and pointed upwards. "Look there!" he shouted. William Harold Percival, almost 19, stared skywards and saw an object he described as a huge, bottle-green sphere. To him, it appeared to be travelling slowly. Suddenly, flames spurted from it and it disappeared from sight behind the roofs and trees lining the beach side of the road. William said it was on a diving angle and thought that it had crashed into the ocean. He checked his wristwatch. It was 7.35 pm.

Mr Michael Bennis, manager of the government-run Cook Islands Liquor Supplies on Rarotonga, was standing on the other side of the road with his wife and other members of the cinema club. He glanced up and just had time to see a greenish flying object pass between the tree tops before it disappeared from sight.

"It wasn't just green," he said. "It had many colours."

Bennis, an ex-RAF fighter pilot, said the object was travelling much faster than any plane he knew of and, if it were a plane flying at that speed and angle, it must have crashed into the ocean.

"But it could have been something else other than we comprehend," he added. He said that he was the only one of his group to sight the object because the others were looking the wrong way.

April seems to be one of the prime months for sighting UFOs over Rarotonga. Previous sightings occurred on April 17, 1977, and in April, 1975.

Brides in the market place

Roman Catholic bishops in Papua New Guinea and the Solomon Islands want the governments of their countries to set a limit on what a man pays for his bride.

Women are being bought and sold like animals and the negotiations have all the trappings of a market place, the bishops were told at a recent conference.

Bride price is the traditional handing over of gifts and money to the tribe or family of the bride. It was originally part of a ceremonial token of responsibility and was not supposed to be a purchase price.

But the Archbishop of Port Moresby, Archbishop Herman Topaivu, told the Conference of Bishops that the traditional meaning of the bride-price ceremony had been forgotten.

Instead families and tribes were using their young women as a commodity to be sold to the highest bidder. What was once a ceremony with very deep meaning had become just another opportunity to make money.

Archbishop Topaivu said he did not believe the ceremony and the payment of bride-price should be abolished because it could play a valuable part in strengthening marriage bonds. But the people should be re-educated to give the ceremony its old meaning.

Governments could help by setting limits on the value of money and goods handed over.

The bishops, who were meeting on Bougainville Island, endorsed his remarks.

Some recent bride-price ceremonies in PNG have involved amounts of more than \$12 000.

An El Dorado for the Tongans

Tongan workers, lucky to earn about \$7 a week in their own country, must regard New Zealand as an El Dorado where they can earn anything between \$100 and \$150 a week. Tonga has benefited considerably from the efforts of about 200 Tongans who worked in New Zealand over about four years under a Tongan-Catholic scheme.

They went home with about \$800 000 in cash, plus a big quantity of machinery, out-board motors, tools, spray equipment, building materials, furniture and, most important, knowhow and experience.

Sixteen men worked in a wool-scouring plant in the

Auckland suburb of Onehunga in an 11 months' stay. It's a job NZ's locals don't like. The factory manager of the plant said he had found the Tongans reliable workers, who turned up regularly and did an honest day's work. They had a Tongan permanent resident as foreman so there was no language barrier.

Their jobs were rotated to ensure nobody was stuck with a boring job. In shift work, in which the scour operated 24 hours a day, it was important that every man pull his weight. The men in the 11 months earned every cent they could.

The success story for the Tongans of working in the wool scour is a positive form of assistance to a developing country, according to Mr Basil Hafoka, an Auckland architect, who is in charge of the scheme. In 1974, he hammered on doors for two weeks before a breakthrough in the wool scour.

The men live at a Catholic hostel about 5 km from their work — and they walk to work.

Knock, knock, is this our 'ouse?

The Papua New Guinea Housing Commission has admitted it is not too sure how many government houses it has on its books. And neither is it too sure who all its tenants are, or whether the occupiers of some houses have any right to be there.

The Housing Minister, Mr Kavali, has announced a surprise stocktake of the Commission's houses and flats and a check on occupancies.

The operation, which he described as "a complete physical stocktake" began late in April in Port Moresby and will spread to other parts of the country.

Investigators will knock on doors, visit offices and make telephone calls in their move to bring the books up to date.

The Housing Commission has two major functions — to provide houses for government officers and to provide houses for private rental and purchase.

It was disclosed that Cabinet had become concerned that there might be misuse of government housing, and had been unable to obtain accurate records.

Mr Kavali said doubt existed about the actual number of houses, their locations and types, the identity of the people occupying them, and tenancy, maintenance and rental records. This could allow the misuse of national assets, and for that reason the government had decided to undertake a check.

Moorea's pistol-packin' Momma

A lady from Dallas, Texas, caused quite a stir when she arrived wearing a gun at the Club Méditerranée establishment on Moorea, French Polynesia, recently.

The lady, aged about 65, was relieved of her weapon by the staff, to her considerable annoyance. She said she needed it in case "the natives gave trouble." In Africa she employed armed bearers to keep the "varmints" down, she said.

Having failed to read the club's brochure, she did a lot of complaining: "I am used to luxury; I have travelled the world and for luxury, Dallas is the only place to live."

Telling the story, Australian journalist Evan Whitton records the comment of a fellow American, also a guest at the club. This lady was a copying-machine executive from Los Angeles, Joanna Burton-French. Said Joanna: "I have been to Dallas, and Dallas is crap."

Wrangle over a Fiji island

The National Trust of Fiji wants to turn Nukulau Island, near the Rewa River delta into a national park, but Fijians of Vutia in Rewa Province have other ideas. They are from the *mataqali* (sub-tribe) Vutia, and claim that Nukulau belonged to their ancestors, who were

part of the *yavusa* (tribe) Naocodogo, a major *yavusa* in Rewa Province.

Apenisa Seduadua in 1964 started a campaign for recovery of the island, claiming the Vutia people needed it for economic survival ahead of a national marine park. He set out to recover the island, and his claim is still under investigation and research.

Apenisa is a direct descendant of Ro Qarawalu, a Rewa chieftain, who persuaded the principal chief in Vutia to give a lease of Nukulau to Mr John Brown William, an American. This happened in the 1830s. In 1844, William became American Vice-Consul for Fiji and the people of Vutia built a store and consulate for him on the island.

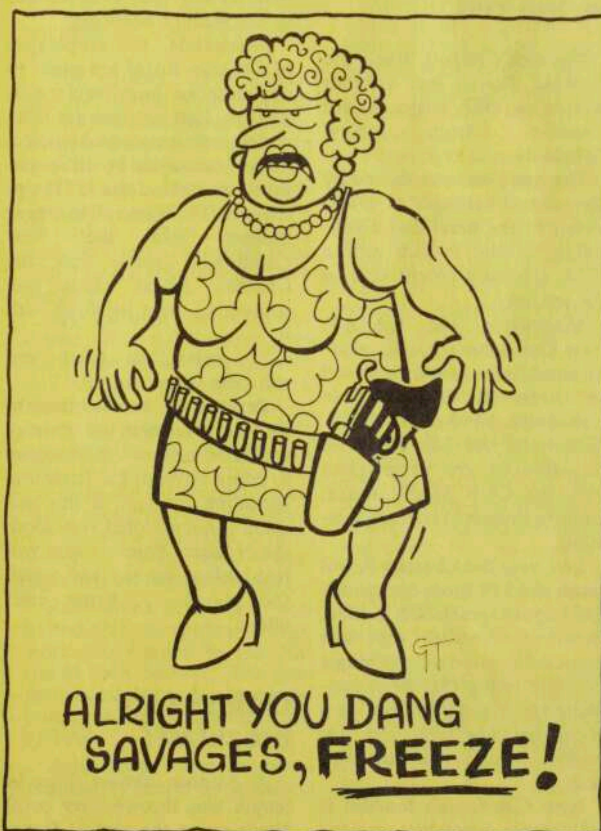
Still later, Ro Qarawalu, without approval from the Vutia people, gave Nukulau to William in exchange for guns, ammunition, tobacco, and other goods. When the people of Vutia found out, they were furious and set out to kill Ro

Qarawalu, who fled to the hills.

Ownership of Nukulau by William was possibly the direct cause of Ratu Seru Cakobau ceding Fiji to Great Britain in 1874, after William kept dunning him for money. On July 4, 1849, William invited Fijians to Nukulau to celebrate America Day. During these celebrations a cannon back-fired, ripping off a gunner's arm and setting fire to the consulate and store.

As the people were Ratu Cakobau's subjects, William claimed Cakobau was responsible. He claimed \$3 000, which over the years built up to \$45 000. Fiji approached Great Britain to help pay the debt, and eventually became part of the British Empire.

Nukulau, in 1879, became a quarantine station for the first indentured labourers from India. The government had taken over a lease for 21 years from the chiefly clan of Naocodogo. Apenisa claims that on expiry of the lease the



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island was sold to the government "under dubious reasons".

From what he could gather from his elders another Rewa chief, Ro Rabici, of Lomanikoro, sold the island to the government for £200. Ro Rabici gave the money to the principal chief of Vutia, and said it was a goodwill gesture from the government for the lease of Nukulau. The principal chief, in turn, gave Ro Rabici £50 of the money. He was unaware of the sale.

Apenisa said the legal documents were signed by the provincial administrator, not by Ro Rabici, although Ro Rabici negotiated the sale.

For many years the Royal Suva Yacht Club used Nukulau during weekend racing. The island was also used for picnics and by tourist operators who took tourists there on launch trips.

Chateau Royal in the red

Noumea's largest hotel, the Chateau Royal, lost another million in 1977, writes Andre Chaville from New Caledonia.

The news was announced by the general manager of UTH, owner of the hotel and a subsidiary of the French airline UTA, during a recent visit to the territory.

Meanwhile the CAFAT, New Caledonia's social security fund, is busy trying to sell its shares in the Relai de Kanumera, another UTH promotion on the Isle of Pines. Negotiations are in progress with the Club Méditerranée, another French tourist organisation.

Last year the Chateau Royal reached a 55% room occupancy and hopes to reach 65% in 1978. However, results are not expected to improve, the major problem being that most residents are coming through on a cheap package tour, and few visitors actually pay the full rate.

New Caledonia's tourism is still largely dependent on Aus-



An Asaro mudman . . . a spectacle for Broadway.

tralian visitors who represent 50%. The increase in Japanese visitors has countered the loss on the New Zealand market. Meanwhile, Australian travel agencies still consider Noumea as "the cheap alternative," and this does not encourage spending. Thus the tourist trade seems to fill the UTA and Qantas flights out of Sydney, without any real contribution to the island's economy.

Meanwhile, the employees of Chateau Royal are eager to negotiate an improvement in salaries. Last year similar talks ended in stalemate and a strike. There seems to be little enthusiasm behind the UTH operation. The general manager himself told the New Caledonian press that the Chateau Royal exists and something must be done with it.

"... unless," he added, "you can help us get rid of it."

Perhaps the best solution to develop tourism in the territory would be to allow other airlines to come through La Tontouta, including charters. If this solution is not adopted very soon, the Noumea hotel-owners will just look at the sky and watch the planes . . . flying elsewhere.

Dolphin for breakfast?

A dolphin almost 5 m in length was thrown over coral heads on to the reef at Raro-

tonga. Stranded about 50 m from shore, the dolphin wailed loudly throughout the ensuing night, but nobody realised what the noise was. By morning it was dead.

Word spread fast after dawn, and people rushed to the scene to chop the dolphin up and take home chunks of its flesh to eat.

Mudmen stop mud-slinging

The mudmen of Papua New Guinea have agreed to stop slinging mud at each other. Two village communities, each claiming to be the real home of the mudmen, reached a truce late in April.

They agreed to recognise that each had a claim to the title. And, as a result, one man from each village will now go to New York in September with a team of other PNG tribal dancers.

The PNG Government is taking the dancers to New York as part of a cultural exhibition it is staging there. The mudmen, who come from the Asaro Valley in the Eastern Highlands, cake their bodies in white mud and wear grotesque mud masks for their ceremonial dances.

Unlike most other PNG tribal groups they perform in silence with slow movements, representing ghosts rising from a swamp.

Two Asaro villages —

Kuminifu and Gentisaro — argued over which had the right to provide the dancers.

The Government had to tell them that neither would be represented if they couldn't settle their dispute. The two villages later told the government they had agreed to compromise by sending one man each.

Twirling thumbs all day long

A group of politicians in Papua New Guinea are worried about their work-load — there's not enough to do, they say. They are among the eight members of the Government's "fringe" cabinet, which consists of Parliamentary secretaries appointed by the Prime Minister, Mr Somare, soon after he picked his cabinet.

Each parliamentary secretary holds a defined role, but only as assistant to a minister or a section of a wider portfolio responsibility held by a minister.

The positions, which are not constitutionally laid down, were seen as a move by Mr Somare to keep all his supporter factions happy. But the Parliamentary Secretary for Decentralisation, Mr Gai Duwabane, has criticised the positions as meaningless.

He said he had the support of some of his fellow parliamentary secretaries who found they had no real work or responsibility.

"I'm fed up with coming into my office every day and having nothing to do", he said, and added "I would be doing much more for the nation if I could spend my time in my electorate."

Mr Duwabane called on the Prime Minister to abolish the parliamentary secretary positions, or to invest them with full ministerial responsibility.

The Minister for Decentralisation, Father John Momis, has been discussing the complaint with Mr Duwabane.

ARCHAEOLOGY — The Micronesians are discovering more and more about their ancestors as archaeologists, digging in various islands in the groups, uncover ancient sites and remains of centuries-old settlements. The Micronesian News Service reports that finds have recently been made in Truk and Saipan.

Archaeologists uncover ancient history in Truk and Saipan

Lake Susupe, which is now only a small pond surrounded by marshes on the south-west side of Saipan, was probably once an arm of the sea, according to a recent archaeological study, which is part of a survey conducted last (Northern) summer under the auspices of the Trust Territory and Northern Marianas historic preservation programmes.

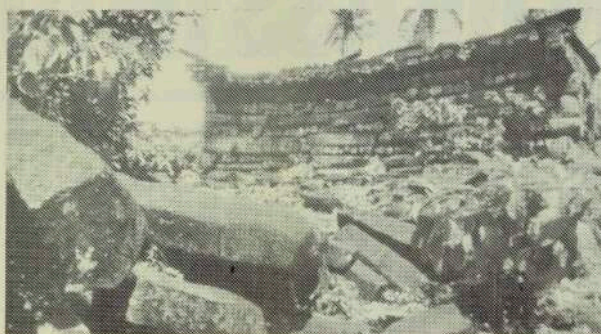
The study was directed by Dean Thompson, a graduate student from the University of Iowa, assisted by the Northern Marianas Archaeological Society.

Excavations in San Antonio, just southwest of Lake Susupe, revealed a prehistoric village site with abundant fragments of Marianas Redware, an early pottery type. Found in a sloping field facing the lake, the pottery was all eroded by wave action. In the level field to the west, at a slight elevation, the same types of pottery were found without evidence of erosion, apparently undisturbed in an ancient village area. Still further to the west, Marianas Plainware pottery sherds were found, in shallow archaeological deposits on top of beach sands.

In a report just received by the Northern Marianas and Trust Territory historic preservation offices, Thompson surmises that the area just west of Lake Susupe was once a sandspit, with an estuary between it and the hills to the east.

Silting up caused the estuary to become sealed off and turn into a marsh, as it is today. The ocean sand was deposited along the west side of the spit to form the present Saipan shoreline.

Thompson declined to speculate about how long ago the estuary was sealed off. Charcoal samples from the dig have been submitted to a laboratory for age-determination by the radiocarbon method, and another report will be submitted when these and other analyses are completed.



One of Micronesia's archaeological treasures, the ruins in Nanmadol. The riddle of who built them has never been solved.

According to Dr Tom King, Director of the Micronesian Archaeological survey, Thompson's information is important for several reasons. First, says King, "it fills in some gaps in what we know about the prehistory of the Marianas, and enables us to ask better questions about what was going on."

"It helps us predict where certain types of archaeological sites are and are not likely to be — we now know not to look for very early sites on the modern coastline west of Lake Susupe, since the coastline was apparently formed only recently.

"It also provides another part of a growing body of data from all over the Pacific Basin concerning changes in sea level. Either the sea was higher or Saipan was lower when the San Antonio site was occupied. Either could be the case. We are beginning to be able to sort out answers to these kinds of questions, as we do more and more archaeological research, and this will allow us to predict what the sea may do in the future. These would be pretty valuable predictions, especially in the islands of the Pacific."

Thompson was again on Saipan in December and January conducting a survey of lands that will soon be homesteaded. The Kobler field area and an area near Garapan were found to lack valuable archaeological sites, but a significant site was

found on lands to be homesteaded near Tanapag. Plans will be made to protect the site, or salvage information from it, prior to homesteading, King said.

Fefan Island, in Truk Lagoon, is also yielding up its secrets. Reports of excavations carried out last year have been studied recently and reveal that the island was occupied at least 2 000 years ago.

The report, by Richard Shutler of the University of Iowa, Yoshihiko Sinoto of the Bishop Museum in Honolulu and Jun Takayama of Tokai University, Japan, covers "salvage" excavations sponsored by inter-agency archaeological services provided by the US National Park Service.

The excavations were ordered after the ancient sites were discovered by a University of Iowa graduate, Mark Borthwick, who happened to be in the area when dredges operated by the Air Force's civic action team, which was building a road around the island, ploughed into the sites, which were partially underwater in Aikei and Winas lagoons, off Sapota village.

Road work in the area was halted and emergency salvage work was funded by the National Park Service. The sites produced large amounts of pottery never before reported in Truk.

Aside from a few fragments reportedly found by Japanese

archaeologists on Ponape before World War II, the Fefan finds are the most easterly-known occurrences of pottery in Micronesia.

The excavations also revealed shell adzes, chisels, and ornaments, stone food-pounders, and other artifacts.

Four samples of charcoal and shell, submitted for age determination by the radiocarbon method, indicate that the sites are about 2 000 years old. They appear to have been partly covered by water either as the result of rising sea levels or subsidence of the island.

The artifacts will be returned to Truk.

According to the TT Historic Preservation Office, many people of Fefan have expressed a desire for a museum to house and display them, and a grant proposal is being prepared to help develop such a museum.

Another ancient treasure which is not expected to go back to Truk is the Waharek Maihar, a traditional, inter-island sailing canoe from Puluwat Atoll in the Truk District.

Plans are almost complete for the restoration, preservation and display of the 8-metre outrigger canoe, which has been accepted for inclusion in the US National Register of Historic Places, making it eligible for a preservation grant-in-aid from the National Park Service.

The Waharek Maihar set out in 1976 for the United States to take part in the United States Bi-centennial celebrations, after which it was to be displayed in the Smithsonian Institution. The arrangements fell through and the canoe and its crew were stranded on Guam. It was later shipped to Saipan and has been lying there, unprotected, on a flat-bed trailer.

Craftsmen from Puluwat will repair the canoe on Saipan, using only traditional materials and techniques and it will then be housed on Saipan in a display building.

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VICTA
URNS GRASS INTO LAWN

PACIFIC ISLAND MONTHLY — JUNE, 1978

Truk airport expansion threatens sacred sites

Planners of the extensions to the Truk International Airport in the Carolines have encountered a problem. No one told them that the extensions would threaten valuable sites of archeological value, or that the sites, an old village in the path of the future runway and ancient ruins on the top of Mt Tonnachau, sacred to the Trukese people, had been placed on the US National Register of Historic Places.

A 13-hour hearing was held by the US Army Corps of Engineers in January into an application by the Trust Territory Government to discharge dredged material into Truk lagoon while constructing the airport.

The project includes a new 1 828m runway and electric beacon lights on Mt Tonnachau.

Dr Tom King, head of the Micronesian Archeological Survey, said, according to the Micronesian News Service, that the mountain was nominated by the US National Register of Historic Places early in 1976 by the Truk District Historic Preservation Committee and accepted shortly afterwards. That had been overlooked by the airport planners who had said in their environmental impact statement that the project would not affect historic places.

Dr King said a survey indicated the likelihood of several

types of destructive effects. The airport itself will be built on the site of pre-World War II Iras village, reputed to be the oldest village in Truk lagoon.

The residents of Iras were removed by the Japanese in 1942 when the original airport was built, and the village destroyed, but it appears that remnants of the village still exist adjacent to the present runway.

The people of Iras returned to their village in 1947-48, and now live in what was once their taro swamp, between the airport and the upper slope of Mt Tonnachau. They oppose expansion of the airport, which they say will subject them to extreme noise pollution, cut them off from fishing and shellfishing areas, and commit land improperly taken from them by the government under "indefinite use agreements" early in the US administration, King reported.

Expansion of the quarry, Dr King noted, will destroy World War II Japanese fortifications that should be recorded before they are lost. Most significant, he said, are the upper slopes of Mt Tonnachau, where, according to Trukese tradition the first great chiefs and leaders had their homes and meeting house.

According to translations of Trukese traditions, produced



Where modern jet travel clashes with ancient remains.

by Dr King, the culture-hero Sokachau, who came to Truk from Kosrae, held council on the mountains, as did the high chief Souwooniiras.

King reported finding stone walls and platforms on the mountain, together with some Japanese structures, and surmised that these might be associated with the ancient chiefs. Construction of the warning beacons and their power lines would damage these sites, he said, and asked the Trukese whether construction would be compatible with the sacred nature of the mountain.

Senator Nick Bossy said the historic sites need not be protected because his uncle, Moen Mayor Fujita Bossy, approved of the project and had given his permission.

Other Trukese testifying did not agree. Nuda Pawe of

Mechitiw village applauded US efforts to protect Micronesian culture and historic sites, contrasting this with the attitude of the Japanese administration.

Puun, also of Mechitiw, reported that the mountain was the ancient Trukese administrative centre, and hoped that it would not be disturbed. Others referred to the mountain as *tabu*, and reported additional historic and sacred areas at its feet.

Nessa of Tunnuk village, identifying herself as the owner of the mountain's top, agreed that the ancient meeting house was there and noted that the government had never consulted her about placing beacons on it.

The Corps of Engineers will give their decision later on whether a construction permit will be issued.

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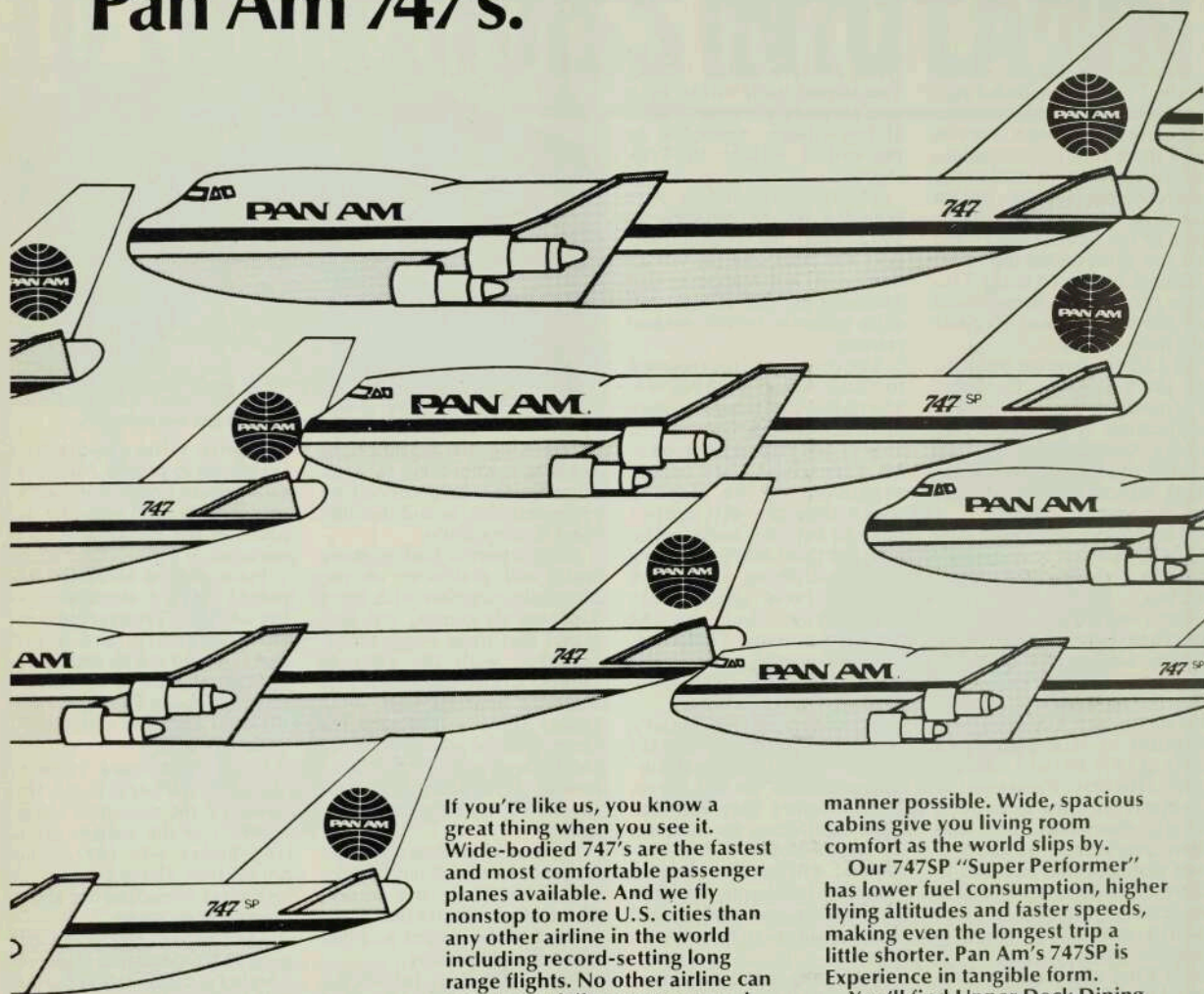


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065 P 285

THE LOYALTY ISLANDERS: EXPLOITERS OF THE EXPLOITERS

The tension between the stereotypes, naughty native and noble savage have plagued the European writing on the South Pacific since Bougainville's first reports about the New Cythera he so joyously encountered at Matavai Bay. As a small though excellently-representative example of Australian National University style Pacific history, Kerry Howe's *The Loyalty Islands* steers a sympathetic course between the two equally treacherous shoals.

Most of the book is a clever mission history, but it is done with such verve and attention to Islander motivation that the reader is scarcely aware of the original sources.

Though not stressed by Howe, the conflicts between the Catholic Marists and the Protestant London Missionary Society clearly were part of the larger chess game played out by France and Britain on the island chessboard that was the South Pacific a century ago. The Loyalty Islanders, among others, were quick to discover these rivalries and exploit them for their own goals.

If the message of Christianity had any intrinsic attraction for Loyalty or other South Pacific peoples in those days it probably lay not with the gentle New Testament, but with the tribal old one. The similarity between warring Semites and their own fragmented political structure was not lost on the ambitious chiefs of Mare, for example. The practical and vengeful Jehovah was the focus of attention, rather than the idealistic and forgiving Jesus.

European Christians, of course, have never distinguished themselves as followers of the suffering Nazarene and it was as much what Europeans did as what they said that must have provoked the initial attraction to Christianity, which led to useful alliances with foreigners.

Howe's history has five sections. The first part tells about



English missionaries were expelled from the Loyalty Islands nearly 100 years ago, but their influence lingers on, as this picture shows — every feast concludes with plum pudding. In the picture, taken some years ago, Grand Chief Naiselline, paramount chief of the Loyalties, cuts the pudding for his guests.

the pre-1840 world of the Loyalty Islands, while sections two and three comprise an examination of the entry of the rival missionary camps, which were adopted by the already quarrelsome indigenous ones. In the section called *Adventure and advantage*, Howe details how individual Islanders seized the initiative from their chiefs and indulged in travel and trade to bolster their home positions. The discussion of the competition to acquire and reproduce the missionary message, in Chapter 11, seems to be a continuation of the pre-contact status rivalries.

The final section argues the author's main contention: that contact in the Loyalty Islands was less of a disaster than many previous writers had supposed.

The fatal impact is a compact and evocative phrase popularised by Alan Moorehead in a book of the same name, but the argument behind it extends back into the nineteenth century.

Briefly, it is that when a "superior" (ie European) civilisation meets a simpler one, it is the superior which overwhelms the inferior one. The inevitable diseases, destruction of life and lifeways,

and other depredations brought the hapless natives to their collective knees, resigned in despair to die.

This notion of social evolution fitted comfortably with European designs on lands with resources being opened for exploitation in those days.

Howe, with strong support from Norma McArthur and others, argues that this is a romanticised and simplified version of what was, in reality, a complex process, involving conscious manipulation by both indigenous and foreign actors in the drama of Pacific contact and colonialism.

In his second section, for example, Howe argues that rival chiefs chose rival European religious institutions as conscious strategies in an ongoing process of adaptation.

Adaptation and adaptability figure strongly as the author's sub-themes.

But I wonder if Howe does not have too much loyalty to his Islanders, stressing their maximising of options without having due regard for the power differential between foreign merchant and Melanesian chief. The key to why the Loyalty Islanders might have been spared the more disastrous excesses of the colonial encounter lies early in Howe's account.

BOOKS



Lacking in resources, "the islands were useless for any large-scale economic exploitation".

This special condition means that the people of that fortunate group were subjected less to contact than was the case elsewhere in the Pacific.

Had some primeval terrestrial cataclysm erupted in another way and left the Loyalties with minerals, good soil, or protected harbours, Howe's story would have been a different one.

In the concluding chapter, Howe admits that the selective acceptance, adaptation and exploitation of outsiders' goods and services was due largely to such favourable environmental and historical conditions; so favourable, from this point of view, that the small group could be declared a "native reserve" in 1900 without any loss to colonial revenue.

Howe reveals his connection with Peter Corris when he comes down on the voluntarist theory for the Queensland Labour Trade. Corris and now Howe argue that it was not slavery, but advantageous work contracts that prompted Islanders to go to Queensland's cane fields in the last century; this, in spite of several condemnations to the contrary from many reputable authorities of a century ago.

I do not deny that some Islanders, such as those from the Loyalties did migrate voluntarily. On the other hand, one should not ignore that excesses through violence and chicanery did exist during the tenure of the trade.

A point I would like to have seen more fully explored was the nexus between trade and travel as a counter-balance to the chiefly strategies, exemplified in their opportunistic dealings with missionaries. Circumscribed by a descent-based status hierarchy, the individual islander from Uvea, Mare, and Lifu traded avidly with the outsiders who came to his island. Others left

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their isolated villages and worked on trading expeditions or in cane fields or in mines. Howe writes that at any one time, something like a half of the 12 000 population might be abroad. He does not examine the impact of this mass movement, a characteristic to some extent of other islands in the present day.

How does this acquisition of material wealth and influence affect a supposedly immutable hierarchy? Can the tools, cloth and tobacco obtained overseas be translated into power at home? Howe only asserts but does not prove his claim that there was no change due to this labour migration.

As one observer in 1894 quoted by Howe noted, the Loyalty Islands are different from other more intensively contacted places in the Pacific. Imported firearms were ineffectual in the guerilla-style internecine warfare and the (again) isolation from continuous European contact meant that few diseases afflicted the people of the Loyalty group. Depopulation overall was not a problem and the small size of the islands meant that indigenous methods of birth control, such as abortion, were prevalent.

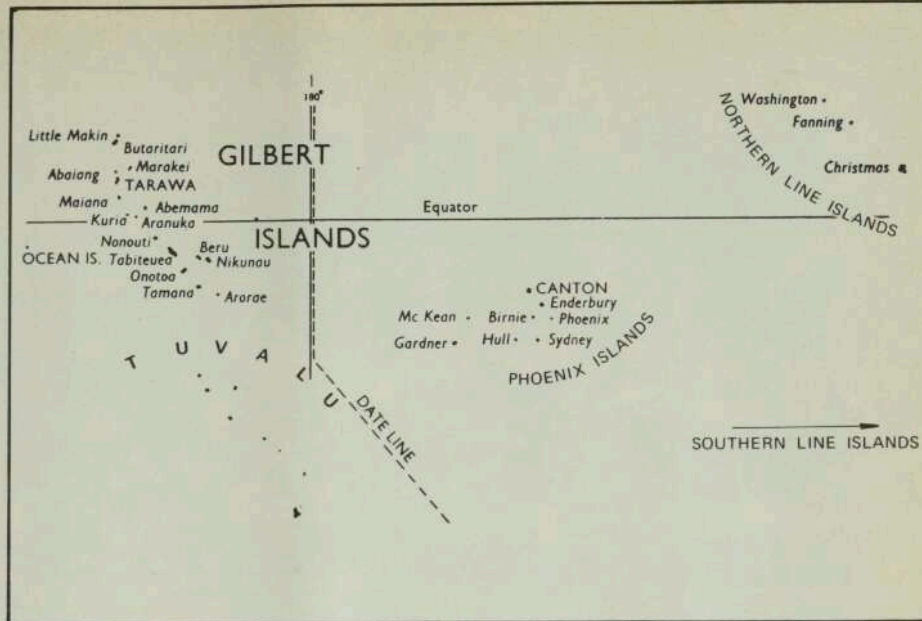
Nevertheless, in the figures for the last century only Lifu's larger population has shown an increase of about 1 000 persons; Mare's numbers decreased by the same figure for that period, while tiny atoll Uvea dropped by about 400 people. Howe does not explain these different trends.

Howe will not be displeased by my questions for the dominant theme of his work is that history is a total process and not a singular event. External forces and internal reactions continue to form and shape the development of the South Pacific and Howe's future work will no doubt continue to document this.

Regrettably, the potential readership for this fine study will not be realised due to its high cost.

The publishers should be aware that anyone with access to bulk photocopy rates will be able to reproduce the book for about half its suggested retail price. — *Grant McCall*

(THE LOYALTY ISLANDS. A HISTORY OF CULTURE CONTACTS 1840-1900. By K. R. Howe. Published simultaneously by Australian National University Press, Canberra, and University Press of Hawaii, Honolulu, Aug 1977. \$15.95.)



YOU DON'T NEED A VISA FOR CHRISTMAS

If you are a Finn, a Dane, an Uruguayan, or even a Turk, Greek, Tunisian or Swiss, and if you happen to be planning a holiday on Christmas Island (Pacific Ocean), then you'll be pleased to know that you won't have to bother to get yourself a visa to go there.

As with British and British Commonwealth passport holders, and citizens of Belgium, Iceland, Italy, Netherlands, Norway, Sweden and Spain, a valid passport is all you need.

This information on immigration requirements for Christmas Island is among the exotica to be found in a new, 88-page book, *The Christmas Island Story*, by Eric Bailey.

Mr Bailey is, or was until recently, based on Christmas Island as District Officer of the Line and Phoenix Islands, the farthest-flung outposts of the soon-to-be-independent Gilbert Islands. He is a Christmas Island enthusiast, who has undertaken to tell the world what the island is all about.

It is, among other things, the world's largest coral atoll. It lies just over 3 220 km from Tarawa, the Gilbert Islands capital; 6 440 km from Sydney; 2 415 km from Apia,

and a little less from Tahiti and Honolulu. It owes its name to Captain Cook, who discovered it on Christmas Day, 1777.

Mr Bailey tells the story of Cook's discovery in detail and outlines the island's history since then. One of his chapters concerns (but does not tell us quite enough about) the celebrated and somewhat mysterious Father Emmanuel Rougier, who owned the island for about 20 years until his death in 1932.

Other sections deal with the island's part in World War II and its role in British and American nuclear tests in the 'fifties and 'sixties.

Now, Mr Bailey says, tourism is being encouraged. The island has a 48-bed hotel, and one may reach it once a week in a Boeing 727 of Air Tuarua, an air service operated by the Gilbert Islands Government from Tarawa to Honolulu via Christmas Island.

However, Mr Bailey believes that tourism should remain modest. This is because huge seabird colonies, which are the island's outstanding attraction, should be 'guarded against excessive disturbance.'

One of the most interesting

sections of Mr Bailey's book concerns the brine shrimp, a tiny marine creature, which may be important in the future economy of the Gilbert Islands.

Brine shrimp are in constant demand by fish farmers and aquarium owners as food for newly hatched fish. Conditions on Christmas Island seem to be ideal for breeding them on a large scale. A scheme currently afoot in the island may well become the world's first full-scale attempt at intensive culture. — *Robert Langdon*.

(THE CHRISTMAS ISLAND STORY. Eric Bailey. Published by Stacey International, 128 Kensington Church Street, London, W8 4BH. £2.50)

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Suva in 1978. Beyond the Walu Bay industrial area are the wharves and the city's commercial centre.



1928-1978

AFTERTHOUGHTS

Education in Papua New Guinea, if we define the word to mean the preparation of the young for adult life, began some 50 000 years ago, when, if the archaeologists are to be believed, man first arrived in this part of the world.

In its narrower sense of European-style schooling, education in Papua New Guinea began with the arrival of the first missionaries a hundred years ago.

The basis of this schooling, at any rate in what later became the Australian Territory of Papua, was the teaching of vernacular literacy. Those of the missionaries who came from Protestant churches held that Christianity should be Bible-based, and that their primary task was to translate the Bible, or such parts of it as they regarded as the most important, into the languages of the people among whom they worked and to teach them to read it for themselves. Their motives were therefore utilitarian, but most educationists today would probably regard the adoption of the language of the home as the primary language of the school as being educationally sound.

In the inter-war period (1920-1940) many mission schools, with the encouragement of the government of the day, introduced a slowly increasing amount of English into their curricular, without abandoning their basis of vernacular literacy. English was taught in varying degrees in schools where teachers were competent to teach it, and I am afraid sometimes, with the carrot of government grants-in-aid dangling before them, in schools where they were not.

The mission schools of that period have sometimes been criticised for not doing more than they did in the field of education. In my opinion, perhaps a biased one, they achieved as much as could be achieved with the very limited resources, both in money and trained personnel, available to them. Furthermore, those who criticised the missions for destroying the traditional cultures overlook the fact that it was the missionaries, more than anyone else, who kept alive the use of and respect for the traditional languages, which after all lie at the heart of the traditional cultures.

Came the 1942-45 war and its aftermath. For the first time the Government, now of the whole of Papua New Guinea, established a Department of Education, and as time went on more and more government schools were established side by side with the existing mission schools. Finally in 1970, a National Education System brought the two kinds of schools together under one umbrella and within one curriculum.

Language-wise this curriculum was based on English as the sole language of the school. There was to be no place for the traditional languages, even at the earliest stages of schooling. In framing it thus, the Education Department's motives were as utilitarian as those of the missionaries a century earlier, though less well-based educationally. It made the system much easier to run, enabled teachers to become apostles of national unity, and on the whole it gave the pupils and their parents what they wanted — a foothold in the white man's world. One by one recalcitrant missions were brought into line.

But even with a common language it was not possible to adopt a common curriculum for all schools. Two types of schools emerged. There were schools which catered for the children of expatriates. They followed an Australian curriculum and so were referred to as "A" schools. Schools which followed a home-grown curriculum were known as "T" schools, "Territory" not as yet having become a dirty word.

As time went on the "A" schools tried to divest themselves of their racial overtones by enrolling a few local children. The rationale was that "A" schools were for children from English-speaking homes while "T" schools were for children for whom English was a second language; which was sound enough pedagogically, though perhaps an afterthought. And in practice it was perhaps dad's ability to make a favourable impression on the head teacher rather than any other factor which secured his son's or daughter's admission.

Came Independence; and in education as in many other fields decolonisation took the form of giving new names to old things. "T" schools became "community schools". "A" schools became "international schools", and in doing so became much more expensive, in terms of fees, for the pupils' parents. Nevertheless, affluent nationals continued to send their children to them.

Currently, this system is being challenged. Why should some children, it is being asked, get a "better" education than others just because their parents are wealthy?

Prime Minister Somare, who has come under fire because one of his daughters is at school in Australia, has vigorously defended the right of parents to choose the kind of education they want for their children and the kind of school to which they will send them. Which sounds fair enough. But in practice all but a very few of Papua New Guinea's parents have no real choice at all. All they can afford to do is to take their children along to the nearest community school and hope they'll get in.

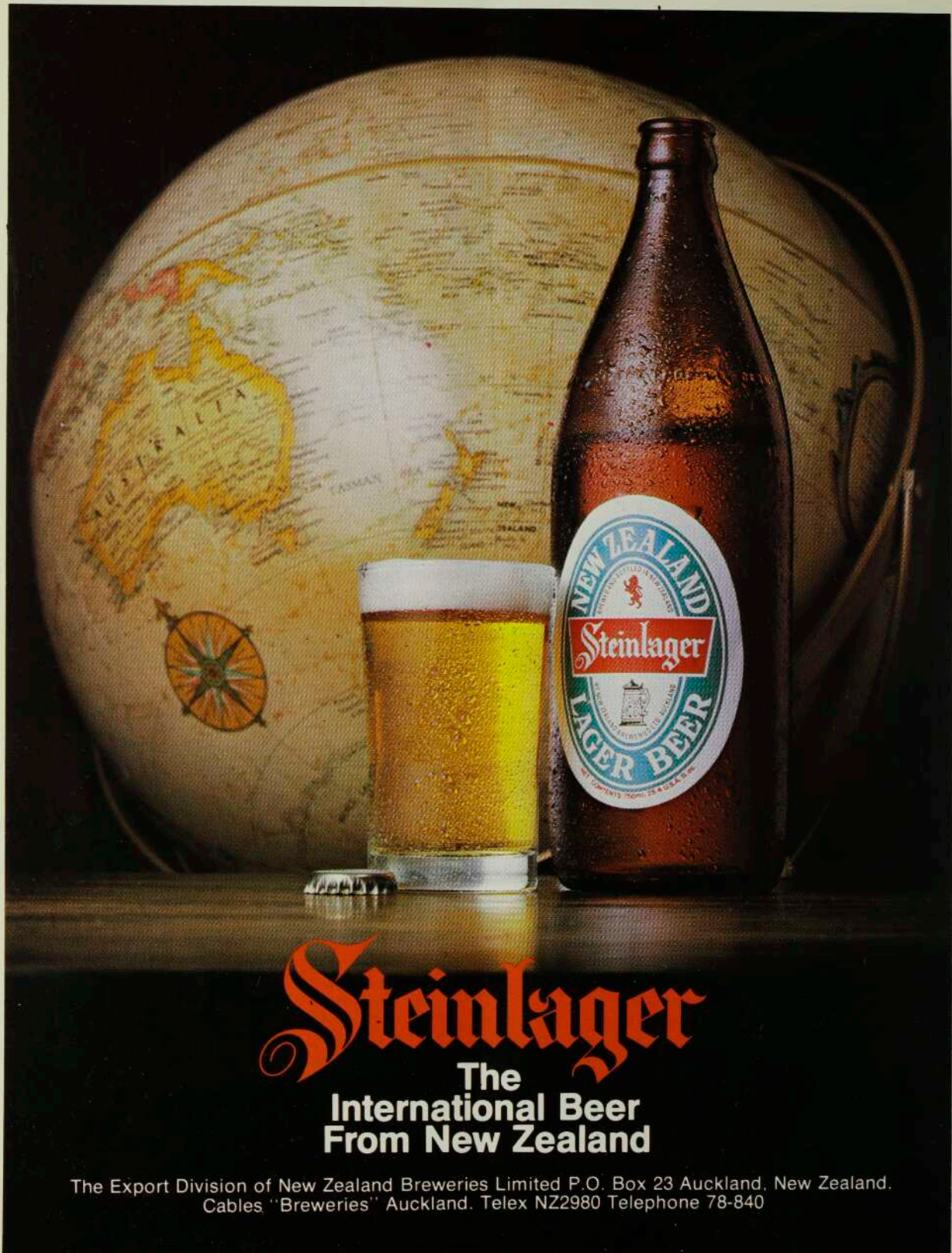
Of course, the use of the word "better" in this connection is question begging, and immediately provokes the question "Better for what?" Papua New Guinea parents who send their children to international schools or to schools in Australia will, if they are honest, answer "better for success in the rat race for affluence and power".

Better for what? At this point the rival voices become clamorous. Education Minister Oscar Tammur, himself a teacher, wants a school system which will compare favourably with overseas systems and so make the continuation of international schools unnecessary, even for expatriate children. But even if everyone was agreed on this aim, it would have to be questioned whether, mediated by teachers for most of whom English is a second language, it could be achieved.

But all are not agreed. Other voices are raised. Some want "rural bias" in the curriculum to prepare children for a rural adulthood. Others want the children to be taught their "traditional culture", though it is not clear what they mean by this; and while the government pays lip service to the idea it is noteworthy that when the Department of Education proposed to reinstate the traditional languages in the community school curriculum the proposal was vetoed by the National Executive Council.

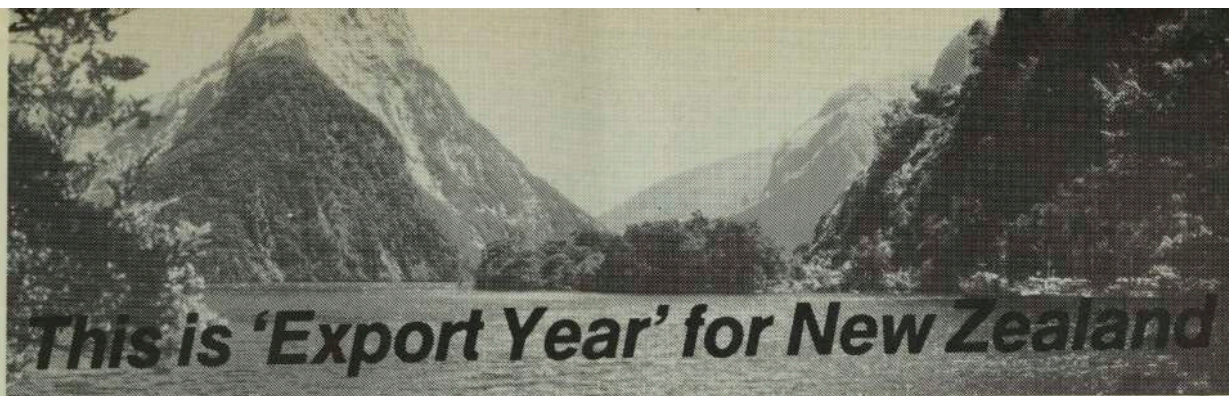
But one thing's for sure. There just aren't enough hours in the school week to include in the curriculum all the things that the rival clamorers want.

So where do we go from here?

A vintage advertisement for Steinlager beer. The central image shows a condensation-covered brown glass bottle of Steinlager Lager Beer standing next to a tall glass filled with golden beer and a thick head of white foam. A metal bottle cap lies on the surface in front of the glass. In the background, a large, vintage-style globe is visible, with Australia and New Zealand highlighted in yellow. The entire scene is set against a dark, textured background.

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New Zealand, feeling the pinch from difficulties experienced in traditional and new markets for her quality primary products of lamb, butter and cheese, and other farm produce, is making a big effort to lift her exports of manufactured goods.

The current year has been named "Export Year", which was launched with the NZ Exporters' Fair at the Ellerslie racecourse in Auckland. Overseas buyers were able to see just how the NZ manufacturing industry has diversified in about 10 years.

The NZ Prime Minister, Mr R. D. (Bob) Muldoon, in a special message opening the fair, said:

"This month's New Zealand Exporters' Fair will clearly be on a scale that reflects a widespread determination to meet

the challenge presented by our economic situation.

"Export Year must not only be made an outstanding success but the way must be paved for continuing and increasing exports, in both manufacturing and agricultural fields. So much hinges on this, not least a major contribution to economic recovery by self-help and the creation of job opportunities.

"This fair is an expression of the confidence of its promoters and exhibitors. At a time when others are giving vent to negative opinions which contribute nothing to the retention of confidence, the fair is a positive contribution by firms and individuals who, instead of looking to the government for solutions, are helping themselves. The country needs this spirit today more than ever. As

well, the attendance of prospective overseas buyers is a sure indicator of their belief that we make or produce what they want.

"When I opened a previous exhibition at Trillo's in November, 1976, I was tremendously impressed. I was able to reinforce that impression when I saw the New Zealand Industries Fair in Singapore in August, 1977. It was clear on both occasions that whatever knowledge anyone had of New Zealand's industries, such awareness was heightened at actually seeing the wide range of products on show.

"The fact that the coming fair is being held in even more commodious accommodation than its predecessor in 1976 reflects both a much greater interest and the considerable progress made in both pro-

duction, and in exporting, since 1976. In fact, since 1976, the value of our manufactured exports has increased from \$517.3 million to \$748.4 million, or by 45% . . .

"Now, more than ever, exports mean jobs. Not all the jobs are in the farming sector — only 11% in fact. A considerable share is in the secondary sector, with some manufacturers exporting 50% of their production. I wish there were more of them. Exports of manufactured products mean jobs directly and indirectly because almost every commercial activity has a percentage of imported inputs. In total, inputs represent about \$28 for every \$100 of Gross National Product. Thus, every extra \$28 of export earnings sustains \$100 worth of business activity."

New Zealand's current Export Year represents that country's biggest effort yet to capture new export markets in the Islands and beyond. Spearheading the nationwide effort are the following companies:

Air New Zealand: Air services.

Wattie Industries Ltd: Canned, frozen, quick-dried foods; frozen products, bakery and snack foods; canned and specialty foods; premium flours and hot breakfast cereals; animal feed products and technology; marine products, agricultural chemicals and general exports; wheat and maize starch, glucose; office and computer supplies.

Wm Scollay & Co (PNG) Pty Ltd: Goods transporters throughout the Pacific.

Hood Centre: Range hoods.

W. F. Tucker: Canned and specialty foods.

AHI Aluminium Ltd: Aluminium windows, screens, doors, ladders and glasshouses (kitset).

NRM Feeds Ltd: Animal feeds and concentrates manufacturers.

Ulrich Aluminium Co: Aluminium products.

Sofrana- Unilines: Shipping to the Pacific.

W. H. Bond & Co — a division of AHI Operations Ltd: Quality bakeware.

Cook Islands Trading Co Ltd, and Henderson & Polard Industries Ltd: Building materials.

Modulock (NZ) Ltd: Prefabricated building system.

AHI Metal Containers (Auckland), Open Top Division: Container shipping.

Radiation New Zealand Ltd — Champion Appliances: Cooking and laundry equipment.

AHI New Zealand Glass Manufacturers Co: Glass-maker to the Pacific.

The Shipping Corporation of New Zealand Ltd: Sea carriers.

Bank of New Zealand: Information on buying and selling, investment, movement of money, transfers, dividends, etc.

Spedding Ltd: Worldwide marketing specialists.

James Hardie: Hardie pipelines.

Consolidated Chemicals: "Epiglass Everdure" timber preservative and sealer.

Abels Ltd: Baker ingredients.

R. & W. Hellaby Ltd: Meat exporters.

Quality Packers: Grain products.

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ANZ 78/5



New Zealand: A growing effort in the Islands

New Zealand today is putting more and more effort into becoming a genuinely Pacific nation, writes Bob Thompson of the Asia Pacific Research Unit.

Three per cent of the country's population is drawn from the Islands. Ten per cent of the population has a Polynesian ancestry. More than 20% of the inner city-populations of Auckland and Wellington is Polynesian. Auckland today is the world's largest Polynesian city.

The social imperatives are strong. So are the economic.

Islands states that are not economically viable are a greater charge on New Zealand aid, and more prone to become politically unstable and unpredictably active in pursuit of international options.

Viable Island economies are also growth markets for New Zealand, and with possible increased emphasis on restructuring of the New Zealand economy, the Islands can become suppliers of a specialised range of tropical goods to the New Zealand market.

There are other important links, especially political co-operation, immigration and educational and health services, but New Zealand's situation and the aspirations of the Islands press trade and investment questions to the top of the list of priorities.

Immigration from countries like Western Samoa and Tonga to Auckland has slowed in recent times, causing Island administrations to place greater emphasis on expanding their own agricultural and manufacturing bases.

New Zealand's relatively high unemployment rate, and the scarcity of jobs for manual workers, has also slowed immigration from the Cooks, Niue and Tokelau. While these Islanders are New Zealand citizens and may freely enter, they tend not to move until relatives

already settled tell them of jobs arranged.

While immigration will no doubt resume its former levels when the New Zealand economy picks up, it will probably do so on a more planned basis, with more specific orientation being provided for new settlers than was the case during the big migrant influx earlier this decade.

In education, New Zealand continues to provide educational opportunities for scholarship and private students from the Islands.

New Zealand aid provides support for efforts to localise school curricula, to develop technical training in the Islands, and to strengthen the University of the South Pacific as an aid to regional development.

USP is to receive additional New Zealand funds to help it to develop its consultant capabilities. This will enable local and expatriate staff employed not only in Suva but on other campuses throughout the region to tackle development projects for which their academic training equips them.

New Zealand research support goes into the agricultural research stations in the Cooks and Western Samoa, working toward the evolution of potentially new Island exports such as dried bananas or a range of coconut-based foods.

Due to the state of New Zealand's economy there has been a substantial effective reduction in the levels of grant aid through direct cash or technical assistance. For several years now, the New Zealand annual aid vote has been held at around \$NZ50 million a year which, with inflation running at around 17%, means a drastic cut in aid.

But the impact has been least on aid to the South Pacific region, which maintains its top priority.

One of the New Zealand Government's biggest hopes for development assistance to the Islands is vested in the relatively young Pacific Islands Industrial Development Scheme (see story elsewhere in PIM).

It is true that several Islands have shown no great interest in the PIIDS scheme. By comparison with Samoa, Tonga and Fiji, the Cook Islands and Niue, for example, have made only a limited response to the scheme and given only limited encouragement to potential New Zealand investors.

But some Island states that are actually outside the scheme's ambit have put significant pressure on New Zealand to be given advantages at least similar to those enjoyed by the PIIDS countries.

Significant among these is the Solomon Islands, whose Labour and Industry Minister, Mr P. Ghemu, is keenly interested in possible develop-

ment of his country's hardwoods and fish resources, and New Zealand investment and privately operated management service contracts, to get industrial development moving.

With the Solomons' independence scheduled for July 7, New Zealand aid and a diplomatic mission will probably mark the occasion.

New Zealand's economic ties with Papua New Guinea are growing, especially as Papua New Guinea pursues alternatives to an over-concentration on the Australian relationship.

The country is increasingly attractive to New Zealand exporters, and a greater range of products is likely to find a place in that market especially as shipping services between the countries improve. The Pacific Forum Line, which New Zealand has supported, is likely to launch an early service

between Port Moresby, Honiara and new Zealand ports. This would lead probably to more active trade promotion by Papua New Guinea in the New Zealand market.

Fishing represents a big potential growth sector for the Islands. As New Zealand puts more emphasis on realising the potential of her own 200-mile economic zone, joint operations involving the Islands may develop.

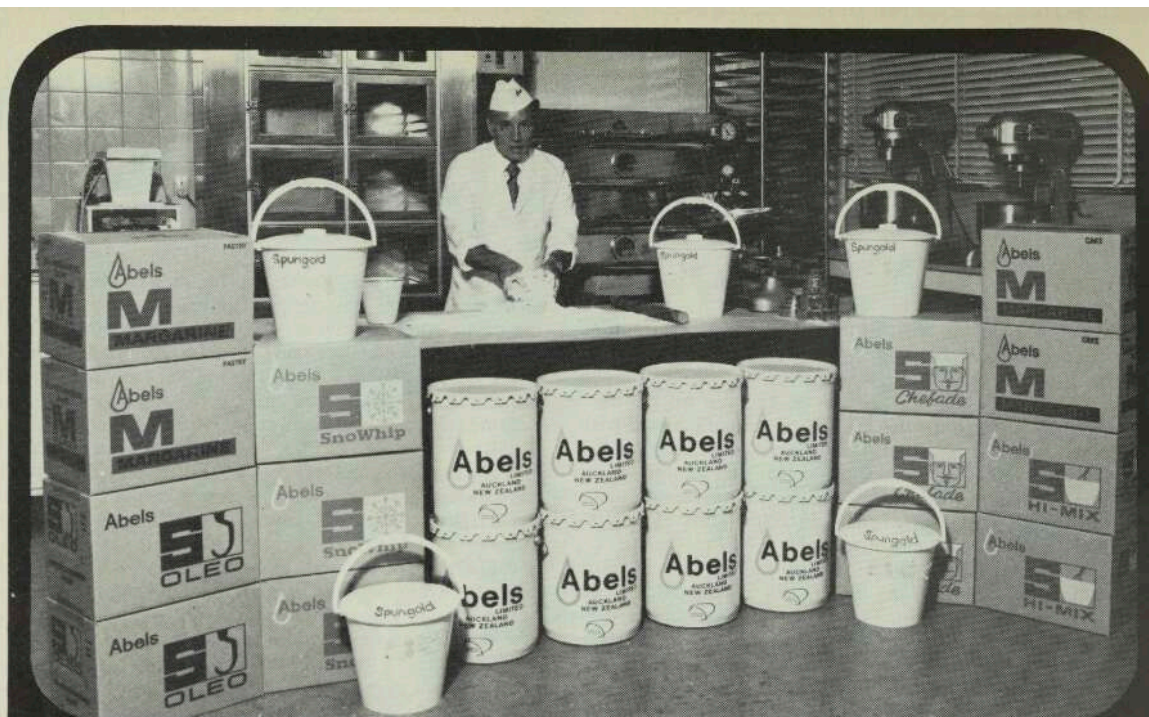
New Zealand co-operated closely with the South Pacific Forum members in developing a common approach to the formation of 200-mile zones. If the same co-operation persists in their exploitation, some very large commercial projects could follow.

There is also an untapped potential in underseas minerals. However, this may require the participation of even stronger partners than New Zealand or the Islands can provide themselves.

Tuvalu is one Island which demonstrates that one need not be large to have commercial attractions. Chief Minister Lauiti has an interest in encouraging foreign vessels to restock with water and other supplies at the port Tuvalu wants to upgrade. Similarly, Niue is looking for growth through its limes, passionfruit and tourist resorts.

It is noticeable that New Zealand is becoming more of an information centre for Island affairs than ever before. Diplomatic missions in Wellington are taking over from Canberra the task of representing foreign interests in, and monitoring trends in, the economic and political affairs of Island nations.

Similarly, the number of Island diplomatic missions in Wellington is steadily growing, with Fiji recently joining Western Samoa and Papua New Guinea, while Tonga and the



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The late Norman Kirk... accentuated New Zealand's interest in the Islands.

Cook Islands have a form of representation in Auckland.

Contact is extended and enriched through frequent visits by Island leaders on business, visiting relatives or taking advantage of New Zealand's generous medical provisions for some Islanders.

The recent heated interchange between Cook Islands Premier Sir Albert Henry and New Zealand Prime Minister Mr Robert Muldoon only serves to show that New Zealand's intimate relations with the Islands do not prevent it running into problems with nationalist sentiments.

Disputes such as the Henry-Muldoon affair prevent New Zealanders from assuming they know it all. But it is clear that since the late Labour Prime Minister Norman Kirk accentuated New Zealand interest in the Islands, the range of political, economic and social bonds has increased. It is this growing interdependence that sharpens the interest of policy-makers in Wellington in fostering greater economic self-determination, in order to set the seal on the political self-determination fostered previously.

• New Zealand has given Tonga better access for tomatoes, capsicums and cabin biscuits. In 1978-79, New Zealand will allow importers to take another 160 tonnes of tomatoes from Tonga, throughout the year. In the past Tonga has been able to send tomatoes to NZ from June to October only.

A shot in the arm for New Zealand's PIIDS

New Zealand's somewhat sluggish Pacific Islands Industrial Development Scheme (PIIDS) has received a shot in the arm with the government's announcement that it is assisting new manufacturing industries in the region, writes William Gasson from Wellington.

"Three ventures assisted by the scheme are now operating in the Islands and assistance has been approved recently for the establishment of a further two ventures which are at the advanced planning stage, and feasibility study grants have been given for another six projects," the Minister of Trade and Industry, Mr Lance Adams-Schneider said.

"In all, I am aware of 20 projects which are under serious consideration. A large proportion of these can be expected to materialise into jobs for people in the islands over the next year or two."

PIIDS was introduced on November 30, 1976, to provide financial assistance and incentives for New Zealand companies developing approved manufacturing operations in Fiji, Tonga, Western Samoa, the Cook Islands and Niue with the aim of fostering economic development and employment opportunities there.

The government provided incentives to companies. These consisted of interest-free loans of up to 30% of capital costs and grants of up to 50% of costs incurred in feasibility studies, the training of local employees, and the transfer of plant and key personnel to the Islands.

Despite some fanfare at the launching, the scheme started slowly, though Mr Adams-Schneider now maintains it is gaining momentum.

"The full potential of the scheme will not be realised for at least five to 10 years and I will be satisfied if steady progress is made during the initial

year or two," he said late last year.

At that time the government gave the scheme a bit of a boost by including assistance to New Zealand firms that planned to process Island farm products into manufactured goods.

Mr Adams-Schneider admits that the scheme is still having only a small impact on the Islands where the need for employment is great, "but the gathering of momentum which we are experiencing is most encouraging," he said.

He then announced yet another extension of the scheme to boost it even more. "Small venture grants are being introduced to provide a higher level of assistance for the small ventures which form a substantial proportion of the proposals coming forward," he said.

"The grants will be an alternative to the existing suspensory loans for small projects. Grants can now be made to cover up to 50% of fixed capital costs of ventures with qualifying assets of up to \$20 000, with a maximum grant of up to \$10 000.

"The idea of these grants was suggested by Island government representatives at the successful seminar held on the

PIIDS in Auckland late last year," Mr Adams-Schneider said.

He then gave details of the three Island ventures approved recently by the government.

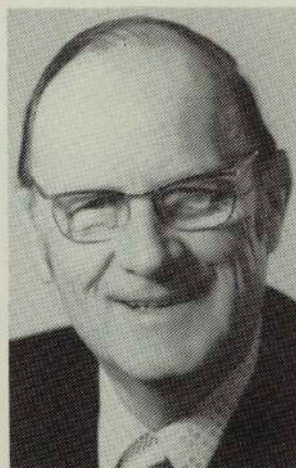
An Auckland company has been granted assistance to establish a solar water-heating manufacturing unit in Western Samoa.

Tonga Wire Company is already established and manufacturing chain-link fencing in Tonga with assistance from the scheme.

The third company is Dolphin Tanks Ltd, Tonga. This small operation employing about eight Tongans on Vava'u, the northernmost island of the group, provides fabricated concrete water tanks and septic tanks.

The operation is to be extended to other parts of Tonga and will manufacture other precast concrete structures required locally.

Mr Adams-Schneider added that feasibility study assistance had been given to companies to examine ginger processing in Fiji, hand-sewn soccer ball production in Tonga, cigarette making in Western Samoa, a maize project in Fiji and a food-processing plant in Fiji.



Mr. Adams-Schneider.

• The Papua New Guinea Defence Force is looking to New Zealand to guide it in a programme of internal self-reliance. The PNG Defence Minister, Mr Louis Mona, made an official visit to New Zealand in February "to get some ideas". The Defence Force is trying to become more self-reliant by running its own farms to cut down on the amount of food it has to buy from outside suppliers. The programme includes the establishment of piggeries and vegetable gardens. Mr Mona hoped to obtain technical assistance from New Zealand for the project. He also planned a brief visit to Australia during his 14-day absence from PNG.



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The ladies of Pacifica hear it from Mr Muldoon

It is vital that Pacific Island people coming into the New Zealand community think of themselves as New Zealanders, the New Zealand Prime Minister, Mr Robert Muldoon, has said, according to William Gasson in Wellington.

"New Zealanders, if you like, of Samoan origin, or Cook Island origin, or Tongan origin, or Niuean, but New Zealanders, part of the New Zealand community," he said.

He was speaking at the third conference of Pacifica held in Dunedin — the organisation that has brought together in New Zealand, the women of the Pacific Islands.

"Similarly with all of us," Mr Muldoon continued. "We should retain a pride in our ancestry and our indigenous culture and think of ourselves, first and foremost, as New Zealanders, living as one people, as was said at the beginning of European settlement at the time of the Treaty of Waitangi.

"Just as it was in the years of the last century, when the European settlers came to a strange and primitive land, so the migration today from the various Pacific Islands to New Zealand represents a shock and a difficult experience to those who make the journey.

"The language is different and difficult, the food, the diet, is different, the customs are different and the day-to-day experiences are new and frightening," he said.

New Zealanders had been slow to appreciate the impact of all these things on the new arrivals and had not always been generous in making allowances for these difficulties, he added.

Some 30-odd years ago the Maori Women's Welfare League came into its own at a time when the Maori people were facing similar disrupting



Robert Muldoon

experiences, he said.

Over the years it had performed an important task under most difficult conditions as the Maori people became urbanised.

"The far-sighted women who just a year or two ago came together to found Pacifica with a similar aim for New Zealanders of Pacific Island origin, have performed

a magnificent task in building this organisation to its present strength in such a short time," Mr Muldoon added.

Switching to the future role of the South Pacific region Mr Muldoon said the South Pacific Forum was a loosely formed association which discussed issues in what was called "the Pacific Way" — that is discussing at length, without heat,

whatever the issue may be until such time as all are agreed on what the decision should be.

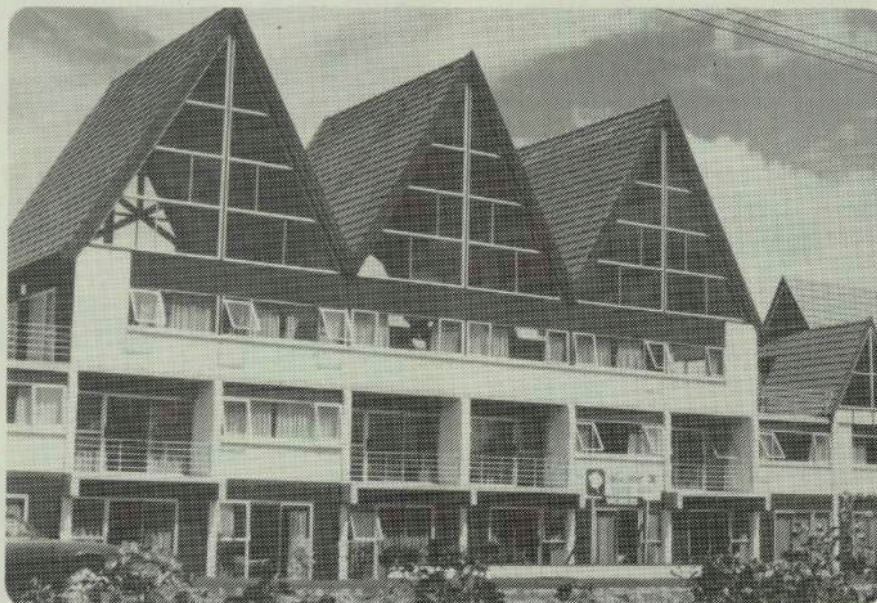
"Looking further forward, and long after my time in government, I would see the future of our part of the Pacific as being a loosely knit federation of independent states covering the whole of the peoples of the South Pacific," Mr Muldoon said.



Parliament buildings, Wellington.

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Superb scenery, splendid bathing, fishing, hiking, quiet valleys, majestic mountains, hot springs, snow slopes, volcanoes, glaciers — New Zealand has them all, in greater variety than almost anywhere in the world. But it's got more — throwbacks to pre-history and other weird and wonderful things. Below, Kendrick Howard tells about "weird and wonderful" New Zealand.

New Zealand's midget dinosaurs and weird and wonderful things

On a rocky island off the coast of New Zealand something stirs in the bracken. A scaly claw appears from a half-hidden burrow, followed by a reptilian head with two hooded unblinking eyes — and a squat lizard-like body heaves out of the dark ages into twentieth century sunlight.

Looking as though he's just wandered onto the set of a sci-fi film this creature — the tuatara — is the answer to a special effects man's prayer. Fully matured, the tuatara is only about 60cm (2 ft) in length but reproduce a close-up of this fellow on the wide screen and you have a near-perfect replica of the prehistoric dinosaur. What's more, he's authentic down to the last vertebra.

This creature is not a lizard;

it belongs to a group of ancient reptiles whose ancestry dates back millions of years to the Mesozoic Age — the age of the dinosaurs! Only the tuatara has survived and he, virtually unchanged, as though by-passed by evolution.

One clue may be found in its strange metabolism. From studies that have been made, it would seem that the tuatara's life-span is linked to an entirely different time-scale from our own.

Although they move quickly when hunting insects, their natural state is one of monumental calm. The breathing-rate is much slower than in other vertebrates. One specimen clocked did not breathe at all during a 60-minute period. It is as though

these creatures exist in a state of suspended animation which makes time meaningless.

This living fossil is only one of many oddities among the fauna and flora of New Zealand.

This land has some of the world's strangest plants, including a giant lily as tall as a tree; a pine tree that, fully grown, is no bigger than a gladiolus; and the largest member of the violet family: the mahoe which is covered with tiny violet blooms and grows to an enormous 10m (32 ft).

Geologists have long sought the answers to such classic New Zealand riddles as the remarkable "pancake" rock formations at Punakaiki on the west coast of the South Island, and

the Moeraki Boulders, an even more intriguing oddity, on the east coast.

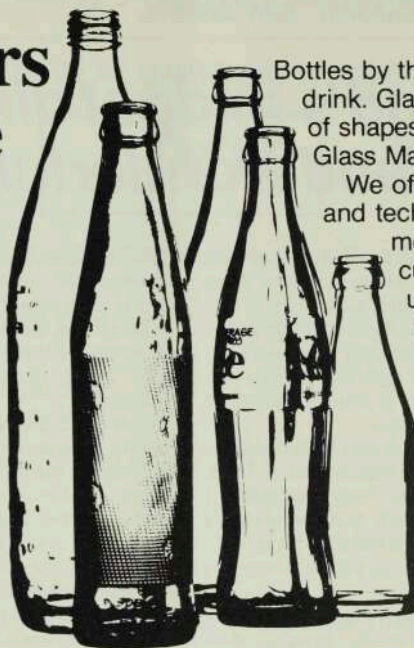
There is a scientific explanation as to how nature came to cook up enormous limestone formations resembling stacks of pancakes, but no one can even hazard a guess as to the significance of the boulders.

On Moeraki Beach, near Dunedin, are hundreds of almost perfectly round boulders ranging in size from golfball to beach-ball dimensions. One boulder, almost as tall as a man, looks like a rather worn tennis ball. How were they formed? And where did they come from? Geologists attempting to answer this riddle have lost in straight sets.

Punakaiki's pancakes and



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Moeraki's boulders both have easy access from a main highway and are popular attractions.

In New Zealand, nature is seen in her most whimsical mood. Here you will find mountain lakes high above the clouds, deep-water harbours in what once were the craters of volcanoes, and "hot" and "cold" attractions in both islands — volcanoes in the North and glaciers in the South.

New Zealand has some of the longest valley glaciers outside the polar regions. Tasman glacier in Mount Cook National Park, an enormous river of ice some 27 kilometres in length, is a popular playground with high-altitude skiers.

Mt Ruapehu, a volcano in Tongariro National Park, is also a winter ski resort. A lake at 2 615m (8 500 ft), stoked by the fires within the mountain, is warm enough to swim in, but because of the danger of contamination from acids, visitors are warned not to take the plunge.

Glaciers, volcanoes, these were the great creators, the country's main geological influences. The primeval grandeur of the South Island, the fiords, the magnificent lakes that have become tourist

attractions, these are the result of glacial action.

Thousands of years ago, rivers of slow-moving ice ploughed down from high snow basins, bulldozing a path relentlessly to the sea. Geologists say that in places this ice was hundreds of metres deep. At Lake Manapouri, it gouged a basin 40km long to a depth of 450m (1 468 ft).

Of the 475 lakes in the South Island — lakes a half kilometre, or more, in area — 268 are glacial lakes. The largest, Lake Te Anau, covers 347.5km.

But the bulldozing propensities of the glaciers is insignificant compared with the tremendous power and excavating abilities of the volcanoes. Of the 294 North Island lakes, 29 were created by volcanic eruptions, including this country's largest lake and its longest river.

Reconstructing this event, geologists say the lake basin was gouged out by a series of eruptions so tremendous that pulverised rock showered over half the North Island. They left a crater covering 622 square kilometres and a 425km rift that split the land clear to the sea.

This crater, in the centre of the island, is now Lake Taupo and the rift is the mighty Waikato river.



Lake Taupo, today renowned as a famous fishing "hole" is more than a lake, it is an inland sea. It even has an off-shore island. Actually, Motutaiko Island is a volcanic plug, a column of solidified lava stoppering the vent of a once-active volcano. Areas of bubbling water from hot springs on the lake bed suggest that this activity is far from extinct.

New Zealand is also the home of a strange race of flightless birds not found else-

where on earth. Most are now extinct but as they were the only form of wildlife (apart from the tuatara) they are of immense historical importance.

Only the kiwi, takahe and kakapo were alive when the first Europeans came to this land, but archaeological discoveries confirm that the great eagle (Harpagornis) and one moa species (Eurapteryx) were alive when the first Polynesians came. The giant woodhen, wingless goose, swan, and the

NZ CAPTURING FIJI'S TONGAN MARKET

New Zealand's exporters are ousting Fiji from the Tongan market because New Zealand's prices for many commodities are cheaper than Fiji's even though the goods have to travel three times the distance.

This opinion was voiced in May by a leading Tongan businessman, Mr John Fua, managing director of the Jones group of companies in Tonga.

If the current trend continued, Mr Fua warned Fiji, New Zealand would replace her as the main trading partner and supplier for many of the South Pacific countries.

"I personally see trade between Tonga and Fiji lessening," Mr Fua said. "New Zealand is becoming too competitive."

He said New Zealand was able to supply often more cheaply many of the goods which Tonga usually obtained from Fiji.

"Fiji has a great potential market in Tonga for things such as timber, for which there is great demand in Tonga, and many other products," he said.

"But its prices cannot compare with those we can get in New Zealand.

"And New Zealand is three times further away and has higher freight charges to meet.

"Fiji is far more convenient to Tonga as far as shipping and other factors are concerned, but too many of its products are just too overpriced.

"Fiji's sugar remains competitive, but that is one of the few commodities which does.

"Other islands on the fringe of the Fiji area could start giving Fiji away as a supplier of their needs because everything is so expensive.

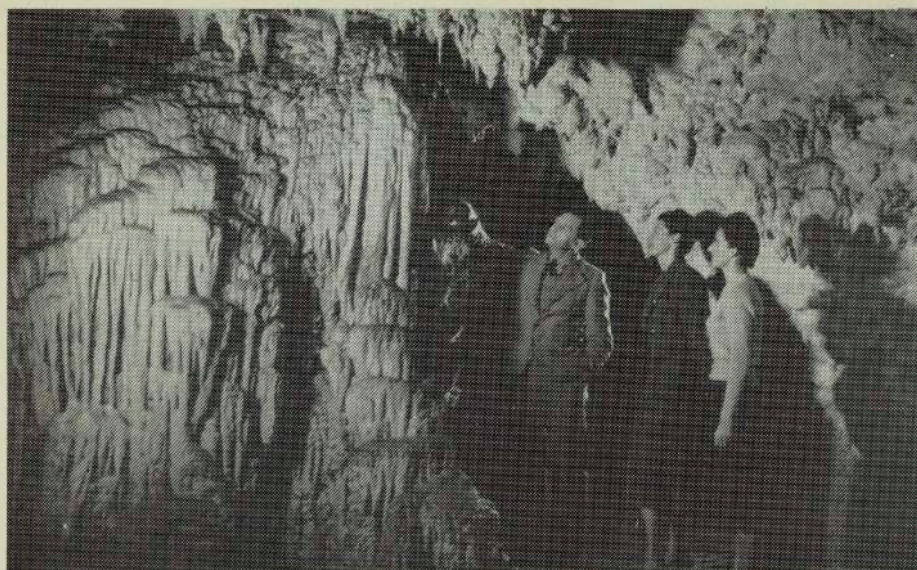
"Tonga's future is far more in tune with New Zealand than with Fiji because of this. Fiji is just not competitive."

Mr Fua said, he could see no easy solution to the problem for Tonga.

The South Pacific Bureau of Economic Co-operation had tried to rectify the situation, "but, what happens on the SPEC board does not always come to reality in the real world."

But he said he knew of no plans on Tonga's part to approach Fiji to lower its prices, especially not on the part of the business community.

"We are in business, and not in politics," he said.



Waitomo Caves, Auckland.

larger moas died out centuries ago.

The moa had to be seen to be believed. Until the first complete skeletons were unearthed, few European scientists would believe that the bones of this creature were those of a bird. The largest of the moas (*Dinornis maximus*)

stood taller than any of the mammals except the giraffe. This great lumbering monster had legbones bigger than a cart horse, a three metre stride, and ate as much as a bullock.

Moa remains have been found in grassland zones all over the country. Farmers breaking in virgin land, still

find gizzard crops — heaps of pebbles, up to 200 in number — that these birds regurgitated when they became worn and useless.

By far the most spectacular discovery was on a farm at Pyramid Valley on the Canterbury Plains in the South Island. A field party from Canterbury

Museum excavating this site, a former swamp into which the birds had tumbled and became trapped, found the remains of the giant woodhen, great eagle, and four moa species. Using the radio-carbon dating technique, physicists at the Institute of Nuclear Science were able to show that these remains are at least 3 600 years old.

More than 150 complete skeletons have been removed, but archaeologists estimate that this site could contain as many as 2 000 skeletons.

Today, Pyramid Valley is to Canterbury Museum what Pompeii is to the National Museum of Naples. This New Zealand museum which has a virtual monopoly on moa skeletons, is in world class.

• Visitors to New Zealand can see the kiwi, the country's national symbol, at special viewing enclosures in Auckland, Napier, Rotorua and Otorohanga. The rare tuatara can be viewed at Napier and Invercargill. Skeletons and replicas of the extinct moa can be seen at the Auckland War Memorial Museum and Canterbury Museum.

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'IT WAS A ROMANTIC THING TO DO' SAY NZ NEWLYWEDS

Malcolm and Mary MacQuarrie, well-known Rarotongan residents, are kept very busy these days looking after Tipani Tours, the business they have established catering to the needs of the ever-increasing flow of tourists.

Recently they filled a cupid role in that they helped to arrange the flight to Aitutaki by Cook Island Airways of two young New Zealanders, Lindsay Campbell and Joan Blasenak. As Mr Campbell tells it "My wife and I originally intended just to have a honeymoon in the Cook Islands. We decided, however, that it would be nice to get married there as well. Back home we often have Japanese coming to get married, because to the Japanese, it is good luck to get married outside one's own

country. Now, we have no such custom in New Zealand, but it just seemed a romantic thing to do".

The bridal couple didn't know of the existence of Aitutaki until before they left for Rarotonga when they met Ian and Diane Boulton, who had been teachers at the Aitutaki Junior High School. They were also fortunate that when they reached Rarotonga they met up with Paddy Griffin, the New Zealand Government supervisor of the Aitutaki hospital project, who made all the wedding arrangements.

It seems that this wedding involved almost everybody on the island. The couple stayed at the Rapae Motel, and Harold and Rima Brown, the motel hosts, organised drummers and arranged for the truck, transporting the wedding

party, to be garlanded with flowers. The Aitutaki Junior High School choir sang at the service, which was conducted by the Reverend Totini, after which the couple were driven around the various villages according to island custom.

The groom summed up the wedding: "The way in which

the wedding turned out was far beyond our expectations because of the spontaneous generosity and hospitality extended to us by the Aitutakians. Unmentioned are many others who helped make the wedding the success it was. Apparently, we made history by being the first Europeans (*Papaa*) to be married on Aitutaki. So not only was Aitutaki a beautiful place in which to get married, but also on which to have a honeymoon — paradise itself, so much so that spending the last couple of days on Rarotonga a bit of an anti-climax but enjoyable nevertheless."



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'BY GOLLY,' SAID THE AMERICAN, AND WENT TO LIVE IN HAWKE'S BAY

Ten years ago — writes Kate Contos, I pinned a world map to the wall of my New York City apartment and stared at it for five years, searching for an exciting new place to live. America was great, but I yearned to adventure and explore the other side of the world, to widen my horizons, to meet people educated to different assumptions.

Today, that map hangs on the wall of my home in New Zealand, where I have lived for five years.

I had been looking for a place that was foreign but not too foreign. Uncrowded, unpolluted, safe, with great natural beauty. Small enough to comprehend, to poke into every nook and cranny comfortably. A sunny warm English-speaking Shangri La with plumbing, central heating, good roads, transport and theatres.

And, by golly, there it was, all the time, hanging off the edge of the map. Possibly the last of its kind.

New Zealand's 1000-mile length (the same distance as from New York to Florida) encompasses Riviera beaches, Swiss Alps and Norwegian fiords — on a smaller scale. Part of the country's charm for any blasé traveller jaded by over-exposure to the world's biggest-of-everything is that it's a perfectly proportioned miniature. It has a gentle beauty, a modest loveliness punctuated with the spectacular.

In square miles the size of Colorado, with the population of Connecticut, New Zealand enhances one's sense of personal significance. Being one in 3.1-million people rather than one in unthinkable millions is downright revitalising.

And for the traveller who loves England it is enchanting to find yet another "precious stone set in a silver sea" but with a special South-Pacific-

cum-Australasian character all its own.

American tourists are discovering New Zealand at last; but too often they tend to follow a preordained route down the west side of the North Island: Auckland, Waitomo (glow-worm caves), Rotorua (thermal area), Lake Taupo (trout fishing), Chateau Tongariro (multi-million dollar ski resort), south to Wellington, thence to the South Island.

A fine trip — but it bypasses one of the most beautiful provinces in the country: Hawke's Bay, on the east coast, where I settled after travelling around both islands for 39 days.

Hawke's Bay is an area which one should explore by rental car, for it is not just a series of sights to see but a way of life, a state of mind — one that will particularly intoxicate fed-up big-city dwellers who continue to dream of a place where people live in the country surrounded by sheep yet within minutes of cities; a place where one's eyes do not continually bump into skyscrapers; where stars shine at night; where there is time to chat, space to move around (even parking space).

To reach the province from Taupo (and Lake Taupo is a must for any visitor), turning eastward on State Highway 5 brings one immediately into Hawke's Bay. The 95-mile Taupo Road winds through Kaingaroa Forest, climbs mountains with wide vistas in all directions, then descends to the great curving sweep of blue South Pacific that is Hawke Bay, from the Mahia Peninsula in the northeast to the cliffs of Cape Kidnappers in the south.

Hawke Bay (the water) was named by Captain James Cook in 1769 after his boss Sir Edward Hawke, First Lord of the Admiralty. Cape Kidnappers was also named by Cook when local fishermen tried to



Hawke's Bay... the strongest sunshine in New Zealand.

make off with his servant boy whom they grabbed out of the water.

The next visitors to the Cape came by air 80 years after Cook: Australasian gannets. Today Cape Kidnappers is a world-famous gannet sanctuary, easily accessible to tourists.

But this sharp point of land has another name in Maori: *Te Matau-a-Maui* (Maui's fishhook), for this was the hook by which the entire North Island was fished up out of the sea by the demigod Maui. (We have this on the best authority and tourists are advised not to

be taken in by geological chit-chat about the unstable circum-Pacific mobile belt and buckling of the earth's crust).

Hawke's Bay (the land) is a fertile, prosperous province littered with orchards and crops, sheep and cattle, neat farmhouses and woolsheds, hundred year-old-homesteads, and cities in which the highest building is the cathedral bell-tower.

New Zealanders don't like to brag, but Hawke's Bay folk claim that their sunshine is stronger than anywhere else in the country. As for the richness of the soil, "drop a seed and



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jump back." Sheep grow fat, woolly and tasty on lush grass "but of course we feed them mint and garlic as well," farmers will tell you with straight faces.

A string of cities runs through the province from Wairoa in the north to Woodville in the south, connected by State Highway 2: Napier, Hastings, Waipawa, Waipukurau, Norsewood and Dannevirke — 176 miles — then south to the capital of Wellington. A fast modern train, the Endeavour, runs the same route from Napier to Wellington, a 5½-hour trip.

Napier is the largest city (pop 47 000) and provincial capital. A sunny, leisurely, clean town, it rises like an island from the sea. Once called Scinde Island, its Bluff Hill was cut off from the surrounding flat by marshes and lagoons.

But in 1931 a devastating earthquake razed the city, and raised the land six feet, draining the marshes and providing acres of new land for homes.

Napier doggedly rebuilt itself, burying its rubble under the seafront and covering it up with a fine Marine Parade lined with pines from Norfolk Island. Today this promenade is nationally known as Napier's "Golden Mile" of entertainments, to which the city continually adds. The latest building is a modern aquarium, largest in the southern hemisphere, opened one year ago.

But Napier is also a commercial and government centre, airport, shipping port, important wool exchange, home of the country's first community college and a centre for the arts.

Twelve miles south of Napier is its sister city and vigorous competitor, Hastings, pop 34 000. When both cities acquired concert grand pianos in the same year, newspaper headlines happily proclaimed that Hastings' piano was three inches longer than Napier's.

Besides being a busy farming service centre with good shops and a gusto for horse-racing, Hastings enthusiastically pro-

motes itself with three names: City of Parks, Hive of Industry and Fruit Bowl of New Zealand — all of which are quite true.

Lush and green all year round, watered by pure underground aquifer, these Here-taunga Plains are the largest fruit-growing area in New Zealand. In September and October, Hastings almost disappears in a sea of blossoms.

Roadside stands offer fruits and vegetables fresh out of the ground all year — a particular bonus for travellers who like to prepare their own meals in motor camps as a change from hotel and restaurant fare.

Hastings and Napier, indeed all Hawke's Bay cities and towns, welcome foreign visitors ("Where in Canada are you from? How do you like New Zealand? Have a cup of tea.") but this attitude has not resulted in spurious hospitality or false fronts.

Unlike many small countries forced to revamp their personalities, customs, and way of life to suit tourists, in order to survive, New Zealand is genuine; building for its own people and coming generations.

Admittedly some of the smaller villages look like Hollywood western movie frontages, but they too are genuine, having changed little from pioneer days. After all, New Zealand is a relatively new country, younger than the USA. There are still general stores selling everything imaginable, corner dairies with penny candies, toy-like post offices — all of which trigger a nostalgia, a sudden whiff of childhood.

The natives are friendly and if any should be discovered waltzing around in "native costume" it is not by arrangement with Walt Disney but more likely the town's centenary celebration, with descendants of the original settlers having a

great time wearing their great-grandparents' Victorian clothing.

Or Maoris might be performing a serious ritual *haka* to welcome an important guest to their *marae*.

Scandinavian costumes would mean the traveller has found his or her way to Norsewood, near Dannevirke, where Olsens and Jensens — and Maoris — are celebrating some anniversary, perhaps that of their delightful local museum in which they have lovingly collected artifacts from the last hundred years, including some brought from Norway and Sweden in the Hovding in 1872.

Where such museums have been established, with enormous patience and labour on the part of local citizens, where fine old homesteads have been preserved — and there are many throughout Hawke's Bay — where gold-mining towns have been restored, as in the South Island, it is not for love of the tourist buck but because New Zealanders are urgently occupied with capturing and preserving their history before the old folk with their memories and cherished souvenirs pass away.

But such serendipitous sights and places are likely to reveal themselves only to the serendipitous traveller who takes time to poke into corners, invite conversation, ask the way, exchange stories.

Such a traveller cruising around in the northwest country of Hawke's Bay will come upon a place called Puketitiri and screech to a halt at the sight of three windmills and invitation to visit a fine private museum, miles from anywhere.

Or in the southwest a sign will appear pointing to Taumatawhakatangi-hangakoauauotamateaturipuka-kapikimaungahoronukupokaiwhenuakitanatahu.

"This region," wrote the French explorer Dumont D'Urville about Hawke's Bay in his diary for Feb 3, 1827, "is undoubtedly the one which I found the richest and most attractive scenery in the whole of New Zealand."

HOW TO GET THERE

Several air lines operate regular services to New Zealand, including Air New Zealand, Qantas, Pan Am, British Airways, UTA French Airlines, Air Pacific and Singapore Airlines.

From Australia — daily services by Air New Zealand and Qantas. Regular services to Auckland also by Pan Am, British Airways and UTA French Airlines.

From the Pacific — daily services available from Fiji operated by Air New Zealand and Air Pacific. Regular services from New Caledonia, American Samoa, Western Samoa, Tahiti, Hawaii and the Cook Islands. These services are operated by Air New Zealand, Polynesian Airlines, UTA French Airlines and Pan Am.

From North America — daily services available from West Coast USA operated by Air New Zealand. Pan Am and UTA French Airlines provide regular services.

From Asia — regular services by Air New Zealand, Singapore Airlines, British Airways and UTA French Airlines. Connections available via Australia.

Extensive airline networks link all cities, major towns and resorts. Services are operated by Air New Zealand, Mount Cook Airlines and several commuter air lines.

Modern motor coaches and trains operate on scheduled services throughout the country. Inter-island Ferry services link the North and South Islands. Modern motor vehicles and motor caravans are available for hire.

Several reliable tour companies offer "Inclusive packages" for coach tours and self-drive holidays. Tour programmes range from short 4-day packages to 3-week holidays covering all the scenic highlights.

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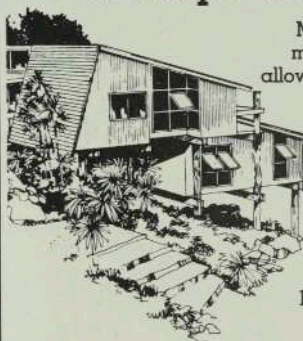
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1436

NZ vs. Japan: The midget and the sumo wrestler

Japan and New Zealand are involved in a dispute over trade and fishing rights which has soured relations between the two countries, and could bring substantial changes in the areas fished by Japan's fleets in the world's oceans.

In February, special Japanese trade representative, Mr Zenko Suzuki, visited Wellington for talks with several New Zealand ministers, including the Foreign Minister, Mr Brian Talboys.

Mr Suzuki is a former Japanese Minister for Agriculture. His country was obviously interested in talking about fishing rights in New Zealand's proclaimed 200-mile exclusive economic zone.

But the New Zealand Government, facing a \$NZ588 million trading

deficit from 1977, and with elections due in November, was in no mood to negotiate anything but a large increase in Japan's imports of New Zealand goods.

The Japanese pointed out that they are intending to set aside \$29 million in fiscal 1978 to boost imports from developing countries, and that New Zealand would get the major share of this boost. This did not impress the New Zealand Government. It also probably raised the hackles of the New Zealand populace, who do not appreciate being classified as a "developing country", however accurate that description might be.

Mr Suzuki also said that Tokyo would take steps to boost imports of New Zealand skim milk, as part of increased spending on schools (in this case school lunches). Once again the New Zealanders did

not find this a substantial concession.

Totally unsatisfied with these responses, Mr Talboys announced that his government would not make any effort to negotiate Japanese access to his country's exclusive economic zone until Tokyo made a more positive response to Wellington's call for a greater share in the Japanese market.

The refusal to negotiate on fishing questions was a blow to Japan. Japan has been suffering badly of late as a result of the declarations of exclusive economic zones by a number of countries. This has meant that the Japanese — like the Taiwanese, Russians and South Koreans — have had to begin negotiating for access to areas which they had previously fished quite freely.

In addition to problems created by the zones, Japan is

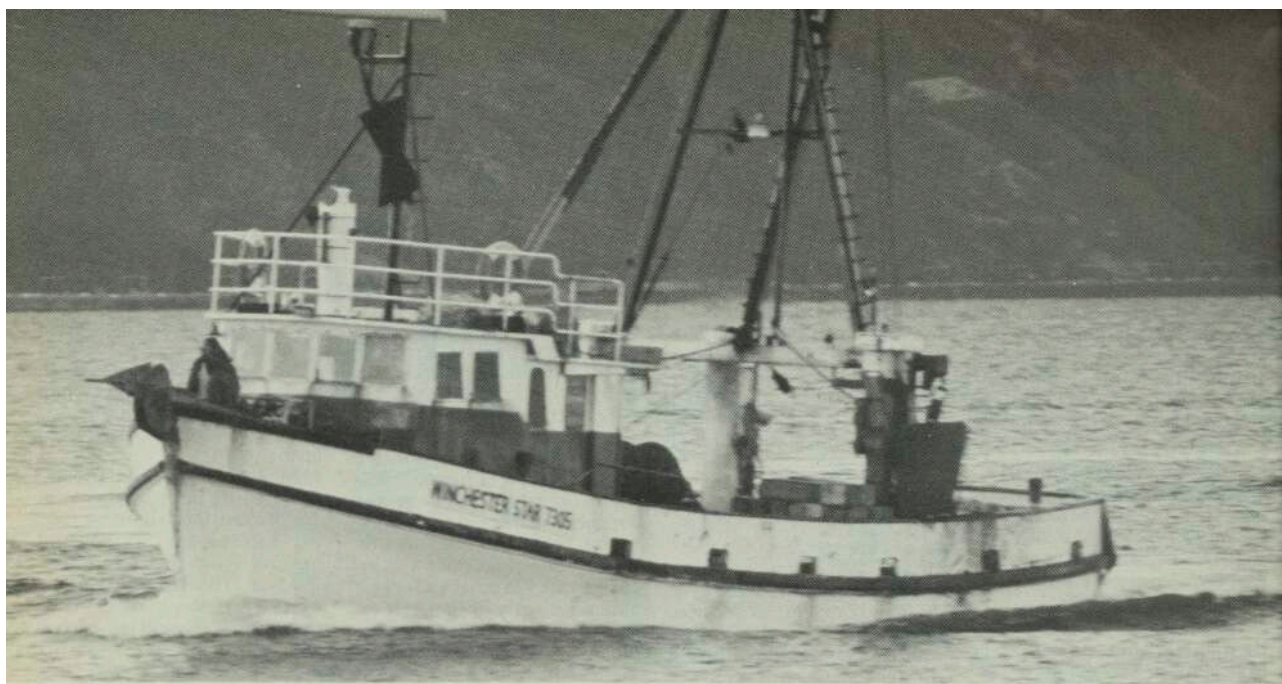
also involved in disputes over fishing rights with the USSR, Canada and the United States. The USSR has, by flexing its political muscle, gained an agreement with Japan which allows it to double its catch in the Sea of Japan while keeping the Japanese catch to 1977 levels.

In January, the US announced its intention to withdraw from the trilateral fishing agreement which had bound it with Japan and Canada. The US was seeking exclusive fishing rights over the migratory species of fish spawned in its rivers, particularly salmon. The sum total of the various compromises which Japan was obliged to reach in northern waters meant that she set some store on being able to recoup them in the south.

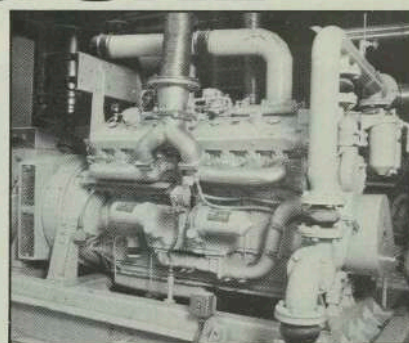
The New Zealand Government's refusal to negotiate on



Sumo wrestlers and their Tongan pupils, but where's the midget?



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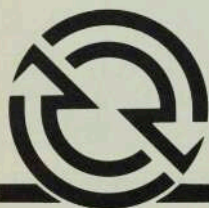
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Japanese access to her zone was upsetting. Japanese fishermen in 1976 took 165 000 tonnes of fish from these waters. This was certainly a small amount compared with the total Japanese catch of 10 million tonnes, but Tokyo obviously hoped for a considerable expansion of it.

However, it was giving no ground. "Japan has no intention of meeting this demand," said a government spokesman in Tokyo of the New Zealand stand.

The effect of various moves against Japanese fishing in both northern and southern waters could result in these vessels turning their attentions to the more tropical area of the Central and South Pacific where exclusive economic zones are less likely to be enforced for want of navies to do the job. Mr Suzuki even threatened, after persistent questioning at a Wellington press conference, that Japan would take its fishing fleet to South African waters if New Zealand remained adamant.

New Zealand's Prime Minister, Mr Robert Muldoon, in characteristically abrasive fashion, took the dispute a long way further when he declared in a March speech in Christchurch:

"There has been a considerable element of commercial imperialism in Japanese activities in the Pacific Basin since World War II, and to some extent Japan has achieved, by peaceful means, what it failed to do during the war."

He talked of Japan's penetration of Pacific markets, and accused the Japanese Government of being oblivious to the fact that trade was "a two-way street".

Japan was prepared to accommodate the larger communities, such as Europe and the United States, but "their attitude to smaller countries like New Zealand is to take a much harder line", Mr Muldoon said.

There was some speculation in Canberra that Mr Muldoon was aiming at more than one of his varied foes. Some Australian trade officials believed that his statement was aimed at least in part at embarrassing the Australian Government, whose Deputy Prime Minister, Mr Anthony, was about to leave for important talks on Japan on bilateral trade questions.

In any case, Mr Anthony was quick to dissociate himself from the Muldoon state-

ment. "I am not going to be associated with those remarks as I don't think they apply to Australia," he said on the eve of his departure for Tokyo. "I don't see why Australia should buy into Japan-New Zealand problems."

Arriving for a visit to Australia shortly after Mr Muldoon's statement, the New Zealand Foreign Minister Mr Talboys denied that he had come to enlist Australia's help in a united offensive against what he called Japan's restrictive trade policies.

He said these policies denied his country access to a lucrative livestock products market.

But after 15 years of unsuccessful negotiations, New Zealand, he said, now had a lever — Japan's interest in continuing to fish within New Zealand's newly proclaimed 200-mile economic zone.

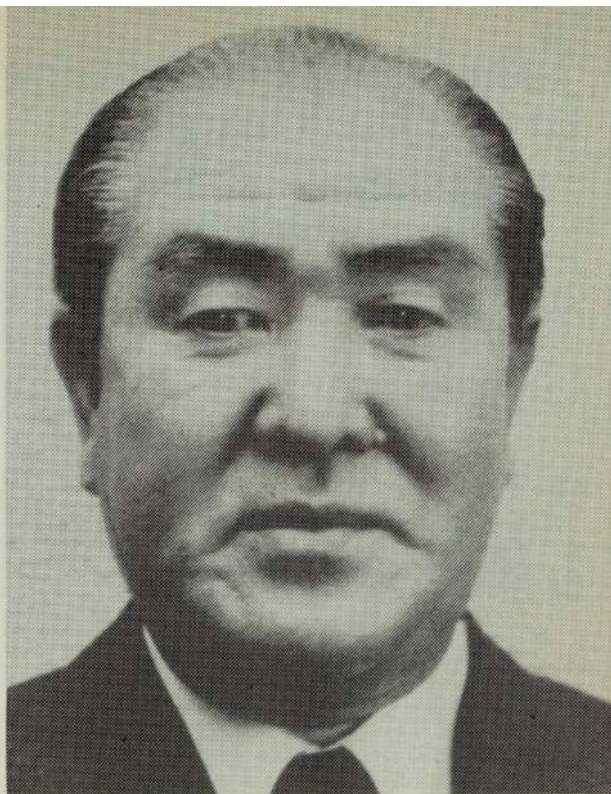
One New Zealand commentator has compared New Zealand, in its dispute with Japan, to "a midget trying to break the arm of a sumo wrestler".

Despite all the brave words about exclusive economic zones, New Zealand will face great problems in enforcing hers. No less a person than the New Zealand Defence Minister, Mr Allan McCready, wrote in the Pacific Defence Reporter (September 1977):

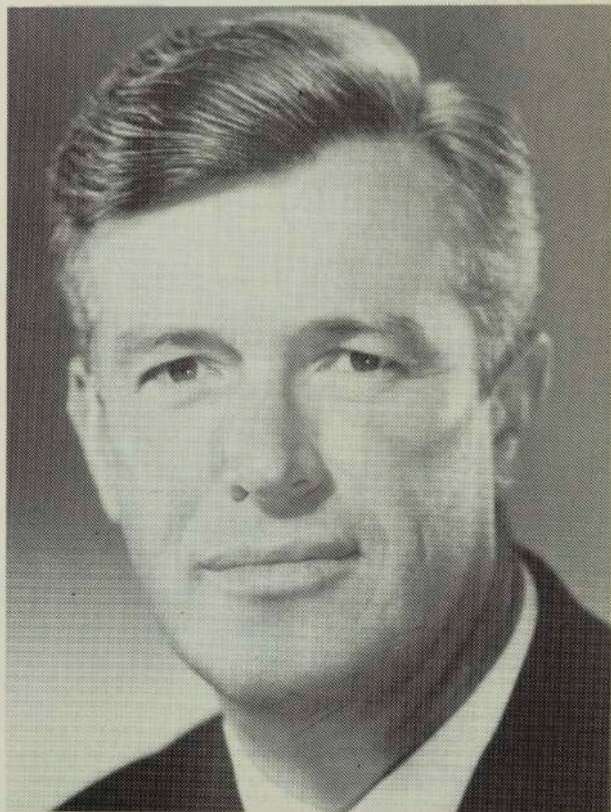
"It would not surprise me if, when the coastal states have all established their 200-mile economic zones, New Zealand was found to have the world's lowest ratio of law-enforcement resources to square miles of ocean, or of law-enforcement resources to foreign fishing activity. Nor would I be surprised if one concluded from this that the problems in policing New Zealand's exclusive economic zone were likely to prove overwhelming."

But if the zone could be enforced even partially, it will be of some benefit to New Zealand's fishing industry, which has in the past had to compete with fishing vessels from a number of countries in this area.

Official estimates from Wellington put the number of foreign vessels that begin the fishing season in this area in November at close to 600. These ships compete with the New Zealand vessels mainly for schnapper, which is as highly prized among Kiwis as it is in Tokyo, Seoul, Taipei and Moscow.



Mr Suzuki... said Tokyo would take steps to boost NZ's skimmed milk exports.



Mr Talboys... "we want a greater share in the Japanese market."

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Only the crumbs from the PNG table

In this special Export Year, New Zealand's exporters will redouble efforts to capture a greater share of the Island market. Papua New Guinea, the largest Island country of the South Pacific's developing nations, is one target the NZ manufacturers have in their sights.

The latest available statistics show that in 1975-76 New Zealand's exports of food to Papua New Guinea totalled just over \$2 million, only 2% of PNG's food imports of more than \$100 million.

As an established exporter of food products all around the world, it is surprising that New Zealand does not supply more to the PNG market, so near to New Zealand.

It is from Australia that the bulk of Papua New Guinea's food imports come, including such traditional New Zealand exports as meat and dairy products. The only notable exceptions are fish; Japan supplies almost all canned fish and New Zealand nearly 70% of the frozen fish.

A few pertinent 1975-76 statistics illustrate New Zealand's present market performance:

- dairy products — out of a total market worth over \$5 million, New Zealand's share in 1975-76 was \$314,763, or 6%;

- meat (mutton and lamb) — the total market was worth \$1,300,000, while New Zealand's share was \$416,846. We now have one-third of the market, making meat by far our best effort next to frozen fish. But there is also a \$2 million market for beef — our current share is just over 1%.

- canned corned beef — the total market was worth \$4.2 million, but New Zealand's share was \$32,591 — less than 1%. Canned meat with vegetables — of the total market of over \$1 million, New Zealand's share was \$2,744 — less than 1%.

- canned fish (mackerel) — while the total market was worth nearly \$10 million, New Zealand had no share of this market. With increasing prices

from Japan this is an area where we might be able to make a breakthrough.

- vegetables (fresh and frozen) — New Zealand supplied \$143,428 of vegetables, 9% of the total market of \$1.5 million.

- vegetables (canned) — of the total market of \$711,000, New Zealand's share was \$34,495, or 5%.

- confectionery (including chocolate) — this market was

worth NZ\$1.7 million, of which New Zealand's share was NZ\$41,894, or 2%.

- wine — although the total market was worth NZ\$700,000, New Zealand's share was NZ\$2,258, or less than 2%.

These statistics relate to last year's market; but in a developing country such as Papua New Guinea the potential for market expansion is enormous. The population in

Papua New Guinea is growing rapidly and will soon reach three million. While many are still at subsistence level their purchases, particularly of rice, meat, and fish, are steadily increasing. In addition the expectations of a growing middle class of urban workers are rising as the Papua New Guinea economy expands. It is expected that by 1986 there will be an urban population of a million people.

See-saw across Tasman

Measures to loosen trade restrictions between New Zealand and Australia include an expansion of goods on which duties will be phased out over a period of eight years. Textiles, footwear and clothing will come under special trading arrangements.

The Australian and New Zealand governments have reached agreement on further goods to be included in Schedule A, of the New Zealand — Australian Free Trade Agreement.

Under this schedule, any customs duties on the goods in trade between the two countries will be phased out up to eight years. The first reductions will operate as from next January 1.

Goods affected include some plastics, travel goods and cases, stamps, shares and travellers cheques, roof tiles, tube and pipe fittings, lifting and handling machinery and vehicles such as breakdown lorries, fire engines and snow ploughs.

However, the President of the New Zealand Federation of Labor, Sir Thomas Skinner, after attending a three-day meeting of the Joint Australia and New Zealand Trade Union Co-ordinating Council in Melbourne, stated that trade barriers between New Zealand and Australia could be intensified. There was a good relationship between the FOL



Sir Thomas Skinner... trade barriers could be intensified.

and the Australian Council of Trade Unions, said Sir Thomas, but the unemployment situation in both countries looked likely to inhibit trans-Tasman trading.

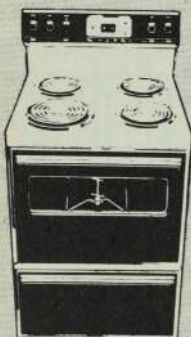
In fact, he said, there was a feeling that trade barriers could be intensified.

"Broadly speaking, the Australians don't seem to realise how serious the effects will be on our pulp and paper mills," he said. "They are not sympathetic to any goods being imported from New Zealand when it means jobs could be taken away from

Australians."

Sir Thomas said there was an area where there could be complementary manufacturing of some items. Some New Zealand manufacturers, but for tariff barriers, would enjoy a good market in Australia. "But I can't see the barriers being removed. In fact the feeling is that they could be intensified. Australian and New Zealand trade union movements are prepared at any time to co-operate with their respective governments in developing sensible and constructive policies which lead to full employment and economic stability."

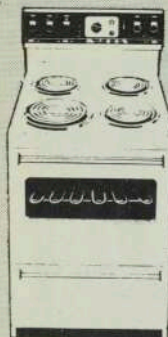
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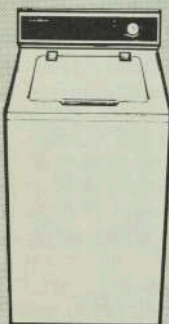


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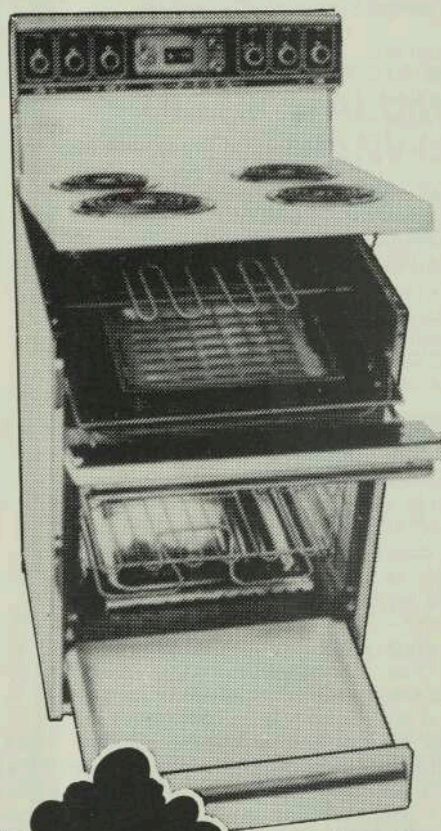


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New boats make life easier in Yasawas



From W. J. BECKETT

Two new boats put into service in the Yasawa Islands, Fiji, are greatly facilitating travel there.

One, the St John, was built entirely at Vuaki, on Matakawalevu Island, where there are no power tools. The other, the Barbara-Noela, was built partly in New Zealand.

Their construction is a story of dedication and sheer hard work. At Vuaki it was labouring by hand with saw, plane, hammer, chisel, paint brush, sandpaper, in fine weather, in foul, in rough thatch shelters on the beach.

The two builders, both from Vuaki, which is about 60 miles out from Lautoka on the mainland of Viti Levu, are Aloisio Momo and Vikatore Rakata.

The St John, named after St John's College, Ovalau, was born on the beach at Vuaki. Barbara-Noela, named after the late Miss Barbara Baigent, a NZ journalist and benefactor of Vuaki, and Vika's mother Noela, had her keel laid in Auckland.

Aloisio and Vika began work on St John in December, 1973. Then Vika went to New Zealand, through the help of the Barbara Baigent Trust, and on April 4, 1974, became apprenticed to leading Auckland boat-builder, Salthouse Bros Ltd.

When he had completed his course Mr John Holthouse suggested Vika could take a boat back to the Yasawas if a suitable one were designed.

The chairman of directors of Salthouse, Mr J. B. Brooke, then designed Barbara-Noela and Vika began part-time work on the boat in March, 1975.

He had to return to Fiji after his year's permit to work in NZ expired but he obtained a permit for another year and went back there in September, 1975, to work full-time on B-N.

"The company also was very generous with equipment," Vika said. He also was assisted by Te Papa Rotary Club.

It was back to Fiji for Vika early this year and then B-N was shipped to Lautoka in June for completion.

In the meantime at Vuaki, where they still use hurricane lamps in the village, water is precious and food is eaten fresh because there are no refrigerators, Aloisio Momo, helped by a son, Aleseo, and Bola Rakata, finished the main work on St John and towed the boat to Lautoka.

There the engines were laid down in St John and B-N and they went to Vuaki under their own power.

Back there on the beach the sound of hammering, planing, sawing, sand-papering, all by hand, could be heard every day except Sunday, from 8 am to 9 pm, as Vika and his brother, Aloisio Rakata, fashioned Barbara-Noela into final shape and St John also was given final touches.

From nearby in the village came the clang-clang of yaqona being pounded into powder for a kava session, but the boatbuilders turned deaf ears — they were off it until the job was finished.

Both boats are built to suit Tasawa and similar waters. They have sail as well as engines and are available for fishing or tourist excursion as well as on the Yasawa-Lautoka run.

Both are strongly-built and powered — and they need to be for the waters of the Yasawas are known for turning nasty. The winds blow fiercely, telling you as they whistle through your ears that they come from a long way, and the seas rise high.

Then there are the myriad tortuous reefs.

It is just as well the men who sail the ships in the area, like Aloisio Momo and Vikatore Rakata, know the waters like their own hands.

The Yasawans, too, are traditionally renowned seamen, most

known, perhaps, to the outside world, for their pursuit of Captain William Bligh, of Bounty mutiny fame, as he threaded his way through the islands in the Bounty's open launch. But the wily captain, who knew the Yasawans' cannibalistic reputation, gave them the slip.

St John has a Yamaha marine diesel engine, SME, 45-50 hp, is 12 m long, draught 1.2 m, beam 3 m, weight 10 tons, speed 8 knots. The timber used is dakua, a New Zealand kauri grown in Fiji. The Fiji Development Bank advanced a loan to finance the boat.

Built of NZ kauri, Barbara-Noela has a gleaming fibreglass paint finish. She has diagonal planking, a Yamaha two-cylinder 22 hp engine 2 QM 20. She is 9 m long, beam 3 m, weight 10 tons, cruising speed 7½ knots, draught .6 m.

She has the badge of Rotary International on her bows.

St John and Barbara-Noela are set up with what could be described as a convenient innovation in the area — a vale lailai (toilet), "luxury travel" that the "service" passengers have been used to.

The custom has been for tagane (men) to the rear and yalewa (women) to the side — a rather hazardous feat for any tourist who might venture out to the islands.

And the trip takes about seven or eight hours.



The Barbara-Noela after her launching in Auckland.

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Across the frontier into New Zealand's mysterious 'Lost World'

Te Anau, departure point for New Zealand's fiordland, is so far south it's almost out of this world — and that's how many people who visit Te Anau feel about the scenery, writes Kendrick Howard. This town (pop 2 300) is in the centre of the Fiordland lakes district where nature has been fantastically generous. This wilderness area is a veritable cornucopia of mountains, fiords, secluded trout streams and idyllic lakes.

There are dozens of lakes. The largest, Te Anau, covers 342 sq km, has a shoreline of 483 km, much of it formed by fiords that reach back into perpetually snow-capped mountains. Nearby is Manapouri, a lake of unsurpassed loveliness studded with small islands clad in native bush right to the water's edge. Many lakes can be reached only by float-plane and some, like mysterious Lake Quill high in the clouds, can be seen only from the air.

Tourism is the major industry in Fiordland and virtually every fourth person you meet has a financial or occupational interest. About the only non-tourist personnel are the game hunters and a few public servants and hydro-workers, though even here it is difficult to draw a line.

The hydro-electric station with its enormous underground powerhouse on the west arm of Lake Manapouri has itself become a tourist attraction. This plant which has a generating capacity of 590 megawatts (enough to light up 59 000 000 100-watt lamps) is this country's largest power producer. So many people became interested in this project when it was being built that a company now runs guided tours. Fast luxury cabin cruisers operate twice-daily services, a 64 km round-trip that takes four hours.

Te Anau is on the grandstand side of Fiordland National Park. New Zealand



Lake Hayes, Queenstown.

has 10 national parks and Fiordland covers 1 228 348 ha which is larger than the total combined area of the other nine. This green wilderness is the world's 12th largest national park and is so rugged that much of it is still unexplored.

The first recorded sighting of Fiordland appears in the log of Captain James Cook's Endeavour which sailed down this long indented coastline in March, 1770. Cook noted, and named, several harbours, but not until his third visit in 1773 did he set foot on land, at Pickersgill Harbour in Dusky Sound.

Cook's mooring site was discovered more than 150 years later and a plaque was erected on this spot in 1963. The stumps of the trees can still be seen on ground which he had cleared for refitting his ship.

During his stay, Cook made contact with parties of friendly Maoris, but he did little explor-

ing. "From what we could see of the interior," he wrote in his journal, "it consists entirely of barren rocky mountains which are so crowded together as to leave room for no valleys of extent, nor did we see a single acre of ground fit for a plantation of any kind . . ."

The primeval grandeur of this park is the aftermath of glacial action. Thousands of years ago rivers of slow-moving ice ploughed down from vast snow basins bulldozing a path on their relentless march to the sea.

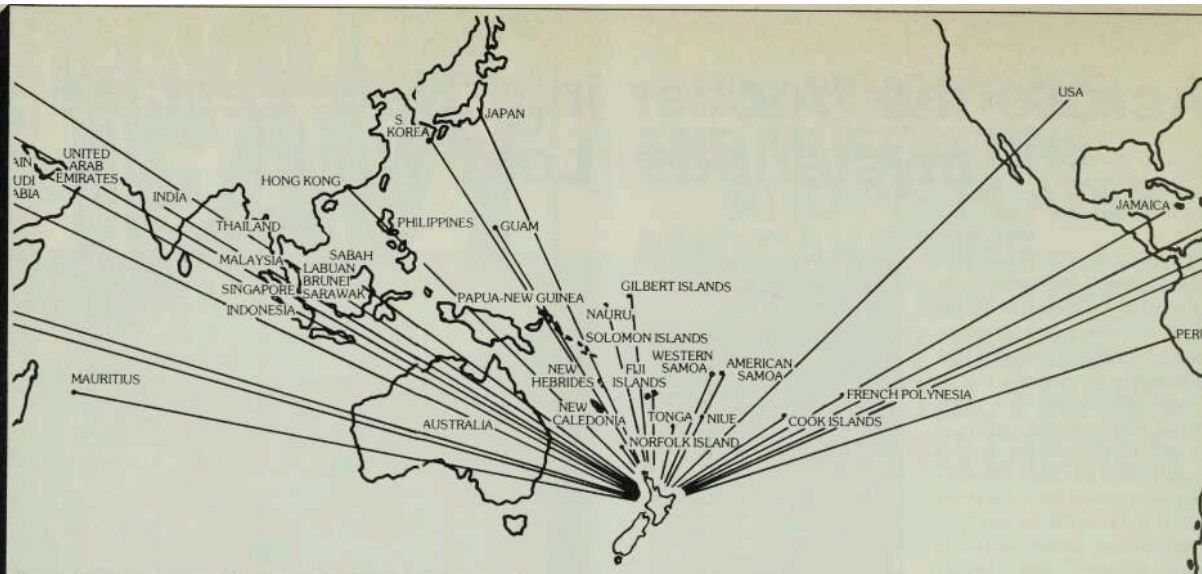
A glacier will carve off rocks as big as houses and dump them 20 km away. It will grind granite to gravel and with a shove of its icy snout heap up a wilderness of rubble. Geologists say this ice was, in places, thousands of metres thick.

At Lake Manapouri, the ice gouged a basin 32 km long and 10 km wide to a depth of 443 m (1 455 ft). This is New Zealand's deepest lake. Clin-

ton Canyon, another old glacier trail, has walls rising sheer for 270 m (895 ft). But the most impressive features are the fiords. There are some 16 of these ice-carved canyons which extend inland for up to 48 km.

In Milford Sound are the loftiest sea cliffs in the world. Mitre Peak which dominates the south end of the sound rises sheer out of the water for more than a mile. The Bowen Falls and the Stirling Falls both plunge more than 160 m (530 ft) and are utterly dwarfed by the enormous rock walls from which they spring.

Although some 300 000 people visit this park during the year few do more than take a cruise on a lake, or a ramble along one of the many bush tracks. The track between Te Anau and Milford Sound, a 50 kilometre, three-day ramble aptly described as "the most beautiful walk in the world", is



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Until this overland route was discovered in 1888, access to the fiords was exclusively by sea. An occasional tourist liner still calls at Milford but ships have been superseded by a road which tunnels through the east-west divide enabling motorists to drive from Te Anau 120 kilometres through the spectacular scenery of the Eglinton and Hollyford valleys to the head of Milford Sound.

The Homer tunnel, which made this road possible, is a remarkable engineering achievement. Set at the head of a deep valley, it is surrounded by mile-high peaks and vast snowfields. Barely 1200 metres from entrance to exit, this tunnel took 18 years of intermittent labour and the lives of three men — all killed by avalanches.

Although Fiordland has 320 km of walking tracks, this wilderness route is one of only three roads serving an area almost the size of Northern Ireland.

The most unusual road is the 20 km Wilmot Pass road linking the west arm of Lake Manapouri with Deep Cove harbour at the head of Doubtful Sound. Unlike the other two it doesn't go anywhere. It is in the middle of a wilderness with a lake at one end and a fiord at the other.

Built during the 1960s by an American engineering firm to haul in heavy equipment for the underground powerhouse project, it was hacked out of some of the wildest terrain imaginable and is said to have cost \$200 a metre to construct.

This road has opened up some of Fiordland's most spectacular scenery and tourist coaches travel over the pass daily. Tourists can board an 80-passenger luxury launch cruise down island-studded Lake Manapouri to West Arm, then transfer to a coach for the drive over the pass to Doubtful Sound. This combined launch-coach round-trip takes all day. The coaches which provide this unique excursion had to be ferried across the lake by ship and

that is the only way they will ever get out.

Adventure there is in plenty in the remoter reaches of Fiordland. The fishing is virtually limitless. Lakes, rivers and mountain streams ripple with trout and Atlantic salmon. Many are seldom fished though floatplanes and helicopters now provide access to lakes and shooting blocks once closed to all but the most determined anglers and hunters.

All movement within Fiordland National Park is governed by the Park Board. Its rangers issue permits for firearms, determine shooting blocks and picnic spots, construct tracks and maintain bridges and huts. There are huts along the main walking tracks for which the board makes a minimal charge. For trampers and hunters who want something more sophisticated, hostels, lodges and camps provide cabin-type accommodation and there are luxury-class hotels, run by the Tourist Hotel Corporation, at Milford and Te Anau.

The first white explorers arrived at Lake Te Anau in 1852 but the country proved so wild it attracted few settlers.

Today, apart from the lakeside hotels, the motor inns and caravan parks that, after dark, crimson the night with flashy neon, there is still little to show for the last hundred years. Te Anau is on the frontier of a "lost world" waiting to be discovered.

The name Te Anau is really a contraction of *Te Ana-au* meaning "a cave of rushing water". This conveyed little to the early settlers. They knew of no caves in the area and, finding the Maori name something of a tongue-twister, they called their township Te Anau.

The name remained a mystery until 1948 when a vast underground labyrinth was discovered. It was indeed "a cave of rushing water" and big enough to explore in a small boat. This subterranean river winds past cascading waterfalls and strange limestone formations like the Cathedral, an enormous chamber whose proportions convey all the architectural power of a small basilica. In a quiet backwater is a glow-worm grotto studded with the shimmering luminescence of hundreds of tiny lights. Launches now run daily

excursions across the lake to these caves.

Fiordland holds many surprises. The same year the caves were discovered, Dr Geoffrey Orbell made world headlines when he stumbled upon a colony of takahe, a flightless bird long thought extinct.

Not long after, a Wildlife patrol officer found a 200-year old, but perfectly preserved camp of a Maori hunting party. If the takahe survived who could say what was in there?

These finds held echoes of an old legend. Tales of a "lost tribe" of wild natives have come out of these forests ever since the Haweas, fleeing in defeat after a battle with Ngaitahus, had sought refuge there in 1785.

Strangely, the friendly Maoris whom Cook met during his stay in Dusky Sound also vanished. They disappeared into the mist-shrouded valleys never to be seen again. Over the years, sealing parties and a few prospectors who had gone into this area had reported glimpses of forest dwellers but expeditions that went in search all drew a blank. Fiordland guards its secrets well.



Black and white cannot do justice to this view of Milford Sound.



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Savouring the heady delights of the South Island's Mt Luxmore

When you've got to New Zealand by plane and ridden for miles over country as beautiful as anything in the world, try stretching your legs. Kathleen Shaw tells you how to do it and where to go — up the mountain with a champagne lunch.

Trampers are usually satisfied with a fairly simple lunch — flask of tea and a packet of sandwiches for example — but there is always the exception! Last summer two trampers wanting to have a look at New Zealand's Fiordland National Park from a height, packed a bottle of champagne, two steaks, a linen tablecloth and some after-dinner mints and packed it all on their backs ready for a gourmet lunch on the alpine meadow slopes of Mt Luxmore.

This mountain looks down on the tiny township of Te Anau on the opposite shore line of the lake that stretches away north to Glade House where the famous Milford Walk begins. The trampers were two of the seasonal staff employed by the tourist hotel which now lay 1 000 m below them. The summit of Mt Luxmore towers another 600 m above bushline but the couple settled for 1 000 m and were on time with the steaks and trimmings which they ate in the balmy mountain air with a panorama of forests, lakes and rivers spread out all around and below them.

Local trampers (with more simple tastes) took their tea and sandwiches up on to the slopes of Mt Luxmore last July, calling their trip "a winter ascent" of the mountain. This makes it sound rather daring but the truth is, the trip was no trouble even for the very young (aged 12) or the rather old (aged nearly 60!) They left the jetty at Te Anau at 8 am for the opposite shore of the lake and caught the same launch back at 4 pm. There were some fascinating icicles hanging from a rocky bluff and ice beads on leaf stems, but only a light coat of snow over the tussock slopes. Ice picks were not necessary at 1 000 m but those who completed the climb to the summit took them just in case.

Visitors to Te Anau with a



When you've "done" Mt. Luxmore, try the rest of the range of beautiful tramps — the Deer Park at Queenstown for instance.

day to spare will find the three and a half hour tramp up Mt Luxmore well worthwhile. Two services are available to ferry trampers across the lake, either Geoff Harper's outboard dinghy, which departs from the jetty, or Simon Vogel's charter launch. Both operate for minimal fares which include the return trip from Brod's Bay at the end of the day. Picnic lunches can be obtained prior to departure from local hotels, motels or shops and the walk and the crisp mountain air certainly stimulate the appetite.

Once across Lake Te Anau, the climb starts almost directly from the lakeshore. Red-painted pieces of metal embedded in tree trunks clearly signpost the trail. Other than a pair of sturdy comfortable walking shoes, no special tramping equipment is re-

quired to make the walk during summer or winter.

This easy access to Mt Luxmore and its proximity to the township of Te Anau make it popular with trampers and most of them want to keep it untouched by cableways and restaurants. These same features are the reason why developers want to see the mountain made accessible to everyone.

Old Mother Nature is the cause of all these disputes. She persists in scattering works of art all over the face of this planet in places very often where no one except an eagle or the pilot of an aircraft will ever see them. In Fiordland there are hidden waterfalls, glaciers, little mountain tarns the colour of old whisky, and caves of marble that can make you speechless with wonder that such beauty exists. But

then people become divided on whether we all have the right to see these lovely things or whether they should be left untouched. (Old Mother doesn't care a fig either way! So long as species survive and the earth's crust continues to twist and fold in its time-honoured way, she is fulfilled!)

These lovely natural features of the world, and especially of areas of wilderness like the Fiordland National Park, are the constant rewards of any tramps in these regions. A little effort is the price and the Fiordland National Park Board does its best to provide foot access to many areas within the Park.

Maybe, one day, there will be a cablecar on Mt Luxmore and one more of Nature's masterpieces will be seen by all but, meanwhile, there is no reason why the reasonably fit trampers can't enjoy this and many other lovely areas in one of the world's finest parks.

The Park Board's headquarters in Te Anau can supply free maps which show the position of tracks and huts. The Park Board appreciates the courtesy of your signature when you intend to go into the Park so that if you happen to get lost, your destination and plans are already known and searchers will know where to look for you. The Park is made up entirely of mountains, forests and lakes. Its terrain is one of the most rugged in the world and maps are essential if you are new to the area.

However, there is little danger of getting lost on a trip up to the slopes of Mt Luxmore. In summer time the daylight hours in this far south corner of New Zealand's South Island are as long as any you will find in the southern hemisphere. Daylight starts at about 4 am and doesn't fade until 10 pm so you have plenty of time to come down off your mountain!

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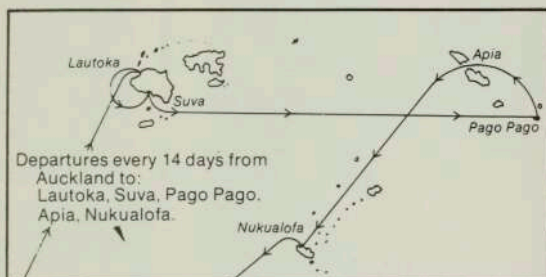


Marama.

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The first regular roll-on roll-off express service between N.Z. and the Islands.

The introduction of Marama to the Islands trade will enable exporters to greatly increase their export potential by providing faster, more frequent sailings as well as the greater cargo handling flexibility which a roll-on, roll-off service can provide.



Co-ordinated transshipment facilities from other N.Z. centres

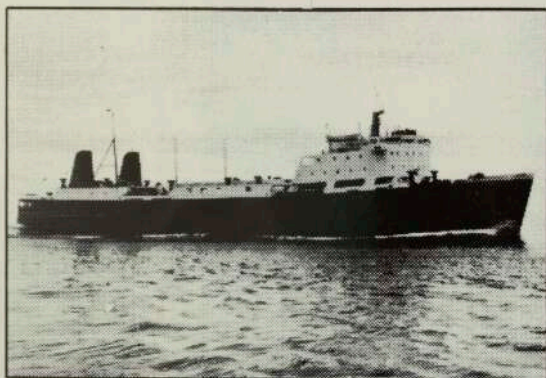
Intermodal coastal roll-on roll-off services as well as rail and road services can be utilised by shippers in other New Zealand centres to take advantage of the new Marama schedule. Your nearest Union Company office can assist you in organising the most efficient transshipment method.

International Transshipment Facilities

Flexibility in cargo modules catered by this new service can provide for shipping operators and exporters the advantage of reaching international markets using onforwarding services through Union Company contacts and expertise.

Additionally Union can also arrange for cargoes originating from overseas sources to be transhipped at ports covered by 'Marama' to their final destination to the benefit of the importer in New Zealand or the Islands.

m.v. Marama Your new export incentive
6350 deadweight tonnes.



Capacity 340 seafreighter units or their equivalent, plus space for wheeled vehicles, livestock, etc.

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The following equipment is provided free to shippers

Standard dry general cargo ISO containers
20' x 8' x 8'6" box container
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For movement of general and bulk cargoes.
(Internal) Length 13'9" (4.24M) width 7'6" (2.29M)
height 5' (1.52M)
N.B. Units are fully collapsible and open topped to facilitate loading cargoes in excess of 1.52M height. A shower-proof cover is also provided free with every seafreighter.

Newsprint Flats

These units are specifically designed for carriage of forest industry cargo but are also suitable for the carriage of other specified types of cargoes.
(Internal) Length 15'6" (4.77M) Width 6' (1.830M)

W. Containers

These containers are totally enclosed suitable for the movement of smaller consignments or valuable ones.
(Internal) Length 5'7" (1.75M) Width 4' (1.22M) Height 5'6" (1.70M)

Unit Loads

This covers cargo that is unable to be containerised or is not covered by the term 'mobile equipment'. These unit loadings must be of a secure nature to facilitate handling by a forklift with 5" gluts (loading forks).

Refrigerated Cargo

The following containers will be available:
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Livestock stalls are available for the carriage of all types of stock.

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The versatility of Marama means that all types of wheeled cargoes including cars, trucks, tractors, scrapers, machinery on mobile tracks, cranes, trailers etc can be catered for.

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The majority of hazardous cargoes will be accommodated on the vessels upper deck either in seafreighters, ISO containers or W. Containers. Full details are available on application.

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Tel. 688-437

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Plus you get features to make fishing more fun like anti-fouling props, adjustable tilt, extra long (or short) transoms, improved low-speed running and the kind of reliability that lets you concentrate all your energies on hooking a big one.

So hurry on down to your local Yamaha dealer and find yourself the finest fishing partners ever built ... the reliable, responsive Yamaha outboards.

From 2 to 60.
Power for
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60



55



40



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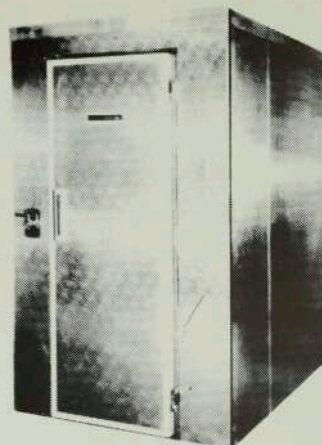


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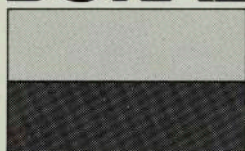
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HOLT GS 15

Offices in the Islands are mostly now feeling the usual electronic winds of change in their important equipment acquisition regions, writes computer expert Ken McGregor, who has compiled this special section. Office equipment, which until the last dozen or so years was largely electro-mechanical and didn't vary much among the various offerings of suppliers, is now a very different ballgame.

ELECTRONIC WINDS OF CHANGE BLOW THROUGH THE ISLANDS

In most developed countries, indeed, projections towards "automated office" are well in progress with visible and practical evidence of many of the key components of this phenomenon here today.

Action, not surprisingly, has lagged somewhat under the coconut trees, but with increasing cost pressures, particularly from salary increases, most major and some smaller, offices in the Islands, are modernising, fast, and choosing from a plethora of products.

Decisions about office equipment are more complex in places such as Honiara, Rabaul or Fiji's Savusavu, however, because users must choose equipment with servicing support very much in mind.

An analysis of major suppliers, distributors or retailers selling sophisticated office equipment, however, will show that not too many have made over-large servicing commitments to back up what they sell.

Lack of support to ensure that equipment sold keeps working, indeed, is one of the major reasons office equipment has not taken off in an even bigger way in the islands.

The impetus, meantime, definitely appears to be on the upturn now. One supplier points out that administrative/office costs regions of an organisation's total expenditure used to comprise 20% to 40% of outgoings.

Today, office costs can range into the 30% to 40% of total costs, making the office a focal point for increased efficiency.

And, apart from simply a cost-cutting exercise, astute utilisation of office equipment

can mean much more information of a more up-to-date nature.

Typewriters and accounting machines remain the most common, most used and fundamental pieces of office equipment in the Islands.

Change in these two areas alone is not small.

Typewriters are going electric, for both manuals and heavy-duty machines. Various types of golfball varieties are increasingly available, besides IBM. These include Remington, Olympia and Olivetti.

Cartridge-type electrics are also on the move — Papua New



The modern typing pool. Typists operating electronic machines type straight from pre-recorded cassettes feeding through light-weight head-sets.

and other island groups, as President's cartridge-oriented units take off.

Typewriters are also being computerised — hence the modest to-date arrival, but significant future, predicted for word processors.

A word processor is basically

a heavy-duty electric typewriter, linked to an inbuilt desk minicomputer and either cassette or magnetic card storage media.

On the typewriter console, a small extra keyboard controls operations which involve the typewriter itself, typing and producing standard-type, but



Guinea's Nationwide Office and Business Machines, of Boroko, headed up by local businessman, John K. Jaintong, recently placed a first order from Sydney for 10 Smith-Corona SM 8000s.

SM 8000s are now being assembled at a new plant at Hornsby, north of Sydney, by President Office Machines, an Australian-owned company headed up by Mr Tom Cooper.

Mr George Prescott, President's marketing manager, large corporate and government accounts, said the SC 8000s were made under licence to SCM Corp, a \$US1 billion-plus conglomerate.

He foreshadowed further sales into Papua New Guinea



In larger offices, the computerised accounting machine has become a fact of life. Space age miniaturisation makes a unit little larger than the average office desk possible.

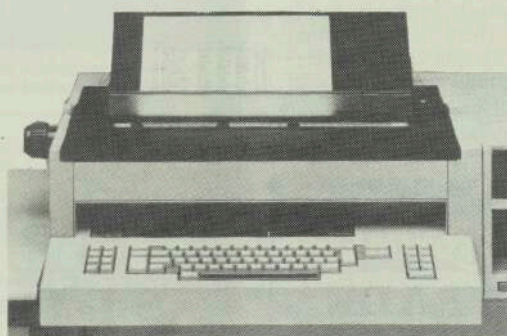
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still personalised letters in huge volumes.

Here, IBM is leading the way, with initial word processing installations underway, it is understood, in Papua New Guinea, New Caledonia, Fiji, Tahiti and Micronesia.

The interesting thing here is that despite the arrival of the above systems, sales of manual and electric typewriters remain buoyant, as do sales of complementary supplies, such as ribbons.

Ribbons should not be dismissed as an unimportant region when it is considered that an average electric typewriter uses at least 25 ribbons a year, and a word processor can use up to 10 dozen in the same time-frame.

Accounting machines are not changing any less than typewriters, in fact they are changing even more.

Here, the changeover from electro-mechanical to electronic status is more obvious, with smaller and more powerful machines handling a

greater volume of tasks, quicker.

Majors in this market in the Islands include NCR, Burroughs and Remington — which is now Australian-owned, out of Sydney, Sharp, Canon and a host of others.

Functions of accounting machines are merging with the capabilities of office minicomputers and already the first "minis" have hit the Islands, particularly in the bigger-size cities of Port Moresby, Noumea and Suva.

Office minicomputers mean yesterday's computing power available in the office, at about a quarter of the price, without the usually costly computer staff and at about one-tenth the size.

They also mean some formidable programming or software packages development, and this is the region where costs can be high, at least initially, and systems can become particularly involved.

Those going office computer should weigh up very carefully



The ultimate in modern office hardware...The computer. Again, ultra-modern technology plays a part in reducing the size of these machines, so that they claim a minimum of valuable floor space.

the costs of software production as well as hardware and servicing contracts.

Not to do so, can be disastrous.

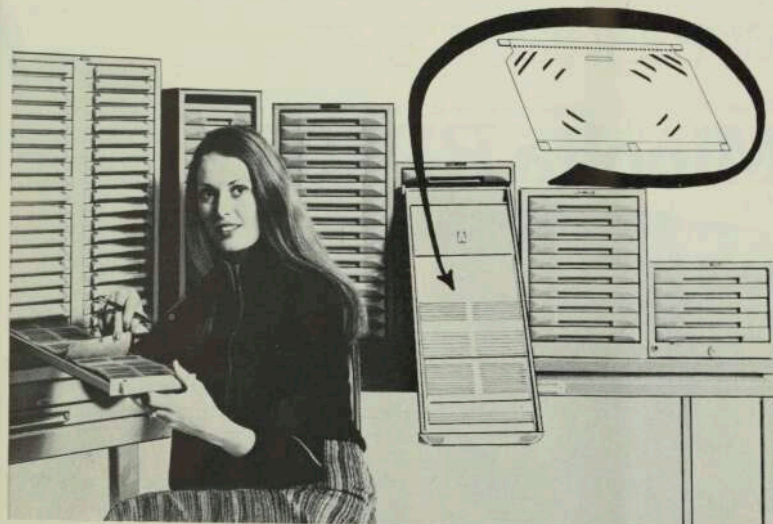
Another key equipment component of most offices is the copier, which in recent years has become smaller. Before, copiers were large, expensive and their operations were heavily centralised.

Japanese, such as Sharp,

Ricoh and Canon, are battling out market supremacy here with others, such as Xerox, 3M and IBM.

Trends in copiers will be largely around the aim of bringing big advantage features of large copiers down into packages of small copiers. Simply, it's big systems characteristics at small systems prices.

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Above: Arnos Visible Record Cabinets with inset showing special **Plastop 8" x 5"** pocket. Also available attractive lightweight durable polypropylene book units and wall panels of all sizes.



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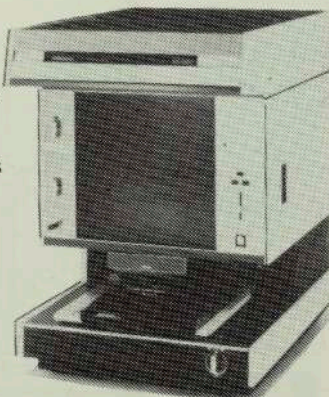
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FANCY HAVING A MACHINE ON YOUR KNEE!

There will be no secretaries as we know them today in the progressive office of the 1980s.

Routine typing and clerical chores now performed by secretaries will have been taken over by a new technology.

Throughout the world, and in the Islands, millions of jobs in the secretarial area will disappear or be upgraded to administrative assistant functions.

This is only one of many possible changes of the increasing use of electronics and virtually space-age design in the modern office.

Though the pace of change will vary, companies will find ways of doing business much different in the future.

Undoubtedly, staff utilisation and even the number of office workers needed will change.

Despite increasing governmental demands through regulation and reporting requirements, a company's staff required to provide administrat-

ive support will be one-third to one-quarter the numbers needed today.

In some organisations, it will be difficult to draw a traditional hierarchical chart of organis-

ation. Decision-making will continue to evolve towards a more collective and participative group responsibility, within all areas of the organisation.

Considerable organisation

and human resources development skills will be required to help people cope with stresses of change.

Administrative functions will be placed into management services units.

These will include:

- Human resources development — manpower planning, recruiting, selection, career pathing, counselling training, wage and salary negotiation and administration;

- facilities, equipment and supplies purchasing and procurement, such as space planning, contract negotiation and inventory management;

- information and communications, such as corporate secretariats, management information systems, central records, telex, switchboard and mailroom etc.

The need for clerical, stenographic and secretarial talent will most definitely dwindle.



PROJECTORS, NEWCOMERS IN THE BUSINESS WORLD

Audio-visual type products are becoming an integral tool within a growing number of Islands office sectors, particularly in regions such as product education.

Projectors, from people such as Fairchild, 3M, Hanimex and Kodak, are key components of most systems.

One of the most active suppliers in this region is the US-based group, Bell & Howell, which has a separate division out of its Sydney offices set up to supervise a wide range of distributors in SE Asia and the Islands.

Ron Webb, who travels the region frequently, heads this division.

Bell & Howell's Ken Jones, also of Sydney, has recently disclosed a new portable projector, which he says, is specifically designed for front-

throw or rear-screen display.

Flexibility of projection methods permits the single piece of equipment to serve different audience sizes or types of meetings.

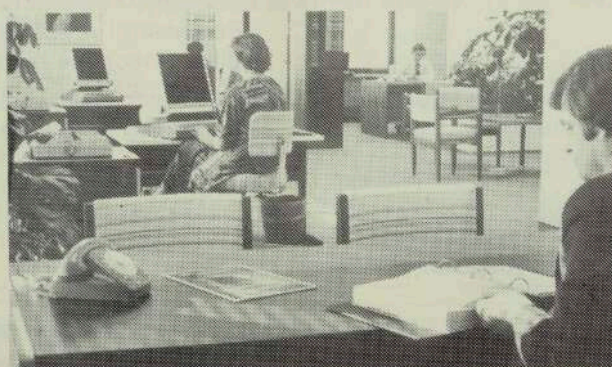
"No other device offers this front and rear projection combination," claimed Mr Jones. "Although a self-contained unit with a built-in daylight projection screen, it will also

forward project a bright, large picture on an external screen," he said. "Another feature is its unique enlarging capacity."

The projector is fitted with a frame filler control capable of enlarging the rear-screen image from any slide by as much as 60%. The Bell & Howell product has been engineered for 35 mm and the square-format 126 slide programmes.

Mr Jones said the modular construction machine was finding its way into businesses at an accelerating rate because of its ability in the staff training context. Companies could produce a wide variety of in-house programmes at economical cost for the training of personnel in their own offices.

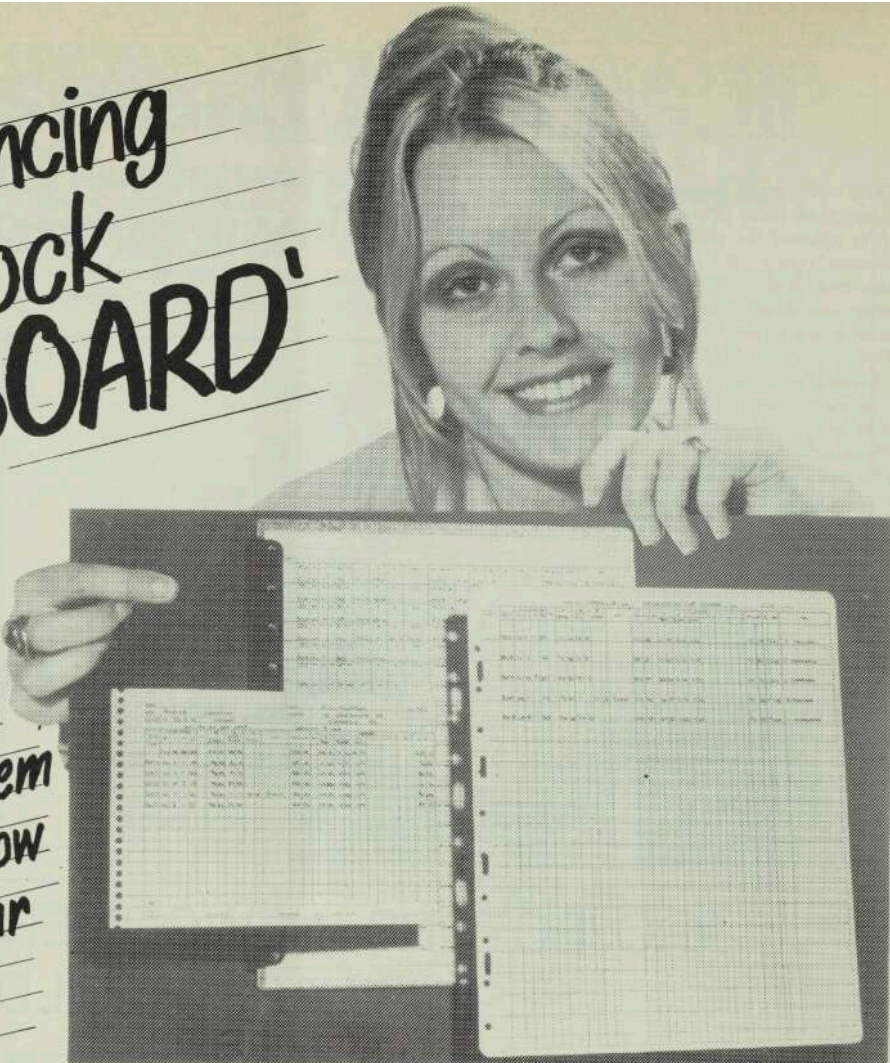
By design, the projector accepts standard rotary slide trays, holding 80 or 140



As well as the whole range of audio-visual aids to training etc., the VDT, or Visual Display Terminal is beginning to make its appearance in the modern office. These allow the operator a clear view of the work and to adjust layout, type size etc. before a final copy is produced.



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Brixton Road, Sandringham, Vic., 3191
Telephone 550 4000

mounted transparencies, and standard audio cassettes. It also has a tape pause control allowing the automatic programme to be interrupted at any time.

"Model 796X plays pre-recorded pulsed tapes and advances the slides automatically, and model 797X enables the exhibitor to make his own sound-track and put the pulses on without the need of additional equipment," explained Mr Jones.

For its light source, the projector uses the recently introduced DDM lamp claimed to be a highly efficient 9v, 80w tungsten-halogen with a multi-faceted dichroic mirror.

"It has a remarkable life expectancy of 500 hours in the rear-projection mode when it is under-run," said Mr Jones, and 100 hours in front projection when operating at full power."

Another innovative feature was the internal tray storage area.

PNG man markets office machines

A significant new enterprise owned by Papua New Guinean nationals has made its bow in Port Moresby — Nation-wide Office and Business Machine Consultants.

Executive director of the company is Mr John Jaintong, 28, of Lae, in the Morobe Province. Mr Jaintong has several years experience in marketing and administration in the office and business machines industry.

The company will retail Swiss and Swedish equipment (Hermes and Facit electric and manual typewriters, and other items), as well as American and Japanese photocopyers, offset printing machines, electronic and electro-mechanical cash registers and calculators.

New Zealander Mr William Vassilieff, who has 25 years' experience in the industry, will be general manager and technical consultant to the company. His special task will

be to design and co-ordinate training programmes for the company's technical employees. The firm already employs 10 national trainee



● Mr Jaintong is pictured (standing) with Mr Vassilieff.

servicemen, who are expected to do training on the job and abroad with the manufacturers. The company hopes to increase staff to 50 by June, 1978.

Mr Jaintong said it was the first time nationals had become involved in this kind of business.

He shares the hope of other nationally-owned firms that the central government will "decentralise" spending by increasingly patronising services provided by them.

● Western Samoa is to set up a computer centre to cater for the needs of government departments and private corporations. Government departments at present have their computer processing done in Fiji or American Samoa. Mr Barry Davies, a NZ computer consultant, is in charge of the project. He will recruit staff, find a suitable place for the centre, and advise on the building required. The computers will be supplied by Burroughs Ltd, of NZ.

Continued on page 87.

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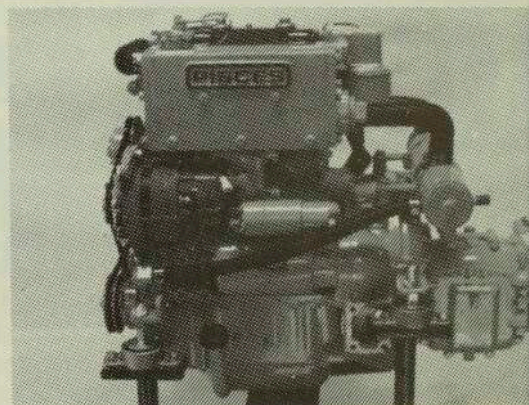


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June 9, 1978, marks the 50th anniversary of the conclusion of the first flight across the Pacific. To mark the occasion the Australian Post Office has issued four special stamps honouring the two Australian airmen who made the flight, Charles Kingsford Smith and C. T. P. Ulm, and two other famous Australian aviators, Bert Hinkler and Harry Hawker. PIM staff writer Malcolm Salmon commemorates the flight in a special article which draws heavily on the fliers' own account of it.

Four brave — and practical — men in a flying machine

There are two main ways to commemorate an outstanding technical achievement of the past, such as the first trans-Pacific flight made in June 1928 by two Australians, Charles Kingsford Smith and C. T. P. Ulm, and two Americans, Harry Lyon and James Warner.

One is to emphasise the primitiveness of the equipment used in comparison with that in use today, the length of time required for the feat with the much shorter time in which the same thing can be done today, and so on.

Thus, we could talk about the performance characteristics of the three-engined Fokker monoplane, the Southern Cross, in which the flight was made and compare them with the same features of a Boeing 747; the more than 80 hours the Southern Cross was in the air between San Francisco and Brisbane with the 14 hours required for a 747 to make the same flight; the fact that the co-pilots, Smith and Ulm, had to communicate with each other and with navigator Lyon and radio man Warner by pencilled messages, due to the deafening roar of the aircraft's engines; the fact that the interior of the aircraft was completely unpreserved, and that for many hours of the flight the pilots' legs and feet were soaking wet from rain which persistently leaked through the aircraft's windshield.

Such matters are no doubt interesting and impressive, but they tend to set a distance between us and the human beings concerned, to erect barriers where none should be.

The other, and probably less subjective, method is to attempt to see the historic



"Us" wrote Kingsford-Smith (left) and Ulm under this picture in their joint book *Story of Southern Cross*.

achievement in terms of the technical levels of the day, and in particular to seek to uncover how the protagonists themselves saw the task they undertook.

The immediate technical background to the first trans-Pacific flight 50 years ago can be briefly stated: the first factor was the tremendous spur given to the development of aviation by World War I, in which Kingsford Smith himself, born in 1897, cut his flying teeth. He won the Military Cross for service with a Royal Flying Corps fighter squadron. Then, equally important, there was the first successful crossing of the Atlantic by air by Colonel Lindbergh in the *Spirit of St Louis* in 1927. Lindbergh's flight was followed rapidly by other spectacular achievements in trans-Atlantic flying, notably by Chamberlain and Levine, and by Byrd.

Smith and Ulm write in their book *Story of Southern Cross — Trans-Pacific Flight 1928*, a work which they completed within two months of the flight, and which was off the press before 1928 was out:

"These trans-Atlantic flights caused long distance ocean flying in heavier than air machines to loom larger in aviation than it had ever loomed before. Its feasibility had been demonstrated. The ice, so to speak, had been broken, and broken with an emphasis that was beyond cavil.

"And those same trans-Atlantic hops, in addition to proving the theory that we had been propounding for so long as a forlorn hope, had increased a hundredfold our ambition to be the first to master the Pacific...

"Long distance flying over oceans in planes was no longer the fantastic dream that men were disposed to regard it round 1920."

The courage of these men goes without saying. What was remarkable about them was the extent to which such personal qualities played second fiddle to "the nuts and bolts" of their venture, the technical requirements for its success — what they called "equipment" and "organisation."

Their book is surely the strongest antidote to any "dare-devil" theories about their historic flight. What impresses the reader about it is the rigorously scientific character of their approach to the venture, and their overriding concern with safety in its execution.

Their motivation is best expressed in the following passage, describing their thoughts just before the take-off from San Francisco's Oakland airfield at 8.45 am on May 31, 1928:

"Heroics we felt were never less appropriate. We did not look on the venture ahead as being in any sense a dicing with death. Reflections of that kind did not oppress any of the four of us.

"It was no stunt that we essayed, but a calm, considered plan to show the world that ocean flying in long hops was a normal development of aviation, and that given the proper organisation and equipment it ceased to be a desperate gamble. We had before us a schedule of flying, and with some justice, we considered we had the most efficient equipment with which to carry out that schedule. Only the burning of gasoline at too rapid a rate, we felt, was the one factor that might have disturbed our schedule. To us the Southern Cross was, so to speak, a Valkyrie that could ride the storm so long as those motors could be fed with fuel. We were not animated by any spirit of bravado, nor were we unduly disturbed by doubts and misgivings.

"Our aim was to show the world that the Pacific could be spanned by air, not by any desperate struggling to land far from our fixed destination or

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any eleventh hour snatching from disaster, but with a substantial margin of safety. Only a flight carried out with such a margin, we felt, would be of any real scientific value to aviation or would adequately determine what we set out to prove, that a route of communication could be opened across the Pacific.

"To struggle feverishly to perhaps a haphazard landing was not at all the basis of our mission. We planned to fly in three hops from Oakland to Brisbane, and any effort that fell short of that by our losing our course and consuming our gasoline, would to us have been tantamount to failure in our main purpose.

"If we were to open an air route that would ever be of any commercial advantage to America or Australia, it had to be a defined air route, as certain as the route of a steamship, not a wavering air route that might end anywhere between Brisbane and Cape York Peninsula."

At another point they say:

"In quite a friendly spirit many of our American airmen friends criticised the meticulous way in which we prepared for the big flight. Some of them indicated that they thought that we had carried our preparations to a limit that might have been called 'too fussy.' Our safety measures, which were numerous, provoked most comment. They included such things as steel saws and a water still, that fortunately we had no necessity to use. Several other little devices also were not used on the flight. Yet, we are firmly convinced that the hard work, the time, and the money that we spent on those careful preparations helped us immensely to our success. We did not regret the loss of one hour of the time that we employed on that organisation. We feel that we certainly could not have kept to our schedule as we did had it not been for the completeness of our preparations."

So, their aims were strictly serious, scientific, and, in the most fundamental sense,

social. The task they had set themselves was nothing less than to achieve a drastic reduction in the physical gulf dividing the United States and Australia.

Their effort to raise the money necessary for their venture is a story in itself. Their success in this quest was due to two men above all — symbolically, one American, and one Australian. They were the Californian rancher, Captain G. Allan Hancock, and the Melbourne businessman, Mr Sidney Myer, founder of the big retail stores chain.

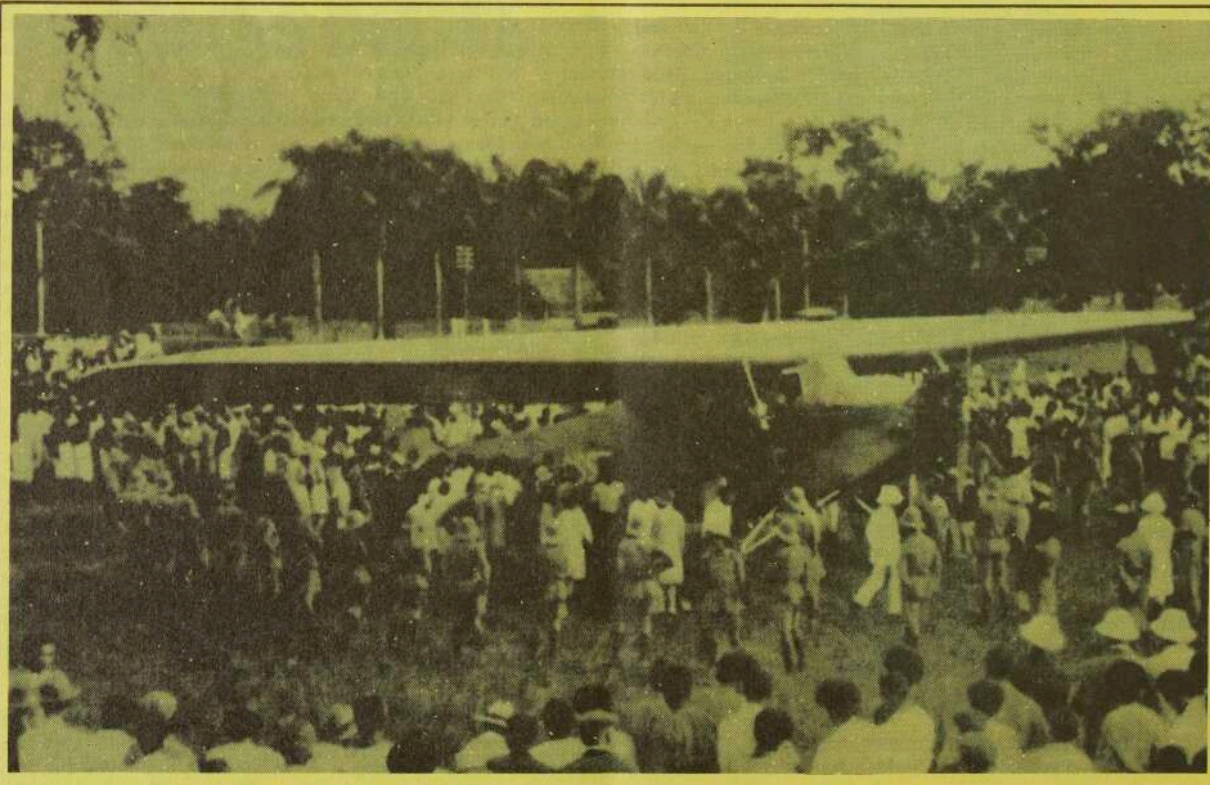
These fund-raising efforts took them much time, and often distracted them from their technical preparations.

The most important of these concerned two questions — the techniques of blind flying, and heavy-load flying. Both were relatively new to them, and mastery of them was crucial to their project.

Of blind flying, Smith and Ulm write: "When a pilot can train himself to fly for hours by

instruments, without seeing anything else — then and only then is he 'safe' to pilot a plane over long stretches of water. This training in instrument flying or blind flying is 90% mental. The pilot must have implicit faith in the instruments; he must know that, if those instruments register at variance with his senses, then his senses are wrong and the instruments are right."

Of heavy-load flying: "Every airplane that has ever embarked on long non-stop flights of 2 000 miles or over has been 'overloaded' — and overloaded means the carrying of a load greater than that which it was designed to carry with the required normal safety factors . . . It is all a matter of compromise, and the nature of the compromise must be decided by the type of flight the plane is to be used for. Some prefer a high 'power loading' and comparatively lower 'wing loading', the result being a plane with a large lifting surface (wing) and relatively smaller power plant, which, as



The Southern Cross after landing at Albert Park, Suva, with the Defence Force standing guard.

a whole, results in a slow air speed, a good range in hours, but a poor range in miles.

"On our trans-Pacific flight we needed range in miles, not range in hours. Our task was to determine the most economical speed at which to run our engines to enable us to fly the greatest number of miles, not hours..."

The course and outcome of their flight offered proof enough that their many hours of struggling with these problems were crowned with success.

The 3 220 km (2 000 ml) flight between Oakland and Wheeler Field, Honolulu, was by far the easiest of their three historic hops.

In Honolulu, they were reluctant to use the word "triumph" about their achievement so far. As they saw it, that term would only become appropriate when they landed at Suva, 5 052 km (3 138 ml) away.

Describing their feelings moments before their beach take-off from Barking Sands on the island of Kauai, they wrote:

"On our first hop to Wheeler Field we were following an ocean trail that had been blazed before. At Barking Sands we looked out over a ribbon of surf on to an expanse of ocean that had never been conquered by air, or that never had its conquest attempted. Ahead of us every mile was to be aerial exploration. We were indeed on the borders of a new air world. Out over the sea there was the thrill and charm of uncertainty."

Their anticipation of thrills was not disappointed. Problems with the aircraft's radio, fears of a gasoline leak (the drips they saw were only water), buffetings from seemingly endless rainstorms and the accompanying worries about fuel consumption as they climbed and tacked to get above and around the storms, a short period in which their starboard motor "shimmied" (faltered), and more rainstorms — all these things and more filled the long hours of their mammoth "hop".

Their first sighting of Fiji is described as follows in their



Naselai beach, take-off place for the last leg.

book: "Our eyes were strained for the first glimpse of the dot that was Fiji. It seemed as if the dot would never show up. So much had we been told of the long shot that we were making for a dot on the map, that we began to think in terms of 'dots'..."

"Ulm was at the controls. Smith was dozing. Ulm was not expecting land exactly at that moment, when suddenly far ahead on the starboard bow a small dome sprang up from the sea..."

"Ulm swung the plane for it. The sudden oscillation woke Smith, and his language was forcible and full of colour. He thought Ulm had fallen asleep at the controls. But when he peered through the windshield his wrath vanished. It was land!"

"There lay the first of the Fijian Islands far out silhouetted against the angry glare of the sun..."

"Our big goal was in sight. We were on the verge of triumph. We had pioneered a new ocean airline of 3100 miles. It was a dramatic moment on the Southern Cross."

"The sea dozed lazily in a tropical heat, and the sun was high and relentless. We turned the nose of the plane straight for the small brown dome that grew darker and splashed with

a bronze green as we tore across the gleaming sea towards it. As we swept ahead another small grey-green dome popped up to port, and in the great water lane between these two distant islands other green domes appeared, until the ocean seemed to sprout a rampart of islands right across our path..."

Let an eye-witness on the ground describe Smith's historic landing of the Southern Cross on Suva's Albert Park, after 34 hours and 33 minutes in the air from take-off at Barking Sands. A reporter in the Fiji Times of June 6, 1928, thus described the event of the day before:

"It was the watchers on the roof of the GP (Suva's Grand Pacific Hotel) who first saw the speck in the distance which was the Southern Cross..."

"Some distance out he banked and, dropping lower still towards the water, came in a bee-line to the opening which had been made for him, passing through the centre of it and right over the white cross which had been laid as a guide."

"From the cross he taxied straight towards the corner of the park and a group of 30 members of the Defence Club, mostly returned soldiers, forming a volunteer rope gang stood horror-stricken as they felt that

the short hill was not sufficient to pull him up.

"But they reckoned without the wizard pilot. At the foot of the hill he realised this fact and immediately brought the machine round to the left, pulling up in a short distance near a great tree on the left and with another to the right and an iron shed on his right front..."

Suva did the aviation pioneers proud, with the Governor, Sir Eyre Hutson, the Mayor, Mr Henry Marks, and all local dignitaries entertaining them and showering them with gifts — including a splendid tortoise-shell casket containing 200 sovereigns.

The Fijian population too was enormously excited by the event. The aviators were presented with a whale's tooth (*tabua*) by Ratu Joni Mataitini, the oldest living Fijian and a member of the Legislative Council, in honour of their feat.

They even inspired a legend. Smith and Ulm write in their book that Fijians in Lomaitivi Province, asked by the solitary European trader there to keep a lookout for the plane, actually failed to see it. But undeterred, and not knowing that on the night of June 4 there was an eclipse of the moon, they formed the view that the shadow on the moon was actually the Southern Cross, running ahead of schedule on its flight to Suva, and taking a rest on a lunar plateau before continuing its flight!

Smith and Ulm commented: "Certainly the idea showed a fine imagination in the natives. It would have been a boon to us in those squalls that we struck on the night before we got into Suva if we could have flung our grappling iron on to the moon or the tail of a comet for a welcome rest from the storm battering. But we were not the supermen that the natives believed we were."

Naselai beach was chosen as the take-off site for the flight to Brisbane. But problems with the weather, and especially the time required to transport the aircraft's fuel in surf boats through boiling seas from the government vessel *Pioneer*, which had to stand well off-

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shore, caused much anxiety and delay. A take-off on Thursday was finally deemed impossible, so the impatient fliers spent the night on board the Pioneer.

However, they approached the 2427 km (1508 miles) flight to Brisbane with high confidence — it would be a "snack," they felt, compared with what they had been through. They could not know that incessant storms would make this last and shortest hop of their trans-Pacific flight the most physically arduous of all.

They had not been long in the air on the next day, June 8, when they found that their earth induction compass — "probably the most valuable instrument we carried" — was not functioning.

It was their own fault, they wrote. "During the battle of getting the fuel aboard at Naselai beach we completely forgot to oil this instrument. Without any boasting, we really think that this was the only mistake that we made during the whole flight . . .

"We are convinced that had the earth induction compass been functioning we would have hit Brisbane accurately, and would not have struck the Australian coast 110 miles off our course."

Actually, they came in over the coast at the NSW town of Ballina, turned north and landed at Brisbane's Eagle Farm airport at 10.50, on the morning of June 9.

The welcomes they received in Brisbane, and later in Sydney and Melbourne, were well up to the measure of their historic achievement.

The historic flight was an Australian venture. True, Smith and Ulm pay unstinted tribute to the Americans Lyon and Warner, saying "Without Lyon's skill as a navigator, and Warner's skill as a radio operator, we would never have crossed the Pacific safely." But in conception and leadership, the feat was Australian.

The 50th anniversary of the flight has called forth a number of reflections on how it was that a country so small in population should come to play such

a role.

In a recent review of a book on Australia's pioneering aviation achievements, Australian journalist Robert Macklin noted that they were "wildly out of proportion, internationally, to our minuscule population". Noting the relative cheapness of early aircraft, their ease of maintenance, and the great distances confronted on the Australian continent, he says "there was certainly no lack of motivation" for the Australian aviation pioneers.

"But," he adds, "in all probability this will never happen again. Today's pioneers, be they in space travel, medical research, pure science or even Olympic sports are, almost inevitably, members of a team with the financial and technological back-up that only the great powers can provide."

Aspects of the Australian temperament, at least as it manifested itself in those days, also played a part. In an article devoted to an earlier Australian aviation pioneer, Harry Hawker, who is also honoured in the current stamp issue, an

English journalist, writing in the *Morning Post* in 1919, made the following comments on Australian airmen:

"They don't want the Archbishop of Canterbury to hold a special service for them before they get off the ground; they are not going to die until they have done everything mortal man can to prevent it; if they do die, they will take it to be absolutely as natural a process as to be born; and, in the meantime, instead of wasting their time collecting mascots and inventing fancy names for the machines they fly, they prefer to do as much of the building of them as time and opportunity allow, and they see to it that the financial side of the business is so fixed up that they will not be leaving spots of poverty behind them."

The comments might as well have been made about Smith and Ulm in their approach to their great venture of 1928.

As for death: flying claimed the lives of both men in the end. Ulm disappeared off Honolulu in 1934. Smith disappeared in the Bay of Bengal in 1935.



Thirty years on — James Warner (centre left) and Harry Lyon with their wives are welcomed by Ratu Penione of Naselai and other villagers during a nostalgic visit to the beach in September, 1958.

TAKING THE SOUR TASTE OUT OF THE CUSTOMER'S MOUTH

"Papua New Guinea has been used by other countries' 'briefcase salesmen' as a venue for making the fast and easy sale... This has contributed to all different types of office and business machines flooding the country without honest consideration of 'service back-up and spare parts'.

"It is a major factor contributing to the present nerve-cracking dilemma of unavailability of spare parts and high service fees."

The words of PNG's office equipment heavy, John Jaintong could apply to Fiji, the Solomons, New Hebrides, Norfolk Island or any other Islands territory equally as well.

Fact is, efforts in recent years of non-Islanders trying to flog most every conceivable piece of office equipment without any thought of support or parts for hapless users, has left a sour taste in the mouth of many.

It is not surprising, then, that many key office administrators in the Islands are sceptical of much of the newer type of systems and opt to stay with the "evil we know".

Thus, these people are staying with what is often outmoded equipment, such as electro-mechanical accounting machines and manual typewriters, etc., rather than plunge into the unknown and questionable expertise of many office equipment suppliers to support what they sell these days.

Support and availability of parts is really what office equipment is all about, particularly in regions such as the Islands where machine expertise is not exactly plentiful.

It is thus somewhat reassuring to see entrepreneurs such as Mr Jaintong, and others like John Scott, at Remington, and the formidable PNG Printing effort out of Port Moresby, invest heavily in this area.

Whereas the trend in office equipment supply in the South Seas is for increasing local con-

trol of distributorships, moves are also well underway for very serious training indeed of Islanders in servicing a wide range of office equipment.

At Mr Jaintong's Nationwide Office and Business Machines Consultants, for example, the emphasis is very much on service, directed by senior executives such as technical consultant, Bill Vass.

The Vass team includes Albert Madek, Sarufa Mari, Moroba Buari, Jonah Eliap and Sam Ezekiel.

At competitor, PNG Printing, important alliances are consummated and well established with overseas majors, such as Olivetti, where Sydney-based distributor supervisor Jack Mole is involved.

This company has invested considerably in service training for its support staff. Its involvement with equipment, particularly from Olivetti, is wide.

Equipment can range from manual and portable typewriters, through electric typewriters and simple electronic accounting machines, to sophisticated banking terminals, word processors, office minicomputers and data communications concentrators.

Other major names which come to mind in PNG and indeed Fiji and several other countries in the region include Burroughs, NCR, 3M, Ozapaper, Brownbuilt, Arnos, Bell & Howell and New Zealand's ubiquitous Rotascan filing system.

Ozapaper, currently set to merge with the Océ-Crosby Group in Australia, is a big name in copiers, microfilm and the engineering drawing area.

Bell & Howell, through Sydney heavy Ron Webb, has an active network of distributors in towns such as Apia, Honiara, Port Moresby, Suva, etc., and is heavily into audio-visual equipment, particularly projectors, and micrographics.

Two Australian magazines,

incidentally, keep users and suppliers well in touch with latest applications and products. They are "Micrographics Australasia", Box 414, PO Artarmon, NSW, 2064, and "Modern Office", Box 3337, GPO, Sydney, NSW, 2001.

American Group, 3M, now has a staff office in Port Moresby, and competes with Bell & Howell in micrographics, but also supplies a much wider range of supplies, such as copiers, tapes, etc.

Arnos, based in Melbourne, is an active filing systems maker which is vigorously exporting to several countries. NCR, with major offices in Port Moresby and Suva, has also a most active operation out of Noumea, of an agency basis covering New Caledonia and the New Hebrides.

IBM remains a key supplier of office equipment in most countries, and of larger, mainframe computers in New Caledonia and Tahiti. Burroughs has secured computer sales in Fiji and the Japanese have their first computer mainframe in the Islands, within the Computing for Commerce-associated bureau in Port Moresby, involved with New Guinea Motors.

Here involved is a low-end \$100,000-range Facom 230/15 system.

In PNG, British supplier ICL remains in control of the local computer mainframe

market, with a bevy of installations virtually controlling the entire market for this class of machine.

A plethora of far bigger computer number-crunchers are in use on US military sites in Micronesia, such as at Kwajalein, Saipan and Guam, and the French have some big machines in French Polynesia, involved with recently revived H-bomb testing, but unsurprisingly, little details are available on these!

Nationwide Office, of Port Moresby, recently ordered some 10 SC 8000 cartridge electric typewriters from Sydney's President Office Machines, a move seen as a pointer to an already wide range of products it is involved with.

Here, Nationwide's agencies are not unusual for an organisation which has invested heavily on support throughout the Islands' largest land mass.

Other Nationwide agencies include Hermes 808 golfball electric typewriters, Facit 1601 portable typewriters, A. B. Dick copiers, duplicators, offset printers and A. B. Dick Magna I word processors.

Nationwide is also heavily into the electronic cash register region, with agreements with Hugin, Citizen, Sanyo and Casio.

The company sells itself strongly on its local control and its investment in local staff.

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Coconut oil will flow in Tonga

While drillers continue probing for crude oil in Tonga, another kind of oil will soon be flowing through a special pipeline — the oil of the coconut.

Tonga's new copra crushing mill is nearly completed and will be opened by King Taufa'ahau Tupou IV in September.

The mill is expected to process about 12 000 tonnes of copra a year into oil and meal. The factory, located about one kilometre from Queen Salote Wharf, will run 24 hours a day (except Sunday) in three eight-hour shifts and employ about 10 people a shift.

Oil Mills of Tonga, Ltd., is a joint venture of the Tonga Commodities Board and Claudius New Hebrides Ltd. The local board has 60% interest and the overseas firm the balance.

The oil will be stored in two 2.14 m³ tanks, each of which holds 500 tonnes. Full, the two tanks will be worth a half million Tongan dollars,

according to Dr Charles Kerry of Sydney, management consultant for the project. A pipeline, electrically heated, will run from the factory to the wharf, where the oil will feed into special ships with deep well tanks designed for hauling vegetable oils.

The oil will go to Australia and America's West Coast, where it will be sold in bulk for the manufacture of margarine and many other products, including jet fuel.

Mr Masao Soakai, formerly general manager of the Copra Division of the Commodities Board, will manage the mill,

assisted by an Australian mill expert and a locally-trained foreman.

In a recent visit to the site, the King pointed out that while most look at the coconut oil as the mill's main product, he looks at oil as a byproduct. From his point of view, the copra meal left after the extraction will be essential for development of the kingdom's chicken and pig industries. The copra meal makes excellent feed for fowl and pigs. In 1977, Tonga imported almost \$2 million-worth of meat and poultry, and it is hoped that a locally organised industry rais-

ing fresh protein can help reduce that figure.

Claudius New Hebrides prepared feasibility studies for similar mills in Western Samoa and the New Hebrides.

BRIEFLY

● Pacific Fishing Co Ltd, of Levuka, Fiji is enjoying a boom. In 1977 it collected a record \$11.1 million from the sale of canned tuna. The company made \$6 million from the export of the fish. The current year should be even better as big orders have already been received from Bumble Bee Sea Food, of the United States and British Columbia Packers, the largest importer and distributor of canned tuna in Canada. There has also been an initial order from John West Foods Ltd, of the UK, one of the best-known canned fish and food distributors in the world. As a side issue, the Fish Can Co, owned jointly by the Fijian Government and Toyo Seikan Co, of Japan, has started to make cans for the cannery. It has contracted to produce 500 000 cases (48 cans to a case) in 1978. That should help to yield \$14 million to \$15 million for the cannery this year.

● Tonga's hopes to revive its lagging banana trade with New Zealand were jolted by the 1977 drought, which was followed by hurricanes in December and February. The country will be lucky if it can send away 100 000 cases by the end of 1978. At the end of 1977 exporters were hoping to send between 130 000 and 150 000 cases to New Zealand. Banana plantations in Vavau and Haapai were completely wiped out by the hurricanes, while in Tongatapu and 'Eua about 55% of the crop was damaged by Hurricane Ernie in February. An indication of the shortage of bananas was given when the Toa Moana picked up only 800 cases from 'Eua and Tongatapu on a recent trip — a shortfall of 2 000 cases.



King Taufa'ahau on a conducted tour of the mill with (left) Dr Charles Kerry, the management consultant, and Mr W. Stewart, the consulting engineer.

Three unions fight to control Fiji workers

A demarcation dispute to end all demarcation disputes is brewing in Fiji. Two new unions and a deregistered union with a new name are all seeking to represent wharves and seamen in industrial matters. Deregistration of the Fiji Waterside Workers' and Seamen's Union was followed by formation of a union at Lautoka known as the Port Workers' and Seamen's Union. Then another union was formed in Suva — the Fiji Waterfront Workers' and Seamen's Union.

Now the deregistered Fiji Waterside Workers' and Seamen's Union is seeking registration under the name of All Port Workers' and

Seamen's Union. The onlooker, justified, is somewhat amazed by this proliferation of names, especially when one uses the word "Waterside" and another "Waterfront" with other words identical.

The Fiji Waterside Workers' and Seamen's Union itself was formed after its predecessor was deregistered, with practically the same officials. The leader of the All Port Workers' and Seamen's Union is Taniela (Big Dan) Veitata who was industrial adviser in the deregistered union, and who had a lot of influence on the waterfront. Some of this influence has undoubtedly waned, but Taniela still has a big following.

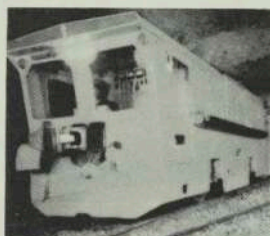
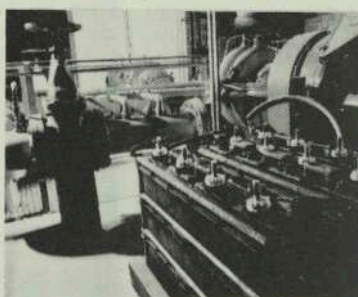
About 500 attended the meeting he called to form the All Port Workers' and Seamen's Union. He said he could be industrial adviser of the new union, if members agreed.

He also said all the assets of the deregistered union would be transferred to the All Port Workers' and Seamen's Union. There was a "substantial amount of money" in Australia for the union to use for "reconstruction purposes". It could be used to pay union executives' salaries, office costs and general operation of the union for the next four or five years. This money was given by the International Transport Federation in London.

The Trade Union Advisory Committee has to decide which union it will accept to replace the deregistered Fiji Waterside Workers' and Seamen's Union.

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A TRAGIC CHAPTER IN THE ODYSSEY OF THE HOKULE'A

It was supposed to be a voyage of triumph, not of tragedy, writes Ron Ronck in Honolulu.

But that was not to be as another chapter in the controversial history of the *Hokule'a* was written in March when Hawaii's famed double-hulled sailing canoe capsized on a return trip to Tahiti.

One crewmember, Eddie Aikau, was lost at sea while trying to paddle for help on his surfboard.

The second Tahitian trip for the *Hokule'a* a 4 800 km journey expected to last 30 days — ended only five hours after it began. Rough seas flipped the 18½ m canoe near Penguin Banks, 32 km southwest of Molokai.

Capsizing occurred around midnight on March 16 but it wasn't until the evening of the 17th that the pilot of an airlines jet spotted flares released by the sailors.

Aikau, a professional lifeguard and surfer, left the canoe during the day on a surfboard bound for Lanai. Despite an extensive air and ground search of the area, the missing man was not found.

By the time rescue efforts were underway, the canoe had drifted 50 km off the western end of Molokai. The 15 remaining crew members were airlifted by helicopter to Honolulu while the US Coast Guard cutter Cape Corwin towed the canoe back to land.

The *Hokule'a*, owned by the Polynesian Voyaging Society, first sailed to Tahiti in 1976 as part of Hawaii's salute to the US bicentennial year. The pub-

licity surrounding the building of the canoe and its subsequent voyage inspired a cultural reawakening among Hawaiians of their ancient seafaring heritage.

Unfortunately, however, the trip to Tahiti — filmed by the National Geographic Society — was marked by personal quarrelling among the crewmembers and charges that the Polynesian Voyaging Society had deceived the public by using non-traditional materials such as fibreglass and canvas in constructing the canoe.

Still, the *Hokule'a* returned to Hawaii as the symbol of a

long-lost Polynesian spirit. The feuding and failures were forgotten and the voyage came to be viewed as both an extraordinary achievement for modern sailors and a cultural success.

Last year, the canoe made educational cruises to all the

Hawaiian islands and was used as a floating classroom for elementary and secondary school students.

Plans for the second major voyage called for the *Hokule'a* to remain in Tahiti for a year, returning to Hawaii in March, 1979, with a half-Tahitian crew. This time the canoe did not have an escort vessel following behind to provide emergency assistance.

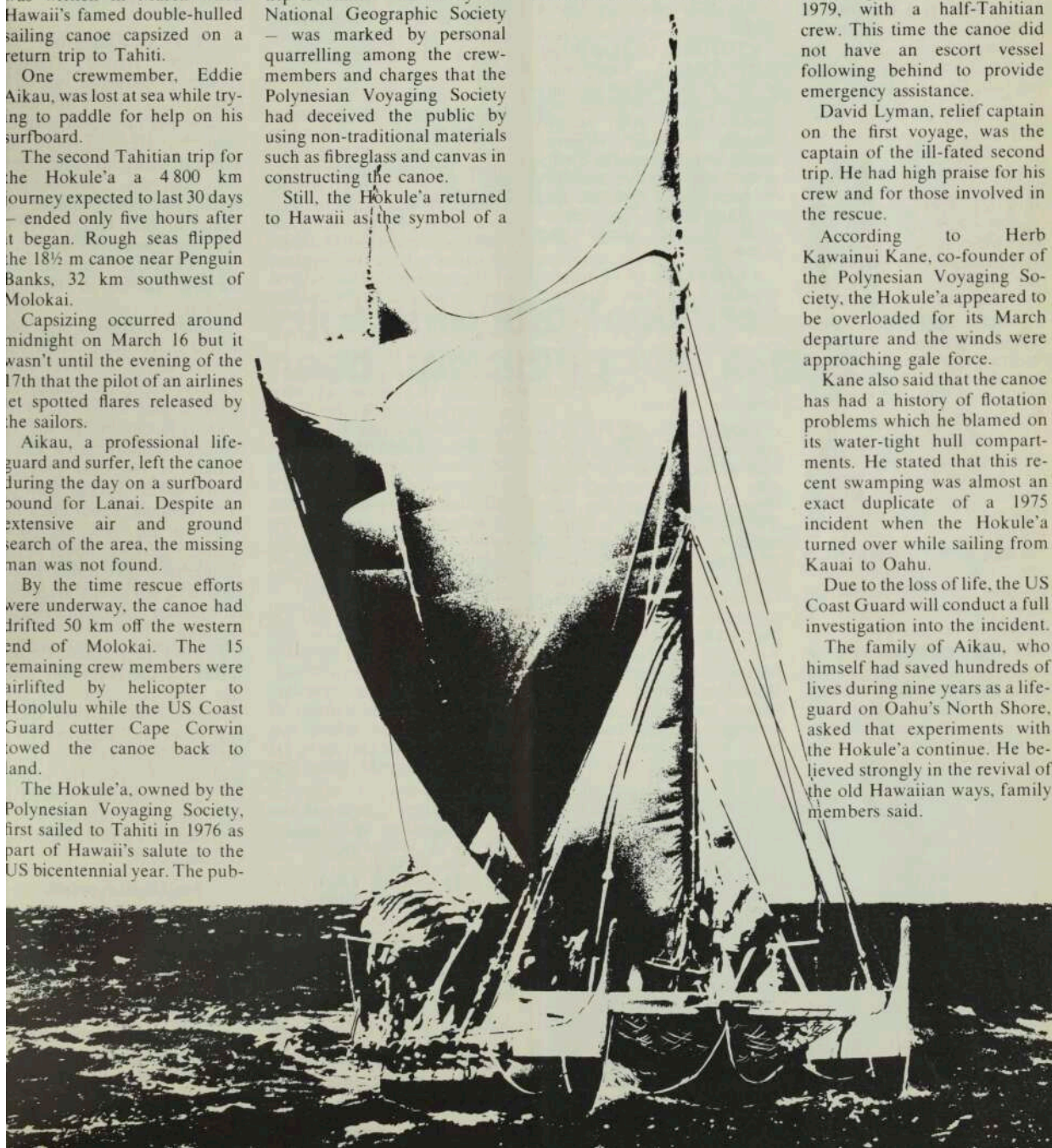
David Lyman, relief captain on the first voyage, was the captain of the ill-fated second trip. He had high praise for his crew and for those involved in the rescue.

According to Herb Kawainui Kane, co-founder of the Polynesian Voyaging Society, the *Hokule'a* appeared to be overloaded for its March departure and the winds were approaching gale force.

Kane also said that the canoe has had a history of flotation problems which he blamed on its water-tight hull compartments. He stated that this recent swamping was almost an exact duplicate of a 1975 incident when the *Hokule'a* turned over while sailing from Kauai to Oahu.

Due to the loss of life, the US Coast Guard will conduct a full investigation into the incident.

The family of Aikau, who himself had saved hundreds of lives during nine years as a lifeguard on Oahu's North Shore, asked that experiments with the *Hokule'a* continue. He believed strongly in the revival of the old Hawaiian ways, family members said.





CRUISING YACHTS

• **TALOU**, 15 m ferro-cement ketch from Toronto (see PIM, Oct, 1977) with owner-skipper John Taylor and wife Brenda was on her way at the end of April to Samarai and other PNG ports after spending a few days at Lizard Island, off Cairns in Queensland. By June the Taylors hope to be on their way to South Africa. They spent two months in Australia.

• **SANSOUCI**, 11 m American ketch, arrived at Rarotonga on April 9 from Bora Bora with owner-skipper Gerard Henry and Linda Foster. Mr Henry is on a circum-navigator and his next ports of call will be Tonga, Fiji, New Hebrides and Port Moresby.

• **SEA HELEN**, 9.14 m Canadian schooner, arrived at Rarotonga on March 29 from Bora Bora with Captain Klaus and friend. They left for Niue on April 13.

• **CHANDALAR**, 10.45 m American sloop with single-hander Alan David arrived at Rarotonga on April 9 from Papeete, bound for Auckland.

• **RANGER**, Canadian ketch with owner-captain G.A. Williams, arrived at Rarotonga from Papeete on April 6, bound for Nuku'alofa.

• **TAKUTOTEM**, 12.5 m American sloop, arrived at Rarotonga from Tahiti on April 13, bound for Tonga. On board were owner-skipper Verne Elliott, his wife Sheila and children Stuart, 15, Shane, 12 and Lisa, 11. The yacht is registered at Sitka, Alaska, from where the voyage started and plans are to visit New Zealand, Japan and the Aleutian Islands before returning home to Washington.

• **CON TINA**, American CAL 13.9 m ketch-rigged motor sailer registered at Newport Beach, arrived at Rarotonga on April 16 from Tahiti. On board were owner-captain Dr Peter Eastman, his wife, Betty, their son Peter and Mark Mowery. They had called at the Marquesas, Tuamotus and Society Islands and

planned to visit Aitutaki, American Samoa and probably New Zealand and Australia.

• **MANUKURA**, an American yacht, arrived at Butaritari in the Gilbert Islands early in March with skipper Richard Musick and a crew of three. The yacht reached safety after surviving a storm which badly damaged the mast and riggings.

• **RUNESTAFF**, 9 m Australian cutter which arrived at Rarotonga late last September left on April 6 for Aitutaki and Tahiti with owner-skipper-builder, Ian Hancock and three crew.

• **TUTOKO**, 15.55 m British cutter-rigged catamaran, arrived at Rarotonga on April 5 from Raiatea. On board were owner-skipper John Martyn Roberts, Valerie Roberts, George and Margaret Smith, and children Martyn and Fina Roberts and Steven and Nicholas Smith. They left on April 11 for Tonga and Auckland.

• **LADY LEE**, 12.11 m ketch registered in Los Angeles, arrived at Rarotonga from Bora Bora on April 15 with Truman Schmidt (captain) and Jeanne Schmidt. Next port of call will be Pago Pago, American Samoa.

• **MAUDI MARIE**, 15.24 m yawl, arrived at Tubuai in the Austral Islands in mid-March after a 16-day voyage from New Zealand, carrying Willy and Herta Binsfield and their children, Mike, 13, and Susi 12. They were on their way home to Half Moon Bay, California, which they hoped to reach by June 1. They planned to visit Makamo in the Tuamotus, the Marquesas and Hawaii. They had left Half Moon Bay in June, 1977, and visited the Marquesas, the Tuamotus, Tahiti, Rarotonga, Niue, Samoa and Fiji before arriving in NZ.

It's a race from Sydney to Suva

About 20 entries are expected for the second Sydney-Suva yacht race which will start from Middle Harbour, Sydney, on June 4. The race will be held in three divisions — the International Offshore Racing division, a division for yachts not up to that class and given an arbitrary handicap, and a cruising division for yachtsmen who plan to cruise later in the islands.



DEATHS of Islands People

THE DEATH OF A LEGEND

Taripwakato is dead. He was much better known in Tahiti and New Caledonia than in the New Hebrides, but he was in fact a Tongoa man, one of the great custom figures of the Shepherd Islands.

He visited New Caledonia several times, his expenses paid by those he went there to treat. In Tahiti, he was well-known in herbal medicine circles. On his own island of Tongoa, he was respected and even feared. He had received from his ancestors in Matangi, his native village, the wisdom of the ancients. This retired member of the British police force knew both how to treat the sick with herbs and to tell the stories of the past.

We had the great pleasure of having him at the microphone on Radio Vila. We were discussing the legend of Kuwae, which had just been recounted over the radio. Taripwakato was not very talkative. We were speaking French and he was a little intimidated. Then he was asked to reply to a question which he found too important, one not to be replied to in public.

Chief Tipoloamata had related the legend of Kuwae, but had stopped short at the point of the eruption of the volcano. So we did not hear the account of the resettlement of shattered Kuwae, which was to create the islands of Tongoa, Tongariki, Emae and Falea.

So I asked Taripwakato what happened afterwards. Who was Matanauretong? Who was Tarifegit?

Taripwakato knew the answers, but said nothing. As he left the studio, he took me aside and said: "Some other time you come and see me, and I will tell you. But some other time ..."

The legend of Matanauretong is widely spoken of throughout the Shepherd Islands. It should be recalled that after the eruption of the great Kuwae volcano, the is-

land was resettled, and each village and clan claims responsibility for the resettlement.

The Tongariki people told me recently that the Matanauretong legend was theirs. Taripwakato, who recited legends so well, could have given me his version of the resettlement of his island. Now he is gone. He is a spirit, transformed into a *Na Etamat*. He is dead and his sons know nothing. With the death of Taripwakato, oral tradition has lost a legend. (Obituary tribute by P.G., in Nabanga, Vila, New Hebrides.)

T. H. G. Elkington

Thomas Harold George (Tommy) Elkington, an old identity in the Solomon Islands, has died in Brisbane, aged 70. He was born at Samarai, where his father, Old Tom, ran the Cosmopolitan Hotel. The family moved to Tulagi in 1917 taking over a new hotel, and lived there till 1931, when Old Tom died and the hotel was sold to "Butcher Johnno".

Tommy Elkington was educated in Brisbane. After his father's death, he went into business with Ernie Palmer, as recruiter and trader. In 1941, Tommy joined the 2nd AIF in Sydney, training as a commando. In 1942 and 1943 he served in "Z" Special Unit in NW Australia. From there he went to the AIF in New Guinea, serving under Phil Palmer in HMS Paluma. Even though he was an AIF sergeant, he was later given command of this ship.

In 1945, he married. He returned to the Solomons with the first civilians in the Southern Cross in 1946, spent two years on Tulagi, working for Carpenters, and then did a spell at Yandina. He joined R.C. Symes and then worked in the group in the Ambon.

He leaves a widow, a son and two daughters.

Mr H. R. Cooper

Mr Harold Roy Cooper, Director of Nelson & Robertson Pty Ltd, Island Merchants until his retirement in May 1970, has died. Mr Cooper joined what was originally the partnership of Nelson & Robertson at 16 years of age and his association with the company was a very active one.

Pacific air fares "exorbitant" says Japanese economist

A stinging attack on "exorbitant" air fares in the Pacific has been made by Mr Jiro Tokuyama, managing director of Tokyo's Nomura Research Institute.

The institute is one of Japan's leading research bodies on social and economic affairs.

Mr Tokuyama toured Australia in April as a guest of the Australian Administrative Staff College. Main theme of his lectures was that in 10 to 15 years the Pacific Basin economy will have emerged as "the world's most viable economic centre," with Australia, Japan and the west coast of the United States playing a pivotal role.

Among the most important immediate obstacles to this development, in Mr Tokuyama's view, is the high cost of air travel in the Pacific.

In an exclusive interview with PIM in Sydney, he said: "In projecting the Pacific Basin economy, we must not overlook the remarkable progress that has taken place in the means of transportation and communication.

"In the pre-war days, it took 12 days to cross the Pacific Ocean.

"The advent of the Douglas DC-6 after World War II enabled us to fly from Tokyo to San Francisco in 32 hours, via Wake and Honolulu.

"Late in 1959, the Boeing 707 shortened the time to 8.5 hours.

"Now a Concorde can make it in 4.5 hours.

"Likewise, 10 years ago it took 15.5 hours to fly from Tokyo to Sydney via Hong Kong and Manila. Today the non-stop flight between the two cities takes only 9.25 hours.

"Such rapid progress has turned the Pacific Ocean into a 'lake' so to speak. Transport costs have also come down sharply.

"The round-trip by Sky Train between New York and London now costs \$US236.

"In some cases, air freight from Los Angeles to Yokohama is less expensive

than land freight from Los Angeles to Cleveland.

"Since the US Civil Aeronautics Board takes a positive stance toward the liberalisation of fares, it will not be long before the one-way air fare between Tokyo and the West coast of the US will be halved to \$US250-280, and the Tokyo-Sydney fare will also be halved.

"President Carter's decision to let the market decide rates has made it likely that air passenger fares and air cargo rates in the Australia-Japan-US Pacific triangle generally will be cut by half in the next two or three years.

"Despite all these developments, I was surprised to learn that the Australia-Japan Foundation has paid a round-trip fare, Japan-Australia, of 443 600 yen (about \$A1 730) for me.

"Because of the IATA agreement, the air fares in the Pacific are exorbitant.

"I just cannot understand why you have to pay more to fly to Tokyo than to London.

"If the fare is lowered, I am sure both Qantas and Japan Air Lines will get more passengers and thus more profits.

"It is precisely this rapid progress in transportation and communication that will

stimulate the Pacific Basin economy, and it cannot be overlooked as an important factor that will bring striking changes within the region in perhaps as little as three to five years."

Mr Tokuyama told PIM that the smaller Island nations of the Pacific could expect substantial spin-offs from these developments, especially in the early stages of dramatic increases in tourist numbers.

He said he believed in the medium term there would also be major developments in the part-processing of raw material exports of the Island countries.



Fiji's shipping facilities need upgrading say experts

The Fiji Government shipyard at Walu Bay, Suva, needs to be extended according to the retiring manager of the yard, Arne Sannergren, who will leave Fiji in June to live in his native Sweden.

Mr Sannergren went to Fiji in 1969 as a United Nations Industrial Organisation sponsored expert to study and recommend ways of improving shipbuilding in Fiji. In 1971, he took over management of the shipyard on contract to the government.

He said the shipyard should be reorganised as a commercial enterprise. Dry-docking facilities had to be extended and reinforced to lift capacity for the slipway to ships of 500 tonnes. At present the yard can build ships up to 200 tonnes only.

The workshops, stores and office areas could be extended without difficulty. The government should make a concerted drive to advertise and market the products of the shipyard throughout the South Pacific. Later the government could acquire a floating dock with a

5 000 tonnes lifting capacity, which would enable a variety of ships for regional trade to be built there.

When Mr Sannergren took over management of the shipyard in 1971 there were 150 in the work force. That number has more than doubled to 325. The yard could be extended to employ 500 workers.

Fiji has the biggest shipyard in the South Pacific Islands, and the need for further expansion was imperative. As Fiji

was the natural centre for a number of groups, with good communications and a reasonably stable economy, the prospects for the future were good.

The last vessel built in the shipyard under Mr Sannergren's supervision was the Marie-Anda, which was to go into service for Blue Lagoon Cruises. The Marie-Anda, 38 metres, will have a crew of 16, and can carry 66 passengers in three-berth cabins. All cabins are air-conditioned and are



Walu bay slipway.

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equipped with toilets and showers. The Maria-Anda is the fifth vessel built in the government shipyard for Blue Lagoon Cruises.

Expansion is also planned for Fiji's old capital, Levuka. The Ports Authority of Fiji has a two-phase plan to improve the wharf there, and is planning to spend \$150 000-\$200 000 on the first phase, which involved improving and strengthening the existing structure, with some modification.

The second phase, a long-term plan, was to spend between \$1 million and \$2 million on extensions and complete overall improvement. The whole project would be carried out gradually.

The PAF plans were announced after the Levuka Chamber of Commerce sought repairs before the first liner arrived on what would be weekly calls. It was reported there were gaping holes in the decking of the wharf, and that planks had rotted.

BRIEFLY

- P & O's cruise ship, *Island Princess*, a sister ship of the *Pacific Princess*, will visit the South Pacific in November. She will arrive at Melbourne on a southbound cruise from the US on November 4, and will be in Sydney on November 10. The *Island Princess* will sail from Sydney for Los Angeles on November 7, via Noumea, Suva, Pago Pago, Moorea, Papeete and Honolulu. For the past three years the *Island Princess* has been based on the US West coast, cruising to Alaska, Mexico and the Caribbean. Like the *Pacific Princess*, the *Island Princess* has been featured in the American TV series, *Love Boat*.

- Daiwa Navigation Co. Ltd., of Japan, which operates services into the Pacific area, is to trade out of its financial problems. Recently NYK Line (Nippon Yusen Kaisha) was called in to help Daiwa in its reconstruction programme,

and South Pacific services are now operated by NYK in conjunction with Daiwa. Daiwa intended to resume the Japan-Taiwan-Guam-Saipan service on April 25 with the *Ponape Maru*. Mr Yogi Tsutsumi, assistant manager of Daiwa's business division, told PIM in April he hoped NYK would no longer be required to help on Pacific services by August.

Daiwa hoped to show creditors it was a viable and profitable shipping line. It launched a rationalisation programme which would help to cut costs. The Daiwa services from Japan to the South Pacific and Australia continue to be supported by shippers. Two services out of Sydney after the first announcement of Daiwa's troubles carried about the usual amount of cargo.

- Solair, the internal air carrier in the Solomons, has become a regional operator with the opening of a weekly service to Santo in the New Hebrides. The aircraft leaves Honiara at 9 am on Fridays and arrives at Santo, after a 40-minute stop at Santa Cruz, at 1.55 pm the same day. The return flight, also via Santa Cruz, leaves Santo at 7.30 am on Saturdays and arrives at Honiara at 12.25 pm. The return flight connects with Air Niugini at Honiara, for Kieta and Port Moresby. A same-day connection at Port Moresby for Hong Kong is possible.

- New Guinea Express Lines has added a second container ship to its Australia-Papua New Guinea service. The *Waigani Express* (formerly the *Bellatrix*) has joined the *Beteigeuze* (which will be renamed *Niugini Express*). There will be a 12-day service from Melbourne, Sydney and Brisbane to Port Moresby, Aotau, Lae and Rabaul. Two smaller ships, the *Lae Express* and the *Moresby Express*, will be withdrawn from the Australia - PNG run when their charters expire.

- Faleolo airport in Western Samoa is likely to get a pilot's black star rating. A black star from the International Airline Pilots' Association designates an airfield as "critically deficient." It is the worst of three

ratings from pilots. The other two, in descending order of the fitness of an airfield are orange and red. Mr J. Wilson, president of the NZ Pilots' Association, writing in the association magazine, said a black star rating for Faleolo (it then had a red star rating) would mean a reduction in the operating standards for the Boeing 737 which used Faleolo on the Apia-Auckland service.

- The US Civil Aeronautics Board has approved Continental Micronesia's proposed fare changes. Approval means a 15% increase in economy fares over Micronesian routes but new round-trip excursion fares between all points in Micronesia and changes in fares for longer hauls will mean cheaper fares for some travellers. Fares for short hauls could rise by 25%.

- A combined mother ship/general cargo ship has been built by Sims Engineering Ltd, at Port Chalmers, near Dunedin, for Papua New Guinea. It is the fourth ship Sims Engineering Ltd has built for PNG under the NZ Government's bilateral foreign aid programme. The ship is 20.2 m long. It is equipped with a refrigerated container and a blast freezer unit, which will enable fish to be picked up from various fishing villages in West New Britain.

- New Services to Gau Island, Bua and Ba helped Fiji Air to carry 29% more passengers in 1977 than in the previous year. The airline turned in a record net profit of \$48 036 for the year. The airline now uses four Britten-Norman Islander aircraft. It is paying its maiden dividend, 5c a share, on its 1977 profit.

- The Fiji slipway and dry dock at Suva are working at capacity, with Korean and Japanese fishing ships, based on Pago Pago going there for survey and overhaul. Between April and August 12 fishing ships from Pago Pago were to go to Suva for dry-docking.

- Captain Edwin Sands and three brothers have bought the

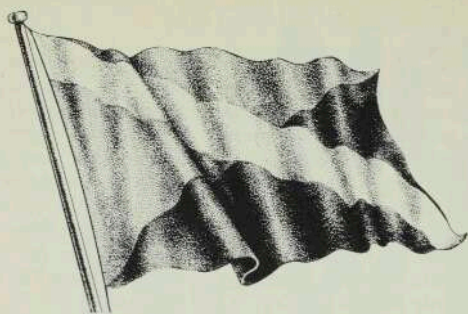
Zephyr, 220 tonne cargo and passenger ship, from Pacific Carriers Ltd, of Vila, and will put her into service in Fiji waters. She cost more than \$70 000, plus the cost of a lot of repairs. She was to make her first trip from Suva to Lautoka and then go on to a Suva-Lavasa service. The *Zephyr* has a capacity for 75 tonnes of cargo and can carry 27 passengers in saloons and on deck. When owned by Pacific Carriers she traded from the New Hebrides to Western Samoa, Tonga, Futuna and Wallis Island.

- The final stage of reef blasting in Tokelau is likely to take place between July and September this year, writes Judie Teall from Apia. The blasting is carried out by a team from the New Zealand Ministry of Works, and aims to make the present channels safer for whaleboats. It will also enable the channels to be used at lower tide. The work will be carried out at Atafu and Fakaofu where coral and rubble from the initial blasting of the channels has now been removed.

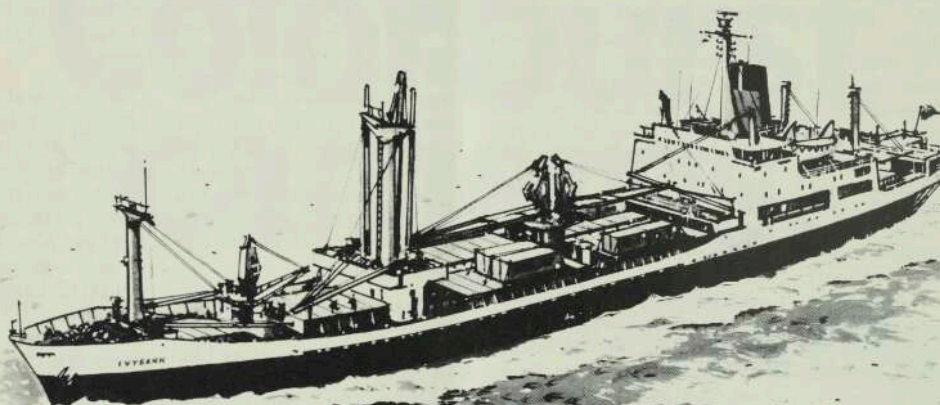
Two aluminium whaleboats are now under construction in Apia, and design work is going ahead on a new towboat. The Tokelau Affairs Office in Apia is hoping to have the first aluminium boat completed in time for the May charter voyage to Tokelau. The boats are lighter and hopefully easier to handle than existing equipment. If they prove satisfactory the present fleet of five whaleboats will be replaced with aluminium vessels.

A new school boat for Fakaofu is also being designed. The first school boat, built in New Zealand in 1976, never went into use, and is now tied up near the Fisheries Division in Western Samoa. The 13m vessel is being offered for sale by tender.

- The *Linblad Explorer*, 2 000 tonnes, which has Swedish owners, will be based at Auckland or Suva in 1979, for six months, to make a series of South Pacific cruises. She will make one cruise in the area later in 1978.



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Details from Chandris Lines, 135 King St., Sydney (232-2455).

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Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island and Norfolk Island.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P & O liners call at Auckland, Suva, Honolulu and Vancouver on eastbound and westbound voyages between Sydney and the US.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - NZ - FIJI - TONGA - N. HEBRIDES - NOUMEA - PNG - SOLOMONS - SAMOAS

Sitmar Cruises operates a year-round cruise programme to include most of the above countries.

Details from Sitmar Cruises, 47 Elizabeth Street, Sydney (232-7511).

Royal Viking Line, with first-class cruise ships Royal Viking Star, Royal Viking Sky and Royal Viking Sea, cruises the Pacific from Sydney and Cairns calling at a variety of Pacific and Asian ports.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

P & O liners call at Apia, Auckland, Bay of Islands, Honiara, Lautoka, Noumea, Nuku'alofa, Pago Pago, Papeete, Port Moresby, Santo, Savusavu, Suva, Savau and Vila on cruises from Australia.

Details from P & O Booking Centre World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - FIJI - SAMOAS - TONGA - NORFOLK ISLAND

Pacific Navigation of Tonga operates a five-weekly refrigerated general cargo/container service from Sydney and Brisbane, to Suva, Lautoka, Apia, Pago Pago, Nuku'alofa and Norfolk Island.

Details from Beaufort Shipping Agency Co, 2 Castlereagh Street, Sydney (221-2388).

AUSTRALIA - NEW CALEDONIA (AND/OR) NEW HEBRIDES

Daiwa Line operates a container

service from Sydney to New Caledonia and the New Hebrides. Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

Somacal operates a monthly service from Sydney to Noumea.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

Sofrana-Unilines ships serve Noumea every three weeks from the main ports along the east Australian coast.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elders-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie des Chargeurs Caledoniens operates a three-weekly containerised cargo service from Sydney to Noumea.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

Compagnie Generale Maritime operates a monthly service from Sydney to Noumea, Port Vila and Santo, using Ro-Ro vessels.

Details Compagnie Generale Maritime Head Office 4-6 Bligh Street, Sydney (221-2522), Freight Dept, 261 George Street, Sydney (241-2872).

AUSTRALIA - FIJI

Karlander (Aust) Pty Ltd operates monthly cargo services from Sydney to Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301), Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Sofrana-Unilines (Fiji Express Line) operates to Suva and Lautoka every three weeks from the main ports on the east coast of Australia and monthly to Lautoka from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elder-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie Generale Maritime operates a monthly service from Sydney to Suva, using Ro-Ro vessels.

Details Compagnie Generale Maritime Head Office 4-6 Bligh Street, Sydney (221-2522), Freight Dept 261 George Street, Sydney (241-2872).

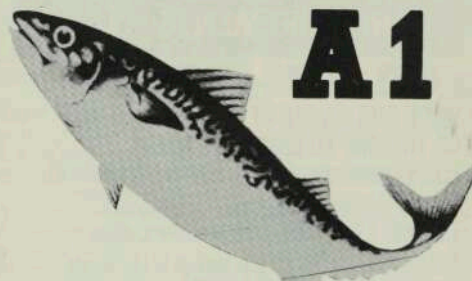
AUSTRALIA - SAIPAN - MICRONESIA

Nauru Pacific Line operates a regular container service from Melbourne to Saipan, Truk, Ponape and Kosrae.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

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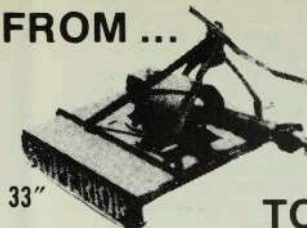
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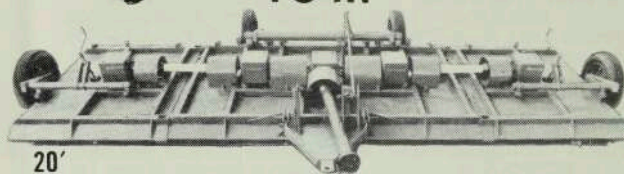
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AUSTRALIA - TONGA - SAMOAS - TAHITI

Karlander operates a monthly cargo service from Melbourne and Sydney to Nukualofa, Apia, Pago Pago, Papeete, US west coast. Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - TAHITI

Daiwa Line offers a six-weekly service from Australia to Papeete.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

Compagnie Generale Maritime operates a monthly service from Sydney to Papeete using Ro-Ro vessels.

Details: Compagnie Generale Maritime Head Office 4-6 Bligh Street, Sydney (221-2522) Freight Dept 261 George Street, Sydney (241-2872).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) and PANGAL/PNGL Operate chief Container Service from Australia to PNG-Solomon Islands ports on point slot sharing basis. Three container vessels operate on 28-day turn-around from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Madang, Kieta and Honiara.

Details from Burns Philp & Co Ltd, 51 Pitt Street, Sydney (20-547) and InterOcean Swire, 8 Spring Street, Sydney (2-0522).

Farrell Lines operates a service every month from Tasmania, Melbourne, Sydney and Brisbane to Lae and Rabaul.

Details from Wilh Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street Melbourne (61-3031), J. C. Waller (Rabaul) Pty Ltd, Rabaul, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines operates three-weekly conventional and container services Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange PO, Sydney (241-3991) JacArthur Shipping Agency Co, 2-92 Eagle Street, Brisbane (29-3777), New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053), Niugini Express Lines in Port Moresby (214436), Lae (42-1536), Rabtrad Niugini Pty Ltd, Rabaul (92-2911).

Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301), Dalgety Shipping, 461 Bourke Street Melbourne (50-0731).

AUSTRALIA - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line operates a container service every 30 days from Sydney to Noumea, Honiara, Tarawa and Guam. Gizo cargoes transhipped to Honiara, Saipan, Majuro, Truk, Koror, Yap cargoes

transhipped at Guam.

Details from Union-Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238, telex AA20397).

AUSTRALIA - NAURU - MAJURO

Nauru Pacific Line operates regular cargo/passenger service from Melbourne to Nauru and Majuro.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522)

US - PNG

Farrell Lines operates regular services from all US west coast ports to Lae and Rabaul.

Details from Wilh, Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), Farrell Lines, 1 Market Plaza, San Francisco, L.A. (9-4105), J. C. Waller (Rabaul) Pty Ltd, Rabaul, Burns Philp (NG) Ltd, Kieta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

PNG - US - CANADA

Farrell Lines operates regular services from Lae and Rabaul to US west coast ports and Vancouver.

Details from J. G. Waller (Rabaul) Pty Ltd, Rabaul, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae, Farrell Lines, 1 Market Plaza, San Francisco, L.A. (9-4105), Wilh, Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517).

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae to Liverpool, Hamburg, Rotterdam, Antwerp and London.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041), Burns Philp (PNG) Ltd, PNG ports.

PNG - US

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to San Francisco; calls at US Gulf and East Coast ports on inducement.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

SOLOMONS - FIJI - TONGA - W. SAMOA - UK/CONTINENT

Bank Line operates regular cargo service from Honiara, Suva, Nukualofa and Apia to Liverpool, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (SS) Co Ltd, Suva.

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MNOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Nedlloyd, 8 Spring Street, Sydney (2-0522).

Nedlloyd operates monthly cargo service with three ships from

Surabaya, Jakarta, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801); Burns Philp (SS) Co Ltd, Suva and Lautoka.

JAPAN - NZ - PNG

China Navigation Co, with three ships operates a monthly cargo service from Japan to New Zealand calling at Lae on return journey.

Details Nedlloyd, 8 Spring Street, Sydney (2-0522).

FAR EAST - MID-S. PACIFIC

China Navigation Co's vessels operate a regular cargo service from Hong Kong, Taiwan and Singapore to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

Details from Nedlloyd, 8 Spring Street, Sydney (2-0522).

Kyowa Shipping Co. Ltd, operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and New Hebrides and 45-day container/break bulk cargo service from Kobe, Nagoya and Yokohama to Guam, Suva, Lautoka and Noumea.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

NYK Line, in conjunction with Daiwa Line, with container ships operates 30-day service from Moji, Kobe, Nagoya and Yokohama to Papeete, Pago Pago, Apia, Suva, Lautoka, Sydney, Noumea, Honiara, Tarawa, Guam and Taiwan.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

NORTH EUROPE - TAHITI - NEW CALEDONIA

Hamburg-Sued operates monthly cargo services from Hamburg, Dunkirk and Le Havre to Papeete, Noumea, via Panama.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966), Columbus Maritime Services, 17 Albert Street, Auckland (75-509).

EUROPE - PACIFIC ISLANDS

Compagnie Generale Maritime operates services from Europe and Mediterranean ports to Papeete and Noumea using three Ro-Ro and three multi-purpose vessels thus ensuring a bi-monthly sailing to and from.

Details Compagnie Generale Maritime, 4-6 Bligh Street, Sydney (221-2522).

EUROPE - PACIFIC IS AUSTRALIA

Compagnie Generale Maritime maintains regular services from North Europe and Mediterranean ports to Sydney via Papeete, Santo, Vila and Noumea, and via those ports on return, using Ro-Ro and multi-purpose ships.

Details from Compagnie Generale Maritime, 261 George Street, Sydney (241-2872).

EUROPE-TAHITI-W. SAMOA- FIJI-N. CALEDONIA

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801).

JAPAN-GUAM-FIJI-SAMOA-N. CALEDONIA-N. HEBRIDES

Daiwa Lines runs a monthly cargo service from Japan via Guam to Suva, Lautoka, Pago Pago, Apia, Vila, Santo, Honiara, Noumea, Tahiti, Nauru and Cook Is.

Details from Burns Philp (SS) Co Ltd, Suva.

NZ - FIJI - TONGA - SAMOAS

Union Steam Ship Co of NZ operates a roll-on, roll-off, unitised service from Auckland to Lautoka-Suva-Pago Pago-Apia-Nuku'alofa on a 14 day frequency.

Details from Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland or from Branch offices/agents in Fiji, Tonga and the Samoas.

NZ - N. CALEDONIA - N. HEBRIDES - PNG - SOLOMONS

Sofrana-Unilines with three ships operates to Vila and Santo, to Honiara and Papua New Guinea and to Noumea.

Details from Sofrana-Unilines, 18 Customs Street, Auckland (773-279), PO Box 3614, Telex NZ2313.

NZ - NEW HEBRIDES/ SOLOMONS

Warner Pacific Line services Auckland, Honiara, Santo, Vila monthly — general and freezer cargoes.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland, NZ (363-731).

NZ - AUSTRALIA - NEW CALEDONIA - SOLOMONS - GILBERTS - MICRONESIA

Union Co/Daiwa Line operate a container service from New Zealand through Sydney to Noumea, Honiara, Tarawa and Guam, Transhipment to Saipan, Majuro and Gizo.

Details: Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland, or Union Bulkships Pty Ltd, 333-339 George Street, Sydney, (2-0238).

NZ - PNG

Farrell Lines operates regular service every 30 days from Auckland to Lae and Rabaul.

Details from Dalgety NZ Ltd, 41-45 Albert Street, Auckland (7-1859) J. C. Waller (Rabaul) Pty Ltd, Rabaul, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

NZ - FIJI - NORTH AMERICA (WC)

Crusader cargo ships call at Suva, Levuka and Honolulu on NZ-US west coast trips and at Suva and/or Lautoka on US-NZ return trips.

Details from Blueport ACT (NZ) Ltd, PO Box 192, Wellington (739-029), Burns Philp (SS) Co Ltd, Suva.

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To: Australia, Papua New Guinea, Sabah & Sarawak.

Hong Kong, Taiwan, S. Korea, Japan

To: Guam, Saipan, Truk, Ponape, Other Pacific Islands.

AGENTS

Taiwan: Royal Steamship Corp. Ltd., Taipei
S. Korea: Dong Sue Shipping Co. Ltd., Seoul
Hong Kong: Dahzun Enterprises Ltd.
Singapore: Ocean Shipping & Enterprises Pte. Ltd.
Guam: Maritime Agencies of Pacific Ltd., Guam
Saipan: Saipan Shipping Co. Inc., Saipan
B.S.I.P.: Solomon Taiyo Ltd., Honiara
Tahiti: J.A. Cowan & Fils, Papeete
Cooks: Eastern Associates Ltd., Rarotonga
Tonga: E.M. Jones Ltd., Nukualofa
New Hebrides: Agence Maritime Raymond Velotte, Port Vila
A. Samoa: Island Pacific Agencies Inc., Pago Pago
W. Samoa: Morris Hedstrom Ltd., Apia
Fiji: Carpenter Shipping, Suva & Lautoka
PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
New Caledonia: Agence Maritime Du Rond Point Du Pacific, Noumea
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NZ - FIJI

Reef operates a regular 18-day service from Auckland to Suva and Lautoka.

Details from Reef Shipping Agencies Ltd, PO Box 3382, Auckland, NZ (7-1221-3).

Pacific Line with one ship operates monthly cargo service New Zealand, Lautoka, Suva.

Details: Sofrana-Unilines, 18 Customs Street, Auckland 773-279) PO Box 3614, Telex: JZ2313.

NZ - SAMOA - TONGA

Pacific Navigation of Tonga operates a four-weekly cargo service, Auckland - Nukualofa - Pago Pago - Apia - Nukualofa - Auckland.

Details from McKay Shipping Ltd, Downtown House, Queen Street, Auckland (33-656).

Warner Pacific Line services Onehunga - Nukualofa - Vavau fortnightly, and Timaru - Nukualofa - Vavau monthly and Onehunga - Apia and Pago Pago every 21 days carrying general and freezer cargoes and Timaru - Apia every 21 days carrying freezer cargo.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland 362-731).

NZ - COOK IS - NIUE - TAHITI

Shipping Corporation of NZ Ltd operates cargo services based on sailings and similar units from Auckland to Niue, Cook Islands and Tahiti.

Details from the Shipping Corp NZ Ltd, PO Box 3420, Auckland 79-430; Waterfront Commission, PO Box 61, Rarotonga, Lighterage and Stevedoring Co, Tutaki, Niue Govt Offices, Niue and Compagnie Maritime Polynesienne, B.P. 368, Papeete.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of Avonmouth, via Panama, for Apia, Suva and Lautoka.

Details from Burns Philp (SS) Co Ltd, Suva.

UK/N. CONTINENT - TAHITI - CALEDONIA - N. HEBRIDES

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Papeete, Noumea and Vila.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Ets AMAV, Papeete; S Ballande, Noumea, Burns Philp (NH) Ltd, Vila.

UK/N. CONTINENT - PNG - SOLOMONS

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Port Moresby, Lae, Madang, Milne Bay, Rabaul, Kieta and Honiara and on inducement to Yandina, Arawa and Nauru.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

SAN FRANCISCO -

HONOLULU - MICRONESIA

Nauru Pacific Line operates regular conventional/container service from San Francisco and Honolulu to Majuro, Nauru, Ponape, Truk and Saipan.

Details from Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709); North American Maritime Agencies, 100 California Street, San Francisco, California 94111 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank and Savill Line Ltd, operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041) or Howard Smith Industries Pty Ltd, 1 York Street, Sydney (27-5611).

US - A. SAMOA - NZ - AUST

Farrell Lines LASH ships operate regularly from US to Australia, via Pago Pago and Auckland and Canada.

Details from Wilh, Wilhelmsen Agency Pty Ltd, 13 Bridge St., Sydney (2-0517); 60 Market Street, Melbourne (61-0301); Farrell Lines, 1 Market Plaza, San Francisco, L.A. (415-777-3300); Dalgerty NZ Ltd, Auckland (7-1859); Kneubuhl Maritime Services, Pago Pago (633-5121).

US - TAHITI - SAMOA

Pacific Islands Transport operates a five/six weekly cargo service from North America west coast ports to Papeete, Pago Pago, Apia.

Details from Trans-Austral Shipping Pty Ltd, 19 Pitt Street, Sydney (27-2441).

Polynesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago.

Details from Polynesia Shipping Services Inc., PO Box 1478, Pago Pago (9-6799).

FIJI - TAHITI

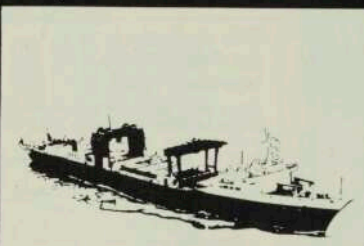
Compagnie Generale Maritime operates a monthly service from Suva to Papeete using Ro-Ro vessels.

Details Compagnie Generale Maritime, 4-6 Bligh Street, Sydney (221-2522); Williams & Gosling, PO Box 79, Suva (31-2633).

• Fiji is discussing air transport agreements with a number of countries, which could help Air Pacific to extend its services, the Secretary for Transport, Mr Bob Dods, told a recent meeting of the Fiji Hotel Association. The tourist industry could suffer if international airlines continue to bypass Fiji on the way to Australia and the US. Fiji had air transport agreements with Chile, India, Singapore, New Zealand, Tonga, Canada and the UK.

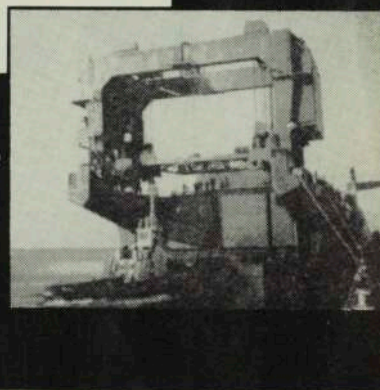
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MANAGING AGENTS: Wilh. Wilhelmsen Agency P/L, 13-15 Bridge Street, Sydney 2000—Phone 20517—60 Market Street, Melbourne, 3000—Phone 613031—344 Queen Street, Brisbane, 4000—Phone 2213316. MANAGING AGENTS N.Z.: Dalgerty N.Z. Ltd., 98 Lambton Quay, Wellington—Phone 72 4099—41/45 Albert Street, Auckland—Phone 71859. ISLAND AGENTS: Robert Laurie (NG) P/L, P.O. Box 1032, Lae, PNG—Phone 423811. J.C. Waller (Rabaul) Pty. Ltd., P.O. Box 606, Rabaul, PNG.—Phone 921997.

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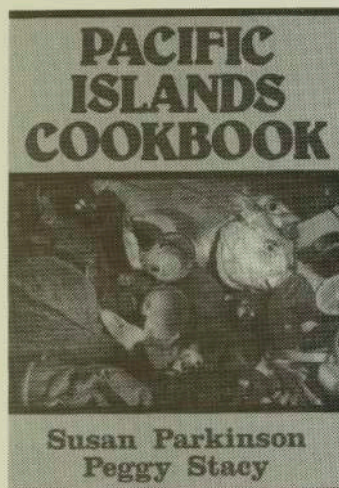
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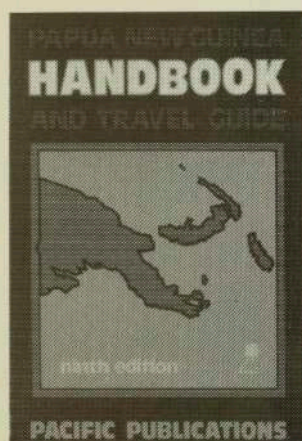
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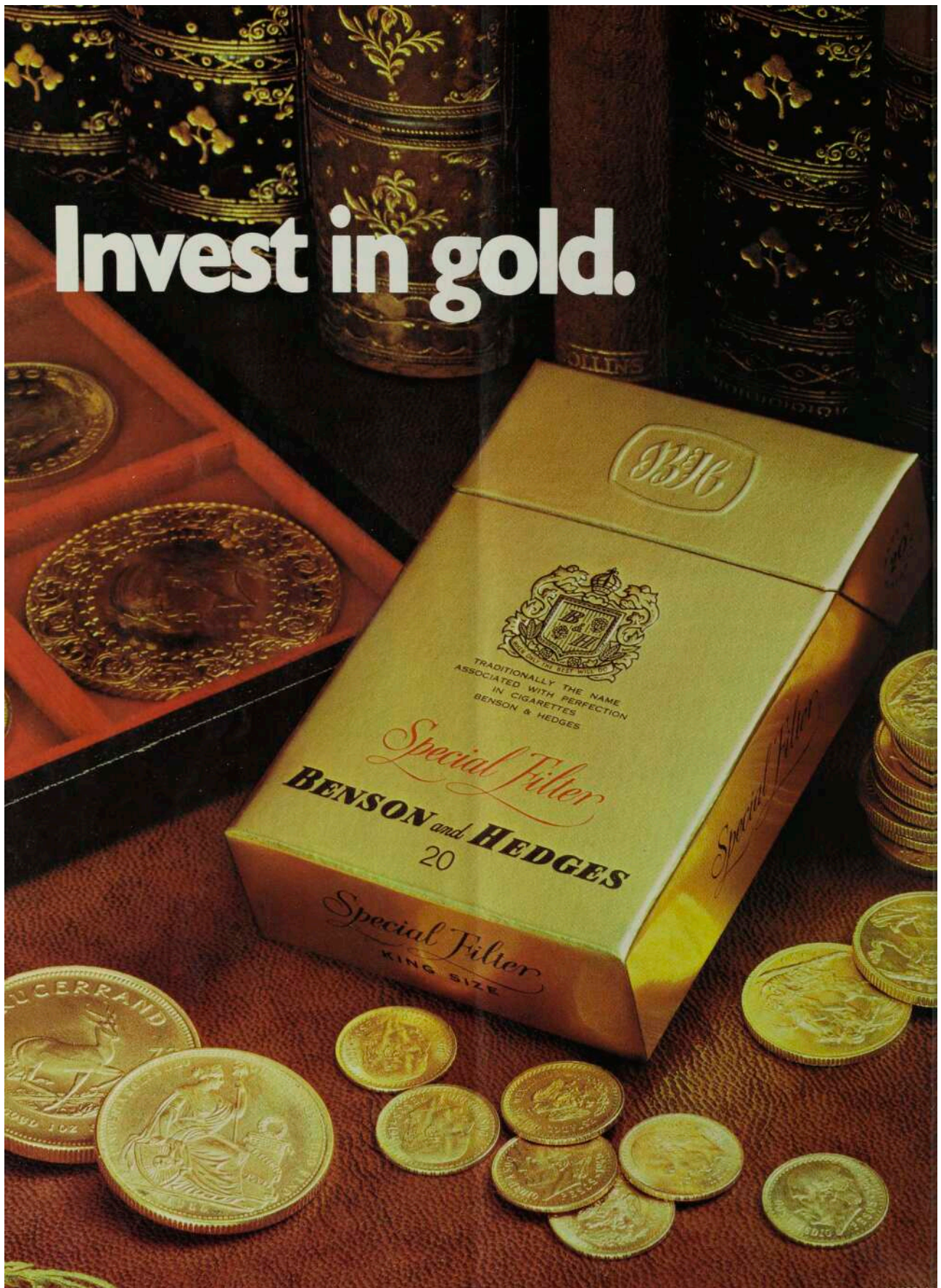
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